CONFIDENTIAL

BOROUGH OF
AGTON
AND CHELSEA

PP Number
PP/02/1324

Date Opened

TOWN PLANNING
DEVELOPMENT CONTROL

7 OF 9 COUNCILLORS & CONFIDENTIAL LEGAL & PRESS CUTTINGS

PROPERTY LOTS ROAD POWER STATION AND CHELSEA CREEK

L-TPDC

PK 12/1324

HP 23/5

Lot's Road Application PP/02/1324

Separate files to be made up after registration.

The Lots Road Power Station application is divided into the following files.

1. **of Nine: Application forms, covering letter, correspondence with applicants, notes of meetings.**
2. **of Nine: Statutory consultees & responses.**
3. **of Nine: Internal consultees & responses/project team.**
4. **of Nine: Responses to neighbour notification.**
5. **of Nine: Application plans AO Size. Box with sticker on front.**
6. **of Nine: Application plans A3 Size. ~~Box with sticker on front.~~**
7. **of Nine: Councillors & confidential correspondence, legal & press cuttings.**
8. **of Nine: Complete environmental statement. Box with sticker on front.**
9. **of Nine: Spare set of plans.**

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

David Le Lay
The Chelsea Society
4 Cranley Place
London
SW7 3AB

Switchboard: 020 7 937 5464
Extension: 2467
Direct Line: 020 7361 2467
Facsimile: 020 7361 3463
Email: johnw.thorne@rbkc.gov.uk

09/10/2003

My reference: DPS/DCSW/JT /PP/02/1324 Your reference: Please ask for: John W Thorne

Dear Mr Le Lay

Town & Country Planning Act 1990
Lots Road Power Station SW10

I refer to your letter dated 30th September 2003 and enclosures by which you suggest the production of 9 photo-montages of the proposed development on the above site.

You may be aware that appendix C1 to the applicants' environmental statement which was submitted in its revised form on 13th December 2002 and which forms part of the application details, contains 39 views of the development site, either in the form of 'wire frame' diagrams or fully executed photo montages.

Of these, CP5 (Page 18) is taken a few yards from your suggested point 1; CP7 is taken from the northern end of Battersea Bridge a few yards south of your suggested point 4 and provides a view similar to that from your suggested point 5; CP17 is taken a few yards from your suggested point 9; and CP18 and CP19 are taken from a short distance to the south and north respectively ,of your suggested point 8 .

Four of the montages, CP7, CP10, CP13 and CP33 were produced as large scale prints at my request and displayed at the committee meeting of 15th September.

Under the circumstances I consider sufficient visual material of this kind has been provided, well in advance of consideration of the application, to enable officers, members and interested parties to arrive at an informed view of the impact of the proposal in relation to its surroundings.

I trust this is of assistance

Yours sincerely
M J French
Executive Director, Planning & Conservation

INVESTOR IN PEOPLE

THE CHELSEA SOCIETY

founded by Reginald Blunt in 1927 to protect and foster the amenities of Chelsea

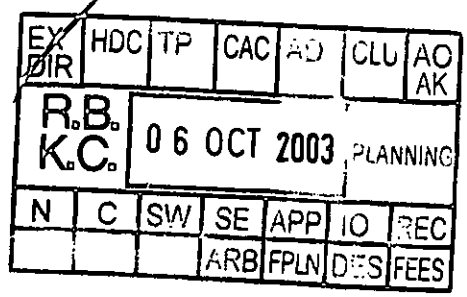
www.chelseasociety.org.uk

President THE RT. HON. THE LORD KELVEDON
Chairman DAVID LE LAY, R.I.B.A., F.R.S.A.

Hon. Secretary SAMANTHA WYNDHAM
4 CRANLEY PLACE
LONDON SW7 3AB

Email enquiries@chelseasociety.org.uk

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



30th September, 2003

Dear Mr. French

Lots Road Power Station, London SW10

Further to our exchange of email messages last week I enclose an extract from the OS map and also a plan of Brompton Cemetery on which I have marked, in red, a total of 9 no. points from which we would request that views be prepared to show the impact of the proposed Lots Road development.

We would expect these views to have the following characteristics:-

a) Be extremely accurate and computer-generated.

b) They should be what would be seen if a person of normal height were to stand on the locations shown and had taken a photograph using a 50mm lens.

c) They should show the view in winter time.

d) Each view should include existing features so that the development can be easily ascertained in relation to the existing environment. I enclose photographs of views 1-7 which illustrate this point.

/over

We would also ask that when this application is considered again by the planning committee that all of the views which we request are shown to the committee, together with other computer-generated views that I understand have already been produced.

If you have any queries, do not hesitate to contact me.

Yours sincerely

David Le Lay

Chelsoc/MJFLotsRd

EX DIR	HDC	TP	CAC	AD	CLU	AO AK
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			ARB	FP	DES	FEES

Apollo House
1 to 42
Bowling Green House
Playground
Purcell House
RILEY STREET
1 to 12
Albert Gray House
1 to 20
Walter House
1 to 12
Macnamara House
1 to 245
Hall
17 to 23
13
APOLLO PLACE
Munro Terrace
1 2 3 112
Brunel House
1 to 12
105
107
MILMANS STREET
108
51
Lindsey House
96 to 100
104a
103
102
101
104
CHELSEA EMBANKMENT
7.8m
Mean High Water
Mud
BM 7.87m
Chelsea Reach
Battersea Bridge
+ 5.2m
CHEYNE WALK
4.8m
BM 5.38m
PH
Playground
Barrier Walk
122a
117
122
LB
Mud
11.4m
1 to 65
Chelsea Reach Tower
4.8m
Mean High Water
SOUTH STANLEY WARD
Old Ferry Wharf
Pond
Pond
Pier
Pier
Landing Stage
River Thames
Battersea Reach
Euro Const. Boro Const and LB Bdy
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EX DIR | HDC | TP | CAC | AD | CLU | AC AK
R.B. K.C. 06 OCT 2003 PLANNING
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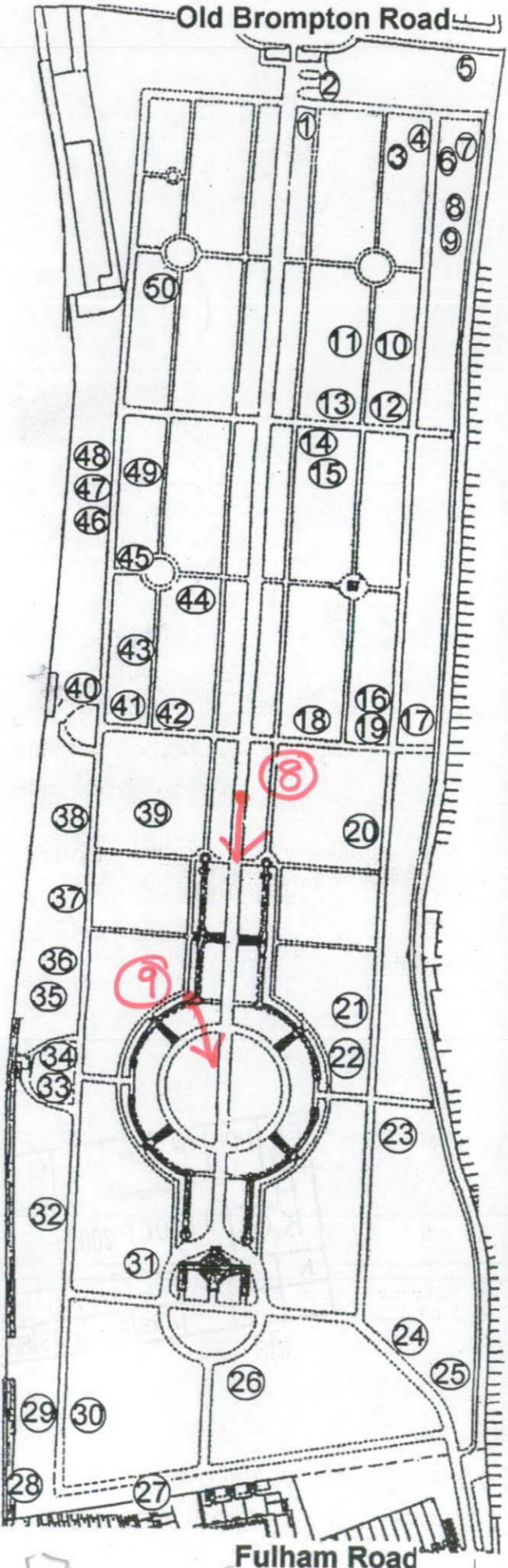
Rectory
Warehouse
Warehouse
Institute
School
Ruins
Phene Arms (PH)
PHENE STREET
GLEBE PLACE
UPPER CHEYNE ROW
LB
Church of Our Most Holy Redeemer & St Thomas More (RC)
Castle Works (Drawing Materials)
Oakley Studios
Adair House
Subway
BM 21·74
Billiard Table Works
Shrewsbury House
Pier Hotel (PH)
Hereford Bldgs 1 to 28
Rectory Chambers 1 to 22
Black Lion (PH)
PAULTONS STREET
PAULTONS
26 × SQUARE
BM 25·87
OLD CHURCH STREET
Chelsea Estate (Peabody Trust)
N. Block 1 to 17
E. Block 1 to 17
W. Block 1 to 17
S. Block 1 to 17
JUSTICE WALK
LAWRENCE STREET
Lawrence Mansions 1 to 12
Tennyson Mansions 1 to 5
King's Mansions 1 to 9
LORDSHIP PLACE
CHEYNE ROW
Cross Keys (PH)
Carlyle Mansions 12a to 24
PH
Ruin
Ward Bdy
Grave Yard
Chelsea Old Church
Cheyne Hospital
PETYT PLACE
CHELSEA EMBANKMENT GARDENS
Carlyle Statue
CHELSEA EMBANKMENT
High Water Mark of Medium Tides
Drinking Fountain
Chelsea Embankment Memorial
TCB
Convent of Adoration Reparatrice
R C Chapel (Disused)
Ruin
El Sub Sta
Cadogan House
Winchester House
Dacre House
Burleigh House
Kingsley House
Sir Thomas More Estate
DANVERS STREET
Crosby Hall
More's Garden
1 to 12
14 to 16
CHEYNE WALK
Close
O A D
RIVER THAME
Chelsea Reac

EX DIR | HDC | TF | CAC | AD | CLU | AO AK
R.B. K.C. 06 OCT 2003 PLANNING
N | C | CW | SE | APP | IO | REC
ARB | FPLN | DES | FEES


Old Brompton Road
Fulham Road
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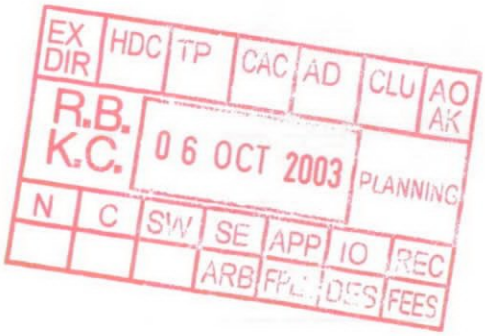
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06 OCT 2003
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PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

Mr. David Le Lay,
Chairman, The Chelsea Society,
39 Old Church Street,
LONDON, SW3 5BS.

Switchboard: 020-7937 5464
Extension: 2944
Direct Line: 020-7361 2944

Facsimile: 020-7361 3463

11 September 2003

My reference: EDPC/MJF/PP 02/1324 Your reference: Please ask for: Mr. French

Dear Mr. Le Lay,

Lots Road Power Station and Chelsea Creek, S.W.10.

I am writing to inform you that arrangements have been made for you to attend and address the Planning Services Committee on 15 September 2003 at the Town Hall in the Council Chamber at 6..30 p.m. on the above application. I would be grateful for a brief statement of the points you wish to raise.

The applicant has also been invited to attend and address the Committee. In order to avoid deferrals caused by either or both invited parties not attending, I am hereby advising you that should either party fail to attend or provide adequate reasons for non-attendance, the Committee will proceed to determine the application. You may of course bring photographs etc. if you consider that they help to illustrate your case more clearly. Your representation to Committee will be limited to ten minutes only. Upon arrival, you are advised to make yourself known to the Committee Administrator seated within the Committee meeting room.

In the event of only the objector appearing, he/she will be given an opportunity to state his/her objections and answer any questions asked by Members relating to the proposals. With regard to the applicant/agent, he/she will be allowed to make a short summary address of the proposals and be prepared to answer any questions raised by Members of the Committee.

Should you have any queries regarding either the arrangements made or this letter, I would be grateful if you would contact my secretary in the first instance.

Yours sincerely,

M. J. French,
Executive Director, Planning and Conservation.

INVESTOR IN PEOPLE

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

Mr. Jim Pool,
Montagu Evans,
Premier House, 22/48 Dover Street,
LONDON, W1S 4AZ.

Switchboard: 020-7937 5464
Extension: 2944
Direct Line: 020-7361 2944

Facsimile: 020-7361 3463

11 September 2003

My reference: EDPC/MJF/PP 02/1324 Your reference: Please ask for: Mr. French

Dear Mr. Pool,

Lots Road Power Station and Chelsea Creek, S.W.10.

I am writing to inform you that arrangements have been made for you to attend and address the Planning Services Committee on 15 September 2003 at the Town Hall in the Council Chamber at 6..30 p.m. on the above application.

Objectors to the application have also been invited to attend and address the Committee. In order to avoid deferrals caused by either or both invited parties not attending, I am hereby advising you that should either party fail to attend or provide adequate reasons for non-attendance, the Committee will proceed to determine the application. You may of course bring photographs etc. if you consider that they help to illustrate your case more clearly. Your representation to Committee will be limited to twenty minutes only. Upon arrival, you are advised to make yourself known to the Committee Administrator seated within the Committee meeting room.

In the event of only the objector appearing, he/she will be given an opportunity to state his/her objections and answer any questions asked by Members relating to the proposals. With regard to the applicant/agent, he/she will be allowed to make a short summary address of the proposals and be prepared to answer any questions raised by Members of the Committee.

Should you have any queries regarding either the arrangements made or this letter, I would be grateful if you would contact my secretary in the first instance.

Yours sincerely,

M. J. French,
Executive Director, Planning and Conservation.

c.c. Mr. Alasdair J. Nicholls, Chairman, Circadian, 4 Dunraven Street, W1K 7FB.

INVESTOR IN PEOPLE

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

Switchboard: 020-7937 5464
Extension: 2944
Direct Line: 020-7361 2944

Facsimile: 020-7361 3463

Mr. John Pringle,
Secretary, the Lots Road Action Group,
46 Lots Road,
LONDON, SW10 0QF.

11 September 2003

My reference: EDPC/MJF/PP 02/1324 Your reference: Please ask for: Mr. French

Dear Mr. Pringle,

Lots Road Power Station and Chelsea Creek, S.W.10.

I am writing to inform you that arrangements have been made for you to attend and address the Planning Services Committee on 15 September 2003 at the Town Hall in the Council Chamber at 6..30 p.m. on the above application. I would be grateful for a brief statement of the points you wish to raise.

The applicant has also been invited to attend and address the Committee. In order to avoid deferrals caused by either or both invited parties not attending, I am hereby advising you that should either party fail to attend or provide adequate reasons for non-attendance, the Committee will proceed to determine the application. You may of course bring photographs etc. if you consider that they help to illustrate your case more clearly. Your representation to Committee will be limited to ten minutes only. Upon arrival, you are advised to make yourself known to the Committee Administrator seated within the Committee meeting room.

In the event of only the objector appearing, he/she will be given an opportunity to state his/her objections and answer any questions asked by Members relating to the proposals. With regard to the applicant/agent, he/she will be allowed to make a short summary address of the proposals and be prepared to answer any questions raised by Members of the Committee.

Should you have any queries regarding either the arrangements made or this letter, I would be grateful if you would contact my secretary in the first instance.

Yours sincerely,

M. J. French,
Executive Director, Planning and Conservation.

INVESTOR IN PEOPLE

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

J T C Wilson
13 Stadium Street
SW10

Switchboard: 020 7 937 5464
Extension: 2467
Direct Line: 020 7361 2467
Facsimile: 020 7361 3463
Email: johnw.thorne@rbkc.gov.uk

31/10/2003

My reference: DPS/DCSW/JT /PP/02/1324 Your reference:

Please ask for: John W Thorne

Dear Sir

Town & Country Planning Act 1990
Lots Road Power Station SW10

I refer to your letter dated 15th October 2003 and would comment as follows:

You will have received a copy of the Independent Transportation Consultants' Report by E-Mail as requested. I do not accept your assertion that the appointed consultant was subject to any conflict of interest nor the suggestion that the conclusions of the Director of Transportation and Highways with regard to transportation matters are incorrect.

The matter of open space within the development was discussed at the meeting of the Major Planning Application Committee on 28th October and clarified fully for the benefit of members as were all other matters of concern.

Planning permission was refused on grounds relating to the impact of the proposed high building.

I trust this is of assistance

Yours faithfully

M J French
Executive Director, Planning & Conservation

INVESTOR IN PEOPLE

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

Mr. J. T. C. Wilson,
13 Stadium Street,
LONDON, SW10 0PU.

Switchboard: 020 7937 5464
Extension: 2944
Direct Line: 020 7361-2944
Facsimile: 020 7361 3463
Web: www.rbkc.gov.uk

17 October 2003

My reference: EDPC/MJF/PP/0 2/1324 Your reference:

Please ask for: Mr. French

Dear Mr. Wilson,

Lots Road Power Station and Chelsea Creek, S.W.10.

Thank you for your facsimile of 16 October regarding the Lots Road development. I have passed this to Mr. Thorne, the Area Planing Officer, who is dealing with the report, and he will make any amendments he considers necessary before reporting back to Committee on 28 October.

Yours sincerely,

M. J. French,
Executive Director, Planning and Conservation.

This is the clerk I told you about. If something is wrong, I can forward it please.

INVESTOR IN PEOPLE

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

THE ROYAL BOROUGH OF

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London
SW10 0PU

Switchboard: 020 7 937 5464
Extension: 2467
Direct Line: 020 7361 2467
Facsimile: 020 7361 3463
Email: johnw.thorne@rbkc.gov.uk

18/09/2003

My reference: DPS/DCSW/JT /PP/02/1324 Your reference: Please ask for: John W Thorne

Dear Sir/Madam

Town & Country Planning Act 1990
Lots Road Power Station

I refer to your letter of 16th September 2003 concerning the above site.

You ask why formal representations regarding the proposed development in the London Borough of Hammersmith and Fulham were not made by The Royal Borough in advance of their committee's consideration of the application in June 2003.

At the time of consideration of the Hammersmith and Fulham application neither the officers or members of this authority had arrived at a conclusion regarding the acceptability of the proposals. In the light of the parallel application before RBK&C, to have taken a position with regard to the LBH&F site would, in my opinion have been premature and potentially prejudicial to the proper consideration of the wider scheme on its merits.

Notwithstanding this, there has been continuous dialogue between officers of both boroughs throughout the application process with both being fully aware of the others' position and concerns.

The only formal response which could reasonably have been given would have been to the effect that the authority '...is not yet in a position to comment on this application.'

I trust this of assistance

Yours faithfully

M J French
Executive Director, Planning & Conservation

INVESTOR IN PEOPLE

French, Michael: PC-Plan

From: French, Michael: PC-Plan
Sent: 10 October 2003 17:16
To: 'dll@davidlelay.co.uk'
Cc: Cllr-Ahern; Cllr-Atkinson; Cllr-Borwick; Cllr-Buxton(T); John Pringle; French, Michael: PC-Plan; Cllr-Campbell; Cllr-Cunningham; Cllr-Dalton; Cllr-Edge; Cllr-Halbritter; Cllr-Hanham (Lady); Cllr-Harland; Cllr-Hoier(B); Cllr-Holt; Cllr-Horton; Cllr-Husband; Cllr-O'Neill; Cllr-Phelps; Bach, Michael; Terence Bendixson; Cllr-Simmonds; Cllr-Tomlin; Cllr-Weatherhead; Thorne, John W.: PC-Plan; Cllr-Kingsley; Cllr-Redman; Cllr-Moylan; Myers, Derek: CP-ChiefExec; Cllr-Cockell; 'Lots Road - David Waddell (E-mail)'; 'Lots Road - Sir Ralph Halpern (E-mail)'; 'Lots Road - Terence Bendixson (E-mail)'; 'Lots Road - Brian Falk (E-mail)'; 'Lots Road - Angela Dixon (E-mail)'; 'Lots Road - Collette Wilkinson/ Melyssa Stokes (E-mail)'; 'Lots Road - Kevin Isherwood/ Kay de Bernardo (E-mail)'; Thorne, John W.: PC-Plan; Case, Richard: ES-HwayTraf
Subject: RE: Lots Road Power Station Development - Transportation Assessment

Dear Mr. Le Lay,

Thank you for your e-Mail of 8 October; I would comment as follows:

The instruction to the appointed Transportation Consultants contains the following caveat:

"Please note that it is a requirement of this appointment that you are not and have not been engaged by other parties to undertake an assessment of the Lots Road Power Station or other major developments in the local area".

I do not consider South Kensington Station to fall within the 'local area' in the intended sense of this caveat which, I understand to mean the immediate area. The instruction did not bar consultants for having worked in the Royal Borough, or for having worked for any party having some connection with other parties involved in the Lots Road scheme. In my opinion it would not be reasonable to have done so.

With a development of this size it is unlikely that any suitable firm would have had no dealings with any interested party. The pool of available and suitably qualified Transportation Consultants, and particularly those with sufficient expertise in a position to deliver the required assessment of a major scheme within the timescale envisaged, is not large. Three of the major 'players' have already been directly involved in the Lots Road application and therefore certainly could not be chosen, and it was also important to avoid instructing any consultant who had acted in cases where there had been differences or disputes between them and the Council regarding transportation issues.

The South Kensington application was submitted on behalf of London Underground naming Stanhope Developments and Hutchinson Whampoa as their chosen partners. They submitted a Transportation assessment by Steere Davis Gleave in May 2003. I do not consider this involvement to have compromised SDG to the extent that they are an unsuitable choice for the commission regarding Lots Road. The reputation of consultants, as with any professionals including Council officers, rests on the quality, thoroughness and integrity of their work and this will of course be subject to scrutiny. What is being sought is a technical analysis, based on the facts, independent of the applicants, the Council and the objectors.

There are many instances where professional advisers have acted both for and against the Council in the context of planning applications. You may be interested to know that SDG have previously acted for the Council in relation to the Chelsea Hackney Line.

SDG are clearly satisfied that they are independent and that they meet our requirement for independence as described in the letter of appointment. However, I am very happy to ask them to comment in their report on this particular issue.

M. J. French,

Executive Director, Planning and Conservation.
020 7361 2944

-----Original Message-----
From: dll@davidlelay.co.uk [mailto:dll@davidlelay.co.uk]
Sent: 08 October 2003 16:35
To: cllr.ahern@rbkc.gov.uk
Cc: 'RBKC Planning - Cllr Atkinson (E-mail)'; 'RBKC Planning - Cllr Borwick (E-mail)'; 'RBKC Planning - Cllr Buxton (E-mail)'; John Pringle; 'RBKC Planning - Michael French (E-mail)'; 'RBKC Planning - Cllr Campbell (E-mail)'; 'RBKC Planning - Cllr Cunningham (E-mail)'; 'RBKC Planning - Cllr Dalton (E-mail)'; 'RBKC Planning - Cllr Edge (E-mail)'; 'RBKC Planning - Cllr Halbritter (E-mail)'; 'RBKC Planning - Cllr Hanham (E-mail)'; 'RBKC Planning - Cllr Harland (E-mail)'; 'RBKC Planning - Cllr Hoier (E-mail)'; 'RBKC Planning - Cllr Holt (E-mail)'; 'RBKC Planning - Cllr Horton (E-mail)'; 'RBKC Planning - Cllr Husband (E-mail)'; 'RBKC Planning - Cllr O'Neill (E-mail)'; 'RBKC Planning - Cllr Phelps (E-mail)'; Bach, Michael; Terence Bendixson; 'RBKC Planning - Cllr Simmonds (E-mail)'; 'RBKC Planning - Cllr Tomlin (E-mail)'; 'RBKC Planning - Cllr Weatherhead (E-mail)'; 'RBKC Planning - John Thorne (E-mail)'; 'RBKC Planning - Cllr Kingsley (E-mail)'; 'RBKC - Cllr Redman (E-mail)'; 'RBKC - Cllr Moylan (E-mail)'; 'RBKC - Chief Executive (E-mail)'; 'RBKC - Leader (E-mail)'; 'Lots Road - David Waddell (E-mail)'; 'Lots Road - Sir Ralph Halpern (E-mail)'; 'Lots Road - Terence Bendixson (E-mail)'; 'Lots Road - Brian Falk (E-mail)'; 'Lots Road - Angela Dixon (E-mail)'; 'Lots Road - Collette Wilkinson/ Melyssa Stokes (E-mail)'; 'Lots Road - Kevin Isherwood/ Kay de Bernardo (E-mail)'
Subject: RE: Lots Road Power Station Development - Transportation Assessment

Dear Councillor Ahern

I am most concerned at the situation that has arisen regarding the independent assessment of the traffic report produced by the applicants in respect of this proposed development. The Consulting Traffic Engineers selected by Mr. French to carry out this assessment are Steer, Davies, Gleave; and I am informed that this firm is also acting for the applicants of the recently submitted application for the redevelopment of South Kensington Station.

As you probably know, the architects and planning consultants for the Lots Road application are the same as for the South Kensington application and the applicants themselves are also the same, with the sole exception that in the case of Lots Road it is Hutchison Whampoa/Taylor Woodrow whilst at South Kensington it is Hutchison Whampoa/Stanhope.

The instructions of your committee were that the application should be deferred in order to allow for an independent traffic assessment to be carried out; under no stretch of the imagination could a report by Steer, Davies, Gleave be deemed independent - the crucial factor being that their involvement with the applicants and their professional team is both current and on-going.

I have no doubt that Steer, Davies, Gleave are a reputable and competent firm but I do think that when approached by Mr. French they should have immediately declared that there could be a conflict of interest which would prevent them from carrying out the task that he required.

I do not agree with Mr. Pringle of the Lots Road Action Group when he says that there are only a limited number of traffic consultants; there are

plenty, and it should be easy to find a suitable firm who are not currently working with the applicants or any of their professional team.

May I suggest that this matter is dealt with promptly; as when your committee meets again to consider this important planning application, if the traffic report that is produced is one from Steer, Davies, Gleave, the Chelsea Society, and probably other objectors, will be saying that it is far from being the independent report that was requested.

David Le Lay
Chairman, The Chelsea Society

Duplicates?

Thorne, John W.: PC-Plan

From: Ernest Tomlin [eptomlin@btinternet.com]
Sent: 13 October 2003 08:48
To: Cllr.Ahern@rbkc.gov.uk
Cc: Cllr.Atkinson@rbkc.gov.uk; Cllr.Borwick@rbkc.gov.uk; Cllr.Buxton@rbkc.gov.uk; john.pringle@prsarchitects.com; Cllr.Campbell@rbkc.gov.uk; Cllr.Cunningham@rbkc.gov.uk; Cllr.Dalton@rbkc.gov.uk; Cllr.Edge@rbkc.gov.uk; Cllr.Halbritter@rbkc.gov.uk; Cllr.Hanham@rbkc.gov.uk; cllr.harland@rbkc.gov.uk; Cllr.B.Hoier@rbkc.gov.uk; Cllr.Holt@rbkc.gov.uk; Cllr.Horton@rbkc.gov.uk; Cllr.Husband@rbkc.gov.uk; Cllr.O'Neill@rbkc.gov.uk; Cllr.Phelps@rbkc.gov.uk; michael.bach@odpm.gsi.gov.uk; tbendixson@onetel.net.uk; Cllr.Simmonds@rbkc.gov.uk; Cllr.Tomlin@rbkc.gov.uk; Cllr.Weatherhead@rbkc.gov.uk; JohnW.Thorne@rbkc.gov.uk; Cllr.Kingsley@rbkc.gov.uk; Cllr.Redman@rbkc.gov.uk; Cllr.Moylan@rbkc.gov.uk; Derek.Myers@rbkc.gov.uk; leader@rbkc.gov.uk; davidbwaddell@btinternet.com; sirralphhalpern@ukf.net; t.bendixson@pobox.com; falk.bressingham@btinternet.com; dixon.angela@talk21.com; collette.wilkinson@btinternet.com; kisherwood@cps-direct.co.uk; JohnW.Thorne@rbkc.gov.uk; Richard.Case@rbkc.gov.uk; Michael.French@rbkc.gov.uk; dll@davidlelay.co.uk
Subject: RE: Lots Road Power Station Development - Transportation Assessment

Dear Tim,

I am becoming increasingly concerned over the handling of this application. I was far from happy with the report that was presented to the last planning committee to the extent that I was forced to abstain rather than voting. It is imperative that the Council is seen to act impartially and if the officers find that impartiality difficult to measure then it is up to the Members to make sure it is above suspicion. In my book that means satisfying the representatives of the Chelsea Society. I have known David Le Ley for many years and I have never known him act in any other manner than for the interests of the Royal Borough and that should be respected.
Regards,

Ernest.
43 Wallingford Avenue
London
W10 6PZ
tele. 020 7460 2974
mobile 07762 028 247
email eptomlin@btinternet.com
country tele 01672 870 974 (N.B. New number)

-----Original Message-----
From: Michael.French@rbkc.gov.uk [mailto:Michael.French@rbkc.gov.uk]
Sent: 10 October 2003 17:16
To: dll@davidlelay.co.uk
Cc: Cllr.Ahern@rbkc.gov.uk; Cllr.Atkinson@rbkc.gov.uk; Cllr.Borwick@rbkc.gov.uk; Cllr.Buxton@rbkc.gov.uk; john.pringle@prsarchitects.com; Michael.French@rbkc.gov.uk; Cllr.Campbell@rbkc.gov.uk; Cllr.Cunningham@rbkc.gov.uk; Cllr.Dalton@rbkc.gov.uk; Cllr.Edge@rbkc.gov.uk; Cllr.Halbritter@rbkc.gov.uk; Cllr.Hanham@rbkc.gov.uk; cllr.harland@rbkc.gov.uk; Cllr.B.Hoier@rbkc.gov.uk; Cllr.Holt@rbkc.gov.uk; Cllr.Horton@rbkc.gov.uk; Cllr.Husband@rbkc.gov.uk; Cllr.O'Neill@rbkc.gov.uk; Cllr.Phelps@rbkc.gov.uk; michael.bach@odpm.gsi.gov.uk; tbendixson@onetel.net.uk; Cllr.Simmonds@rbkc.gov.uk; Cllr.Tomlin@rbkc.gov.uk; Cllr.Weatherhead@rbkc.gov.uk; JohnW.Thorne@rbkc.gov.uk; Cllr.Kingsley@rbkc.gov.uk; Cllr.Redman@rbkc.gov.uk; Cllr.Moylan@rbkc.gov.uk; Derek.Myers@rbkc.gov.uk; leader@rbkc.gov.uk; davidbwaddell@btinternet.com; sirralphhalpern@ukf.net; t.bendixson@pobox.com; falk.bressingham@btinternet.com; dixon.angela@talk21.com; collette.wilkinson@btinternet.com; kisherwood@cps-direct.co.uk;

JohnW.Thorne@rbkc.gov.uk; Richard.Case@rbkc.gov.uk
Subject: RE: Lots Road Power Station Development - Transportation Assessment

Dear Mr. Le Lay,

Thank you for your e-Mail of 8 October; I would comment as follows:

The instruction to the appointed Transportation Consultants contains the following caveat:

"Please note that it is a requirement of this appointment that you are not and have not been engaged by other parties to undertake an assessment of the Lots Road Power Station or other major developments in the local area".

I do not consider South Kensington Station to fall within the 'local area' in the intended sense of this caveat which, I understand to mean the immediate area. The instruction did not bar consultants for having worked in the Royal Borough, or for having worked for any party having some connection with other parties involved in the Lots Road scheme. In my opinion it would not be reasonable to have done so.

With a development of this size it is unlikely that any suitable firm would have had no dealings with any interested party. The pool of available and suitably qualified Transportation Consultants, and particularly those with sufficient expertise in a position to deliver the required assessment of a major scheme within the timescale envisaged, is not large. Three of the major 'players' have already been directly involved in the Lots Road application and therefore certainly could not be chosen, and it was also important to avoid instructing any consultant who had acted in cases where there had been differences or disputes between them and the Council regarding transportation issues.

The South Kensington application was submitted on behalf of London Underground naming Stanhope Developments and Hutchinson Whampoa as their chosen partners. They submitted a Transportation assessment by Steere Davis Gleave in May 2003. I do not consider this involvement to have compromised SDG to the extent that they are an unsuitable choice for the commission regarding Lots Road. The reputation of consultants, as with any professionals including Council officers, rests on the quality, thoroughness and integrity of their work and this will of course be subject to scrutiny. What is being sought is a technical analysis, based on the facts, independent of the applicants, the Council and the objectors.

There are many instances where professional advisers have acted both for and against the Council in the context of planning applications. You may be interested to know that SDG have previously acted for the Council in relation to the Chelsea Hackney Line.

SDG are clearly satisfied that they are independent and that they meet our requirement for independence as described in the letter of appointment. However, I am very happy to ask them to comment in their report on this particular issue.

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

-----Original Message-----
From: dll@davidlelay.co.uk [mailto:dll@davidlelay.co.uk]
Sent: 08 October 2003 16:35
To: cllr.ahern@rbkc.gov.uk
Cc: 'RBKC Planning - Cllr Atkinson (E-mail)'; 'RBKC Planning - Cllr Borwick

(E-mail)'; 'RBKC Planning - Cllr Buxton (E-mail)'; John Pringle; 'RBKC Planning - Michael French (E-mail)'; 'RBKC Planning - Cllr Campbell (E-mail)'; 'RBKC Planning - Cllr Cunningham (E-mail)'; 'RBKC Planning - Cllr Dalton (E-mail)'; 'RBKC Planning - Cllr Edge (E-mail)'; 'RBKC Planning - Cllr Halbritter (E-mail)'; 'RBKC Planning - Cllr Hanham (E-mail)'; 'RBKC Planning - Cllr Harland (E-mail)'; 'RBKC Planning - Cllr Hoier (E-mail)'; 'RBKC Planning - Cllr Holt (E-mail)'; 'RBKC Planning - Cllr Horton (E-mail)'; 'RBKC Planning - Cllr Husband (E-mail)'; 'RBKC Planning - Cllr O'Neill (E-mail)'; 'RBKC Planning - Cllr Phelps (E-mail)'; Bach, Michael; Terence Bendixson; 'RBKC Planning - Cllr Simmonds (E-mail)'; 'RBKC Planning - Cllr Tomlin (E-mail)'; 'RBKC Planning - Cllr Weatherhead (E-mail)'; 'RBKC Planning - John Thorne (E-mail)'; 'RBKC Planning - Cllr Kingsley (E-mail)'; 'RBKC - Cllr Redman (E-mail)'; 'RBKC - Cllr Moylan (E-mail)'; 'RBKC - Chief Executive (E-mail)'; 'RBKC - Leader (E-mail)'; 'Lots Road - David Waddell (E-mail)'; 'Lots Road - Sir Ralph Halpern (E-mail)'; 'Lots Road - Terence Bendixson (E-mail)'; 'Lots Road - Brian Falk (E-mail)'; 'Lots Road - Angela Dixon (E-mail)'; 'Lots Road - Collette Wilkinson/ Melyssa Stokes (E-mail)'; 'Lots Road - Kevin Isherwood/ Kay de Bernardo (E-mail)'
Subject: RE: Lots Road Power Station Development - Transportation Assessment

Dear Councillor Ahern

I am most concerned at the situation that has arisen regarding the independent assessment of the traffic report produced by the applicants in respect of this proposed development. The Consulting Traffic Engineers selected by Mr. French to carry out this assessment are Steer, Davies, Gleave; and I am informed that this firm is also acting for the applicants of the recently submitted application for the redevelopment of South Kensington Station.

As you probably know, the architects and planning consultants for the Lots Road application are the same as for the South Kensington application and the applicants themselves are also the same, with the sole exception that in the case of Lots Road it is Hutchison Whampoa/Taylor Woodrow whilst at South Kensington it is Hutchison Whampoa/Stanhope.

The instructions of your committee were that the application should be deferred in order to allow for an independent traffic assessment to be carried out; under no stretch of the imagination could a report by Steer, Davies, Gleave be deemed independent - the crucial factor being that their involvement with the applicants and their professional team is both current and on-going.

I have no doubt that Steer, Davies, Gleave are a reputable and competent firm but I do think that when approached by Mr. French they should have immediately declared that there could be a conflict of interest which would prevent them from carrying out the task that he required.

I do not agree with Mr. Pringle of the Lots Road Action Group when he says that there are only a limited number of traffic consultants; there are plenty, and it should be easy to find a suitable firm who are not currently working with the applicants or any of their professional team.

May I suggest that this matter is dealt with promptly; as when your committee meets again to consider this important planning application, if the traffic report that is produced is one from Steer, Davies, Gleave, the Chelsea Society, and probably other objectors, will be saying that it is far from being the independent report that was requested.

David Le Lay
Chairman, The Chelsea Society

****
The Royal Borough of Kensington and Chelsea

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****

French, Michael: PC-Plan

From: French, Michael: PC-Plan
Sent: 06 August 2004 16:16
To: 'andrew.storey@uk.taylorwoodrow.com'
Cc: Thorne, John W.: PC-Plan; 'jim.pool@dp9.co.uk'
Subject: Lots Road Power Station

Dear Mr. Storey,

Thank you for your letter received on 6 August. I think it would be helpful if we could meet to discuss a number of issues prior to the Public Inquiry getting underway. Could I suggest we meet in early September, and perhaps you could contact my secretary on 020 7361 2944.

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

EX DIR | HDC | TP | CAC | AD | CLU | A
(78) R.B.K.C. 6 AUG 2004 PLANNING
N | C | SW | SE | APP | IO | REC
ARB | FPLN | DES | FEES

circadian

Date

To

Michael French
Director of Planning & Conservation
The Town Hall
Hornton Street
London
W8 7NX

840/9.1.1

Your Ref

Dear Mr French

Our Ref

RE: Lots Road Power Station – Lots Road London SW10

I am writing to apologise for cancelling the meeting that we had pencilled in for this morning at 10.00am to discuss further matters in respect to the redevelopment of the Lots Road Power Station.

I had envisaged that by this time we would have developed possible alternative proposals to discuss with you ahead of a rescheduled meeting with yourself and Councillor Cockell, which had been arranged for next Monday. I have today spoken to the leader secretary and cancelled that meeting as well. We have been looking with our architects at other possible proposals for that element of the overall redevelopment site which lies within Kensington and Chelsea however we are yet to develop a satisfactory and viable scheme which we could present to you or any meaningful discussions. I am aware that Councillor Cockell is not available following next Monday until early September and it may well be that we would be in a position to meet with you and Councillor Cockell in mid-September should we have developed a Scheme which we think might be something we could look at in the alternative.

Turning to the matter of our appeal, I believe that I would need to meet with you together with our advisors to discuss some of the technical issues surrounding the preparation for the planning inquiry such as the agreement of statements of common ground etc and I will make contact with your office to set up an appropriate meeting to progress this further.

Yours sincerely,

ANC Storey
Project Director

Tel 020 7349 6400
Fax 020 7349 6401
andrew.storey@uk.taylorwoodrow.com

cc: Jim Poole – DP9

Circadian
Studio 11/12
90 Lots Road
Chelsea
London SW10 0QD

Telephone: 020 7349 6400
Facsimile: 020 7349 6401
E-mail: info@circadian-uk.com
www.circadian-uk.com

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Taylor Woodrow

JT

Taylor Woodrow

Taylor Woodrow
Developments Limited
41 Clarendon Road
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Hertfordshire
WD17 1TR
Tel +44 (0)1923 478 600
Fax +44 (0)1923 478 601
taylorwoodrow.com

19th November 2003

19 NOV 2003
faxed to
AL

Councillor M Cockell
Leader of Royal Borough of Kensington & Chelsea
Town Hall
Horton Street
London
W8 7NX

By Fax and Post

Dear Councillor Cockell

I am writing on behalf of Circadian, the Joint Venture between Taylor Woodrow and Hutchison Whampoa, to express my disappointment that our planning application for redevelopment of the Lots Road Power Station site was refused on 28th October 2003.

This refusal was not withstanding the recommendation given by your officers to approve following additional traffic analysis having been undertaken by independent consultants.

The refusal of this application is considered very serious by both Taylor Woodrow and Hutchison Whampoa.

I would like to request a meeting with you and your senior officers as a matter of urgency in order that we may understand the reasons for this refusal. I will make arrangements to call your office tomorrow to arrange for a meeting, which I would ideally like to take place by the end of this week.

Yours sincerely

Andrew Locke
Project Director

Direct dial 01923 478 600
Fax 01923 478 818
andrew.locke@uk.taylorwoodrow.com

To: Mr D. Myers
&
Mr M French

cc: Dr Edmond Ho, Executive Director, Hutchison Whampoa Europe Ltd
Keith Parrett, Managing Director, Taylor Woodrow London

The Leader has asked me to pass this to you for comment - RL 19/11

EX DIR	HDC	TP	CAC	AD	CLU	AC AK
R.B. K.C.	20 NOV 2003				PLANNING	
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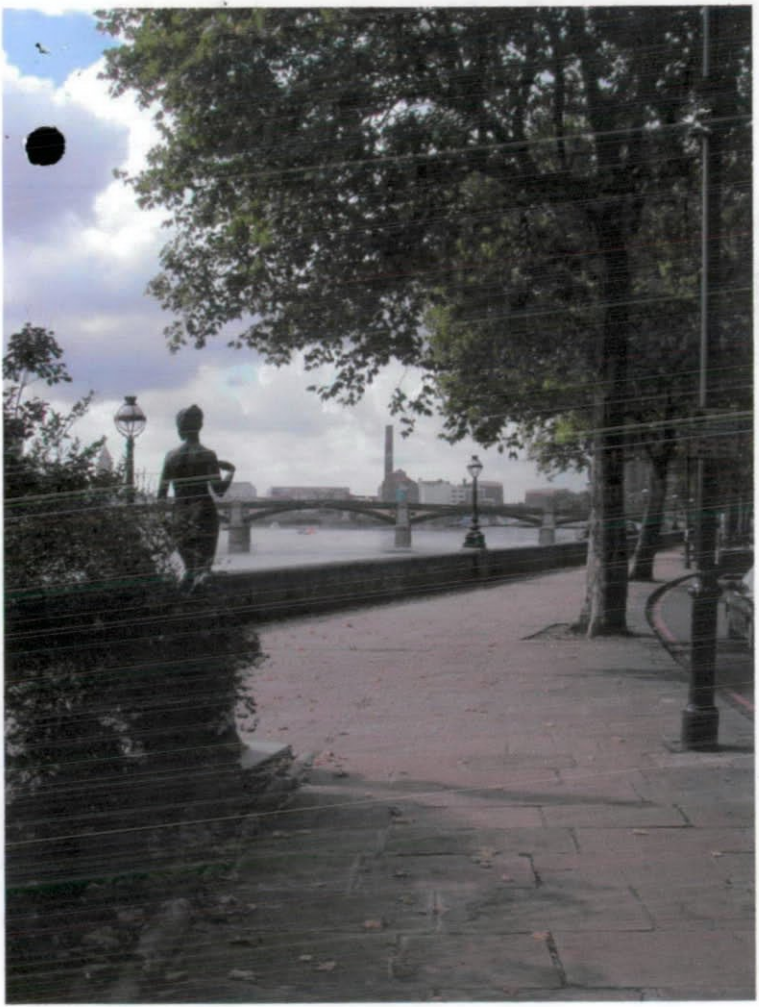
			ARB	FPLN	DES	FEES

SD

Taylor Woodrow
Developments Limited
Registered office 2 Princes Way
Solihull
West Midlands
B91 3ES
Registered in England and Wales
Registered No 643420



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DAVID LEGAT'S MONTAGES
PRESENTED AT CTEE 28/10/03

In Bunnythorpe Cemetery

(1)

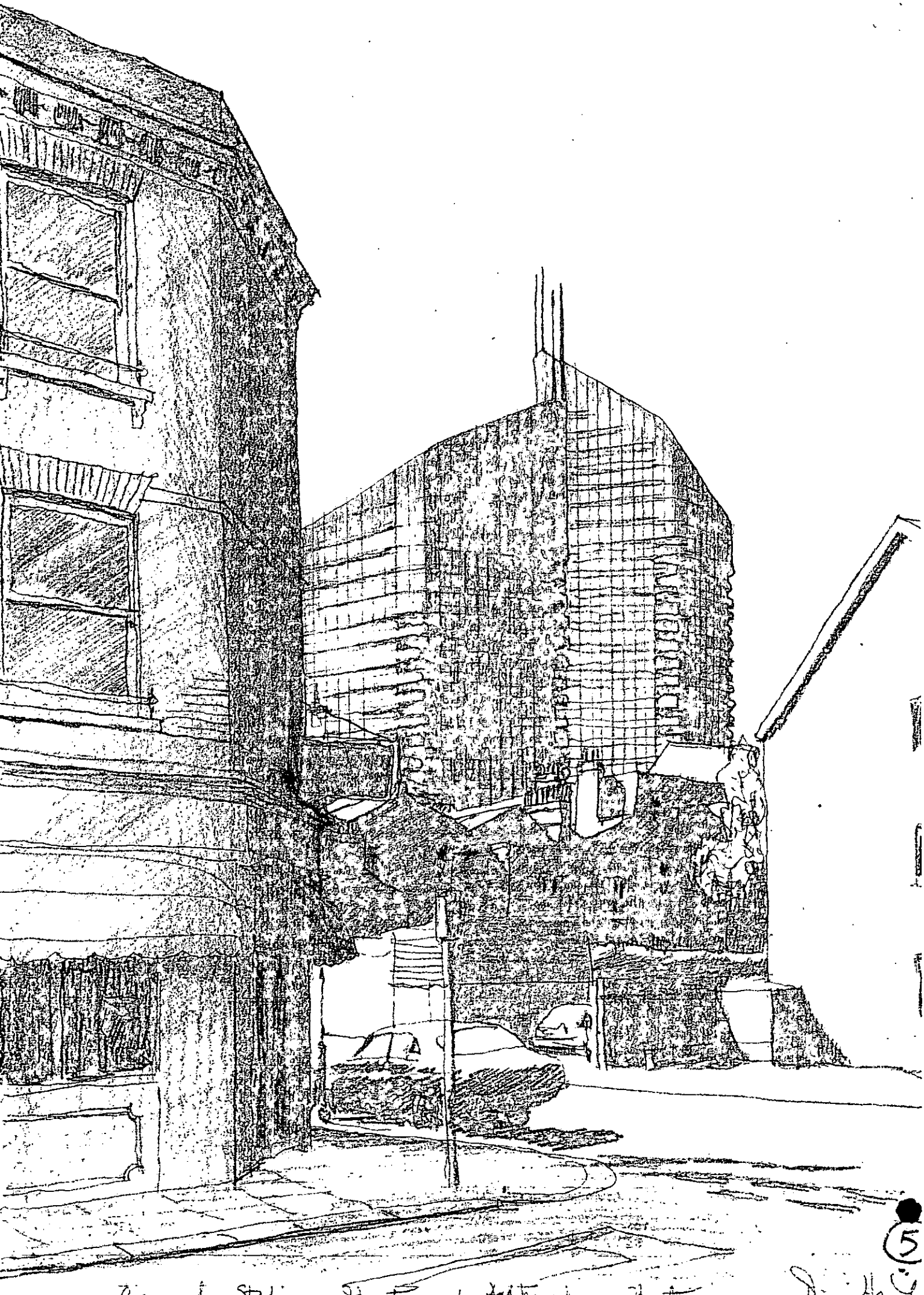
By 'Atalanta' Chelsea Embankment

Sloane Monument

(3)

Roper's Garden

(4)



Corner of Stadium Street and Ashburnham Street

5

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MY NOTES 28th OCTOBER (1)

- Barrier to Chelsea Harbour to prevent Lots Road traffic?
  Traffic implications.

Corbet-Singleton

Deferral Independent - perfectly satisfied
Impressive - not different from DT/H
- very about north-south movement
  assessments modest & conservative

Weatherhead

Assumption re traffic movements past Cremorne Wharf - not up Lots Road & King's Road.

Wallace

Size study area examined - Can verify
- approach ITH guidelines correct.
  Confign appropriately

Campbell

Many 8-9 Every 5-6

Wallace standard procedure

Hoiev

DT Playspace - Dev schedule
Developers

DATE: Sun Mar.24 02 09.10 ATTENDANCE SUMMARY FOR Sun Mar.17 02 - Sat Mar.23 02 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
0991532	CHARALAMBOUS M	Mon Mar.18 02							007.12 043 ANNUAL LEAVE
		Tue Mar.19 02	10.04	13.24	17.57			B	
		Wed Mar.20 02	09.55	12.33	13.11	17.38	007.05 001 BASIC HOURS		
		Thu Mar.21 02	10.05L	12.57	13.17	17.45	007.10 001 BASIC HOURS	L	
		Fri Mar.22 02	10.12L	12.43	13.40	17.15	006.06 001 BASIC HOURS	L	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
027.33	027.33	036.00	020.21 001 BASIC HOURS	007.12 043 ANNUAL LEAVE	000.17 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1475772	MARX A	Mon Mar.18 02	09.45	18.24			008.09 001 BASIC HOURS		
		Tue Mar.19 02	09.26	17.39			007.43 001 BASIC HOURS		
		Wed Mar.20 02	09.54	18.02			007.38 001 BASIC HOURS		
		Thu Mar.21 02	09.51	16.35K			006.14 001 BASIC HOURS		000.37 068 BUSINESS APP
		Fri Mar.22 02	09.41	12.55K			003.14 001 BASIC HOURS		003.36 094 1/2 FLEXIDAY

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
033.35	033.35	036.00	032.58 001 BASIC HOURS	000.37 084 BUSINESS DAY		003.36 062 FLEXI LEAVE

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1474155	WARD A	Mon Mar.18 02							007.12 043 ANNUAL LEAVE
		Tue Mar.19 02							007.12 043 ANNUAL LEAVE
		Wed Mar.20 02							007.12 043 ANNUAL LEAVE
		Thu Mar.21 02							007.12 043 ANNUAL LEAVE
		Fri Mar.22 02							007.12 043 ANNUAL LEAVE

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
036.00	036.00	036.00		036.00 043 ANNUAL LEAVE		

0991532 CHARALAMBOUS M + 7.23 CODE 01

2/4/02

- Cunningham

Objection to HRF?

Evenly not pre-judge the committee

Hanlon Barrier — to stop rat run not local traffic

- ~~Cobet Singleton~~

Open space

J.T gives dog not include car parking areas

- Harton

square? Playspace.

Hoier

11 million. 'bribe'

MJF Impact on local community - seeking to put things back in

Chairman

S106 proceeds

Bribe 'regardless language'

DATE: Sun Mar.31 02 09.09 ATTENDANCE SUMMARY FOR Sun Mar.24 02 - Sat Mar.30 02 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
0991532	CHARALAMBOUS M	Mon Mar.25 02	10.13L	12.46	13.04	15.07K	004.24 001 BASIC HOURS	L	002.05 068 BUSINESS APP
		Tue Mar.26 02	09.59	12.53	13.14	14.32L	004.03 001 BASIC HOURS	L	
		Wed Mar.27 02	10.01L	17.46			007.15 001 BASIC HOURS	L	
		Thu Mar.28 02	09.26	16.58			007.02 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
024.49	024.49	028.48	022.44 001 BASIC HOURS	002.05 084 BUSINESS DAY	001.42 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1475772	MARX A	Mon Mar.25 02	09.42	15.45K			005.33 001 BASIC HOURS		001.27 068 BUSINESS APP
		Tue Mar.26 02						A	
		Wed Mar.27 02	09.36	18.06			008.00 001 BASIC HOURS		
		Thu Mar.28 02	09.39	17.24			007.15 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
022.15	022.15	028.48	020.48 001 BASIC HOURS	001.27 084 BUSINESS DAY	007.12 014 ABSENCE	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1474155	WARD A	Mon Mar.25 02							007.12 043 ANNUAL LEAVE
		Tue Mar.26 02	09.18	12.25	12.55	16.49	007.01 001 BASIC HOURS		
		Wed Mar.27 02	09.21	12.51	13.32	17.13	007.41 001 BASIC HOURS		
		Thu Mar.28 02	09.11	12.26	12.40	17.30	007.49 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
029.13	029.13	028.48	022.01 001 BASIC HOURS	007.12 043 ANNUAL LEAVE		

0991532 CHARALAMBOUS. M + 3.00 CODE 068

1475772 MARX A + 7.12 CODE 21

2/4/02

Coughlan

Police alerted?

O'Neill

Facilities for elderly people?

Pringle

- Departure from UDP Yes.

Should refuse, scaled back.

Transport Infrastructure Cope?

SDG

Terms of Ref: 21st Century London Report 'written for developers'

- WSP, PFA, Simmonds } Does the Council have its own view.?

School/sports/off-street parking

Inconsistent.

Public Transport Accessibility.

Should be scaled back to 70%

DATE: Mon Apr.08 02 09.05 TIME ACCOUNT STATEMENT FOR ALL SECTIONS SECTION: 03004 DC/SOUTH WEST

REF.	NAME	SCHED	PLAN	TARGET	CREDIT	BALANCE	ABSENCE CODE	DATE OF CODE
0991532	CHARALAMBOUS M	033	033	096.17	089.42	006.35 OD		
1474155	WARD A	033	033	093.36	087.41	005.55 OD		
1475772	MARX A	033	033	103.23	095.14	008.09 OD		

- Cumulative
  Probably most significant development proposal - Untoward - would like to hear submission.
  Outline traffic implications.
  Purple Present situation unacceptable & will worsen.
  'Robust' appraisal, no of units down. Data in report pre-dates congestion charging which has increased traffic.
- Cabet Singleton
  Anonymous pamphlet - Did it come from you?
  Purple Independent.
- Delay
  'My Expert' peak for inner London is 5 - 7.30
- Greens object
  Views from Chelsea Walk.
  St Leonard's Terrace RA Lovers would appear in the view.
  Consequence of refusal - Public Inquiry
  Must refuse Chelsea Residents oppose.

DATE: Sun Apr.07 02 09.10 ATTENDANCE SUMMARY FOR Sun Mar.31 02 - Sat Apr.06 02 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
0991532	CHARALAMBOUS M	Tue Apr.02 02	10.15L	12.12	12.35	16.50	006.05 001 BASIC HOURS	L	
		Wed Apr.03 02	10.02L	14.42K			004.10 001 BASIC HOURS	L	002.30 068 BUSINESS APP
		Thu Apr.04 02	09.58	17.40			007.12 001 BASIC HOURS		
		Fri Apr.05 02	09.58	17.28			007.00 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
026.57	026.57	028.48	024.27 001 BASIC HOURS	002.30 084 BUSINESS DAY	000.17 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1475772	MARX A	Tue Apr.02 02	09.55	18.07			007.42 001 BASIC HOURS		
		Wed Apr.03 02	09.28	18.12			008.14 001 BASIC HOURS		
		Thu Apr.04 02	09.15	18.40			008.55 001 BASIC HOURS		
		Fri Apr.05 02	09.35	17.26			007.21 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
032.12	032.12	028.48	032.12 001 BASIC HOURS			

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1474155	WARD A	Tue Apr.02 02	09.49	12.32	13.00	17.01	006.42 001 BASIC HOURS		
		Wed Apr.03 02	09.17	17.41			007.54 001 BASIC HOURS		
		Thu Apr.04 02	09.10	12.51	13.41	15.43K	005.43 001 BASIC HOURS		001.29 068 BUSINESS APP
		Fri Apr.05 02						A	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
021.48	021.48	028.48	020.19 001 BASIC HOURS	001.29 084 BUSINESS DAY	007.12 014 ABSENCE	

1474155 WARD A + 7.12 CODE 21

8/4/02

If there is a public inquiry
Responsibility to make a decision.
Battle .....

Phelps

Does consider implications of possible
appeal outcome on contravened applications.
Over last 5 years has may directly
involved in
Leday - 3 Major.

Atkinson

What thinks of quality of UDP
'Splendid' Measure of certainty
- Jolly in accordance .....

Hoive Chelsea Society why founded?
1927 - 76 years ago. 1:400 subscribers.

Horton Involved in consultations. Unless natural
considerations suggest otherwise. Do not believe
- should have been refused under [redacted] delegated
powers.
Only justification.

DATE: Sun Apr.14 02 09.09 ATTENDANCE SUMMARY FOR Sun Apr.07 02 - Sat Apr.13 02 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
0991532	CHARALAMBOUS M	Mon Apr.08 02	10.03L	12.49	13.17	17.45	007.12 001 BASIC HOURS	L	
		Tue Apr.09 02	10.23L	12.56	13.41	17.38	006.30 001 BASIC HOURS	L	
		Wed Apr.10 02	09.59	18.43			008.14 001 BASIC HOURS		
		Thu Apr.11 02	09.59	17.35			007.06 001 BASIC HOURS		
		Fri Apr.12 02						A	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
029.02	029.02	036.00	029.02 001 BASIC HOURS		007.12 014 ABSENCE	
					000.26 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1475772	MARX A	Mon Apr.08 02						A	
		Tue Apr.09 02	09.51	19.14			008.39 001 BASIC HOURS		
		Wed Apr.10 02	08.38	17.07			007.59 001 BASIC HOURS		
		Thu Apr.11 02	09.46	18.43			008.27 001 BASIC HOURS		
		Fri Apr.12 02	08.39	13.49A			004.51 001 BASIC HOURS	A	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
029.56	029.56	036.00	029.56 001 BASIC HOURS		008.12 014 ABSENCE	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1474155	WARD A	Mon Apr.08 02	09.12	12.57	13.19	17.11	007.29 001 BASIC HOURS		
		Tue Apr.09 02	09.18	13.08	13.29	17.18	007.30 001 BASIC HOURS		
		Wed Apr.10 02	09.11	12.56	13.40	17.13	007.18 001 BASIC HOURS		
		Thu Apr.11 02	08.53	12.35	12.57	14.52K	005.29 001 BASIC HOURS		002.20 088 BUSINESS
		Fri Apr.12 02							007.12 084 BUSINESS DAY

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
037.18	037.18	036.00	027.46 001 BASIC HOURS	009.32 084 BUSINESS DAY		

Cumming —
- Would be weakened by a departure from CD6 CD37.
Chelsea Soc vor parochial

O'Neill — How confident of stalwart re resident of Chelsea?

Wealthhead —
UDP may have of work
- Planning Brief
- Cannot legislate for appearance.
Correctly to say it bears any relation

MJF Key points

Keighley —
Opposed - traffic assessment does arrange fears
- Unrealistic assumptions.
Social housing residents:-
School likely:-
Lister to residents:- Refuse

Hoiter Asbestos -
Approached by residents.

Redman —
3 Points
- Too intense
- Towers inappropriate to skyline
- Transport services not realistic.

DATE: Fri Apr.19 02 11.15 RECONCILIATION REPORT FOR ALL SECTIONS SECTION: 03004 DC/SOUTH WEST

REF.	NAME	PERIOD ENDING	TARGET	CREDIT	BALANCE	C/F LIMIT	C/F BALANCE	C/F EXCESS
0991532	CHARALAMBOUS M	Mon Apr.15 02	132.17	118.44	013.33 OD	010.00	013.33 OD	
1474155	WARD A	Mon Apr.15 02	129.36	132.11	002.35	010.00	002.35	
1475772	MARX A	Mon Apr.15 02	139.23	125.10	014.13 OD	010.00	014.13 OD	

(7)

Loche

Duchs of TW 3 years involvement.
Committed to this development. Various developments within the Borough. Long lasting commitment quality & management. Most important & complex brownfield developments in the wake of London.
Sensitive de-commissioning - one of few partnerships capable of carrying it out.
Blue Chip Team.
Rfaval - Hospitals Users weight & consistency of
4 studies RBKC
LBHF
TfL
Synods

Asbestos - Detailed submission & Management Plan
Publish Air monitoring Reports

Playspace -

~~POS~~ -

Elderly - 166 Aff units 105 RSL Rented
Key workers & shared ownership.

Key Views:-

Holt - Asbestos Newsletters Monthly?
Liaison provision

Mr Style - Playspace Tread Solve both sides
Connected by bridges. Secure ops playspace
for the nursery

Weathhead - Playspaces managed & overlooked

Barton 0.04
Crediton Park 0.24 Green

Atherson where football?

DATE: Sun Apr.21 02 09.10 ATTENDANCE SUMMARY FOR Sun Apr.14 02 - Sat Apr.20 02 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
0991532	CHARALAMBOUS M	Mon Apr.15 02	10.10L	12.16	12.37	17.25	006.45 001 BASIC HOURS	L	
		Tue Apr.16 02	13.05K	18.01			004.56 001 BASIC HOURS		003.05 068 BUSINESS APP
		Wed Apr.17 02						A	
		Thu Apr.18 02	09.54	12.39	13.05	17.04K	006.40 001 BASIC HOURS		
		Fri Apr.19 02							007.12 043 ANNUAL LEAVE

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
028.38	028.38	036.00	018.21 001 BASIC HOURS	007.12 043 ANNUAL LEAVE	007.12 014 ABSENCE	
				003.05 084 BUSINESS DAY	000.10 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1475772	MARX A	Mon Apr.15 02	10.11L	18.55			008.14 001 BASIC HOURS	L	
		Tue Apr.16 02	10.00	19.08			008.30 001 BASIC HOURS		
		Wed Apr.17 02	09.54	18.34			008.10 001 BASIC HOURS		
		Thu Apr.18 02	09.53	18.10			007.47 001 BASIC HOURS		
		Fri Apr.19 02	09.54K	16.44			006.20 001 BASIC HOURS		000.54 068 BUSINESS APP

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
039.55	039.55	036.00	039.01 001 BASIC HOURS	000.54 084 BUSINESS DAY	000.11 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1474155	WARD A	Mon Apr.15 02	09.17	12.54	13.20	17.05	007.18 001 BASIC HOURS		
		Tue Apr.16 02	09.19	16.52K			007.03 001 BASIC HOURS		000.20 068 BUSINESS APP
		Wed Apr.17 02	08.58	12.44	13.08	18.00	008.32 001 BASIC HOURS		
		Thu Apr.18 02	09.48	12.45	13.04	17.50	007.32 001 BASIC HOURS		
		Fri Apr.19 02	09.34	12.54	13.24	15.21	005.17 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
036.02	036.02	036.00	035.42 001 BASIC HOURS	000.20 084 BUSINESS DAY		

Carbet Sigletia

Shopping Mall 0.42 ha

Cunglin.

VDP CD6 & CD37

What applicatin pve together, why 'ignored'

JP objective & protect / conservatin areas open spaces

Lager views - Analysis with GH CABG.

Took the va that there is no harm

Comhm

Height and harm

1. Significantly exceeded - changes surroundings
2. Skyline - subjective

Not seen M Lelay's Drawings

VDP [redacted] flexibility

Nac comments benefits offered, nve permissive?

JCG Accept equivalence. Refusal Public Inquiry goodies?

Woodhead what time leaves office.

Tandi:

Pass judgment on drawings? Requests

40 views for part of the applicatin

DATE: Mon Apr.22 02 08.29 TIME ACCOUNT STATEMENT FOR ALL SECTIONS SECTION: 03004 DC/SOUTH WEST

REF.	NAME	SCHED	PLAN	TARGET	CREDIT	BALANCE	ABSENCE CODE	DATE OF CODE
0991532	CHARALAMBOUS M	033	033	049.33	028.38	020.55 OD IR	043 ANNUAL LEAVE	Thu Apr.18 02
1475772	MARX A	033	033	050.13	039.55	010.18 OD IR		
1474155	WARD A	033	033	036.00	038.37	002.37		

0991532 CHARALAMBOUS. M +7·12 CODE 021

- JP 10 views for Lees Road Traffic.

Hoier — What consultation with residents?

Ab Public exhibition 6 newsletters website, Presentation Q&A & dialogue with individual. Mixed response, high percentage in favour.

JP How responded — school differs officers & residents points addressed. Balance.

- O'Neill Open space H&F — accessibility — anti social behaviour?

AL Well designed & managed schemes can make a valuable contribution. St Ullmers Rock 300 Social units, mixed community very good recipe.

Chairman

Developers Benefits

- Objectors Density Height Traffic Lay Views

Need to do within UDP & Planning Laws

Councillors Does it conform to UDP in every respect - No
Employment — Mixed Use v Employment
Height — Material reasons why:

37 H&F
Marketretro — Appeal
Reduction to 15 storeys — Look like?
Just 15 apartments.
Density — high Power station 400 +
Only a deciding factor if you are not convinced by Transportation Study!

DATE: Mon Apr.15 02 09.15 TIME ACCOUNT STATEMENT FOR ALL SECTIONS SECTION: 03004 DC/SOUTH WEST

REF.	NAME	SCHED	PLAN	TARGET	CREDIT	BALANCE	ABSENCE CODE	DATE OF CODE
0991532	CHARALAMBOUS M	033	033	132.17	118.44	013.33 OD IR		
1474155	WARD A	033	033	129.36	132.11	002.35	084 BUSINESS DAY	Thu Apr.11 02
1475772	MARX A	033	033	139.23	125.10	014.13 OD IR		

0991532 CHARALAMBOUS.M + 7.12 CODE 043

1475772 MARX.A + 8.00 CODE: 01

Density v Transport
Currently no open space more?
River Walk & access.
Public amenity - improved? Parking?
Less traffic flows.
Long views - montages must be considered in light of other buildings.
Social Housing - Excess
Employment — within catchment
Design — subjective.

Difficult to find valid reasons to turn down/defer. Must state reasons for so doing
Reconsider why?
Grant Informative Cautionary Leading will Asbestos removal.

Must vote on a clear notion.

Holt — 3 Issues — 'most important' Transport - Highways surprised but accept
Height - Rhonbar
Density - 66ph 350 more realistic & frequently breached.

Existing uses a middle Matavista Chelsea Harbour Industrial Landscape sad but un-whistler. Add an tall tower could benefit - industrial landscape. Tower makes height of those chimneys. Tapered top not so serious
UDP - How binding. Unless serious material considerations otherwise — Support.

(5)

Corner of Stadium Street and Ashburnham Street

Sue 64

Horton — Planning brief would improve remove PS or views through. Seeks departure from UDP. Community benefits rebuttals – damage read – density 'really too' Hammersmith 37. Many/two residents objected. Neighbour E/W David Lelay 'Fat Views'

Previous reasons for refusal – 1 2 3 6 7 (Reject)

Cunningham

Irreparable damage to Chelsea – generations who. CD6 CD37 no material reasons to depart.

Comparable SDG. Doubt judgement, far from mark.

Gridlock – asked to believe reduction 552, Imperial Wharf, Hasut duped. (Refuse)

Dalton In favour before (in favour) now.

Horler 1st refused respect objections. UDP departure one wonder does one deserve another. How on earth? Not convinced a Transport. How can you assess? Lack of open space. Social housing, children. Density Height overdevelopment. Chair biased. (Reject.)

Campbell Summing up fair

Phelps If it were decide, would vote against. The issue – disagree to Planning Terms rubbish not to speculate about appeals or public inquiries. Looking for best possible deal – not what residents would like – about the best deal for residents!

Roger's Garden

(4)

(12)

- Deprecate aspersions on professionalism of officers. Site will be redeveloped
- Delay 3 appeals vs dozens. Some weight to MJF's professional judgement.
- Can we do better, will we do worse if goes at 9 on Tuesday. Cassandra blessed with prophesy, cursed with disbelief. Blame M. French I will defend (Support)

Campbell - Is it part of Planning Law to take into account future?

Corbet-Singleton
Not political, what is best. Impressed by breadth of concern. Originally voted against, concerned about Traffic — broader sense Interpretation. Bolster arguments either way. UDP a brief - weak ground heights of towers. Nasty towers in Sarah Bank. Not happy about 25, 37 unreasonably higher effect on locality - 37 few hundred yards away. Should have connected on Haf - better to widen body. Transport still concerned - optimistic, prediction? St Leonards Terrace a very long way away, not convinced. Open Spaces, don't know. ~~Unconvinced~~ Inside not open space — wiser to refuse/inquiry properly considered as a whole Haf Labour majority impressed ... should turn it down. (Against)

Halbritter
15 Sept refuse overdevelopment Density CD6 CD37
Unusual opposition, interested gives price too high.
(against)

Stone Monument

(3)

9 13

Atkinson

Against Point of UDP, road Councillors.
No outdoor playspace.
Dept advantages / new school.
Traffic - Less impressed by involvement in 21st Century London Living report. Local requirements not taken into account.

Walkabout

Against Traffic High density 'socks'

Edge Career at comets to Hef
Accept independence. Transport use peak hours
Objects to density levels. Lack of open space Refer

Campbell Towers too high, overdevelopment
If they bring them down it would make a tremendous difference. Traffic, independent
cannot believe Against.

Harland
Despite benefits, bad precedent by towers. Ref

O'Neill Refusal Traffic, road Cllrs, Density, open space.

Husband Supported

Tomlin Not to application. Still not convinced 1,2,3,7, prev reasons. Against

Boxter Don't feel defendable, understand residents.

Grant

Patrick - Interest, wish to attend previously. Difficult to support
Refuse

By 'Atalanta' Chelsea Embankment

Vote 13

Private Session

TRANSPORT — CANNOT LOCATE ON THIS GROUND

POLICY

DEPARTURE — HEIGHT BUILDINGS

OPEN SPACE — UDP NOT AN AREA OF OPEN SPACE DEFICIENCY

SUNLIGHT DAYLIGHT — NOT DISCUSSED

EMPLOYMENT

CD6 CD37

"REASONS CD6 & CD37"

Chairman gave basis of refusal. Vote on 'whether additional reasons for refusal should be offered' majority against.

In Bunratty Cemetery

1964 ①

Jim,

Following our meeting last week, I attach a revised service charge spreadsheet which sets out the amounts to be charged by Circadian as the freeholder to the RSL's for common services such as estate charges, block charges (where there is a mix of uses) and car park charges. You will see that there is a summary sheet and detail on separate sheets behind. On this basis the RSL will be responsible for the running and administration of the service charge for each of the blocks.

Regards

JT

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Taylor Woodrow Developments Limited is registered in England and Wales with number 643420 and has its registered office at 2 Princes Way Solihull West Midlands B91 3ES.

Total Service Charge Sums to be contributed by RSL's to the Freeholder

	Amount per week			
Block	**Block Charge**	**Estate Charge**	**Sub total**	**Car Park**
KC2 - RSL rented	£1.67	£9.09	£10.76	See 3.
KC3 - RSL S/O	£6.87	£6.16	£13.03	See 3.
KC3 - Entry Level	£5.82	£5.22	£11.04	See 3.
KC4 - RSL rented	N/A	N/A	N/A	See 3.

1. All s/c for the affordable blocks will be the responsibility of the RSL to run and administer
2. Block charge only applicable where there is a mix of uses in the block (only KC2 and KC3)
3. KC4 excluded from estate charge as it is outside the Estate
4. Car Park charge only applicable where RSL acquires a space (max 110 spaces)

The cost will be 90% of the cost of an RBKC resident car parking permit.
Currently approx £90pa, therefore cost is £81pa

BLOCK KC2

Estimated Service Charge Costs for the Whole block

Cleaning

Refuse Areas	£500	Nominal sum to cover sweeping of delivery bays.

Fees

Management	£1,016	10% of Costs plus VAT
Audit	£1,125	

Health and Safety

Risk assessments	£500	Common Parts

Plant and Equipment

Smoke Extraction delivery bays	£750	Annual servicing
Fire Alarms and Equipment	£350	Servicing and Testing
Water Storage and Chlorination	£4,000	Not including water charges to be levied directly?
Signage	£300	Provision

Repairs and Maintenance

Contingency for repairs	£1,125	1,000 plus VAT
TOTAL	**£9,666**	

Reserve Fund Contributions

Roof	£5,000	
Ext. Decs	£4,000	
TOTAL	**£9,000**	pa

Split	Area	%	Cost pa	No. of Units	Cost per unit pa	Cost per unit pw
KC2 RSL Rented	43,736	52.98%	£4,768	55	£86.69	£1.67
KC2 Private	28,452	34.47%	£3,102			
KC2 Comm	10,365	12.56%	£1,130			
Totals	**82,553**	**100.00%**	£9,000			

BLOCK KC3

Estimated Service Charge Costs for the Whole block

Cleaning			
	Floors, Entrances, Common Parts	£13,200	Nightly cleaning of Ground Floor surfaces, spot litter cleaning. Say 4 hours at £9 inc materials but not machines
	Windows	£1,750	8 cleans per year say 3 days per clean
	Features and Special Cleans	£11,750	Deep Clean floor finishes and high level cleaning
	Pest Control	£2,000	Rodent and Pharoah Ant Protection
Electricity		£25,000	This is needs to be checked against Hoare Lea's calculations
Fees			
	Management	£24,555	10% of Costs plus VAT
	Audit	£4,250	Block Charge only
Floral Displays		£5,000	In Ground Floor Common Parts
Health and Safety			
	Risk assessments	£2,750	Fire, Common Parts and Lift Assessments
	Staff Training	£750	
	Annual Inspections	£22,500	Chimney Stacks, Lift LG inspections etc.
Maintenance Plant and Equipment			
	Lift Maintenance	£4,275	3 lifts between Block and Car Park only
	Cradle Maintenance	£17,500	Assuming two Cable Runs to each end of building
	Cleaning Equipment	£4,750	Maintenance of Industrial Cleaning Machine
	Water Circulation and Chlorination	£22,500	This is needs to be checked against Hoare Lea's calculations
	Signage	£1,500	Periodic renewal of signs
	Drains and Gulleys	£8,000	Provision for periodic washing through of Blocks Drains
	Gates & Barriers	£7,500	Maintenance of Block Entrance Gates
	CCTV	£12,000	Entrance Cameras and contribution to monitoring station
Repairs			
	Lift Breakdowns	£1,380	say 12 in year.
	Electrical	£3,500	Light bulbs starter motors etc.
	Internal Common Parts	£2,000	Street furniture etc
	Contingency for repairs	£2,500	
Security			
	Patrols	£20,000	Contribution to Estate Security Charge
	Radios / Telephones	£1,000	5% of cost of Security Patrols
Estate Manager			
	Office Costs	£750	Contribution to Estate Manager's Costs
	Accommodation	£2,000	
	Light & Heat	£500	
	Staff Salaries	£9,750	15% of overall cost
	Supplies Toilet	£500	
Contribution to Reserve Funds			
	Roof	£15,000	
	Lifts	£8,000	
	Internal Decorations (excluding residential units)	£10,000	
	External Decorations	£22,500	
	TOTAL	£288,910	pa

Split	Area	%	Total	No. Units	Cost pa	Cost pw
Entry Level	10,045	2.30%	£6,657	22	£303	£5.82
Shared Ownership	21,015	4.82%	£13,928	39	£357	£6.87
Private Resi	322,374	73.95%	£213,652			
Commercial	82,494	18.92%	£54,673			
Totals	435,928	100.00%	£288,910			

Whole Site

Estimated Service Charge Costs for the Estate in RBKC

Cleaning			
	Common Walkways	£13,000	1 sweep a day 6 days a week
	Machinery etc	£2,750	Trash Vac & Charging unit
	Pest Control	£2,000	
Electricity			
	Lighting	£15,000	
	Electrical Maintenance	£7,500	
Fees			
	Management	£34,000	
	Audit	£4,500	
Landscape Maintenance			
	Planting	£7,500	After first year warranty (half site only)
	Creek Maintenance	£25,000	to be confirmed (half site only)
Health and Safety			
	Risk assessments	£3,000	
	Staff Training	£1,000	
	Annual Inspections	£11,750	Inspection of Bridges
Maintenance			
	Gates & Barriers	£4,500	
	Surfaces / Street Furniture	£3,500	
Security			
	Guarding	£142,500	Half of total cost (less KC3 and Car Park Contributions)
	Estate Manager and Staff	£32,500	Half of total cost (less KC3 and Car Park Contributions)
	Office Costs	£20,000	Half of total cost (less KC3 and Car Park Contributions)
	CCTV	£15,000	Common Parts only
Insurance			
	Other than Blocks	£15,000	
	TOTAL	**£360,000**	**pa**

Split	Area	%	Cost pa	No. of Units	Cost per unit pa	Cost per unit pw
KC3 Entry Level	10,045	1.66%	£5,973	22	£271.48	£5.22
Ownership	21,015	3.47%	£12,495	39	£320.39	£6.16
KC3 Private Resi	322,374	53.24%	£191,680			
KC3 Commercial	82,494	13.63%	£49,050			
KC2 RSL Rented	43,736	7.22%	£26,005	55	£472.82	£9.09
KC2 Private	28,452	4.70%	£16,917			
KC1 Private	85,395	14.10%	£50,775			
KC1/KC2 Comm	11,948	1.97%	£7,104			
Totals	**605,459**	**100.00%**	£360,000			

NB KC4 excluded as outside the estate

Car Park

Estimated Service Charge Costs for the Car Park

Cleaning			
	Sweeping Letter Collection	£2,225	
	Deep Clean	£3,350	
Electricity		£20,000	
Fees			
	Management	£10,420	10% of Costs plus VAT
Plant and Equipment			
	Water	£500	
	Ventilation Equipment	£7,500	Annual servicing
	Sprinklers	£2,500	Servicing and Testing
	Drainage	£4,000	Cleaning out petrol inteceptors etc
	Fire Equipment	£1,000	Provision
	Barrier Maintenance	£3,500	Servicing, equipment presumed bought by Developer.
	CCTV	£11,000	
	Lighting	£750	Tube changing
Security			
	Clamping	£1,000	Assuming limited clamping done by security staff only.
	Signs	£1,500	
	Patrols	£15,000	Contribution to Estate Security Costs
Repairs Contingency		£5,000	
Insurance			
	Not included in Blocks	£10,000	
	TOTAL	**£89,245**	**pa**
Divide by 400		£268	per space
NB		£81	Circadian propose to cap this at 90% of the cost of a resident car parking permit. Currrently £90 for full permit, therefore cost is £81pa

22/10/03

LOIS ROAD
~~AFFORDABLE~~ HOUSING

STAN LOGAN
JT

JPOOL
ALOCKE
~~AA~~ JONATHAN

JAMES DOBSON..... KNIGHT-FRANK.

JT. OBJECTING SERVICE & ESTATE CHARGES

CAN THEY BE REVISED DOWN ?

SL. COMPARISON WITH WARWICK ROAD
CHO SERVICE CHARGES PART OF AFFORDABILITY EQUATION

JT. CROSSOVER WITH RSL FUNCTION ?
MAXIMUM FIGURES WHICH OBVIOUSLY CAN BE LOWER - PROBING THAT AREA
ADVANCE WARNING OF CONCERN BY OBJECTORS

AL. HOW MUCH ?
JD. SHORTFALL £160 PER SPACE
JP. KILLS ARGUMENT STONE DEAD
JD. OTHER RESIDENTS CANNOT SUBSIDISE - ILLEGAL

DATE: Mon Feb.18 02 09.35 TIME ACCOUNT STATEMENT FOR ALL SECTIONS SECTION: 03004 DC/SOUTH WEST

REF.	NAME	SCHED	PLAN	TARGET	CREDIT	BALANCE	ABSENCE CODE	DATE OF CODE
0991532	CHARALAMBOUS M	033	033	144.00	130.19	013.41 OD IR		
1471828	COOK C	033	033	148.44	131.42	017.02 OD IR	043 ANNUAL LEAVE	Thu Feb.14 02
1474155	WARD A	033	033	146.38	145.12	001.26 OD	014 ABSENCE	Fri Feb.15 02
1475772	MARX A	033	033	155.18	147.47	007.31 OD		

AA GENERAL ESTATE MANAGEMENT STRATEGY.

- ESTATE-WIDE COSTS
  - GENERAL UPKEEP of POS/CREEK
  - CATCH BLOCK TO HAVE INDIV SERVICE CHARGE
  - TENANT PAYING A PROPORTION

KCA - NO ESTATE CHARGES, CREEK

SL. KC2 - INTERNAL DECORATION IS COVERED WITHIN RSL RENT

KCA - INTERNAL DEC IS

AL ABSOLUTE FREEDOM TO RSL TO RUN AS THEY LIKE

- J.T. DERIVATION of CLAUSE

RENT RESTRUCTURING FRAMEWORK —
SERVICE CHARGE → LEVIED BY RSL
ESTATE CHARGE → FIXED ESTATE & SEPARATE.

CAR PARK CHARGE

DATE: Mon Feb.18 02 09.23 ATTENDANCE SUMMARY FOR Mon Feb.11 02 - Sun Feb.17 02 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1475772	MARX A	Mon Feb.11 02	09.45	18.06			007.51 001 BASIC HOURS		
		Tue Feb.12 02	09.43	15.50K			005.37 001 BASIC HOURS		001.22 068 BUSINESS APP
		Wed Feb.13 02	09.49	17.57			007.38 001 BASIC HOURS		
		Thu Feb.14 02	09.15	17.55			008.10 001 BASIC HOURS		
		Fri Feb.15 02	09.36	17.29			007.23 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
038.01	038.01	036.00	036.39 001 BASIC HOURS	001.22 084 BUSINESS DAY		

S.L. FREEHOLDER WILL ONLY BE CHARGING ESTATE CHARGE / BLOCK CHARGE TO RSL

KC4 STAND ALONG

KC2

ALL MAINTENANCE CHARGES TO RSL

J.D

KC2

FIRE ALARMS

WATER STORAGE PLANT

TV AERIAL

6½ 9

S.L. BREAK DOWN ESTATE CHARGES.

RSL TO CAST EYE OVER

CONFIDENT THAT RSL WILL SORT OUT

J.T DO WE NEED TO CAP RSL SERVICES?

DATE: Mon Feb.18 02 09.23 ATTENDANCE SUMMARY FOR Mon Feb.11 02 - Sun Feb.17 02 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
0991532	CHARALAMBOUS M	Mon Feb.11 02	09.53	12.22	12.45	13.33K	003.10 001 BASIC HOURS		003.39 021 SICK LEAVE
		Tue Feb.12 02	10.08L	12.21	12.50	17.33	006.55 001 BASIC HOURS	L	
		Wed Feb.13 02						A	
		Thu Feb.14 02	10.17L	12.08	12.35	17.41	006.54 001 BASIC HOURS	L	
		Fri Feb.15 02	09.48	17.22			007.04 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
027.42	027.42	036.00	024.03 001 BASIC HOURS	003.39 021 SICK LEAVE	007.12 014 ABSENCE 000.25 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1471828	COOK C	Mon Feb.11 02	08.47	17.54			008.37 001 BASIC HOURS		
		Tue Feb.12 02	08.42	16.32			007.20 001 BASIC HOURS		
		Wed Feb.13 02	09.22	17.01			007.09 001 BASIC HOURS		
		Thu Feb.14 02	09.55	17.12K			006.47 001 BASIC HOURS		
		Fri Feb.15 02							007.12 043 ANNUAL LEAVE

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
037.05	037.05	036.00	029.53 001 BASIC HOURS	007.12 043 ANNUAL LEAVE		

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1474155	WARD A	Mon Feb.11 02	09.09	12.36	13.19	17.45	007.53 001 BASIC HOURS		
		Tue Feb.12 02	09.10	12.58	13.21	17.19	007.39 001 BASIC HOURS		
		Wed Feb.13 02	09.09	12.32	13.06	17.25	007.42 001 BASIC HOURS		
		Thu Feb.14 02	09.05	12.24	12.53	17.27K	007.52 001 BASIC HOURS		
		Fri Feb.15 02							007.12 062 FLEXI LEAVE

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
031.06	031.06	036.00	031.06 001 BASIC HOURS			007.12 062 FLEXI LEAVE

0991532 CHARALAMBOUS M + 7.12 CODE 043

1471828 COOK C + 7.12 CODE 043 (30-1-02)
+ 1.48 CODE 068 (1-2-02)
+ 7.12 CODE 01 (5-2-02)
+ 0.05 " (7-1-02)
+ 0.29 " (10-1-02)
+ 0.07 " (14-1-02)
+ 0.25 " (22-1-02)
+ 0.29 " (4-2-02)
+ 0.06 " (8-2-02)

18/2/02

J.D. RESERVE FUNDS IN KC3?

& TO DISCUSS

J.T BASED ON FLOORSPACE

S.L. KC3 LEVELS SHARED OWNERSHIP

— UNAFFORDABLE.....

HOUSING
7737 2178

SPACE PLANNER / TO ARRANGE

— TO ENABLE BEST USE

? PETERBOROUGH BEST

J.T OF THE

SPACE ON OFFICE

DATE: Fri Feb.22 02 06.05 RECONCILIATION REPORT FOR ALL SECTIONS SECTION: 03004 DC/SOUTH WEST

REF.	NAME	PERIOD ENDING	TARGET	CREDIT	BALANCE	C/F LIMIT	C/F BALANCE	C/F EXCESS
0991532	CHARALAMBOUS M	Mon Feb.18 02	144.00	137.31	006.29 OD	010.00	006.29 OD	
1471828	COOK C	Mon Feb.18 02	148.44	147.46	000.58 OD	010.00	000.58 OD	
1474155	WARD A	Mon Feb.18 02	146.38	145.12	001.26 OD	010.00	001.26 OD	
1475772	MARX A	Mon Feb.18 02	155.18	147.47	007.31 OD	010.00	007.31 OD	

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Rights of Light and Party Wall Consultants

6 Long Lane
London
EC1A 9HF

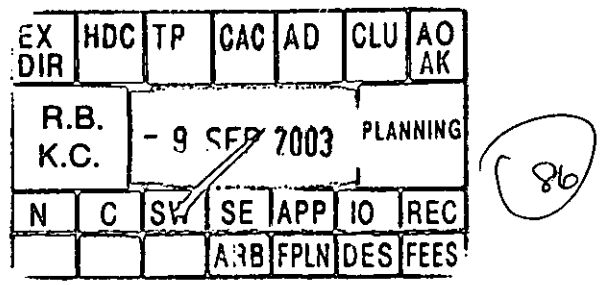
tel: 020-7606 2886
fax: 020-7778 7090
Founded 1795

JT

Our ref: LJH/LE/ROL5160-4

Your ref: DPS/DCSW/JT/PP/02/1324

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



5 September 2003

Dear Mr Thorne

Re: (ROL5160) Lots Road Power Station

Thank you for your letter of 1st September 2003, received here on the 4th. I could not respond yesterday, because I was giving evidence on the Olympia Appeal site.

My comments on the Gordon Ingram Associates sunlight results are as follows;

- 88 Lots Road - Either no change or small gains. No problem.
- 86 Lots Road - All gains. No problem.
- 84 Lots Road - A mixture of small losses and small gains in winter sunlight, which I think probably balance. Summer sunlight totals and combined summer and winter totals fine.
- 82 Lots Road - Mostly quite moderate changes to summer sunlight and the combined totals in the new condition remain fine except for a hallway. However, the winter sunlight results are poor. The study confirms that whereas in the existing condition most windows receive a reasonable amount of winter sunlight, in every case there would be a reduction in excess of 20% and in most cases significantly beyond that. The new winter sunlight results for the ground floor living room would be really very poor.
- 80 Lots Road - My comments are effectively as for No. 82.
- 78 Lots Road - My comments are similar to that for No. 80 and 82, although the poor results relate more particularly to the ground floor living room only.

Cont.

- 74 and 76 Lots Road - The results for both are similar and my comments are also similar for that to No. 78.

- 72 Lots Road - There is a winter sunlight transgression to one living room window, but I think it forms part of a bay that is lit by two other glazed facets, so in my opinion no problem arises.

- 70 Lots Road - There are two winter sunlight transgressions, one is to a hallway and the other is to a bay window as referred to for No. 72.

- 68 Lots Road - There is one winter sunlight transgression, but to part of a bay window only.

- 60, 62, 64 and 66 Lots Road - See No. 68 Lots Road.

My conclusion is that the results are sound except for Nos. 74 to 82 inclusive, where there would be a material reduction in winter sunlight. One might not worry so much about the bedrooms because the BRE guide makes it clear that with regard to sunlight that bedrooms are less important. The main problem is therefore the living rooms at ground floor level, where there will be a material reduction in winter sunlight and some of the new levels will be poor.

Unfortunately, I suspect that in order to overcome the problem it would not mean a minor adjustment to the proposed scheme, but rather a radical change to the height and massing.

Obviously, it is also a question of weighing up both daylight and sunlight results.

I hope that this helps, but if you need further explanation or comments please telephone me.

If you do not need anything further from me would you please let me know so that I can organise an account for my time.

Yours sincerely

Lance J Harris

J1

French, Michael: PC-Plan

From: Tim Ahern [Tim.Ahern@btinternet.com]
Sent: 26 September 2003 09:35
To: Cllr.Holt@rbkc.gov.uk; Michael.French@rbkc.gov.uk
Subject: Fw: Asbestos and the Lots Road Power Station II

NOTE ATTACHED & E-MAILED

Mr French

This needs to be considered and a detailed response obtained from Circadian. Please have their reply for consideration before this comes to committee.

Tim Ahern
----- Original Message -----
From: <daniel.moylan@egan-associates.com>
To: <plnmjf@rbkc.gov.uk>
Cc: <Cllr.Phelps@rbkc.gov.uk>; <Cllr.Ahern@rbkc.gov.uk>
Sent: Thursday, September 25, 2003 9:23 AM
Subject: Fw: Asbestos and the Lots Road Power Station II

> Dear Mr. French,
>
> Please see the e-mail below from Mrs. Phillips, forwarded by Cllr. Phelps.
>
> With all respect to the latter, I do not think this is actually a matter for me since it is in effect a letter of objection to a current planning application and should be registered as such, if it is not too late for that.
>
> I am copying Cllr. Ahern in. Mrs. Phillips makes suggestions as to two conditions concerning the disposal of asbestos to be attached to any grant of planning permission. As Cllr. Phelps says, they are both eminently reasonable on the face of it but there may be reasons unknown to me why the > Committee would not accept them. It seems to me a matter for Cllr. Ahern to decide whether and how they should be aired at the resumed Committee hearing and for him to reply to Mrs. Phillips.
>
> Finally, you will note that at the end of Mrs. Phillips' letter she expresses shock that you have "gone back on your public undertaking" to include the effects of the proposed school in the traffic assessment. You may wish to consider how to deal with this separately.
>
>
> Daniel Moylan
>
> ----- Original Message -----
> From: Cllr.Phelps@rbkc.gov.uk <mailto:Cllr.Phelps@rbkc.gov.uk>
> To: daniel.moylan@egan-associates.com
<mailto:daniel.moylan@egan-associates.com>
> Sent: Thursday, September 25, 2003 8:53 AM
> Subject: FW: Asbestos and the Lots Road Power Station II
>
> Dear Daniel
>
> Now that I am no longer Cabinet Member Planning I am forwarding Jeremy/Kate Phillips email below to you. I do feel that the two requests made below are most reasonable and hope you and your Executive Director will agree.
>
> Barry
>
>
> -----Original Message-----

> From: Jeremy Phillips [mailto:jeremyphillips@totalise.co.uk]
> Sent: 24 September 2003 19:38
> To: cllr.phelps@rbkc.gov.uk
> Subject: Asbestos and the Lots Road Power Station
>
>
> Dear Mr Phelps
>
> Following the recent committee meeting to consider the Lots Road Power Station Development, you kindly agreed that I could write to you with our concerns about the disposal of the asbestos on the site. Mr Portillo recommended that I approach you about this.
>
> As parents, we are worried about the long term implications of asbestos disposal on our doorstep. We are extremely concerned, following some initial research into this issue, that Circadian may not be required to do ALL that is within their power to dispose of the asbestos and other toxic waste as
> safely as possible.
>
> As the oncology department at Charing Cross have told us, "THERE IS NO PROVEN SAFE WAY TO DISPOSE OF ASBESTOS". As the Sunday Telegraph has stated, "ASBESTOS IS FINE AS LONG AS IT IS NOT DISTURBED". As a leading architect has told us, "TO DISPOSE OF ASBESTOS PROPERLY IS PROHIBITIVELY EXPENSIVE. THE
> COUNCIL WILL NEED TO LEAN HEAVILY ON THEM TO ENSURE THE MAXIMUM EFFORTS ARE TAKEN".
>
> We believe Mr Phelps that it is only fair and reasonable that:
>
> 1. The Planning Services Committee make it a requirement of planning permission that Circadian publish and circulate the steps they are taking and how long the disposal process will take. This should be independently reviewed and approved.
> 2. The Planning Services Committee require Circadian to pay for independent monitoring of asbestos levels in the atmosphere of the surrounding areas throughout the disposal process and make these figures publicly available.
>
> You may remember that the decommissiong of the Fulham Power Station had to be halted due to high levels of asbestos in the atmosphere. My father has asbestosis that can only be due to just three weeks exposure during a ship refit in 1944.
> Local residents are genuinely fightened that Circadian, who appear to be greedy and dismissive of local people, will cynically do the minimum within Health and Safety requirements, which we understand are considered woefully unproven.
>
> The council is no doubt aware that several mass torts in the States have found developers and the agencies who granted planning permission liable for damages for asbestos poisoning and have awarded huge settlements in favour of local residents. You may also be aware of a recent article in the
> Telegraph that stated that insurance companies are raising their premiums in anticipation of asbestosis claims. I am sure that we all want to get this important issue right and we would be grateful for your support in securing some answers from the Council. We have asked for this issue to be raised
> at the meeting on the 28th.
>
> Yours sincerely,
>
> Kate Phillips
> On behalf of Ashburnham Mother and Toddlers
>
> PS Is it really true, as rumoured, that Mr French has gone back on his public assurance to include the secondary school proposals in the independent traffic survey ?? If so, this is shocking.
>

Re Councillor Ahern/Moylan/Phelps and Kate Phillips' E-Mail of 24th September

Lots Road Power Station

It should be noted that decommissioning works within the power station, including removal of equipment and demolition do not constitute development requiring planning permission and are likely to continue regardless of whether planning permission for the current scheme is granted.

With regard to Ms Phillips' E-Mail and points raised therein regarding Asbestos, the applicants' environmental statement confirms in paragraph 7.2.3 that all asbestos removal will be undertaken in the approved manner by a specialist licensed contractor using dust suppression equipment, sealed enclosures airlocks and filtered air extraction units. Personal protective equipment and decontamination procedures are required for all personnel involved in the work. Air monitoring will be undertaken to ensure the health and safety of site personnel and the public.

The Director of Environmental Health, as part of the consultation process, asked in October 2002 for confirmation from the developers' environmental consultant that the asbestos removal methodology had been approved by the Health and Safety Executive.

This was confirmed by the consultant in a reply dated 27th January 2003 who stated there will be a contractual obligation for compliance with all relevant legislation together with HSE codes of practice including (but not limited to):

- The Control of Asbestos at Work Regulations 2002
- The Asbestos (Licensing) Regulations 1983 (As amended)
- The Special Waste Regulations 1996 (As amended)
- The Construction (Design and Management) Regulations 1994

Contractual obligations will also require operators to provide method statements for dealing with eventualities such as prevention of release of fibres into the atmosphere and dealing with unforeseen asbestos. These would be submitted for approval by the Council.

In summary, the applicants are committed to implementation of a methodology for safe removal of asbestos in accordance with the relevant legislation and good practice. This has been set out to the satisfaction of the Director of Environmental Health. It will form part of the Environmental Management Plan which, by way of S.106 agreement head 24. will be subject to the Council's approval prior to implementation of the development.

With regard to Ms Phillips suggested 'conditions'.
1. The Environmental Statement has already published the methodology, steps and timescale for asbestos removal.
2. The draft head of agreement requires implementation of the Environmental Management Plan covering these matters at the developers' expense.

As regards the inclusion of Secondary School Proposals in the Independent Transportation Study, the status and nature of the proposals such as they are, have been brought to the attention of the appointed consultants who have been asked to address them.

I do not think it appropriate to comment on rumours or suggestions that the developers '..appear to be greedy and dismissive of local people...' or that '...Health and Safety requirements...are considered woefully unproven...'

I

French, Michael: PC-Plan

From: Myers, Derek: CP-ChiefExec
Sent: 19 September 2003 15:44
To: Thorne, John W.: PC-Plan
Cc: Edila, Gifty: CP-Legal; French, Michael: PC-Plan
Subject: FW: Lots Rd

John , your call but there seems little in this set of requests that we are likely to object to .However , the issue about whether the whole application is re-discussed is down to the chairing of the meeting . In law the Committee must satisfy itself on all and any relevant matter . Officers cannot prescribe what is and isn't discussed . As Pool says it is open to any Member to attend the resumed hearing . If they were not there the first time , it must be open to them to raise any matter they are concerned about .

My 'advice ' would be to not allow further representations , but Cllr Aherne might feel he needs to allow representations on the traffic/ transportation study . If so then both objectors and applicats will have to be able to speak .

I am anxious to hit the Oct 28th date.

DM

-----Original Message-----
From: Jim Pool [mailto:Jim.Pool@Montagu-Evans.co.uk]
Sent: 19 September 2003 13:39
To: JohnW.Thorne@rbkc.gov.uk; Michael.French@rbkc.gov.uk
Cc: derek.myers@rbkc.gov.uk
Subject: Lots Rd

Mike / John

I thought that it might assist if I set out our thoughts on the way forward following the deferral earlier this week.

· We have agreed with you that it would be inappropriate for any transport assessment to take into account the proposed school within the Lots Road triangle because there is no information in the public arena on its scale and its likely impact. On this basis we feel that you should write to the Chair of the Planning Committee (copied to the other Members of the Committee) clarifying this position and that the Steer Davis Gleave report will make no reference to the school. You may also wish to incorporate reference to the legal issues associated with the TIA taking into account a scheme that does not exist. I say this because at least one of your members asked for this to be taken into account.

. Do you have draft of the minute which sets out the full reasons for deferral so that we can ensure that all of these are addressed on the return to Committee?

. Can you clarify with the Chair that the only issues to be discussed when this returns to Committee will be the reasons for deferral rather than reopening the debate on the wider scheme. On this note what would the situation be if the members who did not attend the Committee Meeting last time around for whatever reason chose to turn up at the next Committee?

. In view of this I do not think that it is wise at this stage for your team to start examining in more detail any elements of the original report that were not specifically referred to as reasons for deferral. I am thinking of issues such as construction training, service charge levels etc.. In my view if you start going back to such matters you open the door to the re-examination of other issues in the report which were not stipulated as reasons for deferral.

· We would like you to make us fully aware of the precise nature of the Steer Davis

Gleave brief. What are they doing and when?

· We need to understand in more detail the timing associated with the reporting back to Committee of the application. Going back to Committee on 28 October sounds like a particularly tight timeframe. How do the Council intend to carry out the necessary levels of consultation within that time period, allowing sufficient time for any of the objectors to consider SDG's work and respond? Is this period of time adequate for Steer Davis Gleave to carry out the level of analysis necessary to comprehensively rebut concerns raised by certain Members of the Committee?

·Can you clarify with the Chair of the Planning Committee whether he will be allowing further verbal representations to be made at the next Committee?

· Could you introduce me to the officer at the Council who liaises with the Health Service , particularly with reference to the clarification required concerning the Medi Centre?

I hope that this check list assists in outlining our thoughts on the way forward. Our clients whilst extremely disappointed, are very keen to move on at a sensible pace. In view of this we would like to meet with both you and Derek with a view to seeking assurances where possible on the above. I would be grateful if you could give me a call on 07818 012 405 to discuss this in more detail at your earliest convenience.

Regards

Jim

Jim Pool

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Montagu Evans Chartered Surveyors

From: Thorne, John W.: PC-Plan
Sent: 11 September 2003 15:36
To: 'mdcunliffe@Forsters.co.uk'; 'Jim.Pool@Montagu-Evans.co.uk'; 'andrew.locke@uk.taylorwoodrow.com'; French, Michael: PC-Plan
Subject: Lots Road S.106

Further to our meeting this morning I attach draft #5 taking on board the matters discussed. Two points to note, first, on the affordable housing clauses I have not yet had feedback from Housing Initiatives and will contact all parties if anything significant is forthcoming; secondly, with regard to the construction training programme, our supplementary planning guidance does imply a need for a funding commitment and the figure being suggested to me is in the region of £100,000. I'm sure your (Andrew/Jim) response will be that there isn't additional money in the budget to commit to a lump sum payment. I suspect we will have to look at other items at the detailed stage, possibly with a view to transferring some committed monies to this objective. Consequently I have inserted (To be agreed) after 'Funding'. One final point, with regard to N.38, Economic development have now indicated they would prefer to see one unit rent free for 7 years rather than two at 50% for 3 years, I'm not proposing to re-draft the clause but presume we can work something out along these lines as it does not seem to have any serious cost implications?

Regards

John

Lots Road Section 106 Heads#5....

Thorne, John W.: PC-Plan

To: Jim Pool; French, Michael: PC-Plan; Logan, Stanley: HS-Housing; Wild, Gerald: HS-Housing; Titcombe, Heidi: CP-Legal

Subject: RE: Lots Rd - Rental Levels

Jim

I am doing further work on this. As you are aware, the use of the term 'Target Rents' originally derived from the draft H&F clauses. You have made it clear that the H&F affordable housing 'deal' will not work for you on the K&C site so I can see no reason why we should stick automatically with the same or similar terminology in our own agreement. The primary objective is to ensure the units are truly affordable to people on the CHR and the service charge levels obviously have some bearing on this. I have investigated the provenance of the term Target Rent and and have been advised there are difficulties in reconciling this with true affordability as it relates to an aspirational 'target' for the year 2012. I am in discussion with the Chief Housing Officer who has made it clear he does not consider the term Target Rents to be appropriate. He is preparing alternative suggested wording based on up-to-date housing practice regarding setting of RSL rents which I will discuss with you in due course.

In view of the relatively high service charge levels estimated by your consultants in comparison with those normally relating to RSL flats we will need some sort of breakdown of the elements included, I will come back to you with a request for this information.

JT

-----Original Message-----
From: Jim Pool [mailto:Jim.Pool@Montagu-Evans.co.uk]
Sent: 30 September 2003 19:04
To: JohnW.Thorne@rbkc.gov.uk
Subject: Lots Rd - Rental Levels

John

The other day you mentioned on the phone the term "capped rents" as opposed to our term of reference, "Housing Corporation target rentals".

I have done some digging and my understanding is that capped rents is the old outdated term used by The Housing Corporation. This has now been superseded by Target Rents, for which each and every social housing unit must adopt by the year 201. Target Rents are based on a complicated formula based around value and income for the area to reflect local values.

We feel that our terminology is both up to date and appropriate given the requirements of the Royal Borough. If you or your team disagree please let me know.

Regards

Jim

Jim Pool

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Montagu Evans Chartered Surveyors

French, Michael: PC-Plan

From: French, Michael: PC-Plan
Sent: 16 September 2003 17:14
To: Cllr-Cunningham
Cc: Cllr-Horton; Cllr-Ahern; Cllr-Holt; Thorne, John W.: PC-Plan; Wyatt-Jones, Lesley: PC-Plan
Subject: RE: Lots Road Planning Application - Appointment of Independant Transport Consultants

Dear Councillor Cunningham,

My instructions from Committee last night were to appoint a traffic consultant to provide an independent review of both the applicants' and the Transportation Department's figures. I intend to appoint a firm who have had no earlier involvement in this application.

With regard to your second point, progress has been slow, and I am seeking further guidance from the Majority Party Whip. I will come back when I have more news.

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

-----Original Message-----
From: Cllr-Cunningham
Sent: 16 September 2003 16:14
To: French, Michael: PC-Plan
Cc: Cllr-Horton
Subject: Lots Road Planning Application - Appointment of Independant Transport Consultants

Dear Mr French

Myself & Councillor Horton would be pleased to see the remit letter that is produced in respect of the study by the independant planning consultants. Could you also please confirm the process for appointing a firm to undertake this work, & the name of the firm once appointed.

Could you also please confirm progress made in starting to implementing personal development planning for elected members as per your letter of 18th June.

Regards
Cllr.Keith Cunningham

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SEPTEMBER COMMITTEE

INTRODUCTION

(1)

Chairman. Before I start I must draw attention to one drafting error in the addendum report. If I could refer you to clause 31. of the draft heads of agreement and draw your attention, with a small degree of regret, to the extraneous zero which has crept onto the end of the figure committed as a contribution to education provision. This should read 2 million not 20 million for the avoidance of doubt.

The application before this committee in its amended form carries the recommendation that planning permission is granted. Few people in this room are aware that a similar scheme came before this Co

DATE: Sun Nov.11 01 09.10 ATTENDANCE SUMMARY FOR Sun Nov.04 01 - Sat Nov.10 01 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1346209	THORNE J	Mon Nov.05 01	09.44	17.18			007.04 001 BASIC HOURS		
		Tue Nov.06 01	08.46	17.54			008.38 001 BASIC HOURS		
		Wed Nov.07 01	08.41	17.11K			008.00 001 BASIC HOURS		000.01 075 1/2 FLEX>ANN
		Thu Nov.08 01							007.12 043 ANNUAL LEAVE
		Fri Nov.09 01							007.12 043 ANNUAL LEAVE

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
038.06	038.06	036.00	023.42 001 BASIC HOURS	014.24 043 ANNUAL LEAVE		000.01 062 FLEXI LEAVE

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1474155	WARD A	Mon Nov.05 01	09.46	13.00	13.16	17.44	007.28 001 BASIC HOURS		
		Tue Nov.06 01	09.15	17.45			008.00 001 BASIC HOURS		
		Wed Nov.07 01	13.47	17.18			003.31 001 BASIC HOURS	A	
		Thu Nov.08 01	09.09	12.43	13.09	18.44	008.21 001 BASIC HOURS		
		Fri Nov.09 01	09.03	17.11			007.38 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
034.58	034.58	036.00	034.58 001 BASIC HOURS		002.00 014 ABSENCE	

Jon Walker

The material on display outside this chamber along with the applicants' model are intended to give context with the report before you in order to inform discussion of this proposal. It should be noted that they constitute part of a larger body of material, listed in full on pages 1 & 2 of the report, which together form the application details.

As when the meeting of the full Planning Services Committee determined a previous proposal for this site in March 2002, you are being invited to consider the proposal in relation to four core issues which are set out at section 1.7. These are

First : High Buildings, Townscape, visual amenity and views.
Secondly : The mix of land uses in the LR employment zone.
Thirdly : The Affordable housing provision.
and Fourthly: Transportation impact.

DATE: Mon Nov.12 01 09.10 TIME ACCOUNT STATEMENT FOR ALL SECTIONS SECTION: 03004 DC/SOUTH WEST

REF.	NAME	SCHED	PLAN	TARGET	CREDIT	BALANCE	ABSENCE CODE	DATE OF CODE
0991532	CHARALAMBOUS M	033	033	075.13	071.12	004.01 OD		
1346209	THORNE J	033	033	072.00	086.10	014.10	043 ANNUAL LEAVE	Wed Nov.07 01
1471828	COOK C	001	001	080.13	071.43	008.30 OD		
1474155	WARD A	001	001	080.11	073.22	006.49 OD		
1475772	MARX A	001	001	079.20	065.43	013.37 OD IR		

1475772 MARX A + 7.12 CODE 37

You have the report, analysis and conclusions in respect of these core areas before you, and in Section 10 of the report you have a summary of the manner in which the negotiations and amendments to the scheme have sought to address the shortcomings of its predecessor.

You will note from Section 9 of the report and the draft heads of agreement attached to the addendum [redacted] that there are commitments to fund transportation improvements to the tune of £5.73m and social and community benefits to the tune of £5.1m.

The transportation measures clearly address direct consequences of the development itself whilst the community benefits seek to turn the proposal from simply a development into a force for regeneration and improvement of the wider area.

DATE: Sun Nov.18 01 09.10 ATTENDANCE SUMMARY FOR Sun Nov.11 01 - Sat Nov.17 01 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
0991532	CHARALAMBOUS M	Mon Nov.12 01	10.23L	13.43	14.03L	18.17	007.21 001 BASIC HOURS	L	
		Tue Nov.13 01	09.58	17.22			006.54 001 BASIC HOURS		
		Wed Nov.14 01	10.20L	12.32	13.02	17.44	006.54 001 BASIC HOURS	L	
		Thu Nov.15 01	10.03L	12.38	12.57	17.56	007.23 001 BASIC HOURS	L	
		Fri Nov.16 01	12.56K	17.24			004.24 001 BASIC HOURS		003.00 082 MED/DENTAL

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
035.56	035.56	036.00	032.56 001 BASIC HOURS	003.00 082 MED/DENTAL	000.49 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR.	NON-ATTENDANCE
1471828	COOK C	Mon Nov.12 01	10.02L	17.59			007.27 001 BASIC HOURS	L	
		Tue Nov.13 01	08.52	15.35K			006.13 001 BASIC HOURS		001.37 082 MED/DENTAL
		Wed Nov.14 01	09.32	17.45			007.43 001 BASIC HOURS		
		Thu Nov.15 01	10.01L	17.30			006.59 001 BASIC HOURS	L	
		Fri Nov.16 01	10.18L	17.07			006.19 001 BASIC HOURS	L	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
036.18	036.18	036.00	034.41 001 BASIC HOURS	001.37 082 MED/DENTAL	000.21 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1475772	MARX A	Mon Nov.12 01	09.47	13.20	14.00	17.30	007.03 001 BASIC HOURS		
		Tue Nov.13 01	09.56	18.39			007.34 001 BASIC HOURS		
		Wed Nov.14 01	09.57	18.40			007.33 001 BASIC HOURS		
		Thu Nov.15 01						A	
		Fri Nov.16 01	09.57	17.24			006.57 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
029.07	029.07	036.00	029.07 001 BASIC HOURS		007.12 014 ABSENCE	

1475772 MARX A + 8.30 CODE @ 68

I think it is appropriate to state that S.106 benefits do not make an unacceptable scheme into an acceptable scheme – what they do do in this case is address some of the major concerns expressed by objectors.

SLIDE 2

My first slide gives an impression of the scheme and illustrates the various elements as referred to in the report

KC1 25 storey residential tower + gym 81.5m high 15m masts 40 units

KC2 East yard and rotunda 3-9 storeys as shown on model 81 units, nursery, 55 affordable

KC3 Shops, 81 units 195 residential of which 39 shared ownership + 22 'entry level'

KC4 50 affordable 8 storey block

BUILDINGS IN GREEN H&F

DATE: Sun Nov.18 01 09.10 ATTENDANCE SUMMARY FOR Sun Nov.11 01 - Sat Nov.17 01 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1346209	THORNE J	Mon Nov.12 01	09.37	17.11			007.04 001 BASIC HOURS		
		Tue Nov.13 01	08.52	17.10			007.48 001 BASIC HOURS		
		Wed Nov.14 01	08.48					B	
		Thu Nov.15 01	08.51	17.16			007.55 001 BASIC HOURS		
		Fri Nov.16 01						A	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
022.47	022.47	036.00	022.47 001 BASIC HOURS		007.12 014 ABSENCE	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1474155	WARD A	Mon Nov.12 01	09.18	12.55	13.12	17.41	007.53 001 BASIC HOURS		
		Tue Nov.13 01	08.51	12.24	12.48	17.21	008.00 001 BASIC HOURS		
		Wed Nov.14 01	09.08	13.10	13.24	18.00	008.22 001 BASIC HOURS		
		Thu Nov.15 01	09.02	12.52	13.14	18.42	008.28 001 BASIC HOURS		
		Fri Nov.16 01	08.57	12.28	12.58	17.23	007.56 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
040.39	040.39	036.00	040.39 001 BASIC HOURS			

SLIDE 3

- This illustrates the building heights in storeys of the various elements.

- The architectural style and building finishes of the new build elements are modern as is the choice of materials – the applicant's architect is present to answer members questions on this aspect of the proposal – note that finishing materials are the subject of a condition.

- Sunlight and daylight has been the subject of comment & speculation but as the report sets out, the impact on properties in this borough – notably the terrace 66–88 Lots Road – has been assessed by an independent consultant acting for the Council who confirms that there are minor transgressions of BRE guidance

DATE: Mon Nov.19 01 09.01 TIME ACCOUNT STATEMENT FOR ALL SECTIONS SECTION: 03004 DC/SOUTH WEST

REF.	NAME	SCHED	PLAN	TARGET	CREDIT	BALANCE	ABSENCE CODE	DATE OF CODE
0991532	CHARALAMBOUS M	033	033	111.13	107.08	004.05 OD		
1346209	THORNE J	033	033	108.00	108.57	000.57	IR	
1471828	COOK C	001	001	116.13	108.01	008.12 OD		
1474155	WARD A	001	001	116.11	114.01	002.10 OD		
1475772	MARX A	001	001	115.20	102.02	013.18 OD	IR	

1475772 MARX A + 8·30 CODE 68

1346209 THORNE J + 6·42 CODE 01
+ 7·12 CODE 43

17/11

which would not have an impact sufficient to justify a refusal on those grounds.

- Material ~~recently submitted~~ with regard to sunlight impact shows that ~~on~~ in ~~number of~~ March during the period 7-10 am the shade of the KRC Tower will pass across the 60-88 Cas Road Terrace & back some rear gardens in Station St

3

- Mr Case is here on behalf of the Director of Transportation & Highways and is in a position to answer queries with regard to transportation impact and
- proposed measures

Finally Last slide.

Worst case scenario 'fat side' of blocks from Tadema Road falling Station

DATE: Mon Nov.26 01 09.18 ATTENDANCE SUMMARY FOR Mon Nov.19 01 - Fri Nov.23 01 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
0991532	CHARALAMBOUS M	Mon Nov.19 01	10.15L	12.12	12.38	16.51	006.06 001 BASIC HOURS	L	
		Tue Nov.20 01	11.12K	12.14	12.32	17.31	005.49 001 BASIC HOURS		002.12 068 BUSINESS APP
		Wed Nov.21 01	10.03L	12.44	13.04	18.01	007.28 001 BASIC HOURS	L	
		Thu Nov.22 01	10.10L	12.44	13.04	17.57	007.17 001 BASIC HOURS	L	
		Fri Nov.23 01	10.30K	12.16	12.53	15.20K	004.13 001 BASIC HOURS		003.22 068 BUSINESS APP

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
036.27	036.27	036.00	030.53 001 BASIC HOURS	005.34 084 BUSINESS DAY	000.28 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
[redacted]5209	THORNE J	Mon Nov.19 01	09.45	17.09			006.54 001 BASIC HOURS		
		Tue Nov.20 01	08.42	19.08			009.48 001 BASIC HOURS		
		Wed Nov.21 01	09.10	17.11			007.31 001 BASIC HOURS		
		Thu Nov.22 01	09.11	17.59			008.18 001 BASIC HOURS		
		Fri Nov.23 01	09.14	17.05			007.21 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
039.52	039.52	036.00	039.52 001 BASIC HOURS			

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1471828	COOK C	Mon Nov.19 01	09.25	17.32			007.37 001 BASIC HOURS		
		Tue Nov.20 01	08.38	17.22			008.14 001 BASIC HOURS		
		Wed Nov.21 01	08.56	17.22			007.56 001 BASIC HOURS		
		Thu Nov.22 01	09.00	17.14K			007.44 001 BASIC HOURS		
		Fri Nov.23 01							007.12 043 ANNUAL LEAVE

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
038.43	038.43	036.00	031.31 001 BASIC HOURS	007.12 043 ANNUAL LEAVE		

DEBATE (1) 15th SEPT NOTES

DEPARTURE FROM DEVT PLAN CD6

CD37

CUNNINGHAM –

HOLT – DENSITY HIGH REF OTHER EXAMPLES

CUNNINGHAM – DEPARTURE . . .

HOLT – MASTS

HEFFERNAN – SIZES OF BLOCKS UNITS

NORTHERHEAD – TIMES

NOT BEFORE 07·30

NOT AFTER 6 PM

TRAFFIC

PRINGLE

WELCOME POSITIVE IMPORTANCE OF R/PLANNING BRIEF, PREVIOUS REJECTION REASONS STILL STAND.

QUESTIONS:– EFFECTS OF DENSITY – P TRANSPORT
– TRAFFIC ARGUMENTS
– SCALE & MASSING

CONTEXT OF OTHER DEVELOPMENTS PTAL ACCESSIBILITY SHOULD BE 6

TRANS IMPROVEMENTS ONLY JUSTIFY 450 HRHR

LIMITED TO 70% OF PRESENT DENSITY

CONCERNED AT TRAFFIC ANALYSIS

MOYLAN – INDEPENDENT (AGREED) TRANSPORT ANALYSIS

DATE: Mon Nov.26 01 09.30 TIME ACCOUNT STATEMENT FOR ALL SECTIONS SECTION: 03004 DC/SOUTH WEST

REF.	NAME	SCHED	PLAN	TARGET	CREDIT	BALANCE	ABSENCE CODE	DATE OF CODE
0991532	CHARALAMBOUS M	033	033	147.13	143.35	003.38 OD	014 ABSENCE	Fri Nov.23 01
1346209	THORNE J	033	033	144.00	162.43	018.43		
1471828	COOK C	001	001	152.13	146.44	005.29 OD	043 ANNUAL LEAVE	Thu Nov.22 01
1474155	WARD A	001	001	152.11	152.17	000.06	043 ANNUAL LEAVE	Thu Nov.22 01
1475772	MARX A	001	001	151.20	140.40	010.40 OD IR		

1475772 MARX A. + 7.30 CODE 01

(2)

. 15M OFF-STREET PARKING

PROGRESS ON AMENITIES - VAGUENESS
LOOSENESS OF WORDING
LACK OF OPEN SPACE
HEIGHT & WIDTH MAJOR CONCERN
DISAPPOINTED AT TURNS IT BACK
— WHT DENSITY 'OUT WINDOW'
— REFUSED - REDUCED DENSITY
— MAJOR PT UNDERCHARGE

HORTON — BUCHANAN DIFFERENT CONCLUSIONS?
FALSE ASSUMPTION
CUNNINGHAM — EXPLAINED WHY UDP NOT CARRIED OUT?
CORBET-SINGLETON — WHEN BUCHANAN REPORT? - LAST 6 MONTHS

LBLAT

FATE OF APPLICATION + HAMMERSMITH & FULHAM OUTCOME
- UDP WILL CALL-IN.

IMPACT OF HIGH BLDGS
CHELSEA SOC — DAMAGING
DOMINATE RIVERSIDE, COMPETE WITH POWERSTATION
AFFECT SMALL TERRACED HOUSES
VIEWED FROM UPPER FLOORS

UDP ACKNOWLEDGES HARM
EAST OF BLANTYRE TO EXCLUDE W.E. ESTATE
'WHY SHOULD UDP BE SET ASIDE'
'CREDIBILITY OF THE COUNCIL'
5M COMMUNITY BENEFITS — SHOULD NOT BE SOLD
HIGH BUILDINGS DISASTROUS — HOLIDAY INN/WORLDS END ESTATE
RAISE OBJECTION TO H&F.

DATE: Mon Dec.03 01 10.33 TIME ACCOUNT STATEMENT FOR ALL SECTIONS SECTION: 03004 DC/SOUTH WEST

REF.	NAME	SCHED	PLAN	TARGET	CREDIT	BALANCE	ABSENCE CODE	DATE OF CODE
0991532	CHARALAMBOUS M	033	033	039.38	021.55	017.43 OD IR		
1346209	THORNE J	033	033	036.00	038.51	002.51 IR		
1471828	COOK C	001	001	041.29	034.10	007.19 OD		
1474155	WARD A	001	001	036.00	036.56	000.56	043 ANNUAL LEAVE	Thu Nov.29 01
1475772	MARX A	001	001	046.40	013.57	032.43 OD IR		

HOLT/CLEARY — ARE YOU AWARE OF TESCO REFUSAL
30 STORES REFUSED ON HEIGHT & DENSITY — CENTRAL & CLEARLY VISIBLE
— REPLY GENERAL PROHIBITION & SPECIFIC IN REVERSE.

KINGSLEY — PRINCIPLES NOT OPPOSED FOR SG
BUT TO THIS APPLICANT — PREVIOUS REFUSAL
BRIEF/UDP 'COSMETIC TINKERING'
SIG DIFFERENCES — 'SHOPPING LIST'
IIM DOESN'T GO FAR, 'FRACTION OF PROFITS'
ASHBURNHAM — CONDE, SURGERY PAY RENT?
AFFORDABLE — SERVICE & ESTATE CHARGES IMPLICATIONS...
START AFRESH — REDUCTION IN SCALE

REDMAN ——
BURNABY ST RESIDENT
INAPPROPRIATE — REJECT
NOT AGAINST, MUST BE APPROPRIATE AGAINST
INFRASTRUCTURE.
INADEQUATE PUB TRANSPT PROPOSALS
GUARANTEE WILL
CONFIDENT TO CHELSEA/HACKNEY
RUGBUS — COULD BE A BAD JOKE
PTE TRANSPORT PROBLEMS — SUBSTANTIAL EXTRA TRAFFIC
PARKING BAD — WORSE
HIGH DENSITY — CREEDY '3M CUFT IN STATION'
VIEWS MEANS THINGS
LACK OF THOUGHT
LACK OF OPEN SPACE.
ASK REFUSE.

SIMMONDS — CANAL CLOSE - PERSONALLY AFFECTED, REDUCTION IN QUALITY OF LIFE, L.R. TRIANGLE & WORLDS END ESTATE NARROW ROAD FOR BUS... LOSS OF PARKING SPACES WESTFIELD PARK CLOSE TO CAPACITY. FLATS OVERLOOKING LOSS OF PRIVACY — LOW RISE. ARCHITECTURE CANNOT FIT IN. PLEASE REFUSE

DATE: Mon Dec.03 01 10.19 ATTENDANCE SUMMARY FOR Mon Nov.26 01 - Sun Dec.02 01 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1474155	WARD A	Mon Nov.26 01							007.12 043 ANNUAL LEAVE
		Tue Nov.27 01							007.12 043 ANNUAL LEAVE
		Wed Nov.28 01							007.12 043 ANNUAL LEAVE
		Thu Nov.29 01	08.57	17.29K			008.02 001 BASIC HOURS		
		Fri Nov.30 01							007.12 043 ANNUAL LEAVE

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
036.50	036.50	036.00	008.02 001 BASIC HOURS	028.48 043 ANNUAL LEAVE		

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1475772	MARX A	Mon Nov.26 01	09.54	18.06			007.36 001 BASIC HOURS		
		Tue Nov.27 01	09.53					B	
		Wed Nov.28 01						A	
		Thu Nov.29 01						A	
		Fri Nov.30 01	10.01L	16.52			006.21 001 BASIC HOURS	L	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
013.57	013.57	036.00	013.57 001 BASIC HOURS		014.24 014 ABSENCE	
					000.01 020 LOST TIME	

(4)

MR POOL — DENSITY / TRANSPORT IMACT

'PROMISE' LONG TERM DISCUSSION OF BASG POSITION INCLUDING TFL & LONDON BUSES TO ENSURE DELIVERY AND THAT DENSITY WILL NOT NEED MODAL SHIFT

DRAFT LONDON PLAN — DENSITY LEVELS PROPOSAL SUPPORTED BY THE AUTHORS OF THE LONDON PLAN.

100% PTE PENS
66% AFFORDABLE

'BROKEN PROMISES' WE WILL BE BOUND TO DELIVERY.

'TURNING ITS BACK' REFUTE
WILL OPEN UP TO RIVER — WHOLLY ACCESSIBLE

—

'LEGAT' VISIBILITY 40 LONG & LOCAL VIEWS IDENTIFIED IN CONSULTATION WITH LA. AND ENGLISH HERITAGE. IMPACT ACCEPTABLE ENG HERITAGE, CABE, GLA — THEY DEVELOPED MOST RECENT GUIDANCE.

—

LENGSLEY — TWICKENS — SUBSTANTIAL CHANGE
50% REDUCTION
BALANCE OF AFFORDABLE SIG CHANGED
PUBLIC REALM — FURTHER ENHANCED
SERVICE CHARGE — DIFFER BETWEEN BLOCKS
VCC & VC2 SIG CONTAINED
'RENTED' MINIMISED — STILL WORKING TO TARGET RENTAL
SIMILAR SITUATION IN H&F

REDMAN — GUARANTEES ON WBL WG CANNOT OFFER
UPDATED. WILL NOT ASSUMED
IF IT DOES ONG WG WILL CONTRIBUTE.
TIA DID NOT ASSURE. LWERBUS MAKE SURE IT WILL SUCCEED — SERVICE CHARGES TO LWERBUS. CAR PARKING.

DATE: Mon Dec.03 01 10.19 ATTENDANCE SUMMARY FOR Mon Nov.26 01 - Sun Dec.02 01 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
0991532	CHARALAMBOUS M	Mon Nov.26 01	10.12	12.38	18.54			B	
		Tue Nov.27 01	09.58					B	
		Wed Nov.28 01	10.46K	12.56	13.17	17.22	006.06 001 BASIC HOURS		001.46 068 BUSINESS APP
		Thu Nov.29 01	10.13L	12.39	13.04	17.57	007.14 001 BASIC HOURS	L	
		Fri Nov.30 01	10.09L	12.50	13.13	17.28	006.49 001 BASIC HOURS	L	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
021.55	021.55	036.00	020.09 001 BASIC HOURS	001.46 084 BUSINESS DAY	000.22 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1346209	THORNE J	Mon Nov.26 01	10.26L	17.20			006.24 001 BASIC HOURS	L	
		Tue Nov.27 01	08.44	16.13			006.59 001 BASIC HOURS		
		Wed Nov.28 01	08.53	17.15			007.52 001 BASIC HOURS		
		Thu Nov.29 01	09.01	[redacted]				B	
		Fri Nov.30 01	08.59	17.05			007.36 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
028.51	028.51	036.00	028.51 001 BASIC HOURS		000.26 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1471828	COOK C	Mon Nov.26 01							007.12 043 ANNUAL LEAVE
		Tue Nov.27 01	10.17L	17.05K			006.18 001 BASIC HOURS	L	000.07 068 BUSINESS APP
		Wed Nov.28 01	09.35	11.49K			002.14 001 BASIC HOURS		004.23 068 BUSINESS APP
		Thu Nov.29 01	08.51	17.29			008.08 001 BASIC HOURS		
		Fri Nov.30 01	10.19L	16.37			005.48 001 BASIC HOURS	L	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
034.10	034.10	036.00	022.28 001 BASIC HOURS	007.12 043 ANNUAL LEAVE 004.30 084 BUSINESS DAY	000.36 020 LOST TIME	

1471828 COOK.C + 7.12 CODE 21

1346209 THORNE.J + 7.30 CODE 01

1475772 MARX.A + 14.24 CODE 21
+ 7.12 CODE 01

0991532 CHARALAMBOUS.M + 14.42 CODE 01

(5)

OPEN SPACE '45%' IS OPEN SPACE
WEIGHTS SUBSTANTIAL

SINNOTT — NARROWNESS L.R. MORE CAR PARKING TO REPLACE PUBLIC PARKING TO COMPENSATE
WESTFIELD PARK - LOOK & IMPROVEMENT ZONE

WETHERHEAD WORKING TIMES 7.30 - 19.00 WOULD BE ACCEPTABLE
CONSTRUCTION HOURS MUST STOP AT 18.30

HORTON — OPEN SPACE 45% PLAZA - STREET CLOSED AT NIGHT

HOW MUCH REAL OPEN SPACE?
0.3 ha 15%

HIGH PERCENTAGE — HOW MANY HAVE BALCONIES
— HIGH BALCONIES
NO CHILDREN'S PLAY SPACE

CUNNINGHAM — MUCH LOVED LANDMARK
BACKDROP OF TOWERS. LANDMARK
WITH TOWERS BEHIND — DETRACTS
YOUR VIEW? ('IMPROVEMENT')

CORRETT-SUGGESTION — 'SWAYED BY MONEY'
TRANSPORT PACKAGE '5.43'
1M WIDE
1.5M PARKING
2M GOOD
LOOK WEIGHED
£M SPENT?

CAMPBELL — EXPERIENCE ON RUGBY TRANSPORT?
INVESTIGATED BY DIALOGUE WITH OPERATORS
CA PRACTICAL CONST VEHICLES.....

WETHERHEAD 8 PER HOUR

BUXTON — ARE YOU INCLUDING CREEK — NO

HEIGER — REGARDING 2M? CONTRIBUTION

DATE: Sun Dec.09 01 09.10 ATTENDANCE SUMMARY FOR Sun Dec.02 01 - Sat Dec.08 01 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1346209	THORNE J	Mon Dec.03 01	08.38	17.32			008.24 001 BASIC HOURS		
		Tue Dec.04 01						A	
		Wed Dec.05 01	08.42	17.20			008.08 001 BASIC HOURS		
		Thu Dec.06 01	09.11	19.54			009.19 001 BASIC HOURS		
		Fri Dec.07 01	09.14	17.15			007.31 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
033.22	033.22	036.00	033.22 001 BASIC HOURS		007.12 014 ABSENCE	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1474155	WARD A	Mon Dec.03 01							007.12 043 ANNUAL LEAVE
		Tue Dec.04 01							007.12 043 ANNUAL LEAVE
		Wed Dec.05 01	09.14	12.39	13.09	16.42	006.58 001 BASIC HOURS		
		Thu Dec.06 01	09.20	12.38	12.52	17.17	007.27 001 BASIC HOURS		
		Fri Dec.07 01	09.14	12.26	12.41	16.06	006.22 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
035.11	035.11	036.00	020.47 001 BASIC HOURS	014.24 043 ANNUAL LEAVE		

HOLGH – IS IT USUAL TO OFFER MONEY?

– COMMONPLACE ON EDUCATION

–3 WARD COUNCILLORS REPRESENT RESIDENTS CAN YOU IGNORE?

– WE HAVENT IGNORED, 3 YEAR INVOLVEMENT, CONSULTATION TALKS ON HARD VIEWS

TAMLIN – GETTING ONTO SITE WITH LARGES LOGISTICS? WHERE IS PARKING & WAITING FOR VEHICLES COMING FROM DEPOT

– BAD EXPERIENCE ON CAMDEN HILL.

CHAIRMAN – RESERVE DETAILS/HOLDING DEPOT

CARBETT-SINGLETON – SCEPTICAL ON RUGBUS ... SERIOUS? GLA ENCOURAGING RIVER USE – DISCUSSIONS WITH OPERATORS/MAYOR'S OFFICE.

WETHERHEAD – NO ARRANGEMENTS FOR PLAYSPACE? – PLAYSPACE IN HAMMERSMITH SUFFICIENT – PLAYSPACE + IMPROVEMENTS FOR PARK

O'NEIL – COMMUNITY FACILITIES – DETAILS SUFFICIENT FOR SEVERAL GP/HEALTHCENTRE.

HOLGH – NURSERY AGE GROUP?

PRIVATELY OR BOROUGH

UNDER 5s 100 SPACE 'PTE'

DATE: Sun Dec.09 01 09.10 ATTENDANCE SUMMARY FOR Sun Dec.02 01 - Sat Dec.08 01 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
0991532	CHARALAMBOUS M	Mon Dec.03 01	10.00	17.39			007.09 001 BASIC HOURS		
		Tue Dec.04 01	10.03L	12.40	13.05	17.38	007.05 001 BASIC HOURS	L	
		Wed Dec.05 01	11.25K	13.04	13.18	17.11	005.16 001 BASIC HOURS		002.25 068 BUSINESS APP
		Thu Dec.06 01	10.13L	17.48			007.05 001 BASIC HOURS	L	
		Fri Dec.07 01	10.10L	15.29			004.49 001 BASIC HOURS	L	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
033.49	033.49	036.00	031.24 001 BASIC HOURS	002.25 084 BUSINESS DAY	000.26 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1471828	COOK C	Mon Dec.03 01	10.01L	17.55			007.24 001 BASIC HOURS	L	
		Tue Dec.04 01	08.18	17.56			009.08 001 BASIC HOURS		
		Wed Dec.05 01	08.43	17.53			008.40 001 BASIC HOURS		
		Thu Dec.06 01	08.31	17.40			008.39 001 BASIC HOURS		
		Fri Dec.07 01	08.49	17.28			008.09 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
042.00	042.00	036.00	042.00 001 BASIC HOURS		000.01 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1475772	MARX A	Mon Dec.03 01	09.42	18.01			007.48 001 BASIC HOURS		
		Tue Dec.04 01	10.20L	17.47			006.57 001 BASIC HOURS	L	
		Wed Dec.05 01	09.46	13.13	14.00	17.09	006.36 001 BASIC HOURS		
		Thu Dec.06 01	10.10L	18.12			007.20 001 BASIC HOURS	L	
		Fri Dec.07 01	10.22L	17.25			006.33 001 BASIC HOURS	L	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
035.14	035.14	036.00	035.14 001 BASIC HOURS		000.52 020 LOST TIME	

7

WEATHER HEAD - FRENCH

WHAT VALUE UDP? IGNORE CD6 & CD37

VALUABLE PLANNING DOCUMENT, APPROVED PLANNING POLICIES S54A UNLESS MATERIAL CONSIDERATIONS.

SSE 'CALL IN' DEPARTURE PROCEDURE IS A SAFEGUARD

HORTON — 37 REFUSAL

CORBETT-SUTCLIFFE — ONLY VLR CATEGORY PROPOSALS

ATKINSON — STILL BELIEVE IN ROBUST TRAFFIC ASSESSMENT?

MJF - 9TH SATISFIED

TAMLIN — POWER STATION WOULD NE GRANT IT NOW? MAYBE BETTER

~~HOLT~~

CHAIRMAN — DECISION TIME

DATE: Mon Dec.10 01 10.20 TIME ACCOUNT STATEMENT FOR ALL SECTIONS SECTION: 03004 DC/SOUTH WEST

REF.	NAME	SCHED	PLAN	TARGET	CREDIT	BALANCE	ABSENCE CODE	DATE OF CODE
0991532	CHARALAMBOUS M	033	033	075.38	070.30	005.08 OD		
1346209	THORNE J	033	033	072.00	079.43	007.43	IR	
1471828	COOK C	001	001	077.29	076.10	001.19 OD		
1474155	WARD A	001	001	072.00	072.07	000.07		
1475772	MARX A	001	001	082.40	070.47	011.53 OD		

+PHELPS – 'HIDEOUS' POWER STATION
OGRE
'BUILDINGS ARE TOO LOW' NO
EFFECT APART FROM VISUAL –
OVERINTENSE BUT TOO LITTLE GREEN
SPACE – JUDGMENT 'WOULD WE LOSE ON
APPEAL?' 'WHAT WOULD WE GET ON
APPEAL?' WOULD WE DO BETTER?
OFFICERS' DEAL IS THE BEST WE ARE
GOING TO GET. SUPPORT

PETER HORTON – MANY ASPECTS DON'T DISLIKE.
DON'T BELIEVE TRANSPORT ASSESSMENT
– SHOULD BE DEFERRED. CAR OWNERSHIP
LEVELS.

+ DALTON – ELEGANT IN RIVER VIEWS
NO GREAT OBJECTION.
WE ARE NOT 'SELLING' P.P. OR PRINCIPLES.
NOT 30 PIECES OF SILVER, IMPORTANT PROVISION
AFFORDABLE CONSIDERABLE – RIGHT TO BUY ON
WORDS AND REDUCING SOCIAL HOUSING.
RE-CREATION ADMIRABLE. RECYCLING PLANT IS NOT
A PRECEDENT – WILL COME UP FOR
DEVELOPMENT – IMPROVE AREA. LORRIES
WILL HAPPEN IN ANY EVENT. NEEDS TO
BE DEVELOPED. IMPORTANT IMPROVEMENTS.

CUNNINGHAM – MOST SIGNIFICANT – LIKE CLLR HORTON
REFUSE – TRAFFIC CON DON'T BELIEVE. WE OUT OF TO
RECLOSES WINDSOR ROAD SURVEY. CONCERNED
WITH DISPERSION CO6 CO37. RIVERBOAT THEATRE
CAFE BUST. WARD CLLRS CONCERNS..

DATE: Sun Dec.16 01 09.10 ATTENDANCE SUMMARY FOR Sun Dec.09 01 - Sat Dec.15 01 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
0991532	CHARALAMBOUS M	Mon Dec.10 01	11.16K	12.26	12.48	17.40	005.54 001 BASIC HOURS		002.16 068 BUSINESS APP
		Tue Dec.11 01	10.33K	12.21	13.06	14.33K	003.15 001 BASIC HOURS		004.12 068 BUSINESS APP
		Wed Dec.12 01	10.08					B	
		Thu Dec.13 01	10.00	18.18			007.48 001 BASIC HOURS		
		Fri Dec.14 01	10.26L	12.38	13.28	17.33	006.17 001 BASIC HOURS	L	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
029.42	029.42	036.00	023.14 001 BASIC HOURS	006.28 084 BUSINESS DAY	000.26 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1471828	COOK C	Mon Dec.10 01	09.22	18.07			008.08 001 BASIC HOURS		
		Tue Dec.11 01	09.32	17.42			007.40 001 BASIC HOURS		
		Wed Dec.12 01	10.08					B	
		Thu Dec.13 01	10.01L	16.49			006.18 001 BASIC HOURS	L	
		Fri Dec.14 01						A	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
022.06	022.06	036.00	022.06 001 BASIC HOURS		007.12 014 ABSENCE 000.01 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1475772	MARX A	Mon Dec.10 01	09.30	18.30			008.00 001 BASIC HOURS		8 30 30min
		Tue Dec.11 01	10.09L	18.37			007.21 001 BASIC HOURS	L	
		Wed Dec.12 01	09.48					B	
		Thu Dec.13 01	09.29	18.09			008.01 001 BASIC HOURS		8.10 10 min
		Fri Dec.14 01	11.28L	15.56			003.58 001 BASIC HOURS	L	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
027.20	027.20	036.00	027.20 001 BASIC HOURS		001.37 020 LOST TIME	

HOLT J — PARA 1.7
TRANSPORTATION MAJOR ISSUE - BUT SUPPORT OF DTH. UNEQUIVOCAL
WE SHOULD ACCEPT 7.4.42.
CLLR HELPS POINT - NO BEAUTY N PS
DEMOLISHED OR VISUALLY PERMEABLE -
PLANS DO THIS. 2 ROUTES & BRIDGES - REALISTIC.
THIRD - TALL BUILDING - RHOMBOID
LONG AXIS E/W SHORT N/S
PROFILE FROM EAST LESS OBVIOUS
BATTERSEA BRIDGE - MONTEVETRO - BELVEDERE. VIEW WOULD NOT BE DAMAGED
WELL AWAY FROM HERITAGE STREETS -
ON ITS MERITS - GRANT

ATKINSON (REFUSE) — ATTRACTIVE ASPECTS.
3 OBJECTIONS:
① UNATTRACTIVE FROM NORTH
② TRAFFIC STUDIES — INDEPENDENT..
③ 'INEXCUSABLE' RE: HAMMERSMITH & FULHAM

MS CAMPBELL (REFUSE) — 'HOW THE HECK' — WE'LL REGRET DISLIKE TOWERS. SHOULD NOT IGNORE REPRESENTATIONS

WEATHERHEAD (REFUSE) — TRYING TO OUTDO HORRIBLENESS OF MONTEVETRO - TOWERS OBSCENE
WORRIED ABOUT TRAFFIC

DATE: Sun Dec.16 01 09.10 ATTENDANCE SUMMARY FOR Sun Dec.09 01 - Sat Dec.15 01 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1346209	THORNE J	Mon Dec.10 01						A	
		Tue Dec.11 01						A	
		Wed Dec.12 01						A	
		Thu Dec.13 01						A	
		Fri Dec.14 01						A	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
		036.00			036.00 014 ABSENCE	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1474155	WARD A	Mon Dec.10 01	09.25	12.29	13.09	15.35K	005.30 001 BASIC HOURS		001.37 068 BUSINESS APP
		Tue Dec.11 01	09.31	12.40	13.04	17.47	007.46 001 BASIC HOURS		
		Wed Dec.12 01	09.14					B	
		Thu Dec.13 01	09.13	16.40			006.57 001 BASIC HOURS		
		Fri Dec.14 01	09.14	13.15	13.42	17.15	007.31 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
029.21	029.21	036.00	027.44 001 BASIC HOURS	001.37 084 BUSINESS DAY		

10

CORBETT - SINGLETON — OPEN MIND, AWARE OF PUBLIC FEELINGS. HARD TO TURN THIS DOWN - REGRET 60s, WORLD'S END. INTEGRATE POSITION - PLANNING GROUNDS, HARD TO SUSTAIN A REFUSAL, GREAT DEAL OF EFFORT OFFICERS' CONTRIBUTIONS VALUABLE... CASE BEST WE WILL GET. UNPOPULAR BUT RIGHT - LIKE POWER STATION RIGHT TO RETAIN - TRANSPORTATION WORRY - DEFER - ? INDEPENDENT STUDY WANTS ADVICE' PROBLEMS ON KING'S ROAD..

HOLGER — NOT GOOD ENOUGH, SUPPORT RESIDENTS
(REFUSE) 'WE SHOULD BE ABOUT PREVENTION'

O'NEILL — PERSUADED BY VIEWS OF WARD
(DEFERRED) COUNCILLORS & LOCAL RESIDENTS
ROOM FOR IMPROVEMENT

HUSBAND — SCOPE FOR IMPROVEMENT
GRANT

5 IN FAVOUR

8 DEFER + CHAIRMAN

3 REFUSE

1 ABSTENTION

DEFERRED ON BASIS OF WIDER TRAFFIC SURVEY
PARKING TIMES MOVEMENT OF VEHICLES
HOLDING BAYS FOR TRUCKS

DATE: Mon Dec.17 01 09.19 TIME ACCOUNT STATEMENT FOR ALL SECTIONS SECTION: 03004 DC/SOUTH WEST

REF.	NAME	SCHED	PLAN	TARGET	CREDIT	BALANCE	ABSENCE CODE	DATE OF CODE
0991532	CHARALAMBOUS M	033	033	111.38	100.12	011.26 OD IR		
1346209	THORNE J	033	033	108.00	079.43	028.17 OD IR		
1471828	COOK C	001	001	113.29	098.16	015.13 OD IR		
1474155	WARD A	001	001	108.00	101.28	006.32 OD IR		
1475772	MARX A	001	001	118.40	098.07	020.33 OD IR		

1475772 MARX A + 7.12 CODE 01

1471828 COOK C + 7.12 CODE 01

0991532 CHARALAMBOUS.M + 7.12 CODE 01

1474155 WARD A + 7.12 CODE 01

8 20/12

(11)

CUNNINGHAM – MORRISON SCHOOL SITE

O'NEIL – NEED CLARITY ON ~~HEALTH~~ CENTRE

FULL MEETING OF PSERVICES

OCTOBER 28th

SPECIAL MEETING

DATE: Sun Dec.23 01 09.10 ATTENDANCE SUMMARY FOR Sun Dec.16 01 - Sat Dec.22 01 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
0991532	CHARALAMBOUS M	Mon Dec.17 01						A	
		Tue Dec.18 01	10.08L	14.36K			003.58 001 BASIC HOURS	L	002.36 068 BUSINESS APP
		Wed Dec.19 01	10.11L	17.51			007.10 001 BASIC HOURS	L	
		Thu Dec.20 01	10.12L	17.28K			006.46 001 BASIC HOURS	L	
		Fri Dec.21 01							007.12 024 FLEX > ANN

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
020.30	020.30	036.00	017.54 001 BASIC HOURS	002.36 084 BUSINESS DAY	007.12 014 ABSENCE	007.12 062 FLEXI LEAVE
					000.31 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1471828	COOK C	Mon Dec.17 01						A	
		Tue Dec.18 01	10.33L	17.03			006.00 001 BASIC HOURS	L	
		Wed Dec.19 01	10.50					B	
		Thu Dec.20 01	10.44L	17.59			006.45 001 BASIC HOURS	L	
		Fri Dec.21 01	10.52L	15.42			004.20 001 BASIC HOURS	L	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
017.05	017.05	036.00	017.05 001 BASIC HOURS		007.12 014 ABSENCE	
					002.09 020 LOST TIME	

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1475772	MARX A	Mon Dec.17 01						A	
		Tue Dec.18 01	09.35	18.06			007.55 001 BASIC HOURS		5.01 6 min
		Wed Dec.19 01	10.09L	18.17			007.21 001 BASIC HOURS	L	
		Thu Dec.20 01	09.57	18.24			007.33 001 BASIC HOURS		7.5 .. 15 min
		Fri Dec.21 01	10.02L	16.22			005.50 001 BASIC HOURS	L	

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
028.39	028.39	036.00	028.39 001 BASIC HOURS		007.12 014 ABSENCE	
					000.11 020 LOST TIME	

CHAIRMAN

MON 10.00 CLLR HOLT

PL INFO OFFICE

PLANS

G. ROAD

CAN POOLAN

SORT OUT

DISPLAY DRAWINGS

MODEL J. POOL

AGREED TO SORT OUT

NETWORK RAIL UP TO DATE

RICHARD / ~~CONTACT~~

UP TO MINUTE POSTN

RICHARD

MODEL / DISPLAY DWGS

VERA

CHECK GLEN TO LOCS ROAD

PLANNING SERVICES COMMITTEE – 15 SEPTEMBER 2003
8.30 P.M. COMMITTEE ROOM 1

PEOPLE SPEAKING

8.30	2045 C	Duchess of Bedford House, Sheldrake Place, W.8.	Mr. F. Germanus, 48 Duchess of Bedford House, Sheldrake Place.	Objector
			Mr. J. Klass, Mason D. Telecoms.	Agent

MAJOR PLANNING APPLICATIONS COMMITTEE – 15 SEPTEMBER 2003
6.30 P.M. COUNCIL CHAMBER

PEOPLE SPEAKING

6.30	A1	Lots Road Power Station and Chelsea Creek, S.W.10.	Mr. John Pringle, Secretary, Lots Road Action Group. (10 minutes)	Objector
			Mr. David Le Lay, Chairman, Chelsea Society. (10 minutes)	Objector
			Councillor Mrs. Jennifer Kingsley (5 minutes) Councillor Steven Redman (5 minutes) Councillor Mrs. Maighread Simmonds (5 minutes)	Ward Councillor Ward Councillor Ward Councillor
			Mr. J. Pool, Montagu Evans. (20 minutes)	Agent

CHAIR →

STATION RICHARD

SHADOW WINTER — 7 - 10 am GMT MARCH WORST CASE 9 AM

DENSITY = 667 this 411 without add buildings (PARA 7.6.1)

OPPOSITE PROPERTIES ARE OFTEN IN SHADOW FROM POWER STATION ITSELF

KEEP WATER OUT ...

SHADOW

DATE: Mon Nov.26 01 09.18 ATTENDANCE SUMMARY FOR Mon Nov.19 01 - Fri Nov.23 01 SECTION : 03004 DC/SOUTH WEST

REF.	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1474155	WARD A	Mon Nov.19 01	08.55	12.25	13.06	18.03	008.24 001 BASIC HOURS		
		Tue Nov.20 01	11.12K	12.06	13.01	16.35	004.28 001 BASIC HOURS		002.12 068 BUSINESS APP
		Wed Nov.21 01	09.11	13.04	13.19	17.58	008.17 001 BASIC HOURS		
		Thu Nov.22 01	08.32	12.46	13.15	16.45K	007.43 001 BASIC HOURS		
		Fri Nov.23 01							007.12 043 ANNUAL LEAVE

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
038.16	038.16	036.00	028.52 001 BASIC HOURS	007.12 043 ANNUAL LEAVE		
				002.12 084 BUSINESS DAY		

[redacted]	NAME	DATE	IN	OUT	IN	OUT	ATTENDANCE	IR	NON-ATTENDANCE
1475772	MARX A	Mon Nov.19 01	09.45	12.49	13.18	17.49	007.34 001 BASIC HOURS		
		Tue Nov.20 01	09.49	17.58			007.39 001 BASIC HOURS		
		Wed Nov.21 01	09.50					B	
		Thu Nov.22 01	09.39	18.19			007.51 001 BASIC HOURS		
		Fri Nov.23 01	09.51	17.25			007.04 001 BASIC HOURS		

CREDIT	NET	TARGET	ATTENDANCE	ABSENCE	TIME LOST	OTHER
030.08	030.08	036.00	030.08 001 BASIC HOURS			

Councillor Holt — Briefing Note 15/9/03

Lots Road

Densities of recent applications I have been able to ascertain:

(1) Kensington 'Westside' Warwick Road — 800+ hrph

(2) Kensal Green Gas Works — 500 hrph
(n.b Residential only occupies part of the mixed use site — actual figure is therefore higher)

(3) 'Tesco Tower' (Refused) Tower alone 2,959 hrph
(519 hrph over whole Fenelon Place Site including store etc)

(4) Atkins Building — 374 hrha

(5) 552 Kings Road — 315 hrha

(6) Camden Hill Reservoir — less than 300 hrph
(Principally townhouses around open space)

Re 7.4.3 Attached note from Richard Case.

Traffic Flows
7.4.3 are from Addendum Report Figure 1 and 2 (1st Green Divider). Are the RBKC worst case (ie using surveys suggested by us and no allowance for modal split)

They exclude Chelsea Harbour Phase 2 and Power station traffic as this could theoretically be on the network without this permission (Table 3.2 TA Addendum)

Reduction in traffic of	OUT	18
	IN	14

These flows need to be considered in terms of existing traffic flows on Lots Road

Existing traffic flows (TA)	Lots Road to Kings Road	163
	Lots Road to Cremorne Road	164

WLL Station
In relation to Cllr Taylors question. There is an access from both Boroughs (TA Figure 12).

- Campden Hill Reservoirs

Density only 337 hrh

- Kensal Green Gasworks

Under 500 hrh based on gross site area (inc. basins etc)

- Revised 'Tesco Tower', W. Cromwell Road

Density of tower alone 2,959 hrh!
(519 hrh over whole Emden Place site including space etc)

- Kensington 'Westside', Warwick Road

Density 800 hrh

French, Michael: PC-Plan

JT

From: French, Michael: PC-Plan
Sent: 22 August 2003 15:14
To: Cllr-Kingsley
Cc: Cllr-Ahern; Thorne, John W.: PC-Plan
Subject: Lots Road

Dear Councillor Mrs. Kingsley,

Further to your e-mail of 22 August, as a Ward Councillor, I am sure that the Chairman will allow you the opportunity to speak; normally, 5 minutes, but on this application the Chairman may allow up to 10 minutes; I will consult with him.

Councillor Mrs. Simmonds has already, by her publicly expressed views, disqualified herself from sitting on this Committee; as it is a full Planning Services Committee, there will be no one replacing her.

Hopefully, the report will be available on 8 September.

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

French, Michael: PC-Plan

From: Jenny Kingsley [jennykingsley@ukonline.co.uk]

Sent: 22 August 2003 13:36

To: Michael.French@rbkc.gov.uk

Subject: Lots Road Power Station Planning Proposals, Planning Services Committee, 15th September 2003 Ref DPS/DCSW/PP/02/1234&1325/JT

C.C. Cllr Atherton to 1st

Dear Mr. French,

I understand that the application for the above proposals will be determined on the 15th September by the full Planning Services Committee - unless unforeseen circumstances occur.

1) I would like to speak at the meeting. Please would you advise me about the proper procedure for making my request and ensuring that this will be possible. I would like to speak in my capacity as Cremorne ward councillor and interested Royal Borough resident.

2) For how many minutes will I be permitted to speak - five or ten minutes?

3) Councillor Maighread Simmonds is a member of the Planning Services Committee. In her letter to you regarding the proposals, dated 7th October 2002, she expressed her objections to the plans. It does not. therefore, seem proper for her to sit on the Committee when the plans are determined, unless I am mistaken. Given this, please could you tell me which councillor would replace her, when you have this information, if this is indeed the situation. Residents may wish to know this information.

4) When will the full report be ready and available for me to read?

Thank you, as always, for your guidance and help.

Yours sincerely,

Councillor Kingsley

French, Michael: PC-Plan

JT

From: French, Michael: PC-Plan
Sent: 09 September 2003 11:53
To: Cllr-Kingsley; Cllr-Redman; Cllr-Simmonds; 'jim.pool@Montagu-Evans.co.uk dll@davidlelay.co.uk'
Cc: Cllr-Ahern; Cllr-Holt; Wyatt-Jones, Lesley: PC-Plan; Khan, Ali: CP-Gov; Thorne, John W.: PC-Plan; Horan, Alice: PC-Plan
Subject: PP/02/1324: Lots Road Power Station and Chelsea Creek, S.W.10.

To: Mr. John Pringle, Lots Road Action Group
Mr. David Le Lay, Chelsea Society
Mr. Jim Pool, Montagu Evans
Councillor Mrs. Jennifer Kingsley
Councillor Steven Redman
Councillor Mrs. Maighread Simmonds

I have spoken to Councillor Tim Ahern, the Chairman of the Planning Services Committee, and he has agreed to the following presentations and time allocations in the following order:

Mr. Pringle, Lots Road Action Group: 10 minutes
Mr. David Le Lay, Chelsea Society: 10 minutes

Ward Councillors: Councillor Mrs. Jennifer Kingsley/Councillor Steven Redman/Councillor Mrs. Maighread Simmonds: 5 minutes each

Mr. Jim Pool, Montagu Evans, on behalf of the applicant: 20 minutes

No other requests to speak have been received, but if any are made, they will be considered by the Chairman, but no additional time will be allocated.

I attach a copy of the report for your information and copies will be sent to you in hard copy.

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

lotsroadplanningapprep ort.doc

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Thorne, John W.: PC-Plan

To: Myers, Derek: CP-ChiefExec; French, Michael: PC-Plan
Subject: RE: Lots Road S.106

Derek

P1 ii I understand this is standard practice with S.106 contributions as there may be difficulties with treating interest as a 'windfall' we can divert to other uses- I will take it up with our Solicitor.

P2 5 We receive the whole sum (and presumably sit on it) which we then pass to TFL when the subsidy is required.

P2 7 I think the 'early start' derives from the assumption that the first payment will be used for start-up costs and is needed early to ensure the service is in place to meet demand as residents occupy the development.

Ashburnham

Your E-Mail of 2nd December 2002 and 'Neighbourhood approach' document (Draft 3) refers to '5000 square feet' which is 464.4 square metres. The initial draft S.106 referred to '460' sqm. This has subsequently been amended to '445sqm' (4790 square feet) to reflect accurate measurement of the unit set out in the application plans. The figure is **net internal** floorspace (i.e everything within the external walls and excluding internal fittings/partitions etc). If the staircase and lift shaft are included the floorspace shown on the plans is 455.4sqm (4900 square feet)

The 100k 'fit out' grant gets paid when the Association conclude a rental agreement with the developer. The space has to be available on occupation of KC3 and we have approval of rent and service charges. Is there a particular reason for it being needed sooner?

P6 34 I will discuss this with our solicitor.

WASTE DISPOSAL

We have a draft condition requiring prior approval and implementation of a recycling and management scheme. The application plans include, at our request, a vehicle servicing strategy which indicates refuse collection points (Also shown on the application plans) and routes for the various elements in the scheme.

-JT
2467

-----Original Message-----
From: Myers, Derek: CP-ChiefExec
Sent: 26 September 2003 16:44
To: Thorne, John W.: PC-Plan
Subject: RE: Lots Road S.106

John ,

a few points which may or not still be relevant;

;

P1 1 ii Why do we have to apply the intrerest for specific purposes ,Why not ' *at its discretion* ' .

p2 5 bus sub are we insulated from risk here ?. Is the money actually paid to us ? How do we ensure we do not subsidise H 7 f's end of the route etc ?

I do not understand why the river boat subsidy kicks in so early but can think of no reason to object

Ashburnham,

I am anxious that the space on offer seems to be being reduced . I understand this might be the detail emerging from the drawings.we talked in the meetings of 6000 sq feet .How does 460 sq metres compare ?

when does the £100,000 fit out money get paid (para 29)I would suggest on the first occupation of KC3

Para 34 can we add to the effect *Council to be able to act in default at one weeks notice and re=charge the cost .*

WASTE DISPOSAL

we talked of these facilities being designed in , but I'm not quite sure what this means . Do we want any sort of bring-site in the development ?

thanks

Derek Myers
Town Clerk and Chief Executive
020 7361 2299

-----Original Message-----
From: Thorne, John W.: PC-Plan
Sent: 09 September 2003 17:50
To: Myers, Derek: CP-ChiefExec
Subject: Lots Road S.106

Dear Derek

Attached for information is draft #4 of the heads of agreement which we will be discussing with the applicants on Thursday. Please note suggested phasing of community benefit payments.

John W Thorne

<< File: Lots Road Section 106 Heads#4.doc >>

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX
Tel: 020 7937 5464 Fax: 020 7938 1445

O/JT

JT

12 September 2002

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

EX	HDC	TP	CAC	AD	CLU	AO
DH						AK

R.B.K.C. 10 SEP 2002 PLANNING

C1

N	C	SW	SE	APP	IO	GC
			ARB	FPLN	DES	FEES

copy AO/AC & LSU

Dear Mr. French,

The Town and Country Planning Act 1990
Proposed Development at Lots Road Power Station, Lots Road, Chelsea SW10,
(second) Planning Application submitted by Circadian, reference
DPS/DCSW/PP/02/1324 & 1325/JT

I am writing to object to the proposed development, noted above, in my capacity as a Cremorne Ward Councillor representing the views of local residents, and as a concerned resident of the Royal Borough.

Please note that I support the points of objection set out in John Pringle's letter to you of the 19th July, written on behalf of the Lots Road Action Group (LRAG). I also support the objections concerning the Royal Borough as detailed in the report by Colin Buchanan and Partners, dated 12 August 2002, which was commissioned by the Chelsea Harbour Residents' Association and of which you have a copy.

It would be redundant if I were to detail my objections with statistical evidence as you are familiar with the data, and there is unlikely to be any dispute regarding their validity. In the same vein, it is perhaps not necessary to list the local, regional and national development guideline references as they have been noted by LRAG, Colin Buchanan and Partners and other residents and, again, there is unlikely to be any dispute as to their relevance. Citations may detract from the main points. Nonetheless, I will briefly outline my main objections, as councillor and resident, so that there is no misunderstanding regarding their nature.

On March 20th, the Council rejected the first plan for the development proposed by Circadian. It was felt that the 39 storey height of the tower in Site A, in the Royal Borough, was not in keeping with the overall architectural appearance of the locality, detrimental to the appearance of the river frontage and views of surrounding areas, would adversely affect sunlight and daylight of neighbouring properties, and by virtue of its size together with the other residential units proposed would contribute to 'over-development' (given the lack of viable transport). It was also considered that the plan did not provide sufficient 'affordable' housing, employment and business floor space and would weaken the already seriously stretched transportation resources and increase traffic congestion.

Many residents felt, understandably, that the community benefits offered were insubstantial, outlines rather than concrete, sustainable plans. Open space and leisure space were inadequate.

Aspects of the development were contrary to numerous policies that formed part of our Unitary Development Plan (UDP). Indeed, they were contrary to certain national and regional planning guidelines.

The second proposal does not resolve many of the objections raised by residents, planning officers and councillors to the first proposal. One could say that the changes are merely cosmetic. Thus, the initial objections still stand, broadly speaking; and it would be difficult to justify planning permission, unless there are further substantial modifications.

The height of the now 30 storey and the 25 storey (in the Borough of Hammersmith and Fulham) towers would have to be reduced considerably in order to reduce population density, shadowing and loss of daylight. There would have to be a strong and viable transportation infrastructure in place before the development was completed in order to counterbalance the expected strain on the transport infrastructure. There would have to be viable and sensible traffic management schemes. The issue of parking and parking permits would have to be resolved. More open space and leisure space are required. Concrete and workable community benefits should be explored and guaranteed. (It should be noted that the Borough of Hammersmith and Fulham has refused planning permission for the second proposal.)

A few issues are worth elaborating. It is important to specify what affordable housing means. There is much confusion amongst residents and indeed officers and elected members surrounding this term. Is Circadian proposing housing managed by a housing association? Could or should the affordable housing be for 'key' workers and hence can it be assured that it will remain so?

Problems relating to transport and traffic are burning issues. A riverbus service should be 'cheap', reliable, run at least four times each hour, start early and finish late. The developer should be willing to subsidise the service considerably, so that the service has a chance to form part of a sustainable transport infrastructure. May there be riverbus stops at Chelsea Harbour and Lots Road as well?

New and improved bus services will be hindered by traffic congestion. Indeed, proposals for enabling increased cycle use and safer pedestrian crossing along the Embankment, whilst laudable on the one hand, are unlikely to reduce congestion in the short term, as they will reduce road space. Bus priority measures along the Embankment and other related routes are essential. It must be possible for buses and cars to pass through the barrier at Chelsea Harbour.

Whilst the Mayor of London endorses greater use of the West London Line (WLL) in the future in his draft London Plan, and suggests stations at Chelsea Harbour and Shepherd's Bush (draft London Plan, 2002, page 95, 2B.78), this proposed initiative is a concept rather than a planned reality, and would not be set in motion for some years to come. A financial commitment from Circadian towards the construction of a station for the West London Line at Chelsea Harbour and any necessary infrastructure should remain for at least a decade. A continued, concerted joint Circadian and Council effort to lobby for the establishment of WLL stations and the Chelsea Hackney Line is essential. *It may be that until the issues of traffic and transport are resolved, under no circumstances should planning permission be considered.*

However, if it is decided that the departures from the UDP can be justified 'in exchange' for sufficient community benefits provided by the developer, then I should be grateful if serious consideration could be given to the following initiatives:

a) Provision and maintenance for a community leisure centre situated on or nearby the site with a swimming pool, sports hall, gym and outdoor courtyard for games; possibly with underground parking.

b) Provision for a community health centre on or near the site, offering a wide range of medical facilities, with early and evening opening hours; possibly with underground parking.

c) Provision on or nearby the site for a public library with internet facilities, evening opening hours and possibly Sunday opening hours. The nearest library is in the Old Town Hall on King's Road, which makes it difficult for residents returning home late and families to have easy access to library facilities.

d) Contribution towards the establishment and maintenance of a Borough Constable scheme in the area; also, contribution towards anti-social behaviour programmes run by the Youth Offending Team, the local police and the Community Safety Team.

e) Contribution towards the establishment of a secondary school in the Borough. Although the school may be set up with government funding, start-up costs met by an outside source may be required. Moreover, there are numerous projects that the developer could help to establish, such as an information technology centre, sports facilities, and a 'state of the art' theatre. The developer could establish 'trust' funds for specialist teaching consultants, study 'field' trips, future building maintenance costs, programmes to help pupils with special needs or 'especially gifted' children.

There will be development of some degree of the Lots Road Power Station. Indeed, I have not heard of any resident who is opposed to development per se, but what is now proposed is not in the best interests of the immediate and wider Chelsea Community. Residents, developers, council officers and councillors must work together to ensure that whatever scheme is implemented, it is welcomed at the planning and completion stages and by generations to come.

Yours sincerely,

Jennifer Kingsley

Councillor Mrs. Jennifer Kingsley

c.c. Councillor Mrs. Maighread Simmonds
Councillor Steven Redman
Councillor Christopher Buckmaster
Councillor Mary Weale
Mrs. Jackie Griffin, Executive Director, Education and Libraries, The RBK&C
John Pringle, Secretary, Lots Road Action Group
David LeLay, Chairman, The Chelsea Society
David Waddell, Chairman, The Cheyne Walk Trust
Sir Ralph Halpern, Chairman, The Chelsea Harbour Residents Association

French, Michael: PC-Plan

From: French, Michael: PC-Plan
Sent: 05 September 2003 09:34
To: Cllr-Kingsley; Cllr-Redman; Cllr-Simmonds
Cc: Cllr-Ahern
Subject: Planning Services Committee 15 September 2003: Lots Road Development

Dear Councillor Mrs. Kingsley, Councillor Redman and Councillor Mrs. Simmonds,

The Chairman, Councillor Tim Ahern, has now agreed that each of you be given a maximum of five minutes to address the Committee. If you wish to take up this offer, please can you confirm it with me. Thank you.

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

2nd September 2003.

11 Editha Mansions
Edith Grove.
London SW10
0NN.

Lots Road Planning Application
15th September 2003.

Dear Mr French.

The Leader has asked me to write, to you, To say that I wish to speak for the residents on The Lots Rd on the 15th September 2003.

Cllr Aherne has also been notified.

Yours Sincerely

Maighread Simmonds

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N | C | SW | SE | APP | IO | REC
ARB | FPLN | DES | FEE
14

,ch, Michael: PC-Plan

m: Jenny Kingsley [jennykingsley@ukonline.co.uk]
ıt: 04 September 2003 12:51
Michael.French@rbkc.gov.uk
ɔject: 15th September 2003

ar Mr. French,

ase could you confirm that I may speak at the meeting of the Planning Services Committee re Lots ad? Will this be for five or ten minutes. We were not sure.

ce again, thank you!

urs sincerely,

ıuncillor Kingsley

FLEXIBILITY N N.38.

Thorne, John W.: PC-Plan

From: Michael Cunliffe [mdcunliffe@Forsters.co.uk]
Sent: 11 September 2003 17:14
To: johnw.thorne@rbkc.gov.uk
Cc: michael.french@rbkc.gov.uk
Subject: Lots Road - Section 106 Agreement

I have now been through draft 5 of the Heads of Terms. I have the following comments:

1. General Principles

iv. The expression "implementation of the planning permission" is referred to here and is used in other places within the Heads. We also have the expression "commencement of the development". That might be confusing as of course they are one and the same. I suggest therefore that wherever you use the expression "commencement of the development" you should change that to "implementation of the planning permission".

v. Not all contributions will be returned if not spent e.g. B8 and B10. Perhaps then there should be some wording at the beginning of this section "save where otherwise specified".

I wonder whether we should allow for a potential extended period beyond 8 years for expenditure for other similar purposes as I mentioned at the meeting. The wording in brackets therefore could be "(or for such other similar purpose and for such additional period beyond 8 years as may be agreed in writing by the parties)".

A. Environmental Improvements

3. Jim Pool suggested that the payment here might be made earlier than implementation of the planning permission. It may be that we do not need to document that here. If we did then the words "or earlier at the discretion of the developer" could be inserted after what is now "implementation of the planning permission" in the fourth line.

F. Affordable Housing

21.1 (a) The deposit will be part of the purchase price. It seems to me therefore that the word "plus" in the second line should be replaced by the word "including".

21.1 (b) Again, in the second line the word "plus" should be replaced by the word "including". If the one and two bedroom units were purchased by one person then presumably the purchase price would be at 3 1/2 times the average income. I wonder whether we need to spell that out.

21.2 (b) The same point applies as in relation to 21.1(b) concerning a single purchaser.

22.1 It seems to me that the words "shared ownership" should appear between the words "affordable" and the word "and" in the first line.

No doubt you will let me know what comments the applicants may have.

Best wishes

Michael Cunliffe

DD: 020 7863 8477
Fax: 020 7863 8444

FORSTERS

This message is intended for the use of the addressee

maighread

From: <iainchristie@5rb.co.uk>
To: <cllr.Redman@rbkc.gov.uk>; <cllr.simmonds@rbkc.gov.uk>
Sent: 11 September 2003 09:53
Subject: LOTS ROAD PLANNING DECISION

Dear Councillors,

I refer to your flyer which was delivered to households in the Lots Road area this week.

I note that at the Planning Services Committee meeting on Monday you propose to speak against the application "on behalf of residents." I would be grateful if you would inform me on what basis you purport to speak on our behalf. There has, as far as I am aware, been no comprehensive opinion survey carried out by the Conservative Association. The vociferous opposition led by the Lots Road Residents Association should not be interpretted as representative of the views of the majority of local residents. The fact that most of us are silent or acquiesce in the face of such well publicised proposals can be taken as tacit approval.

I therefore believe that in speaking against the application you represent a minority opinion and would expect you to make this clear in your representations on Monday.

Yours faithfully,

Iain Christie
41 Tetcott Road
London SW10 0SB

****

The Royal Borough of Kensington and Chelsea

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Dear Mr Thorn.

how do I best reply to this

would it be possible to E-mail me

with your suggestions

Many thanks.

12/09/2003

Maighread Simmonds

Thorne, John W.: PC-Plan

From: Turner, Chris: PC-Plan
Sent: 11 September 2003 14:18
To: Thorne, John W.: PC-Plan
Cc: Gajic, Vera: CP-PPU
Subject: RE: Construction training and Lots Road

-----Original Message-----
From: Turner, Chris: PC-Plan
Sent: 10 September 2003 12:42
To: Gajic, Vera: CP-PPU
Subject: RE: Construction training and Lots Road

John

I have just had a quick meeting with Vera and feel that the suggested wording in your committee report is ideal as gives the necessary flexibility with regard to construction training. It sets out the formula which can be used whatever the final construction cost.

The disadvantage of suggesting actual figures at this stage is that they will have to be based on an estimated/ guessed build cost. If the actual build cost turns out to be significantly greater than that estimated- the Royal Borough will miss out on potential construction training funds. Therefore our advice would be to keep the report as is it in this respect.

That said -If you need figures- assuming a build cost of £45 million the contribution towards construction training should be £112,500. This equates to £2500 for every £1 million of the estimate construction cost.

Similarly the developers should provide 1350 waged construction weeks. (30 weeks for every £1 million of the estimated construction cost.) These waged construction weeks are in addition to the £112,500.

The provison of an on-site recruitment facility for trainees would be apporopriate for a large project such as that proposed.

Best endevours to obtain 20% of the work force from the local area is a low figure but I'm happy with it given the difficulties in enforcing a best endeavours clause.

Chris

DRAFT BY SRM

CORRECTION of S.106

CLAW BACK

~~[redacted]~~ AFFORDABLE

ANY LEVY

ADDITIONAL CLAUSE - TOWN PLANS

CHARGING FOR AFFORDABLE PARKING?

21.1 GROUND RENT?

21.2 QUERY

IMPLEMENTATION OF GREEN TRAVEL PLAN IN ACCORDANCE WITH DETAILS

BIANNUALLY REVIEWED FOR A 10 YEAR PERIOD

AT AN AGREED FIGURE

75% BETWEEN 50%

100%

~~20. Provision in partnership with and through transfer to a registered social landlord, of~~ 19. Provision in partnership with and through transfer to a registered social landlord, of 105 affordable units of residential accommodation for rent. The rent cost to occupier of living in any affordable rented unit shall be Housing Corporation target rent. The occupier shall also be responsible for all service charges levied by the RSL ~~for internal RSL services~~ and any external estate management charges subject to a reasonable cap.

~~20.1~~ 19.1 [If the RSL is not able to accept transfer of rental dwellings referred to in para 20 within a period of 12 months from the date the units were offered to it then the developer shall seek to deliver these units as shared ownership in accordance with para 21.]

~~21. Provision in partnership with and through transfer to a registered social landlord, of~~ 20. Provision in partnership with and through transfer to a registered social landlord, of ~~39 41~~ residential units to be sold/occupied on a shared ownership basis to persons from the Common Housing Register. The ~~costs of ownership will include any internal~~occupier shall also be responsible for all service charges levied by the RSL and any external estate management charges subject to a reasonable cap.

~~21.1~~ 20.1 [If RSL is unable to accept transfer of shared ownership dwellings in para 21 within a period of 12 months from the date the units were offered to it then the developer shall seek to provide these units as 'entry level' housing in accordance with para 22.]

~~22.~~21. Provision of 22 units of low cost 'entry level' residential accommodation for sale to persons in housing need who are registered on the Council's Common Housing Register and are employed as teachers, nurses, bus drivers, police officers, paramedics and fire fighters and such other occupations as may be nominated as key workers from time to time by the Council.

~~22.1~~ 21.1 A qualifying purchaser would purchase an entry level housing unit at 50% of the unit's open market value on the basis of a 999 year long lease. The freeholder would be entitled to receive a ground rent equivalent to 2% of 50% of the open market value of the unit at the time of initial purchase. This rent would be reviewed annually, based on the RPI in the previous year. The ~~purchaser~~occupier would ~~pay 100% of the~~also be responsible for all service charge and estate management charges for the unit purchased subject to a reasonable cap. The occupier shall also be responsible for all insurance and ground rent costs.

21.2 ~~22.2~~ The onwards sale of the unit would be permitted at 50% of its open market value at the time of sale, subject to the freeholder's retained interest and ground rent, to another qualifying purchase. After a period of five years of ownership, a purchaser would be entitled to buy a further 25% interest in the property from the freeholder.

~~23.~~22. All RSL affordable units within the development shall be constructed in accordance with Housing Corporation scheme development standards.

G. Remediation and Environmental Management

ANDREW.LOCKE@UK.TAYLORWOODROW.COM
MM
MICHAEL
INDEP LINK
CLAWBACK

Lots Road Section 106 Heads (Draft)

General Principles

i. All payments herein shall be made to The Royal Borough of Kensington and Chelsea unless indicated otherwise.

ii Interest on any financial contributions will be retained by the recipient and used for the specified purposes.

iii All financial contributions shall be index linked (To RPI+1%) from the earlier of the date of signing of the Section.106 agreement or the date six months from that of the Committee Resolution to grant planning permission for the proposal unless agreed otherwise.

iv Implementation of the planning permission excludes demolition of ancillary buildings and decommissioning/decontamination of the power station.

REVENUE V 8 YEARS (OR SUCH OTHER SIMILAR PURPOSE AS MAY BE AGREED BY THE PARTIES

A. Environmental Improvements

1. A contribution, payable by the developer on implementation of the planning permission, of £200,000 to fund implementation of improvements to the Lots Road/Cremorne Road Junction including a signal maintenance agreement.

2. A contribution of £400,000 – 25% payable by the developer on implementation of the planning permission and 75% payable 18 months from the date of implementation (Unless agreed otherwise) to fund implementation of a streetscape improvement zone approved by the Council in the 'Lots Road Triangle' to include pavement treatments, street trees and other street scene improvements.

3. A contribution, payable by the developer of £260,000 to fund implementation of cycling measures including 'Toucan' crossings, cycle routes and cycle parking in connection with routes beginning in the vicinity of the development. The contribution is to be paid in three tranches: £60,000 on completion of the Section.106 agreement; £100,000 to RBKC on commencement of the development; and £100,000 on commencement of construction of the 201st unit in RBKC.
(A contribution of £150,000 will also be paid to LBH&F making a total of £410,000)

1 & 2 TOGETHER

4. A contribution, payable by the developer of £133,000 to fund implementation of improved pedestrian facilities in the vicinity of the development including signage, street lighting and other environmental improvements. The contribution is to be paid in three tranches: £33,000 on completion of the Section.106 agreement; £50,000 on commencement of the development and £50,000 on commencement of construction of the 201st unit in RBKC.
(A contribution of £67,000 will also be paid to LBH&F making a total of £200,000)

B. Public Transport

5. A contribution of £1,700,000 on occupation of 50% of residential units within the RBKC development to subsidise a new bus route from Sands End to Westminster via the Embankment.
(A contribution of £650,000 will also be paid to LBH&F to subsidise extension of the C3 bus service making a total of £2,350,000)

6. New bus stops for Embankment and C3 - £75,000 to be paid on completion of the Section.106 agreement and a further £90,000 on occupation of 50% of residential units in RBKC.

(A contribution of £15,000 will also be paid to LBH&F making a total of £180,000)

7. An annual contribution of £50,000 for a period of 5 years, to support an upgraded riverboat passenger service running from Chelsea Harbour Pier to Embankment via intermediate piers during peak hours. The initial payment to be made on first occupation of any residential unit within the development and subsequent payments on April 1st in each successive year.

8. A contribution of £30,000 on completion of the Section 106 agreement towards the upgrade of passenger facilities and access to Chelsea Harbour Pier. Improvement works will be subject to agreement with Chelsea Harbour Ltd and the developer will use best endeavours to obtain all necessary consents. The contribution to be retained by the recipient and used for other river transport measures if works are not carried out within 8 years of commencement of development.
(A contribution of £170,000 will also be paid to LBH&F making a total of £200,000)

9. A contribution of £100,000 to fund bus priority measures including upgrading of the Townmead Road bus gate. £50,000 to be paid to on completion of the Section.106 agreement and a further £50,000 on commencement of development in RBKC.
(A contribution of £50,000 will also be paid to LBH&F making a total of £150,000)

10. *(A contribution of £1,000,000 will be paid to LBH&F towards provision of a railway station on the West London Line consisting of £150,000 for design and enabling work on the commencement of the development in LBHF and a further £850,000 upon request by Strategic Rail Authority for the construction of the new station)*
If the monies are not expended on the station within 8 years of completion of the Section.106 agreement then the contribution shall be split equally between LBHF and RBKC and be expended on other public transport improvements and initiatives in the vicinity of and/or to facilitate transport to and from the development, such improvements and initiatives to be agreed between all the parties.

C. Transport Co-ordination

11. Prior to first occupation of any residential accommodation within the development, to appoint and retain a full-time on-site transport manager and fund the operation of an intranet site providing up-to-date public transport information for residents in the development and the locality for a minimum period of 15 years.

12. The ground floor unit identified as Transport Management Office on plan no. LRTW4/PA/05-004-A (or such other area as may be agreed with the Council) to be available on first occupation of any residential accommodation within the RBKC site for a minimum period of 15 years as a reception point/waiting area for group transport pick-up. Provision of a designated off-street waiting area approved by the Council, easily accessible from this facility, for group transport vehicles.

13. A contribution of £60,000 to fund the development of school travel plans at local schools. £30,000 to be paid on completion of the Section.106 agreement and a further £30,000 on commencement of construction of the 201st unit in RBKC.
(A contribution of £60,000 will also be paid to LBH&F making a total of £120,000)

13.1 A contribution of £5,000 for the provision of cycle training to be paid on commencement of the development.
(A contribution of £5,000 will also be paid to LBH&F making a total of £10,000)

13.2 A contribution of £45,000 to fund Car Club provision and the purchase cost of pool cycles - £22,500 on commencement of the development and £22,500 on commencement of construction of the 201st unit in RBKC.
(A contribution of £45,000 will also be paid to LBH&F making a total of £90,000)

D. Car Parking

14. Prior to occupation of 50% of the private units in RBKC, a contribution of £1,500,000 to fund the provision of additional off street parking in the Lots Road Area.

15. Provision of 36 car parking spaces within the development for public and car pool use to replace on street bays lost to bus route improvements on Lots Road, such spaces to be provided prior to the street bays being lost. The bays to operate in accordance with a management regime approved by the Council, to include charges and maximum stay period. This to include evening use by restaurant customers.

E. Construction Traffic

16. Use of river transport for such proportion of materials and construction traffic to accord with details to be approved by the Council prior to implementation of the planning permission.

17. Implementation of a plan, approved by the Council prior to implementation of the planning permission, for routing and times of construction and demolition road traffic.

18. Implementation of measures, approved by the Council prior to implementation of the planning permission, to ensure construction staff travel to and from the site by public transport and to prevent parking for private cars belonging to employees or contractors on any part of the site during demolition or construction.

F. Affordable Housing

Affordable rented, shared ownership and entry level housing shall be completed and available for occupation prior to occupation of more than 50% of the private housing units within the RBKC site.

19. Provision, in partnership with and through transfer to, a registered social landlord, of 105 affordable units of residential accommodation for rent as shown on the approved plans. The total cost to occupier of living in any affordable rented unit shall be Housing Corporation target rent inclusive of any service charge levied by the RSL, plus external service and estate charges which:

    a) In the case of units within KC2 shall not exceed in total £1260 per annum per dwelling index linked.

    b) In the case of units within KC4 shall not exceed in total £817 per annum per dwelling index linked.

20. Provision, in partnership with and through transfer to, a registered social landlord, of 39 residential units as shown on the approved plans to be sold/occupied on a shared ownership basis to persons from the Common Housing Register. The total cost to occupier of living in the rented element of any shared ownership unit shall be the equivalent proportion of Housing Corporation target rent inclusive of any service charge levied by the RSL. External service and estate charges shall not exceed in total £1258 per annum per dwelling index linked.

21. Provision of 22 units of low cost 'entry level' residential accommodation for sale to persons in housing need who are registered on the Council's Common Housing Register and are employed as teachers, nurses, bus drivers, police officers, paramedics and fire fighters and such other occupations as may be nominated as key workers from time to time by the Council.

21.1 An initial qualifying purchaser would purchase an entry level housing unit at two and a half times the national average income plus a deposit of 10% at the date of sale. Service and estate charges shall not exceed in total £1518 per annum per dwelling index linked.

21.2 The onwards sale of the unit would be permitted at 50% of its open market value at the time of sale, to another qualifying purchaser. After a period of five years of ownership, a purchaser would be entitled to buy a further 25% interest in the property from the freeholder.

22. All RSL affordable units within the development shall be constructed in accordance with Housing Corporation scheme development standards.

G. Remediation and Environmental Management

23. Implementation of a remediation strategy in respect of land contamination, approved by the Council prior to implementation of the planning permission, and presentation of a validation report confirming removal of all contamination which presents a risk to be approved in writing by the Executive Director, Planning & Conservation prior to

occupation of any part of the development. The Developers' Environmental Consultant to set up a reporting procedure with the Council to include on-site meetings as required throughout the duration of the remediation works and to provide monthly progress reports to the Council. The strategy to include measures for immediate notification of the Council and remediation in the event of any previously unforeseen contamination being identified during site investigation and risk assessment. Additional funding for appointment by the Council for independent expert advice during the implementation of the remedial works in the event of unforeseen circumstances.

24. Implementation of an environmental management plan, approved by the Council prior to implementation of the planning permission, throughout the life of the development. Provision of a public telephone number and office space for an on-site liaison officer to provide an advertised point of contact for the Council and members of the public from commencement of remedial works until completion of the development.

H. Chelsea Creek

25. Not to implement the planning permission until the freehold interest in Chelsea Creek has been acquired by the Developer together with all future maintenance liabilities thereof, or a licence obtained from the owner for the carrying out of the proposed works to the creek not to be unreasonably withheld. *

26. Implementation, and maintenance for the life of the development, of an environmental management plan approved by the Council for the watercourse and associated wildlife habitats.

27. Implementation prior to substantial completion of the development, of a programme of works approved by the Council, to any parts of the Chelsea Creek watercourse remaining outside the Developers' ownership necessary in conjunction with the approved environmental management plan.

I. Community Facilities

28. Provision, on first occupation of any accommodation in KC3 of premises within the development comprising 460 square metres net internal floorspace, to accommodate the Ashburnham Community Association at a rent, and with index linked service and estate management charges approved by the Council.

29. A contribution of £100,000 on completion of a rental agreement with the Ashburnham Community Association, to fund fitting out of the Community Association premises.

30. The ground floor unit of 131sqm identified as a Doctors' Surgery on plan no. LRTW4/PA/05-004-A (or such other area of 131sqm as may be agreed with the Council) to be used solely as a General Practitioners' surgery serving NHS patients and falling within Use Class D1(a) unless otherwise approved in writing by the Executive Director, Planning & Conservation. The occupier of the surgery shall be responsible for the rent for the unit and any service charges and estate management charges.

J. Education Facilities

31. On occupation of 25% of the private units in RBKC, a contribution of £2,000,0000 to fund improved secondary and/or primary education facilities in the vicinity of the development.

K. Thames Path and Community Safety

32. Provision and maintenance by the developer of a section of Thames Path providing a designated route with unobstructed public access from Chelsea Harbour via a new bridge to Lots Road through the plaza on the former east yard within one month of substantial completion of the development. Provision for subsequent linkage to a future Thames Path section across the adjacent Cremorne Wharf site when this route becomes physically available through construction or redevelopment.

33. Provision on substantial completion of the development of a CCTV system and a scheme of lighting approved by the Council for the publicly accessible areas of the development.

34. The developer undertakes to secure prompt removal of graffiti, fly-posting and rubbish from any publicly accessible areas within the site to standards approved by the Council.

L. Westfield Park

35. Prior to occupation of 50% of the private units in RBKC, a contribution of £400,000 to fund improvements to Westfield Park to include landscaping, tree planting and provision of equipment.

M. Sports Facilities

36. Prior to occupation of 50% of the private units in RBKC, a contribution of £1,000,000 towards funding the provision of public sports facilities in the vicinity of the development.

N. Employment (MORE DETAIL NEEDED)

37. Provision of an on-site construction training scheme to include
    - An on-site recruitment facility for trainees
    - An agreed number of training weeks
    - ~~Funding~~ the construction training programme (including trainee placement and support).
    - Trainee wages as in the Working Rule Agreement
    - Best endeavours to obtain 20% of the workforce from the local area (West London)

38. Allocation on substantial completion of the development of two (Identified) Class B1 units at ground floor level or such other area within the development of equivalent size as may be agreed by The Council to be offered at 50% of market rent for a period of 3 years to tenants approved by the Council to assist small business start-ups for

local people. The occupiers shall be responsible for any service charges and estate management charges which, based on floorspace, shall not exceed those relating to any other Class B1 units on the ground floor of the development.

O. Public Art

39. On implementation of the planning permission, a contribution of £100,000 for the provision of a public work(s) of art in location(s) approved by the Council in the vicinity of the development.

Lots Road S.106 Draft Heads- Commentary on #4 changes drafted by JT.

(iii) Do not accept restriction of index linking to Transportation contributions only. RPI+1% has been introduced for parity with LBH&F heads of agreement.

(iv) agreed

(v) 'Clawback' provision not acceptable

A.3 The first trigger has been adjusted to reflect an event relevant to the RBKC planning application (Completion of the S.106 agreement). This has been done in any subsequent clause as we do not wish RBKC contributions to be dependent on commencement of elements in the LBH&F development. All LBH&F contributions are now italicised in brackets and included for information in the draft but would not form part of the agreement.

A.4 See A.3

B.5 LBH&F only. Now bracketed after the re-numbered B.6

B.5(New) Trigger reverted to original draft.

B6.1 Renumbered as B.6 first trigger as A.3

B.7 Clarification of payment date, should be index linked and paid to RBKC to pass on.

B.8 See A.3

B.9 See A.3

B.10 '3 year clawback' deleted

C.11 15 year duration

C.12 15 year duration, trigger adjusted

C.13 As a.3

C.13.1 Deleted

C.13.2 Renumbered 13.1, trigger adjusted

C.13.2 Deleted, new 13.2 converts cycle pool to cycle pool/car club contribution

D.14 'Area shown on plan' deleted

D.15 'Up to' deleted

D.16 Deleted

E.17, 18 &19 These should stay as S.106 clauses. Reinstated and renumbered 16, 17 & 18.

F Reverted to trigger in original draft. Cascading provisions deleted. Clauses redrafted reflecting discussion and service charge information.

F.19 & 20 Redrafted to reflect affordability criteria with service charge information from applicants' letter of 3rd September.

F.21.1 & 21.2 Attempted re-draft reflecting applicants comments in letter of 27th August regarding average income- no information from them received to date.

G.23 Re drafted to reflect discussions.

G.24 Redrafted to refelect discussions.

H.25 'or a license' section added

H.26 Adjusted to reflect H.24

H.27 Reinstated

I.28 Cannot accept setting the rent in this clause. Council's approval of rent and other charges.

I.30 'm^2' changed to 'sqm'. 'market' deleted.

I.32 If this is not to be a 'public right of way' we must secure 24hr public access in perpetuity. We cannot accept subsequent closure of the route through the plaza- a major selling point of the scheme is the increased permeability of the site between Lots Road and the river.

I.33 No attachment at draft stage. 'Publicly accessible'

I.34 'Publicly accessible'

L.35 Trigger adjusted, works clarified, no attachment at draft stage.

L.36 Trigger adjusted, no attachment at draft stage.

N.37 Needs clarification.

N.38 Clarified alt units within the development, do not accept developer to nominate.

O.39 Trigger adjusted. Developer approval and nomination deleted.

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27 August 2003

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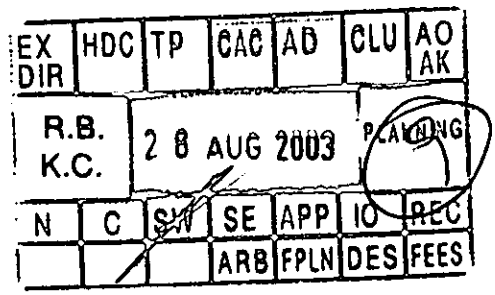
FAO: John Thorne Esq



Dear Sirs

LOTS ROAD – DRAFT SECTION 106 AGREEMENT

Please find enclosed the amended draft Section 106 Agreement prepared after our last meeting with you and your colleagues.

You will note that we are prepared to remove the cascade mechanism from the legal agreement, and in view of this we would expect greater latitude with regard to the service charge cap, especially in relation to the shared ownership and entry level housing.

We are still carrying out our own calculations with regard to what we consider as being acceptable levels of service charge cap for all forms of affordable housing. We are also currently working on the proposed amendments to the entry level housing clause in order to reflect average income levels within the Borough.

Herbert Smith have also noted that the legal agreement will require further clarification on the specific destinations for the larger sums of money identified in the agreement.

We are also of the view that the clauses concerning river transport for materials/construction traffic, routing in terms of construction traffic, and measures to ensure construction staff travel to and from the site by public transport can be dealt with by planning condition.

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Finally, you will note that we have taken out reference to acquisition of the freehold interest in Chelsea Creek, as our clients are of the view that they will have exchanged contracts to acquire an interest in the Creek prior to the signing of the legal agreement.

If you would like to discuss any of the above please contact Jim Pool of this office.

Yours faithfully

Montagu Evans

MONTAGU EVANS

Cc: Heidi Titcombe – RBK&C – Legal Dept

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26 August 2003

The Executive Director
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Town Hall, Hornton Street
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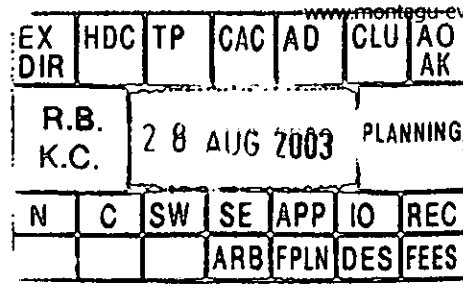
FAO: John Thorne Esq



Dear Sirs

LOTS ROAD POWER STATION – SECTION 106 AGREEMENT

Further to our recent meetings and telephone conversations I can confirm that the draft legal agreement contains the following:

- Draft Clause D14: £1.5m towards additional off-street parking in the Lots Road area

- Draft Clause I30: £0.1m dowry for the Community Association plus re-provision of space within the Power Station

- Draft Clause J32: £2m towards new schools provision

- Draft Clause L36: £0.4m to fund improvements to Westfield Park

- Draft Clause M37: £1m to fund a public sports facility

- Draft Clause O40: £0.1m towards provision of public art

These contributions fairly and accurately reflect the previous discussions between the two parties.

If you would like to discuss any of the above in more detail please contact Jim Pool of this office.

Yours faithfully

Montagu Evans

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JWP/jb/PD5824

26 August 2003

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

FAO: John Thorne Esq

Dear Sirs

LOTS ROAD POWER STATION – SECTION 106 AGREEMENT TRANSPORT PAYMENTS

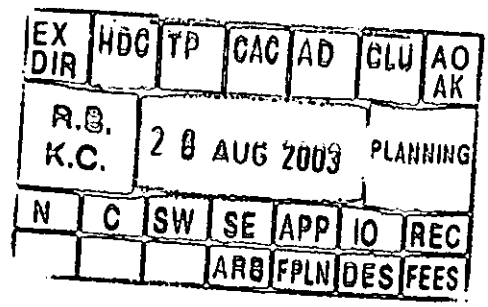
Further to our recent meeting we can confirm that the transport payment identified within the Draft Section 106 Agreement prepared by Herbert Smith will be index linked from the signing of the legal agreement or six months after the resolution to grant, whichever is the soonest.

These contributions fairly and accurately reflect the previous discussions between the two parties.

If you would like to discuss any of the above in more detail please contact Jim Pool of this office.

Yours faithfully

Montagu Evans
MONTAGU EVANS



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03 September 2003

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51

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Dear Sirs

LOTS ROAD – SERVICE CHARGES, SECTION 106 PROVISIONS

You will recall that at our previous meeting on Section 106 matters you suggested that a cap should be placed on service charge and estates charge in a similar manner to the agreed heads of terms for Hammersmith & Fulham. We, in turn, have agreed to that as long as the service charge is regarded as being reasonable by our client. You will recall that Hammersmith & Fulham propose the range of £250 to £350 per annum for service charge and £3 to £4 per week for estates charge. We regarded this as being unreasonable in the extreme, however, in the context of the overall Section 106 package, our client did not consider to be in a position to renegotiate in the context of the timing of the offer promoted by the Borough.

Since we first discussed the matter, our clients have commissioned Knight Frank, a respectable residential managing agents, to assess service charges for each of the individual blocks, sinking fund costs, the car park costs and the estates charge. This was undertaken in the context of our aspirations and your planning objective of ensuring that the affordable housing remains affordable in the long term. We have attached with this letter a breakdown of these costs and included in the table below just the services charges and estate charges associated with each block. (No account has been taken of sinking funds, car parking or ground rent costs in the table.)

Block	Type	No. Units	Proposed service charge	Proposed estate charge
KC2	RSL Rented	55	£792 pa	£9 pw 468
KC3	Entry Level	22	£1,258 pa	£5 pw 260
	Shared Ownership	39	£946 pa	£6 pw 312
KC4	RSL Rented	50	£817 pa	N/A

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CONSULTANTS
D H Taylor

SECRETARY
S M Wilson

You will notice that the service charge costs for Block KC3 are higher as the tenants are contributing to the overall running costs of the converted power station. In our view it is completely reasonable for the tenants to contribute to this. The estate charge costs are low for the units in Block KC3 as it accounts for a very small portion of area in relation to the whole. The service charges for the RSL rented in Blocks KC2 and KC4 are correspondingly lower than within the converted power station, as they reflect the fact that these are self contained new build elements that facilitate lower charges.

Our clients have also discussed all of these figures with the housing association in order to ensure that they reflect a reasonable position. This consultation has confirmed our position. It is also worth reiterating that our clients are taking the full risk on TCI levels.

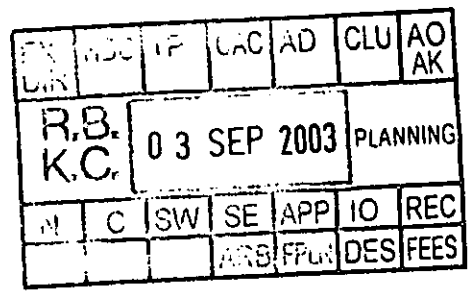
If you would like to discuss any of the above in more detail please contact Jim Pool of this office.

Yours faithfully

Montagu Evans

MONTAGU EVANS

cc. Heidi Titcombe – Legal Services



Block KC3 Entry Level

Estimated Service Charge Costs

Cleaning		
Common Parts	£1,665	3 complete cleans a week. Say 1 hour per clean. Charge based at £9 per hour to include materials.
Entrances	£480	Common parts vestibules only.
Electricity	£4,000	2 lifts, Common Parts stairs lighting VAT at 17.5%
Fees		
Management	£2,275	10% of Costs (excluding block charge) plus VAT
Audit	£1,125	
Health and Safety		
Risk assessments	£1,300	Fire, Common Parts and Lift Assessments
Staff Training	£0	Part of Block Charge
Annual Plant inspections	£1,400	LG Inspections
Plant and Equipment		
Lift Maintenance	£2,850	2 lifts at 1,200 plus VAT
Signage	£150	Provision
Entryphone	£2,000	Servicing, equipment presumed bought by Developer.
Repairs and Maintenance		
Lift Breakdowns	£575	Say 5 per year through misuse
Internal Decorations	£1,500	Floors and Staircases on rolling programme
TV Aerial	£575	Annual maintenance
Contingency for repairs	£1,125	1,000 plus VAT
Contribution to Block Charges	£6,657	2.30%

TOTAL	**£27,677**	**pa**
No. Units	22	
Cost per unit pa	£1,258	
Cost per unit per week	£24	

Reserve Fund

Lifts	£8,000

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Block KC3 RSL Shared Ownership

Affordable Housing Accommodation (excluding Key Worker units)

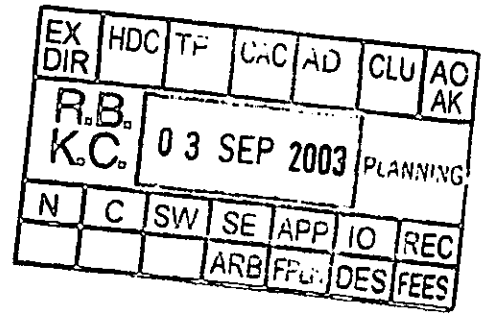
Estimated Service Charge Costs

Cleaning		
Common Parts	£3,325	3 complete cleans a week. Say 2 hours per clean. Charge based at £9 per hour to include materials.
Entrances	£480	Common parts vestibules only.
Electricity	£3,000	1 lift, 3 floors common parts stairs lighting VAT at 17.5%
Fees		
Management	£3,630	10% of Costs (excluding Block Contribution) plus VAT
Audit	£1,125	
Health and Safety		
Risk assessments	£1,125	Fire, Common Parts and Lift Assessments
Annual Plant inspections	£700	LG Inspections
Plant and Equipment		
Lift Maintenance	£1,425	1 lift at 1,200 plus VAT
Signage	£300	Provision
Entryphone	£3,000	Servicing, equipment presumed bought by Developer.
Repairs and Maintenance		
Lift Breakdowns	£1,150	Say 10 per year through misuse
Internal Decorations	£2,000	Floors and Staircases on rolling programme
TV Aerial	£575	Annual maintenance
Contingency for repairs	£1,125	1,000 plus VAT
Contribution to Block Charges	£13,928	4.82%

TOTAL	**£36,888**	**pa**
No. of Units	39	
Cost per unit pa	£946	
Cost per unit pw	£18	

Reserve Fund

Lift	£4,000



Block KC3 **Block Charge**

Main Block Charges

Estimated Service Charge Costs

Cleaning		
Floors, Entrances, Common Parts	£13,200	Nightly cleaning of Ground Floor surfaces, spot litter cleaning. Say 4 hours at £9 inc materials but not machines
Windows	£1,750	8 cleans per year say 3 days per clean
Features and Special Cleans	£11,750	Deep Clean floor finishes and high level cleaning
Pest Control	£2,000	Rodent and Pharoah Ant Protection
Electricity	£25,000	This is needs to be checked against Hoare Lea's calculations
Fees		
Management	£24,555	10% of Costs plus VAT
Audit	£4,250	Block Charge only
Floral Displays	£5,000	in Ground Floor Common Parts
Health and Safety		
Risk assessments	£2,750	Fire, Common Parts and Lift Assessments
Staff Training	£750	
Annual Inspections	£22,500	Chimney Stacks, Lift LG inspections etc.
Maintenance Plant and Equipment		
Lift Maintenance	£4,275	3 lifts between Block and Car Park only
Cradle Maintenance	£17,500	Assuming two Cable Runs to each end of building
Cleaning Equipment	£4,750	Maintenance of Industrial Cleaning Machine
Water Circulation and Chlorination	£22,500	This is needs to be checked against Hoare Lea's calculations
Signage	£1,500	Periodic renewal of signs
Drains and Gulleys	£8,000	Provision for periodic washing through of Blocks Drains
Gates & Barriers	£7,500	Maintenance of Block Entrance Gates
CCTV	£12,000	Entrance Cameras and contribution to monitoring station
Repairs		
Lift Breakdowns	£1,380	say 12 in year.
Electrical	£3,500	Light bulbs starter motors etc.
Internal Common Parts	£2,000	Street furniture etc
Contingency for repairs	£2,500	
Security		
Patrols	£20,000	Contribution to Estate Security Charge
Radios / Telephones	£1,000	5% of cost of Security Patrols
Estate Manager		
Office Costs	£750	Contribution to Estate Manager's Costs
Accommodation	£2,000	
Light & Heat	£500	
Staff Salaries	£9,750	15% of overall cost
Supplies Toilet	£500	
Contribution to Reserve Funds		
Roof	£15,000	
Lifts	£8,000	
Internal Decorations (excluding residential units)	£10,000	
External Decorations	£22,500	
TOTAL	**£288,910**	**pa**

Split	Area	%	
Entry Level	10,045	2.30%	£6,657
Shared Ownership	21,015	4.82%	£13,928
Private Resi	322,374	73.95%	£213,652
Commercial	82,494	18.92%	£54,673
Totals	435,928	100.00%	£288,910

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Block KC2 RSL Rented

Residential Service Charge (not including Ground Floor Commercial Elements)

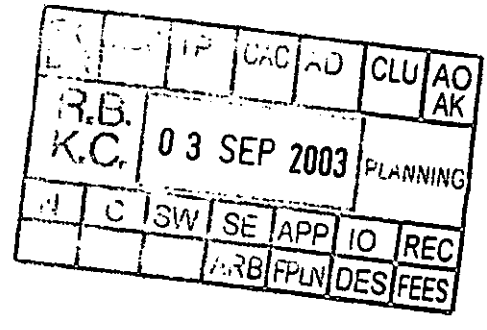
Estimated Service Charge Costs

Cleaning		
Common Parts	£6,650	3 complete cleans a week. Say 4 hours per clean. Charge based at £9 per hour to include materials.
Windows	£480	Common parts vestibules only.
Electricity	£7,500	3 lifts, 4 floors common parts light & heat curtain VAT at 17.5%
Fees		
Management	£4,405	10% of Costs plus VAT
Audit	£1,125	
Health and Safety		
Risk assessments	£1,400	Fire, Common Parts and Lift Assessments
Staff Training	£175	Refresher Course for Caretaker
Annual Plant inspections	£2,100	LG Inspections
Plant and Equipment		
Lift Maintenance	£4,275	3 lifts at 1,200 plus VAT
Smoke Extraction	£1,125	Annual servicing
Fire Alarms and Equipment	£3,300	Servicing and Testing
Water Storage and Chlorination	£4,000	Not including water charges to be levied directly?
Signage	£300	Provision
Entryphone	£3,000	Servicing, equipment presumed bought by Developer.
Repairs and Maintenance		
Lift Breakdowns	£1,380	Say 12 per year through misuse
Internal Decorations	£2,000	Less Common Parts than KC4
TV Aerial	£575	Annual maintenance
Contingency for repairs	£1,125	1,000 plus VAT

TOTAL	**£44,915 pa**
No. of Units	55
Cost per unit pa	£817
Cost per unit pw	£16

Reserve Fund Contributions

Roof	£5,000
Ext. Decs	£4,000
Lift	£12,000
TOTAL	**£21,000**



Block KC4 RSL Rented

Self Contained Residential Block

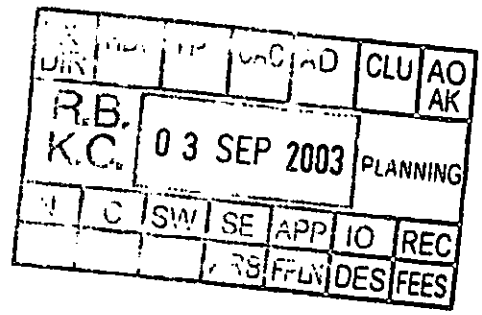
Estimated Service Charge Costs

Cleaning		
Common Parts	£6,650	3 complete cleans a week. Say 4 hours per clean. Charge based at £9 per hour to include materials.
Windows	£480	Common parts vestibules only.
Electricity	£4,500	1 lift, 8 floors common parts light & heat curtain VAT at 5%
Fees		
Management	£4,165	10% of Costs plus VAT
Audit	£1,125	
Health and Safety		
Risk assessments	£1,125	Fire, Common Parts and Lift Assessments
Staff Training	£175	Refresher Course for Caretaker
Annual Plant inspections	£700	LG Inspections
Plant and Equipment		
Lift Maintenance	£1,425	1 lift at 1,200 plus VAT
Smoke Extraction	£1,125	Annual servicing
Fire Alarms and Equipment	£3,300	Servicing and Testing
Drains & Gulley clearance	£1,500	Twice yearly
Water Storage and Chlorination	£4,000	Not including water charges to be levied directly?
Signage	£300	Provision
Entryphone	£3,000	Servicing, equipment presumed bought by Developer.
Repairs and Maintenance		
Lift Breakdowns	£1,150	Say 10 per year through misuse
Internal Decorations	£3,000	2 floors per year on rolling programme
TV Aerial	£575	Annual maintenance
Electrical	£200	Bulb replacement
Contingency for repairs	£1,125	1,000 plus VAT

TOTAL	**£39,620**	**pa**
No. of Units	50	
Cost per unit pa	£792	
Cost per unit pw	£15	

Reserve Fund Contributions

Roof	5,000
Ext. Decs	2,500
Lift	4,000
TOTAL	**11,500**



Kensington and Chelsea Estate Wide Charges

Estimated Service Charge Costs

Cleaning		
Common Walkways	£13,000	1 sweep a day 6 days a week
Machinery etc	£2,750	Trash Vac & Charging unit
Pest Control	£2,000	
Electricity		
Lighting	£15,000	
Electrical Maintenance	£7,500	
Fees		
Management	£34,000	
Audit	£4,500	
Landscape Maintenance		
Planting	£7,500	After first year warranty (half site only)
Creek Maintenance	£25,000	to be confirmed (half site only)
Health and Safety		
Risk assessments	£3,000	
Staff Training	£1,000	
Annual Inspections	£11,750	Inspection of Bridges
Maintenance		
Gates & Barriers	£4,500	
Surfaces / Street Furniture	£3,500	
Security		
Guarding	£142,500	Half of total cost (less KC3 and Car Park Contributions)
Estate Manager and Staff	£32,500	Half of total cost (less KC3 and Car Park Contributions)
Office Costs	£20,000	Half of total cost (less KC3 and Car Park Contributions)
CCTV	£15,000	Common Parts only
Insurance		
Other than Blocks	£15,000	
TOTAL	**£360,000**	**pa**

Split	Area	%	Cost pa	No. of Units	Cost per unit pa	Cost per unit pw
KC3 Entry Level	10,045	1.66%	£5,973	22	£271.48	£5.22
KC3 Shared Ownership	21,015	3.47%	£12,495	39	£320.39	£6.16
KC3 Private Resi	322,374	53.24%	£191,680			
KC3 Commercial	82,494	13.63%	£49,050			
KC2 RSL Rented	43,736	7.22%	£26,005	55	£472.82	£9.09
KC2 Private	28,452	4.70%	£16,917			
KC1 Private	85,395	14.10%	£50,775			
KC1/KC2 Comm	11,948	1.97%	£7,104			
Totals	**605,459**	**100.00%**	£360,000			

NB KC4 excluded as outside the estate

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Kensington & Chelsea — Car Park

Estimated Service Charge Costs

Cleaning		
Sweeping Letter Collection	£2,225	
Deep Clean	£3,350	
Electricity	£20,000	
Fees		
Management	£10,420	10% of Costs plus VAT
Plant and Equipment		
Water	£500	
Ventilation Equipment	£7,500	Annual servicing
Sprinklers	£2,500	Servicing and Testing
Drainage	£4,000	Cleaning out petrol inteceptors etc
Fire Equipment	£1,000	Provision
Barrier Maintenance	£3,500	Servicing, equipment presumed bought by Developer.
CCTV	£11,000	
Lighting	£750	Tube changing
Security		
Clamping	£1,000	Assuming limited clamping done by security staff only.
Signs	£1,500	
Patrols	£15,000	Contribution to Estate Security Costs
Repairs Contingency	£5,000	
Insurance		
Not included in Blocks	£10,000	
TOTAL	**£89,245**	**pa**
Divide by 400	£268	per space

CLU AO AK
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Email 29 August 2003

To: Heidi Titcombe

CC: John Thorne

Re: Lots Road – Section 106 Agreement

Thank you for sending me the revised Heads of Terms sent to you by Sophie Quayle on 27 August. I have been through these together with the three letters from Montagu Evans to John Thorne dated 26 and 27 August.

The revised Heads of Terms have not made any material concessions compared with the previous Heads of Terms issued by Sophie Quayle on 7 August. The cascade provisions in relation to affordable housing have been square bracketed but not withdrawn. Surprisingly there are a number of instances within the Heads where the developer's position has hardened. They have not made any concessions on the phasing of the various contributions and this will need to be looked at carefully.

I have the following specific comments on the latest Heads of Terms:

General Principles

(iii) I do not see why it is only transport contributions that should be index linked. Surely all financial contributions should be index linked. As to the date from which the index linking is calculated then that will be a matter for discussion. ✓ ADDRESS

(iv) We will need to decide whether the decommissioning/decontamination of the power station should be excluded from being a material operation. ✓ OK

(v) The period of 3 years that has now been inserted for utilisation of the financial contributions is far too short. I think the principle of having a payback provision is acceptable but the period should be for, say, 10 years. NO

A. **Environmental Improvements**

A.1 Presumably in relation to the signal maintenance agreement the developers will be expected to pay a commuted sum. Do we have any indication as to the sum involved? RICHARD? TFWG.

A3. The contribution here seems to have been reduced from £710,000 to £260,000. Perhaps you would clarify why that is so. DON'T KNOW DM DOCUMENT

A4. The contribution here was originally £500,000. That was reduced to £200,000 initially by the developers and has now been further reduced to £133,000. That needs to be clarified. The phasing has also been amended. CROSS CHECK WITH H+F HEADS

B **Public Transport**

B5. The original provision provided for a contribution of £500,000 being payable towards improvement and extension of the C3 bus service on implementation) OK BY RICHARD. FOOTNOTE? H+F AGREEMENT?

of the planning permission. Now whilst there is an increased contribution of £650,000 it goes entirely to Hammersmith & Fulham. Surely that cannot be right.

B6. The contribution is now to be payable on the earlier of the occupation of 50% of residential units within the scheme in Kensington and Chelsea or the commencement of development of block HF3C in Hammersmith & Fulham. That seems to me to be unsatisfactory. The trigger should be related to development solely within Kensington and Chelsea.

NO HALF TRIGGER ? RICHARD.

B6.1 The trigger for the second payment here has been relaxed. The first payment is related to commencement of development in Hammersmith & Fulham which again is unacceptable.

No

B7. The contribution here is not now to be index linked. Surely it should be. The contribution is also time limited for a period of 5 years. Is that acceptable?

NO POOR RECESSION.

B8. The contribution, which in the original draft was £200,000, is now £30,000 and not index linked. Surely it should be. There is now a caveat that the payment is subject to agreement with Chelsea Harbour Limited in obtaining all necessary consents otherwise the payment is to be used for other river transport measures whatever they may be. Is that acceptable?

B9. The original contribution here was £650,000. It is now £100,000. The first part of the contribution is to be paid to the Council on commencement of development in Hammersmith & Fulham. Again, the payments ought to be self-contained within the Kensington and Chelsea part of the development. There is now to be a contribution of £1 million and the Council and Hammersmith & Fulham are to discuss the initial split of that money. The provisions make reference to payment being made to Hammersmith & Fulham for design and enabling work and for construction of the new station. Surely the provisions here should relate only to Kensington & Chelsea. We also now have a payback provision if the monies are not spent. That relates to other public transport improvements and initiatives and not to the station. Is that acceptable?

C. **Transport Co-ordination**

C11. The on-site Transport Manager is now only to be retained for a period of 5 years rather than for the lifetime of the development. Presumably that is unacceptable.

15

C12. The Transport Management Office is now only to be retained for a period of 5 years. Again, presumably that is unacceptable.

15

Old C13.1 This provision has been deleted and now appears as footnote 11 under C13.2. It not only deals with the cycle pool but also a car club. The sum of £90,000 is not index linked and the sum is to be expended on an "as needed" basis. That seems somewhat vague.

HEAD OF AGREEMENT ON CAR CLUB CONTRIBUTION RICHARD

2

Old C13.3 This has been deleted and now appears as footnote 12 under C13.2. There is no indication as to how the sum of £120,000 is actually to be expended and what checks there will be on that.

6

D. **Car Parking**

D14. The developers are still requiring the contribution to be made prior to occupation of 50% of the private units. Your original draft required this to be paid on implementation.

D15. The developers are still requiring the provision of "up to" 36 car parking spaces rather than a finite number. That wording rather defeats the object of the exercise. They also now wish the spaces to be available for car pool use. Is that acceptable?

D16. This provision relating to car club parking facilities has been deleted. That presumably now falls within footnote 11.

E. **Construction Traffic**

E16,17,18 The developers argue that these matters should all be dealt with by way of planning conditions. It seems to me that E16 could potentially be dealt with by way of condition. E17 is more difficult as it is seeking to control matters on the public highway. It seems to me that a planning obligation would be more appropriate here. E18 may involve requiring the developers to include a suitable clause in the contract with their contractors in which event the best control would be by way of a planning obligation.

F. **Affordable Housing**

The developers are persisting with their suggestion that 50% of the affordable housing should be completed and available for occupation prior to the occupation of more than 50% of the private housing units. Your original draft required all of the affordable housing to be completed prior to the occupation of 50% of the private housing units. I do not know whether you are going to give on this. The remaining affordable housing units are to be provided prior to the occupation of more than 90% of the private housing units. Again, I do not know whether that is acceptable to you.

F19 The number of affordable units for rent appears to be 105 whereas in the original draft it was 103. What is the correct figure? The service charges and external estate management charges are now to be subject to a reasonable cap, whatever that means. That will need to be clarified.

F19.1 This is part of the cascade mechanism which has now been placed in square brackets. The developers are prepared to remove that if there is greater latitude in relation to the service charge cap. That offer might well be acceptable if there are proper controls on the amount of the service charges.

F20 The number of shared ownership units is now shown as 39 whereas originally it was 41. What is the correct figure? Again, there is reference now in this provision to service charges and external estate management charges being subject to a reasonable cap.

F20.1 Again, we have a cascade mechanism which has been placed in square brackets.

F21 In the original draft the key worker units were able to be provided for sale or rent. The developers in their previous draft removed any reference to any renting. I assume that you would want to have the flexibility to provide for both sale and rent as you had in your original draft.

ALL FOR SALE

F21.1 The developers have now conceded that the service charge and estate management charges would be subject to a reasonable cap but that any occupier will be responsible for all insurance and ground rent costs.

NOT HAPPY

F22 The key worker units do not need to be provided in accordance with the Housing Corporation Scheme Development Standards. Is that acceptable?

THAT'S OK

G. **Remediation and Environmental Management**

G23. The developers now propose to implement a Remediation Strategy to be attached. I would like to see a copy of that. I assume that this is acceptable.

SHOULD STAY ENFORCED.

G24. The developers propose to implement an Environmental Management Plan to be attached. Again, I would like to see a copy of that. Again, I assume that that is acceptable.

SAME

H. **Chelsea Creek**

Perhaps you would let me have a plan of the area to be acquired by the developers.

CONFIRM

I. **Community Facilities**

I26. The developers have further changed the trigger here to refer not to the power station building but to KC3. Is that acceptable? They have now inserted the suggested rent. Is that likely to be acceptable to the Community Association?

WHY 50%

I27. The thought occurs to me as to whether the contribution for fitting out of the premises should be payable at an earlier stage than completion of the rental agreement. That would allow the Association to fit out the premises prior to taking occupation at the start of the period of the rental agreement.

NO AGREEMENT TO FIT RENT.

STICK WITH MY ORIGINAL

I28. The amount of floor space for the doctor's surgery has now been specified. Is that acceptable?

YES

J. **Education facilities**

The developers are persisting with the trigger of 25% occupation of the private units. Is that acceptable?

DM? IMPLICATIONS

K. **Thames Path and Community Safety**

K30. The reference to public right of way has now been removed from the wording. It will clearly be important to ensure that the public are properly able to use the route. The provisions have been weakened by the insertion of a provision that the right of way will only be provided until such time as the linkage to a future

MUST SECURE PUBLIC RIGHT TO USE

MAINTENANCE?

SHOULD GO BACK TO MY ORIGINAL CLAUSE 33

Thames Path section across the adjacent Cremorne Wharf Site is provided. I would have thought that that is unacceptable.

K31 & K32 The developers have amended reference to public areas of the development to refer to privately owned but publicly accessible areas. I assume that that is for clarification rather than anything sinister.

OK

L. **Westfield Park**

GENERIC TRIGGER – D.M.

L33. The developers are persisting with their trigger for the contribution here.

EXAMPLES

M. **Sports Facilities**

M34. Again, the developers are persisting with their trigger for the payment of the contribution here.

TRIGGER D.M.

N. **Employment**

N35. A number of the provisions here have now been deleted. Is that acceptable? / VGRA

N36. This provision has been amended to allow the developers flexibility in identifying the two Class B1 units. The additional wording should be qualified to make sure that the units should be provided within the development and not elsewhere. The developers now wish to nominate the tenants. Is that acceptable? The occupiers are still required to meet any service charges and estate management charges. Surely they should be subject to a reasonable cap.

SERVICE & ESTATE CHARGES

O. **Public Art**

The developers are persisting with their trigger on the contribution here. They have now introduced a provision whereby they approve the public works of art and the locations have to be nominated by them. Is that acceptable?

I should be happy to come and discuss the above mentioned points with you and John. Perhaps we could have a word.

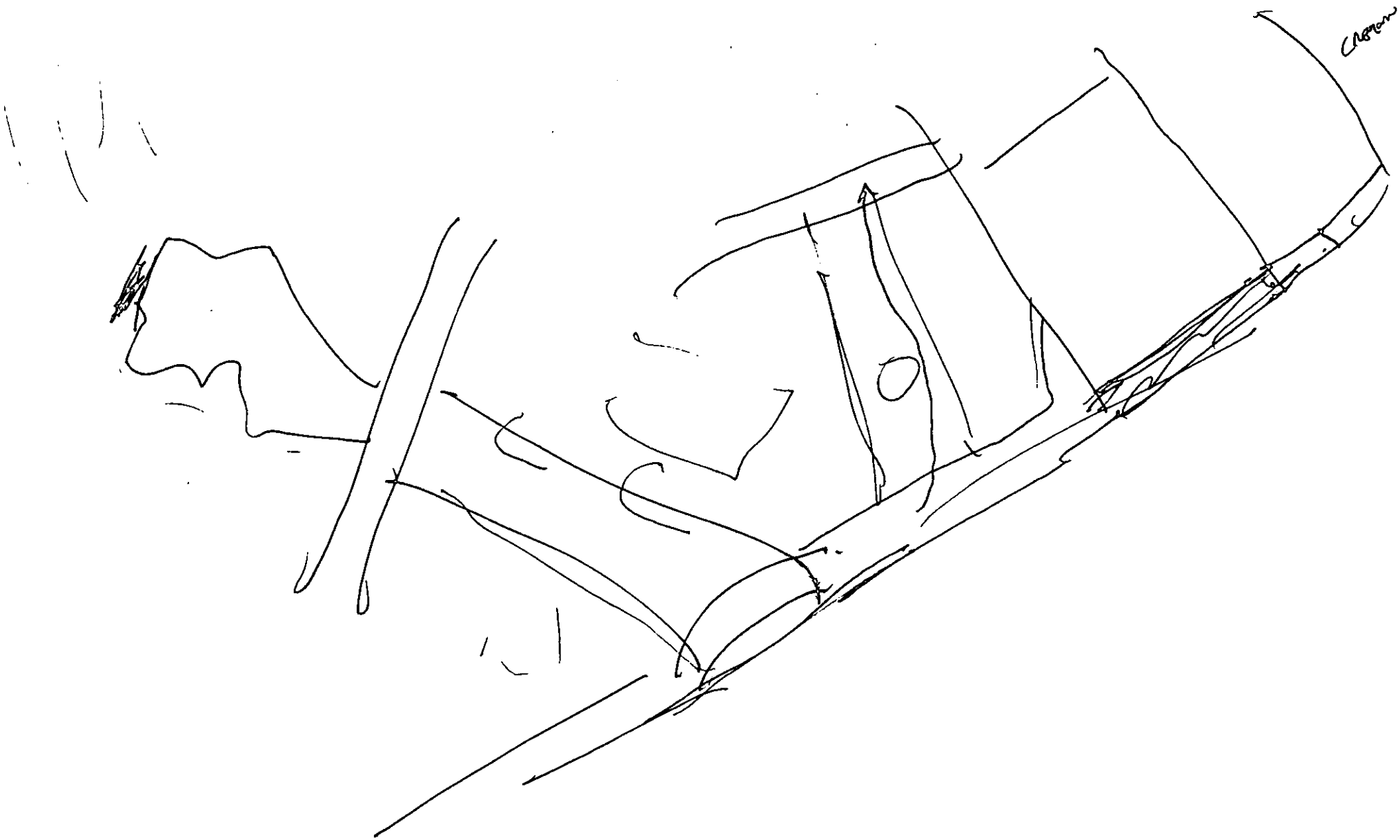
Best wishes

Michael Cunliffe

THEY PUT APPROVAL OR NOMINATE LOCATION / CABINET MEMBER? DM

~~B1~~ BASEMENT FLOORSPACE SHALL NOT EXCEED ~~B1~~ SC IN RELATION TO ANY OTHER CLASS B1 UNIT OR SF

WE APPROVE TENANTS



MEMORANDUM

To:	LeVerne Parker	My Ref:	DM/AB/1605
Cc:	M French, J Thorne		
From:	Derek Myers	Room No.	252
Date:	16th May 2003	Ext.	2299

RE: LOTS ROAD – SECTION 106 PLANNING GAIN

I have now completed my discussions with Circadian, and we have a set of proposals from them about Section 106 planning gain, in which I have confidence.

I should make it clear that the matters I have been discussing are the community benefits, and there may be a number of other standard clauses that we wish to insert into the Section 106, which will include protection for local residents during the construction period and other standard matters.

Please liase with John Thorne to ensure you have a full list.

The current timetable is that we are likely to go to the Major Applications Committee on or around 15th July, and I would expect that the report to that Committee will need an appendix showing Heads of Terms.

My intention, however, is to put into the public domain through a Circadian exhibition at the Town Hall, an illustrative list of the benefits that Circadian have offered under Section 106, as part of their application.

The thrust of my thinking is that my job has been to ensure that the planning application recognises the importance of contributing to the neighbourhood, and dealing with the impacts of a new population on the Royal Borough.

I attach my document, which sets out in my own terms a list of the planning benefits that we have agreed.

I would be grateful if you would commence correspondence with Circadian's lawyers, in order to begin to bring this text into the standard format.

Please let me know of any difficulties which arise during the course of these discussions between lawyers.

There is one outstanding matter. The developers remain keen to purchase the freehold interest in Chelsea Creek. We have indicated that we are willing to dispose of this to them, but we need to agree terms. Ian Doolan and Circadian have jointly instructed an independent valuer to give advice. This will be non-binding, but might be the basis for a future agreement.

Circadian have indicated that if the price settled is more than £250,000, then they would reserve the right to re-negotiate the whole Section 106 planning gain package.

I would be grateful if you would acknowledge receipt of this note and attachment, and let me know what next steps you will be taking.

Effectively, these negotiations, and therefore my participation in this matter, are now coming to an end.

Yours sincerely

Derek Myers
Town Clerk & Chief Executive

Enc

LOTS ROAD POWER STATION SITE

DEVELOPMENT PROPOSALS –

A neighbourhood approach

DRAFT 3

Introduction

This document outlines the background to, and heads of agreement, for an agreement between Circadian, the developers of Lots Road Power Station Site and the Royal Borough of Kensington and Chelsea.

Circadian are planning a major new development on this important site in South West Chelsea. There are two concurrent planning applications which form one large development. Part of the land is upon the London Borough of Hammersmith and Fulham, and part is within the Royal Borough of Kensington and Chelsea.

When fully built out, the total development proposal will add a new resident population of 1700 and a new workforce of 400 to this part of the Royal Borough. This will more than double the existing population of what is currently a residential enclave, bordered by main roads, and the river.

Circadian are keen to make the development work, not only for their new tenants and purchasers, but for the local population that will host the development and the wider population. Some will be affected at least indirectly by traffic volumes, the effect on air quality, the change in the built environment and additional pressure on local facilities. Some will gain from the proximity of a newly built, attractive new development and additional retail and other facilities.

For these reasons, the developers have agreed to contribute to local requirements and facilities as follows:

1. Affordable housing

The development proposals include on-site affordable housing as follows:

RSL rented	105	units	25% of total	
RSL shared ownership	39	units	10% of total	
Total RSL	144	units	35% of total	
Key worker housing	22	units	5% of total	(shared-ownership)
Total affordable	166	units	40% of total	
(Total units in scheme)	**420**			

All units will conform to the minimum space standards laid out in the Council's Unitary Development Plan.

Add in text re eligibility for key worker housing.

2. Local street scene improvements

The developers propose to invest as follows:

£400,000	-	Introduction of an Environmental Cell in the Lots Road triangle including pavement treatments, street trees, and other street scene improvements in the area.
£500,000	-	Pedestrian measures in the local area including signage; street lighting, permeability of the site and other environmental improvements.
£710,000	-	Cycling measures including toucan crossings, cycle routes and cycle parking.
£200,000	-	Traffic junction improvements at Cremorne Road/Lots Road junction to ensure safe and efficient pedestrian and traffic flows.

3. Remediation of the Lots Road power station

The power station site itself and the surrounding land are both badly contaminated. To safely reduce this risk to future residents, the river and the local area, Circadian will spend as much as is needed on removing decontaminated land and making good.

Circadian also undertakes to pay reasonable costs borne by the local authorities, in monitoring and supervising this remediation.

4. Investment in public transport

Circadian are committed to ensuring the new population have a choice as to whether to use private or public transport, and hope to restrain private car usage through the subsidy of attractive public transport options. They propose investment and subsidy as follows:

(a) £500,000 to subsidise bus route C3 for an improved frequency, from every 10 minutes to every 7.5 minutes, running between Clapham Junction and Tesco Warwick Road.

(b) £1 million to subsidise a new bus route from Sands End to Westminster, running every 10 minutes, along the embankment.

(c) £50,000 per annum to revenue support for a new upgraded riverboat service which will run half hourly from Chelsea Harbour Pier to Embankment Pier via intermediate piers during the peak hours.

(d) £200,000 to upgrading passenger facilities at the current pier at Chelsea Harbour.

(e) £650,000 to bus priority measures, including upgrading the Townmead Road bus gate.

These subsidies are designed to secure successful sustainable services. The bus route subsidies will continue until the routes are viable from fare income alone or until the allocation is used, whichever is longer.

If the routes achieve a planned viable ridership prior to the modelled date, then uncommitted funding to the total of the cash sum set out here can be utilised by the two boroughs, by subsequent agreement, to subsidise other public transport provision, relevant to this area.

5. Investment in the West London Railway Line

Circadian propose to invest £1 million in station improvements to the planned Chelsea Harbour station. This would allow for platform lengthening to take a longer stopping train at a future date.

However, this funding will be held by the Royal Borough of Kensington and Chelsea for these purposes, and this proposal will be kept under review. Both boroughs may propose that the sum be applied to any alternative public transport project that fits with its declared public transport plans for the South of the Borough. Circadian will continue to lobby for an early completion of the new station and an operating train service.

6. Investment in educational facilities

Circadian believe that many of the new residential population on the total site may well look to the Royal Borough of Kensington and Chelsea for schooling for their children, and some may want to utilise adult education facilities for themselves.

Circadian understand that this new school population will add to pressure for both primary and secondary schooling in the Royal Borough. Some changes will be needed to expand primary school provision on existing sites. However, the

pressure will be most acute in the secondary sector, as 1600 pupils currently have to leave the Royal Borough to attend for secondary schooling in other boroughs, and only 30% of primary school children find a place in a Royal Borough of Kensington and Chelsea secondary school. In the South of the Borough this drops to 20%.

Accordingly, Circadian propose to invest £2m in the Council's project to create improved primary and secondary education in the Royal Borough.

7. Investing in the local park

Westfield Park is a much-loved local resource for families, and will be a strong focal interest on the main pedestrian route from Kings Road to the new development.

The park is in fair condition, but Circadian recognise that an upgraded park environment will be an important facility for the new population and existing population alike.

Accordingly, Circadian propose to invest £400,000 in improvements to the park, and in improvements to trees and other green initiatives on local network roads such as Cheyne Walk and Cremorne Road.

8. Assisting with resident car parking

Circadian recognise that an important component of resident amenity is the ability to park a private car close to home, without undue stress. They are therefore proposing to include 400 parking places as part of the development, but also to make a payment to the Council of £1.5m towards off-street parking for part-use for existing residents in the Lots Road area. This might be utilised for well managed, safe lower ground car parking. 120 places might be created for a variety of uses.

9. A local community association for all

Circadian appreciate what a contribution can be made to local life by well-run community organisations.

The Lots Road area already has the popular Ashburnham Community Association, which operates out of an old Victorian school site. The site is not purpose built for its current use, and has restricted access for people with mobility problems.

The Association both provides services and hosts other service providers including a private day nursery, and complementary health services.

Circadian believe they can offer new purpose-built services within the converted power station, building on ground and basement levels with full lift access.

Circadian are proposing to identify 5000 square feet of space for the Association and to work to ensure service charges are kept to a minimum for this new occupation.

It is recognised that this is less space than the Community Association nominally occupies now, but the new space can be well planned and kitted out to a high standard.

Circadian understands there will be demand for day nursery provision in this new neighbourhood and will make provision on the site for such provision, as a commercial tenant.

- £100,000 to meet kitting out costs of the new Community Association facilities.

10. Sports facilities

Circadian are proposing to make public space – particularly a new Thames-side path – an attractive feature of the new development. New public rights will be created.

A private members-only health club will also be an expected tenant.

Nevertheless, given that 40% of the residential units will be "affordable housing", Circadian recognise that a contribution to new leisure facilities in the local area will be an important contribution to a well-planned neighbourhood.

Circadian understands that the Council may be able to make available a site suitable for the construction of a new public swimming pool, sports centre and gymnasium on a pay per use basis.

Towards an anticipated cost of £12m Circadian propose to contribute £1m towards construction costs.

11. Making life easier for local residents

As well as contributing to off-street parking facilities, better public transport and the environmental improvements and community facilities set out here, Circadian are keen to provide additional amenities to assist the new and existing resident populations.

When fully occupied, the development may be home to many children who will need to attend school.

Circadian understand that the Council is interested in promoting new options for home to school transport, which might reduce the need for individual children to be transported by private family cars.

In support of this, Circadian propose to design a reception point for families to use, where children might be picked up and dropped off by group transport, and subsequently collected by parents. This will consist of off-street vehicle standing and an internal space or lobby area.

As a further contribution to promoting public transport, Circadian will provide an on-site transport manager, available to advise on public transport matters, and a new intranet site to give accurate up-to-date public transport information. This intranet site will be available to both new residents and the existing local population. This equates to £200,000 per annum, one off expenditure of £120,000 and £120,000 towards developing school travel plans at local schools.

12. A safe community

Circadian are committed to a new high-class location to live and work. They appreciate that safeguarding community safety requires dedicated security services, using patrols, CCTV systems, and good lighting.

Circadian will provide this service within the perimeter of the newly developed land, but clearly the safe environment will also promote a sense of well-managed public space across a wider area.

In order to safeguard future standards of public space, Circadian will enter into a legal agreement with the Council to guarantee the removal of graffiti, fly-posting and illegal dumping from any public areas within the site within a defined period. Failure to do so will entitle the Council to arrange works and charge the developer.

13. Safeguarding the future of the Creek

Chelsea Creek is a historic site with a fascinating array of fauna and wildlife. Careful planning is required to safeguard the habitat, given the closure of the power station and the change in water usage and tidal flows.

Circadian are keen to ensure Chelsea Creek is an attractive part of the development and is maintained and enhanced for the benefit of all the local population and visitors.

Accordingly, they will commit to a management plan agreed with the Environment Agency. They will agree a transfer of the freehold interest of Kensington and Chelsea Council to themselves, and accept all future maintenance and management liabilities. At present the value of the Creek is put at £250,000, but

Circadian and the Council have agreed to non-binding mediation to seek a value that is acceptable to both parties.

14. Public Art

Consistent with the guidance in the Council's Unitary Development Plan, Circadian will pay for the installation of a world-class piece of public art to a total value of £100,000, in a location to be agreed.

15. Contribution to recycling initiatives

Circadian wish for the new development to set a high standard for sustainability. Accordingly detailed designs will include methods to encourage recycling of domestic and business waste.

16. Encouraging local skills during the construction period

Circadian are keen that the construction period of a number of years should offer opportunities to provide local employment including training places for the benefit of residents of West London.

Circadian will transfer such an obligation by contract to their construction contractors.

17. Provision of employment opportunities

The built out development is expected to provide employment for 400 within a mixture of retail and workshop units, as well as staff employed in security and support services within the development.

There are currently 300 whole time equivalent jobs on the site.

18. A managed mix of retail units

Circadian will undertake to manage the tenant mix within the retail units to ensure there are local shops for local residents, including a "convenience store".

Summary of community benefits

Proposal	Benefit	Value
1. Affordable housing.	166 units – 40% of the total units on the site.	
2. Street scene improvements.	Pavements, street trees, traffic junction improvements.	£1.81m 1-4
3. Remediation and de-contamination.	All land on the site cleaned and made safe. Council costs met.	
4. Public transport.	Improved local bus service. New route to Westminster. New upgraded river boat service. New upgraded pier.	£2.4m 6-10
5. West London Line.	Station improvements.	£1m 11
6. Education.	Contribution to a new secondary school.	£2.0m 12
7. Westfield Park and environs.	Upgrade to park plus trees etc on side streets.	£0.4m
8. Off-street car parking.	Contribution to off-street car parking.	£1.5m

9. New Community Association.	Provision for a new Centre plus contribution to new set-up costs.	£0.1m
10. Sports facilities.	Contribution to new public sports centre.	£1.0m
11.(a) Drop off/pick up point for school children.	Lobby area.	
(b) Transport Manager and intranet site.	Help and advise on public transport options.	£0.24m one-off £0.2m recurring
12. Community safety.	Guarantee of graffiti removal.	
13. Chelsea Creek safeguard.	Transfer of freehold and future liabilities from Council to developer.	£0.25m paid to Council (subject to agreement)
14. Public Art.	Installation of a major piece of art.	£0.1m
15. Recycling facilities.	Built in recycling provision for residents and businesses.	
16. Construction skills.	Standard commitments to be made.	
17. Employment opportunities.	Creation of 400 jobs. (Currently 300 jobs at the power station.)	

18. Managed retail mix.	Local shops for the new and existing population.	
19. Health provision.	Separate discussions with the PCT re Doctor's surgery	

PHASING to be agreed.

Thorne, John W.: PC-Plan

From: Thorne, John W.: PC-Plan
Sent: 22 August 2003 12:05
To: 'Jim Pool'
Cc: French, Michael: PC-Plan
Subject: RE: RE: RE: Lots Road S.106

If we can get to the version #4 stage and you want a meeting immediately afterwards I'll be happy to see you at your convenience. Mike is out of the office 26th -29th and I am out of the office 2nd and 3rd Sept.

JT

-----Original Message-----
From: Jim Pool [mailto:Jim.Pool@Montagu-Evans.co.uk]
Sent: 22 August 2003 10:43
To: JohnW.Thorne@rbkc.gov.uk
Subject: Fwd: RE: RE: Lots Road S.106

What do you think re timing?

JP

Jim Pool

This Internet E-mail is intended solely for the person to whom it is addressed. It may contain confidential or privileged information. If you have received it in error, please notify us immediately by telephone and destroy the transmission. You must not copy, distribute or take any action in reliance on it.

Montagu Evans Chartered Surveyors

Mtg 13th August 2003

1. Have you authorised these 'changes'
2. How do they square with the AW/DR negotiating document?
3. Please provide detailed breakdown & justification of each change.
4. Affordable
5. Negotiation re Chelsea Creek

AL considered position - sequencing of payments
~~JP~~ Some points re sequencing of payments

Biggest re-write - affordable housing
thought agreed.
Except cascading

JT Payments -
JP No intention to re-negotiate
Phasing?
JT Amounts must add up
AL Tranches can be
MJF Phasing rationale
JT Index linking of bus subsidies clarification
Creek
AL Will collect values
JT Classification of B1-b)e(c) units
& Silvertown units.

I am also particularly concern about that additional demand for on street parking that the development will produce. The huge increase in flats at 81-87 Ifield Road will result in unacceptable additional demand for on street parking in an area, which already has inadequate on street parking provision. I am up against a constant battle to find parking not only in my own street but in the surround roads. I am 95% of the time forced to either park illegally or such a distance away I am left to walk home at very unsociable hours and made to feel extremely vulnerable.

Again I understand that it is the Councils policy to require all new residential development to include adequate of street parking and to resist development which would result in the loss of on street residential parking.

In addition this excessive parking demand would have an adverse impact on the character of the area.

Yours sincerely

Natasha Kilroy-Silk

J.P What are our priorities.

with regard to Phasing.....

J.T Clause 24 'for the duration'
'Monthly'

J.T. Needs to be able to RCase
re heads & transportation phasing

A.L. Chelsea Harbour Pier.
Get out of cannot agree
with Chelsea Harbour.
Alternatives -

Affordable Housing -

Heads of agreement
Cascading
Early Level market value

J Robinson Capt Event

Flat 4
68 Ifield Road
London
SW10 9AD

2nd February 2001

Mr M J French
Director of Planning
RBKC
Town Hall
Hornton Street
London
W8 7NX

Dear Mr French,

I am writing in relation to application number DPS/DCSW/PP/01/00155/RT.

I understand that it is the Council's policy to seek lower residential densities than in the past so as not to place excessive pressure on existing facilities and so that the existing quality of the environment is maintained. The proposals will be double the Councils usual highest level of acceptable density and the proposed planing application therefore directly conflicts these policies.

You will be aware that the property is in the Boltons Conservation Area and I am extremely concerned that the development proposed would be detrimental to the character and appearance of the area, again contrary to planning policy.

Caseaday - JT should be one

MJF - "Come back to [redacted]"

Credibility of proposal...

Planning Plan

1. Jim note to me
2. Week look at plan - / week

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

Miss H Detterbeck
22 Ifield Road
London SW10 9AA

14th February 2001

Dear Sir,
Re: Development of 81-87 Ifield Road

The above development is bordered on three sides by the Conservation Area. The proposed 5 storey building is totally inappropriate for this site.

The density of occupation far exceeds the councils own guide lines. I do not understand haw the architects arrive at 8 houses for 81-87 Ifield Road considering that even numbered houses are on the opposite side of the street.

As already stated in my letter of 01.12.2000 parking in Ifield Road and surrounding streets is already very difficult and would only be made worse by this development.

For these reasons I am writing to express my strong objection to this development.

Yours faithfully

H Detterbeck

Miss H Detterbeck

City of London
Glasgow
Edinburgh

MONTAGU EVANS

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London W1S 4AZ
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www.montagu-evans.co.uk

JV/P/jb/PD5824

28 October 2002

Royal Borough of Kensington & Chelsea
Planning Department
Town Hall
Hornton Street
London W8 7NX

FAO: John Thorne Esq

Dear Sirs

LOTS ROAD POWER STATION – AFFORDABLE HOUSING.

Further to our meeting with your officers on Friday 18th October, please find enclosed a series of plans indicating how the site could accommodate 40% affordable housing, based upon 25% RSL rented, 10% RSL shared ownership and 5% entry level housing. We also enclose a paper outlining the financial arrangements associated with the entry level housing, as well as our own thoughts as to how one would qualify for such accommodation and the legal structure which would bind it. At this stage, this information has been submitted for information purposes only, to inform subsequent meetings.

If you would like to discuss the contents of this submissions in more detail please feel free to contact Jim Pool of this office.

Yours faithfully

Montagu Evans

MONTAGU EVANS

Enc.

PARTNERS
R G Thomas, W C O'Hara, C A Sissing, M J Kerr, S L Thomas, T P Watkins, S R W Hanna, J T Bailey, A C W Rowbotham, P T H Lowrie, K J Mitchell, R P Posner, P B Grant, H a Rutherfurd, C M M Whyte, A J Simmonds, N P How, R D Harvey, D A M Reid, R J Colin, R P Wiseman, S J Waugh, G S Davey, A R McRitchie, I J Michie, R V Brewer, D A McCrery, R M Phillpotts, P J Mason, M A C Higgin, S E Knight, G Howes, N P Law, T J Raban, M J Knight, G C Essex, M E Kut, M Gudaitis, I S Clark, G H J McGonigal, Claire Treanor, J C Anderson, T J Earl, R A Clarke, D W Graham, P E Henry, B J Collins, M R P Gibbs, H W Morgan, J W Pool, S J Fricker, A P Richardson, Louise Yeunger, R Sewell, M J Whitfield, Lisbeth Dowey, N D Dryburgh, W A Scott

ASSOCIATES
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CONSULTANTS
D H Taylor, N J R Braybrook, R F Dunnin, J P A Forsyth, J B Hermiston, J C Pagella, G M Skelcey

SECRETARY
S M Wilson

LOTS ROAD – ENTRY LEVEL HOUSING

QUALIFYING PURCHASER

- To qualify as a purchaser of an entry level housing unit, a purchaser would have to satisfy all of the following:
- Single income of no more than £25,000
- A joint income of no more than £35,000
- Demonstrate a need to live or work in RBKC by either

  - being on the RBKC common housing register

  - or -

  - the purchaser can demonstrate to the RBKC Director Housing, that they work in RBKC (the definition could be extended to certain key employment groups such as teachers).

LEGAL STRUCTURE

A qualifying purchaser would purchase an entry level housing unit at 50% of the unit's open market value on the basis of a 999 year long lease.

The freeholder would be entitled to receive a ground rent equivalent to 2% of 50% of the open market value of the unit at the time of initial purchase.

This rent would be reviewed annually, based on the RPI in the previous year.

The purchaser would pay 100% of the service charge for the unit.

ONWARD SALE

The onwards ale of the unit would be permitted at 50% of its open market value at the time of sale, subject to the freeholder's retained interest and ground rent, to another qualifying purchaser.

After a period of five years of ownership, a purchaser would be entitled to buy a further 25% interest in the property from the freeholder.

AFFORDABILITY

The attached example demonstrates how studio, one and two bedroom entry level housing units are affordable to low – intermediate income groups.

ENTRY LEVEL HOUSING

No public financing required. For sale to essential worker lower income groups who can demonstrate a need to reside in the Royal Borough .

Qualifying purchasers should have a deposit of 15 % and an annual income of no more than £25,000 or a joint income of no more than £35,000 p.a.

The following is a comparison of open market values and 40 % discounted sale values.

Type	Size	OMV	50%	Income	Outgoing
Studio	36m	£200 k	£85 k	£25 k	£123 pw
1 bed	46m	£275 k	£117 k	£33 k	£ 177 pw
2 bed	51m	£300 k	£127 k	£ 35 k	£180 pw

Assumes nominee buys long leasehold for (£100 k) with a mortgage , and rents the other half from the freeholder at protected rental level (assumed 2 % pa). The income required for the mortgage are well within low income levels and reflect combined mortgage and rental outgoings (but exclude service charge and ground rent).

eg deposit £15 k on studio, £ 85 k mortgage equates to £90 pw, rent @ 2% on £100 k = £38 pw Total =£128 pw

RBKC - Proposed Amendments to Private and Affordable Housing

1. Summary of Units and affordable %

Private Units	Units	
KC1 (tower)	40	
KC2	20	
KC3 (power station)	194	
Total Private Units	**254**	
Total Affordable Units	**166**	
Total Units	**420**	
Affordable %	**40%**	
RSL Rented	**103**	**25%**
RSL Shared Ownership	**41**	**10%**
Total RSL	**144**	**35%**
Entry Level	**22**	**5%**

2. Block by Block Mix and typical sizes

RSL Rented

KC2	Typical Size		Units
	sq m	sq ft	
1 Bed	46-58	500-624	21
2 Bed	65-81	700-870	24
3 Bed	88	945	8
Total KC2			53

RSL Rented

KC4	Typical Size		Units
	sq m	sq ft	
1 Bed	46	500	12
2 Bed	69	730	27
3 Bed	81-97	870-1040	11
Total KC4			50

RSL Shared ownership

KC3	Typical Size		Units
	sq m	sq ft	
Studio	36	385	13
1 Bed	44	470	13
2 Bed	58	620	12
3 Bed	77	828	3
Total KC3			41

Entry Level Housing

KC3	Typical Size		Units
	sq m	sq ft	
Studio	36	385	12
1 Bed	40	435	5
2 Bed	56	600	5
Total KC3			22

3. Unit Numbers and Mixes

RSL Rented	Studio	1 Bed	2 Bed	3 Bed	Units
KC2		21	24	8	50
KC4		12	27	11	53
Total		33	51	19	103
% Mix		32%	50%	18%	

RSL Shared Own					
KC3	13	13	12	3	41
% Mix	32%	32%	29%	7%	

Total RSL	13	46	63	22	144
RSL % Mix	9%	32%	44%	15%	

Entry Level Housing					
KC3	12	5	5	0	22
	55%	23%	23%	0%	

Total Number of Affordable	25	51	68	22	166
All Affordable % Mix	15%	31%	41%	13%	

John,

I note we have a meeting today to clarify the matters raised by the Developer's solicitor. It would be helpful if we could meet beforehand to discuss the case generally.

My initial views are as follows:-

1. I note the s.106 refers to a number of payments being made to LBHF, however shouldn't the agreement only refer to the payments/contributions being made to RBKC, especially as LBHF will have their own S.106 agreement and our agreement should relate to that part of the site which is in RBKC?

2. I believe LBHF have approved the scheme, is that correct? If so, it would be helpful to have a copy of any heads of terms they have agreed. Are you able to obtain a copy from your counterppart at LBHF.

3. The Developer seems to want funds to be repaid if not used. I would not recommend agreeing to this as a general provision, as many of the schemes will take many years to materialise, what do you think?

4. I see the Developer seems to be backtracking on the timing of payments and the provision of affordable housing. I will need to discuss this with you. We will need Stan's views on the affordable housing issues.

5. Do you know what the present state of play is concerning the negotiations regarding Chelsea Creek? presumably the Valuers are able to provide a plan showing the area to be purchased?

6. We need to discuss getting external sols on board if they are to prepare the agreement and we will need an undertaking regarding the Council's legal and possibly professional costs to be paid by the Developer, regardless of whether the scheme is approved or not. Would you like me to raise this with their solicitor?

Regards

Heidi

-----Original Message-----
From: Thorne, John W.: PC-PlanSvc
Sent: 05 August 2003 11:55
To: Titcombe, Heidi: CP-Legal
Cc: French, Michael: PC-GrpSvc; Myers, Derek: CP-ChiefExec
Subject: RE: LOTS ROAD

Heidi

My initial reaction to these amendments was that they (a) Included some considerable back-tracking on environmental improvement payments which had been agreed in principle in a round of meetings with Circadian and (b) That the proposed amendments to the Affordable Housing clauses are totally unacceptable, particularly in the light of those agreed in the Hammersmith and Fulham decision.

My first thought was to try and convene a meeting with EDPC and the Town Clerk to make sure I wasn't misreading the situation. However MJF is on leave until 12th August and DM until 19th.

I have since spoken with Jim Pool at Montagu Evans and aired my concerns. He informs me that he was on leave when Herbert Smith prepared this response, and that Alaisdair Nicholls, outgoing CE of Circadian who has been party to all negotiations, also did not see it before it was sent to us due to unfortunate personal circumstances.

In the light of the above I have arranged to meet him in Mike's office at 11.00 on Wednesday 13th in order to clarify the position.

In summary we need to 1 Clarify environmental improvement and transportation payments. 2 Be robust on the affordable housing issues. 3 Tidy up a number of other matters of detail and 4 Be flexible and reasonable with regard to phasing.

JT

Note of Meeting 13th August 2003 .....Lots Road – S 106 Draft Heads

Michael French John W Thorne Heidi Titcombe

Andrew Locke Jim Pool

JT Opening comments:
1. Keen to know that all the 'changes' inserted in the draft by Herbert Smith are authorised.
2. Seeking reassurance that they are consistent with the matters agreed in discussion and set out in the document 'Lots Road a Neighbourhood Approach'.
3. Would like a detailed breakdown and justification for each requested change rather than just a version of the draft returned with track changes and deletions.
4. Strong concerns about the alterations to the affordable housing clauses.
5. Update needed on negotiations regarding Chelsea Creek as the sale price would be germane to the overall package.

AL- The changes do reflect our considered position. Would like to discuss sequencing of payments. Main alterations are to affordable housing clauses but feels they do reflect agreed position (With the exception of the introduction of cascading provisions)

JT Would like to be satisfied that the sum of payments is the same as those in LRNA document.

JP Assured they are- no intention to re-negotiate fundamentals but would like some flexibility on phasing

JT Phasing of payments is certainly negotiable.

MJF Phasing rationale necessary- some payments early more important and necessary than others.

JT Index linking of bus subsidies appears to have been struck out- unacceptable

JP Not intended- H&F subsidies are index linked

JT Clarification of Creek purchase urgent

AL Will contact Valuers on this

JT Clarification of which B1 units are light industrial (Will be conditioned) and which will be offered at subsidised rents

JP What are our priorities re phasing of payments?

JT We will discuss and respond

JT Clause 24 Monitoring must be for the duration of the works- cannot stop because money runs out if project overruns.

MJF 'Monthly' rather than 'Weekly' reports would be acceptable

JT We need to talk to R Case re Transportation heads/phasing- meeting TBA

AL Chelsea Harbour Pier- poss problem with ownership and consent

JT Needs an alternative use provision and 'developer to obtain necessary consents' provision

Affordable Housing

JT Credibility of scheme hangs on this issue. Cannot accept cascading- sends out wrong message. Total cost of occupation must be finite and meet affordability criteria- open to discussion on method or amount of service charge capping but it must be done. It would be most difficult to justify adopting a different approach to that offered to Hammersmith & Fulham (Which is of course now in the public domain) particularly as the Housing Corporation regard both proposals as a single site.

AL Difficulties with this section. Servicing of power station conversion likely to be significantly more expensive than new build*

n.b. All RSL rented accommodation on RBKC site is within KC2 & KC4 which are new build so this difficulty can presumably only apply to the shared ownership and entry level units within KC3?

MJF You can put forward suggestions on this but it will be very hard to justify a fundamentally different approach to the H&F agreement.

JT Clarified that rental/capping provisions in 21 are meant to apply on a pro rata basis to the rented portion of any part-owned unit.

JT Agreed that 22.1 is otiose as all entry level units are for sale and that 23 does not apply to entry level units

AL Entry level eligibility previously discussed- document produced.

JT Recalled discussion on sight of documents however suggested eligibility must be reasonably based on ability of eligible criteria Key Workers to afford- hence choice of average income- both Borough and National average is about £25K and eligible groups earn between 18K & 30K (estimated)

AL/JP Resonable to assume purchasers would have deposit

JT Yes and there should be some relevance to sliding scale of loan eligibility based on %age deposit available.

HT The point is to get people on the property ladder who may have difficulty raising substantial deposit

JT These units are very small beer in the context of the whole scheme- we should be able to make them work as intended.

JP To provide short aide memoire note of discussion

RBKC To look at phasing priorities and revert.

PACKAGE

TRANSPORT 5.43M

K&C H&F

WESTMINSTER BUS	1.7M
WEST LONDON LINE	1M
C3 BUS	650K
CYCLE/PED	610K
TRAFFIC CALMING	400K
BUS PRIORITY/STOPS	380K
TRAFFIC SIGS/BUS GATE	250K
SCHOOL/GREEN TRAVEL	240K
CHELSEA PIER	200K
	5.43

+ 50K P.A SUBURBUS

OTHER

OFF STREET PARKING	1.5M
ASHBURNHAM	0.1M
SCHOOLS	2M
WESTFIELD	0.4M
SPORTS	1M
ART	0.1M
	5.1M → K&C

199	Insertion	in accordance with
200	Deletion	Council
201	Insertion	specification attached
202	Deletion	public
203	Insertion	privately owned but publicly accessible
204	Deletion	35.
205	Insertion	32.
206	Deletion	public
207	Insertion	privately owned but publicly accessible
208	Deletion	36.
209	Insertion	33.
210	Insertion	specified
211	Insertion	JT – please provide.
212	Insertion	(as identified on the plan attached).
213	Deletion	37.
214	Insertion	34.
215	Insertion	RBKC –further details… …for the agreement.
216	Insertion	as shown on the plan1
217	Insertion	RBKC – a plan will be needed for the agreement.
218	Deletion	38.
219	Insertion	35.
220	Deletion	120 training weeks for… …[Please clarify]
221	Deletion	0.25% of the value of the… …approved by the Council)
222	Insertion	Reasonable endeavours
223	Deletion	fund the construction
224	Insertion	appoint sub-contractors that encourage
225	Deletion	programme (including trainee placement
226	Insertion	placements
227	Deletion	)
228	Deletion	[Please clarify]
229	Deletion	Best
230	Insertion	Reasonable
231	Deletion	39.
232	Insertion	36.
233	Insertion	or such other area of… …may be agreed with RBKC
234	Insertion	nominated by the developer
235	Deletion	40.
236	Insertion	37.
237	Insertion	to be approved by the developer
238	Insertion	nominated by the developer

Statistics:		
Insertions	133	(21.72%)
Deletions	105	(17.60%)
Moves	0	(0.00%)

12.0 Section 106 Agreement

A. Provision of Affordable Housing

(1) 214 units shall be provided to a registered social landlord (RSL or RSL's) approved by the Council following a RSL selection process to be
agreed with the Council , such process to provide among other matters that the Council can at its sole discretion reject any RSL which is not a joint commissioning partner of the Council . The development shall not commence prior to such agreement being reached. 184 units shall be affordable rented and 30 shall be key worker.

(2) The total cost to the occupier (rent plus all service charges) of living in any affordable rented unit shall be no more than the sum of

2.1 Housing Corporation target rent, plus

2.2 Service charge levied by RSL for all internal RSL services (including nominal ground rent and the maintenance and management of the building including the relevant car parking areas) which shall not exceed in total an average of £250 + RPI + 1% per annum per dwelling or £350 + RPI + 1% for any individual dwelling, plus

2.3 an estate charge for a proportionate share of estate upkeep to include the gardening and landscaping; external lighting; estate security; insurance; the estate roadways and footpaths; any health and safety costs; general management charges; and a sink fund (for the area immediately surrounding and adjacent to the affordable housing blocks which will be shown on a plan to be agreed by the Council) and any contribution towards maintenance of Creek and basin if applicable; such charges not to exceed in total £3 + RPI + 1% per week per dwelling averaged over all affordable and key worker dwellings, and shall not in any event exceed £4 + RPI + 1% per week for any individual dwelling.

(3) Construction of any of blocks HF1, 2, 4 or 5 shall not commence until

3.1 agreement has been reached between the developer, the RSL/RSLs approved by the Council and the Housing Corporation on the level and amount of public grant subsidy payable by the Housing Corporation for Block HF3A and

3.2 a long lease of not less than 99 years has been concluded with the RSL approved by the Council for the transfer of the site of block HF3-A and

3.3 an irrevocable contract requiring construction and completion of the affordable and key worker dwellings and their handover to the RSL approved by the Council for letting only on the terms set out in these heads and agreed by the RSL and the Housing Corporation has been concluded between the developer and the approved RSL/RSLs for delivery of all of Block HF3A and

3.4 the approved RSL has entered into a Nominations Agreement with
the Council (the Council not unreasonably withholding or delaying its agreement to enter into such an agreement).

Nothing in the terms of the lease, contracts and agreements referred
to above shall prevent, inhibit or delay availability of any or all of the
52 completed dwellings in HF3-A for first letting by the approved RSL under the terms set out in these heads prior to first occupation of more than 38 units in blocks HF1, 2, 4 and 5.

(4) Not more than 37 units in any of Blocks HF1, 2, 4 and 5 shall be occupied until

4.1 the 52 affordable housing units in Block HF3A have been constructed, completed and made available for occupation and letting by the approved RSL in accordance with the terms of these heads and

4.2 agreement has been reached between the developer, the RSL/RSLs and the Housing Corporation on the level and amount of public grant subsidy payable by the Housing Corporation for the delivery of block HF3B and

4.3 a long lease of not less than 99 years has been concluded with the RSL approved by the Council for the transfer of the site of block HF3-B and

4.4 an irevocable contract requiring construction and completion of the affordable dwellings and their handover to the RSL approved by the Council for letting only on the terms set out in these heads and agreed by the RSL and the Housing Corporation has been concluded between the developer and the approved RSL/RSLs for delivery of all of Block HF3-B and

4.5 the approved RSL has entered into a Nominations Agreement with the Council.

Nothing in the terms of the lease, contracts and agreements referred to above shall prevent, inhibit or delay availability of any or all of the 69 completed dwellings in HF3-B for first letting by the

approved RSL under the terms set out in these heads prior to first occupation of more than 87 units in blocks HF1, 2, 4 and 5.

(5) Not more than 87 units in any of Blocks HF1, 2, 4 and 5 shall be occupied until the 69 affordable housing units in Block HF3-B have been constructed, completed and made available for occupation and letting by the approved RSL in accordance with the terms of these heads and

(6) Construction of Blocks HF1 & HF2 shall not commence until

6.1 agreement has been reached between the developer, the RSL/RSLs and the Housing Corporation on the level and amount of public grant subsidy payable by the Housing Corporation for the delivery of Block HF3-C and

6.2 a long lease of not less than 99 years has been concluded with the RSL approved by the Council for the transfer of the site of block HF3-C and

6.3 an irevocable contract requiring construction and completion of the affordable dwellings and their handover to the RSL approved by the Council for letting only on the terms set out in these heads and agreed by the RSL and the Housing Corporation has been concluded between the developer and the approved RSL/RSLs for delivery of all of Block HF3-C and

6.4 the approved RSL has entered into a Nominations Agreement with

the Council.

Nothing in the terms of the lease, contracts and agreements referred
to above shall prevent, inhibit or delay availability of any or all of the

93 completed dwellings in HF3-C for first letting by the approved RSL under the terms set out in these heads.

(7) Not more than 50 units in any of Blocks HF1 and HF2 shall be occupied before, at the developer's sole discretion, either the whole of Block HF3-C has been built to top roof slab throughout or not less than 36 of the Affordable Housing Units in Block HF3-C have been made available for occupation and letting by the approved RSL in accordance with the terms of these heads.

(8) Not more than 75 units in any of Blocks HF1 and HF2 shall be occupied until all 93 affordable housing units comprised in Block HF3C havebeen constructed, completed and made available for occupation and letting by the approved RSL in accordance with the terms of these heads.

(9) Any of the periods and numbers of units specified above may be varied where justified and by agreement with the Council (at the Council's sole discretion) provided the principle of expeditious completion and letting of affordable housing units phased in sequence with the availabiltity of market units is not compromised.

(10) There shall be no onward sale of any RSL interest other than to another RSL approved by the Council (save for an exemption for a mortgagee in possession).

(11) The total cost to the occupier (rent plus all service charges) of living in any key worker unit shall be no more than the sum of a rent of £100 pw rising by RPI + 1% annually from the date of the Committee plus service charges which shall be as set out in paragraph 2.2 and 2.3 above.

(12) The key worker housing shall be allocated in accordance with the Council's priorities for nominations for key worker accomodation which are as follows :

1 Key Workers - employed permanently by the following priority employers;
   (a) Education
   (b) Social Services
   (c) Hammersmith Hospital NHS Trust
   (d) Hammersmith & Fulham PCT
   (e) H&F Metropolitan Police
   (f) Probation Service
   (g) HMP Prison Wormwood Scrubs

2 Key Workers - employed permanently in the Public Sector, Regulated Private Sector and Voluntary Sector

3 Other households living/working in the borough.
Comment: the RSL must have some say in the Key Workers.

B. Public Transport Improvements – Funding for and/or provision of :-

(1) Increased frequency of C3 bus to 8 buses per hour each way - £650,000 to be paid to LBHF on the commencement of the development in LBHF
(2) Introduction of Embankment bus service - £1,700,000 to be paid to RBKC on the commencement of the development in RBKC
(3) Introduction of bus priority measures for C3 and Embankment buses - £50,000 to be paid to RBKC on the commencement of the development in LBHF and a further £50,000 to be paid to RBKC on the commencement of the development in RBKC.
(4) New bus stops for Embankment and C3 - £15,000 to be paid to LBHF and £75,000 to be paid to RBKC on the commencement of

the development in LBHF and a further £90,000 to be paid to RBKC on the commencement of the development in RBKC.

(5) Upgrading of bus gate under West London line - £50,000 to be paid to LBHF on the commencement of the development in LBHF

(6) Contribution to Chelsea Harbour station on West London line - £150,000 to be paid to LBHF on the commencement of the development in LBHF and a further £850,000 to be paid to LBHF upon request by Strategic Rail Authority for the construction of the new station provided that if the monies are not expended on the station within 8 years of receipt then the monies shall be split equally between LBHF and RBKC and be expended on other public transport improvements and initiatives in the vicinity of and/or to facilitate transport to and from the development, such improvements and initiatives to be agreed between the parties.

(7) Package of cycle improvements, including crossings, cycle routes, signage etc - £410,000 to be paid in four tranches: £100,000 to LBHF on the commencement of the development in LBHF; £50,000 to LBHF and £60,000 to RBKC on commencement of construction of either Block HF1 or Block HF2; £100,000 to RBKC on the commencement of the development in RBKC and £100,000 to RBKC on commencement of construction of the 201st unit in RBKC.

(8) Capital cost of cycle pool to purchase cycles - £90,000 to be expended by developer in four equal tranches:- on the commencement of the development in LBHF; on the commencement of construction of Block HF1 or Block HF2; on the commencement of the development in RBKC; and commencement of construction of the 201st unit in RBKC.

(9) Cycle training - £5,000 to be paid to LBHF on the commencement of the development in LBHF and a further £5,000 to be paid to RBKC on the commencement of the development in RBKC.

(10) Package of pedestrian safety measures - £200,000 to be paid in four tranches:- £50,000 to LBHF on the commencement of the development in LBHF; £17,000 to LBHF and £33,000 to RBKC on the commencement of construction of Block HF1 or Block HF2; £50,000 to RBKC on the commencement of the development in RBKC and £50,000 to RBKC on commencement of construction of the 201st unit in RBKC.

(11) Improved passenger facilities and signage to enhanced river-bus service - £170,000 to be paid to LBHF and £30,000 to RBKC on commencement of construction of Block HF1 or Block HF2.

(12) Capital cost of Green Travel Plan of £120,000 to be expended by developer and further on-going costs for life of development in relation to GTP implementation, monitoring & review including the provision of an internet pick-up facility.

(13) Capital cost for six school travel plans (3 per borough) - £30,000 to be paid to LBHF and £30,000 to RBKC on commencement of construction of Block HF1 or Block HF2 and a further £30,000 to be paid to LBHF and £30,000 to RBKC on commencement of construction of the 201st unit in RBKC.

(14)Introduction of streetscape improvement zone in RBKC - £400,000 to be paid to RBKC on the commencement of the development in RBKC.
(15)Introduction of junction improvements in RBKC - £200,000 to be paid to RBKC on the commencement of the development in LBHF.

Note: some of the sums above are for onward transmission to TfL.

C. Restriction upon residents to park on-street

(1) Residents of the development will be prevented from obtaining on-street parking permits issued by the council.

D. Prevention of use of bus gate

(1) No vehicular access by residents of the development or the development in RBKC through the bus gate into Townmead Road

E. Provision of public open space

(1) Completion of riverwalk up to Block HF1and Riverside Square prior to occupation of 70% of market units in Blocks HF4 and HF5.
(2) Completion of entire riverwalk prior to occupation of 70% of market units in Block HF1.
(3) Completion of Creekside Gardens and Creekside Walk prior to occupation of 60% of market units in Block HF2.
(4)Completion of playspace prior to occupation of 70% of affordable units in Block HF3-C

F Provision of a riverwalk

(1) Construction of a riverside walk to a specification agreed with the Council of at least an equivalent standard to the council's standard brief and its use by the general public.

G. Provision of creekside works

(1) Completion of creekside works in LBHF involving inter-tidal terraces prior to the occupation of 60% of the market units in Block HF2
(2) Inter-tidal terraces in LBHF to be constructed and maintained for the lifetime of the development to a specification agreed by LBHF in consultation with the environment Agency prior to commencement of terrace works.
(3) Implementation of a scheme to minimise siltation of Chelsea Creek to the satisfaction of LBHF in consultation with the Environment Agency prior to occupation of 50% of the market units in Block HF1, the details and phasing of such scheme to be agreed by LBHF in consultation with the Environmental Agency. The first

phase of the works to minimise siltation shall be implemented and completed prior to the occupation of 70% of Block HF1.

H. Provision of health and education services

(1) Upon the commencement of the development the sum of £350,000 shall be paid to LBHF for the provision and/or enhancement of educational facilities in LBHF within two miles of the application site at the sole discretion of LBHF.
(2) Prior to first occupation of Block HF2 a residential unit on the ground floor of Block HF2 shall be made available on a temporary basis for use as a doctor's surgery and such facilities shall be retained until such time as a permanent facility is provided at Lots Road Power Station.

I. Provision of an Environmental Management Plan

(1) Adoption of best practice procedures by appointed contractors and site management in regard to energy and water efficiency, waste minimisation, use of recycled products, dust and noise suppression, visual screening, removal of hazardous materials, construction traffic management, public security and safe working conditions

J. Controls over construction impact

(1) Applicant to submit a programme of construction work prior to commencement of construction of the development, containing details of measures to protect residents from adverse impacts, also to include liaison and update with local residents, recording of complaints and methods of dealing with these complaints.
(2) Hours of work: 0800-1800 Mon-Fri and 0800-1300 Sat
(3) Use of river for materials transportation when appropriate and viable
(4) Adherence to agreed route for construction traffic
(5) Implementation of Construction Code of Practice
(6) No use of public highway for loading/unloading materials
(7) Travel plan for transportation of construction workers including use of mini-buses

K. TV reception

(1) Provision and/or funding of works to realign existing antennas (if possible) necessary to remedy any reduction in television reception in the vicinity of the Development.

All S106 payments shall be indexed to RPI + 1% with effect from the committee date.

Thorne, John W.: PC-Plan

From: Case, Richard: ES-HwayTraf
Sent: 02 September 2003 09:26
To: Titcombe, Heidi: CP-Legal
Cc: Thorne, John W.: PC-Plan; 'Michael CUNLIFFE (E-mail)'
Subject: RE: LOTS ROAD HEADS OF TERMS

Comments below

I am still awaiting a summary table form the developer to confirm that the amounts are the same as agreed overall.

-----Original Message-----
From: Titcombe, Heidi: CP-Legal
Sent: 01 September 2003 17:41
To: Case, Richard: ES-HwayTraf
Cc: Thorne, John W.: PC-Plan; Michael CUNLIFFE (E-mail)
Subject: LOTS ROAD HEADS OF TERMS
Importance: High

Dear Richard,

John and I had a meeting today with Michael Cunliffe who is the solicitor acting on our behalf in relation to this matter. The purpose of the meeting was to discuss the amendments made by the Developer's solicitor to the Heads of Terms (which is now called version 3) and the comments of Michael as contained in the attached memo to me dated 29th August 2003.

John is going to provide a revised version of the Heads of Terms, but he needs your help regarding the following clauses, namely:-

- A.1 NO, DEPENDS ON TFL.
- A.3 DUE TO REMOVAL OF LBHF AMOUNT TO FOOTNOTE, PHASING AGREED AT MEETING WITH JOHN AND THEIR TRANSPORT CONSULTANT
- A.4 DUE TO REMOVAL OF LBHF ELEMENT TO FOOTNOTE
- C 13.1 DUE TO REMOVAL OF LBHF ELEMENT TO FOOTNOTE
- C 13.2 DUE TO REMOVAL OF LBHF ELEMENT TO FOOTNOTE
- C 13.3 REMOVED TO FOOTNOTE

Can you please refer to the queries raised by Michael in relation to each of these paragraphs on his memo to me dated 29th August. Could you please provide John with your comments, sending a copy of your email to Michael and myself.

Please note my last day in the office before my leave is 3rd September and then I will not be back until 15th September, so please direct any emails to John in the interim.

Kind regards

Heidi

<< File: HEADS AGREEMENT revised by developer version 3 dated 28th august 2003LONDON_10_378624_1.doc >> << File: MICHAEL'S COMMENTS ON 3RD DRAFT Email_2908_Titcombe.doc >>

#2

Permit free steps are.

Lots Road Section 106 Heads (Draft)

General Principles

i. All payments herein shall be made to The Royal Borough of Kensington and Chelsea unless indicated otherwise.

ii Interest on any financial contributions will be retained by ~~The Royal Borough of Kensington and Chelsea~~the recipient and used for the specified purposes.

iii All financial contributions shall be index linked from the ~~date~~signing of ~~approval in principle of the planning application~~the section 106 agreement unless indicated otherwise.

whichever is the sooner

or within six calendar months of

iv Implementation of the planning permission excludes demolition of ancillary buildings and decommissioning/decontamination of the power station.

v. Any contributions (or parts thereof) not expended by the recipient within [ ] years of receipt on the purposes for which the contribution was provided shall be refunded to the developer together with any interest accrued thereon.

A. Environmental Improvements

1. A contribution, payable by the developer on implementation of the planning permission, of £200,000 to fund implementation of improvements to the Lots Road/Cremorne Road Junction including a signal maintenance agreement.

2. A contribution, payable by the developer on implementation of the planning permission in RBKC, of £400,000 to fund implementation of a streetscape improvement zone approved by the Council in the 'Lots Road Triangle' to include pavement treatments, street trees and other street scene improvements.

25% on implementation 75% 18 months from date of imp unless otherwise

3. A contribution, payable by the developer ~~on implementation of the planning permission,~~ of ~~£710,000~~410,000 to fund implementation of cycling measures including 'Toucan' crossings, cycle routes and cycle parking in connection with routes beginning in the vicinity of the development. The contribution of £410,000 is to be paid in four tranches: £100,000 to LBHF on the commencement of the development in LBHF; £50,000 to LBHF and £60,000 to RBKC on commencement of construction of either Block HF1 or Block HF2; £100,000 to RBKC on the commencement of the development in RBKC and £100,000 to RBKC on commencement of construction of the 201st unit in RBKC.

Rc?

LBHF payments as footnote inc total

4. A contribution, payable by the developer ~~on implementation of the planning permission,~~ of ~~£500,000~~200,000 to fund implementation of improved pedestrian facilities in the vicinity of the development including signage, street lighting and other environmental improvements. The contribution of £200,000 is to be paid in four tranches:- £50,000 to LBHF on the commencement of the development in LBHF; £17,000 to LBHF and £33,000 to RBKC on the commencement of construction of Block HF1 or Block HF2; £50,000 to RBKC on the commencement of the

Rc?

LBHF payments as footnote inc grand total

#2

development in RBKC and £50,000 to RBKC on commencement of construction of the 201st unit in RBKC.

B. Public Transport

~~Bus route subsidies will continue until the routes are viable from fare income alone, or until the allocation is used. If routes achieve a planned viable ridership prior to the modelled date, uncommitted funding consisting of the balance of the cash sums set out here can be used to subsidise other public transport provision relevant to the Lots Road area.~~

Agreement to Improvements

5. A contribution of ~~£500,000~~650,000 towards improvement and extension of the C3 bus service to be paid to LBHF on the commencement of the development in LBHF. The contribution shall be forwarded to TfL London Buses for implementation of the ~~planning~~service ~~permission~~improvements.

WHY. IN OUR AGREEMENT?

Payments as footnote

6. ~~6.~~ A contribution of ~~£1000,000~~1,700,000 on ~~occupation~~commencement of ~~50% of residential units~~development within the RBKC ~~site~~ to subsidise a new bus route from Sands End to Westminster via the Embankment. The contribution shall be forwarded to TfL London Buses for implementation of the service improvements.

STGT ✓?

footnote

6.1 'New bus stops for Embankment and C3 - £15,000 to be paid to LBHF and £75,000 to be paid to RBKC on the commencement of the development in LBHF and a further £90,000 to be paid to RBKC on the commencement of the development in RBKC.'

50% AS ABOVE ✓?

7. ~~An~~Prior to occupation of the first private residential unit, an annual contribution of £50,000 to support an upgraded river boat service running ~~half hourly~~ from Chelsea Harbour Pier to Embankment via intermediate piers during peak hours. ~~The first payment to be made on implementation of the planning permission.~~

1st on impl LC? Subsequent on 1st day of financial year

8. A contribution of £200,000 ~~on implementation of the planning permission~~ to upgrade passenger facilities ~~at~~ and access to Chelsea Harbour Pier. £170,000 to be paid to LBHF and £30,000 to RBKC on commencement of construction of Block HF1 or Block HF2.

RC? RC? REWARD?

Necessary consents Reactive clause.

9. A contribution of ~~£650,000 on implementation of the planning permission~~150,000 to fund bus priority measures including upgrading of the Townmead Road bus gate. The contribution to be paid £50,000 to RBKC on commencement of development in LBHF a further £50,000 to RBKC on commencement of development in RBKC and £50,000 to LBHF on commencement of development in LBHF for improvements to the bus gate.

LC?

Footnote

10. A contribution ~~on implementation of the planning permission of £500,000 to RBKC~~ 1,000,000 towards provision of a railway station on the West London Line, ~~the monies~~£150,000 to be ~~available~~paid to LBHF for ~~other transportation improvements~~design and enabling work on the commencement of the development in LBHF and a further £850,000 to be paid to LBHF upon request by Strategic Rail Authority for the construction of the new station provided that if the monies are not ~~used for primary purpose~~expended on the station within ~~5~~8 years of ~~first occupation~~receipt then the monies shall be split equally between LBHF and RBKC

RC? WE WANT 50%

'Available' trigger SRA

Parachute – 8 years of implementation

and be expended on other public transport improvements and initiatives in the vicinity of and/or to facilitate transport to and from the development, such improvements and initiatives to be agreed between all the parties.

C. Transport Co-ordination.

11. Prior to first occupation of any residential accommodation within the development, to appoint and retain a full-time on-site transport manager and to fund the ~~equipment and~~ operation of an intranet site providing up-to-date public transport information for residents in the development and the locality ~~in perpetuity~~for the lifetime of the development.

12. The ground floor unit identified as Transport Management Office on plan no. LRTW4/PA/05-004-A (or such other area as may be agreed with the Council) to be available on first occupation of any residential accommodation within the RBKC site ~~in perpetuity~~for the lifetime of the development as a reception point/waiting area for group transport pick-up~~, and provision~~. Provision of a designated off-street waiting area approved by the Council, easily accessible from this facility, for group transport vehicles.

13. A contribution of £120.000 ~~on first occupation of residential units within the development~~ to fund the development of school travel plans at local schools. £30,000 to be paid to LBHF and £30,000 to RBKC on commencement of construction of Block HF1 or Block HF2 and a further £30,000 to be paid to LBHF and £30,000 to RBKC on commencement of construction of the 201st unit in RBKC.

13.1 'Capital Cost of cycle pool to purchase cycles - £90,000 to be expended by developer in four equal tranches:-on the commencement of the development in LBHF; on the commencement of construction of Block HF1 or Block HF2; on the commencement of the development in RBKC; and commencement of the development in RBKC; and commencement of construction of the 201st unit in RBKC.'

13.2 'Cycle training - £5,000 to be paid to LBHF on the commencement of the development in LBHF and a further £5,000 to be paid to RBKC on the commencement of the development in RBKC.'

13.3 'Capital Cost of Green Travel Plan of £120,000 to be expended by developer and further on-going costs for life of development in relation to GTP implementation, monitoring & review including the provision of an internet pick-up facility.'

D. Car Parking

14. ~~On implementation~~Prior to occupation of 50% of the ~~planning permission~~private units in RBKC, a contribution of £1,500,000 to fund the provision of additional off street parking in the Lots Road Area.

15. Provision ~~on first occupation of the development of~~up to 36 car parking spaces within the development for public use to replace on street bays lost to bus route improvements on Lots Road, such spaces to be provided prior to the street bays being lost. The bays to operate in accordance with a management regime approved by the

Council, to include charges and maximum stay period. This to include evening use by restaurant customers.

16. Provision of car club parking facilities ~~prior to first occupation of any residential accommodation~~ within the development to be provided in phases with initial facilities being provided on occupation of 25% of the private units.

E. Construction Traffic

17. Use of river transport for such proportion of, materials and construction traffic to accord with details to be approved by the Council prior to implementation of the planning permission.

18. Implementation of a plan, approved by the Council prior to implementation of the planning permission, for routing and times of construction and demolition road traffic.

19. Implementation of measures, approved by the Council prior to implementation of the planning permission, to ensure construction staff travel to and from the site by public transport and to prevent parking for private cars belonging to employees or contractors on any part of the site during demolition or construction.

F. Affordable Housing

50% of the affordable rented, shared ownership and entry level housing shall be completed and available for occupation prior to occupation of more than 50% of the private housing units within the RBKC site.

~~Affordable rented, shared ownership and 'Key Worker' housing shall be completed and available for occupation prior to occupation of more than 50~~The remaining affordable rented, shared ownership and entry level housing shall be completed and available for occupation prior to occupation of more than 90% of the private housing units within the RBKC site.

20. Provision, in partnership with and through transfer to, a registered social landlord, of ~~103~~105 affordable units of residential accommodation for rent ~~as shown on the approved plans~~. The ~~total~~rent cost to occupier ~~(rent plus service charges)~~ of living in any affordable rented unit shall be Housing Corporation target rent ~~inclusive of any~~. The occupier shall also be responsible for all service ~~charge~~charges levied by the RSL for internal RSL services ~~including nominal ground rent~~ and ~~the maintenance and~~any external estate management ~~of the building including the relevant car parking areas~~charges. ~~Any estate charge for a proportionate share of estate upkeep shall not exceed in total £3 + RPI + 1% per week per dwelling averaged over all affordable and key worker dwellings within the development, and shall not in any event exceed £4 + RPI + 1% per week for any individual dwelling.~~

20.1 If the RSL is not able to accept transfer of rental dwellings referred to in para 20 within a period of 12 months from the date the units were offered to it then the developer shall seek to deliver these units as shared ownership in accordance with para 21.

21. Provision~~,~~ in partnership with and through transfer to~~,~~ a registered social landlord, of 39-~~49~~ residential units ~~as shown on the approved plans~~ to be sold/occupied on a shared ownership basis to persons from the Common Housing Register. The ~~total cost to occupier~~costs of ~~living in the rented element of any shared~~ ownership ~~unit shall be the equivalent proportion of Housing Corporation target rent inclusive of~~ will include any ~~service charge levied by the RSL for~~ internal ~~RSL services including nominal ground rent and the maintenance and~~service charges and any estate management ~~of the building including the relevant car parking areas. Any estate charge for a proportionate share of estate upkeep shall not exceed in total £3 + RPI + 1% per week per dwelling averaged over all affordable and key worker dwellings within the development, and shall not in any event exceed £4 + RPI + 1% per week for any individual dwelling.~~charges.

21.1 If RSL is unable to accept transfer of shared ownership dwellings in para 21 within a period of 12 months from the date the units were offered to it then the developer shall seek to provide these units as 'entry level' housing in accordance with para 22.

22. Provision of 22 units of low cost 'entry level' residential accommodation ~~as shown on the approved plans~~ for sale ~~or rent~~ to persons in housing need who are registered on the Council's ~~common housing register~~Common Housing Register and are employed as teachers, nurses, bus drivers, police officers, paramedics and fire fighters and such other occupations as may be nominated as key workers from time to time by the Council.

~~22.1 The total cost to the occupier of living in any rented 'entry level' unit shall be no more than the sum of a rent of £100 pw rising by RPI + 1% annually from the date of the grant of planning permission in principle, plus service charges which shall not exceed in total £3 + RPI + 1% per week per dwelling averaged over all affordable and key worker dwellings within the development, and shall not in any event exceed £4 + RPI + 1% per week for any individual dwelling.~~

~~22.2. The initial purchase price of any 'entry level' unit offered for sale shall not exceed two and a half times the national average income at the date of sale and any service charges shall not exceed in total £3 + RPI + 1% per week per dwelling averaged over all affordable and key worker dwellings, and shall not in any event exceed £4 + RPI + 1% per week for any individual dwelling.~~

22.1 A qualifying purchaser would purchase an entry level housing unit at 50% of the unit's open market value on the basis of a 999 year long lease. The freeholder would be entitled to receive a ground rent equivalent to 2% of 50% of the open market value of the unit at the time of initial purchase. This rent would be reviewed annually, based on the RPI in the previous year. The purchaser would pay 100% of the service charge and estate management charges for the unit.

~~22.3 Subsequent sale of any 'entry level' unit shall be solely to occupiers meeting the eligibility criteria.~~

22.2 The onwards sale of the unit would be permitted at 50% of its open market value at the time of sale, subject to the freeholder's retained interest and ground rent, to another qualifying purchase. After a period of five years of ownership, a purchaser would be entitled to buy a further 25% interest in the property from the freeholder.

23. All RSL affordable ~~and entry level~~ units within the development shall be constructed in accordance with Housing Corporation scheme development standards.

G. Remediation and Environmental Management

24. Implementation [of a remediation strategy in respect of land contamination, approved by the Council prior to implementation of the planning permission, and presentation of a validation report confirming removal of all contamination which presents a risk to be approved in writing by the Executive Director, Planning & Conservation prior to occupation of any part of the development. ~~Funding for appointment and retention of a contaminated land~~The developers environmental consultant to ~~be present~~set up a reporting procedure with the Council to include on- site ~~for the duration of remediation works~~meetings if required. The developers consultant to provide ~~weekly~~regular progress reports to the Council. The strategy to include measures for immediate notification of the Council and remediation in the event of any previously unforeseen contamination being identified during site investigation and risk assessment. Additional funding for appointment by the Council for independent expert advice during the implementation of the remedial works in the event of unforeseen circumstances.

25. Implementation of an environmental management plan, approved by the Council prior to implementation of the planning permission, throughout the life of the development. Provision of funding, a public telephone number and office space for an on-site liaison officer to provide an advertised point of contact for the Council and members of the public from commencement of remedial works until completion of the development.

~~**H. Chelsea Creek**~~

H. Chelsea Creek [To be discussed further. Please provide plan of area to be acquired (the Developer believes this is the Creek and the Basin) and area the subject of para 28.

26. [Not to implement the planning permission until the freehold interest in Chelsea Creek has been acquired by the Developer together with all future maintenance liabilities thereof.] Or a licence obtained from the owner for the carrying out of the proposed works to the creek

27. Implementation, [on acquisition of the freehold interest in Chelsea Creek,] and maintenance ~~in perpetuity~~for the life of the development of an environmental management plan approved by the Council for the watercourse and associated wildlife habitats.

28. Implementation prior to substantial completion of the development, of a programme of works approved by the Council, to any parts of the Chelsea Creek watercourse remaining outside the Developers' ownership necessary in conjunction with the approved environmental management plan.

I. Community Facilities

29. Provision, on ~~first~~ occupation of ~~any accommodation within~~50% of the total units in the power station building, of premises within the development comprising 460

square metres net internal floorspace to accommodate the Ashburnham Community Association at a rent approved by the Council with capped and index linked service charges and estate management charges.

30. A contribution of £100,000 on completion of a rental agreement with the Ashburnham Community Association, to fund fitting out of the Community Association premises.

31. The ground floor unit identified as a Doctors' Surgery on plan no. LRTW4/PA/05-004-A (or such other area as may be agreed with the Council) to be used solely as a General Practitioners' surgery serving NHS patients and falling within Use Class D1(a) ~~in consultation with the Kensington and Chelsea Primary Care Trust~~ unless otherwise approved in writing by the Executive Director, Planning & Conservation. The occupier shall be responsible for the market rent for the unit and any service charges and estate management charges.

J. Education Facilities

32. On ~~implementation~~occupation of 25% of the ~~planning permission~~private units in RBKC, a contribution of ~~£2,000,000~~2,000,0000 to fund improved secondary and/or primary education facilities in the ~~Royal Borough~~vicinity of the development.

K. Thames Path and Community Safety

33. Provision and maintenance by the developer of a section of Thames Path providing a designated public right of way from Chelsea Harbour via a new bridge to Lots Road through the plaza on the former east yard within one month of substantial completion of the development. Provision for subsequent linkage to a future Thames Path section across the adjacent Cremorne Wharf site when this route becomes physically available through construction or redevelopment.

34. Provision on substantial completion of the development of a CCTV system and a scheme of lighting approved by the ~~Council for~~Council for the public areas of the development.

35. The developer undertakes to secure prompt removal of graffiti, fly-posting and rubbish from any public areas within the site to standards approved by the Council.

L. Westfield Park

36. On ~~implementation~~occupation of 75% of the ~~planning permission~~private units in RBKC, a contribution of £400,000 to fund improvements to Westfield Park

M. Sports Facilities

37. On ~~implementation~~occupation of 75% of the ~~planning permission,~~ private units in RBKC a contribution of £1,000,000 towards funding the provision of public sports facilities in the ~~area~~vicinity of the development.

N. Employment

38. Provision of an on-site construction training scheme to include VCSA
- An on-site recruitment facility for trainees
- 120 training weeks for every £4m of the construction contract **[Please clarify]**
- 0.25% of the value of the construction contract (based on an estimate approved by the Council) to fund the construction training programme (including trainee placement and support). **[Please clarify]**
- Trainee wages as in the Working Rule Agreement
- Best endeavours to obtain 20% of the workforce from the local area (West London)

39. Allocation on substantial completion of the development of two (Identified) Class B1 units at ground floor level to be offered at 50% of market rent for a period of 3 years to tenants approved by the Council to assist small business start-ups for local people. The occupiers shall be responsible for any service charges and estate management charges.

O. Public Art

40. Prior ~~to implementation~~occupation of 75% of the ~~planning permission~~private units in RBKC, a contribution of £100,000 for the provision of a public work(s) of art in location(s) approved by the Council in the vicinity of the development.

New para 6.1

Lots Road Section 106 Heads (Draft)

#3

General Principles

i. All payments herein shall be made to The Royal Borough of Kensington and Chelsea unless indicated otherwise.

ii Interest on any financial contributions will be retained by the recipient and used for the specified purposes.

iii All ~~financial~~transport contributions shall be index linked from the earlier of the date of signing of the section 106 agreement or the date six months after the Committee resolution recommending approval of the proposals unless indicated otherwise.

iv Implementation of the planning permission excludes demolition of ancillary buildings and decommissioning/decontamination of the power station.

v. Any contributions (or parts thereof) not expended by the recipient within ~~10~~ 15 years of receipt on the purposes for which the contribution was provided shall be refunded to the developer together with any interest accrued thereon.

A. Environmental Improvements

1. A contribution, payable by the developer on implementation of the planning permission, of £200,000 to fund implementation of improvements to the Lots Road/Cremorne Road Junction including a signal maintenance agreement.

2. A contribution of £400,000 – 25%, payable by the developer on implementation of the planning permission in RBKC~~, of £400,000~~ and 75% payable 18 months after implementation (unless otherwise agreed with RBKC) to fund implementation of a streetscape improvement zone approved by the Council in the 'Lots Road Triangle' to include pavement treatments, street trees and other street scene improvements.

3. A contribution, payable by the developer of ~~£410,000~~260,000 to fund implementation of cycling measures including 'Toucan' crossings, cycle routes and cycle parking in connection with routes beginning in the vicinity of the development. The contribution ~~of £410,000~~ is to be paid in ~~four~~three tranches: ~~£100,000 to LBHF on the commencement of the development in LBHF; £50,000 to LBHF and~~ £60,000 to RBKC on commencement of construction of either Block HF1 or ~~Block~~ HF2; £100,000 to RBKC on the commencement of the development in RBKC; and £100,000 to RBKC on commencement of construction of the 201st unit in RBKC.[1]

4. A contribution, payable by the developer of ~~£200,000~~133,000 to fund implementation of improved pedestrian facilities in the vicinity of the development including signage, street lighting and other environmental improvements. The contribution of ~~£200,000~~133,000 is to be paid in ~~four~~three tranches: ~~£50,000 to LBHF on the commencement of the development in LBHF; £17,000 to LBHF and~~ £33,000 to

[1] A contribution of £150,000 is also made in relation to cycling measures as follows: £100,000 to LBHF on the commencement of the development in LBHF; and £50,000 to LBHF on commencement of construction of either Block HF1 or Block HF2.

#3

RBKC on ~~the~~ commencement of construction of ~~Block~~Blocks HF1 ~~or Block~~and HF2; £50,000 to RBKC on the commencement of the development in RBKC; and £50,000 to RBKC on commencement of construction of the 201st unit in RBKC[2].

B. Public Transport

5. A contribution of £650,000 towards improvement and extension of the buses in the C3 ~~bus service~~corridor to be paid to LBHF on the commencement of the development in LBHF[3]. ~~The contribution shall be forwarded to TfL London Buses for implementation of the service improvements.~~

6. A contribution of £1,700,000 on the earlier of occupation of 50% of residential units in RBKC or the commencement of development ~~within the RBKC~~of Block HF3C in LBHF to subsidise a new bus route from Sands End to Westminster via the Embankment[4]. ~~The contribution shall be forwarded to TfL London Buses for implementation of the service improvements.~~

6.1 'New bus stops for Embankment and C3 - ~~£15,000 to be paid to LBHF and £~~75,000 to be paid to RBKC on the commencement of the development in LBHF and a further £90,000 to be paid to RBKC on ~~the commencement~~occupation of ~~the development~~50% of residential units in RBKC[5].'

7. Prior to occupation of the first private residential unit in RBKC, an annual contribution of £50,000 (which shall not be index linked) for a period of 5 years to support an upgraded river boat service running from Chelsea Harbour Pier to Embankment via intermediate piers during peak hours. Developer to direct funds to appropriate operator.

8. A contribution of ~~£200,000~~30,000 (not index linked) to upgrade passenger facilities and access to Chelsea Harbour Pier. ~~£170,000 to be paid to LBHF and £~~30,000 to RBKC on commencement of construction of Block HF1 or Block HF2~~.~~2[6] subject to agreement with Chelsea Harbour Ltd and obtaining all necessary consents, otherwise to be used for other river transport measures.

9. A contribution of ~~£150,000~~100,000 to fund bus priority measures including upgrading of the Townmead Road bus gate. The contribution to be paid £50,000 to RBKC on commencement of development in LBHF a further £50,000 to RBKC on commencement of development in RBKC ~~and £50,000 to LBHF on commencement of development in LBHF for improvements to the bus gate~~.[7]

---

2 A contribution of £67,000 is also made to LBHF in relation to pedestrian facilities as follows: £50,000 to LBHF on the commencement of the development in LBHF; and £17,000 to LBHF on the commencement of construction of Block HF1 or Block HF2;

3 The contribution shall be forwarded to TfL London Buses for implementation of the improvements which are to be agreed by all parties.

4 The contribution shall be forwarded to TfL London Buses for implementation of the service improvements.

5 £15,000 also paid to LBHF for new bus stops for C3 and Embankment.

6 £170,000 also paid to LBHF.

7 £50,000 also paid to LBHF on commencement of development in LBHF for improvements to the bus gate.

10. A contribution of £1,000,000 [8] towards provision of a railway station on the West London Line, £150,000 to be paid to LBHF for design and enabling work on the commencement of the development in LBHF and a further £850,000 to be paid to LBHF upon request by Strategic Rail Authority for the construction of the new station provided that if the monies are not expended on the station within 8 years of receipt then the monies shall be split equally between LBHF and RBKC and be expended on other public transport improvements and initiatives in the vicinity of and/or to facilitate transport to and from the development, such improvements and initiatives to be agreed between all the parties and for the avoidance of doubt if the sums or any parts thereof are not expended for the purposes for which they are paid within 3 years of receipt, the sums (and any interest thereon) shall be returned to the Developer.

C. Transport Co-ordination

11. Prior to first occupation of any residential accommodation within the development and for a period of 5 years, to appoint and retain a full-time on-site transport manager and ~~to~~ fund the operation of an intranet site providing up-to-date public transport information for residents in the development and the locality ~~for the lifetime of the development~~.

12. The ground floor unit identified as Transport Management Office on plan no. LRTW4/PA/05-004-A (or such other area as may be agreed with the Council) to be available on first occupation of any residential accommodation within the RBKC site for ~~the~~a ~~lifetime~~period of ~~the~~5 ~~development~~years as a reception point/waiting area for group transport pick-up. Provision of a designated off-street waiting area approved by the Council, easily accessible from this facility, for group transport vehicles.

13. A contribution of ~~£120,000~~60,000 to fund the development of school travel plans at local schools. £30,000 to be paid to ~~LBHF and £30,000 to~~ RBKC on commencement of construction of Block HF1 or Block HF2 and a further £30,000 to be paid to ~~LBHF and £30,000 to~~ RBKC on commencement of construction of the 201st unit in RBKC[9].

~~13.1 'Capital Cost of cycle pool to purchase cycles - £90,000 to be expended by developer in four equal tranches: on the commencement of the development in LBHF; on the commencement of construction of Block HF1 or Block HF2; on the commencement of the development in RBKC; and commencement of the development in RBKC; and commencement of construction of the 201st unit in RBKC.'~~

~~13.2~~ '13.1 Cycle training - £5,000 to be paid to ~~LBHF~~RBKC on the commencement of the development in ~~LBHF and a further £5,000 to be paid to~~ RBKC ~~on the commencement of the development in RBKC~~[10].'

~~13.3 'Capital Cost of Green Travel Plan of £120,000 to be expended by developer and further on-going costs for life of development in relation to GTP implementation, monitoring & review including the provision of an internet pick-up facility.'~~

13.2 Other[11][12]

---

[8] LBHF/RBKC to discuss initial split of money further.

[9] £30,000 also to be paid to LBHF on commencement of construction of HF1 and HF2 and a further £30,000 to be paid to LBHF on commencement of construction of 201st unit in RBKC.

[10] £5,000 also to be paid to LBHF on the commencement of the development in LBHF.

D. Car Parking

14. Prior to occupation of 50% of the private units in RBKC , a contribution of £1,500,000 to fund the provision of additional off street parking[13] in the Lots Road ~~Area~~area shown hatched on the plan[14].

15. Provision of up to 36 car parking spaces within the development for car pool use and public use to replace on street bays lost to bus route improvements on Lots Road, such spaces to be provided prior to the street bays being lost. The bays to operate in accordance with a management regime approved by the Council, to include charges and maximum stay period. This to include evening use by restaurant customers.

~~16. Provision of car club parking facilities within the development to be provided in phases with initial facilities being provided on occupation of 25% of the private units.~~

E. Construction Traffic

~~17.~~16. [Use of river transport for such proportion of materials and construction traffic to accord with details to be approved by the Council prior to implementation of the planning permission[15].]

~~18.~~17. [Implementation of a plan, approved by the Council prior to implementation of the planning permission, for routing and times of construction and demolition road traffic.[16]]

~~19.~~18. [Implementation of measures, approved by the Council prior to implementation of the planning permission, to ensure construction staff travel to and from the site by public transport and to prevent parking for private cars belonging to employees or contractors on any part of the site during demolition or construction.[17]]

F. Affordable Housing

50% of the affordable rented, shared ownership and entry level housing shall be completed and available for occupation prior to occupation of more than 50% of the private housing units within the RBKC site.

The remaining affordable rented, shared ownership and entry level housing shall be completed and available for occupation prior to occupation of more than 90% of the private housing units within the RBKC site.

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11 £90,000 (not index linked) to be expended by developer on a car club and cycle pool on an "as needed" basis.

12 Capital Cost of Green Travel Plan of £120,000 to be expended by developer and further on-going costs in relation to GTP implementation, monitoring & review including the provision of an internet pick-up facility.

13 RBKC –further details will be needed for the agreement.

14 RBKC – a plan will be needed for the agreement.

15 This should be a condition.

16 This should be a condition.

17 This should be a condition.

~~20. Provision in partnership with and through transfer to a registered social landlord, of~~ 19. Provision in partnership with and through transfer to a registered social landlord, of 105 affordable units of residential accommodation for rent. The rent cost to occupier of living in any affordable rented unit shall be Housing Corporation target rent. The occupier shall also be responsible for all service charges levied by the RSL ~~for internal RSL services~~ and any external estate management charges subject to a reasonable cap.

~~20.1~~ 19.1 [If the RSL is not able to accept transfer of rental dwellings referred to in para 20 within a period of 12 months from the date the units were offered to it then the developer shall seek to deliver these units as shared ownership in accordance with para 21.]

~~21. Provision in partnership with and through transfer to a registered social landlord, of~~ 20. Provision in partnership with and through transfer to a registered social landlord, of 39~~41~~ residential units to be sold/occupied on a shared ownership basis to persons from the Common Housing Register. The ~~costs of ownership will include any internal~~occupier shall also be responsible for all service charges levied by the RSL and any external estate management charges subject to a reasonable cap.

~~21.1~~ 20.1 [If RSL is unable to accept transfer of shared ownership dwellings in para 21 within a period of 12 months from the date the units were offered to it then the developer shall seek to provide these units as 'entry level' housing in accordance with para 22.]

~~22.~~21. Provision of 22 units of low cost 'entry level' residential accommodation for sale to persons in housing need who are registered on the Council's Common Housing Register and are employed as teachers, nurses, bus drivers, police officers, paramedics and fire fighters and such other occupations as may be nominated as key workers from time to time by the Council.

~~22.1~~ 21.1 A qualifying purchaser would purchase an entry level housing unit at 50% of the unit's open market value on the basis of a 999 year long lease. The freeholder would be entitled to receive a ground rent equivalent to 2% of 50% of the open market value of the unit at the time of initial purchase. This rent would be reviewed annually, based on the RPI in the previous year. The ~~purchaser~~occupier would ~~pay 100% of the~~also be responsible for all service charge and estate management charges for the unit purchased subject to a reasonable cap. The occupier shall also be responsible for all insurance and ground rent costs.

21.2 ~~22.2~~ The onwards sale of the unit would be permitted at 50% of its open market value at the time of sale, subject to the freeholder's retained interest and ground rent, to another qualifying purchase. After a period of five years of ownership, a purchaser would be entitled to buy a further 25% interest in the property from the freeholder.

~~23.~~22. All RSL affordable units within the development shall be constructed in accordance with Housing Corporation scheme development standards.

G. Remediation and Environmental Management

~~24.~~23. Implementation ~~[~~of ~~a remediation strategy~~the attached Remediation Strategy (as amended and/or updated to reflect legislation and best practice current at the time) in respect of land contamination~~, approved by the Council prior to implementation of the planning permission, and presentation of a validation report confirming removal of all contamination which presents a risk to be approved in writing by the Executive Director, Planning & Conservation prior to occupation of any part of the development~~. The ~~developers~~developer's environmental consultant to set up a reporting procedure with the Council to include on site meetings if required. The ~~developers~~developer's consultant to provide regular progress reports to the Council. The strategy to include measures for immediate notification of the Council and remediation in the event of any previously unforeseen contamination being identified during site investigation and risk assessment. ~~Additional funding for appointment by the Council for independent expert advice during the implementation of the remedial works in the event of unforeseen circumstances.~~

~~25.~~24. Implementation of ~~an environmental management plan, approved by~~ the ~~Council prior to implementation of the planning permission, throughout the life of the development~~Environmental Management Plan attached. Provision of funding, a public telephone number and office space for an on-site liaison officer to provide an advertised point of contact for the Council and members of the public from commencement of remedial works until completion of the development.

H. Chelsea Creek [To be discussed further. Please provide plan of area to be acquired (the Developer believes this is the Creek and the Basin) and area the subject of para 28.

~~26. [Not to implement the planning permission until the freehold interest in Chelsea Creek has been acquired by the Developer together with all future maintenance liabilities thereof.]~~

~~27.~~25. Implementation, [on acquisition of the freehold interest in Chelsea Creek,] and maintenance for the life of the development of ~~an environmental management plan approved by~~ the ~~Council~~Environmental Management Plan attached for the watercourse and associated wildlife habitats.

~~28. Implementation prior to substantial completion of the development, of a programme of works approved by the Council, to any parts of the Chelsea Creek watercourse remaining outside the Developers' ownership necessary in conjunction with the approved environmental management plan.~~

I. Community Facilities

~~29.~~26. Provision, on occupation of 50% of the total units in ~~the power station building,~~KC3, of premises within the development comprising 460 square metres net internal floorspace to accommodate the Ashburnham Community Association at a rent ~~approved by~~of £10,000 pa index linked from the ~~Council~~date of this agreement with capped and index linked service charges and estate management charges.

~~30.~~27. A contribution of £100,000 on completion of a rental agreement with the Ashburnham Community Association, to fund fitting out of the Community Association premises.

~~31.~~28. The ground floor unit of 131m² identified as a Doctors' Surgery on plan no. LRTW4/PA/05-004-A (or such other area of 131m² as may be agreed with the Council) to be used solely as a General Practitioners' surgery serving NHS patients and falling within Use Class D1(a) unless otherwise approved in writing by the Executive Director, Planning & Conservation. The occupier of the surgery shall be responsible for the market rent for the unit and any service charges and estate management charges.

J. Education Facilities

~~32.~~29. On occupation of 25% of the private units in RBKC, a contribution of £2,000,0000 to fund improved secondary and/or primary education facilities[18] in the vicinity of the development as shown on the plan[19].

K. Thames Path and Community Safety

30. ~~33.~~ Provision and maintenance by the developer of a section of Thames Path providing a designated ~~public right of way~~ route from ~~Chelsea Harbour via a new bridge~~ the River to Lots Road through the ~~plaza on the former east yard~~development within one month of substantial completion of the development such right of way to be provided only until such time as the subsequent linkage (referred to in para 30.1 below) is provided. ~~Provision for subsequent linkage to a future Thames Path section across the adjacent Cremorne Wharf site when this route becomes physically available through construction or redevelopment.~~

30.1 Provision for subsequent linkage to a future Thames Path section across the adjacent Cremorne Wharf site when this route becomes physically available through construction or redevelopment.

~~34.~~31. Provision on substantial completion of the development of a CCTV system and a scheme of lighting ~~approved by~~in accordance with the ~~Council~~specification attached for the ~~public~~privately owned but publicly accessible areas of the development.

~~35.~~32. The developer undertakes to secure prompt removal of graffiti, fly-posting and rubbish from any ~~public~~privately owned but publicly accessible areas within the site to standards approved by the Council.

L. Westfield Park

~~36.~~33. On occupation of 75% of the private units in RBKC, a contribution of £400,000 to fund specified improvements[20] to Westfield Park (as identified on the plan attached).

M. Sports Facilities

---

[18] RBKC – further clarification (definition) of what contribution will be used for will be needed for the agreement.

[19] RBKC – a plan will be needed for the agreement.

[20] JT – please provide.

~~37.~~34. On occupation of 75% of the private units in RBKC a contribution of £1,000,000 towards funding the provision of public sports facilities[21] in the vicinity of the development as shown on the plan[22].

N. Employment

~~38.~~35. Provision of an on-site construction training scheme to include

- An on-site recruitment facility for trainees
- ~~120 training weeks for every £4m of the construction contract [Please clarify]~~
- ~~0.25% of the value of the construction contract (based on an estimate approved by the Council)~~Reasonable endeavours to ~~fund the construction~~appoint sub-contractors that encourage training ~~programme (including trainee placement~~placements and support~~).~~ ~~[Please clarify]~~
- Trainee wages as in the Working Rule Agreement
- ~~Best~~Reasonable endeavours to obtain 20% of the workforce from the local area (West London)

~~39.~~36. Allocation on substantial completion of the development of two (Identified) Class B1 units at ground floor level or such other area of equivalent size as may be agreed with RBKC to be offered at 50% of market rent for a period of 3 years to tenants nominated by the developer approved by the Council to assist small business start-ups for local people. The occupiers shall be responsible for any service charges and estate management charges.

O. Public Art

~~40.~~37. Prior occupation of 75% of the private units in RBKC , a contribution of £100,000 for the provision of a public work(s) of art to be approved by the developer in location(s) nominated by the developer approved by the Council in the vicinity of the development.

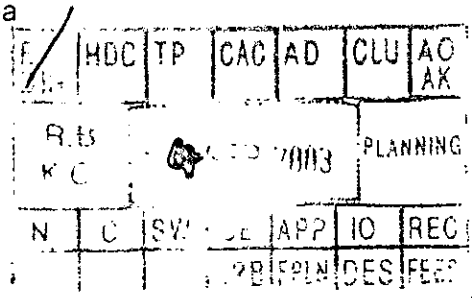
New para 6.1

[21] RBKC –further details will be needed for the agreement.
[22] RBKC – a plan will be needed for the agreement.

circadian

Date 1st September 2003

To Cllr Tim Ahern
Chairman
Royal Borough of Kensington & Chelsea
Town Hall
Hornton Street
London
W8 7NX



COPY JOHN THORNE

Your Ref

Our Ref

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Chelsea
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www.circadian-uk.com

Circadian Ltd and Circadian (CH) Ltd are joint venture companies between Taylor Woodrow Capital Developments and Hutchison Whampoa Properties Ltd.

Registered Office:
2 Princes Way
Solihull
West Midlands B91 3ES
England

Registered Nos.
3857131
4005637

Dear Cllr Ahern,

Lots Road Power Station Development

I am writing to let you know that next week we will be mounting an exhibition of our proposed development at the Town Hall prior to the Planning Services Committee meeting on September 15, 2003 when our planning application is due to be considered.

The exhibition will be available for viewing in the Civic Reception ground floor area between Monday 8 September and Friday 12 September, during all hours that the building is open.

Members of our professional team will be in attendance each evening between 4.30pm and 6.30pm, when you may be attending a meeting at the Town Hall, and they will be delighted to answer any questions you may have at this time.

For your convenience copies of the material we are displaying will be available to take away and will be sent out to those Planning Services Committee members who have been unable to attend.

Yours sincerely,

Andrew Locke
Project Director

Direct dial 01923 478 600
Fax 01923 478 818
Andrew.Locke@uk.taylorwoodrow.com

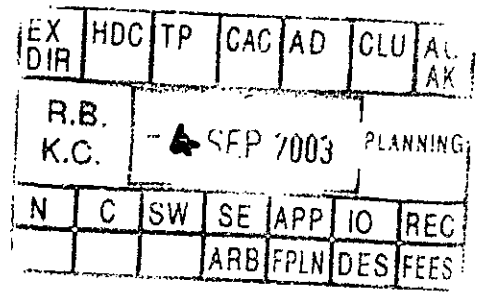
Cc. Mr Derek Myers, Chief Executive
Mr Michael French, Executive Director of Planning & Conservation

Hutchison Whampoa Property
The property group of Hutchison Whampoa Limited

Taylor Woodrow

RBKC Planning Committee

All addressed to:



Royal Borough of Kensington & Chelsea
Town Hall
Hornton Street
London W8 7NX

Cllr. Tim Ahern (Chairman)
Cllr. Tony Holt, B.Sc., F.I.Mech.E (Vice-Chairman)
Cllr. Mrs Victoria Borwick
Cllr. Terrence Buxton
Cllr. Miss Barbara Campbell
Cllr. John Corbet-Singleton, C.B.E.
Cllr. Andrew Dalton
Cllr. Jeremy Edge
Cllr. Nicholas Halbritter
Cllr. The Lady Hanham
Cllr. David Harland, C.B.E.
Cllr. James Husband
Cllr. Mrs Maighread Simmonds
Cllr. Miss Doreen Weatherhead
Cllr. Robert Atkinson
Cllr. Keith Cunningham
Cllr. Bridget Hoier
Cllr. Rima Horton
Cllr Dez O'Neill
Cllr. Ms Jenny Kingsley

28 August 2003

French, Michael: PC-Plan

From: French, Michael: PC-Plan
Sent: 05 September 2003 08:05
To: Cllr-Phelps
Subject: RE: Planning Services Committee 15 September 2003: Lots Road Planning Application

Councillor Phelps: Yes, as soon as it is available.

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

-----Original Message-----
From: Cllr-Phelps
Sent: 03 September 2003 16:28
To: French, Michael: PC-Plan; Councillors
Cc: Thorne, John W.: PC-Plan; Wyatt-Jones, Lesley: PC-Plan; Horan, Alice: PC-Plan
Subject: RE: Planning Services Committee 15 September 2003: Lots Road Planning Application

Please email a copy of this Report as soon as possible.

Thanks

BP

-----Original Message-----
From: French, Michael: PC-Plan
Sent: 03 September 2003 11:41
To: Councillors
Cc: Myers, Derek: CP-ChiefExec; Thorne, John W.: PC-Plan; Titcombe, Heidi: CP-Legal; Wyatt-Jones, Lesley: PC-Plan; Khan, Ali: CP-Gov; Horan, Alice: PC-Plan
Subject: Planning Services Committee 15 September 2003: Lots Road Planning Application

Dear Councillors,

As you will be aware, this application will be considered by the major applications Committee on 15 September. The applicants have asked for an opportunity to put on a small exhibition in the Town Hall which will comprise of about half-a-dozen panels and a model. The exhibition will take place in the Civic Entrance Hall from 8-15 September from 10.30 a.m.-6.30 p.m.; for some of the time, a representative from Circadian will be present.

The exhibition is open to the public and you may wish to advise any local residents who are interested of this opportunity. I would stress that this is an exhibition put on by the applicants, at their request, and is intended to provide information for interested parties.

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

French, Michael: PC-Plan

From: French, Michael: PC-Plan
Sent: 05 September 2003 08:04
To: Cllr-Shapro
Subject: RE: Planning Services Committee 15 September 2003: Lots Road Planning Application

Councillor Shapro: Yes, as soon as it is available.

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

-----Original Message-----
From: Cllr-Shapro
Sent: 03 September 2003 16:54
To: French, Michael: PC-Plan
Subject: FW: Planning Services Committee 15 September 2003: Lots Road Planning Application

Can I have a copy as well please

S H S

-----Original Message-----
From: Cllr-Phelps
Sent: 03 September 2003 15:28
To: French, Michael: PC-Plan; Councillors
Cc: Thorne, John W.: PC-Plan; Wyatt-Jones, Lesley: PC-Plan; Horan, Alice: PC-Plan
Subject: RE: Planning Services Committee 15 September 2003: Lots Road Planning Application

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Thanks

BP

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Sent: 03 September 2003 11:41
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Cc: Myers, Derek: CP-ChiefExec; Thorne, John W.: PC-Plan; Titcombe, Heidi: CP-Legal; Wyatt-Jones, Lesley: PC-Plan; Khan, Ali: CP-Gov; Horan, Alice: PC-Plan
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M. J. French,
Executive Director, Planning and Conservation.
020 7361 2944

LAW AND ADMINISTRATION
THE TOWN HALL, HORNTON STREET, LONDON W8 7NX

DIRECTOR OF LAW AND ADMINISTRATION GIFTY EDILA LLB, LLM, Solicitor

Michael Cunliffe
Forsters
Solicitors
67 Grosvenor Street
London W1K 3JN
BY COURIER

TELEPHONE **020-7361-2617**
FACSIMILE 020-7361-3843
DX 84015 Kensington High Street 2
E-MAILheidi.titcombe@rbkc.gov.uk

4 September 2003

My reference
HT/10027959

Your reference

Please ask for
Heidi Titcombe

Dear Michael,

RE: SECTION 106 AGREEMENT/HEADS OF TERMS
LOTS ROAD POWER STATION AND DEVELOPMENT

Further to our meeting yesterday I enclose copies of the following documents as promised, namely;-

1. Planning Brief dated February 1999 for Lots Road.
2. The original Environmental Statement – Appendix H Transport Assessment.
3. Environmental Statement Addendum – February 2003 including an assessment on Air Quality Data, Traffic Assessment and River Transport study.
4. A complete set of the drawings.

Please note that all these documents apart from the planning brief are my original copies so I do not have additional copies of them.

I am endeavouring to obtain a copy of the minutes of the meeting when the application was determined by Hammersmith and Fulham Planning Committee and hopefully I can provide you with this before I go on leave.

My last day in the office is Wednesday 3rd September and I will not be back until the 15th September so can you please contact John Thorne direct. His telephone number is 0207 361 2467. You already have his e-mail

address. We agreed that Derek Myers will need to approve the Heads of Terms before the fourth version can be sent to the developers solicitors. If you need any more assistance in the interim please do not hesitate to give me a call.

Kind regards,

Yours sincerely,

Heidi Titcombe
Senior Solicitor, Planning and Property Law Team
for the Director of Law and Administration

enc

2nd September 2003.

11 Edithia Mansions
Edith Grove.
London SW10
0NN.

Lots Road Planning Application
15th September 2003.

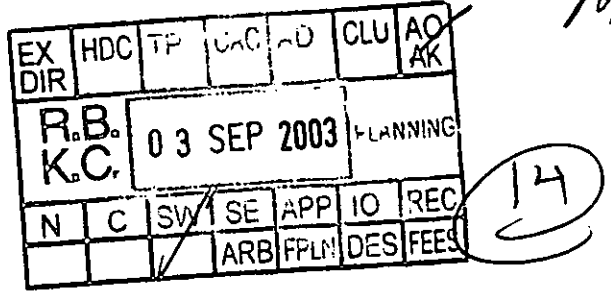
Dear Mr French.

The Leader has asked me to write, to you, to say that I wish to speak for the residents on The Lots Rd on the 15th September 2003.

Cllr Aherne has also been notified.

Yours sincerely

Maighread Simmonds



cc. MSF 4/9/03

Thorne, John W.: PC-Plan

From: Myers, Derek: CP-ChiefExec
Sent: 29 August 2003 10:55
To: Cllr-Redman; Cllr-Simmonds; Cllr-Kingsley; Cllr-Cunningham
Cc: Cllr-Cockell; Cllr-Moylan; French, Michael: PC-Plan; Thorne, John W.: PC-Plan
Subject: Circadian planning application .

Dear Councillors ,

As you know this application is still due to be considered by the Major Applications Committee on the 15th September .Mr French is on leave this week and I thought it might be helpful for you to have early notice of the following .

As it is a major application , and in order to allow councillors an opportunity to understand the proposals, Circadian have asked for an opportunity to put on a small exhibition in the Town Hall , which will consist of some panels and a model . They will be situated in the Civic Entrance hall from 8th to 15th September from 10.30am to 6.30pm . At least some of the time a Circadian representative will be present .

This exhibition is open to the public .You may wish to advise local residents of this opportunity . I understand that the new elements , which are extra to the material previously used for consulting with local residents , are details of the proposed community benefits , which the developer is offering as part of their application.

I understand Mr French's report will be available from the 8th September .

The Government Office for London have been invited by one or more of the interested parties locally to 'call -in ' the application for a public inquiry and determination by the Secretary of State . The Government Office have advised that they have no current plan to do this .

I trust this assists .

Derek Myers
Town Clerk and Chief Executive
020 7361 2299

To: Pallace Nigel
Cc: French, Michael: PC-GrpSvc; Parker, LeVerne: CP-Legal; Logan,
Stanley: HS-PlanRes
Subject: RE: LOTS ROAD - SECTION 106 AGREEMENT

Sensitivity: Confidential

Dear Nigel

It was not my intention to invite the Housing Corporation or the Developers to be involved in this meeting. It has been arranged in response to your E-Mail of 30th May which we interpreted as a request for an urgent discussion with us (RBKC).

John W Thorne

-----Original Message-----
From: Pallace Nigel [mailto:Nigel.Pallace@lbhf.gov.uk]
Sent: 04 June 2003 18:42
To: 'JohnW.Thorne@rbkc.gov.uk'; ''Michael.French@rbkc.gov.uk';
Stan.Logan@rbkc.gov.uk
Cc: Moralee Steve; Ruegg Ian; Reade Maria
Subject: FW: LOTS ROAD - SECTION 106 AGREEMENT
Sensitivity: Confidential

For info ahead of our planned meeting on June 10th. Are we inviting Housing
Corporation and do we want to have Circadian join us, say late in morning?

Nigel Pallace
Director of Environment
LB Hammersmith and Fulham
tel 020 8753 3000
e-mail: nigel.pallace@lbhf.gov.uk

-----Original Message-----
From: Pallace Nigel
Sent: 04 June 2003 18:31
To: 'QUAYLE, SOPHIE'
Cc: Beresford Andy; Entwistle Paul; Moralee Steve; 'alasdair.nicholls@native-land.com'; andrew.locke@uk.taylorwoodrow.com;
jim.pool@montagu-evans.co.uk; 'jonathan.trout@uk.taylorwoodrow.com';

...ade Maria
Subject: RE: LOTS ROAD - SECTION 106 AGREEMENT

Dear Sophie,

I reply to your e-mail of 3rd June as follows, following y
our numbering:

2. Please copy me the information you have received from
RBK&C as it is the
opposite of what I was advised to be RBK&C's position at t
he end of last
week.

4. It is not the performance of the RSL which we are conc
erned about, but
the guaranteed achievement of the selected RSL's ability t
o house people in
completed units under the full control of the RSL at affor
dable rents (and
with no hidden extras like service charges which could be
prohibitively
expensive rendering the accomodation unaffordable and beyo
nd a fair
interpretation of UDP policy). The comfort you have offer
ed to date
regarding handover is too weak, as you have given so littl
e information
about the nature of contract you would enter into with the
RSL. It may be
helpful if you offer a tighter definition of handover and
the nature of the
contractual obligation such that there could be no reason
why occupation
would not immediately follow, although that being the case
I cannot see why
you cannot accept occupation. You have the ability to pla
ce appropriate
obligations on the RSL in your contract with them after al
l. I would be
happy to include a reference to our not doing anything whi
ch may prevent the
RSL letting completed units within a set time limit (eg by
delaying our
nominations etc) if that is your concern.

1 and summary. With respect, it is no use just repeating
that your client
does not accept a cap on the cost of the housing to the oc

cupier, as without
some limit to the cost there will be no planning permissio
n. I would urge a
more constructive approach before time to report to the ne
xt committee
expires. I have repeatedly made it clear that this has NO
T been agreed, we
are working towards a formula I can take to Members and as
k them to support.
If I tell them there is no guarantee that any of the affor
dable units will
be occupied, that half the market housing could be built w
ithout any
affordable housing being delivered should you fail to agre
e terms with the
Housing Corporation and the chosen RSL, and that in any ca
se there is no
guarantee that all sorts of extra costs may not be passed
on to tenants over
and above target rent, what reaction would you expect? Es
timates are fine
but they are not legally enforcible. St George made all s
orts of estimates
which are not borne out in reality.

5. I will agree anything that both my colleagues in Housi
ng (Ian Ruegg) and
RBK&C can accept. I am advised that RBK&C do not accept t
hat they should
have no part in drawing up the final shortlist of at least
two.

Without prejudice, etc

Nigel Pallace
Director of Environment
LB Hammersmith and Fulham
tel 020 8753 3000
e-mail: nigel.pallace@lbhf.gov.uk

-----Original Message-----
From: QUAYLE, SOPHIE [mailto:Sophie.Quayle@herbertsmith.co
m]
Sent: 03 June 2003 16:47
To: 'nigel.pallace@lbhf.gov.uk'
Cc: 'Andy.Beresford@lbhf.gov.uk'; 'Paul.Entwistle@lbhf.gov
.uk';
'Steve.Moralee@lbhf.gov.uk'; 'alasdair.nicholls@native-lan
d.com';

andrew.locke@uk.taylorwoodrow.com; jim.pool@montagu-evans.co.uk;
'jonathan.trout@uk.taylorwoodrow.com'; QUAYLE, SOPHIE
Subject: LOTS ROAD - SECTION 106 AGREEMENT

Dear Nigel,

Thank you for your e-mail of 30th May. I have now discussed the points set out therein and respond as follows:-

1. I note that you are "to a degree comforted by the size of the estimated service charge". However, in paragraph 3 of your letter you refer to the need for a defined financial cap in relation to service charges. This is not acceptable to my client. At our meeting, we discussed with you the whole principle in relation to service charges and thought the matter had been agreed. Circadian has no control over what the RSL will charge in relation to "internal" service charges. We have given you an estimate of the "estate" service charge which we believe to be extremely reasonable in the circumstances. For these reasons, my client cannot agree to your proposal.

2. In relation to RBKC, the position indicated in your e-mail is not, to our mind, correct. There was a meeting on the 22nd April between Circadian and the Chief Executive of RBKC and Mike French and it was accepted in principle that TCI levels would not be mentioned in the Section 106 Agreement. This has been confirmed again today by RBKC.

3. In respect of point 3 of my e-mail we are happy to accept the wording you suggest.

4. In relation to delivery of affordable housing, again, Circadian is not able to accept any restriction relating to occupation of the affordable housing units. Circadian's obligations area to construct, complete and hand

over those units when they are ready for occupation and th
at they are
restricted from occupying open market units accordingly.
They have no
control over the occupation of those units. You are selec
ting the RSL and
it is that RSL that is responsible for ensuring occupation
of the affordable
housing units.

5. In relation to the selection of the RSL, I think t
here is some
confusion. We need to agree a short list with you. As su
ch, there will not
be an RSL on the list that you have not approved. From th
at approved list,
we then recommend at least two that we are prepared to do
a deal with. You
then have the final choice. As such, we will always end u
p with an RSL who
you have approved. Therefore, I hope the selection proces
s that we set out
is not an issue.

We are hoping to hear from Paul (and the other Officers) t
oday that the
other Heads of Terms are now agreed. I should be grateful
if you could
respond on these points as soon as possible as I am meetin
g my clients again
on Thursday morning to discuss the matter further.

Kind regards.

SOPHIE QUAYLE

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Thorne, John W.: PC-Plan

From: French, Michael: PC-Plan
Sent: 22 August 2003 15:14
To: Cllr-Kingsley
Cc: Cllr-Ahern; Thorne, John W.: PC-Plan
Subject: Lots Road

Dear Councillor Mrs. Kingsley,

Further to your e-mail of 22 August, as a Ward Councillor, I am sure that the Chairman will allow you the opportunity to speak; normally, 5 minutes, but on this application the Chairman may allow up to 10 minutes; I will consult with him.

Councillor Mrs. Simmonds has already, by her publicly expressed views, disqualified herself from sitting on this Committee; as it is a full Planning Services Committee, there will be no one replacing her.

Hopefully, the report will be available on 8 September.

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

Thorne, John W.: PC-PlanSvc

From: French, Michael: PC-GrpSvc
Sent: 27 June 2003 14:58
To: 'alasdair.nicholls@native-land.com'
Cc: Cllr-Cockell; Cllr-Moylan; Cllr-Ahern; Myers, Derek: CP-ChiefExec; Thorne, John W.: PC-PlanSvc; Spriggs, Sally: CP-ChfExec; 'jim.pool@montagu-evans.co.uk'
Subject: Lots Road Development

Dear Mr. Nicholls,

Given the recent decision by Hammersmith and Fulham to grant conditional planning permission, I have discussed possible Committee dates with the Chairman of the Planning Services Committee and we now propose to report your application to a full Planning Services Committee on 15 September. This will allow us time to finalise some minor matters in the application, and also to reach agreement on those matters to be contained within the Section 106 Agreement.

We had agreed earlier that a small public exhibition of the development would be welcome, and I can now suggest that this could be arranged for, say, 2-5 September, in the Town Hall. I am happy to make the necessary arrangements for you.

Perhaps you could confirm that this is acceptable to you so that the necessary arrangements can be put in place.

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

Taylor Woodrow

9 APR 2003

Taylor Woodrow
Developments Limited
4 Dunraven Street
London
W1K 7FB

Tel +44 (0)20 7488 0555
Fax +44 (0)20 7264 5309
taylorwoodrow.com

Derek Myers – by e-mail and post
Town Clerk & Chief Executive
The Royal Borough of Kensington & Chelsea
The Town Hall
Hornton Street
London
W8 7NX

Copy I Doolan.
cc M Frew.
J Dare
I Lo
Dr 9/4

Your ref
Our ref AJN/3/LRW

8 April 2003

Dear Derek

Lots Road Development

Thank you for your letter of 24 March.

As suggested I have contacted Ian Doolan of The Borough Valuers Department and I await his call back to me in order to get discussions moving on The Creek. We would be happy to go with your suggestion of Drivers Jonas as valuers.

Since we last met I have had further discussions with my partners in connection with point 2 of your letter and as indicated over the telephone last week, we are now in a position to come back to you to crystallise these discussions subject to establishing an agreed value for The Creek.

Accordingly my office will be in touch in order to set up a brief meeting to cover this and the other points raised, hopefully at some point within the next fortnight.

Yours sincerely

E. DIR	HDC	TP	CAC	AD	CLU	AC AK
R.B. K.C.	11 APR 2003				PLANNING	
N	C	SW	SE	APP	IO	REC
			ARB	FPLN	DES	FEES

22

Alasdair Nicholls
Regional Managing Director

Direct dial 020 7264 5317
Fax 020 7264 5309
alasdair.nicholls@uk.taylorwoodrow.com

cc Andrew Locke, TWD
Malcolm Kerr/Jim Pool, Montagu Evans

What we (as planning authority.... without prejudice etc) have or have not said on the TCI/S.106 issue:

Our housing department have advised they would like us to include a TCI figure as a head of agreement. The developers have indicated they would not sign up to an agreement containing such a clause. We have neither said we will definitely include it nor have we said we will definitely not.

Telephone conversations with Jim Pool have established that their objection to such a restriction centres around their desire to be in a position to (a) Seek a higher level of subsidy from the Housing Corporation and (b) Seek 'top up' from the selected RSL partner's reserves to get the best price for transfer of the affordable units. His stated opinion is that it is not appropriate for the Planning Authority to seek to influence the terms of the deal between two third parties by means of the S.106.

We have responded to the effect that we will seek to include such clauses which will achieve the clear planning objective of affordable housing provision. Namely to ensure the delivery of the number and mix of affordable units in conjunction with the selected RSL, at affordable rents/on appropriate shared ownership terms, at an agreed stage in the phasing of the development. We have also indicated this would need to include methodology for capping/index linking/apportioning estate service charges.

Thorne, John W.: PC-PlanSvc

From: Ruegg Ian [Ian.Ruegg@lbhf.gov.uk]
Sent: 03 June 2003 11:01
To: Pallace Nigel; 'JohnW.Thorne@rbkc.gov.uk'; 'Michael.French@rbkc.gov.uk'; 'Stan.Logan@rbkc.gov.uk'
Cc: Beresford Andy; Entwistle Paul; Moralee Steve; Reade Maria
Subject: RE: Lots Road

Dear All

Further to Nigel's e mail , we feel it would be very useful for us to meet as soon as possible. The only date, and the absolute latest for our committee purposes, we can make is 10.00 am on Tuesday 10th June.

I would suggest we meet from 10 - 11.00, should we have the HC there as well ?

We could then invite Circadian to join us at 11.00 ?

happy to meet at any venue.

Grateful for your confirmation and any comments as soon as possible.

Ian Ruegg

> -----Original Message-----
> From: Pallace Nigel
> Sent: 30 May 2003 18:23
> To: 'JohnW.Thorne@rbkc.gov.uk'; 'Michael.French@rbkc.gov.uk';
> 'Stan.Logan@rbkc.gov.uk'
> Cc: Ruegg Ian; Beresford Andy; Entwistle Paul; Moralee Steve; Reade
> Maria
> Subject: Lots Road
>
> Dear Royal colleagues,
>
> We urgently need to discuss if not agree affordable housing funding
> arrangements so we (LBHF) can go to committee in June. We may need
> another meeting with you next week?? Will phone on Monday, thanks.
>
> << Message: RE: LOTS ROAD >>
>
> Nigel Pallace
> Director of Environment
> Extension 3000
>
>
>

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French, Michael: PC-GrpSvc

From: Moralee Steve [Steve.Moralee@lbhf.gov.uk]
Sent: 29 April 2003 09:05
To: 'michael.french@rbkc.gov.uk'
Cc: Blackman-Shaw Beverley
Subject: Lots Road

Good morning Mike.

How are you getting on... A few questions if that is ok

When will you be able to get your comments over to us on the first draft of our report that Paul Entwistle sent over to your colleagues a couple of weeks ago.

Can we have a draft of your heads of agreement

West London Line - I think at our meeting with Nigel etc at your office a few weeks ago it was agreed H&F would keep the money for West London Line - station in our borough and partly committed against future issues on Imperial Wharf site etc. However, Jim Pool tells me you think differently?

Finally our report is not ready for 7th May committee. Applicants aware of this. Next committees 4th and 25th June. How are you getting on? My legal advice is to go for 25th June with a legal agreement that is already to be signed. If there is delay between resolution to grant and signing of legal agreement this gives the likes of Richard Buxton more time to probe for judicial review.

Look forward to hearing from you.

Steve Moralee
HEAD OF DEVELOPMENT CONTROL
Environment Department
Ext 3565

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Thorne, John W.: PC-PlanSvc

From: Parker, LeVerne: CP-Legal
Sent: 25 February 2003 17:41
To: Thorne, John W.: PC-PlanSvc
Subject: RE: Lots Road

John

Thank you for your e-mail.

I have read the report and have no concerns re factual matters but others are in a better position to advise. I note the comments in para 32 about the timing of the transport payments and the need for them to be index linked. If we agree this is something to be highlighted in the heads of terms in the report.

LeVerne

LeVerne Parker
Chief Solicitor
For Director of Law and Administration

Telephone - 020 7361 2180
Fax - 0207 361 3843
(Secretary: Sue Billington Ext: 2610)

-----Original Message-----
From: Thorne, John W.: PC-PlanSvc
Sent: 24 February 2003 09:44
To: Bennett, Mark: ES-SSDD; Booth, Nick: PC-PlanSvc; Carroll, Richard: CP-Val; Case, Richard: ES-HwayTraf; Denington, Guy: ES-EnvHlth; Doolan, Ian: CP-Val; French, Michael: PC-GrpSvc; Gajic, Vera: CP-Comm; Hughes, Amanda: ES-EnvHlth; Jackson, John: PC-BlgCtrl; Jane, Rebecca: ES-EnvHlth; Logan, Stanley: HS-PlanRes; McAleer, Jill: EL-ManagPR; Mcdonald, David: PC-PlanSvc; Mcgarvey, Joan: ES-SSDD; Morse, Paul: ES-EnvHlth; Myers, Derek: CP-ChiefExec; Nick.Corbett; Parker, LeVerne: CP-Legal; Rust, Tracey: PC-PlanSvc; Turner, Chris: PC-PlanSvc
Subject: FW: Lots Road

Dear All

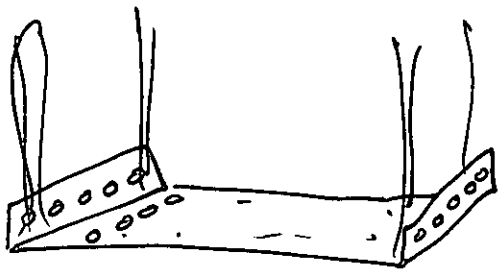
Attached is GLA case officer Colin Wilson's draft report to the Mayor. Please let me know if you spot anything of concern (factual) and I will get back to him.
-JT
-----Original Message-----
From: Colin Wilson [mailto:Colin.Wilson@london.gov.uk]
Sent: 24 February 2003 09:24
To: plnjwd@rbkc.gov.uk; paul.entwistle@lbhf.gov.uk
Subject: Lots Road

Paul and John

Attached is the draft report for the Mayor of <<0066CW08 Stage 1 Report Addendum.doc>> 26.2.03

Regards

colin



Thorne, John W.: PC-PlanSvc

From: Titcombe, Heidi: CP-Legal
Sent: 10 February 2003 13:00
To: Case, Richard: ES-HwayTraf; Thorne, John W.: PC-PlanSvc; Yorke, Rachel: ES-HwayTraf
Subject: RE: Section 106 Agreement

Dear All,

I was on leave on Friday and have received this message from Richard. I do not believe Legal have been instructed in relation to this matter. We would need to be fully instructed before legal could attend any meeting with Developers. Can someone please let me have details and I can decide who to allocate this matter to. Can you please make sure the solicitor concerned can also attend the meeting date you have in mind.

Many thanks

Heidi

-----Original Message-----
From: Case, Richard: ES-HwayTraf
Sent: 06 February 2003 18:40
To: Thorne, John W.: PC-PlanSvc; Titcombe, Heidi: CP-Legal; Yorke, Rachel: ES-HwayTraf
Subject: FW: Section 106 Agreement
Importance: High

Dear All,
I am leave until tuesday.
John can you liase with Heidi, as to whether this meeting should go ahead at this stage (before the supplementary report has been received) and whether legal input is needed and advise Rachel of the outcome.

Rachel
Can you please reply to Symmonds once the above is known, with acceptable dates from legal and my diary.

Thanks

Richard
-----Original Message-----
From: Anita Medden [mailto:Anita.Medden@Symonds-group.com]
Sent: 06 February 2003 14:19
To: 'richardcarr@tfl.gov.uk'; 'dan.fisher@tfl-buses.gov.uk'; 'richard.case@rbkc.gov.uk'; 'chris.bainbridge@ldhf.gov.uk'; 'mike.olizar@ldhf.gov.uk'; 'jim.pool@montagu-evans.co.uk'; 'sophie.quayle@herbertsmith.com'
Subject: Section 106 Agreement
Importance: High

Good Afternoon.

I would like to set up a meeting with yourselves and Mike Lewin of Symonds regarding the Heads of Term on Section 106 Agreement.

I have listed below some possible dates of availability and would appreciate if you could reply with the ones that you can make:
February

13th all day
14th "" ""
17th "" ""
19th PM
20th all day
21st "" ""

Richard Carr, Richard Case and Chris Bainbridge
Mike suggested having your lawyers present on this one, so if you could let me know if you decide to do this so I can book a big enough meeting room at our offices.

Kind regards

Anita Medden

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Thorne, John W.: PC-PlanSvc

To: steve.moralee@lbhf.gov.uk
Cc: French, Michael: PC-GrpSvc
Subject: Lots Road

To: steve.moralee@lbhf.gov.uk

Dear Steve

With reference to your E-Mail of 29th April:

Draft Report- Paragraph 2.6 does not mention that the revised Site A proposal now includes provision of a 100 space (Private) nursery. I don't have any other comments at this stage.

Heads of Agreement- This is still a work in progress, I anticipate being able to get you something within a week or so as John Thorne has now returned from paternity leave.

West London Line: As you know, we are fully supportive of the new station at Sands End, and whilst the SRA appear now to be supportive, we do not yet have any agreement from the train operators. If the station were to fail, my Council would wish to be able to use its share of the £1m. to effect other transport improvements in the area. I would therefore like to secure £500,000 in my legal agreement subject to it being used in consultation with you on area traffic improvements. I would hope that you would be agreeable to this.

Committee Dates -Thank you for the update. Please let us know if circumstances change.

Sunlight & Daylight- Regarding your E-Mail to John. Our approach is to look at the overall conclusions of our consultant on the relevance of the various BRE tests. I think we will be asking for additional information in the form Daylight Distribution Plans in respect of the affected properties and more comprehensive sunlight tables. I have sent a copy of our consultant's letter dated 12th March to Paul Entwistle. Please note this is confidential and not to be placed on a public file.

Michael French
Executive Director, Planning & Conservation

Thorne, John W.: PC-PlanSvc

From: Titcombe, Heidi: CP-Legal
Sent: 15 August 2003 10:20
To: 'QUAYLE, SOPHIE'; Titcombe, Heidi: CP-Legal
Cc: Thorne, John W.: PC-PlanSvc; andrew.locke@uk.taylorwoodrow.com; jonathan.trout@uk.taylorwoodrow.com; jim.pool@montagu-evans.co.uk; alasdair.nicholls@native-land.com; French, Michael: PC-GrpSvc; Myers, Derek: CP-ChiefExec
Subject: RE: LOTS ROAD - RBKC SECTION 106 AGREEMENT

Dear Sophie,

I refer to the proposed amendments to the Heads of terms attached to your emails of 1st and 7th August.

My Clients consider many of the amendments requested represent a substantial change to the terms which were agreed during the negotiations, the most contentious concerning the affordable housing provisions. My Clients had a meeting with Andrew Locke and Jim Pool on 13th August to discuss the contentious points and to explore whether common ground could be achieved on other points.

Andrew Locke and Jim Pool agreed to reconsider the points discussed and revise their proposed amendments and we look forward to receiving their further revisions in due course.

So far as your queries concerning Chelsea Creek are concerned, Andrew Locke acknowledged that these matters should be raised with the Council's Valuers and the independent expert who has been instructed to carry out a valuation. Mr Locke will clarify the issues raised.

Kind regards

Heidi.

Heidi Titcombe
Senior Solicitor of the Planning and Property Team
For the Director of Law and Administration
Royal Borough of Kensington & Chelsea
Tel: 020 7361 2617
Fax: 020 7361 3843
(Secretary: Mrs Sue Billington 020 7361 2610)

-----Original Message-----
From: QUAYLE, SOPHIE [mailto:Sophie.Quayle@herbertsmith.com]
Sent: 08 August 2003 18:26
To: 'Heidi.Titcombe@rbkc.gov.uk'
Cc: JohnW.Thorne@rbkc.gov.uk; andrew.locke@uk.taylorwoodrow.com; jonathan.trout@uk.taylorwoodrow.com; jim.pool@montagu-evans.co.uk; alasdair.nicholls@native-land.com
Subject: RE: LOTS ROAD - RBKC SECTION 106 AGREEMENT

Please note that there are 39 shared ownership flats.
For some reason, the track change deleting the "41" in point 21 has not worked. Apologies.
Sophie

-----Original Message-----
From: Heidi.Titcombe@rbkc.gov.uk [mailto:Heidi.Titcombe@rbkc.gov.uk]
Sent: 07 August 2003 17:28
To: QUAYLE, SOPHIE
Cc: Heidi.Titcombe@rbkc.gov.uk; JohnW.Thorne@rbkc.gov.uk; andrew.locke@uk.taylorwoodrow.com; jonathan.trout@uk.taylorwoodrow.com;

jim.pool@montagu-evans.co.uk; alasdair.nicholls@native-land.com
Subject: RE: LOTS ROAD - RBKC SECTION 106 AGREEMENT

Dear Sophie,

Thank you for your email. Please note LeVerne Parker is now on maternity leave so please address all future correspondence to me.

I will need to consider your proposed amendments with my Clients and I will revert to you in due course.

Kind Regards

Heidi Titcombe
Senior Solicitor, Planning & Property Team
Royal Borough of Kensington & Chelsea
Tel: 020 7361 2617
Fax: 020 7361 3843
(Secretary: Mrs Sue Billington 020 7361 2610)

-----Original Message-----
From: QUAYLE, SOPHIE [mailto:Sophie.Quayle@herbertsmith.com]
Sent: 07 August 2003 16:57
To: 'LeVerne.Parker@rbkc.gov.uk'
Cc: 'Heidi.Titcombe@rbkc.gov.uk'; 'JohnW.thorne@rbkc.gov.uk'; 'andrew.locke@uk.taylorwoodrow.com'; 'jonathan.trout@uk.taylorwoodrow.com'; 'jim.pool@montagu-evans.co.uk'; 'alasdair.nicholls@native-land.com'; QUAYLE, SOPHIE
Subject: LOTS ROAD - RBKC SECTION 106 AGREEMENT

I refer to the Heads of Terms that I sent to you last week. Four additional items need to be added to those Heads of Terms. I set them out below.

6.1 'New bus stops for Embankment and C3 - £15,000 to be paid to LBHF and £75,000 to be paid to RBKC on the commencement of the development in LBHF and a further £90,000 to be paid to RBKC on the commencement of the development in RBKC.'

13.1 'Capital Cost of cycle pool to purchase cycles - £90,000 to be expended by developer in four equal tranches:-on the commencement of the development in LBHF; on the commencement of construction of Block HF1 or Block HF2; on the commencement of the development in RBKC; and commencement of the development in RBKC; and commencement of construction of the 201st unit in RBKC.'

13.2 'Cycle training - £5,000 to be paid to LBHF on the commencement of the development in LBHF and a further £5,000 to be paid to RBKC on the commencement of the development in RBKC.'

13.3 'Capital Cost of Green Travel Plan of £120,000 to be expended by developer and further on-going costs for life of development in relation to GTP implementation, monitoring & review including the provision of an internet pick-up facility.'

For convenience, I also enclose a revised Heads of Terms (both clean copy and marked up version) with these items included.

I look forward to hearing from you in relation thereto.

Kind regards.

SOPHIE QUAYLE.

<<LONDON_10_350451_1.RTF>>

<<LONDON_10_327593_3.DOC>>

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The Royal Borough of Kensington and Chelsea

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ROYAL BOROUGH OF KENSINGTON & CHELSEA - LEGAL SERVICES

FILE ATTENDANCE NOTE

Form 7.1/1002

Attendance Type:
Tel. In **Tel. Out** **Meeting** x **File Work** **Court**
Other:

Date & time of attendance:
12th August 2003

File number/file name:	**Attendance with** (name/s):
Lots Road	John Thorne Mike French Jim Pool of Montagu Evans Alasdair Nicholls

Details: (including duration of attendance if appropriate)

I had a preliminary meeting with John Thorne who brought me up to date regarding this matter. He explained that the Heads of Agreement which were sent out by LeVerne were prepared on the basis of the discussions which had taken place between Derek Myers and the Developer and is based on the development proposal (draft 3) which was prepared in relation to the site.

John advised in his e-mail of 5th August that he considers there has been a considerable amount of back tracking by the Developer especially on the issue of Environmental Improvement Payments, which had been agreed in principle and the affordable housing provisions. The amendments concerning affordable housing are totally unacceptable.

This meeting has been called simply to find out whether the amendments which have been provided by the developers solicitor represent the developers views or whether it is case of the lawyers simply getting hold of the matter and inserting their usual standard clauses.

When Mr Poole and Alasdair Nicholls arrived John Thorne outlined the reason for the meeting as indicated above.

We dealt with the following issues;-

1. **<u>Did the solicitors have authority to make the amendments enclosed with the Solicitors e-mail of the 1st August,</u> because JT advised that some of the amendments represent a substantial change to the negotiations which the Council considered had been agreed. If the developers do require these amendments, the Council will require their written justification as to why the amendments have been proposed.**

   AN confirmed that the amended document does represent the developers views and the solicitor had authority to send it out. He considers it does reflect the discussions which had taken place with the Transport officer and Derek Myers. He acknowledges that the biggest issue concerns affordable housing.

2. Both JP and AN confirmed that they had no intention to re-negotiate the contributions although the timing of those contributions was never discussed previously.

3. JT advised that the timing of the contributions and for the provision of affordable housing is negotiable although some contributions/requirements will be more important than others. JT advised that the Council had not gone through each and every clause of the amended document to see which of the points are or are not agreed at this stage. AN asked whether the Council could consider the timing issue and advise the developers which contributions they need at a particular time and the rationale behind this.

Action MJF/JT

4. AN confirmed that the contributions do tie in with the LBHF and he believes that the figures do add up.

5. *Index Linking* – AN and JP accepted that the developers have acknowledged the principle of index linking with LBHF and there is no reason why the same principle should not be applied to R.B.K.C. If the amendments do not reflect this, they are incorrect.

6. AN indicated that there may have been an issue regarding index linking in relation to the transport contribution because the transport contribution may have been increased to take into account the possible effect of index linking. HT commented that if the Council were prepared to negotiate longer times for the payment of the contributions then it was more important that those contributions were index linked especially as AN indicated that it would be some years before this scheme would be implemented. The remediation of the power station will take possibly two years alone so the first tower may not be built until 2007/8.

7. MJF advised that the Council is normally willing to accept phasing for the affordable housing however it would expect 100% of the affordable housing to be provided before 80% of the private housing is available for occupation.

8. *Chelsea Creek* – JT advised that his understanding is that the valuers and the developers have appointed a joint expert to advise on the value of the site so they should be able to advise whether a figure of £250,000 has been agreed and secondly whether the area to be included in the sale includes the basin as raised in Sophie Quayle's e-mail of 1st August. Clearly this is a matter as between the Councils Valuers and the Developers. AN agreed and he will liase with the valuers to clarify this point.

Action AN

9. *Employment* – JT advised that the agreement should include a restriction concerning the use of the B1 units. So far as the start up units are concerned he does not mind where they are on the site but it was agreed that these need to be identifiable either by reference to floor space or on a plan. AN will deal with this.

Action AN/JP

10. *Transport* – JP felt that the amendments represent the negotiations which he thought had been agreed between Royal Borough of Kensington and Chelsea and the developers but he will liase with Richard Case to make sure this is the case.

11. *Chelsea Harbour Pier* - This is dealt with in paragraph 8 of the Heads of Terms, AN indicated that they may not be able to up grade the Pier facilities unless the owners of the Pier agree. If they do not agree the developers would like to build another pier which will connect the R.B.K.C. site. MJF indicated that this may be a possibility however it would cost the developers nearer £1m rather than a £200,000 contribution. AN appreciated this.

12. *Affordable Housing* – This is the main area of contention. JT made it quite clear that the amendments proposed by the developers solicitor do not reflect the terms which were agreed. In particular it is crucial that the service charge level is capped, rental costs also need to be capped and the cascading provisions are totally unacceptable because it undermines the whole scheme and gives the perception that the affordable housing may not be deliverable if the developer is not able to recover funding for the total value from the Housing Corporation. JT recommended strongly that the cascading provisions should be removed otherwise he will not be able to recommend approval of the scheme and in any event it is unlikely that Members will be prepared to approve the scheme on this basis. Also it is imperative that service charges are capped.

    An important factor is that our affordable housing provisions were drafted on the basis of the provisions the developer has agreed with LBHF and the Council sees no reason why the provisions for R.B.K.C. should be less favourable than those that have been agreed with LBHF.

    AN acknowledged that the provisions negotiated with LBHF are more favourable but his board simply will not allow him to agree the same proposals with R.B.K.C because it will affect the profit margins of the scheme in its entirety.

    It was made clear to AN that it is for them to calculate the cost of the provision of affordable housing and the likely subsidy recovered from the Housing Corporation and they have to build this figure into their scheme. It is for the developer to take the risk and not for the Council to take the risk that the affordable housing may not be deliverable as affordable homes at the end of the day. HT indicated that if the developers want to minimise their risk they should be negotiating with the Housing Corporation and possibly RSL's at this stage so that they can obtain agreements in principle regarding the funding even though the affordable housing will not be provided for some time. This would seem sensible because JP indicated that the first block to built will be the affordable housing block.

    JT raised concerns about Clause 21.1 which relates to entry level housing. The developers solicitor has inserted a phrase of "50% of the units open market value", however JT pointed out that this is far too open ended because the Council does not know what the open market value is or will be. AN explained that he thought this clause had been agreed and he referred to a letter dated 28th October 2002 from Montagu Evans a copy of which was provided. Council officers pointed out however that these figures had been estimated on the basis of an individual being able to provide a deposit of 15% and this may not be realistic. AN will look at these figures again and the clause.

The Developers will reconsider the affordable housing provisions.

Action AN

AN had to leave the meeting at 12.30 and we summarised what needs to be done.

It was acknowledged that it was very helpful to have this meeting.

Action AN

Summary of Action to be taken

1. The Council will consider the timing of the contributions and indicate which contributions will be needed earlier and the justification for this.

   Action JT/MF

2. AN will contact the Valuers to clarify the position regarding Chelsea Creek.

3. AN and JP will consider the balance of the points mentioned and assess whether they can revise their proposals especially regarding the affordable housing provisions.

   Action AN/JP

4. The sunlight tables are still needed.

   Action JP

5. The Council is still awaiting clarification from the developer regarding the ground floor units. The Doctors Surgery is mentioned in the Heads of Terms but the food store will need to be covered by a condition.

   Action JP

6. The B1 units will need to be identified by reference to total floor space or indicated on the plans.

   Action JP

7. A3 blow up plans are still awaited from the developer.

   Action JP

8. Finally JP advised that the Council should be receiving a copy of the Exhibition which will take place on 8th ,9th and 10th September. This is limited to Members and it was agreed that it should take place between 10.30 and 6.30 pm.

9. Jim Poole will prepare a note of the meeting and send to John Thorne for approval.

Pre meeting 10:40 – 11:00

Meeting 11:00 – 12: 45

HSCT **Date: 19/08/03**

Thorne, John W.: PC-PlanSvc

From: Planning: PC-PlanSvc
Sent: 30 June 2003 10:41
To: French, Michael: PC-GrpSvc; Thorne, John W.: PC-PlanSvc
Subject: FW: Lots Road Development Plan

QM 757.
9/7.

-----Original Message-----
From: Charles Pelham [mailto:cppelham@hotmail.com]
Sent: 28 June 2003 16:31
To: planning@rbkc.gov.uk
Subject: Lots Road Development Plan

0/5T

cc. Mr. Michael French

Dear Councillor Redman and Councillor Simmonds,

I was happy to receive the latest copy of Cremorne News so soon after Circadian' application was approved. Although I was able to attend the Planning Committee meeting, many people in the local community did not attend due to the lack of notice given. Therefore, I am delighted that you have requested that the application be submitted to Kensington and Chelsea's Committee after the first week in September.

As you are probably aware, there was a heated debate during the meeting in which the Conservative Councillors raised many concerns about the development. It was clear to the attendees that the Labour majority save for one sane dissident voice had already decided to pass the application. Although Circadian's previous two applications were rejected by the Committee on a number of grounds, this application was passed, the only substantive change being an increase in the number of Affordable Units. Amazingly, the only part of the application which falls within the Unitary Development Plan for the borough is the amount of Affordable Units.

The following grounds for refusal remain:

1. The density level of the scheme is four times greater than the highest density identified in PPG3 and three times greater than GLA Draft London Plan Recommendations. The overall density of the current application is actually greater than that of the previous proposals.

2. The current application proposes two tower blocks, one at 25 stories and one at 37 stories (Note that the current tallest residential building in London is only 20 stories!) The last unsuccessful application proposed two towers at 25 and 39 stories. Such towers harm local views dwarfing the listed Power Station and will cast enormous shadows let alone mar the skyline along the Thames.

3. There is no provision for increased traffic in an already congested area other than the allocation of more C3 buses and the suggestion that residents of the new luxury flats will be encouraged to cycle to work. Such increase in bus service would only result in the ability to transport less than 20% of the proposed new residents during peak hours, not even considering the current residents. The Committee considered the application in the absence of the possibility of a new London Underground Station.

4. Since the number of new flats total 395 and only 267 parking spaces are provided, the surrounding streets will likely have to cater for at least 100 more Resident's Parking Spaces where parking is already stretched to the limit. Of course, there will be visitors and the constant commercial traffic that the Lots Road's Auction houses and businesses have always attracted.

5. There is a continuing deficit in local services such as health, education and open spaces for playing and other activities. The proposed closure of the only local amenity, the Ashburnham Community Association will injure the community. This Association provides a children's adventure playground, on site cafeteria and hall for various classes. Also, the closure of Cremorne Gardens adjacent to the Thames would be very distressing as it is the only bit of green remaining on Lots Road reminiscent of the original garden "lots" which lined this road.

As a resident of Lots Road, I welcome the development of the Power Station. However, perhaps a set of towers of 20 stories as well as some provision for open spaces would be a better option and in keeping with the original Unitary Development Plan for the borough.

I am particularly concerned that the Hammersmith and Fulham Council was so seduced by a few additional Affordable Housing Units, that they accepted all the developer Circadian's terms. Surely the Council is not so desperate for Affordable Housing that they could not even use their considerable bargaining power to negotiate a development which would meet a few more of their own planning goals. I look forward to the Kensington and Chelsea Council achieving much more success in this area.

Many thanks for your consideration,
Yours sincerely,

Clare Pelham
26 Lots Road
London SW10 0QF

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R.B. K.C. 30 JUN 2003 PLANNING
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ARB | FPLN | DES | FEES

(98)

Thursday 26th June 2003

Dear Mr French,

We note that the Borough of Hammersmith & Fulham's Planning Committee approved Circadian's Lots Road Development Plan on Wednesday 25th June. No doubt the Planning Application made to the Royal Borough will be due for consideration shortly. There are many concerns about its scale and density and the lack of transport and social amenities in the area to sustain such a large development.

The complete proposal has vast implications for the community we represent. It is essential that our residents have the opportunity to prepare their case and have confidence in the manner in which the Planning Services Committee handles the application itself.

As the local ward Councillors we would like you to give the following reassurances to us and residents. We request the following:

- That you will not submit the Lots Road Planning Application before Kensington & Chelsea's Planning Services Committee before the summer break. The earliest it should be considered is after the first week in September. This will give us and residents time to prepare and be available to attend the committee meeting.
- Normally planning applications are heard by a panel of 7 Councillors drawn from the larger Planning Services Committee. We believe that the Lots Road application is of such importance that it must be decided by the whole committee of about 20 Councillors eligible to attend.

We hope that you and Councillor Tim Ahern, Chairman of Planning Services Committee will agree to our two requests and look forward to your prompt response so that we can keep our residents informed.

Yours sincerely,

Cllr Steven Redman

Cllr Maighread Simmonds

JT

French, Michael: PC-GrpSvc

From: Thorne, John W.: PC-PlanSvc
Sent: 25 June 2003 16:47
To: French, Michael: PC-GrpSvc
Subject: RE: Lots Road Power Station

Mike

I consider it would be prejudicial to RBKC's position on the scheme as a whole to express an opinion on a 'single' issue at this point. It would in any event be a matter for Members of the Planning Services Committee who have not yet had the opportunity to consider it.

I am not aware of any material impact on the amenities of property within RBKC arising from the proposed tower. The wider issue is one of opinion on the design principles of a high building in that location. The available expert opinions on that issue are not conclusive.

Given the state of negotiations therefore, the answer is no.

JT

-----Original Message-----
From: French, Michael: PC-GrpSvc
Sent: 25 June 2003 16:36
To: Thorne, John W.: PC-PlanSvc
Subject: FW: Lots Road Power Station

-----Original Message-----
From: dll@davidlelay.co.uk [mailto:dll@davidlelay.co.uk]
Sent: 25 June 2003 16:09
To: Michael.French@rbkc.gov.uk
Subject: Lots Road Power Station

Dear Mr. French

I am sure you are aware that the Circadian development in LBH&F is due to go before their committee this evening.

Am I correct in assuming that RBK&C have raised an objection to the prospect of a 39 storey block of flats just a few metres from its boundary?

Regards

David Le Lay

Agreed. I told the Chairman
Sorry last night we had not raised
any objection ~~to the~~ officer. in the F

1/7/03

Thorne, John W.: PC-PlanSvc

From:	French, Michael: PC-GrpSvc
Sent:	14 July 2003 11:25
To:	Myers, Derek: CP-ChiefExec
Cc:	Cllr-Moylan; Cllr-Cockell; Cllr-Ahern; Thorne, John W.: PC-PlanSvc; Parker, LeVerne: CP-Legal
Subject:	Lots Road

I have just been informed by the West London River Group that they, together with the Lots Road Action Group and the Chelsea Harbour Residents' Association, have now written to The Rt. Hon. John Prescott, MP, asking him to call-in the above planning application for his own determination. I will let you know when I hear more.

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

Thorne, John W.: PC-PlanSvc

From: French, Michael: PC-GrpSvc
Sent: 30 June 2003 13:52
To: Khan, Ali: CP-Comm
Cc: Wyatt-Jones, Lesley: PC-PlanSvc; Horan, Alice: PC-PlanSvc; Thorne, John W.: PC-PlanSvc
Subject: Planning Services Committee: 15 September 2003

Ali:

Please could you notify all Members of the Planning Services Committee that a full meeting of the Committee will take place on 15 September 2003, principally to discuss the Lots Road development application.

Please note that Councillor Tim Ahern will chair the Committee on 15 September and Councillor Holt will chair the Committee on 2 September.

Thank you.

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

J.T.

French, Michael: PC-GrpSvc

From: French, Michael: PC-GrpSvc
Sent: 27 June 2003 07:55
To: Cllr-Ahern
Cc: 'uk'
Subject: Planning Services Committee 15 September 2003

Councillor Ahern:

As you know, Councillor Holt has now agreed to chair the Committee on 2 September. Hammersmith and Fulham has approved its part of the Lots Road development so I think we allow time for any Judicial Review (six weeks).

Are you now happy for me to notify all Members of the Planning Services Committee that a full Committee meeting will take place on 15 September to consider the Lots Road planning application?

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

French, Michael: PC-GrpSvc

From: French, Michael: PC-GrpSvc
Sent: 27 June 2003 07:57
To: Cllr-Holt
Cc: Cllr-Ahern
Subject: Planning Services Committee 2 September 2003

My apologies, the Planning Services Committee is on 2 September 2003.

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

10 JUN

IAN RUEGG
STEVE MORRISSEY
PAUL GROWCOTT
MARK PALLACE

JT
MJF
LP
SL

1R. Cost to RSL

Level of Service Charges

Selection of RSL

- 80% TCI

J.T. Summarised.

- N.P. Same

Discussion of service charge capping

Selection of RSL's

- Summary

1 Unlikely to include TCI

2 Very much interested in capping ~~BCP~~

3 Having listeners
- Subject to legal advice.

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA

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(TO BE RETURNED ON A WEEKLY BASIS)

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		Start Date	End Date* (If still away enter S/A)	Working days lost (Mon – Fri)	Working days lost (Sat-Sun)	Working hours lost	Is Self cert. or Med cert. Or ind. inj. Attached	(Please give reason for absence or sickness)	Date	(Pers use only)

* If still absent on the following Monday, mark column S/A for 'still away'
** Use indicator **'S'** for Self Cert, **'M'** for Medical cert or **'I'** for Industrial Injury.

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ROYAL BOROUGH OF KENSINGTON & CHELSEA - LEGAL SERVICES

FILE ATTENDANCE NOTE

Form 7.1/1002

Attendance Type:
Tel. In **Tel. Out** **Meeting** x **File Work** **Court**
Other:

Date & time of attendance:
10th June 2003

File number/file name:	**Attendance with** (name/s):
Lots Road 10027959	John Thorne Mike French Stan Logan Paul Entwistle (Planning Officer, H & F) Steve Moralee (Head of Development Control, H & F) Ian Ruegg (Housing Initiatives, H & F) Nigel Pallace (Director of Planning, H & F) LeVerne Parker

Details: (including duration of attendance if appropriate)

IR explained that Hammersmith & Fulham had asked for the meeting to talk about the Affordable Housing issue. They are trying to finalise the Section 106 agreement, Heads of Terms. They wanted to share with us how they have been dealing with it and the problems encountered with the developer. They need to finalise their report for Committee on 25th June within the next few days. The three outstanding issues with the Circadian are;

(1) The cost to the RSL

(2) Service Charges

(3) Selection of RSL.

IR met the Housing Corporation together with SL. H & F are trying to impose an 80% TCI figure in the Section 106 agreement. Circadian however want to be able to go to the Housing Corporation and negotiate a higher figure because of the levels of contamination on the site. Hammersmith & Fulham have suggested that if the developer will not agree to an 80% TCI figure in the Section 106 agreement, if the developer can negotiate a higher figure with the Housing Corporation the Section 106 agreement should restrict the price at which the land can be transferred to an RSL to the figure for TCI agreed with the Housing Corporation. However the developers will not agree to that suggestion because they want to be able to negotiate a top up with the RSL. It is the developer's argument that RSL's have significant reserves which should be utilised for the provision of affordable housing on the site.

SL advised that the Housing Corporation's London Investment Statement makes it clear that the Housing Corporation will not provide 100% TCI. The Housing Corporation is now the only source of housing grant. He would like to limit the cost of the transfer of the site to the RSL. LP asked when the Housing Corporation would

make a decision as to the level of TCI and SL confirmed that this depends on when the bid for funding is made by the RSL. In response to a question from MJF, SL confirmed that the difference between 80% and 100% TCI on the K & C part of the site is about £2m.

We then discussed the selection process. SL is happy to include the developer in the selection process but not allow the developer to select the RSL.

JT confirmed his discussions with the developers who have advised that they wouldn't agree to the inclusion of the TCI figure in the Section 106 agreement. They want to seek a higher level of funding from the Housing Corporation and from RSL reserves. They do not see it as the Council's business to influence the negotiations between third parties.

SL expressed the view that if the Council's cannot cap the cost of the units to be transferred there is a possibility that the Housing Corporation would not provide any grant.

We then discussed the service charge. Hammersmith and Fulham have got into more detail about the level of the service charge with the developer. The current suggestion is a limit of £3.00 per week per unit but this doesn't include any RSL internal service charges. The developers argue that they have no control over the service charges of the RSL but this is not correct because they will be entering into a contract with the RSL and, therefore, can control those service charges. K & C will also want a restriction on the level of service charge for the occupiers of the units.

Hammersmith & Fulham propose to restrict rent to their target rents. K & C are happy, however, to rely on the RSL's own rent structure.

In terms of the selection of the RSL, H & F propose to try to control the selection via the Section 106 agreement. There was discussion as to whether this is necessary as, in any event, the Councils can decide not to provide the housing grant. SL advised that whilst the grant comes from the Housing Corporation the Councils direct the subsidy to the chosen RSL.

SL confirmed that as yet none of the RSL's have been asked to approach the developer.

JT explained that K & C haven't started the detailed negotiations on the detail of the obligations with regard to affordable housing. Our objective is to secure affordable housing at the appropriate time. LP explained that we would be looking at a package of measures to achieve this objective which will included for example a restriction on the level of service charge, a trigger for the provision of the affordable housing. We would also look at whether the TCI figure needs to be included etc. NP and MJF agreed that one option is to require the provision of the affordable housing units in the phase provided by the Section 106 agreement but to leave the detail of the funding to be discussed between the developer, the Housing Corporation and the RSL.

We then discussed the risk of pursuing clauses which are unacceptable to the developer. One possibility is that the developer will walk away from the development and the other is a lengthy inquiry on these limited points. The K & C legal advice is that an inspector is unlikely to agree with the Councils that such obligations are necessary to secure the affordable housing in circumstances where matters such as phasing, number of units, service charge etc have been agreed.

LP had to leave the meeting at 10.55 am.
Initials: LP **Date:** 16/06/03

Thorne, John W.: PC-PlanSvc

To: Logan, Stanley: HS-PlanRes; Parker, LeVerne: CP-Legal; Wyatt-Jones, Lesley: PC-PlanSvc
Subject: RE: Lots Road

Stan/LeVerne. Can we meet in Lesley's office at 0930 Tomorrow (Wed 4th)..
-JT

-----Original Message-----
From: Logan, Stanley: HS-PlanRes
Sent: 03 June 2003 14:46
To: Thorne, John W.: PC-PlanSvc
Subject: RE: Lots Road

John, do you think this is confirmation from DM that he agrees the position jim pool is taking? "I think you also said that you would confirm that Circadian would bear the risk of future negotiations with the Housing Corporation over TCI". I certainly don't, it doesn't imply in any way thast the cost won't be fixed in the 106 agreement. i' happy to have the meeting with Le Verne and Lesley 9.30 tomorrow. will you confirm with Lesley? stan

-----Original Message-----
From: Thorne, John W.: PC-PlanSvc
Sent: 03 June 2003 14:28
To: Wyatt-Jones, Lesley: PC-PlanSvc; Parker, LeVerne: CP-Legal; Logan, Stanley: HS-PlanRes; French, Michael: PC-GrpSvc
Subject: Lots Road

Town Clerk's Letter as discussed.

<< File: A Nicholls 16 May 03.doc >>

TOWN CLERK AND CHIEF EXECUTIVE

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Town Clerk and Chief Executive DEREK MYERS BA LLB

Alasdair Nicholls
Managing Director
Circadian
4 Dunraven Street
London
W1Y 3FG

Direct Line: 020 7361-2299
Facsimile: 020 7361-2764
Email: derek.myers@rbkc.gov.uk
Web: www.rbkc.gov.uk

16 May 2003

My reference: DM/AB/1605a Your reference: Please ask for: Derek Myers

Dear Alasdair

I wrote to you on 24th March, and we met on 22nd April.

My understanding is that you were going to write to me, confirming the confident proposals of Circadian by way of Section 106 planning benefits, and confirm that your transportation proposals had been accepted by TfL, and that your environmental proposals for the Creek had been accepted by the Environment Agency.

I think you also said that you would confirm that Circadian would bear the risk of future negotiations with the Housing Corporation over TCI.

I think our negotiations have now completed their work, and I am anxious to hand this over to my lawyers, so they can get started with yours in drafting Heads of Terms on the 106 matters.

Could I therefore push you for your letter and confirmation.

Yours sincerely

Derek Myers
Town Clerk & Chief Executive

French, Michael: PC-GrpSvc

From: Myers, Derek: CP-ChiefExec
Sent: 21 May 2003 16:28
To: French, Michael: PC-GrpSvc
Subject: RE: Lots Road

Mike ,

Thanks for this . I have not yet had the promised letter from Circadian, so the 'agreement ' is my version . I am anxious about the school colonising the park .the Farrell pretties on the park were based on a very different scenario. guess we need to regard it as cash at present and see how things develop.

-----Original Message-----
From: French, Michael: PC-GrpSvc
Sent: 21 May 2003 15:56
To: Myers, Derek: CP-ChiefExec
Cc: Thorne, John W.: PC-PlanSvc; Parker, LeVerne: CP-Legal
Subject: Lots Road

Thank you for a copy of your memorandum to LeVerne of 16 May. As you rightly say, there are a number of other matters which will have to go into the legal agreement and I will therefore be instructing LeVerne accordingly. With regard to item 5, Hammersmith & Fulham still wish to retain this £1m; discussions continue. With regard to item 7, would any investment in Westfield Park be prejudiced by any of our discussions regarding the school playing field or at least the five aside pitch?

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

Thorne, John W.: PC-PlanSvc

From: French, Michael: PC-GrpSvc
Sent: 21 May 2003 15:56
To: Myers, Derek: CP-ChiefExec
Cc: Thorne, John W.: PC-PlanSvc; Parker, LeVerne: CP-Legal
Subject: Lots Road

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

JT

Down, Philippa: PC-GrpSvc

From: Down, Philippa: PC-GrpSvc

Sent: 30 May 2003 09:02

To: Cllr-Kingsley

Cc: Myers, Derek: CP-ChiefExec; Spriggs, Sally: CP-ChfExec; Doolan, Ian: CP-Val; Thorne, John W.: PC-PlanSvc

Subject: RE: Lots Road Power Station Development

Dear Councillor Mrs. Kingsley,

I understand that the Borough Valuer did write to all the owners around the Ashburnham site asking them to contact the Council if they were considering selling their properties. As you know, the Council already own a number of sites in this area and the intention was to rationalise and develop our holdings for future developments. There are no firm proposals for such developments at the present time, but, certainly, with the power station still under consideration, and the possible use of the Ashburnham site for a secondary school, I think the Valuer's exercise is of value and does help safeguard the Council's position.

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

-----Original Message-----
From: Jenny Kingsley [mailto:jennykingsley@ukonline.co.uk]
Sent: 27 May 2003 14:00
To: derek.myers@rbkc.gov.uk
Subject: Lots Road Power Station Development

Dear Mr. Myers,

The Lots Road Action Group and other residents have told me that they have heard about a letter which was sent from the Council to someone who owns a house close to the Lots Road Dining Club (situated on the western corner bend of Lots Road) asking if they would be interested in selling their house. I am not certain as to whether the letter has been seen by any of these residents. I have not seen the letter and do not have any further details.

The residents are anxious. What does the letter imply regarding the Council's future plans for the area? they ask. Is the Council seeking to buy up properties in the area, perhaps for development, road widening, for the proposed school, etc?

I would be grateful if you could tell me what the 'letter' might concern or clarify the matter. Also, please could you tell me about the latest plans for the area. For example...When is it likely that the application will be determined? What is the situation regarding the school? Are there proposals for road widening, social housing?

Please keep me fully in the picture, so that I can be accountable and hearsay does not cause any confusion or ill will.

Maybe we should meet briefly.

Thank you very much.

Yours sincerely,

Councillor Kingsley

VALUERS DEPARTMENT

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Borough Valuer I D M DOOLAN FRICS

Switchboard: 020 7937 5456
Extension: 3363
Direct Line: 020 7361 3363
Facsimile: 020 7361 2008
Email: Ian.Doolan@rbkc.gov.uk
Web: www.rbkc.gov.uk

14 April 2003

My reference: Your reference: Please ask for: Ian Doolan

Dear

132 Lots Road

I write to you as I understand that you own the leasehold interest in the above mentioned property.

As you know the Lots Road area of Chelsea is undergoing a process of dramatic physical change commencing with the Chelsea Harbour scheme, the current developments taking place on the old gas works site and the new developments along the river at Sands End. A planning application is being considered for the development of the Lots Road Power Station site.

The Council owns a number of properties and sites some of which adjoin the properties that your company own. We are currently looking to rationalise and develop our holdings and write to ask that if you were considering selling your properties either now or in the future the Council would be most interested in being considered as a possible purchaser

I would be happy to discuss the matter further with you either in detail or in more general terms if you wish. Alternatively, in the event that you have professional advisors, you may wish to pass this letter on to them for their consideration.

Yours sincerely

Ian Doolan
Borough Valuer

Down, Philippa: PC-GrpSvc

From: Doolan, Ian: CP-Val
Sent: 28 May 2003 15:22
To: Down, Philippa: PC-GrpSvc
Cc: Spriggs, Sally: CP-ChfExec
Subject: RE: Lots Road Power Station Development

Michael,

I have sent a letter to all owners in the possible site for the proposed school - please see attached standard letter.

I have had three responses, one from the Pub who have said that they are not interested in selling, one from a leaseholder at no.118 Lots Road and one from Bonhams who are interested in selling to us.

In view of the Pub not wanting to sell I do not see much value in pursuing the purchase of this property or the adjoining ones at no. 116 and 118 Lots Road - especially as the cost per square foot site area would be extrememly high.

Ian

-----Original Message-----
From: Down, Philippa: PC-GrpSvc
Sent: 28 May 2003 14:02
To: Doolan, Ian: CP-Val
Cc: Spriggs, Sally: CP-ChfExec
Subject: FW: Lots Road Power Station Development

Ian: Have you or any of yours sent such a letter please?

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

-----Original Message-----
From: Jenny Kingsley [mailto:jennykingsley@ukonline.co.uk]
Sent: 27 May 2003 14:00
To: derek.myers@rbkc.gov.uk
Subject: Lots Road Power Station Development

Dear Mr. Myers,

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The residents are anxious. What does the letter imply regarding the Council's future plans for the area? they ask. Is the Council seeking to buy up properties in the area, perhaps for development, road widening, for the proposed school, etc?

I would be grateful if you could tell me what the 'letter' might concern or clarify the matter. Also, please could you tell me about the latest plans for the area. For example...When is it likely that the application will be determined? What is the situation regarding the school? Are there proposals for

French, Michael: PC-GrpSvc

From: French, Michael: PC-GrpSvc
Sent: 30 May 2003 08:40
To: Longford, Barbara: CP-Manag
Subject: Correspondence from Miss Annie Edwards re. Lots Road

leaderannieedwards.doc

Barbara: Draft letter for Leader to send attached.

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

Miss Annie Edwards,
Campaign for Fair Play,
54 Ifield Road,
LONDON, SW10 9AD.

Dear Miss Edwards,

Proposed Developent: Lots Road Power Station

Thank you for your letter dated 21st May 2003 and the enclosed newspaper cutting regarding a proposed apartment tower in Southwark. With regard to your question as to why there is a proposal before us for 'twin towers' on the Lots Road site, I would comment as follows:

The Council, as planning authority, has a statutory obligation to consider any planning application submitted to it on its merits in the light of relevant local and national planning policies and any other material considerations. Whilst the Council can indicate the planning constraints which govern an acceptable approach to development, ultimately the form of any proposal is a matter for the applicant. The decision whether it is or is not acceptable rests with the Members of the Planning Services Committee, unless it is the subject of an appeal or call-in procedure by the Office of the Deputy Prime Minister.

With regard to your suggestion that the Council acquire the land on which the towers are proposed for a park, I am sure that you appreciate there would be significant financial consequences. Consideration would have to be given to whether this would represent best use of the authority's limited resources. Secondly, in any event, only one of the towers would be located within the Royal Borough, the other being within the London Borough of Hammersmith and Fulham, and, as proposed, it would cover a relatively small part of the power station site area. Thirdly, the submitted proposal does provide for improved public access to the river frontage, some open spaces within the development and the completion of a further section of the Thames Path.

I do not concur with the view that it is enlightened or imaginative to oppose development per se. The challenge we face, in planning matters, is to achieve the best possible result for the local environment through negotiation and implementation of policy. We will continue to do so with the degree of success which has contributed to the 'Excellent' rating awarded in our recent Comprehensive Performance Assessment.

Yours sincerely,

c.c. The Rt. Hon. Michael Portillo MP

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX

Tel: 020 7937 8692 Fax: 020 7361 3105
e-mail: leader@rbkc.gov.uk

Councillor Merrick Cockell
Leader of the Council

FT for drafting

MC/mm

23 May 2003

Mr M French
Executive Director of Planning & Conservation

Dear Mr. French,

Mrs. Annie Edwards - Letter re Lots Road Planning Application

Please would you be kind enough to provide the Leader with a draft reply to Mrs. Edwards' attached correspondence concerning the proposed towers included in the Lots Road planning application.

Yours sincerely,

Manuela McEwen
Members' Secretary

Campaign for Fair Play
54 Ifield Road
London
SW10 9AD
Tel: 0171 351 1432
Fax: 0171 351 4434

Mr Merrick Cockell,.
Leader RBKC , Town Hall,
Hornton Street,
London W8 7NX

May 21st, 2003

Dear Mr Cockell,

Proposed ' Twin Towers' by Circadian via Terry Farrell, at Lots Road/ Chelsea Creek

Further to my letter (January 2003) on the above planning application , we have the flollowing question for RBKC Council, Circadian and its architect. Why do something so good ie restore the power station and decontaminate the site, and then 'contaminate' the environment aesethetically and historically by putting up what has become known as the ' Twin Towers'? Money you will cry, that one pays for the other. Surely there has to be an more enlighened and imaginative way? We are in the hallowed 2ist century now, not the brutal sixties.. The ' Twin Towers' proposed by Circadian look postively passe to an enlightened eye. Does the architect not realise that his 'Twin Towers' make the World's End estate towers look friendly in comparison? The part of the river upon which the developers wish to build their 'Twin Towers' is unique river frontage. Is it not time for it to be given back to the people, for a park.?

You may remember a scandal in the newspapers about a building in Sydney, which now mars the view of the Opera House. Sydney has always had a repuation for its corrupt planning, money changes hands in paper-bags in car parks, but with an enlightened Premier of New South Wales, Bob Carr, to educate, things are changing: and Sydney Council admit they bitterly regret not buying the foreshore on which the monstrous building, known as' The Toaster' stands. Would it not be an enlightened and imaginative Council, and an ' Old' World Council in a historic Royal Borough at that, which could learn from a New World City which now values its heritage more than we do? What's to stop The RBKC showing some leadership and initiating a debate on ways to acquire the part of the river bank to which Circadian has laid seige, return it to the people, and dispense with the 'Twin Towers' altogether?

Yours sincerely ANNIE EDWARDS/ founder CAMPAIGN for FAIR PLAY

Annie Edwards

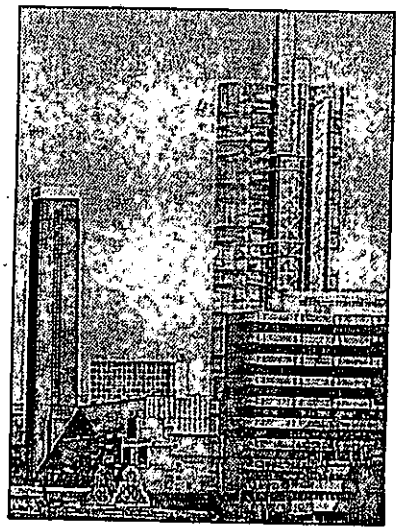
Plans for tower at Tate dropped

PLANS for a £55 million, 32-storey apartment tower next to Tate Modern have been withdrawn by developers, **writes Mira Bar-Hillel.**

The design for 44 Hopton Street outraged neighbours, with Tate director Sir Nicholas Serota saying it would "diminish the quality and value of the public space".

Last month, English Heritage told Southwark council it should not be approved until the council produced an "Urban Design Framework for this area".

After meetings with Southwark planners, developer London Town decided to withdraw the application. A spokesman said: "We are considering the options. No decisions have been taken yet."



How the tower at 44 Hopton Street would have looked

E Standard 16 JAN 2002

The Rt. Hon. Michael Portillo, M.P.

HOUSE OF COMMONS
LONDON SW1A 0AA

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18. 23 MAY 2003 PLANNING
C SW SE APP IO REC
ARB PPLN DES FEES
28

23 May 2003

Copy ADACRCLSW

Dear M French

Please find enclosed a copy of a letter from one of my constituents, Annie Edwards, regarding the planning application at Lots Road/Chelsea Creek.

I would be grateful if you could take the comments made by Ms Edwards into consideration.

Yours sincerely

Michael Portillo.

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

23 MAY 2003

Campaign for Fair Play
54 Ifield Road
London
SW10 9AD
Tel: 0171 351 1432
Fax: 0171 351 4434

EX DIR | HDC | TP | C.R.C | AD | CLU | AO AK
R.B. K.C. | 26 MAY 2003 | PLANNING
N | C | SW | SE | APP | IO | REC
ARB | FPLN | DES | FEES

Rt Hon Michael Portillo M.P.
House Of Commons,
Westminster SW1

May 21st, 2003

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Proposed ' Twin Towers' by Circadian via Terry Farrell, at Lots Road/ Chelsea Creek

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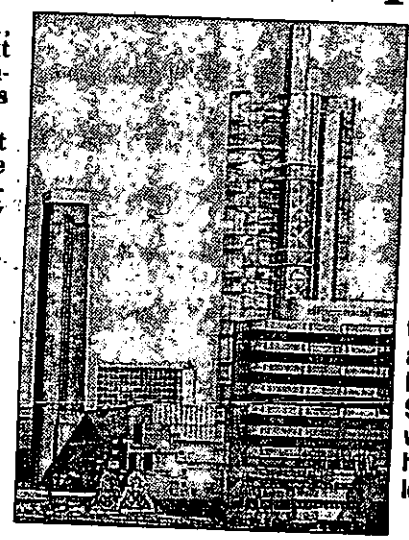

How the tower at 44 Hopton Street would have looked

E Standard 16 JAN 2002

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C.c. M. FRENCH
J. THORNE

TOWN CLERK AND CHIEF EXECUTIVE

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Town Clerk and Chief Executive DEREK MYERS BA LLB

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

Alasdair Nicholls
Managing Director
Circadian
4 Dunraven Street
London
W1Y 3FG

Direct Line: 020 7361-2299
Facsimile: 020 7361-2764
Email: derek.myers@rbkc.gov.uk
Web: www.rbkc.gov.uk

24 March 2003

My reference: DM/SS/0324 Your reference: Please ask for: Mr Myers

Dear Alasdair

Thank you very much for the constructive meeting on 21st March.

The main action points arising were as follows:

1. You will advise me within one week of your preferred professional firm to whom we will agree to go for non-binding mediation around the value of Chelsea Creek.

EX DIR | HDC | TP | CAC | AD | CLU | AO AK
R.B. K.C. 25 MAR 2003 PLANNING
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J | ARB | FPLN | DES | FEE

2. You offered community benefits as follows:

   - Underground car parking - £1.75m
   - New schools provision - £2m
   - Westfield Park - £0.4m
   - Public Art - £0.1m
   - Dowry for community association - £0.1m, plus re-provision of space within the power station
   - In addition you proposed a valuation on the Chelsea Creek of £0.75m

   In response I proposed that the off-street parking contribution be reduced to £1.5m and the valuation of the Creek be put at £0.25m.

   I propose that you increase your overall community benefits to £1m by substituting and increasing the £0.75m you had attributed to the Creek, to £1m and attributing this to the sports centre.

   As discussed, it may eventually be agreed that the price paid for the Creek be accorded a different value, but I need to have some confidence that I will end up with provision to invest £1m into our proposed new sports centre.

   I agreed not to press for a contribution to a new day nursery.

3. We agreed that I would write to the Primary Care Trust putting them in touch with you to discuss the commercial let to a GP, as part of your managed mix of units within the power station.

4. We agreed to consult further over a date for the major adaptations committee locally, on an assumption that Hammersmith & Fulham were determining your application to them on 7th May. A possible date of 28th May here was considered, or the week following.

   On that basis, we anticipated an exhibition at the Town Hall of the proposals, including a statement of the proposed community benefits possibly 19th, 20th and 21st May, but these dates to be confirmed.

5. You agreed to seek an up to date statement of the likely progress of stopping trains on the West London line at Chelsea Harbour station.

6. You agreed to provide us with an assurance that TfL has signed off your transportation proposals.

7. I understand that the Environment Agency is content with your environmental management proposals for the Creek.

8. We agreed to ask lawyers to look at options for ensuring that in any transfer of the freehold interest of the Creek to you, the Council's interest in this development site at the top end of the Creek was not compromised.

9. We also heard that Terry Fuller, for Taylor Woodrow, will be exploring with the Housing Corporation as to the eligibility of this site for 100% TCI. You will keep us informed.

10. In terms of the phasing of transportation investment, you thought that the first development on the site, subject to a number of agreed triggers, should lead to a holistic package of investment being deployed, rather than trying to have two streams of investment linked to different development phases on parts of the site.

    We accepted that we would have further discussions with Hammersmith & Fulham about the stewardship of funding.

Next steps

I understand you will return to me on the proposed list of community benefits and the other matters set out above.

We will assume that you have project leadership for Circadian, unless you advise otherwise.

My thanks.

Derek Myers
Town Clerk & Chief Executive

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H&F MTG 26/3/03

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Transport benefits — need to be shared about what transport benefits.
— need to be made more specific.
— access issues in Tamstead Rd.

Affordable Housing — H&C - 40%
H&F - 65%

Environmental issues —

Contaminated land —

T.C.I — @ 100% ? [85% realistic].
Need some comfort from Hsg. Corp re —
Certainty of grant funding.

Additional information for contaminated land
Housing accommodation sizes

West London line - TfL
may need to fund it.

28TH May
18TH June

26/3/03

LOTS ROAD POWER STATION SITE

DEVELOPMENT PROPOSALS –

A neighbourhood approach

DRAFT 3

Introduction

This document outlines the background to, and heads of agreement, for an agreement between Circadian, the developers of Lots Road Power Station Site and the Royal Borough of Kensington and Chelsea.

Circadian are planning a major new development on this important site in South West Chelsea. There are two concurrent planning applications which form one large development. Part of the land is upon the London Borough of Hammersmith and Fulham, and part is within the Royal Borough of Kensington and Chelsea.

When fully built out, the total development proposal will add a new resident population of 1700 and a new workforce of 400 to this part of the Royal Borough. This will more than double the existing population of what is currently a residential enclave, bordered by main roads, and the river.

Circadian are keen to make the development work, not only for their new tenants and purchasers, but for the local population that will host the development and the wider population. Some will be affected at least indirectly by traffic volumes, the effect on air quality, the change in the built environment and additional pressure on local facilities. Some will gain from the proximity of a newly built, attractive new development and additional retail and other facilities.

For these reasons, the developers have agreed to contribute to local requirements and facilities as follows:

1. Affordable housing

The development proposals include on-site affordable housing as follows:

RSL rented	105	units	25% of total	
RSL shared ownership	39	units	10% of total	
Total RSL	144	units	35% of total	
Key worker housing	22	units	5% of total	(shared-ownership)
Total affordable	166	units	40% of total	
(Total units in scheme)	**420**			

All units will conform to the minimum space standards laid out in the Council's Unitary Development Plan.

Add in text re eligibility for key worker housing.

2. Local street scene improvements

The developers propose to invest as follows:

£400,000 - Introduction of an Environmental Cell in the Lots Road triangle including pavement treatments, street trees, and other street scene improvements in the area.

£500,000 - Pedestrian measures in the local area including signage; street lighting, permeability of the site and other environmental improvements.

£710,000 - Cycling measures including toucan crossings, cycle routes and cycle parking.

£200,000 - Traffic junction improvements at Cremorne Road/Lots Road junction to ensure safe and efficient pedestrian and traffic flows.

3. Remediation of the Lots Road power station

The power station site itself and the surrounding land are both badly contaminated. To safely reduce this risk to future residents, the river and the local area, Circadian will spend as much as is needed on removing decontaminated land and making good.

Circadian also undertakes to pay reasonable costs borne by the local authorities, in monitoring and supervising this remediation.

4. Investment in public transport

Circadian are committed to ensuring the new population have a choice as to whether to use private or public transport, and hope to restrain private car usage through the subsidy of attractive public transport options. They propose investment and subsidy as follows:

(a) £500,000 to subsidise bus route C3 for an improved frequency, from every 10 minutes to every 7.5 minutes, running between Clapham Junction and Tesco Warwick Road.

(b) £1 million to subsidise a new bus route from Sands End to Westminster, running every 10 minutes, along the embankment.

(c) £50,000 per annum to revenue support for a new upgraded riverboat service which will run half hourly from Chelsea Harbour Pier to Embankment Pier via intermediate piers during the peak hours.

(d) £200,000 to upgrading passenger facilities at the current pier at Chelsea Harbour.

(e) £650,000 to bus priority measures, including upgrading the Townmead Road bus gate.

These subsidies are designed to secure successful sustainable services. The bus route subsidies will continue until the routes are viable from fare income alone or until the allocation is used, whichever is longer.

If the routes achieve a planned viable ridership prior to the modelled date, then uncommitted funding to the total of the cash sum set out here can be utilised by the two boroughs, by subsequent agreement, to subsidise other public transport provision, relevant to this area.

5. Investment in the West London Railway Line

Circadian propose to invest £1 million in station improvements to the planned Chelsea Harbour station. This would allow for platform lengthening to take a longer stopping train at a future date.

However, this funding will be held by the Royal Borough of Kensington and Chelsea for these purposes, and this proposal will be kept under review. Both boroughs may propose that the sum be applied to any alternative public transport project that fits with its declared public transport plans for the South of the Borough. Circadian will continue to lobby for an early completion of the new station and an operating train service.

6. Investment in educational facilities

Circadian believe that many of the new residential population on the total site may well look to the Royal Borough of Kensington and Chelsea for schooling for their children, and some may want to utilise adult education facilities for themselves.

Circadian understand that this new school population will add to pressure for both primary and secondary schooling in the Royal Borough. Some changes will be needed to expand primary school provision on existing sites. However, the

pressure will be most acute in the secondary sector, as 1600 pupils currently have to leave the Royal Borough to attend for secondary schooling in other boroughs, and only 30% of primary school children find a place in a Royal Borough of Kensington and Chelsea secondary school. In the South of the Borough this drops to 20%.

Accordingly, Circadian propose to invest £2m in the Council's project to create improved primary and secondary education in the Royal Borough.

7. Investing in the local park

Westfield Park is a much-loved local resource for families, and will be a strong focal interest on the main pedestrian route from Kings Road to the new development.

The park is in fair condition, but Circadian recognise that an upgraded park environment will be an important facility for the new population and existing population alike.

Accordingly, Circadian propose to invest £400,000 in improvements to the park, and in improvements to trees and other green initiatives on local network roads such as Cheyne Walk and Cremorne Road.

8. Assisting with resident car parking

Circadian recognise that an important component of resident amenity is the ability to park a private car close to home, without undue stress. They are therefore proposing to include 400 parking places as part of the development, but also to make a payment to the Council of £1.5m towards off-street parking for part-use for existing residents in the Lots Road area. This might be utilised for well managed, safe lower ground car parking. 120 places might be created for a variety of uses.

9. A local community association for all

Circadian appreciate what a contribution can be made to local life by well-run community organisations.

The Lots Road area already has the popular Ashburnham Community Association, which operates out of an old Victorian school site. The site is not purpose built for its current use, and has restricted access for people with mobility problems.

The Association both provides services and hosts other service providers including a private day nursery, and complementary health services.

Circadian believe they can offer new purpose-built services within the converted power station, building on ground and basement levels with full lift access.

Circadian are proposing to identify 5000 square feet of space for the Association and to work to ensure service charges are kept to a minimum for this new occupation.

It is recognised that this is less space than the Community Association nominally occupies now, but the new space can be well planned and kitted out to a high standard.

Circadian understands there will be demand for day nursery provision in this new neighbourhood and will make provision on the site for such provision, as a commercial tenant.

- £100,000 to meet kitting out costs of the new Community Association facilities.

10. Sports facilities

Circadian are proposing to make public space – particularly a new Thames-side path – an attractive feature of the new development. New public rights will be created.

A private members-only health club will also be an expected tenant.

Nevertheless, given that 40% of the residential units will be "affordable housing", Circadian recognise that a contribution to new leisure facilities in the local area will be an important contribution to a well-planned neighbourhood.

Circadian understands that the Council may be able to make available a site suitable for the construction of a new public swimming pool, sports centre and gymnasium on a pay per use basis.

Towards an anticipated cost of £12m Circadian propose to contribute £1m towards construction costs.

11. Making life easier for local residents

As well as contributing to off-street parking facilities, better public transport and the environmental improvements and community facilities set out here, Circadian are keen to provide additional amenities to assist the new and existing resident populations.

When fully occupied, the development may be home to many children who will need to attend school.

Circadian understand that the Council is interested in promoting new options for home to school transport, which might reduce the need for individual children to be transported by private family cars.

In support of this, Circadian propose to design a reception point for families to use, where children might be picked up and dropped off by group transport, and subsequently collected by parents. This will consist of off-street vehicle standing and an internal space or lobby area.

As a further contribution to promoting public transport, Circadian will provide an on-site transport manager, available to advise on public transport matters, and a new intranet site to give accurate up-to-date public transport information. This intranet site will be available to both new residents and the existing local population. This equates to £200,000 per annum, one off expenditure of £120,000 and £120,000 towards developing school travel plans at local schools.

12. A safe community

Circadian are committed to a new high-class location to live and work. They appreciate that safeguarding community safety requires dedicated security services, using patrols, CCTV systems, and good lighting.

Circadian will provide this service within the perimeter of the newly developed land, but clearly the safe environment will also promote a sense of well-managed public space across a wider area.

In order to safeguard future standards of public space, Circadian will enter into a legal agreement with the Council to guarantee the removal of graffiti, fly-posting and illegal dumping from any public areas within the site within a defined period. Failure to do so will entitle the Council to arrange works and charge the developer.

13. Safeguarding the future of the Creek

Chelsea Creek is a historic site with a fascinating array of fauna and wildlife. Careful planning is required to safeguard the habitat, given the closure of the power station and the change in water usage and tidal flows.

Circadian are keen to ensure Chelsea Creek is an attractive part of the development and is maintained and enhanced for the benefit of all the local population and visitors.

Accordingly, they will commit to a management plan agreed with the Environment Agency. They will agree a transfer of the freehold interest of Kensington and Chelsea Council to themselves, and accept all future maintenance and management liabilities. At present the value of the Creek is put at £250,000, but

Circadian and the Council have agreed to non-binding mediation to seek a value that is acceptable to both parties.

14. Public Art

Consistent with the guidance in the Council's Unitary Development Plan, Circadian will pay for the installation of a world-class piece of public art to a total value of £100,000, in a location to be agreed.

15. Contribution to recycling initiatives

Circadian wish for the new development to set a high standard for sustainability. Accordingly detailed designs will include methods to encourage recycling of domestic and business waste.

16. Encouraging local skills during the construction period

Circadian are keen that the construction period of a number of years should offer opportunities to provide local employment including training places for the benefit of residents of West London.

Circadian will transfer such an obligation by contract to their construction contractors.

17. Provision of employment opportunities

The built out development is expected to provide employment for 400 within a mixture of retail and workshop units, as well as staff employed in security and support services within the development.

There are currently 300 whole time equivalent jobs on the site.

18. A managed mix of retail units

Circadian will undertake to manage the tenant mix within the retail units to ensure there are local shops for local residents, including a "convenience store".

Summary of community benefits

Proposal	Benefit	Value
1. Affordable housing.	166 units – 40% of the total units on the site.	
2. Street scene improvements.	Pavements, street trees, traffic junction improvements.	£1.81m
3. Remediation and de-contamination.	All land on the site cleaned and made safe. Council costs met.	
4. Public transport.	Improved local bus service. New route to Westminster. New upgraded river boat service. New upgraded pier.	£2.4m
5. West London Line.	Station improvements.	£1m
6. Education.	Contribution to a new secondary school.	£2.0m
7. Westfield Park and environs.	Upgrade to park plus trees etc on side streets.	£0.4m
8. Off-street car parking.	Contribution to off-street car parking.	£1.5m

9. New Community Association.	Provision for a new Centre plus contribution to new set-up costs.	£0.1m
10. Sports facilities.	Contribution to new public sports centre.	£1.0m
11.(a) Drop off/pick up point for school children.	Lobby area.	
(b) Transport Manager and intranet site.	Help and advise on public transport options.	£0.24m one-off £0.2m recurring
12. Community safety.	Guarantee of graffiti removal.	
13. Chelsea Creek safeguard.	Transfer of freehold and future liabilities from Council to developer.	£0.25m paid to Council (subject to agreement)
14. Public Art.	Installation of a major piece of art.	£0.1m
15. Recycling facilities.	Built in recycling provision for residents and businesses.	
16. Construction skills.	Standard commitments to be made.	
17. Employment opportunities.	Creation of 400 jobs. (Currently 300 jobs at the power station.)	

18. Managed retail mix.	Local shops for the new and existing population.	
19. Health provision.	Separate discussions with the PCT re Doctor's surgery	

PHASING to be agreed.

French, Michael: PC-GrpSvc

From: Walker, David: CP-Legal
Sent: 19 February 2003 14:15
To: Doolan, Ian: CP-Val; French, Michael: PC-GrpSvc
Subject: Chelsea Creek

Ian/Mike
Among the deeds is a letter from British Waterways Board dated 16 October, 1980. This refers to a meeting between BWB and London Transport detailing what rights they believed they had.

They state "As far as boundaries are concerned, it is proposed that the division of ownership be by vertical boundaries starting from the point where the waterway/retaining walls meet the bed of the creek with the walls themselves being the property and responsibility of London Transport.

The Kensington Canal Company was taken over by the West London Railway Company, and I think all the land including the wharves and the canal was transferred to the British Transport Commission in the 1940s. Subsequently the responsibility was split between the British Waterways Board and British Rail. It is not clear from the papers whether this included the power station site.

At acquisition by the Council, a question asked was "In particular is there any obligation to maintain/repair the bankings?" The answer provided by BWB was "I believe not"

While not definitive, these responses point toward there being no liability for the Council to maintain the banks.

With regard to rights, we will wish to consider which land the Council will retain. As the western part of the site receives water do we wish to preserve rights to water etc? Is there benefit in requiring the developer to take additional land?

David Walker
Principal Solicitor (Property and Contracts)
x 2211

JT

French, Michael: PC-GrpSvc

From: French, Michael: PC-GrpSvc
Sent: 05 March 2003 08:53
To: Comfort, Ian: EL-EdEMP
Cc: Myers, Derek: CP-ChiefExec; Griffin, Jacky: EL-GrpSvc; Thorne, John W.: PC-PlanSvc
Subject: West Chelsea Play Space

Ian: As you know, I met with representatives of the above about two weeks' ago. At the present time, they have 22 years unexpired on a 25 year lease. They occupy a single storrey structure which is used for indoor play space, offices, toilets and youth club and the adventure play ground. The youth club operates three evenings a week from 7-10 p.m. and play space is available normally from 3.30-7p.m. except in the school holidays when it is available from 9a.m. to 9p.m. The age group catered for is 5-24 years old and we fund 85% of the cost.

As you know, the existing building does not meet current standards; permission was granted two years' ago for a new building, but, to date, funding is not in place. The initial costs were £1.5m. and this has now been reduced to £950,000. It appears the Council will fund £250,000 and the remainder will come from possibly a Lottery bid and Circadian.

The Group has been in the area since 1971 and whilst it is quite happy to move, it would like to remain in the area. Its first option is Westfield Park followed by the Lots Road car pound and then Hortensia playground. I am not convinced that it needs a purpose built youth club - could this not be included in the new school?; but certainly the adventure playground, which is the only one in Chelsea, will need to be replaced.

I understand that you have been asked to progress this matter, and whilst I am happy to provide any assistance, I am confident that you will now be able to take this matter forward. Phil Shepherd (020 7352 9658) is the contact name.

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

10-2-03

West Chelsea Play Space — Started 1971

25 yr lease — 22yrs left.

Sky/temporary structure + Adventure Playground

Building — used for indoor play space — pool tables
— toilets
— office
— youth club
— pension.

Playground — 3.30 – 7pm
Staff — 10-00 – 4pm.
School Hols — 9.30 – 5pm

Place 130 a day children from Fotold

Youth Club for 3 nights a week 7–10pm
Summer Hols — 9am – 9pm

Children — 5yrs — 24 yrs

K&C Council 85% of it.

New building is 24 x 15m = x 2

2 storey — opened 2001

Needs to be in the area — only 4 in the borough
1 in Chelsea.

Possible Users

(1) Westfield Park — Often !
(2) Lots Rd Car Park —
(3) Hortensia Playground —
(4) Cremorne Yards —
(5) Chelsea Creek —

Existing building doesn't meet current standards

Council funding = £250k.
+ Lottery —
+ Circadian —

Total Costs £1.5m
New £950,000

Need some certainty
Neil Shepherd — 0207 352-9658

French, Michael: PC-GrpSvc

From: French, Michael: PC-GrpSvc
Sent: 12 March 2003 09:57
To: Lennon, Olivia: CP-InfOff
Cc: Thorne, John W.: PC-PlanSvc
Subject: FW: Lots Rd development

1. A date has not yet been set for committee consideration. Negotiations in relation to, and assessment of, aspects of the application are still in progress. We were aiming for a date in late April but this is not yet confirmed.

2. The principal amendments featured in the current proposal are the reduction in height of the RBK&C tower to 25 storeys (From 30). A reduction in numbers of residential units, an increase in the proportion of affordable/low cost housing units, re-planning of the new buildings at the eastern end of the site and the associated open spaces and a revised transportation strategy.

3. No, the tallest tower is now in H&F.

4. Whilst we do not have a briefing paper, a useful overview of the proposals can be found in the Greater London Authority report to the Mayor of 26th February 2003. Their reference PDU/0066/02. Whilst we are not necessarily in agreement with its conclusions, the description and analysis appears sound. We have a copy but it might be more appropriate if they contact Giles Dolphin the GLA Planning Decisions Manager 7983 4271 giles.dolphin@london.gov.uk or Colin Wilson the Case Officer 7983 4783 colin.wilson@london.gov.uk

5. Our concerns focused around the four principal issues of: High buildings, design & amenity; Land Use mix; Provision of affordable housing;and Transportation impact; are the subject of continuing work and analysis.

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

-----Original Message-----
From: French, Michael: PC-GrpSvc
Sent: 11 March 2003 11:26
To: Thorne, John W.: PC-PlanSvc
Cc: Lennon, Olivia: CP-InfOff
Subject: RE: Lots Rd development

John: Can you deal with please.

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

-----Original Message-----
From: Lennon, Olivia: CP-InfOff
Sent: 11 March 2003 10:40
To: French, Michael: PC-GrpSvc
Subject: Lots Rd development

Hello Mike

We have had a media enquiry regarding the Lots Road development. The questions from the journalist are:

1. When is it going to Committee?

2. What changes (if any) have been made to the current application? How do these differ from the original plans/application?

3. Have the towers been swapped so that the tallest tower is now in K&C and not Hammersmith and Fulham?

4. Is there a briefing paper we could send the journalist?

5. What is our attitude towards the development? Do we have any concerns?

I look forward to hearing from you regarding this. I need to get back to the journalist asap. If there are any problems please do not hesitate to contact me.

Many thanks

Olivia Lennon
Media and Communications Officer
Royal Borough of Kensington and Chelsea
020 7361 2790

Thorne, John W.: PC-PlanSvc

From: Myers, Derek: CP-ChiefExec
Sent: 11 February 2003 13:06
To: French, Michael: PC-GrpSvc; Thorne, John W.: PC-PlanSvc; Cllr Coleridge; Cllr Walker-Arnott; Councillor Buckmaster; Councillor Cockell; Councillor Cox; Councillor Frazer; Councillor Lightfoot; Councillor Moylan; Councillor Paget-Brown; Councillor Phelps
Cc: Cllr-Ahern; Cllr-Kingsley; Cllr-Redman; Cllr-Simmonds
Subject: LOTS RD

Dear All ,

As you might know I had an agreement with Circadian to finalise the S106 agreement community benefits by February 21st , if the application was to be dealt with on the 25th March .

Alastair Nicholls MD Circadian rang me today to say they were finding it hard to complete discussions with Hammersmith and Fulham and this was likely to take 'several weeks ' more .

The funding for the development is reported to have become more sticky . A full board meeting has been called for the 28th February when Mr Raymond Chow , a senior figure from Hutchison Whampoa will attend .

Mr Nicholls was keen to tell me that the scheme was still fundable .

We agreed however that the application could not now be dealt with on March 25th . I said I would have discussions locally about a new date , not before the last week in April.

PUBLIC MEETING

Mr Nicholl accepted the point that a chance for local people to ask questions was essential . I agreed to liaise with him for a new date for a public meeting in the Lots Rd area , where his team would attend . This meeting could be called by the Ward Councillors with support ffrom the Council as to publicity etc The target date for this meeting is by the third week in March . He and his team may still decide to run their 'surgery' type meeting at a date nearer the Planning Committee date.

PROPOSED MEETING AT THE REMEMBRANCE HALL IN FLOOD STREET

This venue was mooted for a surgery type meeting on the 24th February . This will not now take place .

Can Mike French and I discuss soon please .

Derek Myers
Town Clerk and Chief Executive
020 7361 2299

Memorandum

The Royal Borough of Kensington and Chelsea - Planning Services

To:	**M J French**	From:	John W Thorne
of:	EDPC	of:	P&C
Room:		Room:	
		Ext:	2467
Your ref:		My Ref:	
cc:		Date:	***17 February 2003***

Re: Asburnham School Site

I took a 'phone call today from Martin Hendy (01372 387919). He is an architect with W S Atkins who has been commissioned by the DFES to investigate the feasibility of various sites for a city college (including Ashburnham). He was keen to know the current position. I told him what I know 'off the record' but said he would need to speak to you to obtain the official current position.

Incidentally, at my Lots Road project team meeting this morning Richard Carroll from Valuers told me he had been instructed to buy the Hatherley School of Art.

(JT)
Can we discuss please

MEMORANDUM

To:	Ian Doolan	My Ref:	DM/AB/2701a
Cc:	G Edila, M Stroud, M French		
From:	Derek Myers	Room No:	252
Date:	27th January 2003	Ext:	2299

RE: CHELSEA CREEK

You will know that we have been having a series of discussions with Circadian, who are a joint venture company responsible for development proposals on the land comprising Lots Road Power Station and its environs.

Circadian and the Council have been in discussion about a range of community benefits which will attach to their current development proposals. One of the issues under discussion has been Chelsea Creek.

I have previously been advised that notwithstanding the line of the boundary with Hammersmith and Fulham, the Creek is in the ownership of the Royal Borough. The Creek is clearly going to be a significant amenity within the new development, both to the residents and visitors, and will arguably add to the market value of the residential units for sale as part of the built-out development.

Circadian also have to put in place a range of environmental management arrangements to secure the Creek, given the change in its nature following the closure of the Power Station.

I understand some early discussions took place between the Council and the developers over the purchase of the Council's property asset, but these were not conclusive.

I have indicated to senior Councillors that I believe it is appropriate to offer to transfer the Council's interest in the Creek, but only if the total package of community benefits looks acceptable to the Council.

The following matters arise from this general principle:

1. How do we achieve a satisfactory evaluation of the Creek, sufficient to discharge our duty to only sell an asset at best value?

2. What part of the Creek are we actually selling? Given the Council owns other land adjacent to the Creek basin, we presumably would not wish to make any disposal which would compromise our ability to develop that land at a later stage.

Is it practical to dispose of the Creek up to the bridge at the end of Lots Road / Harbour Drive?

3. This may not be just a property issue. Would this give us complex liabilities for part of the Creek if Circadian have responsibility for the river end?

4. In any disposal, what protection do we need to seek for the Council's continuing interests? Do we need to seek any clauses in any contract for disposal which ensure that the developers cannot utilise the Creek for commercial purpose in the future without our consent?

Circadian have indicated a general willingness to engage with us on this complex set of issues, and I have tentatively suggested that we may need to agree some form of independent valuation of the Creek, in order that Circadian and ourselves can be satisfied the price they are paying is suitable.

Separately, we may need to consider whether or not a disposal at a high price is in our interests or whether or not an agreement to transfer on some other basis, with the value being reported as part of the section 106 arrangements would be preferable.

I would be grateful if recipients of these notes could agree how to take this matter forward, and advise me accordingly.

The matter is currently due to go to the Major Applications Committee on 25th March, and I would like some firm proposals for dealing with this matter by 21st February.

I have sent a copy of this briefing note to Councillor Cox so he is aware of the issues.

My thanks

Derek Myers
Town Clerk & Chief Executive

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French, Michael: PC-GrpSvc

From: Daniel Moylan [daniel.moylan@egan-associates.com]
Sent: 24 January 2003 22:09
To: Richard.Case@rbkc.gov.uk
Cc: Michael J French
Subject: Re: Lots Road

Dear Mr. Case,

My immediate concerns are the bicycling measures and the streetscape improvements. I want a personal handle on the detail of both.

The streetscape improvements on your list include a 20 m.p.h. zone in an "environmental cell". What on earth is this? We will not be having any 20 m.p.h. zones on Royal Borough roads and I hope this is understood by the developers.

I am not having new bicycle lanes on our roads. Can you bear that in mind please?

I confirmed at the meeting on Thursday that the developers had no intention of putting bus lanes in the Royal Borough, even on TLRN roads. Is this your opinion?

Perhaps what I really want to know is how to get a handle on this. Who will eventually decide how this money is spent? Who will do the work to design the schemes?

Tell me on Monday.

Daniel Moylan

----- Original Message -----
From: <Richard.Case@rbkc.gov.uk>
To: <daniel.moylan@egan-associates.com>
Sent: Friday, January 24, 2003 5:31 PM
Subject: RE: Lots Road

Dear Councillor Moylan,

I am rather tied up at the moment as I have a public inquiry next week.. If you have any further questions can I suggest that we discuss them on Monday when we meet.

I attach an extract from a letter sent by the developer to TfL in July which outlines the transport improvements envisaged at that time. This has not changed significantly- save to say that we have requested TfL to consider wider bus service improvements and the issues surrounding the WLL station, discussed in the briefing for yesterday's meeting.

I suppose the most significant concerns are:
TfL bus service cost inflation- The Westminster route has increased from £1m to £1.7m in a couple of months, although these are only estimated.
How spending is distributed between LBHF and ourselves- This has not yet been discussed
Detail on cycling, walking and streetscape improvements- Although headline figures have been discussed the type of works have not been studied in detail as the scheme is several years from fruition.

I have yet to receive the traffic flow estimates based on trip rates acceptable to me- although I am informed that they do not cause significant problems but this could still be a stumbling point if the local highway

network can't cope.

I hope this explains the current position sufficiently for you.

Yours sincerely

Richard Case

Richard Case
Principal Engineer - Transportation & Road Safety

Extension 3747

-----Original Message-----
From: Daniel Moylan [mailto:daniel.moylan@egan-associates.com]
Sent: Thursday January 2003 18:38
To: Richard.Case@rbkc.gov.uk
Subject: Lots Road

Dear Mr. Case,

Could you let me have a brief summary of the transportation proposals for this development as they now stand, together with any comments you may wish to add on potential points of difficulty?

Thank you.

Daniel Moylan

****
The Royal Borough of Kensington and Chelsea

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Thorne, John W.: PC-PlanSvc

From: Gajic, Vera: CP-Comm
Sent: 02 December 2002 15:58
To: Thorne, John W.: PC-PlanSvc
Subject: FW: Lots Road Development - possible planning gain

John
Email as discussed - I'll speak to you after the meeting
Vera

-----Original Message-----
From: Redpath, Tony: CP-Comm
Sent: 02 December 2002 14:30
To: Gajic, Vera: CP-Comm; Richardson, Colin: CP-Comm
Cc: Taylor, Graham: CP-Comm
Subject: FW: Lots Road Development - possible planning gain

To see - responses sought by Friday. Suggest we get together later in the week (Thursday?) to discuss views.

Tony

-----Original Message-----
From: Batchelor, Andrea: CP-ChfExec
Sent: 02 December 2002 12:04
To: French, Michael: PC-GrpSvc; Doolan, Ian: CP-Val; Gibb, Moira: HS-SocSvc; Griffin, Jacky: EL-GrpSvc; Parker, LeVerne: CP-Legal; Redpath, Tony: CP-Comm; Case, Richard: ES-HwayTraf; Stroud, Mike: ES-GrpSvc; Wilson, Craig: ES-HwayTraf; Cook, Norman: ES-ClnRecyc; Dimmock, Paul: ES-ClnRecyc
Cc: Cllr-Cockell; Cllr-Phelps; Cllr-Moylan; Cllr-Paget-Brown; Cllr-Ahern; Cllr-Buckmaster; Cllr-Cox; Cllr-Lightfoot
Subject: Lots Road Development - possible planning gain

Please treat as confidential.

Please find attached my first draft of the output from discussions with Circadian, the proposed developers of Lots Road Power Station.

A revised application is to be put in by the developers in December. The main material change is to reduce the height of the tower on the Royal Borough site from an original 39 storeys, to a revised 30 storeys, now to be 25 storeys in the further revised application.

With other officers, I have been engaged with the developers in looking to see what contribution they might wish to make to ensure that the new development benefits a broader population, not simply the 1700 new residents who will be catered for as part of the site.

You will also know that we have been exploring the Council's landholdings at Ashburnham Community Association in order to see whether this site can be freed up as a possible location for a secondary school, if we have to abandon our preferred target site of Hortensia Road.

Consistent with this, the developers have offered to relocate Ashburnham Community Association as part of the power station site. This would be a reduced floor area for the Association of 5000 square feet - down from their current 8000 square feet - but the new space would be much more useable, and have full lift access (albeit that part of it would be at basement level).

The Community Association have been advised that they need to talk to the developers about this, and have been gently put on notice that they cannot necessarily expect to be able to stay on their current site. At present they do not have any protection through a lease.

Ashburnham Community Association currently sub-let space to a private nursery, and there is an assumption that we will need to help that private nursery relocate. We are exploring the possibility of putting another floor on Cheyne Nursery, possibly using Neighbourhood Nurseries Initiative cash, but the schedule here also invites a contribution from the developers.

You will also recall that we have been exploring the possibility of providing new public leisure facilities adjacent to the school for joint school and public use. We have an architect working to examine the possibility of a 3 storey building, comprising swimming pool, sports hall and gymnasium.

We have also invited the developers to meet the costs of underground car parking, to be under the school playground. This would ensure that teacher parking and some parking for the sports centre could be accommodated without increasing stress on local resident parking. Within the 120 parking places we could provide, there might be provision for some resident spaces to be provided, to accommodate those who would lose spaces on Lots Road, where residents parking might need to be decommissioned in order to allow streetscape improvements and bus access.

The other matter that I would wish to draw your attention to is the proposed transfer of the Council's property interest in Chelsea Creek to the developers. The developers are interested in securing an interest in the Creek sufficient to ensure that they can satisfy the Environment Agency as to future management arrangements, given the implications for the Creek and the closure of the power station, and to ensure that the Creek remains an attractive amenity (and selling point) for the new residential units.

It is unlikely that the Creek represents a realisable asset to be disposable to any other party, and the danger is that if the Council retains the freehold interest, then it also must retain the future maintenance liability which could be a sizeable risk.

Trading the Council's interest in with the package of community benefits will boost the package, and relieve the Council of this risk.

You will notice that the affordable housing proportion is now at 40%, which includes 22 starter units for key workers.
Officers will be meeting developers again to seek to move to finalise this package on 11th December, and I would therefore be grateful for assistance as follows:

1. Comment from Jacky Griffin/Councillor Buckmaster on the proposed contribution of £2m towards "secondary education".
2. Confirmation from Moira Gibb that the affordable housing package is acceptable.
3. Comment from Norman Cook on the contribution proposed to the local park.
4. Comment from Paul Dimmock on the cost of new leisure provision as outlined, and a comment on the proposed contribution from the developers for £1m.
5. Comment from Ian Doolan/LeVerne Parker on the proposed transfer of the Council's property asset in Chelsea Creek. Presumably we cannot gift this to the developers, and how would you propose that we affect this transfer?
6. Gaps filled in by Richard Case on transport and education on pupil numbers - given housing mix proposals.
7. Any other comments from others.

I would be grateful for replies, and other observations by the end of Friday 6th December.

My thanks

Derek Myers
Town Clerk and Chief Executive

LOTS ROAD POWER STATION SITE -...

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INTEROFFICE MEMORANDUM

TO: IAN DOOLAN - BOROUGH VALUER

FROM: MICHAEL FRENCH - EXECUTIVE DIRECTOR PLANNING AND CONSERVATION

SUBJECT: **ASHBURNHAM COMMUNITY CENTRE**

DATE: 11 DECEMBER 2000

REF: PP/RT

In response to your memo' dated 8th November I can confirm that a planning application has not been received for the Community Centre.

In terms of 'planning gain', the relevant circular is 1/97: "Planning Obligations". There are five tests which have to be followed when seeking to use a planning obligation: necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development, and reasonable in all other respects.

Whilst I wouldn't dismiss the appropriateness of tying an obligation into the forthcoming Lots Road Power Station application, this would have to be approached very carefully, and at an early stage. As far as I am aware this issue has not been raised so far in the pre application discussions that have taken place. It would be more appropriate for the applicant to offer up a unilateral obligation, rather than the local planning authority seeking to impose such an obligation. Needless to say, both main parties would have to be willing to enter into the agreement. It is unlikely that the Council could refuse planning permission on the basis that the applicant did not wish to contribute.

I cannot comment on the implications arising from the Chelsea Harbour proposals, as the site is within Hammersmith and Fulham, although the same principles would apply.

M.J French

Executive Director, Planning and Conservation.

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Reply required by Bar. Valuer asap

Valuers Department

2nd Floor, Central Library

Memorandum

To: **Michael French** **Your Ref:**
Executive Director of Planning and Conservation

From: **Ian Doolan** **Extension:** **3211**
My Ref: **IMD/SJH**

CC:

Date: **08 November 2000**

ASHBURNHAM COMMUNITY CENTRE

I attach some recent correspondence and would be grateful if you could advise me on the planning aspects of this case. I have to say that I was surprised to read the comments regarding planning gain.

Ian Doolan
Borough Valuer

RECEIVED
07 NOV 2000
BOROUGH VALUER

COUNCILLOR TIMOTHY BOULTON
36 LENNOX GARDENS
LONDON SW1X 0DH
TEL: 020 7589 2743

November 6th 2000

Dear Mr Doolan,

Ashburnham Community Centre

Thank you for your letter of 31st October.

The possibility of planning gain money has been on the table for about 4 months and the Leader of the Council knows about it because we discussed it when he visited the Centre in July.

Planning gain does not have to take place on site. It can take place elsewhere in the neighbourhood. It is customary for the Developer to offer the gain when he makes his planning application. Then I agree that it is for the Planning Committee to decide whether it is adequate.

We are not the only contenders for the developers' money. We believe that approaches will be made by

(a) other voluntary organisations in the area, and
(b) public works projects.

What we do know is that we are severely handicapped in not having a Lease because the Developers will not discuss things seriously until we do have one. For that reason I would ask that the matter be brought before the Corporate Management Committee as soon as possible.

I do not think that there have been many changes on the original proposals. I have asked the Manager to let you have the plans. I do not think that the Committee would want to tie itself by definition. We do not yet know what is on offer, and if we were offered something extra (like a swimming pool) we might well want to consider it.

I do not know how up to date you are with the work of the Centre so I enclose accounts for the last 6 months. The annual meeting is being held later this month.

yours sincerely,

Timothy Boulton.

I.M.Doolan Esq, Borough Valuer,
Royal Borough of Kensington & Chelsea,
Town Hall,
Hornton Street,
W.8.

VALUERS DEPARTMENT
THE TOWN HALL HORNTON STREET LONDON W8 7NX

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA

Borough Valuer I D M DOOLAN FRICS

Councillor Timothy Boulton
36 Lonnox Gardens
London
SW1 0DH

Direct Line: 020 7361 3018
Facsimile: 020 7361 2008
Email: richard.carroll@rbkc.gov.uk

31 October 2000

My reference: VA/PLOTS Your reference. Please ask for: Mr Doolan

Dear Councillor Boulton,

Ashburnham Community Centre, Tetcott Road, SW10.

Thank you for your letter of 26th October 2000 regarding the above.

As you will be aware Ashburnham Community Association made an application for funding to the Sports Lottery Fund in November 1997 to refurbish the Centre and upgrade the sports pitch. At that time heads of terms of a lease for 25 years had been agreed, subject to lottery funding. The application was unsuccessful and the lease was therefore not completed.

The Association were to work up proposals for a new application which would deal with the deficiencies in their original application. The grant of a lease on similar terms was again conditional upon lottery funding.

It now appears that the proposed application for lottery funding will not now take place. The suggestion that "planning gain" from the Lots Road Power Station or Chelsea Harbour could be used to fund Ashburnham's Development Programme is news to me.

I have two concerns in this regard. Firstly the rules regarding "planning gain" are well defined and it is questionable whether any 'planning gain" could in fact be used on Ashburnham as there is no direct link with these development sites. Any decision in this regard would need to be supported by the Planning & Conservation Committee and the Corporate Management Committee, as owner of the asset. Secondly, I have not received details of Ashburnham's Development Programme which would need to approved by the Corporate Management Committee who would need to be satisfied that the proposals are appropriate for the area and represent value for money.

Ashburnham Community Association have been told on several occasions that a lease will be granted once the Council has approved their proposals and that funding has been secured.

I therefore suggest that in the first instance you arrange to send me details of the Association's scheme which can then be considered. I would agree with you that the current under-use of this site over the last few years has been unsatisfactory and that the sooner the site is brought back into community use the better.

Yours sincerely,

Ian Doolan
Borough Valuer

c.c. Executive Director, Planning & Conservation
Head of Policy & Partnerships

COUNCILLOR TIMOTHY BOULTON
36 LENNOX GARDENS
LONDON SW1X 0DH
TEL: 020 7589 2743

October 26th 2000

Dear Mr Doolan,

Ashburnham Community Centre - Site bounded by Tetcott Road, Burnaby Street, Upcerne & Lots Rd

I have been asked to get another matter moving, this time the new Lease of the Ashburnham Community Centre. It has been dragging on for some years and I don't know why. I have just been appointed a Trustee and at a Management Committee last night, the problem was explained to me.

We have a Development Programme for this Site costing several millions of pounds, and the plans were inspected by the Leader of the Council and myself in July. As to where the money is going to come from, we agreed that "planning gain" would provide the money required. This will come from 2 sources :

1. Taylor Woodrow (in partnership with an Overseas company) who will be developing the Lots Road Power Station.
2. P.&.O who will be extending the Chelsea Harbour Development.

We are in touch with both companies and both have inspected. They have both asked if we have a Lease, and when they are told that we haven't, their attitude changes. It is therefore important that we do have a Lease.

I am told that the terms agreed are a 25 year lease at a rent of £47,000 (probably subject to review) and that the draft lease has actually been sent out and approved. This implies that the matter is in the hands of the Borough Solicitor who is presumably waiting for the go-ahead from somebody.

Can you tell me what the position is and what, if anything, is preventing the Lease from being granted.

yours sincerely,

I.M.Doolan Esq, Borough Valuer,
Royal Borough of Kensington & Chelsea,
Town Hall,
Hornton Street,
W.8.

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27 OCT 2000
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Feb Town Hall
Jan/Feb Leader Mtg
11 March.

Private slow for LHAG - ward Members?

BALANCE H&F / R&C

WB 6/JAN NEXT MTG
13/

GET COPY OF NEXT DRAFT ....

FRI 17th 3PM

Thorne, John W.: PC-PlanSvc

From: Myers, Derek: CP-ChiefExec
Sent: 16 January 2003 16:45
To: 'Jim.Pool@Montagu-Evans.co.uk'
Cc: Thorne, John W.: PC-PlanSvc; French, Michael: PC-GrpSvc
Subject: LOTS ROAD

Jim,

I am getting inquiries from local councillors.

Can I confirm our previous understanding;

- ward Councillors will be invited to a 'preview' of the exhibition

- you will organise a public meeting for local residents after the close of the exhibition . It would calm things down if you could commit to this date asap

- you will provide exhibition material at Kensington Town Hall for a period during the second half of February . At least one session of this needs to be manned .(You can confirm practicalities with John Thorne)

I would welcome confirmation of the first two points at your earliest convenience.

Derek Myers
Town Clerk & Chief Executive
Tel: 020 7361 2299
Fax: 020 7361 2764

Thorne, John W.: PC-PlanSvc

From: Jim Pool [Jim.Pool@Montagu-Evans.co.uk]
Sent: 14 January 2003 15:14
To: JohnW.Thorne@rbkc.gov.uk
Subject: Public Consultation

John

The public exhibition will be held from Mon 27 January to Saturday 1st February at Studio 35, 90 Lots Rd (the same place as last time).

The opening times will be as follows

Monday, Tuesday, Thursday, Friday - 1 am - 6pm
Wednesday 11am - 7pm
Saturday 11am - 5pm

Please let me know when you would like us to set up the exhibition at the Town Hall, and whether you would like it to be manned by the relevant members of our team.. We should be in a position to suggest to you how much space we would ideally need for the exhibition by next week.

As for any public meeting, this is something that I want to raise with my client at a meeting taking place later this week.

Regards

Jim

Jim Pool

This Internet E-mail is intended solely for the person to whom it is addressed. It may contain confidential or privileged information. If you have received it in error, please notify us immediately by telephone and destroy the transmission. You must not copy, distribute or take any action in reliance on it.

Montagu Evans Chartered Surveyors

Thorne, John W.: PC-PlanSvc

From: Myers, Derek: CP-ChiefExec
Sent: 29 November 2002 17:53
To: Thorne, John W.: PC-PlanSvc
Subject: RE: Project team meeting

John Cannot easily make this but mr first go at the Community benefits list will be with you MOnday am .Can it go on the agenda for comment please DM

-----Original Message-----
From: Thorne, John W.: PC-PlanSvc
Sent: 21 November 2002 10:35
To: Bennett, Mark: ES-SSDD; Booth, Nick: PC-PlanSvc; Carroll, Richard: CP-Val; Case, Richard: ES-HwayTraf; Denington, Guy: ES-EnvHlth; Doolan, Ian: CP-Val; French, Michael: PC-GrpSvc; Gajic, Vera: CP-Comm; Hughes, Amanda: ES-EnvHlth; Jackson, John: PC-BlgCtrl; McAleer, Jill: EL-ManagPR; Mcdonald, David: PC-PlanSvc; Mcgarvey, Joan: ES-SSDD; Morse, Paul: CP-Gov; Myers, Derek: CP-ChiefExec; Nick.Corbett; Parker, LeVerne: CP-Legal; Rust, Tracey: PC-PlanSvc; Swinburne, Graeme: ES-HwayTraf; Thorne, John W.: PC-PlanSvc; Turner, Chris: PC-PlanSvc
Subject: Project team meeting

There will be a short meeting of the project team on Tuesday 3rd December at 1400 in Committee Room 5.

The Agenda will consist of:

1. Update on position with current application.

2. Update on Hammersmith and Fulham.

3. Possible timetable for further submissions and action.

Please advise me if you will be attending or sending a proxy.

John

4 COMMUNITY BENEFITS DRAFT

5 AOB

French, Michael: PC-GrpSvc

JT

Do we need to discuss at your desk?

From: Redpath, Tony: CP-Comm
Sent: 27 November 2002 18:16
To: Myers, Derek: CP-ChiefExec
Cc: Jones, Sandra: CP-Comm; Comfort, Ian: EL-EdEMP; French, Michael: PC-GrpSvc
Subject: ASHBURNHAM COMMUNITY CENTRE

Headline de-brief. Sandra Jones and I met with Shaun Edwards (Director) and Libby Hartmann (Chair) of the ACC today to put across gently but firmly the message that

(a) ACC did not have a long-term future on the current site
(b) the redevelopment of Lots Rd Power Stn provided an opportunity for the ACC to secure its future in new purpose built accommodation
(c) the Council valued ACC's work and would help them make this a success
(d) early discussion with the developers would maximise the influence ACC could have over the design of the community centre space.

(a) got across loud and clear. Shaun had a glint in his eye over (b), Libby was sceptical that "planning gain" ever got delivered. We reassured them on this point. (c) was welcomed, and appeared to be taken more or less at face value, though Libby looked as though she was having trouble keeping her scepticism in check. On (d), they took the point, and are likely to contact Andrew Locke (whom Libby said she knew) shortly.

Principal worry to emerge at meeting was over phasing - wouldn't the space at Lots Road become available on a much slower timescale than the development of any new school? Might ACC end up homeless for a period? We provided reassurances, without committing ourselves to saying ACC would actually stay in the same building until the new one became available.

Ian may wish to note that Phil Shepherd from the WCPlayspace phoned me this pm - said he had tried to reach you. Wanted to know timescale for any redevelopment of ACC site - I said we expected ACC to still be there in 3-4 years. He has a Board meeting tonight, apparently, and gave me the impression that he might be going to light a blue touch paper.

Can go into further detail on phone if anyone wishes.

Tony Redpath

B4 FAX + POST.

TOWN CLERK AND CHIEF EXECUTIVE

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Town Clerk and Chief Executive DEREK MYERS BA LLB

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

Alasdair Nicholls
Managing Director
Taylor Woodrow Capital Developments Ltd.
4 Dunraven Street
London
W1K 7FB

Direct Line: 020 7361-2299
Facsimile: 020 7361-2764
Email: derek.myers@rbkc.gov.uk
Web: www.rbkc.gov.uk

10 December 2002

My reference: DM/SS/1210 Your reference: Please ask for: Mr Myers

Dear Alasdair

LOTS ROAD

Please find attached a document for discussion when we meet on Wednesday.

I should make it clear that I don't regard it yet as a completely exhaustive statement of the matters that might eventually form a Section 106 Agreement, but I hope you will find it faithful to the range of our discussions so far.

I am a little disappointed to find that we have yet to receive the response to our original issues letter from John Thorne, which you promised to reply to in some detail, when we last met.

I understand Jim Pool has offered a draft letter, but we have not received this or a final letter.

Yours sincerely

Derek Myers
Town Clerk & Chief Executive

Enc.

LOTS ROAD POWER STATION SITE

DEVELOPMENT PROPOSALS –

A neighbourhood approach

DRAFT 2

Introduction

This document outlines the background to, and heads of agreement, for an agreement between Circadian, the developers of Lots Road Power Station Site and the Royal Borough of Kensington and Chelsea.

Circadian are planning a major new development on this important site in South West Chelsea. There are two concurrent planning applications which form one large development. Part of the land is upon the London Borough of Hammersmith and Fulham, and part is within the Royal Borough of Kensington and Chelsea.

When fully built out, the total development proposal will add a new resident population of 1700 and a new workforce of --------- to this part of the Royal Borough. This will more than double the existing population of what is currently a residential enclave, bordered by main roads, and the river.

Circadian are keen to make the development work, not only for their new tenants and purchasers, but for the local population that will host the development and the wider population. Some will be affected at least indirectly by traffic volumes, the effect on air quality, the change in the built environment and additional pressure on local facilities. Some will gain from the proximity of a newly built, attractive new development and additional retail and other facilities.

For these reasons, the developers have agreed to contribute to local requirements and facilities as follows:

1. Affordable housing

The development proposals include on-site affordable housing as follows:

RSL rented	103	units	25% of total	
RSL shared ownership	41	units	10% of total	
Total RSL	144	units	35% of total	
Key worker housing	22	units	5% of total	(shared-ownership)
Total affordable	166	units	40% of total	
(Total units in scheme)	**420**			

All units will conform to the minimum space standards laid out in the Council's Unitary Development Plan.

Add in text re eligibility for key worker housing.

2. Local street scene improvements

The developers propose to invest as follows:

£400,000 - Introduction of an Environmental Cell in the Lots Road triangle including pavement treatments, street trees, and other street scene improvements in the area.

£500,000 - Pedestrian measures in the local area including signage; street lighting, permeability of the site and other environmental improvements.

£710,000 - Cycling measures including toucan crossings, cycle routes and cycle parking.

£200,000 - Traffic junction improvements at Cremorne Road/Lots Road junction to ensure safe and efficient pedestrian and traffic flows.

3. Remediation of the Lots Road power station

The power station site itself and the surrounding land are both badly contaminated. To safely reduce this risk to future residents, the river and the local area, Circadian will spend as much as is needed on removing decontaminated land and making good.

Circadian also undertakes to pay reasonable costs borne by the local authorities, in monitoring and supervising this remediation.

4. Investment in public transport

Circadian are committed to ensuring the new population have a choice as to whether to use private or public transport, and hope to restrain private car usage through the subsidy of attractive public transport options. They propose investment and subsidy as follows:

(a) £500,000 to subsidise bus route C3 for an improved frequency, from every 10 minutes to every 7.5 minutes, running between Clapham Junction and Tesco Warwick Road.

(b) £1 million to subsidise a new bus route from Sands End to Westminster, running every 10 minutes, along the embankment.

(c) £50,000 per annum to revenue support for a new upgraded riverboat service which will run half hourly from Chelsea Harbour Pier to Embankment Pier via intermediate piers during the peak hours.

(d) £200,000 to upgrading passenger facilities at the current pier at Chelsea Harbour.

(e) £650,000 to bus priority measures, including upgrading the Townmead Road bus gate.

These subsidies are designed to secure successful sustainable services. The bus route subsidies will continue until the routes are viable from fare income alone or until the allocation is used, whichever is longer.

If the routes achieve a planned viable ridership prior to the modelled date, then uncommitted funding to the total of the cash sum set out here can be utilised by the Royal Borough of Kensington and Chelsea, at its discretion to subsidise other public transport provision, relevant to this area.

5. Investment in the West London Railway Line

Circadian propose to invest £1 million in station improvements to the planned Chelsea Harbour station. This would allow for platform lengthening to take a longer stopping train at a future date.

However, this funding will be held by the Royal Borough of Kensington and Chelsea for these purposes, and this proposal will be kept under review. The Royal Borough of Kensington and Chelsea may at its discretion propose that the sum be applied to any alternative public transport project that fits with its declared public transport plans for the South of the Borough.

6. Investment in educational facilities

Circadian believe that many of the new residential population on the total site may well look to the Royal Borough of Kensington and Chelsea for schooling for their children, and some may want to utilise adult education facilities for themselves.

The new demand for education for 3 – 16 years is currently modelled as:

[Import new numbers based on GLA guidelines as revised for new housing mix]

Circadian understand that this new school population will add to pressure for both primary and secondary schooling in the Royal Borough. Some changes will be needed to expand primary school provision on existing sites. However, the pressure will be most acute in the secondary sector, as 1600 pupils currently have to leave the Royal Borough to attend for secondary schooling in other boroughs, and only 30% of primary school children find a place in a Royal Borough of Kensington and Chelsea secondary school. In the South of the Borough this drops to 20%.

Accordingly, Circadian propose to invest £2m in the Council's project to create improved primary and secondary education in the Royal Borough.

7. Investing in the local park

Westfield Park is a much-loved local resource for families, and will be a strong focal interest on the main pedestrian route from Kings Road to the new development.

The park is in fair condition, but Circadian recognise that an upgraded park environment will be an important facility for the new population and existing population alike.

Accordingly, Circadian propose to invest £400,000 in improvements to the park, and in improvements to trees and other green initiatives on local network roads such as Cheyne Walk and Cremorne Road.

8. Assisting with resident car parking

Circadian recognise that an important component of resident amenity is the ability to park a private car close to home, without undue stress. They are therefore proposing to include ------- parking places as part of the development, but also to make a payment to the Council of £1.75m towards off-street parking for part-use for existing residents in the Lots Road area. This might be utilised for well managed, safe lower ground car parking. 120 places might be created for a variety of uses.

9. A local community association for us all

Circadian appreciate what a contribution can be made to local life by well-run community organisations.

The Lots Road area already has the popular Ashburnham Community Association, which operates out of an old Victorian school site. The site is not purpose built for its current use, and has restricted access for people with mobility problems.

The Association both provides services and hosts other service providers including a private day nursery, and complementary health services.

Circadian believe they can offer new purpose-built services within the converted power station, building on ground and basement levels with full lift access.

Circadian are proposing to identify 5000 square feet of space for the Association and to work to ensure service charges are kept to a minimum for this new occupation.

It is recognised that this is less space than the Community Association nominally occupies now, but the new space can be well planned and kitted out to a high standard.

Circadian understands that the day nursery might be capable of being re-located by the Council to a nearby site, and agrees to make a financial contribution as follows to secure the future of both facilities:

- £100,000 to meet kitting out costs of the new Community Association facilities.
- £500,000 to contribute to the re-location costs of a new nursery in the local area.

10. Sports facilities

Circadian are proposing to make public space – particularly a new Thames-side path – an attractive feature of the new development. New public rights will be created.

A private members-only health club will also be an expected tenant.

Nevertheless, given that 40% of the residential units will be "affordable housing", Circadian recognise that a contribution to new leisure facilities in the local area will be an important contribution to a well-planned neighbourhood.

Circadian understands that the Council may be able to make available a site suitable for the construction of a new public swimming pool, sports centre and gymnasium on a pay per use basis.

Towards an anticipated cost of £----m Circadian propose to contribute £1m towards construction costs.

11. Making life easier for local residents

As well as contributing to off-street parking facilities, better public transport and the environmental improvements and community facilities set out here, Circadian

are keen to provide additional amenities to assist the new and existing resident populations.

When fully occupied, the development may be home to ---- children who will need to attend school.

Circadian understand that the Council is interested in promoting new options for home to school transport, which might reduce the need for individual children to be transported by private family cars.

In support of this, Circadian propose to design a reception point for families to use, where children might be picked up and dropped off by group transport, and subsequently collected by parents. This will consist of off-street vehicle standing and an internal space or lobby area.

As a further contribution to promoting public transport, Circadian will provide an on-site transport manager, available to advise on public transport matters, and a new intranet site to give accurate up-to-date public transport information. This intranet site will be available to both new residents and the existing local population. This equates to £200,000 per annum, one off expenditure of £120,000 and £120,000 towards developing school travel plans at local schools.

12. A safe community

Circadian are committed to a new high-class location to live and work. They appreciate that safeguarding community safety requires dedicated security services, using patrols, CCTV systems, and good lighting.

Circadian will provide this service within the perimeter of the newly developed land, but clearly the safe environment will also promote a sense of well-managed public space across a wider area.

In order to safeguard future standards of public space, Circadian will enter into a legal agreement with the Council to guarantee the removal of graffiti, fly-posting and illegal dumping from any public areas within the site within a defined period. Failure to do so will entitle the Council to arrange works and charge the developer.

13. Safeguarding the future of the Creek

Chelsea Creek is a historic site with a fascinating array of fauna and wildlife. Careful planning is required to safeguard the habitat, given the closure of the power station and the change in water usage and tidal flows.

Circadian are keen to ensure Chelsea Creek is an attractive part of the development and is maintained and enhanced for the benefit of all the local population and visitors.

Accordingly, they will commit to a management plan agreed with the Environment Agency. They will agree a transfer of the freehold interest of Kensington and Chelsea Council to themselves, and accept all future maintenance and management liabilities.

14. Public Art

Consistent with the guidance in the Council's Unitary Development Plan, Circadian will pay for the installation of a world-class piece of public art, in a location to be agreed.

15. Contribution to recycling initiatives

Circadian wish for the new development to set a high standard for sustainability. Accordingly detailed designs will include methods to encourage recycling of domestic and business waste.

16. Encouraging local skills during the construction period

Circadian are keen that the construction period of a number of years should offer opportunities to provide local employment including training places for the benefit of residents of West London.

Circadian will transfer such an obligation by contract to their construction contractors who will undertake (to be agreed).

17. Provision of employment opportunities

The built out development is expected to provide employment for 400 within a mixture of retail and workshop units, as well as staff employed in security and support services within the development.

There are currently 300 whole time equivalent jobs on the site.

18. A managed mix of retail units

Circadian will undertake to manage the tenant mix within the retail units to ensure there are local shops for local residents, including a "convenience store".

Summary of community benefits

Proposal	Benefit	Value
1. Affordable housing.	166 units – 40% of the total units on the site.	
2. Street scene improvements.	Pavements, street trees, traffic junction improvements.	£1.81m
3. Remediation and de-contamination.	All land on the site cleaned and made safe. Council costs met.	
4. Public transport.	Improved local bus service. New route to Westminster. New upgraded river boat service. New upgraded pier.	£2.4m
5. West London Line.	Station improvements.	£1m
6. Education.	Contribution to a new secondary school.	£2.0m
7. Westfield Park and environs.	Upgrade to park plus trees etc on side streets.	£0.4m
8. Off-street car parking.	Contribution to off-street car parking.	£1.75m

9.(a) New Community Association.	Provision for a new Centre plus contribution to new set-up costs.	£0.1m
b) Reprovision of Day Nursery.	Assistance to secure new premises for day nursery.	£0.5m
10. Sports facilities.	Contribution to new public sports centre.	£1.0m
11.(a) Drop off/pick up point for school children.	Lobby area.	
(b) Transport Manager and intranet site.	Help and advise on public transport options.	£0.24m one-off £0.2m recurring
12. Community safety.	Guarantee of graffiti removal.	
13. Chelsea Creek safeguard.	Transfer of freehold and future liabilities from Council to developer.	(£-2m)
14. Public Art.	Installation of a major piece of art.	£0.1m
15. Recycling facilities.	Built in recycling provision for residents and businesses.	NIL
16. Construction skills.	To be agreed.	

17. Employment opportunities.	Creation of 400 jobs. (Currently 300 jobs at the power station.)	
18. Managed retail mix.	Local shops for the new and existing population.	
19. Health provision.	Separate discussions with the PCT?	

PHASING to be agreed.

LOTS ROAD – A NEIGHBOURHOOD APPROACH

18TH NOVEMBER 2002

4PM – 5PM

1. Stocktake

   - Transport.
   - Affordable housing.
   - Design.
   - Other matters set out in John Thorne's letter.

254

105 RENT
39 SO
22 ENTRY
60

2. Timetable.

3. Next meeting – to try to round off the application.

4. Any other business.

Lots Road 18th November 2002

DM
M J French
John W Thorne

Alistair Nicholls
Malcolm Kerr

AM/MK Intention to submit substantially revised scheme in 'early December'

In advance of this RBKC would like to see a written response to JT letter of 19th September addressing **all** points- MK agreed to prepare this.

AN maintains that TCI for affordable housing needs to be 100%. Stan Logan has suggested it may be lower. (JT to investigate what H&F are discussing).

JT will arrange project team meeting in next couple of weeks to advise members of current position and timetable.

Possible timetable:

Submission in December & public consultation

Leader briefing in early January

Developers hold public exhibition in mid January (Week of 27th Jan)

Later display in Town Hall foyer (5th March)

Possible date for meeting of full PSC 19th March – this would entail preparation of Committee report by 4th March.

Telephone discussion with Paul Entwistle at H&F 19th November.

H&F have indicated they would like revisions submitted as a new application in order to meet the 13 week deadline for major apps.

Somewhat surprised at developers' response that they would submit new scheme as new application in December as H&F feel there is some way to go to resolve differences. Developers say they will "work night and day" to sort out any outstanding problems...

This date would imply a 5th March 03 committee date but this is based only on the 13 week figure rather than being something solicited by H&F.

Developers have indicated 100% TCI is necessary for affordable housing provision. H&F housing feel this may be lower "They will be lucky to get 100%" although

Imperial Wharf got 130%. Housing Corporation is now looking to east London & tightening up on the west.

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

Councillor Merrick Cockell,
Leader of the Council,
Town Hall,
Hornton Street,
LONDON, W8 7NX.

Switchboard: 020 7937 5464
Extension: 2944
Direct Line: 020 7361-2944
Facsimile: 020 7361 3463
Web: www.rbkc.gov.uk

13 November 2002

My reference: EDPC/MJF Your reference: Please ask for: Mr. French

Dear Councillor Cockell,

Lots Road Power Station Development

Further to the letter you have received from Melyssa Stokes following our meeting on 3 October, my comments are as follows:

1. Massing and Height The Planning Acts are not drawn up to "protect" the Borough or anyone else from the possibility of future applications of a particular type or size. Applications must be assessed on their individual merits in relation to policy and any other material considerations.

2. Public Transport I cannot comment on Cremorne Wharf Pier or London Buses' recruitment.

3. Amenities A number of matters are under discussion including many suggested by residents. We are not in a position to say what is under discussion until a measure of agreement is reached with the applicants, and can then be consulted upon.

4. Committee Date This depends on the applicants' response to negotiations/requests. No date has been set; I would imagine during the first quarter of 2003.

5. Employment Chelsea Wharf has not been granted planning permission for "change of use to residential"; permission was granted for part-redevelopment to provide eleven residential units and additional business floor space. The majority of the site remains in employment use.

6. Bridges and Walkways The "Landscape Masterplan" drawing no. 557/01A clearly shows the extent of walkways and bridges. This is on the public files and there are A3 size reduction bound into the A3 size booklets of plans. The planning officers are available to answer queries from anyone who is unclear about aspects of the proposal. We have no remit to publish an overview of the scheme and this would be inappropriate, particularly if it were perceived as prejudicial to the decision of the Council, as planning authority.

7. Air Quality The Air Quality submissions have been scrutinised by the Director of Environmental Health and further information has been requested.

8. Transport A transportation strategy indicating the extent of use of water transport for spoil and materials is in preparation at our request by the applicants.

9. Affordable Housing Unfortunately there is no flexibility for provision of affordable housing off-site.

10. Traffic and Parking Detailed discussions regarding traffic impact are continuing with the Director of Transportation and Highways.

11. Density We do not consider or determine applications on density criteria alone. In some circumstances it can indicate consequences which may be of concern i.e. townscape, activity, traffic; however, if other measures can address these concerns satisfactorily, there can be no demonstrable harm arising from a particular density per se.

If I can provide any further information, please let me know.

Yours sincerely,

M. J. French,
Executive Director, Planning and Conservation.

Copy to JT for comments 8/11

M E M O R A N D U M

From: Mrs Barbara Longford

To: Mr Derek Myers: Mr Michael French

Subject: **Letter to the Leader, from Melyssa Stokes (Lots Road Action Group)**

Date: 7.11.02.

Attached is a copy of a faxed letter, which the Leader has received from Melyssa Stokes. Councillor Cockell has asked me to copy it to you both and ask if you could please provide answers to the practical questions which Ms Stokes has raised.

Thank you,

Barbara L

6 Lots Road, London SW10 0QF
Tel: 0207-352-4132 Mobile:07976-701790 Fax:0207-351-7289

Councillor Merrick Cockell,
Leader of the Council,
The Royal Borough of Kensington & Chelsea.

faxed to AC

Dear Councillor Cockell,

Lots Road Power Station Development: Meeting 3rd October 2002.

Thank you very much for giving us the opportunity to meet regarding the above proposal and your written response (25th October). However, I would appreciate your comments on the following: see X

1. **Massing & Height** If permission is granted for the tower and other buildings rising to 12 storeys, how would RBK&C protect themselves and the community from future applications of a similar height, scale and density being submitted and approved - possibly by the same developer. (Circadian own the 2 storey Victorian warehouse, 90 Lots Road opposite Power Station). There did not appear to be a clear response to this question.
2. **Public Transport** River Buses. The Chelsea Harbour Pier is in London Borough Hammersmith & Fulham - a 15-20 minute walk for people in Lots Road Triangle (RBK&C). The RBK&C owned Cremorne Wharf Pier, (27 Lots Road) is due for closure in 2003. This pier would be more beneficial to the RBK&C community **if** the river bus proposal becomes a reality. It was acknowledged that "this is a difficult site" given it is fronted by Thames Water. Is there any further guidance you can give us to recommendations for its future use?
   Circadian's 'transport proposal' outlines buses and bicycles as a transport solution. London Transport has recently announced that it has a current shortage of 1,000 drivers for the central London area.
3. **Local Amenities** It was stated that RBK&C would be seeking amenities from the developer for the immediate local area - maybe a school bus, indicating that even a school may not be in the immediate vicinity let alone an open space, leisure facilities, etc. Is it possible to indicate what other amenities are being sought for South West Chelsea?
   Will the Car Pound remain in Lots Road or are there plans for its relocation?
4. RBK&C (Mr. French) did say that the application would not be brought before the Planning Services for a few months - when will you be in a position to give an actual date please - is there a possibility of it not being presented until late January/February 2003 ?
5. **Employment.** The change of use from Employment Zone on the south side of Lots Road (Chelsea Wharf, Sita Waste, Power Station) to residential use. Mr. French confirmed that the West side (Car Pound and other RBK&C sites would retain existing employment status - but no explanation as to when and why the change of use for the remainder of Lots Road. Chelsea Wharf has now been granted planning permission for an additional 2 storeys and a change of use to residential from its previous employment zone status.
6. The photographs shown at the meeting defined the Power Station wall/ Chelsea Creek wall as being one-and-the-same. Circadian's Summer 2002 brochure depicts Lowryesque type figures on a walkway alongside the Creek with 2 of the 3 'bridges' on an equally non-existent river walkway. With only the developers impressions of this site published to date, it is impossible for the immediate community to respond appropriately when they are misled and unclear on, not only this aspect but, the development as a whole.
   I did enquire as to why RBK&C had not published their own overview of the development to help residents have a clear,unbiased understanding of the

application and its implications. It was disappointing to note that nothing is intended to be published until negotiations have been concluded with Crea lia n. This, of course, would be too late for the community to raise objections. Circadian had their first 'public exhibition' 22 months ago and, as thei: sec or d application, in my opinion, differs marginally from the original I would like to ask you to reconsider publishing after the event. It is an application tha: mc rits the attention of the wider community.

7. Air Quality. We did not have time to ask how the Council would achieve the government Air Quality targets for 2004 in an acknowledged 'Air Pc llut or Black Spot'. I attach a separate sheet with current air quality readings. Th Environmental Studies submitted by Circadian do not acknowledge the >oo readings listed.

8. The decontamination disposal - road usage versus light river usage for the development - can you enlighten further on what is proposed and how long a period of time is involved please.

9. I raised the question of the possibility for off-site affordable housing (The Triangle currently has a total of 52% social housing) to bring in line w th the remainder of the borough (34%). Mr. French confirmed the social housing quota proposed for the development had to remain on-site "as it w: s :n the UDP". Is there really no flexibility on this?

10. Traffic and Parking. "Traffic information available does not support that th existing traffic network is at capacity". I have a problem with this state ner t. Roads, predominantly at standstill, from 6.30 a.m. until 10.00-10-30 :.m. and the same in the p.m. rush hour(s). RBK&C raised their objection to th: Imperial Wharf proposal on the grounds that the existing road network wou d not be capable of sustaining such a development - and this was prior to Circadian's purchase of the Power Station. LBH&Fulham report dated 7th June 2002.
'Traffic Impact', Pages 129-133, (8.11) "Regular observations, made by officers over a long period, clearly indicated that Kings Road/Fulham Road are already working at full capacity, not only in peak periods but ofte a throughout the day.
CHRA submitted a report by Colin Buchanan & Partners to RBK&C or the proposal. To date, there has been no comment.

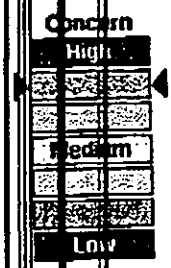
11 **The proposed development was acknowledged by Mr Frenc h to have the highest density of any development within RBK&C, ever.** The Gas Works, North Kensington being the nearest compariso n but unlike ourselves, it is not in a transport desert - it has existing transport link s, schools, employment opportunities, leisure, etc.

I would appreciate your comments on the above. Is it possible for you to mee wi h me, at my home, in the near future please? The view from my top floor clearly sh w s height, scale and massing of existing buildings and, developments in progress, givi ng a clear perspective of this proposal.
I forwarded a copy of my objection letter regarding Circadian's proposal to both boroughs and their Planning Service Committee members. Hammersmith & Fulh m councillors all responded and we had a short 20 minute tour of the immediate area. Councillor Redman kindly accompanied me and all acknowledged it gave a greater understanding of our concerns - I do hope that you will be able to spare me the time.

Once again, thank you for allowing me to organise the recent meeting between the various groups which I think was extremely useful and I do hope to see you in the Lots Road area soon!

Yours sincerely,

Melyssa Stokes



only a guide to indicate if further enquiries should be made.

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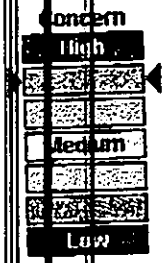

historical landuse

more information

An analysis of Ordnance Survey Maps published between circa 1880 and the current day indicates that the neighbourhood of SW10 0QF has a history of past industrial use.

The level of concern has been determined by homecheck.co.uk and is only a guide to indicate if further enquiries should be made.

Data supplied under licence of ContamCheck

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air quality

more information

The air quality readings are based on a 1km area in which the postcode SW10 0QF is located.

Nitrogen Dioxide :	Above 35 ppb (Very poor)
NOx Levels :	Above 64 ppb (Very poor)
SO2 Levels :	6 - 8 ppb (Moderate)
Benzene Levels :	Above 1.75 ppb (Good)
Butadiene Levels :	Above 0.4 ppb (Poor)
CO Levels :	Above 0.8 ppm (Poor)
PM10 Levels :	Above 27.5 ugm-3 (Very poor)
Lead Levels :	80 - 100 ngm-3 (Poor)
Ozone Summer Mean :	12 - 16 ppb (Good)
Ozone Daily Mean :	15 - 20 days where ozone >= 50ppb (Moderate)

Data supplied by AEA Technology

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pollution

more information

Risk to the environment in the neighbourhood of SW10 0QF from industrial pollution may be present from a number of sources.

Homecheck.co.uk identifies possible risks from a number of public registers held by the Environment Agency, the Valuation Office, the Health and Safety Executive, and the Department of the Environment, Transport and the Regions.

The level of concern has been determined by homecheck.co.uk and is only a guide to indicate if further enquiries should be made.

The concern indicator represents the composite degree of concern for one or more sources of risk being present. Where the concern level is above "Low", this does not necessarily mean that pollution is present, rather it indicates that it would be prudent to make further enquiries.

Each of the sources and their presence is detailed below:

Pollution Inventory
There are industrial sites listed in the Environment Agency's Pollution Inventory Register that are within the neighbourhood of SW10 0QF.

Integrated Pollution Control Consents
There are Integrated Pollution Control sites within the neighbourhood of SW10 0QF.

Sites Licensed for Radioactive Substances
There are sites within the neighbourhood of SW10 0QF which are licensed by the Environment Agency for the storage or use of

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX
TEL: 020 7361 2114 FAX: 020 7361 3105
E-MAIL: leader@rbkc.gov.uk

c.c. & J.T. Please

WITH THE COMPLIMENTS OF
COUNCILLOR MERRICK COCKELL
Leader of the Council

MC/bl
18 November 2002

Ms Melyssa Stokes,
16 Lots Road,
London SW10 OQF

Dear Ms Stokes,

Thank you for your undated faxed letter, which was received on 7th November and acknowledged by my assistant. With reference to your eleven numbered queries I shall comment on them in the same order:-

1. Massing and Height The Planning Acts are not drawn up to "protect" the Borough or anyone else from the possibility of future applications of a particular type or size. Applications must be assessed on their individual merits in relation to policy and any other material considerations.

2. Public Transport It is too early to have considered options on possible future use of Cremorne Wharf and I cannot comment on Cremorne Wharf Pier or London Buses' recruitment.

3. Amenities A number of matters are under discussion including many suggested by residents. We are not in a position to say what is under discussion until a measure of agreement is reached with the applicants, and can then be consulted upon.

4. Committee Date This depends on the applicants' response to negotiations/requests. No date has been set; I would imagine during the first quarter of 2003.

5. Employment Chelsea Wharf has not been granted planning permission for "change of use to residential"; permission was granted for part-redevelopment to provide eleven residential units and additional business floor space. The majority of the site remains in employment use.

6. Bridges and Walkways The "Landscape Masterplan" drawing no. 557/01A clearly shows the extent of walkways and bridges. This is on the public files and there are A3 size reduction bound into the A3 size booklets of plans. The planning officers are available to answer queries from anyone who is unclear about aspects of the proposal. We have no remit to publish an overview of the scheme and this would be inappropriate, particularly if it were perceived as prejudicial to the decision of the Council, as planning authority

X VR	HDC	TP	CAC	AD	CLU	AO AK
R.B. K.C.	20 NOV 2002				PLANNING	
N	C	SW	SE	APP	IO	REC
			ARB	FPLN	DES	FEES

50

7. Air Quality The Air Quality submissions have been scrutinised by the Director of Environmental Health and further information has been requested.

8. Transport A transportation strategy indicating the extent of use of water transport for spoil and materials is in preparation at our request by the applicants.

9. Affordable Housing Unfortunately there is no flexibility for provision of affordable housing off-site.

10. Traffic and Parking Detailed discussions regarding traffic impact are continuing with the Director of Transportation and Highways.

11. Density We do not consider or determine applications on density criteria alone. In some circumstances it can indicate consequences which may be of concern i.e. townscape, activity, traffic; however, if other measures can address these concerns satisfactorily, there can be no demonstrable harm arising from a particular density per se.

I shall be in the USA when you receive this letter, and am therefore unable to visit you at your home at present.

Yours sincerely,
DICTATED BY COUNCILLOR COCKELL
and signed, in his absence, by

(Assistant)

blind cc: Mr D Myers,
Mr M. French,

Thorne, John W.: PC-PlanSvc

To: French, Michael: PC-GrpSvc
Subject: Lots Road

I just had Jim Pool on the 'phone regarding residential unit sizes... they are apparently falling short of UDP standards in respect of some flats. My response was 9robustly) that this would not be negotiable and that I have been saying that the standards are a minimum which must be met from day one. Expect a 'phone call.
-JT

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C. C. MIKE FRENCH, JOHN THORNE
JACKY GRIFFIN, IAN ROOLAN

TOWN CLERK AND CHIEF EXECUTIVE

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Town Clerk and Chief Executive DEREK MYERS BA LLB

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

Alasdair Nicholls
Managing Director
Taylor Woodrow
Capital Developments Limited
4 Dunraven Street
London W1K 7FB

Direct Line: 020 7361-2299
Facsimile: 020 7361-2764
Email: derek.myers@rbkc.gov.uk
Web: www.rbkc.gov.uk

24 October 2002

My reference: DM/AB/2410A Your reference: Please ask for: Derek Myers

Dear Alasdair

RE: LOTS ROAD DEVELOPMENT – SCHOOL PROVISION

My staff have been working on your housing mix. Clearly the exact housing mix has not been settled yet, but I attach a schedule which shows our estimation of the educational demand coming from the provisional mix, which is based on standard GLA ratios.

You will see that it is significantly in excess of the numbers that you suggested.

CHELSEA CREEK

My Valuer suggests that the added value to your residential development of being able to secure a certain level of amenity from active management of the Creek would be two million pounds. I confirm that I am willing to take this into account as our discussions move forward.

We meet at 3.30pm on Tuesday 29th October, and I look forward to our further discussion.

Yours sincerely

Derek Myers
Town Clerk & Chief Executive

Enc

Formula used by GLA for calculating school roll projections

Inner London - private accommodation

	No.Units	Child yield	No children
I bed	20	0.088	1.8
2 bed	151	0.566	85.5
3 bed	87	1.202	104.6
4 bed	11	1.969	21.7
Total	**269**		**213.5**

(39)

Inner London - Social housing (affordable housing)

	No.Units	x Child yield	No children
I bed	42	0.194	8.1
2 bed	68	1.248	84.9
3 bed	12	2	24.0
Total	**122**		**117.0**

(64)

Schooling requirement:

Nursery schooling only applies to ages 3/4; under 3s would be in childcare

		No.cohorts	% in different sectors
Therefore only two cohorts of nursery age children		2	14%
Primary has seven cohorts		7	50%
Secondary has five cohorts (aged 11-16)		5	36%
	Total	14	

Applying percentages to the numbers of children gives:

Private accommodation - 214 children

	Nursery	Primary	Secondary	No children
Private schooling @ 75%	25	91	65	181
State schooling @ 25%	7	27	19	53

Affordable accommodation - 117

	Nursery	Primary	Secondary	No children
State schooling @ 100%	16	59	42	117

Thorne, John W.: PC-PlanSvc

From: French, Michael: PC-GrpSvc
Sent: 21 October 2002 11:24
To: Cllr-Cockell; Cllr-Ahern; Cllr-Phelps; Myers, Derek: CP-ChiefExec
Cc: Longford, Barbara: CP-Manag; Thorne, John W.: PC-PlanSvc
Subject: FW: Revised Application For Proposed Development of Lots Road Power Station

For your information.

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

-----Original Message-----
From: jennykingsley [mailto:jennykingsley@ukonline.co.uk]
Sent: 18 October 2002 11:12
To: stevenredman@btinternet.com; brigittebilekchee@hotmail.com
Cc: Cllr.Kingsley@rbkc.gov.uk; Cllr.Simmonds@rbkc.gov.uk;
Michael.French@rbkc.gov.uk
Subject: Re: Revised Application For Proposed Development of Lots Road
Power Station

Dear Brigitte,

I have had a response from Mr. French with regard to your query (and mine) concerning ...when will there be a public meeting with Council officers and Councillors? etc. He says that detailed discussions with the applicants are still taking place concerning various issues, which could result in amendments to the proposals. This takes time and hence a public meeting is not likely at the moment. Perhaps later in the year. We will keep you posted.

Yours sincerely,

Jenny Kingsley
----- Original Message -----
From: <stevenredman@btinternet.com>
To: <brigittebilekchee@hotmail.com>
Cc: <Cllr.Kingsley@rbkc.gov.uk>; <Cllr.Simmonds@rbkc.gov.uk>
Sent: Thursday, October 17, 2002 11:44 PM
Subject: Revised Application For Proposed Development of Lots Road Power
Station

> Dear Lady Bilek
>
> The following are the residents groups active in the Lots Road triangle of
> the Cremorne Ward and their focus in each case. If you are aware of any
> others please let me know.
>
> LRAG. Fighting the unsuitable development of the Power Station and
> membership is, broadly open to all.
>
> LARA. Representing the broader interests of residents in the
> Lots Road Area.
>
> As your elected Ward Councillors Jenny, Maighread and I do all we can to
> promote the interests of all Cremorne residents and improve the quality of
> life, the built environment and open spaces in our Ward.
>

From: 04/10/2002 16:21 #002 P.001

F.A.O. LESLEY WYATT-JONES.

CHIEF

Butcher, Louise: ES-SSDD

From:	Stroud, Mike: ES-GrpSvc
Sent:	12 September 2002 19:58
To:	Butcher, Louise: ES-SSDD
Cc:	Russell, Anne: ES-GrpSvc
Subject:	Meetings...urgent.

Louise,

My diary for the next three weeks is;

Here Friday 13th

Diary full Monday and Tuesday next week.

ET Wed Thurs and Friday.

ET Monday 23rd

Here Tues 24th to Fr 27th

Here Mon 30th to Wed 2nd...then off for two weeks.

So, I have just tomorrow plus seven work days before I go on leave!

The meetings I know of are the one with Communications that you were going to set up. Neil ought to be involved in that also. You might have to delay it until I am back from leave.

I need a meeting with a few people that Derek Myers has asked me to set up. There is a memo on it in my out tray marked for you. I need to see if Derek wants to be there...I think he will...It was not clear to me from the memo...I am asking Sally. In addition I need Craig, Bill Mount, Lesley Wyatt Jones and LeVerne Parker. Tell them you will send them the copy of the memo that Derek sent me. I do need Craig there...so I will need to delay it until he is back from leave. I am sending an e-mail to Derek Myers explaining the problem with leave and asking him if later in October is OK. I will ask him to include you in his response.

You will find me relying on e-mails as I near holidays or, as next week, time out of the office.

I will be in touch every day from the ET.

I will let you know whether I will be in London or going home...I will put it in the paper diary

Many thanks

MIKE

9.00 Tues

in HERE

Dear Lesley

My apologies! I didn't do my job properly, Mike Clearly states that I am to send a copy of the memo to everyone invited. I am sorry for the confusion!

Louise x5636

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MTG 7/10

RM MTG 7/10/02

DM
MJF
JT
M KERR
A NICHOLLS

A.N. EDUCATION NEEDS 120 CPS (NOT INCLUDING NATURALLY SIZE

USES WITHIN PANGE STATION:

1. LOCATION FOR ATTENUATION GF/BASEMENT 5963 sqft
   CHILDMINDING CENTRE. NURSERY.
   CURRENTLY 8200 sqft inefficiently used. No level access
   flexible space, therapy rooms.
   Service charge implications – estimate needed.

2. Incorporation of a nursery school (PTG)
   provision of playspace within square
   6684 sqft 100 CHILDREN. NO REDUCTION IN B1
   ...REDUCTION OF GYM + INCREASED B1 at FIRST FLOOR
   B1 REMAINS AT 63500 sqft. 75 FROM SITE

OLD PACKAGE...
AFFORDABLE 35% 196 UNITS 55 KEY
91 RSL RENTED

276 PRIVATE

NEW PACKAGE SMALLER TOWER
UPPER LEVELS OF
NEW BUILDING
AFFORDABLE

AFF 129 (NO KEY WORKER)
109 { 73 RSL
36 RSL SHARED OWN
20 CATEGORY 2 ELDERLY
264 PRIVATE 33%

SQUARE MTG – SEAN LOGAN.
SHARED OWNERSHIP — WORKS.
JT.

MAKE TO DO

Flat 33 62 Finborough Road
Chelsea, London SW10 9EF

Michael French
Director of Planning
The Town Hall
Hornton Street
London
W8 7NX

12 February 2001

Dear Mr French

I was shocked to receive a letter on 18 January telling me that I will have to give up the use of my shed because of the development of 81-87 Ifield Road. Storage is a problem in my flat and I strongly object to having to give up my storage shed. This storage shed has proved very useful over the years and provides a safe place for me to store my bike. I had to give up my space in the car park several years ago because I found it too expensive. I sold my car and bought a bike instead which I will be forced to sell as well if I do not have somewhere safe to store it.

I am very worried that my quality of life will be affected by the development especially as my flat will experience loss of light, it will be overlooked and will be noisier. I often use my living room to sit and write/play music and I don't think I will enjoy doing this with my neighbours watching me and the room being dark. It will make my flat a depressing place to live.

This development should not be allowed to be built and I will be writing again if I do not feel as if my opinions are being taken seriously enough.

Yours sincerely

Colin Young

EDUCATION SCHEDULE..

CENTRAL LONDON DEMAND – KENSINGTON GREEN } MODELS

RSL UNITS 1 CHILD/2 UNITS ∴ NON PRIVATE = 6
30% NURSERY/PRIMARY
75% PTG
ALL AFFORDABLE — STATE

269 PTE ∴ 39 (15% NURSE 65% PRIM 20% 2dary) = 10 STATE
109 AFF
= 55 CHILDREN

55

= 65

TRY AGAIN....

TRANSPORT.....

LRAG MEETINGS..

PUBLIC POSITION ON TRANSPORT & HOW IT WORKS – FOR HOW LONG.

CAN BROKER/PROVIDE FACILITIES....

NOW RIVERBUS QUALITY.

SUM. 1. COMMUNITY ASSOCIATION – SHARP INITIATE DISCUSSIONS
. ARCHITECTS' ROUGH

UB PEN COLOR BLUE BLACK
UB-200 (08) BLUE BLACK
MITSUBISHI PENCIL CO.,LTD.
http://www.unibair.com
RECAP AFTER USE

Flat 28
62 Finborough Road
Chelsea
London
SW10 9EF

Michael French
Director of Planning
The Town Hall
Hornton Street
London
W8 7NX

14 February 2001

Dear Mr French

I am a concerned resident of that flats on Finborough Road that are going to be seriously effected by the proposed/imminent development on Ifield Road. My flat is on the 1st floor of 62 Finborough Road and the new flats will directly overlook my flat.

I already have problems parking my car anywhere remotely near to my flat and I think that the parking in the area is a disgrace. I applied for a parking space for the Ifield Road car park about a year ago and was told that there were not any available. I therefore find it amazing that in the letter I have read written by the developers they say that the car park is underutilised. This is not the case and I think the council may just be trying to make it look this way. I think the plans for the new car park are unsuitable for the area, especially the traffic light system to enter the car park, and the number of spaces provided will by inadequate considering how many more residents there will be.

In the past we have had problems with groups of youths causing a nuisance on the estate. Although this problem seems to have been resolved for now I am VERY concerned that it will happen again if there are more residents. I presume there will be families moving into the flats and want to know where their children are expected to play and socialise. I do not want to live in an area where there are bored youths hanging around creating a bad atmosphere that I believe already existing on the Worlds End estate just up the road.

I will also find it very intrusive to have flats and their balconies directly looking into my flat. If the flats themselves do not block out all of my sunlight I will be forced to keep my curtains closed anyway in order to have any privacy.

I sincerely hope that this proposal is rejected so that other existing residents and myself can continue to enjoy living in our homes.

Yours sincerely

Helen Wright

H Wright

LOTS ROAD – A NEIGHBOURHOOD APPROACH.

MEETING OF 7/10/02

1. Educational Needs.

2. Community Association.

3. Transport.

4. Agenda for next meeting.

29th 15:30

- TRANS PRESENTATION
- OTHER MATTERS.

NEXT WEEK ? AFF MTG
MK. JT. JP. MJF.

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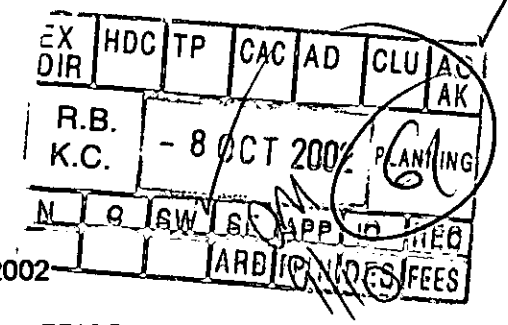

11 Editha Mansion
Edith Grove
London
SW10 ONN

7th October 2002

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

Dear Mr French

THE TOWN AND COUNTRY PLANNING ACT 1990
DEVELOPMENT – LOTS ROAD POWER STATION
REF: DPS/DCSW/PP/02/1324&1325/JT

I am writing, as I object to the plans currently submitted for the above development.

Whilst I am, in principal, in favour of development, I do not consider these would be beneficial to the immediate or wider community. Many aspects of the plan are contrary to local, regional or national guidelines and in order for them to comply, there would need to be substantial modifications.

The plan is disappointing, as it does not provide for sufficient open and leisure spaces; the height, bulk and appearance of certain aspects are not in keeping with the architecture of the locality.

I am concerned that the plan has not addressed the question of overcrowding, which in itself has an impact on traffic congestion, as there are very few positive proposals in place, to improve public transport, which may or may not help road congestion.

On "Social" issues, it seems that not enough consideration has be given to providing for sports and social clubs; health care centres (doctors/dental surgeries); policing and crime prevention.

I trust you will consider my comments when considering the revised plan submitted.

I urge the planners and developers to take the needs of the community into account when discussing the proposals.

Yours sincerely

Maighread Simmonds

Cllr Maighread Simmonds
Cremorne Ward

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French, Michael: PC-GrpSvc

From: jennykingsley [jennykingsley@ukonline.co.uk]
Sent: 15 October 2002 07:49
To: Michael.French@rbkc.gov.uk
Cc: Cllr.Phelps@rbkc.gov.uk; Cllr.Ahern@rbkc.gov.uk; Manuela.McEwen@rbkc.gov.uk
Subject: Re: Lots Road Development Proposals

Dear Mr. French,

Thank you very much for your message. If asked, I will convey what you have noted to residents.

Yours sincerely,

Councillor Kingsley----- Original Message -----

From: Michael.French@rbkc.gov.uk
To: jennykingsley@ukonline.co.uk
Cc: Cllr.Phelps@rbkc.gov.uk ; Cllr.Ahern@rbkc.gov.uk ; Manuela.McEwen@rbkc.gov.uk
Sent: Monday, October 14, 2002 4:38 PM
Subject: RE: Lots Road Development Proposals

Councillor Kingsley: As you are aware, detailed discussions are still taking place with the applicants regarding a number of key issues, including concerns raised by local residents, and until these have been resolved, and the necessary amendments submitted, I can see little useful purpose in a public meeting; perhaps later in the year.

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

-----Original Message-----
From: jennykingsley [mailto:jennykingsley@ukonline.co.uk]
Sent: 14 October 2002 15:08
To: Michael.French@rbkc.gov.uk
Cc: Cllr.Phelps@rbkc.gov.uk
Subject: Lots Road Development Proposals

Dear Mr. French,

Many residents from the Lots Road area and elsewhere - south of the Borough - wish to know when a public meeting with officers and councillors, etc. will take place. Do you have any dates or weeks in mind? It was considered that a public meeting might take place during October. I would appreciate some guidance.

Thank you for your help.

Yours sincerely,

Councillor Kingsley

****

The Royal Borough of Kensington and Chelsea

'Bus and Train'

RE

5472

CURRENTS

SCHOOL MINIBUS CONTRACTS

JOINT BOARD — LEC COM TRANS

ANDREW KELLY LEC COM TRANS CONFERENCE

BUS LOBBY

RICHARD CASE

GROUP TRANSPORT — ASSOC TO SCHOOL
PUB TRANS — WORK

N.M. → WORK / BUS

10.00

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SCHOOL BUS

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10/10/02

D MYERS
L PARKER
B MOUNT
R CASE
J THORNE

"OPERATION BLUE BUS"

INVESTMENT IN TRANSPORT V NETWORK SATURATION

SCHOOL RUN – HIGH PROPORTION OF ROAD TRANSPORT/SHORT RUNS

KEY TASK TO EXPLORE 'YELLOW' BUSES
WHETHER TFL PROMISED SUBSIDY COULD BE PAID TO BROKERAGE (COUNCIL OWNED)

GROUP TRAVEL INITIATIVES.

STATION SUBSIDY – PLANNING CASE? – NOT REALLY.
RUNRAIL 50K/YEAR FOR SERVICE CHARGE – EXISTING OPERATOR
ENVIRONMENTAL CELL ½ M
SMART CARD PROVISION – SERVICE CHARGE
250K/YEAR RUNNING COSTS – SERVICE CHARGE

TWO BUSES C3/ EXPRESS TO WINCHESTER...

JT CALL PAUL ENTWISTLE RE H&F S.LOG IAG

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ATG 8/10/02

JT
MJF

ANICHOLS
MKERR
J POOL

2/10/02

RESPONSE TO LETTER

AFFORDABLE 1. UNDER REVIEW - PUTTING TOGETHER PACKAGE

2. JT TO SIGN REVISED PLANS & LETTER TO GA

3. TOWER UNDER REVIEW FLIP WITH HRF TOWER ?
MEMBER BRIEFING ~~CLLR~~ COCHEN/ANGEN/MOYLAN
OPEN SPACES

4. NHL DEMONSTRATE THAT STANDARDS MET

5. IN TRAIN

6. MET WITH EH PPG16 COND + PHOTO SURVEY

7. IN TRAIN.

8. WORKING UP/MEETING WITH DM/MJF

9. JT TO CHECK E.S

10. " " "

11.

12. CONDITION/106 GUY ARMSTRONG

13. CONDITION

14. REFORMATTING UNDER WAY.

15. PLAN PRODUCTION UNDER WAY

16. MANAGEMENT PLAN/PRINCIPLES. CONDITION

17. UNDER REVIEW

18. PHASING STRATEGY/AFFORDABLE....

19. OK

20. WE WRITE BACK

21. ACCESS PLAN, LEGAL AGREEMENT. BRIDGE ? CLARIFICATION WITH R.C.

22. IN TRAIN

23. OUTSTANDING - AWAITING REVISIONS

2

February 8th, 2001

Michael French, Esq
Director of Planning
The Town Hall
Hornton Street
W8 7NX

Dear Mr French

ref: DPS/ DCSW/PP/01/00155/RT

I write to register my strongest possible objection to the proposed redevelopment of 81-87 Ifield Road.

That the Council should sanction a scheme to add about 80 people, after a programme of works lasting a year and a half, to an already densely crowded and inadequately served area of London, and a Conservation Area at that, beggars belief.

Ifield Road already suffers from almost every familiar urban ailment: too much traffic, difficult access, extremely difficult parking, insufficient amenities and so on. It is ill-served in terms of schools, recreational areas and professional services.

I understand that the resulting human density (if the scheme is realised) would far exceed the Council's guidelines. This alone, quite apart from any aesthetic objections which could be easily raised, should disqualify the scheme out of hand. I hardly need to go into precise detail when any informed, objective and disinterested study of the matter, not to mention common sense, dictates that the application should be rejected.

Yours sincerely,

A. Harris

Adrian Harris
6 Ifield Road
SW10 9AA

24. UNDER WAY

25. UNDER WAY

26. UNUSABLE GRAY — RUNOFF YES. RIVER WALL?

27. LOBBYING / CLARIFICATION IN PROGRESS

106.

7 February, 2001

Mr Michael French
Director of Planning
The Town Hall
Hornton Street
W8 7NX

Dear Mr French

re: DPS/ DCSW/PP/01/00155/RT

I am dismayed at the proposal to build more flats at 81-87 Ifield Road and, with respect, wish to object very strongly.

Even though I live some way down the street, it is clear we will all be adversely affected if this ill-conceived scheme is allowed to progress. Noise, disruption, congestion and other ills will be aggravated in an area that already has more than its share.

There can be no justification for raising the population density in this already crowded part of London. One of the main reasons people like myself (and a great many others) choose to live in the Royal Borough is because of its reputation for sensible planning policies and its commitment to maintaining the special character of the Borough. I trust that RKBC will not jeopardise this reputation by approving the application in question.

Yours respectfully,

Vassi Chamberlain
6 Ifield Road
SW10 9AA

57

From: **Mrs Barbara Longford**
Executive Assistant to the Leader of the Council

BL/eb
24th September, 2002

Ms Melissa Stokes,
16 Lots Road,
London SW10 OZF

Dear Ms Stokes,

Meeting on Thursday 3rd October, at 4.p.m.
Lots Road Power Station and Chelsea Creek, SW10

Further to our telephone conversations, I should like to confirm that the above meeting will take place on Thursday 3rd October. As well as you, as Chairman of the Lots Road Action Group, we are also expecting Sir Ralph Halpern from the Chelsea Harbour Residents' Association, Mr David Waddell, representing Cheyne Walk and also John Pringle, from the Lots Road Action Group.

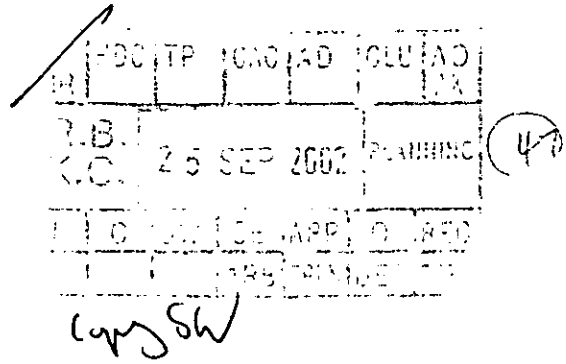
Councillor Cockell will be accompanied by Councillor Steven Redman, Mr D.Myers, Town Clerk and Chief Executive and Mr M. French, Executive Director, Planning & Conservation.

You requested that the meeting should be held at your home, but this is not possible because of councillors' and officers' other commitments at the Town Hall. Please report to the Civic Reception Desk in Hornton Street, upon arrival.

As requested, I enclose a further copy of the report, dated 20.3.02, by the Executive Director, Planning & Conservation on the application, dated 8.6.01, and also the minutes of the Planning Services Commitete of 20.3.02.

Yours sincerely,

Blind copies: Cllr. Redman
Mr D Myers,
Mr M. French



PM NOTES 25/9/02

LOTS ROAD A NEIGHBOURHOOD APPROACH

Main concessions on the planning issues

To reduce the size of the Tower on the RBKC site from 39 stories in the original application (which was refused) to 30 in the revised application , to now just 25 stories. However the H&F Tower goes up from 25 to 30 stories

On the table as planning conditions or S106 at present:

£5m in bus subsidies and water –bus subsidies...largely done with TfL

£ (many) m on remediation works, including the works to the creek

£ 0.4m for pavement treatments /street trees in the immediate Lots Rd area

33% affordable housing.

Work on traffic junctions etc

Talked through over the past month and capable of being offered

£0.4m for extra environmental works around Westfield Park and Cheyne Walk/ Cremorne Rd

Land to the value of £1.5m to re-locate 5,000 feet of Community Association space onto the site

A contribution to underground car-parking provision of £1.75m (120 places under a school)

Provision for a pick-up, holding station, for home-to-school transport.

Further discussions signalled on:

Contribution to costs of Education provision (do we want to seek say £2m as a partner for Chelsea High ?)

Need to increase the affordable housing element but by provision of a 20 bed nursing

home.

Potential contribution to a pilot scheme for home-to-school transport.

Areas we might be able to add in

Taking a stake in the future of Cheyne nursery

A contribution to new leisure facilities.

Withdrawn from negotiations

Contribution to Borough constabulary (they are planning a high level of on-site security and would not agree to increase the service charge still further to cover a contribution to off-site policing)

Increase in affordable housing beyond what is set out above.

New issue put into the mix by the Developers

They want ownership of the creek , or a long leasehold interest transferred.

JM POOL'S NOTES
— (ALSO ON CAMPAIGN)

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

LAND AT LOTS ROAD POWER STATION

- The calculated residential density of the proposal in accordance with the requirements of the Unitary Development Plans for each Borough are as follows:

  RBKC – 594 habitable rooms per hectare
  ~~LBHF – 460 habitable rooms per hectare (details submitted to LBHF in writing letter dated~~ 13 August 2002)
  Overall average – 520 habitable rooms per hectare

- In terms of the appropriateness or otherwise of a density of this nature, you will be aware that PPG3 refers to encouraging more efficient use of land. Planning Policy Guidance Note encourages development of 30 and 50 dwellings per hectare for a site of this nature. However, PPG3 goes on to note that greater intensities of development should be sought at places with good public transport accessibility such as cities, towns, districts and local centres or along major nodes and good quality public transport corridors.

- This density level has been supported by the Mayor.

- Our consultants calculation is that the accessibility index is PTAL 4.

- The London Planning Advisory Committee Sustainable Residential Quality Study, recommends a density of 500-700 habitable rooms per hectare. This advice produced by LPAC refers to smaller residential opportunity sites within London, rather than the subsequent document produced by LPAC (Sustainable Residential Quality (Large Sites) Interim Advice – 2nd November 1999) which considers sites over above 0.5 hectare in inner London and one hectare in outer London. The density matrix within the latter document is repeated within the Draft London Plan. The Mayor acknowledges that our density meets his policies on the matter.

- The Royal Borough of Kensington and Chelsea density figures are within the Development Plan as guidelines to have regard to, with the quality of environment proposed in a new housing scheme and the effect of that scheme on the character and environment of the surrounding area, as the principal material considerations.

- Reference is made in the Brief to a maximum residential density of up to 350 habitable rooms per hectare. The contents of the Brief should not be regarded as being prescriptive and whilst they place certain planning requirements on this site the density figures should only be regarded as being for guidance purposes. This is particularly evident when considering that the Brief also acknowledges the potential for the retention and conversion of the Power Station, which alone would generate a residential density in excess of the figure identified in the Brief.

- The London Borough of Hammersmith and Fulham's Unitary Deposit Draft Development Plan states that the proposal should fall within a density range of 173-247 habitable rooms per

hectare. This policy was recently subject to detailed examination by the Planning Inspector to the Unitary Development Plan. In addressing this point the Inspector refers to PPG3 which states that "*policies which place unduly restrictive ceilings on the amount of housing that can be accommodated on the site, irrespective of its location and the type of housing envisaged, or the type of households likely to occupy the housing, should be avoided.*" The Inspector believes that higher densities should be permitted if:

a. the design and layout of the scheme is such that it can make more efficient use of land without compromising environmental quality, and
b. the scheme would not be deficient in open space provision to meet the needs of residents, and would not lead to a deficiency in open space provision for the area as a whole, and
c. existing services and facilities would have sufficient spare capacity to accommodate increased demands that higher densities would place upon them and
d. there would be no increase in roadside parking demand; and
e. the site is within a town centre or other location where the need to travel to work, shops and other services would be minimised; and
f. there would be convenient existing and proposed access to and from the site by a range of transport modes including public transport, walking and cycling rather than by private car.

The scale, massing and heights to proposed tower blocks is inappropriate to the locality

- This has been subject to detailed examination within the Environmental Statement, and has also been considered by English Heritage, the Commission for Architecture and Built Environment and the Greater London Authority. We have received further correspondence from CABE and English Heritage supporting these proposals, making reference to the fact that the development would have little or no impact upon any listed buildings, conservation areas or other heritage assets. The Mayor has also endorsed the proposals.

- Reference has been made by certain objectors to the fact that the Chelsea Harbour, Belvedere Tower and the Montevetro Building, which have been used as evidence of an established cluster within this part of London, were considered to be "planning exceptions", and not ones to draw reference from in support of additional tall buildings in the area. We do not feel that this is an appropriate conclusion to reach. These buildings are in existence, and it is not envisaged that any proposal could come forward for their demolition. Similar issues were raised by objectors to the Heron Tower proposal in the City, where scale references were drawn from established tall buildings within the City of London cluster, which were previously promoted as planning exceptions or were a function of the prevalent planning policies at the time. The Planning Inspector for the Inquiry and subsequently the Secretary of State, acknowledged that it was not conceivable that these buildings would be demolished and that they should be accepted as setting certain townscape principles. A similar assessment should apply for this development and reference should not only be made to the aforementioned buildings of Montevetro and the Belvedere Tower, but also to the Power Station itself and the World's End Towers as well.

- We have received letters from both CABE and English Heritage indicating that they support the proposal and that English Heritage have been explicit in their letter that their analysis was based upon their own Guidance on Tall Buildings document.

- Extensive research has been undertaken to assess the existing transport situation in the Lots Road area and the potential benefits this development can provide to its residents.

- The proposed transport package is specifically analysed in Chapter 16 of the Environmental Statement and Appendix H. Overall, the various proposed methods of public transportation will combine to potentially remove 15,000 car trips per day from the local road network. This is over 10 times the amount of car trips the development will be expected to generate if no transport improvements were proposed. These proposals have been endorsed by Transport for London.

Bus Services

- Experimental journeys to ascertain trip times have revealed that the proposed bus service between the development site and Parliament Square is expected to take between 11 and 16 minutes during peak hours. Testing has revealed that the Embankment is relatively free flowing for an Inner London Road. However, potential areas of congestion such as the junction of Cremorne Road and Lots Road have been identified and measures are proposed to improve the efficiency of these junctions to aid the freeflow of traffic and ensure priority to public modes of transport. Improvements in the reliability and frequency of the C3 bus from Clapham Junction to Earls Court will also serve to improve the existing bus service.

Tube/Train

- Experimental journey times have resulted in the station being reached from the site between 10 and 15 minutes, depending on the pace of the walk. This has been conducted with both local residents and a planning officer from the London Borough of Hammersmith & Fulham.

- Even if people choose not to walk, the improvements in public transport facilities that will operate directly from or via the development will provide the area's residents the opportunity to join the main rail or tube lines at various locations such as Clapham Junction, Earl's Court, Westminster and Pimlico.

- In addition , the applicant remains committed to contributing £1 million to the West London Line once the station is constructed. The implementation of the station cannot be initiated by the applicant. However, it is emphasised that the transport measures implementable by the applicant are designed to provide efficient public transport facilities to both the development's residents and the Lots Road area, with the West London Line station providing additional but not essential support to the transport proposals.

River Boat

- The improved river boat service is not a mere aspiration of the applicant. It is a component of the transport package and one of the many transport measures that the applicant is willing to commit to. An agreement with an existing river boat service provider and the subsidising of the service by £50,000 per annum represents the applicant's intent of providing a sustainable and efficient river boat service. The sustainability of the service is further enhanced by leaving the location of the river boat pier within Chelsea Harbour, this location in conjunction with

improved access to the pier, will allow a much larger catchment area to utilise the more frequently operated service.

- The transport proposals have been devised to ensure full compliance with national planning policy guidance as set out in PPG3 and PPG13. The provision of a transport package that will serve and benefit not only the development's residents but also those within the Lots Road area without detriment to the existing situation, justifies the proposed density.

Density

- The report produced by the GLA titled "London's Housing Capacity" states that high density developments should be located within 10 minutes of the town centre. The nearest town centre is Fulham Broadway, which as previously stated is between 10 to 15 minutes walk away. The extensive transport proposals that will significantly increase the accessibility of the site and the Lots Road area. Providing a comprehensive improvement of the area's transport infrastructure permits the successful integration of this development into the surrounding area.

- This development fully complies with policy 3C.2 within the draft London Plan. It is recognised that the existing transport facilities in the Lots Road area are not sufficient to cope with the number of people this development would produce. Accordingly, the extensive range of transport measures proposed have been introduced to ensure that the local area has, firstly sufficient transport facilities to absorb the increase in people and secondly, can benefit not only the development's residents but also residents of the wider Lots Road area. In accordance with Policy 3C.2 these are firm commitments by the applicant that will be secured through a legal agreement. It is recognised that this is a major development and hence in accordance with Policy 3C.2 both the transport impact assessment and a Green Travel Plan have been submitted in support of this application – details of which are now been studied by TfL and the Highways Officers at the Boroughs.

- Policy TR1A within the Royal Borough of Kensington & Chelsea's UDP seeks to ensure that high trip generating developments are in areas well served by public transport. This development proposes less than 1 car parking space per unit within the development. This combined with the transport measures proposed, seeks to reduce reliance on the car providing a range of efficient and alternative measures of transportation. As the Traffic Impact Assessment enclosed with the application explains, the anticipated trip rates of the development have been calculated and suggest that the local road network has the capacity to absorb additional traffic movements generated by the development and hence comply with Policy TR39.

- The Institution of Highway and Transportation's "Guidelines for Providing Journeys on Foot" recommends a series of desired walking distances to town centres. Fulham Broadway station is more than the maximum recommended distance of 800 metres from the development, but takes between 10-15 minutes to walk, which is considered to be an acceptable walking time to reach a town centre. The development transport package also provides sufficient means of transport to other town centres and larger transport modes such as Earls Court, Clapham Junction and Parliament Square.

- With regard to the proposed level of car parking available within the site, this has been calculated in light of recommendations within PPG13 and each borough's standards.

Open Space

- This development fully complies with policy LR13 within the RBKC UDP. This development proposes to provide 1.62 ha of public open space, allowing members of the public to enjoy a stretch of the river and the creek that was previously inaccessible. With the proposed retention of the power station, the development has sought alternative ways to open up the site. In accordance with the supporting text within policy LR13, public open space has been created in the form of the plaza, the creek-side Park, the riverside square and the Oval. The text also suggests the use of indoor facilities to supplement the introduction of open space and this has been adopted within the power station. The creation of an indoor street covered by a glass atrium, allows supplementary open space as well as providing access through the station to the creek.

- Policy LR13 does not make specific reference to the NPFA guidelines stated in the LRAG letter. The standard within the NPFA guidelines is 2.4 ha per 1,000 people. This is an unrealistic target for this development, however, it is recognised that the provision of additional public open space is essential to the success of the development. Just over one third of the masterplan development site is to be designated as public open space. In addition, and in accordance with RPG3: Strategic Guidance for London it is contended that the proposed opening up of this section of the river and creek will also allow the opportunity for it to be used for a range of recreation uses.

- The revised PPG17 – Planning for the open space, sport and recreation, published in July 2002 does not require development proposals to adhere to the standards set out by the National Playing Fields Association. However it does recognise the need to provide networks of high quality and well managed and maintained open spaces, sports and recreational facilities that help to create urban environments that are attractive, clean and safe. The provision of the aforementioned open space areas within the site is deemed to fully accord with the requirements of both PPG17 and policy LR13.

- The development proposes a range of uses to benefit residents living in the Lots Road area. The planning brief for the site published in February 1999 suggests a range of uses that might be appropriate within the development. The internal street within the converted power station will offer a range of services including local retail units, Class B1 office space and workshops, however scope does exist for the provision of further community services within the development.

TOWN CLERK AND CHIEF EXECUTIVE

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Town Clerk and Chief Executive DEREK MYERS BA LLB

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

Paul Haigh
Chief Executive
Kensington & Chelsea PCT
Courtfield House
St Charles Hospital
Exmoor Street
London W10 6DZ

Direct Line: 020 7361-2299
Facsimile: 020 7361-2764
Email: derek.myers@rbkc.gov.uk
Web: www.rbkc.gov.uk

30 August 2002

My reference: DM/SS/0830 Your reference: Please ask for: Mr Myers

Dear Paul

LOTS ROAD RESIDENTIAL DEVELOPMENT

Please forgive me if someone else in your organisation is already on top of this, but I have recently engaged to take over high level coordination of the Council's discussions with the developers of the proposed conversion of Lots Road Power Station and surrounding area. Part of the site is in Hammersmith & Fulham and part of the site is in the Royal Borough.

A revised planning application is with us at present.

The development is a very substantial Brownfield regeneration project. It will more than double the residential enclave in this part of the Borough and the total development provides 866 residential units. There will also be a net increase in employment on the site as there are currently 120 jobs at the Power Station and this is likely to increase to 400.

You will appreciate that we need to take account of all the community needs that will arise should such a planning application be granted. We are currently doing work on the mix of housing with the assumption that 35% of the units within the Royal Borough sites will be affordable, but 50% within the Hammersmith & Fulham site.

The preliminary view is that we can probably accommodate Primary School new demand, and that Secondary School new demand will be difficult to predict, but will be absorbed over schools over a wider area. The Council's own ambitions for a new Secondary School in Chelsea are obviously relevant.

I am conscious that there is an existing Health Centre in the area, but I would be grateful if you would give some formal advice as to any other health requirements which are relevant to a development of this size.

The Planning Officer who is coordinating a response to the application is John Thorne (tel: 020 7361 2467) to whom further reference can be made.

My thanks.

Yours sincerely

Derek Myers
Town Clerk & Chief Executive

c.c. John Thorne

R.B. K.C. - 6 SEP 2002 PLANNING
N C S/T SE APP TO REC
ARB PPLN DES FEES

French, Michael: PC-GrpSvc

From: jennykingsley [jennykingsley@ukonline.co.uk]
Sent: 12 September 2002 20:05
To: Lady Vera-Brigitte Bilek PhD
Cc: Cllr.Phelps@rbkc.gov.uk; Michael.French@rbkc.gov.uk
Subject: Re: Revised Application For Proposed Development of Lot's Rd Power Station

Dear Lady Bilek,

Thank you very much for your email and for sharing your views. Indeed, I am familiar with the views of residents and local businesses who are not associated with the Lots Road Action Group. Interestingly, I have come across many people living elsewhere in the Royal Borough and in neighbouring boroughs who are concerned about the development proposed.

I understand that there is likely to be a public meeting in the ward with Council officers and Councillors sometime in October, possibly at the end of the month. The meeting should provide a good opportunity for people to ask questions, etc.

I hope this information is helpful and encouraging.

With all good wishes,

Councillor Kingsley---- Original Message -----
From: Lady Vera-Brigitte Bilek PhD <brigittebilekchee@hotmail.com>
To: <jennykingsley@ukonline.co.uk>
Sent: Thursday, September 12, 2002 9:49 AM
Subject: Re: Revised Application For Proposed Development of Lot's Rd Power Station

> Dear Jenny,
>
> I am greatly relieved that you appreciate the seriousness of the
> residents' objections to the first and now to the second application
> to develop a relatively small piece of land to accommodate
> 800 residential units apart from hundreds of commercial and leisure
> units.
>
> I worked as a PR/Marketing/Sales for many distinguished property
> developers (including for Taywood Homes, now Bryant Homes) and,
> I am fully aware that Taylor Woodrow and Associates are keen to
> recover money they spent already on purchase and substantial
> marketing campaign in UK and Far East, on models transported for
> example to Hong Kong and, to secure salaries and profits for their
> next projects.
> Nonetheless, it is preposterous to want to erect one-three 30 to 40
> storey residential blocks additionally to the World's End towers,
> which in themselves already are blocking lights to the houses in
> Cremorne Road.
>
> The Lot's Road Power Station is a tall building and as I live in a
> street which is right opposite of the centre of the Station, I can
> confirm that the height of the building and the position towards
> the vast majority of houses, caused a serious disruption of TV
> reception and therefore 70% of residents HAVE TO SUBSCRIBE either
> to Sky or ntl.
>
> The proposed towers are favoured by some of the committee's members, and
> those employed at the RBKC Planning Department. None of those who
> were and still are in favour of the erection of 30-40 storeys towers are
> however living in the 'Ashburnham Village (Lot's Road Triangle)'.

> This partialities and support is certainly not welcomed by us, those
> who will have to face the consequences of the erection of the towers:
> target for terrorists' attack
> [devastation from the building material on our houses thereafter]
> permanent loss of light
> permanent loss of TV reception
> inflow of new residents with one or two cars
> demand on the existing residents' parking
> etc. I could go on and on.
>
> But, as you assured me you are working with the Lots' Road Action
> Group which is a handful of people hand-picked by Cllr Wood who do not
> necessarily represent the voice of the majority of residents, the rest
> of residents, would like to meet-up with you at a public meeting,
> whether at Ashburnham Centre or Chelsea Centre or the Methodist Hall in
> Flood Street.
>
> I am offering to distribute leaflets of invitation to the public
> meeting which would definitely bring you closer to your Ward's
> residents.
>
> Please do not hesitate to contact me on 079 70 244 639 anytime.
>
> Yours sincerely,
>
>
>
> (Lady) V Brigitte Bilek PhD MCIOJ
>
>
>
>
>
>
> >From: "jennykingsley" <jennykingsley@ukonline.co.uk>
> >To: <brigittebilekchee@hotmail.com>
> >Subject: Re: Revised Application For Proposed Development of Lot's Rd
Power
> >Station
> >Date: Thu, 5 Sep 2002 20:11:28 +0100
> >
> >Thank you very much for your email. I am very glad that you contacted me
as
> >there must be some misunderstanding regarding my active interest in and
> >concern about the Lots Road Power Station Development Proposal. I have
> >indeed visited the site and also have been on the riverbus tour in order
to
> >ascertain what sort of river bus services there could be and how they
would
> >work. I have been to the public exhibitions and was instrumental in
> >writing,
> >publishing and distributing the KCCA newsletter regarding the first
> >proposal
> >in which we explained ,in broad terms, the details and problems and
> >stressed
> >that residents' interests were paramount. I was present, along with other
> >reidents, at the 20 March meeting of the Planning Services Committee,
when
> >the application was determined. I am in touch with and attend meetings
with
> >the Lots Road Action Group.
> >
> >I am not happy with the second submission and will strive for the second
> >proposal to take residents' interests and the community's needs into
> >account
> >in a moe substantial way.

> >
> >Yours sincerely,
> >
> >Councillor Kingsley
> >----- Original Message -----
> >From: <brigittebilekchee@hotmail.com>
> >To: <Cllr.Kingsley@rbkc.gov.uk>
> >Sent: Thursday, September 05, 2002 9:23 AM
> >Subject: Revised Application For Proposed Development of Lot's Rd Power
> >Station
> >
> >
> > > Dear Jenny,
> > >
> > > I understand from one of the residents of Cremorne Ward that
> > > you are on the Planning Services Committee and that, despite some
> > > effort by some of the residents, up-to-date, you did not visit
> > > the site to inspect the unhappiness of the "Lot's Road Tringle's"
> > > residents who are desperately worried about the proposed plan and the
> > > application by Taylor Woodrow & Co for the Lot's Road Power Station
> > > area.
> > >
> > > Especially the residents in the Lot's Road are anxious to have
> > > the application refused on the basis of loss of lights and loss
> > > of residents' parking spaces, increase of air and noise pollution.
> > > They are desperately to stop the errection of two or three 30 or
> > > 40 storeys monsterous tower block, which would represent also
> > > a terrorist targets at these unsettled times of possible war with
> > > a Muslim country.
> > >
> > > Last year the application was refused because two Labour Councillors
> > > were fighting on behalf of the residents.
> > >
> > > This year I was asked to write to PM but I failed to reach him by
> > > e-mail which I am attaching herewith, so that you can give an urgent
> > > attention to this predicament and desparate situation at the
> > > "Ashburnham Village (Lot's Road Triangle)".
> > > *
> > > *
> > > *
> > > *
> > > *
> > > *
> > > Dear Prime Minister,
> > >
> > >
> > > Though I am not representing 100% of the residents in the proximity
> > > of the proposed development, I am appealing to you on behalf of
> > > majority of the residents in the Chelsea "Lot's Road Triangle" who
> > > are devastated by the second planning application of two property
> > > developers to The Royal Borough of Kensington & Chelsea and to the
> > > London Borough of Hammersmith & Fulham.
> > >
> > > Last year in June, the residents were informed that a company called
> > > Circadian apply for a permission to redevelop the old Underground
> > > Power Station in Lot's Road and develop the tiny area between the
> > > Chelsea Wharf and Chelsea Creek, proposing to erect two ridiculously
> >tall
> > > towers (about 48-storey) and bring about 2,500 new residents into
> > > already overpopulated "Lot's Road Triangle" (or "Ashburnham Village"),
> > > several commercial and retail units and sports facilities.
> > >
> > > The first application was not successful because of the objections
> > > from almost 100% of the residents and the great support of the Labour
> > > Councillors.
> > >

> > > The residents appreciated that the developers would appeal they did
> > > not expect the Councils accepting a 'revised' planning application,
> >which
> >is
> > >
> > > only marginally different, leaving still outrageously high
> > > two towers but now stretched in width and positioned in reverse
> > > (taller on the right instead of the original: on the left), to
> > > accommodate the same amount of new residents.
> > >
> > > Many residents, including myself, believe that the Councils are
> > > supporting this unreasonable project, because they displyed a
> > > total ;lack of appreciation for the time of the year when many
> > > residents are preparing for their annual summer vacation and, sent
> > > the letter from the Planning Departments, informing the residents
> > > about this 'revised' proposal, at the end of June unreasonably
demanding
> >the
> > >
> > > response by the end of July 2002 when many of the residents are away.
> > >
> > > Some residents believe that the Councils are also openly exhibiting
> > > the Planning Departments' support of this project by accepting the
> >almost
> > > the same application second time - ignoring residents' previous
> >objections
> > > to the enormous implication on the residents' property and their
> >day-to-day
> > > lives.
> > >
> > > We, the "Lot's Road Triangle" residents, welcome the redevelopment of
> > > the site and would be glad to see a similar residential and commercial
> > > development to the St George's Imperial Wharf, with the height of the
> > > buildings matching the height of the old power station building, NOT
THE
> > > HEIGHT 'TOWERING' OVER THE CHIMNEYS.
> > >
> > > Apart from the terrorist target, the two towers represent too many
> >residents
> > >
> > > on a very small freehold area (OVERPOPULATION), too many new cars,
thus
> >an
> > > INCREASE OF TRAFFIC, too many new residents' parking permits, thus a
> >LACK
> >OF
> > >
> > > PARKING SPACES, an OBSTRUCTION OF LIGHT, thus DEVALUATION OF
PROPERTIES
> >in
> > > close proximity, an increase of NOISE POLLUTION, which together with
AIR
> > > POLLUTION result in STRESS, thus more casualties and residents
> >out-of-work.
> > >
> > > I am fully aware that you have many more important issues to deal
with,
> > > but perhaps our appeal to you could be addressed by one of your
> >ministers.
> > > We took these measures because we are desperate to stop the
> > > developers marketing and promoting the new projects (without planning
> > > permission) in Honk Kong where the flats are already advertised for
sale
> > > from 'plans' (of-plans).
> > >
> > > The desperate measures are taking residents to GMTV and I believe they

> > > are hoping to discuss the issue 'on-air'. [My letter to my MP, Michael
> > > Portillo, is awaiting his reply.]
> > >
> > > I look forward to hearing from you .
> > >
> > > Yours truly,
> > >
> > >
> > >
> > > (Lady) V B Bilek(-Chee) PhD
> > > Ivy Cottage, 56 Uverdale Road
> > > Chelsea, London SW10 0SS
> > > [Tel. 0207 351 1659]
> > >
> > >
> > >
> > >
> > >
> > >
> > >
> > > _____
> > > Chat with friends online, try MSN Messenger: http://messenger.msn.com
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> > > The Royal Borough of Kensington and Chelsea
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>
>

French, Michael: PC-GrpSvc

JT 9/7/9

From: French, Michael: PC-GrpSvc
Sent: 06 September 2002 08:32
To: Cllr-Cockell
Cc: Cllr-Moylan; Cllr-Phelps; Cllr-Redman; Cllr-Kingsley; Cllr-Simmonds
Subject: Lots Road Power Station

Dear Councillor Cockell,

No decontamination will take place at the above site until planning permission is granted. What is proposed in October is that the power station will be switched off and the building de-energised i.e. oil tanks drained and the site made safe.

This work will be carried out by LUL contractors appointed by Sea Board who are experienced in this work.

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

French, Michael: PC-GrpSvc

From: Daniel Moylan [daniel@durwardhouse.demon.co.uk]
Sent: 05 September 2002 14:54
To: Michael J French; Neil.Herbert@rbkc.gov.uk
Subject: Fw: Lots Road Power Station

Dear Mr. French and Mr. Herbert,

Do you have an answer to Cllr. Redman's question below? Could you copy him in to the reply please?

Daniel Moylan

----- Original Message -----
From: <stevenredman@btinternet.com>
To: <Cllr.moylan@rbkc.gov.uk>
Sent: Thursday, 05 September, 2002 1:59 PM
Subject: Lots Road Power Station

| Hi Daniel,>
|
| I hope you had a good summer break.
|
| Could you let me know if decontamination at the Lots Road Power Station is due t
| > start at the beginning of October?
| >
| > One of my residents has head a rumour and I felt a little under informed!
|
| Yours
|
| Steven
|
| .
|
| _____
|
| This message was sent to you by:
|
| Councillor Steven Redman
|
| The Royal Borough of Kensington & Chelsea
| Town Hall
| Hornton Street
| London W8 7NX
|
| T: (020) 7584 5581
| M: 07979 856 184
|
| mailto:Cllr.Redman@rbkc.gov.uk
|
|
|
|
| **********
| The Royal Borough of Kensington and Chelsea
|
| This e-mail may contain information which is confidential, legally

French, Michael: PC-GrpSvc

From: Merrick Cockell [abingdoncockell@hotmail.com]
Sent: 05 September 2002 11:16
To: michael.french@rbkc.gov.uk
Subject: Fw: Lots Road Power Station

Mr French,

Presumably they do not need any planning permission for decontamination? Are BDS known to you?

----- Original Message -----
From: <melyssastokes@hotmail.com>
To: <Cllr.cockell@rbkc.gov.uk>
Sent: Thursday, September 05, 2002 11:11 AM
Subject: Lots Road Power Station

>
> Dear Cllr Cockell,
>
> A company called BDS are due to start decontaminating the Lots Road Power
> Station at the beginning of October.
>
> Any information you can forward me about this company would be
appreciated.
> I am surprised this work is being undertaken so soon and obviously the
Lots
> Road Action Group would like to be fully informed of what this entails.
>
> I would be grateful if you would be good enough to contact me.
>
> Yours sincerely
>
> Melyssa Stokes.
> 16 Lots Road London SW10
> 020 7352 4132
>
>
> _____
> Chat with friends online, try MSN Messenger: http://messenger.msn.com
> **********
> The Royal Borough of Kensington and Chelsea
>
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and
> delete the material from your computer.
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>

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX
Tel: 020 7937 5464 Fax: 020 7938 1445

Mr and Mrs Andrew Pocock,
13 The Quadrangle,
Chelsea Harbour,
London,
SW10 0UG.

10 September 2002

Dear Mr and Mrs Pocock,

Re: Second Planning Application for Lots Road Power Station

Thank you for copying to me your letter of 10 August to Mr Entwhistle of Hammersmith and Fulham Council explaining your reasons for objecting to the planning applications by Circadian, for the second time, for Lots Road Power Station and particularly your comments about public transport.

I have noted your remarks, which echo those of many other residents, and have passed your letter to Mr French, our Executive Director of Planning and Conservation, so that your views may be taken into account by our Officers in the Report which they will make to Councillors on the Planning Application referring to that part of the development which lies in the Royal Borough.

I walked round Chelsea Harbour during August to remind myself of the site.

Yours sincerely,

Tony Holt

Councillor Tony Holt
Vice Chairman, Planning Services Committee

cc: Mr M J French, Executive Director, Planning and Conservation

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX
Tel: 020 7937 5464 Fax: 020 7938 1445

Harry Kotchie Esq.,
19 King's Quay,
Chelsea Harbour,
London,
SW10 0UX.

10 September 2002

Dear Mr Kotchie,

Re: Second Planning Application for Lots Road Power Station

Thank you for your letter of 3 August explaining your reasons for objecting to the planning applications by Circadian, for the second time, for Lots Road Power Station.

I have noted your remarks, which echo those of many other residents, and have passed your letter to Mr French, our Executive Director of Planning and Conservation, so that your views may be taken into account by our Officers in the Report which they will make to Councillors on the Planning Application referring to that part of the development which lies in the Royal Borough.

Your comments on the lack of public transport have been well illuminated by the Report of Colin Buchanan and Partners.

I walked round Chelsea Harbour during August to remind myself of the site.

Yours sincerely,

Tony Holt

Councillor Tony Holt
Vice Chairman, Planning Services Committee

cc: Mr M J French, Executive Director, Planning and Conservation

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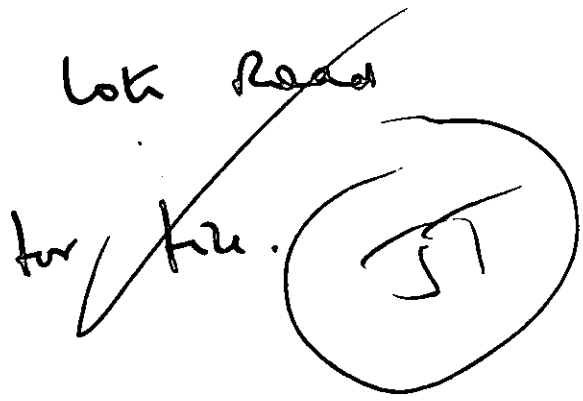

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX
Tel: 020 7937 5464 Fax: 020 7938 1445

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

10 September 2002

Dear Professor Catovsky,

Re: Second Planning Application for Lots Road Power Station

Thank you for copying to me your letter of 9 August explaining your reasons for objecting to the planning applications by Circadian, for the second time, for Lots Road Power Station.

Your concerns about traffic have been well illuminated by the Report of Colin Buchanan and Partners.

I have noted your remarks, which echo those of many other residents, and have passed your letter to Mr French, our Executive Director of Planning and Conservation, so that your views may be taken into account by our Officers in the Report which they will make to Councillors on the Planning Application referring to that part of the development which lies in the Royal Borough.

I walked round Chelsea Harbour during August to remind myself of the site.

Yours sincerely,

Tony Holt

Councillor Tony Holt
Vice Chairman, Planning Services Committee

cc: Mr M J French, Executive Director, Planning and Conservation

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School Bus

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MEMORANDUM

To:	Mike Stroud	My Ref:	DM/SS/0830a
From:	Derek Myers	Room No.	252
Date:	30 August 2002	Ext.	2299

LOTS ROAD PLANNING APPLICATION

I discussed briefly with you when we last met, my enthusiasm for thinking creatively around new "group transport" provision, perhaps boosted by a contribution from the developers at the Lots Road site, through an S.106 contribution.

I start by making some assumptions:

1. We will maintain our commitment to a new station at Sands End, although the prospects for this seem reduced, given the traffic density on the West London line.

2. We will maintain our pressure for the Chelsea/Hackney line, although the nearest immediate station on this line will not be very close to the Lots Road site.

3. We note the enthusiasm of the developers for a riverboat option, but clearly this is only really relevant to those people who are seeking to go to Westminster, which cannot be other than a minority of journeys.

4. The developers have accepted in principle that they need to make a contribution to improved/new bus services.

5. There is some perception that the Royal Borough administration is not "pro-bus" in that we appear to have a policy of resisting conversion of road space to bus priority lanes or other bus priority measures.

However, as part of my key targets this year I have signed up to explore the possibility of group transport arrangements for those who need to secure the delivery of their children to local schools.

This is based on an assumption that such provision **might** be popular and be a service that some people would be prepared to pay for and that there would be a social gain in that it would reduce the number of traffic movements at key periods of the day.

Any such service would need to be available to children who attend State schools and Independent schools. You will appreciate that this is not such a new concept in that Surrey County Council and others have looked at "yellow bus" schemes and indeed I believe some are already in operation.

I am not aware that anybody has tried to do this within a confined urban area, and it may be that it is simply not viable to consider such a project on an RBKC alone basis. This however should not deter us from examining options.

How might these things come together?

The notion I have is that we might seek to persuade the developers of Lots Road not just to pass money across to the TfL bus operators to subsidise increased frequency on these services for a defined period, but to fund an intermediate transport commissioning company, which would be a 'not for profit' company created by the Council/developer.

This Company would seek to utilise funding provided by such a 106 Agreement and future 106 Agreements to commission group transport to meet the following needs:

- New bus routes where they were in need of early subsidy
- New paid for services for home to school transport as above
- (Potentially) new group transport from main line stations to say Kensington Town Hall, which may enable us to recruit and retain staff who work outside the Borough but are willing to travel in.

I see the advantage of having a brokerage company in that it would allow us to secure specific expertise to do this job. It would provide some arms- length barrier against risk; it would provide us with an option to test our powers under the Local Government Act 2000.

It seems to me that any such company could receive funds from the car parking revenue account, subject to the usual decisions about priority calls on such revenue funding.

I would like you to organise a meeting of relevant officers with expertise in this area so that I can hear from them as to whether or not they think there is any merit in these ideas and then we can sharpen up a proposal that we can talk to Members about.

To take this forward to a full feasibility may require some external assistance and I would be grateful if you would think about a source for this. I imagine that such short term consultancy would be a legitimate call on the car park reserve.

I leave you to pull together a meeting please before the end of September.

My thanks.

Derek Myers
Town Clerk and Chief Executive

c.c.	Craig Wilson	Jacky Griffin	)
	Mike French	Sue Beauchamp	) for information
	John Thorne	Tony Redpath	)

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THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

WITH THE COMPLIMENTS OF THE

TOWN CLERK AND CHIEF EXECUTIVE

JOHN THORNE

Would it be useful to send this? Yes

Can you please [illegible] letter of [illegible] residential unit

R.B. K.C. 03 SEP 2002

EX	HDC	TP	CAC		CHU	AO
HR						AK

PLANNING

N	C	SW	SE	APP	IO	REC
			ARB	FPLN	DES	FEES

THE TOWN HALL
HORNTON STREET
LONDON W8 7NX
DIRECT LINE: 020 7361 2299
FAX: 020 7361 2764
E-MAIL: derek.myers@rbkc.gov.uk

CS-69630/2

TOWN CLERK AND CHIEF EXECUTIVE

THE TOWN HALL HORNTON STREET LONDON W8 7NX

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

Town Clerk and Chief Executive DEREK MYERS BA LLB

Paul Haigh
Chief Executive
Kensington & Chelsea PCT
Courtfield House
St Charles Hospital
Exmoor Street
London W10 6DZ

Direct Line: 020 7361-2299
Facsimile: 020 7361-2764
Email: derek.myers@rbkc.gov.uk
Web: www.rbkc.gov.uk

30 August 2002

My reference: DM/SS/0830 Your reference: Please ask for: Mr Myers

Dear Paul

LOTS ROAD RESIDENTIAL DEVELOPMENT

Please forgive me if someone else in your organisation is already on top of this, but I have recently engaged to take over high level coordination of the Council's discussions with the developers of the proposed conversion of Lots Road Power Station and surrounding area. Part of the site is in Hammersmith & Fulham and part of the site is in the Royal Borough.

A revised planning application is with us at present.

The development is a very substantial Brownfield regeneration project. It will more than double the residential enclave in this part of the Borough and the total development provides 866 residential units. There will also be a net increase in employment on the site as there are currently 120 jobs at the Power Station and this is likely to increase to 400.

You will appreciate that we need to take account of all the community needs that will arise should such a planning application be granted. We are currently doing work on the mix of housing with the assumption that 35% of the units within the Royal Borough sites will be affordable, but 50% within the Hammersmith & Fulham site.

The preliminary view is that we can probably accommodate Primary School new demand, and that Secondary School new demand will be difficult to predict, but will be absorbed over schools over a wider area. The Council's own ambitions for a new Secondary School in Chelsea are obviously relevant.

I am conscious that there is an existing Health Centre in the area, but I would be grateful if you would give some formal advice as to any other health requirements which are relevant to a development of this size.

The Planning Officer who is coordinating a response to the application is John Thorne (tel: 020 7361 2467) to whom further reference can be made.

My thanks.

Yours sincerely

Derek Myers
Town Clerk & Chief Executive

c.c. John Thorne

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French, Michael: PC-GrpSvc

From: Thorne, John W.: PC-PlanSvc
Sent: 22 August 2002 16:43
To: French, Michael: PC-GrpSvc; Myers, Derek: CP-ChiefExec; Doolan, Ian: CP-Val
Cc: Case, Richard: ES-HwayTraf
Subject: Lots Road & Cremorne Wharf

In a recent conversation with ID I discussed the long term potential of Cremorne Wharf for redevelopment. I understand this could be hampered by the fact that the only current access is via a wayleave over part of the Thames Water pumping station.

The current Lots Road application has two floors of underground car parking hard up against the site boundary. There would appear in principle to be potential for vehicular access by this route if the car park and retaining wall are designed to facilitate it at a later date. A new pedestrian access will be available from the extension to the Thames Path.

What are your thoughts with regard to discussion of a vehicular access route/right of way as a possible Section 106 provision?

nb New applications have just been submitted seeking to resolve the impasse regarding the riverside walkway section on Chelsea Wharf. If this works, Cremorne would be the final link.

-JT

Sounds like a good idea to me, could someone check with Nanushka & see how long they require this parking. Cheers,

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

Mr. Alastair M. H. Fleming,
16 Admiral Square,
Chelsea Harbour,
LONDON, SW10 0UU.

Switchboard: 020 7937 5464
Extension: 2944
Direct Line: 020 7361-2944
Facsimile: 020 7361 3463
Web: www.rbkc.gov.uk

6 August 2002

My reference: EDPC/MJF Your reference: Please ask for: Mr. French

Dear Mr. Fleming,

Lots Road Power Station

Councillor Barry Phelps thanks you for your kind letter of 4 August regarding the new application for the above development; however, he is now Cabinet Member for Planning and Conservation Policy and so your letter has been forwarded to Councillor Tim Ahern, Chairman of the Planning Services Committee, for his attention. I would assure you that your objections will be carefully considered and reported to the Committee when the application is determined; you will of course be notified of the Committee's decision.

Yours sincerely,

M. J. French,
Executive Director, Planning and Conservation.

c.c. Councillor Tim Ahern – Chairman, Planning Services Committee.
Councillor Barry Phelps – Cabinet Member for Planning and Conservation Policy

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Lots Road

Mr. Hemus

Thank for your Collection

6/8

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX
Tel: 020 7937 5464 Fax: 020 7938 1445

JT

EX DIR | HDC | TP | CAC | AD | CLU | AO AK
R.B. K.C. | 0 8 AUG 2002 | PLANNING
N | Q | SW | SE | APP | IO | REC
ARB | FPLN | DES

Alastair M H Fleming Esq.,
16 Admiral Square,
Chelsea Harbour,
London SW10 0UU.

1 August 2002

Dear Mr Fleming,

Re: Second Planning Application for Lots Road Power Station

Thank you for your letter of 4 August, and the enclosed copy of your letter to Mr Entwhistle, explaining your reasons for objecting to the planning applications by Circadian, for the second time, for Lots Road Power Station.

I have noted your remarks, which echo those of many other residents, and have passed your letter to Mr French so that your views may be included in the Report by our Officers and made known to our Committee which hears the application.

I walked round Chelsea Harbour last week afternoon to remind myself of the site and saw the avenue of chestnuts adjacent to Admirals Walk which is causing much comment.

Yours sincerely,

Tony Holt

Councillor Tony Holt
Vice Chairman, Planning Services Committee

cc: Mr M J French, Executive Director, Planning and Conservation

2057.

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX
Tel: 020 7937 5464 Fax: 020 7938 1445

9/57

J.P.Doyle Esq.,
30 King's Quay,
Chelsea Harbour,
London,
SW10 0UX.

K.C. 08 AUG 2002

6 August 2002

Dear Mr. Doyle,

Re: Second Planning Application for Lots Road Power Station

Thank you for copying to me your letter of 24 July to Mr Entwistle explaining your reasons for objecting to the planning applications by Circadian, for the second time, for Lots Road Power Station.

I have noted your remarks, which echo those of many other residents, and have passed your letter to Mr French so that your views may be included in the Report by our Officers and made known to our Committee which hears the application.

I walked round Chelsea Harbour last week to remind myself of the site and saw the avenue of chestnuts adjacent to Admirals Walk which is causing much comment.

Yours sincerely,

Tony Holt

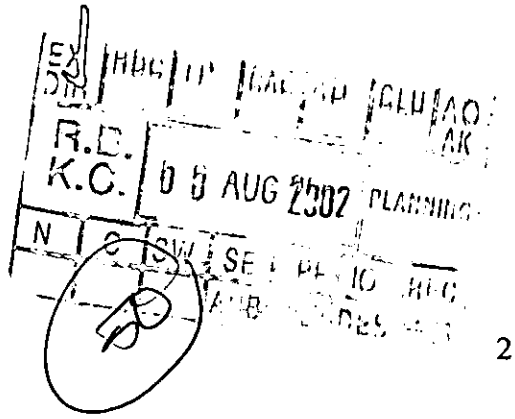
Councillor Tony Holt
Vice Chairman, Planning Services Committee

cc: Mr M J French, Executive Director, Planning and Conservation

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX
Tel: 020 7937 5464 Fax: 020 7938 1445

0/57

Holly Cato,
13 Chelsea Crescent,
Chelsea Harbour,
London SW10 0XB.



21 July 2002

Dear Holly Cato,

Re: Second Planning Application for Lots Road Power Station

Thank you for your letter of 21 July explaining your reasons for objecting to the planning applications by Circadian, for the second time, for Lots Road Power Station.

I have noted your remarks, which echo those of many other residents, and have passed your letter to Mr French so that your views may be included in the Report by our Officers and made known to our Committee which hears the application.

I walked round Chelsea Harbour last week to remind myself of the site and saw the avenue of chestnuts adjacent to Admirals Walk which is causing much comment.

Yours sincerely,

Tony Holt

Councillor Tony Holt
Vice Chairman, Planning Services Committee

cc: Mr M J French, Executive Director, Planning and Conservation

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX
Tel: 020 7937 5464 Fax: 020 7938 1445

T L W Evans esq.,
21 Thames Quay,
Chelsea Harbour,
London SW10 0UY.

8 August 2002

Dear Mr Evans,

Re: Second Planning Application for Lots Road Power Station

Thank you for your letter of 25 July including copy of your letter to Mr Entwhistle explaining your reasons for objecting to the planning applications by Circadian, for the second time, for Lots Road Power Station and particularly your comments in your para 1-3.

I have noted your remarks, which echo those of many other residents, and have passed your letter to Mr French so that your views may be included in the Report by our Officers and made known to our Committee which hears the application.

I walked round Chelsea Harbour last week to remind myself of the site and saw the avenue of chestnuts adjacent to Admirals Walk which is causing much comment.

Yours sincerely,

Tony Holt

Councillor Tony Holt
Vice Chairman, Planning Services Committee

cc: Mr M J French, Executive Director, Planning and Conservation

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX
Tel: 020 7937 5464 Fax: 020 7938 1445

JT

Derek G Williams esq.,
4 Admiral Square,
Chelsea Harbour,
London,
SW10 0UU.

O/JT

8 August 2002

Dear Mr Williams,

Re: Second Planning Application for Lots Road Power Station

Thank you for copying to me your letter of 24 July to Mr Entwhistle of Hammersmith and Fulham Council explaining your reasons for objecting to the planning applications by Circadian, for the second time, for Lots Road Power Station and particularly your comments in your para 1-3.

I have noted your remarks, which echo those of many other residents, and have passed your letter to Mr French, our Executive Director of Planning and Conservation, so that your views may be taken into account by our Officers in the Report which they will make to Councillors on the Planning Application referring to that part of the development which lies in the Royal Borough.

I walked round Chelsea Harbour last week to remind myself of the site and saw the avenue of chestnuts adjacent to Admirals Walk which is causing much comment.

Yours sincerely,

Tony Holt

Councillor Tony Holt
Vice Chairman, Planning Services Committee

cc: Mr M J French, Executive Director, Planning and Conservation

JT

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

Mr. A. Rodrigo,
62 Uverdale Road,
LONDON, SW10 0SS.

Switchboard: 020 7937 5464
Extension: 2944
Direct Line: 020 7361-2944
Facsimile: 020 7361 3463
Web: www.rbkc.gov.uk

9 August 2002

My reference: EDPC/MJF/PP/02/1324 & 1325 Your reference: Please ask for: Mr. French

9/JT

Dear Mr. Rodrigo,

Lots Road Power Station

Councillor Merrick Cockell, Leader of the Council, has asked me to thank you for your letter of 25 July setting out your objections on the new application for the above site. I can assure you that your comments will be very carefully considered and reported to the Planning Services Committee when the application is considered; you will of course be notified of the Committee's decision.

Yours sincerely,

M. J. French,
Executive Director, Planning and Conservation.

c.c. Councillor Merrick Cockell, Leader of the Council

French, Michael: PC-GrpSvc

From: French, Michael: PC-GrpSvc
Sent: 09 August 2002 12:48
To: Cllr-Phelps
Subject: FW: Lots Road

Councillor Phelps: Perhaps you could advise Councillor Mrs. Kingsley that it would not be either appropriate or helpful for her, or any other of the Ward Councillors to sit in on such meetings. She and her colleagues will be kept informed on any progress.

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

-----Original Message-----
From: jennykingsley [mailto:jennykingsley@ukonline.co.uk]
Sent: 09 August 2002 12:12
To: Cllr.Phelps@rbkc.gov.uk
Cc: Cllr.Holt@rbkc.gov.uk; Cllr.Buxton@rbkc.gov.uk; leader@rbkc.gov.uk; Cllr.Ahern@rbkc.gov.uk; Cllr.Simmonds@rbkc.gov.uk; Cllr.Redman@rbkc.gov.uk; derek.myers@rbkc.gov.uk; Michael.French@rbkc.gov.uk; Philippa.Down@rbkc.gov.uk
Subject: Lots Road

Dear Barry,

Many thanks for enquiring about a timetable for meetings with LRAG and local residents, and for inspiring the various responses. I understand that meetings are unlikely to take place before mid to late October.

I have received a number of letters and copies of letters from Chelsea Harbour residents regarding the proposals. These residents are particularly concerned about the impact of the proposals on Admiral Square.They will be pleased with H&F' s decision.

Would it be appropriate, helpful or possible for me (or other Councillors) to attend the exploratory meetings?

Have a good weekend.

Yours sincerely,

Jenny Kingsley

French, Michael: PC-GrpSvc

From: French, Michael: PC-GrpSvc
Sent: 08 August 2002 15:18
To: 'Tim Ahern'; Cllr-Phelps; McEwen, Manuela: CP-Manag; tmbuxton@webspeed.net
Cc: jennykingsley@ukonline.co.uk; stevenredman@btinternet.com; Maighread@btopenworld.com; abingdoncockell@hotmail.com; Myers, Derek: CP-ChiefExec; Thorne, John W.: PC-PlanSvc
Subject: RE: LOTS TO DO

Not likely to be before mid-October at the earliest; I will keep you informed.

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

-----Original Message-----
From: Tim Ahern [mailto:Tim.Ahern@btinternet.com]
Sent: 07 August 2002 16:27
To: Cllr.Phelps@rbkc.gov.uk; Philippa.Down@rbkc.gov.uk; Michael.French@rbkc.gov.uk; Cllr.Holt@rbkc.gov.uk; tmbuxton@webspeed.net
Cc: jennykingsley@ukonline.co.uk; stevenredman@btinternet.com; Maighread@btopenworld.com; abingdoncockell@hotmail.com; derek.myers@rbkc.gov.uk
Subject: Re: LOTS TO DO

As you may know I am away from the end of this week for two weeks.

After that I am happy to attend if needed

TA
----- Original Message -----
From: <Cllr.Phelps@rbkc.gov.uk>
To: <tim.ahern@btinternet.com>; <Philippa.Down@rbkc.gov.uk>; <Michael.French@rbkc.gov.uk>; <Cllr.Holt@rbkc.gov.uk>; <tmbuxton@webspeed.net>
Cc: <jennykingsley@ukonline.co.uk>; <stevenredman@btinternet.com>; <Maighread@btopenworld.com>; <abingdoncockell@hotmail.com>; <derek.myers@rbkc.gov.uk>
Sent: Monday, August 05, 2002 7:55 PM
Subject: LOTS TO DO

> The Lot's Road councillors are keen for a further LRAG meeting with you and
> me there to discuss the new Circadian/Lot's Road application.
>
> I have told them that we are happy for a further meeting when we are in a
> position sensibly to discuss the matter but that I would have to consult on
> the timetable with you.
>
> Please advise likely timetable and when you think we might be able to have a
> sensible meeting. I do feel that we can only have one LRAG meeting on the
> new application - no more.
>
> I am away tomorrow, Tuesday, but have promised Cllr Kingsley I will have an
> answer for her on Wednesday.

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ASHBURNHAM

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THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
PLANNING AND CONSERVATION COMMITTEE - 1 JULY 1996

REPORT OF THE EXECUTIVE DIRECTOR OF PLANNING AND CONSERVATION

PLANNING GUIDELINES: OLD ASHBURNHAM SCHOOL, PLAYGROUND AND ADVENTURE PLAYGROUND

1 The Planning and Conservation Committee is asked to consider the results of consultation on the draft Planning Guidelines for the Old Ashburnham School, Playground and Adventure Playground, and to approve for adoption and publish the amended Planning Guidelines subject to the incorporation of changes arising from Consultation.

FOR DECISION

2 BACKGROUND

2.1 At the meeting of 22 April 1996 the Planning and Conservation Committee approved for public consultation the draft planning guidelines for above sites. The guidelines were amended as a result of comments made by the Committee, and the conclusion in paragraph 7.8 of the draft reiterates that Site A could be used for any use within Class D1 (Non-residential institution) and similarly that Site B could be used for any use with Use Class D (Assembly and Leisure). The period for consultation on the guidelines ended on the 11th June 1996. The results of consultation are summarised in section 4 of this report which provides an analysis of all responses and sets out an outline of proposed changes to the guidelines. Subject to the Committee's approval, the proposed changes will be incorporated into the planning guidelines without further reference to Committee.

2.2 It is proposed that the adopted guidelines be available for purchase at a price of £2.00 to residents and £5.00 to others. Residents who commented on the draft guidelines will receive a complimentary copy.

3 THE CONSULTATION PROCESS

3.1 Consultation took place with a wide range of groups and individuals including local Ward Councillors, residents and amenity groups, the neighbouring Borough of Hammersmith and Fulham, the Sports Council, local businesses and residents in the streets surrounding the sites. Site notices were posted and notice of the planning guidelines was published in the local press. A total of 28 copies of the planning

guidelines were sent out to external consultees. A list of those parties who received copies of the guidelines is attached as Appendix 1. Responses were received from a total of 14 external consultees. Any responses received subsequent to the preparation of this report will be reported to Committee.

3.2 Comments on the draft guidelines were also sought from other Council Directorates.

4 RESULTS OF CONSULTATION

4.1 The majority of responses to the consultation have been supportive of the Community Association activities and the current usage of the sites, and would greatly regret the loss of any of the facilities provided on the sites, particularly the Community Centre. Some concern has been expressed about the current use of the playground for car boot sales on Saturdays because of the traffic problem this causes in the locality. The improvement of the sports facilities, and improving the immediate environment by planting additional trees is also endorsed. From some of the comments received, there appears to be a misunderstanding of the purpose of the consultation exercise and a rumour has circulated that the sites may be sold off for offices flats or a leisure centres. Summaries of each response and the details of any changes arising are set out below.

4.1.1 Chelsea Social Council

The Social Council is very concerned to ensure that Site A, the Community Centre remains within Use Class D1, and that it continues to be occupied by the Ashburnham Community Association (ACA) to further progress their work in the locality. They also record their support for the Council's Community Liaison's Section which has worked extensively with ACA, and hope that the Council will make a long term commitment to the Centre though the issue of a long term lease.

Comment

These comments are welcome and endorse the content of the draft guidelines. The decision about to issue a long term lease is not a planning matter, but is the responsibility of the Corporate Mangement Committee. A copy of this letter of support will be forwarded to the Borough Valuer and the Community Liaison Section.

Proposed Changes

None

4.1.2 The Heatherley School of Fine Art

The Heatherley School own and occupies the eastern portion of the former primary school and is not associated with the Community centre. The School is concerned that the boundary between the art school and community centre is incorrectly drawn. they are also point out that the title of the draft guidelines implies that the Art School premises form part of the Guidelines. The School also draws attention to the location of number of existing trees and asks that these be shown on map illustrating the potential environmental improvements, and suggests that the area which could be used as a pavilion or wild flower garden incorporate benching to provide a seating area.

Comment

i. It is accepted that the title of the guidelines is misleading and it is proposed to amend the title to avoid confusion.

ii. The boundary between the Art School and the Community Centre will be checked against the records held by the Council's Legal department and amended as necessary.

iii. The map illustrating the potential environmental improvements will be amended to show the existing trees.

iv. At this stage the details for improving the playground have not been finalised, and the suggested incorporation of a seating area is an option which will be considered when more detailed proposals are submitted.

Proposed Changes

i. The Guidelines will read "Ashburnham Community Centre, playground and adventure playground".

ii. If necessary amend all maps showing the boundary of between Art School and Community Centre.

iii. Amend map to show existing trees.

iv. No change.

4.1.3 London Underground Limited

The Underground have live cables which run through Tetcott Road, and have enclosed a map showing their location. They ask that no buildings are positioned over the cables and that any proposed tree planting takes account of their location to prevent damage to the cabling and ducts which pass through the Adventure Playground and run the full length of Tetcott Road.

Comment

The copies of the plans and correspondence will be forwarded to the Management committee for the Adventure Playground, and the Council's Arboriculture Section responsible for planting and maintaining street trees.

Proposed Changes

None.

4.1.4 Sports Council: London Region

The Sports Council is currently in discussion with the ACA regarding a possible Lottery Bid, and support the intention to upgrade this facility in view of the shortage of recreational space in the Borough.

Comment

The Sports Council's support of the Association's proposals to upgrade the sports area is welcomed.

Proposed Changes

None.

4.1.5 Resident, Flat 3, Westfield Close, Lots Road

The use of the premises for any other purpose other than a Community Centre would be regretted. The Centre provides much needed community services in the area. There is little open space in this part of Chelsea and the two parks that exist do not enable sporting activities to take place. the adventure playground is the only safe, supervised area where local children can play. It would be a disaster if this were to close. The issuing of a lease would enable the centre to carry on its excellent work.

Comment

These comments are welcome and endorse the content of the guidelines. The decision about to issue a long term lease is not a planning matter, but is the responsibility of the Corporate Management Committee. A copy of this letter of support will be forwarded to the Borough Valuer and the Community Liaison Section.

Proposed Changes

None.

4.1.6 Resident, 53 Tetcott Road

This welcomes the content of the planning guidelines, but voices concern about a rumour that the site is to be sold off for offices, flats or a leisure centre. The loss of the adventure playground would be very much regretted as Westfield Park, to the north of the sites does not provide facilities for teenagers and young adults. The community centre has been completely refurbished and is working well and it is hoped that it will be allowed to continue its good work.

Comment

The concerns about developing the site for offices, housing or a leisure centre are unfounded. Section 7 of the Guidelines makes it clear that the original need for a community centre, hard sports facilities and an adventure playground still remain and as such there are not considered to be any circumstances where exceptions to UDP policies which resit the loss of these community and play facilities. can be justified on planning grounds. The suggested environmental improvements for the site include a small changing facility but nothing on the scale of a leisure centre.

Proposed Changes

None.

4.1.7 Resident, 27A Burnaby Street

As a founder member of the ACA, this resident does not wish to see the Community centre buildings destroyed for other uses. If the adventure playground is closed there will be nowhere for the children to play. The Community centre has become a very welcoming place for all age groups.

Comment

The concerns about using the sites for other uses are unfounded. Section 7 of the Guidelines makes it clear that the original need for a community centre, hard sports facilities and an adventure playground still remain. As such an exception to UDP

policies which resist the loss of these community and play facilities is not considered to be justified.

Proposed Changes
None.

4.1.8 Resident, 86A Lots Road
It is understood that there a plan to build on the site used by the ACA. The area has no open space of any form or facilities for out door instruction. The Ashburnham Association has been in the area for a long time and has enabled the area to retain a village style of life which must be retained to avoid the violence that comes from overcrowding.

Comment
The concerns about using the sites for other purposes are unfounded. Section 7 of the Guidelines makes it clear that the original need for a community centre, hard sports facilities and an adventure playground still remain. As such, an exception to UDP policies which resist the loss of these community and play facilities is not considered to be justified.

Proposed Changes
None.

4.1.9 Resident, 68 Stadium Street
This resident is concerned about the closure of the Community Centre and the Adventure Playground. The elderly attend the centre and the first floor restaurant provides cheap meals for OAPS once a week. The loss of the adventure playground would mean there was nowhere for children to play and would encourage them to get into mischief.

Comment
The concerns about using the closure of the community centre and adventure playground are unfounded. Section 7 of the Guidelines makes it clear that the original need for a community centre, hard sports facilities and an adventure playground still remain. As such, an exception to UDP policies which resist the loss of these community and play facilities is not considered to be justified.

4.1.10 Residents Committee, Poles Lane and Burnaby Street
The Committee uses the Community Centre for its monthly meetings and finds the building to be solid, well maintained and recently improved and the staff helpful. The Residents Committee therefore has an interest in seeing that it continued to be used under Class D1. The playground is well used, the car boot sales well attended and the tennis facilities add distinction to the area. They suggest that the adjoining art school is cramped and perhaps consideration might be given to allocating the top floor of the Community Centre to the Art School. The day nursery on the ground floor could benefit from being refurbished and transformed into a nursery school. The whole of the ground floor could be devoted to this use and would enhance the level of nursery provision in the Borough. They also suggest that perhaps some of the rooms on the middle floor could be converted to use as a language school, as well as making these

rooms available for hire to bodies such as residents groups. A leisure centre is not considered appropriate on the site because of parking difficulties in the area.

Comment
These are helpful comments and largely support the content of the guidelines. The use of parts of the building for different activities within Class D1 for teaching purposes would not require planning permission and is therefore a matter for the Community Association and the Borough Valuer, (as representative of the Council as owner) to determine whether this would be appropriate in the long term for the Community Centre. There is concern that the Residents' Committee seems to think that a leisure centre is proposed for the site. Section 8 of the guidelines makes some suggestions for improving the site which includes upgrading the existing hard sports area with the possible provision of a pavilion to provide changing facilities or an equipment store or even a wild flower garden but there is no suggestion that a leisure centre be provided.

Proposed Changes
None.

4.1.11 Resident, 74B Lots Road
This resident is also under the impression that there may be plans to close the Community Centre down, and use the building for other purposes or even carry out redevelopment on the site. This would be a great loss, a lot of hard work has gone into developing the community facilities. As a pensioner, the loss of centre would impair their life because of the loss of facilities and the opportunities it provides to meet other residents.

Comment
The concerns about using the sites for other purposes are unfounded. Section 7 of the Guidelines makes it clear that the original need for a Community Centre, hard sports facilities and an adventure playground still remain. As such, an exception to UDP policies which resist the loss of these community and play facilities is not considered to be justified.

Proposed Changes
None.

4.1.12 Resident, 41 Tetcott Road
The continued use of the sites for community use are supported, as are the suggested improvements sports facilities including an equipment store/changing rooms. However concern is expressed about the current use of the playground for car boot sales on Saturdays since this causes significant parking problems in the area. The passageway between the centre and adventure playground open for access though to Lots Road. Its re-opening would provide additional access to the Community Centre and prevent the dumping of rubbish. The passageway would also benefit from improved lighting.

Comment
These comments are generally supportive of the content of the draft guidelines and makes some useful suggestions. The concerns about the car boots sales have been

investigated and a planning application for this activity has now been submitted by the Community Association. The points about the passageway have been noted and the need to improve this area will be incorporated in to section 8.

Proposed Changes
i. Include an additional bullet point in either paragraph 8.2 or 8.8 to read "Improve the condition of the passageway between the Community Centre and Adventure Playground and investigate the feasibility of re-opening this as a through route to Lots Road".

4.1.13 Residents, 53 Tetcott Road
The residents ask to be kept informed of any development that is proposed on the site. They also express concern about the car boot sales which are held every Saturday as these cause parking congestion.

Comment
The concerns about using developing the sites for other purposes are unfounded. Section 7 of the Guidelines makes it clear that the original need for a community centre, hard sports facilities and an adventure playground still remain. As such, an exception to UDP policies which resist the loss of these community and play facilities is not considered to be justified. The suggested improvements to the sports area and the main building outlined in section 8 may need planning permission. The concerns about the car boots sales have been investigated and a planning application for this activity has now been submitted by the Community Association. Residents and other interested parties will be consulted about the application to hold a car boot sale and any other applications that are received in due course.

Proposed Changes
None.

4.1.14 Resident, 5 Pooles Lane
This resident would favour the closure of the Community Centre and putting the site to better use.

Comment
The development of the sites for other purposes is not proposed. Section 7 of the Guidelines makes it clear that the original need for a community centre, hard sports facilities and an adventure playground still remain. As such, an exception to UDP policies which resist the loss of these community and play facilities is not considered to be justified.

5 RESPONSES FROM OTHER COUNCIL DIRECTORATES

5.1 Comments on the draft guidelines were sought from other Council Directorates. At the time of writing this report comments had been received from one directorate.

5.2 Directorate of Education Services: (Physical Resources Section)
Support is given for the continued use of the outdoor area for play etc as the facilities in this area are relatively limited. The Directorate also welcome the enhanced use of

the site and any proposals such as those outlined in the draft guidelines. The proposed environmental improvements would also be welcome although it would be necessary to ensure that it was properly managed. A hope is also expressed that any developments of this site would be linked with increased use and development of the Community Centre. If space permits they would be very interested in promoting the provision of a nursery in the building.

Comment

The support for the proposals is very much welcomed. The management of the premises and any increased usage of the Community Centre are not planning issues and are matters to be resolved with Community Association, the Community Liaison section and the Borough Valuer (as the representative of the Council as owner).

6 RECOMMENDATIONS

6.1 The Planning and Conservation Committee is invited to comment on the responses to the draft planning guidelines and proposed changes and is recommended to:

(i) adopt the planning guidelines for the Ashburnham Community Centre, Playground and Adventure Playground subject to incorporation of changes indicated in the comments set out in section 4;

(ii) authorise the printing and publication of the planning guidelines on the approval by the Chairman and the Executive Director of Planning and Conservation of the final artwork; and

(iii) agree the charges for the planning guidelines as set out at paragraph 2.2 above.

Taylor Woodrow

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Cllr Merrick Cockell
Leader
RBKC
Town Hall
Hornton Street
LONDON W8 7NX

Your ref
Our ref

31 May 2002

R.B.K.C. - 5 JUN 2002 PLANNING
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Dear Cllr Cockell

LOTS ROAD POWER STATION

My Chief Executive, Ian Napier, has asked me to write to you regarding our new planning application that is to be submitted next week.

You will be aware that this major project – the largest redevelopment site in the Royal Borough – has been two years in the making including a year in the planning process at RBKC.

We have been encouraged by the constructive meetings that have recently been held with Mr French and other borough officers, however we are naturally, extremely disappointed that the Planning Services Committee rejected our previous application in March at a time when we had thought that progress was being made in discussions with officers.

Nevertheless, we remain committed to this site and are confident that this fresh application, which takes account of the various opinions expressed during the earlier public consultation and officer discussions will be welcomed by the Royal Borough. Time is now of the essence with a "switch off" of the power station by LUL expected in September. We cannot, therefore, afford a further prolonged period of consideration before our revised planning application is determined.

I know that you recognise that some form of redevelopment is desirable in order to regenerate this part of the Royal Borough and, for our part, we are keen to enter meaningful negotiations with you. To that end, we would welcome a meeting with you and your senior colleagues at the earliest opportunity so that we can agree the parameters within which an application would be likely to succeed, thereby avoiding miscommunication and wasted effort. Ultimately, of course, we would consider lodging a planning appeal but would much rather achieve a negotiated consent that the Royal Borough is happy to support publicly.

Taylor Woodrow
Capital Developments Limited
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I appreciate that your diary is likely to be busy at the start of a new council but hope that an early date can be found for a meeting with Raymond Chow Managing Director of Hutchison Whampoa Property Company, our development partner, Ian Napier, our Chief Executive of Taylor Woodrow and myself. Raymond Chow is based in Hong Kong but would fly to London for the meeting subject to other diary commitments.

I would hope that a meeting could be arranged with you and Mr French towards the end of June and would ask that your office contact mine to arrange a convenient date for a meeting.

Kind regards

Yours sincerely

Alasdair Nicholls
Managing Director

cc. Derek Myers, Chief Executive
Michael French, Director of Planning & Conservation
Raymond Chow – Hutchison Whampoa
Ian Napier – TW Woodrow Plc

PLANNING AND CONSERVATION

THE TOWN HALL HORNTON STREET LONDON W8 7NX

Executive Director M J FRENCH FRICS Dip TP MRTPI Cert TS

THE ROYAL BOROUGH OF

KENSINGTON AND CHELSEA

Mr. Philip Davies,
Director, London Region,
English Heritage,
23 Savile Row,
LONDON, W1S 2ET.

Switchboard: 020 7937 5464
Extension: 2944
Direct Line: 020 7361-2944
Facsimile: 020 7361 3463
Web: www.rbkc.gov.uk

18 April 2002

My reference: EDPC/MJF Your reference: Please ask for: Mr. French

Dear Mr. Davies,

Lots Road Power Station Development

I am writing to express my concern about the article which appeared in the Richmond Comet on 22 March. In that article you claim that English Heritage had been misrepresented as "objecting" to the above development.

To set the facts straight, when the report was produced, no formal response had been received from you. The letter we received from you on 19 March, the day before Committee, was reported in detail to the Committee. In my report to Committee, I did include a report from your Advisory Committee to the Lots Road Action Group, and I also reported all other representations received.

It is regrettable when such reports appear in newspapers, and whilst I can understand there may be some misquotations, perhaps, in the light of this article, it would have been more helpful had you responded to us in the previous eight months from the date you were formally consulted.

I do not propose to write to the Richmond Comet, but I must express my concern given that your Members were interviewed, and I had no opportunity to refute the allegations.

Yours sincerely,

M. J. French,
Executive Director, Planning and Conservation.

Planning report "misrepresented" EH as objecting to SW10 development

EH attacks Chelsea report

Piers Wehner

English Heritage has claimed that a planning officer's report for Circadian's 500-flat Lots Road power station scheme in Chelsea, SW10, "misrepresented" it as objecting to the project.

Last week Kensington & Chelsea's planning committee rejected Circadian's scheme, after a planning officer's report said that the 39-storey, 130m-high tower was too tall for the area.

The report, drawn up by Michael French, director of planning and conservation, said "no response has been received to date" from English Heritage, and noted that Sir Neil Cossons endorsed the scheme in a press release issued by EH.

But the report added: "The views expressed in this press release do not accord with the conclusions of the English Heritage London Advisory Committee, which have been supplied by the Lots Road Action Group."

It added: "The view of the EH London Advisory Committee is that the proposals impact detrimentally on the setting of the power station."

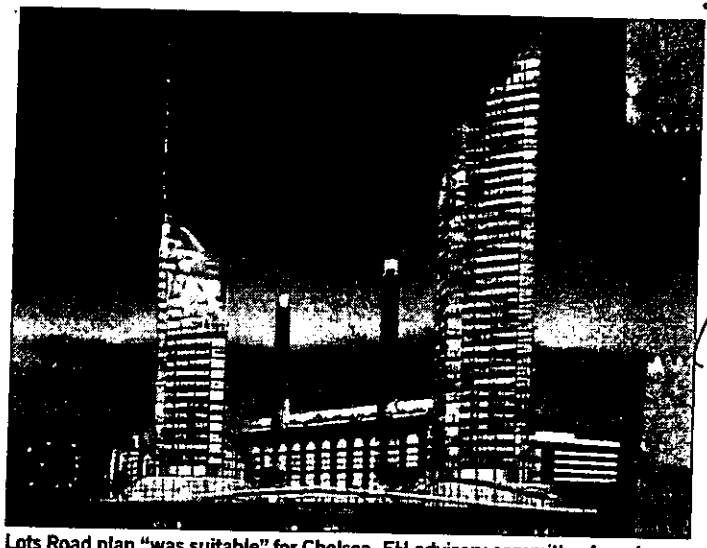
Piers Gough, CZWG architect and member of EH's London Advisory Committee, said: "The Lots Road Action Group has misrepresented us by saying we objected to the design. It is not true, and it is appalling that the planning officer's report undermined our support of the scheme by allowing this misrepresentation."

The minutes from the LAC, used by the Lots Road Action Group as evidence that EH disapproved of the tower, said "members considered that the location was suitable for tall buildings" as "there were several others in the vicinity".

Councillor Barry Phelps, Kensington & Chelsea's cabinet member for planning, said: "EH's views were not an important factor. The power station is not listed. Whatever it had said, the decision would have been the same."

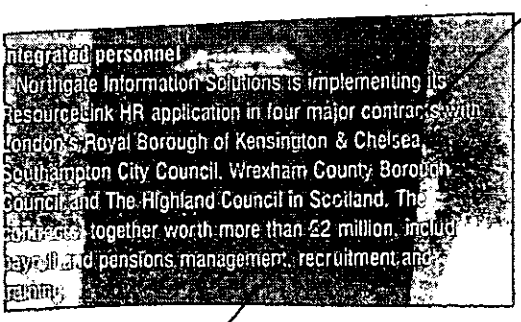
The Terry Farrell-designed scheme, which would have provided more than 500 homes in the converted power station and three towers of 8, 20 and 39 storeys, straddles the border of Hammersmith & Fulham and Kensington & Chelsea.

The 20-storey tower will go to Hammersmith & Fulham's planning committee on 2 April.



Lots Road plan "was suitable" for Chelsea, EH advisory committee found

Richmond Comet 22 March 2002



rnment I.T. March 2002

Advice for landlords

Hundreds of landlords from five London boroughs attended a unique one-day conference last week.

The event was organised by Hammersmith and Fulham, Westminster, Camden, Kensington and Chelsea and Islington LBCs, along with the University of London, and was aimed at giving help and advice to private landlords.

Municipal Journal 22 March 2002

Fly-tipper blight

RAILINGS are being erected around the Paddington rail crash memorial to stop the site being used as a rubbish dump, it was announced yesterday. The site overlooking the track at Ladbroke Grove, in London, has suffered from fly-tipping. "It's a sorry state of affairs that we have to take steps to prevent fly-tipping on a memorial site," said a Kensington and Chelsea Council spokesman. He added: "We aim to thwart them and minimise their opportunities."

The Press & Journal 27 March 2002

1. NOTIFICATION TO ENGLISH HERITAGE TOOK PLACE BY LETTER ON 20 JULY 2001

2. ENGLISH HERITAGE HAD ISSUED A PRESS RELEASE EXPRESSING SUPPORT FOR TERRY FARRELL'S SCHEME STATING "THE SCHEME AT PRE-APPLICATION STAGE HAS BEEN GIVEN A GREEN LIGHT" ON 27th JUNE 2001 BEFORE THE APPLICATION WAS SUBMITTED. I HAD TO CALL EH TO ASK FOR A COPY OF THIS. IT IS REPORTED EXTENSIVELY AT 6.1.1.

3. WHEN THE REPORT WAS PRODUCED, NO FORMAL RESPONSE FROM EH HAD BEEN RECEIVED. A LETTER FROM THEM RECEIVED ON 19/3 THE DAY BEFORE COMMITTEE WAS REPORTED IN DETAIL IN THE ADDENDUM.

4. LOTS ROAD ACTION GROUP SUPPLIED A REPORT FROM THE EH LONDON ADVISORY COMMITTEE [redacted] THE CONTENT OF WHICH WAS ACCURATELY REPORTED AT 6.3.1 OF THE COMMITTEE REPORT

5. The "quote" at the foot of COLUMN 1 IS A MIS-QUOTATION WHICH CUTS OFF THE BEGINNING AND END OF THE SENTENCE.

6. WE REPORTED ACCURATELY THE REPRESENTATIONS RECEIVED AND MADE IT CLEAR FROM WHICH SOURCES THEY CAME.

7. IF EH WERE SO KEEN WHY DID IT TAKE THEM 8 MONTHS TO RESPOND TO CONSULTATION? WE DID NOT 'MISREPRESENT' ANYTHING.

4.0 PLANNING HISTORY

4.1 A planning brief issued in February 1999 in respect of the site envisaged a primarily residential development of the site with significant provision of affordable housing and supporting commercial and community uses.

4.2 The brief envisaged residential development at a density of 350 habitable rooms per hectare not exceeding six storeys in height in the context of any scheme proposing to retain the power station building.

4.3 The brief indicated high buildings would be resisted and suggested that development on the Lots Road frontage should achieve a harmonious balance with the three storey buildings on the north side.

4.4 Development as envisaged by the brief was required to protect important views from the river and the south bank and have regard to the impact on sunlight and daylight conditions.

4.5 The Proposed Modifications to the UDP identify the Lots Road site in the Schedule of Major Development Sites as suitable for Residential, including affordable housing, Business (Offices, Light Industrial, R&D) along the Lots Road frontage, Retail, Food and Drink, Leisure, Health Care, Public Open Space, Thames Path & Cycle Route. It indicates Policies H15 (Requiring a substantial proportion of housing on the site) and H23 (Requiring negotiation and retention of a significant proportion of affordable housing on the site).

4.6 The Proposed Modifications to the UDP include the site within the Lots Road Employment Zone in recognition of its potential for business as well as residential development. It is therefore subject to Policy E23h which requires the provision of business uses in proposals for the development of sites in employment zones.

5.0 PLANNING CONSIDERATIONS

5.1 High Buildings & Amenity Impact

5.1.1 High Buildings

At a strategic level, the proposed tower must be examined in terms of any impact upon identified Strategic Views in London, and also other long views that may be had from important locations within the Royal Borough or in neighbouring boroughs. At a more local level, the proposed tower must be considered in terms of its impact upon the immediate townscape. Other guidance is presented in 'High Buildings and Strategic Views in London', published by the London Planning Advisory Committee in April 1998, and the recent 'Guidance on Tall Buildings' published on 12th June 2001 jointly by English Heritage and the Commission for Architecture and the Built Environment (CABE). The Initial Proposals for the Mayor's Spatial Development Strategy published by the Greater London Authority in May 2001 must also be taken into account.

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LOTS ROAD

29/4/02

NEW P. APP "END OF MAY"

JIM POOL
ANDREW LOCKE

50% CANT CONTEMPLATE

ARCHITECTURAL WORK IN PROGRESS:—

ADOPTION MAY 25th

50% WOULD BE 300,000 sqft - NOT LETTABLE IN ONE LOCATION. UNSUITABLE FOR LIGHT IND AT LEVELS. TRANSPORT COULD NOT SERVICE OFFICE LOCATION.

S.M. PREPARED TO ENTERTAIN A1 A2 A3 AS EMPLOYMENT NOT ONLY B1(c)

C.T. FLEXIBILITY & TYPE - CEILING HEIGHTS / POTENTIAL FOR EXPANSION

A.L. CONCEPT - LOCAL USER GROUPS ... DISCOUNTED RENTS?

JLL: DEMAND? VACANCY RATES?

VG: [TO LIAISE] STARTER UNITS - NOMINATION RIGHTS - S:106
CONSTRUCTION TRAINING. WORK PLACEMENTS / EXPERIENCE.
500 CONSTRUCTION JOBS 6? YEARS.

---

1 QUANTITY & EXTENT - WHAT WILL BE PROVIDED.

2 S. 106 TABLED

if the designers worked with the principal of high density and a sense of place, without very tall buildings.

5.1.14 The adopted planning brief for the site states; "The maximum height permissible is six or seven storeys but this must be balanced against lower heights elsewhere on the site and residential density considerations." (Paragraph 2.31). It goes on; "If the power station is retained then it will form the dominant landmark on the site to which all other new buildings around it should be subordinate in height." And, "... Increased height in parts of the site to create visual interest may be acceptable. However, high buildings will be resisted in line with the provisions of Policy CD31." (See paragraph 2.32 of the brief). The UDP policy CD31 states; "To resist a new high building which would significantly exceed the height of neighbouring buildings and which would harm the skyline."

5.1.15 The surrounding local area would pay a significant price for creating the proposed new landmark. As well as causing overshadowing, overlooking and visual intrusion into views out of Conservation Areas, it would also means that no significant public space could front the River Thames in this location. The proposed layout includes a mean, narrow pathway in the area between the tower and riverbank. The Planning Brief states; "A new node may be created by the convergence of paths into a new public open space adjacent to the riverside." (Page 38).

5.1.16 A square is proposed to be included within the RBKC site, but it is set back from the river, in a heavily enclosed area at the end of the power station. None of the submitted information is considered to demonstrate that this would be a successful public space. An urban form and layout which shows a convincing transition from Lots Road into the new public spaces of the site; which shows a progression of spatial experiences culminating with the River Thames; and which respects the setting of the power station but also integrates it into the new master plan should be achieved on this site. The current proposal is not considered to do so.

5.1.17 The proposed bridge links and the increased permeability through the power station are welcomed, as are the recreational/wildlife proposals for the creek.

5.1.18 It is therefore considered that in terms of townscape and design, the proposal would be unsatisfactory in relation to the requirements of UDP Policies STRAT 5 which seeks preservation and enhancement of the residential character of the Royal Borough; STRAT6 which seeks to preserve and enhance the character and appearance of conservation areas, areas of metropolitan importance, local character, and other buildings or places of interest; STRAT7 which promotes high environmental and architectural design standards; STRAT8 which protects London's skyline and strategic views,; CD1 which protects views and vistas along the riverside; CD4 (Referred to at 5.1.3 above); CD14(ibid); CD25 which seeks high standards of design, sensitivity and compatibility with surrounding character; CD25a which requires development to be physically and visually integrated into its surroundings; CD31 (Referred to at 5.1.3) and CD54 (Referred to at 5.1.4).

DAYLIGHT DIST ?
NOTIFICATION ?

AUSTRAL ?
MALCOLM ?

FWD OUT
WATER EXTRACTION → PHILIPPA

AQUIFERS

CMP
HSG —— 1/2/3 BED 2 BUILDINGS
TAIL
TRANS

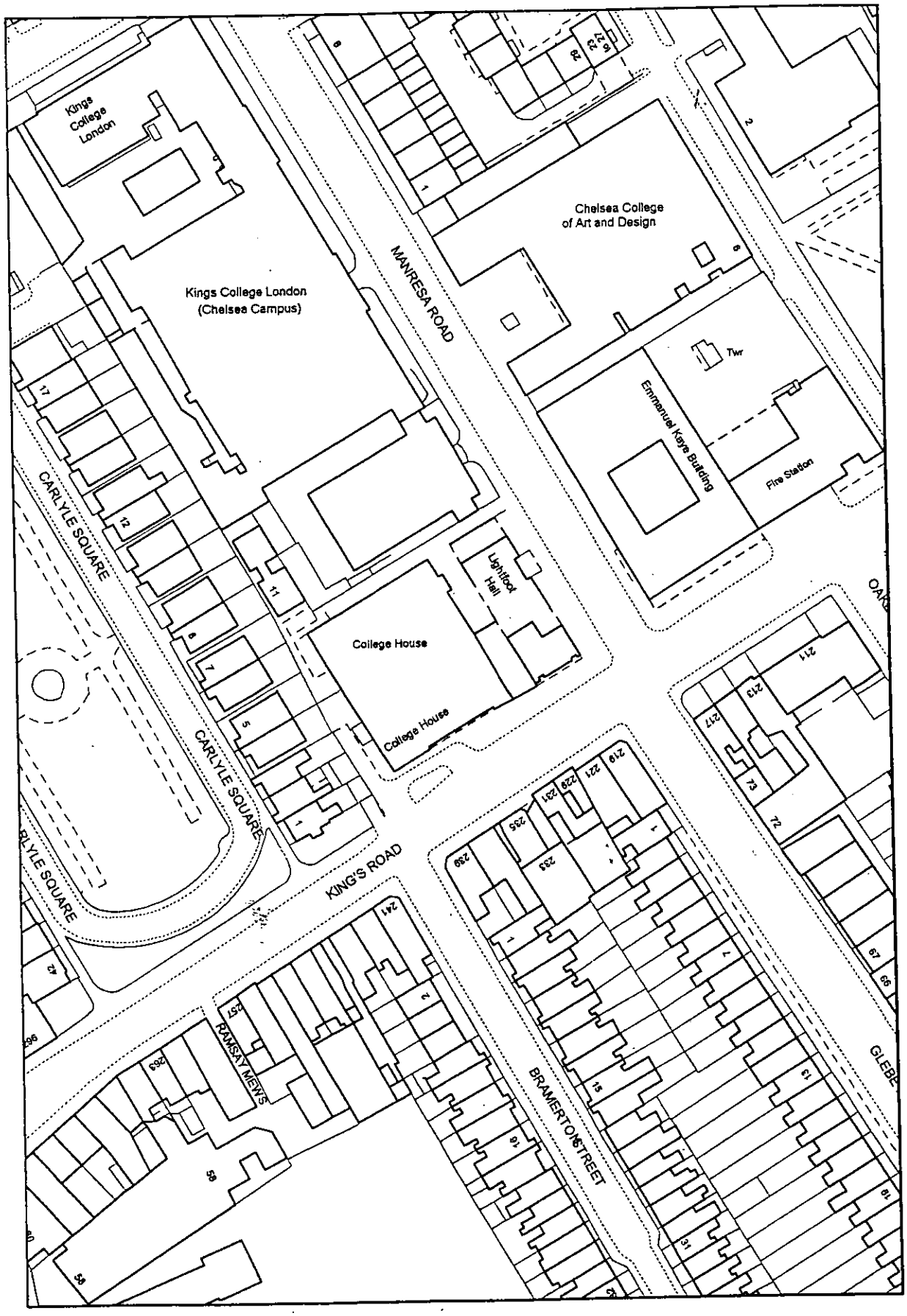
T

TRANSFORMER ?

VIEWS - MARKERS ?

COMPARISON DOCUMENT ? STAGES
PUBLIC CONSULTATION ?

> 106 - ASSESSMENT
ENVIRONMENT INT
TRANSCARD PROVISIONS
AFFORDABLE HSG.


Kings College London
Kings College London (Chelsea Campus)
MANRESA ROAD
Chelsea College of Art and Design
Twr
Emmanuel Kaye Building
Fire Station
Lightfoot Hall
College House
College House
CARLYLE SQUARE
CARLYLE SQUARE
CARLYLE SQUARE
KING'S ROAD
RAMSAY MEWS
BRAMERTON STREET
GLEBE
OAK

French, Michael: PC-GrpSvc

From: French, Michael: PC-GrpSvc
Sent: 04 July 2002 16:37
To: Cllr-Phelps
Cc: Cllr-Ahern; Cllr-Phelps; McEwen, Manuela: CP-Manag
Subject: RE: Lots Road Power Station

Further to the e-mail from Councillor Kingsley, I would respond to her specific questions as follows:

1. No further reductions will be considered.
2. This will be considered by the Transportation consultants who will be employed by the Council to advise.
3. This is again subject to further discussions and will require input from both the SRA and Transportation for London.
4. The open space provision is badly oriented for team games and is more designed for quiet enjoyment.
5. This will be entirely up to the developers; it would not be perceived as being necessary to allow planning permission to be granted and could in some areas be seen as a financial inducement for a favourable consideration.
6. The Council is appointing consultants to deal with this.
7. I am not too certain that such meetings are helpful and, in any case, there is no question of one occurring until after the summer.

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

-----Original Message-----
From: Cllr-Phelps
Sent: 01 July 2002 18:51
To: Ahern, Tim (E-mail); Down, Phillipa rbkc (E-mail); French, Michael rbkc (E-mail); Holt, Tony (E-mail); Terence A1 Buxton (E-mail)
Subject: FYI Barry

From: Councillor Mrs. Jennifer Kingsley 1st July 2002

To: Councillor Daniel Moylan, Councillor Barry Phelps, Councillor Mrs. Maighread Simmonds, Councillor Steven Redman, John Pringle (Secretary of the Lots Road Action Group)

Re: Meeting of the Lots Road Action Group, 27 June 2002

The meeting was called to discuss the two 'new' planning applications for developing the Lots Road Power Station, submitted by Circadian and registered with the Council on the 17 June 2002. The meeting was open to all interested groups and residents, councillors, etc. Minutes will be available in due course. John Pringle, Secretary of the LRAG, chaired the meeting. Interested parties present included representatives from The Chelsea Society, They Cheyne Walk Trust, The West London River Group, and The Chelsea Harbour Residents Association.

Regarding the 'new' application, there was general agreement welcoming the revised transport initiatives, increase in affordable housing, employment opportunities, reduction by nine stories of the height of the tower (hence reduction in density) on Site A (RBK&C), the development of the pump house and focus on areas of open space.

However, changes still fall short of reflecting local, regional and national planning guidelines in varying degrees and do not appear to be substantially different from what was originally proposed. Moreover, the proposals still do not provide a remedy for strengthening the extremely weak transport infrastructure in the south-west corner of the Royal Borough and the south-east corner of

the Borough of Hammersmith and Fulham.

The following issues should be explored:

1) By how many floors would Circadian be willing to reduce the height of each tower? Towers of ten to twelve stories would be more acceptable in terms of complementing the style of architecture and the height of other buildings in the area, and reducing density.

2) The river bus subsidy is not enough to sustain a viable and useful service. By how much per annum would Circadian (and perhaps St. George?) be willing to increase the subsidy? How can we be sure that the subsidy would be maintained in perpetuity? The river bus may not necessarily be self-financing. It may be viewed as an essential public service. An increase in the stock of buses and frequency of service may be necessary.

3) The West London Line (WLL) - when will the SRA 'sit down' and negotiate time slots? How many more slots will become available when the new Channel Rail link is established? When will the stations be built? Would Circadian, St. George and the White City developers pay for engineering, signalling and track construction? This work will be necessary in the long term.

4) The proposed open space is not community oriented. It would be in the interests of local and both Boroughs' residents if space were to be set aside for a football/cricket pitch, basketball court, tennis courts, playground and sitting areas.

5) Would Circadian be willing to contribute funds towards the construction and establishment of the secondary school in the south (and probably south-west) of the Borough?

6) Would the Council undertake a traffic study? This will have to be done if there is an appeal.

7) Finally, when can we have a **public 'question and answer' meeting** with Councillor Moylan and Councillor Phelps, Michael French and John Thorne?

All good wishes,

Jenny Kingsley

J 1

Down, Philippa: PC-GrpSvc

From: Cllr-Phelps
Sent: 01 July 2002 18:51
To: Ahern, Tim (E-mail); Down, Phillipa rbkc (E-mail); French, Michael rbkc (E-mail); Holt, Tony (E-mail); Terence A1 Buxton (E-mail)
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All good wishes,

Jenny Kingsley

Lees Rd / Cllr Kingsley

1) NONE

2) WILL BE CONSIDERED BY TRANSPORTATION / CONSULTANTS

3) " " " "
POSSIBLE S.106 INPUT IF JUSTIFIABLE

4) WRONG LOCATION FOR PLAY SPACE — ASHBURNHAM ?
[redacted]

5) WE WENT OVER THIS GROUND BEFORE & ROGER WOOD THOUGHT IT WASN'T JUSTIFIED — WE CAN ALWAYS ASK FOR MONEY IF YOU FEEL IT'S WORTHWHILE.

6) YES

7) YOU KNOW MY FEELINGS ABOUT THESE ....

[redacted] 3/7

AC.

ROYAL BOROUGH OF KENSINGTON & CHELSEA

REPORT BY EXECUTIVE DIRECTOR, PLANNING & CONSERVATION

17.10.2000 APP NO.PP/00/02060/CUSE

PLANNING SERVICES COMMITTEE AGENDA ITEM NO. 6/15 6/15

ADDRESS

Former King's College Buildings, Ground Floor Lightfoot Hall, Manresa Road, London, S.W.3

APPLICATION DATED 22/08/2000

APPLICATION COMPLETE 24/08/2000

APPLICATION REVISED

APPLICANT/AGENT ADDRESS:

Nicholas de Lotbiniere,
GVA Grimley,
10 Stratton Street,

London,
W1X 6JR

CONSERVATION AREA No CAPS n/a

ARTICLE '4' No WARD North Stanley

LISTED BUILDING Mnemonic Not Found NO

HBMC DIRECTION N/A

CONSULTED 146 OBJECTIONS 43

SUPPORT 0 PETITION 0

Applicant Bastille Properties Ltd.,

PROPOSAL:

Change of use of ground floor from Hostel to Class A1 (Retail) use together with associated alterations including relocation of L.E.B. Sub-Station and refurbishment of facade (DUPLICATE APPLICATION)

RBK&C Drawing No(s): PP/00/02060
Applicant's Drawing No(s): **Applicant's Drawing No(s):** PO1, PO2, PO3, PO4, PO5, PO6, PO7, PO8, PO9, P10, P11, P61B, P63B, P64A, P65B and P67A

RECOMMENDED DECISION: **Grant planning permission**

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M74 1/7/02

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CONFIDENTIAL

NOTES OF MEETING – MONDAY, 1 JULY 2002
LEADER'S OFFICE, 5-6.10 P.M.

LOTS ROAD POWER STATION

Present: Alasdair J. Nicholls, Managing Director, Taylor Woodrow Plc
Iain Napier, Chief Executive, Taylor Woodrow Plc
Malcolm Kerr, Partner, Montagu Evans (Agents)
Dr. Edmond Ho, Managing Director, Hutchison Whampoa Properties Europe Ltd. (Development Partner)
Terry Farrell, Terry Farrell & Partners (Architects)

Councillor Merrick Cockell, Leader of the Council
Councillor Barry Phelps, Cabinet Member, Planning Policy
Councillor Tim Ahern, Chairman, Planning Services Committee
Derek Myers, Chief Executive and Town Clerk
Michael J. French, Executive Director, Planning and Conservatin

Taylor Woodrow had requested the meeting to discuss their revised new planning application that had recently been submitted last month to the Council; they had been encouraged by the constructive meetings held previously with the Council but were naturally disappointed at the recent refusal by the Council of its previous application in March. Taylor Woodrow were anxious to agree the parameters within which their new application would be likely to succeed. They were committed to development of the site and time was of the essence with a "switch off" of the power station by LUL expected in September.

Taylor Woodrow undertook a presentation of their new scheme outlining the background and development of the site.

The power station, an early steel structure (1903), amounted to 25% of the site (half of the site was located in the L.B. of Hammersmith and Fulham) and it was proposed to open up views through the building. The ground floor was presently open and incorporated retail/studio/office/residential use; the proposed new uses were workshops and retail on the ground floor with four restaurants. Employment provision had been had been increased by 20% (100,000 sq.ft). Mr. French said that the type of commercial units (small/starter units) needed to be clarified. The residential accommodation proposed would incorporate a mix of 60:40 - 35% affordable housing (Hammersmith and Fulham: 50%). Discussions would take place regarding affordable housing provision (60% RSL: 2b/3b units). It was proposed to reduce the height of the tower blocks to that of the chimneys and the Council welcomed this although the applicants had been reluctant to bring forward this principle revision. In considering the draft plans, this height looked more acceptable to officers, but was still in conflict with the Unitary Development Plan and the planning brief.

The site development would provide four acres (1.6 ht) of public open space, the majority of which would be permanently available.

To overcome transport issues, Taylor Woodrow outlined their new proposals to reduce car parking provision by 20%; to bring forward proposals to triple C3 bus route provision and improvements in the river bus service to every 10 minutes to Westminster (river bus subsidy of £200 per flat per year). Obviously, how long it would take to bring forward these local transport links would remain of concern to the Council; also slow progress to bring forward the West London Line (2010?). Some on-site parking provision which would alleviate road-side parking in Lots Road was welcomed. Mr. French stressed the importance of an holistic approach to traffic issues.

The Leader stressed to Taylor Woodrow that determination of the new application was the decision of the Planning Services Committee. It was also stressed that the Council's interests lay in the provision of school/leisure facilities in the Lots Road area and to increase benefits to local residents. The applicants agreed to examine further options with officers to increase benefits to residents; and agreed to hold a local public meeting with the Lots Road Action Group in the near future; Mr. French thought local residents were generally more favourable about bringing forward new proposals although principle concerns remained over tall buildings and traffic.

M.J. French,
Executive Director, Planning and Conservation.
3 July 2002

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MIX OFF

1/3 RENT WALLACE 2/3 SOCIAL

LOSS OF

WEST YARD 58 + H BLOCK 110

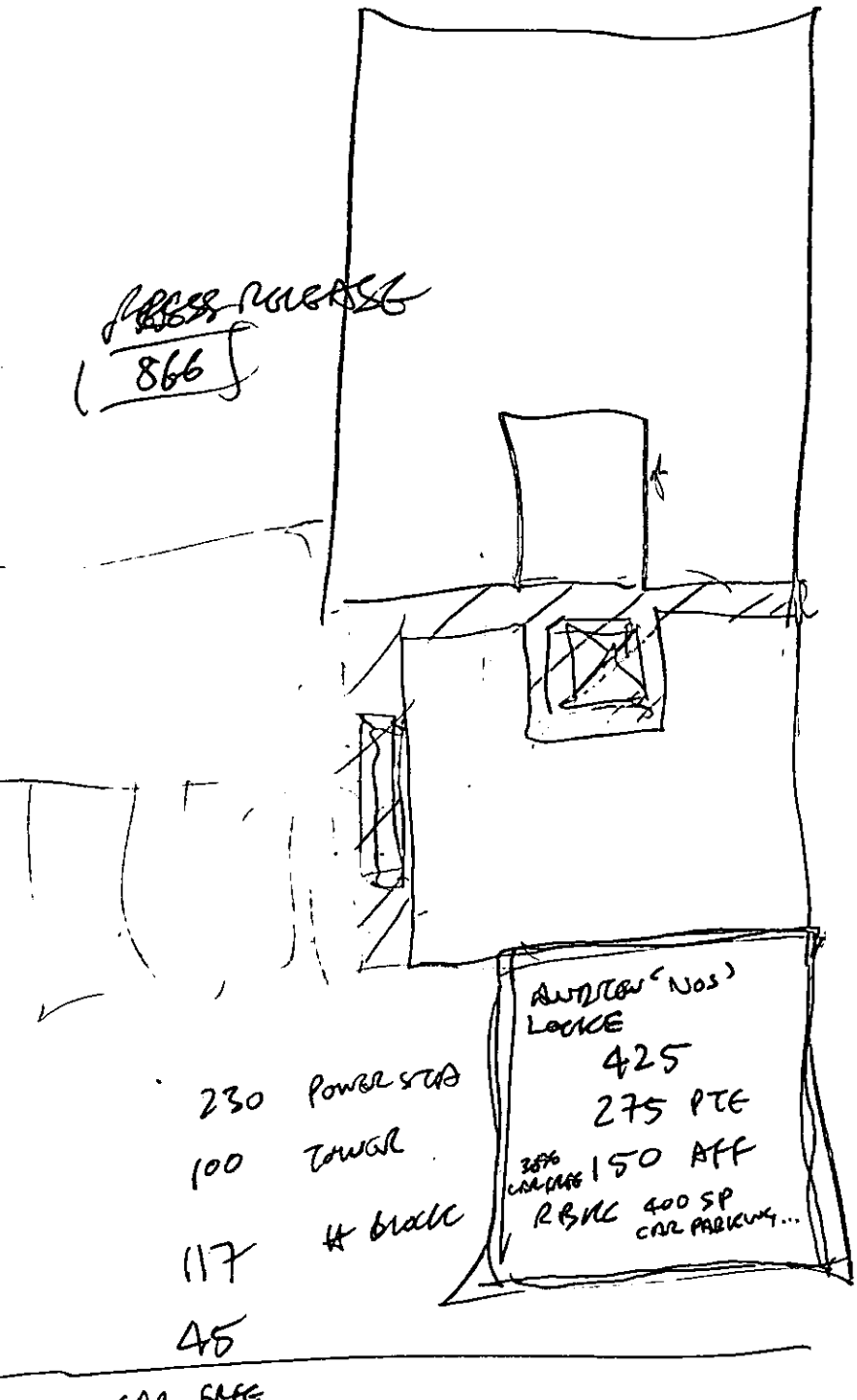
OFF ~~45~~ + 117

= 162

35%

= 463? TOTAL

300 PTE



~~PLACE MAKERS~~

866

230 POWERSTUB

100 TOWER

117 H BLOCK

45

CAR FREE

DIVERSION OF C5 AWAY FROM MAR/JOHN

PERCENT FOR ART

MTGS

MIKE LEWIS - SWIMMERS

AUTISM LOCKE

BUSDRIVER

JM POOL

CLUBS MOLLAN & TAYLOR

ME

MIKE

& SWIMMING

R CASG

RIVERSIDE WALK CONDITION / S.106

RSLs SELECTION FROM 5

'CAR FREE' HAF 200 AFFORDABLE

ANL BUS PRIORITY – CONSEQUENCE FOR N/S MOVEMENT...

INDEXLINKING TFWMS CONTRIBUTION

1M – 290 FOR PLATFORM EXTENSION

As PP/00/2055

M.J. FRENCH
EXECUTIVE DIRECTOR, PLANNING AND CONSERVATION

List of Background Papers:

The contents of file PP/00/02059 save for exempt or confidential information in accordance with the Local Government (Access to Information) Act 1985.

Report Prepared By: JT
Report Approved By: RT/LAWJ
Date Report Approved: ~~2-10-00~~ Lands 4/10/00

PSC0010/JT.REP

Confidential JT

French, Michael: PC-GrpSvc

From: Daniel Moylan [daniel@durwardhouse.demon.co.uk]
Sent: 11 July 2002 16:00
To: leader@rbkc.gov.uk
Cc: Derek Myers; Cllr.Ahern@rbkc.gov.uk; Ian.Doolan@rbkc.gov.uk; Tony.Redpath@rbkc.gov.uk; Mike.Stroud@rbkc.gov.uk; Cllr.Paget-Brown@rbkc.gov.uk; Cllr.Phelps@rbkc.gov.uk; Cllr.Cox@rbkc.gov.uk; Cllr.Buckmaster@rbkc.gov.uk; Jacky.Griffin@rbkc.gov.uk; Michael.French@rbkc.gov.uk
Subject: Re: Lots Road: Discussion with Developers (Confidential)

Dear Merrick,

I attach for those interested in the Lots Road development a note just in from Mr. Raisbeck, who has been battling valiantly to get TfL to adopt the form of the Thames Bicycle Route that was approved by Highways and Traffic Committee about three year ago. It appears that TfL will now support the scheme favoured by the Council and SUSTRANS rather than their own cheapskate option (painting a white line down the middle of the pavement).

Mr. Raisbeck points out that, if this goes ahead, it will put an end to any idea of bus lanes along the Embankment.

Ever,

Daniel

****
Dear Councillor Moylan

I attended a meeting with TfL this morning about the Thames Cycle Route. They have agreed to consult on our favoured option of widening the footway, and not the shared footway option (except the section past the river boats must be shared use).

If this scheme goes ahead, the implication is that it will be impossible to implement any bus lanes along the Embankment as there will be insufficient space. TfL appreciate this and they have informed the developers of the Lots Rd site of these proposals.

TfL have commissioned the Project Centre directly to organise the consultation and to develop the detailed design. They hope to start the consultation in mid August, finishing in September. The consultation leaflet will mention new pedestrian crossings at the bridge junctions, in addition to the cycle route, so this will be sold as improvements for pedestrians and cyclists. The consultation leaflet will be approved by the TfL communication people so it will be typically sparse on detail, however, they will be organising display boards for Chelsea library where more detail will be provided.

The consultation responses will be considered internally by a senior officer who will decide whether to proceed. TfL have no 'committee' system for formally considering these matters. They hope to commence works this financial year.

Yours sincerely

Mark Raisbeck
Chief Traffic Engineer
020 7361 3398

French, Michael: PC-GrpSvc

From:	Treherne, Jerome: CP-Gov
Sent:	09 July 2002 16:00
To:	Stroud, Mike: ES-GrpSvc; Case, Richard: ES-HwayTraf; Swinburne, Graeme: ES-HwayTraf; Thorne, John W.: PC-PlanSvc; Mount, Bill: ES-HwayTraf; French, Michael: PC-GrpSvc
Cc:	Kutchinsky, Sandra: ES-HwayTraf; Kent, Jane: ES-HwayTraf; Russell, Anne: ES-GrpSvc; Down, Philippa: PC-GrpSvc
Subject:	Lots Road Public Transport Improvements - Presentation

Dear colleagues

Andrew Locke of Taylor Woodrow will deliver a presentation on Lots Road Public Transport Improvements on Tuesday **July 23rd from 3.15 - 4.30** at the Town Hall. (exact room to be confirmed).

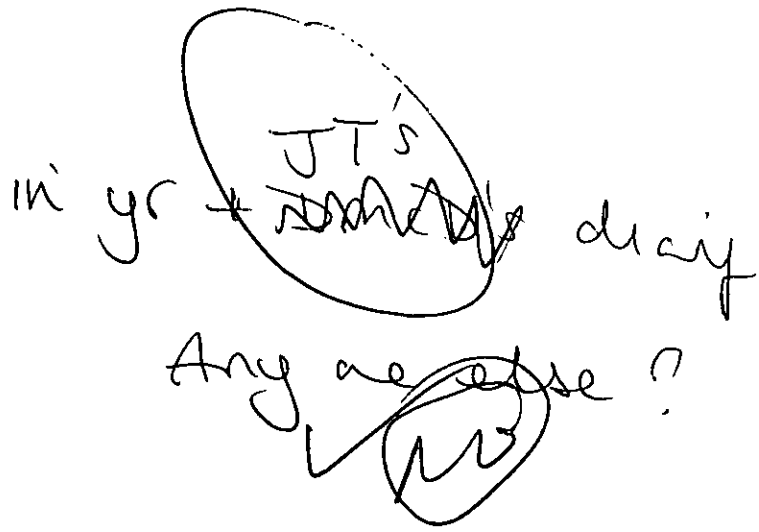
Cllr. Moylan requested that sufficient officers be on hand to answer any technical planning and transportation questions that arise.

Please can you indicate if you will be attending.

Best regards

Jerome

Jerome Treherne
Cabinet Administrator
The Cabinet Office
Town Hall
Ext. 3948
020 7361 3948



French, Michael: PC-GrpSvc

From: Cllr-Phelps
Sent: 30 July 2002 08:49
To: Ahern, Tim (E-mail); Down, Phillipa rbkc (E-mail); French, Michael rbkc (E-mail); Holt, Tony (E-mail); Terence A1 Buxton (E-mail)
Subject: RE: Lots Road Action Group's objections to Circadian's planning application

Admirably magisterial.

BP

-----Original Message-----
From: French, Michael: PC-GrpSvc
Sent: 30 July 2002 08:48
To: 'John Pringle'; French, Michael: PC-GrpSvc
Cc: Thorne, John W.: PC-PlanSvc; RBKC - Cllr Cockell (E-mail); RBKC - Cllr Moylan (E-mail); Cllr-Phelps; RBKC - Cllr Ahern (E-mail); LBHF - Moralee Steve (E-mail); LBHF - Cllr Slaughter (E-mail); Lots Road - Alastair Wood (E-mail); Lots Road - Amanda Bond (E-mail); Lots Road - Angela Dixon (E-mail); Lots Road - Brian Falk (E-mail); Lots Road - Charlie de Bono (E-mail); Cllr-Redman; Cllr-Simmonds; Lots Road - Collette Wilkinson/ Melyssa Stokes (E-mail); Lots Road - David Le Lay (E-mail); Lots Road - David Waddell (E-mail); Lots Road - Emma Alcock (E-mail); Lots Road - Frances Stainton (E-mail); Lots Road - Heatherley School of Art (E-mail); Lots Road - Ivor French (E-mail); Lots Road - Jenny Kingsley (E-mail); Lots Road - Joanna Bacon (E-mail); Lots Road - Juliet Rawlings (E-mail); Lots Road - Kevin Isherwood (work) (E-mail); Lots Road - Kevin Isherwood/ Kay de Bernardo (E-mail); Lots Road - Lance Hodgson (E-mail); Lots Road - Levi Tecofski (E-mail); Lots Road - Michael Harvey (E-mail); Lots Road - Ryan van Ruben (E-mail); Lots Road - Simone Convert (E-mail); Lots Road - Sir Ralph Halpern (E-mail); Lots Road - Terence Bendixson (E-mail); Lots Road - Tony Godden (E-mail); Lots Road - Valerie Thomas (E-mail); Lots Road - Verite Reily Collins (E-mail); Circadian - Andrew Locke (E-mail); Circadian - Louise Nicholson (E-mail)
Subject: RE: Lots Road Action Group's objections to Circadian's planning application

Dear Mr. Pringle,

Thank you for your e-mail of 19 July detailing the objections raised by your Group on the proposed redevelopment for the Lots Road area. I have discussed your request for a meeting with Council officers and our view is that, at the present time, it is too early for such a meeting, but we will of course be happy to attend a meeting once more additional information has been secured.

With regard to your query about the Council's transportation assessment methodology, I am not sure that this is a matter which can be discussed at a future public meeting and I think how the Council deal with the application is a matter for the Council to decide bearing in mind that we are dealing with a planning application which must be determined within a quasi-judicial environment.

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

-----Original Message-----
From: John Pringle [mailto:john.pringle@prsarchitects.com]
Sent: 19 July 2002 13:13

Thorne, John W.: PC-PlanSvc

From: French, Michael: PC-GrpSvc
Sent: 30 July 2002 08:48
To: 'John Pringle'; French, Michael: PC-GrpSvc
Cc: Thorne, John W.: PC-PlanSvc; RBKC - Cllr Cockell (E-mail); RBKC - Cllr Moylan (E-mail); Cllr-Phelps; RBKC - Cllr Ahern (E-mail); LBHF - Moralee Steve (E-mail); LBHF - Cllr Slaughter (E-mail); Lots Road - Alastair Wood (E-mail); Lots Road - Amanda Bond (E-mail); Lots Road - Angela Dixon (E-mail); Lots Road - Brian Falk (E-mail); Lots Road - Charlie de Bono (E-mail); Cllr-Redman; Cllr-Simmonds; Lots Road - Collette Wilkinson/ Melyssa Stokes (E-mail); Lots Road - David Le Lay (E-mail); Lots Road - David Waddell (E-mail); Lots Road - Emma Alcock (E-mail); Lots Road - Frances Stainton (E-mail); Lots Road - Heatherley School of Art (E-mail); Lots Road - Ivor French (E-mail); Lots Road - Jenny Kingsley (E-mail); Lots Road - Joanna Bacon (E-mail); Lots Road - Juliet Rawlings (E-mail); Lots Road - Kevin Isherwood (work) (E-mail); Lots Road - Kevin Isherwood/ Kay de Bernardo (E-mail); Lots Road - Lance Hodgson (E-mail); Lots Road - Levi Tecofski (E-mail); Lots Road - Michael Harvey (E-mail); Lots Road - Ryan van Ruben (E-mail); Lots Road - Simone Convert (E-mail); Lots Road - Sir Ralph Halpern (E-mail); Lots Road - Terence Bendixson (E-mail); Lots Road - Tony Godden (E-mail); Lots Road - Valerie Thomas (E-mail); Lots Road - Verite Reily Collins (E-mail); Circadian - Andrew Locke (E-mail); Circadian - Louise Nicholson (E-mail)
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M. J. French,
Executive Director, Planning and Conservation.
020 7361 2944

-----Original Message-----
From: John Pringle [mailto:john.pringle@prsarchitects.com]
Sent: 19 July 2002 13:13
To: RBKC - Michael French (E-mail)
Cc: RBKC - John Thorne (E-mail); RBKC - Cllr Cockell (E-mail); RBKC - Cllr Moylan (E-mail); RBKC - Cllr Phelps (E-mail); RBKC - Cllr Ahern (E-mail); LBHF - Moralee Steve (E-mail); LBHF - Cllr Slaughter (E-mail); Lots Road - Alastair Wood (E-mail); Lots Road - Amanda Bond (E-mail); Lots Road - Angela Dixon (E-mail); Lots Road - Brian Falk (E-mail); Lots Road - Charlie de Bono (E-mail); Lots Road - Cllr. Redman (E-mail); Lots Road - Cllr. Simmonds (E-mail); Lots Road - Collette Wilkinson/ Melyssa Stokes (E-mail); Lots Road - David Le Lay (E-mail); Lots Road - David Waddell (E-mail); Lots Road - Emma Alcock (E-mail); Lots Road - Frances Stainton (E-mail); Lots Road - Heatherley School of Art (E-mail); Lots Road - Ivor French (E-mail); Lots Road - Jenny Kingsley (E-mail); Lots Road - Joanna Bacon (E-mail); Lots Road - Juliet Rawlings (E-mail); Lots Road - Kevin Isherwood (work) (E-mail); Lots Road - Kevin Isherwood/ Kay de Bernardo (E-mail); Lots Road - Lance Hodgson (E-mail); Lots Road - Levi Tecofski (E-mail); Lots Road - Michael Harvey (E-mail); Lots Road - Ryan van Ruben (E-mail); Lots Road - Simone Convert (E-mail); Lots Road - Sir Ralph Halpern (E-mail); Lots Road - Terence Bendixson (E-mail);

Lots Road - Tony Godden (E-mail); Lots Road - Valerie Thomas (E-mail); Lots Road - Verite Reily Collins (E-mail); Circadian - Andrew Locke (E-mail); Circadian - Louise Nicholson (E-mail)
Subject: Lots Road Action Group's objections to Circadian's planning appli cation

Dear Mr French

We attach the Lots Road Action Group's objections to the current planning applications by Circadian for the redevelopment of the Lots Road Power Station site.

<<RBKC Lots Road_150702.doc>> <<Lots Road density calcs.xls>>

We would welcome a meeting with planning officers of the two Boroughs to discuss their assessment of the application, in particular how they will carry out an appraisal of transportation implications, which is the major concern. We recall that Councillor Moylan undertook that RBK&C would commission an assessment of the scheme by independent transport consultant and we would like to know its terms of reference.

Yours sincerely,

John Pringle

> -----
> John Pringle
> Secretary, Lots Road Action Group
> 46 Lots Road, London SW10 0QF
> Tel: +44 (0)20 7793 2882
> Fax: +44 (0)20 7793 2829
> email: john.pringle@prsarchitects.com
>
>
>

8753 3472

PAUL GWTWISTLE

H&F

CTTEE 11th SEPTEMBER

TRANS - NO STATION NO POINT
DENSITY D/DUT
OPEN SPACE QUAL/QUANT
SCALE

SARA CURLE 2DARY SCHOOL/SPACES ASHBURNHAM

PAUL.GWTWISTLE@LBHF[redacted].GOV.UK

TRANS
AFF QUANTUM/TENURE
HEIGHT/DESIGN/SUNLIGHT & DAYLIGHT
EMPLOYMENT
MEDIATION
DEBT

S 106
CMP INIT
PARKING SPACES
PERCENT FOR ART
TRANS MEASURES
CHECK MEASURES
ASHBURNHAM COMMUNITY FACILITIES ON SITE

E MAIL DEREK
WITH PROJECT
TEAM MEMBERSHIP

LR3 which seeks the provision of sports and recreational facilities in association with development proposals where appropriate, CD34 which resists proposals likely to generate noise disturbance to neighbouring properties and TR39 which resists development which would result in any significant increase in traffic congestion.

4.3 The Transportation Officer has raised no objection subject to the amendment of the condition in question to specifically refer to the addresses in Stanhope Gardens.

5.0 PUBLIC CONSULTATION

5.1 Two hundred and fifty-four individual letters of notification were sent to properties in Cromwell Road and Stanhope Gardens.

5.2 One reply has been received in response, objecting to the fact that other properties in Cromwell Road would not have the use of the facilities.

This is not considered to be material to the determination of the application. The purpose of the condition is to ensure that the facilities are not used generally as a health club by visiting members of the public.The condition as proposed is considered to achieve this satisfactorily.

6.0 RECOMMENDATION

6.1 1) Subject to a variation of the Planning Obligation under Section 106 completed in relation to the previous planning permission accommodating the permission with the varied condition as an alternative to the approved scheme.

Pursuant to S.73 of the Town & Country Planning Act 1990,

2) Grant Planning Permission

3) Grant consent under the London Squares Preservation Act 1931 for surface works in association with the construction of the underground car park.

4) Grant Consent under Section 184 of the Highways Act 1980 for the construction of vehicular pavement crossovers.

M.J. FRENCH
EXECUTIVE DIRECTOR, PLANNING AND CONSERVATION

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P169 29/7

PROGRESS MEETING 29/7

- ROLEK MYERS
  MJF
  MG

JM POOL
ROBERT HARRIS (TW)

DM. POPULATION INCREASE, PARKING TRANS
COMMUNITY BENEFITS – SYNERGY. SECONDARY SCHOOL ↔
OFF STREET PARKING. CREEK – AMBITIONS FOR

JP. H&F CTTEE SEPTEMBER. RETURNED AS SUBMITTED

DM. AMBITIONS FOR THE CREEK

JP. WORKED WITH E.A. HOT WATER FROM POWERSTATION / AQUIFERS
WOULD SILT UP.

DM. CREEK. LICENSE, TRANSFER OF TITLE?

JT. E&A HAVE TO LICENSE WORKS? YES

JP. NEGOTIATIONS STOPPED ON A COST ISSUE.

DM PHASING OF CREEK WORKS?

RH. PRESENTABLE WHEN RES OCCUPIED.

DM. PHASING.

JP. H&F SITE FIRST – LESS REMEDIAL ON THAT SIDE
WHEN WILL YOU KNOW MORE ABOUT ASHBURNHAM?

DM PRELIM FINDINGS FOR END OF AUGUST WILL BE SHARED.
DISCUSSIONS/NEGOTIATIONS L.AUGUST – NOV

JP. TRANSPORT IMPLICATIONS OF SCHOOL.

DM. RE RUN TRAFFIC STUDIES.....

MJF. KING'S RD PRINCIPAL ROUTE FOR SCHOOL SITE

JT. PLANNING

JT. 4 PILLARS AFFORDABLE/DESIGN/TRANS/EMPLOYMENT (S 106 MEASURES)

DM. LOCAL 'FEAR' REGARDING TRANSPORTATION IMPACT.
MEETING LAST WEEK IN AUGUST, PROGRESS CHECK

RH. LOBBYING FOR W LONDON LINE

MJF. ANYTHING ON OVERGROUND/RAILWAY

- PROJECT TEAM – END OF NEXT WEEK

NOT WED REF NOT TUES AFTERNOON

– DM ON CVE LIST

Briefing Note: Redevelopment of Lots Road Power Station

1 As you are aware the planning application for the redevelopment of the power station has been resubmitted and a meeting arranged with you on 23 July to discuss the transport impact of the scheme.

2 A transport assessment has been prepared by the developer, and a copy can be supplied if you wish to see it.

3 In summary the proposal is for:

870 residential units (214 of which are car free)
5391 sq m of Business use
3 restaurants
10 shops and
2332 of leisure use

4 The development is split between LBHF and the Royal Borough although it will have an impact primarily on this borough.

5 The land involved will become available for development once the power station closes and the primary issue is whether this is an appropriate development for the site.

6 The area is currently poorly served by public transport.

7 The Transport assessment undertaken by the developer has considered

The existing highway network
The existing public transport network
Committed improvements to public transport and the highway network
Measures required as a result of this development

8 At the request of officers the developer has considered a worst case traffic generation, using trip rates supplied by the Royal Borough, and found at sites within the Royal Borough and also using rates taken from adjacent development sites in LBHF. This provides a robust assessment of the likely impact. Although we still require further details on the traffic modelling and impact of the restaurants on evening parking demand. No allowance has been made for the impact of the improvement measures proposed. This is considered reasonable as most areas have much higher levels of public transport provision.

9 The developer contends that the improvement measures proposed will result in residents of the Lots Road area switching mode and therefore the development will have a beneficial impact on the area Whilst this maybe true it is not possible to accurately predict the level of this switch. The developer is currently trying to quantify this. Officers will only support the application if the additional traffic can be accommodated, without allowance for this modal transfer.

10 Over £5m of transport improvements are proposed for the area. These include

Funding towards the West London Line (if needed)
New and improved bus services (including an express bus to Westminster)
Streetscene improvements in the Lots Road triangle (to the standards expected in the Royal Borough)
Increased Riverbus services

And a range of soft measures included

Travel cards for residents
Support for school travel plans
On-site travel advice, car hire, cycle hire and delivery facility

11 Issues that you may wish to discuss with the developer include:

- Relocation of P&D bays from Lots Road to within the development
- Support and funding for Chelsea Hackney Line Study
- Permit free and the Royal Boroughs current position
- The Streetscene principles governing the Royal Boroughs approach to traffic management
- Feedback that you have had from other Councillors on the proposals.

12 The developer is holding a public exhibition throughout next week at 90 Lots Road.

13. I am informed by Mr French that at a public meeting on the previous application you stated that consultants may be appointed at an appropriate time to assess the transport impacts of the scheme.

14 Should you wish to have a pre-meeting to discuss the development further I will be available on Monday 22nd and the afternoon of the 23rd immediately prior to the main meeting. Please telephone Kim Louis on x3628 to arrange.

Richard Case
11 July 2002

REASON FOR DELAY

CASE NO ___/___/_____

This case is identified as a "Target" application, with the target of being passed through to the Head of Development Control within 6 weeks of the completion date.

In the case of this application, there has been a delay, beyond 8 weeks,

of.....

I have been unable to ensure that this case has been determined within the 8 week period for the following reason(s) *[highlight – there may be more than one reason!]*

1) Delay in arranging initial Site Visit *[a date for this should be fixed up in the first week after you receive the case!]*

2) -- Delays due to internal Consultation *[highlight as many as necessary]*
   - (i) Design – Discussions/initial Obs.
   - (ii) Design – Formal Obs.
   - (iii) Transportation
   - (iv) Policy
   - (v) Environmental Health
   - (vi) Trees
   - (vii) Other

3) Further neighbour notification/external consultation necessary *(spread or time period – please specify)*

4) Revisions not requested in time
   Remember – Request all revisions by end of fourth week to stand reasonable chance of renotifying and determining case within 8 weeks !

5) Revisions requested in time, but not received in time

6) Revisions received but inadequate – further revisions requested

7) Revisions received but reconsultation necessary

8) Awaiting Direction from English Heritage/other EH delays...

9) Because of the Committee cycle

10) Applicant's instruction

11) OTHER REASON *Please state]*.....

.....

Signed..... (Case Officer)

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX
Tel: 020 7937 5464 Fax: 020 7938 1445

JT

Mr. Flynn

All the attached letters have been acknowledged. Please put them on the file.

6/2 Tony Hall

With Compliments

Alexander MH Fleming, 16 Admiral Square SW10 0UU
Professor Julia M Polak, Investigative Diseases Unit, 3rd Floor, Lift Bank D, Chelsea and Westminster Hospital, 369 Fulham Road SW10 9NH
Mr and Mrs T J Kassem, 17 Thames Quay, Chelsea Harbour SW10 0UY
Roseann Beddington, 14 Admiral Court, Chelsea Harbour SW10 0UU
Mel Braham, 47 Thames Quay, Chelsea Harbour SW10 0UY

S Maherali, 33 The Quadrangle, Chelsea Harbour, SW10 0UG
Gareth JG Roberts, 6 Admiral Court, Chelsea Harbour SW10 0UU
S F Saba, 11 Carlyle Court, Chelsea Harbour SW10 0UQ
Ray Moxley, 10 The Belvedere, Chelsea Harbour SW10 0XA
Susie Brooks, 17 King's Quay, Chelsea Harbour SW10 0UX

Andrew L I Pocock, 13 The Quadrangle, Chelsea Harbour SW10 0UG
Professor D Catovsky, 11 Thames Quay, Chelsea Harbour SW10 0UY
David R Singleton, Farway Investments Ltd., 17 Admiral Court, Chelsea Harbour SW10 0UU
Mrs Elizabeth Minugh, 5 The Quadrangle, Chelsea Harbour SW10 0UG
TLWEvans, 21 Thames Quay, Chelsea Harbour SW10 0UY

Gregg Lee, Associate at Colin Buchanan and Partners, Newcombe House, 45 Notting Hill Gate W11 1PB

Acknowledgments to letters
above Circadian / Lots Road / Chelsea Harbour
ar 6.2.03
as per typical letter attached
L.A. Hall.

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
THE TOWN HALL KENSINGTON W8 7NX
Tel: 020 7937 5464 Fax: 020 7938 1445

T L W Evans Esq.,
21 Thames Quay,
Chelsea Harbour,
London SW10 0UG.

6 February 2003

Dear Mr.Evans,

Thank you for your letter of 29 January 2003 concerning the current planning applications by Circadian for the development of the sites adjacent to Chelsea Harbour. I have noted carefully the points which you make and can assure you that they will be taken into account when the application comes before our Planning Committee.

Yours sincerely,

Councillor Tony Holt
Vice-Chairman, Planning Services Committee

FARWAY INVESTMENTS LIMITED

Administrative Office

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

Our Ref: DRS\F44

30 January 2003

Councillor L A Holt BSc FI Mech (Co-Chair)
Flat 3
25 Palace Gate
London
W8 5LS

Dear Mr Holt

ROYAL BOROUGH OF KENSINGTON AND CHELSEA, LOTS RD, POWER STATION SITE–REF PP/02/1324
LONDON BOROUGH OF HAMMERSMITH AND FULHAM CONVERSION OF POWER STATION, LOTS RD-REF 2002/1620/P

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

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

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

Correspondence address:

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

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

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

Please take all these comments into consideration.

Yours sincerely
For and on behalf of
FARWAY INVESTMENTS LIMITED

David R Singleton

Please respond to both addresses.

Correspondence address:

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

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

DC/WM 27th January 2002

Councillor L A Holt, BSc FI Mech.E
Flat 3, 25 Palace Gate
London W8 5LS

Dear Mr Holt

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

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

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

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

Yours sincerely

Professor Daniel Catovsky

Cllr Hall

5 The Quadrangle
Chelsea Harbour
London SW10 0UG
31.1.03

Dear Sirs,

Re: Lots Road Scheme

I am sending this letter of objection to the above development to both Hammersmith & Fulham council & Kensington and Chelsea council as my concerns are the same for both applications.

1) I cannot believe that having had two application turned down, the two towers have merely been swapped from one borough to the other. In both areas the towers are still far too high. Also in the promotional brochure from Circadian (Lots Road News, Spring 2003) the height of these towers has been misleadingly presented.

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

provision. I am worried that, even though there appear to be plans for an increase in the number of buses, improvements to the river bus service and plans for a train station, these will remain just that — i.e. plans only with nothing materializing in the foreseeable future.
As an example, I had understood when the Imperial Wharf was developed, that a train station at Chelsea Harbour was part of the deal — and as yet there seems to be absolutely no sign of this happening.

3) My other concerns are about adequate fire protection, policing, schools and health care. The only issue I have read about is the proposal of a 100 space nursery school with the R.B. of Kensington & Chelsea.
Presumably there are requirements for additional services when developments of this size are proposed, but I see no mention of these.

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

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

Yours faithfully

Elizabeth Minugh

ELIZABETH MINUGH (MRS.)

A.H. Councillor LA Ward

21 Thames Quay
Chelsea Harbour
London SW10 OUY

29th January 2003

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

Dear Sir

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

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

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

Yours faithfully

T L W Evans

21 Thames Quay
Chelsea Harbour
London SW10 OUY

27th January 2003

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

Dear Sir

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

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

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

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

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

I hope the Council will reject this application.

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

Yours faithfully

T L W Evans

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

29 January 2003

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

Dear Mr Entwistle

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

I write to register my objections to the above application.

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

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

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

Yours sincerely

Andrew L I Pocock

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

Susie Brookes

with compliments

17 King's Quay – Chelsea Harbour – London SW10 0UX
Tel: 020 7352 4381 Fax: 020 7376 8538 Email: Chelseabrookes@aol.com

17 King's Quay Chelsea Harbour London SW10 0UX
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29th January 2003

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

Dear Sir,

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

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

1. The over-development of the application site is an example of town cramming. We object to the excessive high-density proposed and to the sharp difference with that of Chelsea Harbour phase 1.

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

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

3. There is little assurance in the proposals that the increased population impacts on Borough services and facilities can adequately be met. There still appears to be no proposals to meet the extra educational and social welfare requirements.

4. Their latest proposal is to remove one row of the trees that are presently protected by a tree preservation order.

5. The proposed 267 car parking spaces are totally inadequate for the 397 residential units resulting in fly parking throughout the development and local area. This will result in further traffic congestion and detriment to the environment.

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

Yours faithfully,

Nigel Brookes Susie Brookes

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

Members of Planning Services Committee
Royal Borough of Kensington & Chelsea

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

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

ray.moxley@virgin.net

27.1.2003

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

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

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

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

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

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

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

Continued on page 2

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

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

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

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

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

Continued on page 3

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

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

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

The distance between HF3C and The Quadrangle is only 6 metres. An unnecessarily narrow squeeze. ***NOT SOLVED***

Riverside Walk - Policies EN9 and BN99.

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

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

UNRESOLVED.

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

Open Space and Play Spaces. Not sufficiently provided for as required in your supplementary Guidance Standards 5A and S7.1A and proposed UDP amendments. Section 7 of Colin Buchanan's Report refers. ***UNRESOLVED***

Continued on page 4

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

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

Ray Moxley.

11 CARLYLE COURT
CHELSEA HARBOUR
LONDON SW10 0UQ

26.01.2003

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

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

Dear Sir,

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

1. Their solutions to the local transport problems are totally inadequate. Lots Road is narrow + the section at right angles to King's Road is already a great problem, even on Sundays, what with the trucks + vans serving the Auction Houses + the removal trucks bringing clamped vehicles from all over the Borough. More buses will make things worse.
2. Project cannot be looked at in isolation from the large project across the Railway line already in progress at the hands of "St George". It* is an overly intensive development, with huge environmental impacts on all the surrounding areas of SW10. (*the Lots Road scheme).
3. The coloured overview of the scheme is so misleading. In one view of Creekside Park, the towers are shown as miniscule, in the "clever" presentation by the Architects!
4. We have gone to the expense + effort of appointing Colin Buchanan + Partners again to report to you and to us in a professional manner, and I endorse their findings in every aspect of this exhaustive Study.
5. By the way, I find the Power House itself an abomination in what should be this lovely part of London. RBK+C The best thing to do with it would be to demolish it and come up with an architectural enhancement to SW10. He who dares, wins.

Yours faithfully

Sarah Sabin (FRCM)
(S.F. SABIN)

c.c. RBHF + RBK+C Councillors

COPY

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

22 January 2003

6 Admiral Court, Chelsea Harbour
London SW10 OUU

Dear Mr Entwistle,

RE: Planning application No: 2002/03132/FUL
I sincerely hope that this application will be rejected in the same manner as the last one relating to these site. It seems that the developers are under the impression that a significant number of residents will not own a car!

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

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

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

This development is of just too high a density in comparison with what exists at present in the immediate vicinity.
Is it not of concern with the many other similar developments in the local area, that there will be a huge oversupply of property of this type?

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

Mr Gareth JG Roberts

MAHERALI
33 THE QUADRANGLE
CHELSEA HARBOUR
LONDON SW10 0UG

21st January 2003

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

Dear Mr.Entwistle

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

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

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

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

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

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

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

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

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

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

Yours sincerely

S.MAHERALI

c.c :

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

47 Thames Quay
Chelsea Harbour
London
SW10 0UY

TEL: 020 7349 8802
FAX: 020 7376 3445

Councillor L A Holt BSc FI Mech.E
Flat 3
25 Palace Gate
London
W8 5LS

28th January 2003

Dear Councillor Holt

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

The massive number of apartments: the 37 storey tower and the 24 storey tower are so out of character for the low rise area.
The traffic nightmare that will ensue with such narrow roads and the Embankment which is already in such huge demand.
No train service.
The bus service will only clog the roads further which will cause traffic congestion to get out of control.

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

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

In conclusion:

Royal Borough of HAMMERSMITH AND FULHAM

1. *the proposed development is unacceptable in that it would result in an intensive form of development which would fail to comply with policies HO7, EN23A, EN31 and TN13 in the adopted Unitary Development Plan and the emerging UDP Alterations.*

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

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

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

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

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

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

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

   The height of the tower HFI has been increased by 12 storeys, the roof has been re-profiled and the tower reoriented to face in the opposite direction. The

materials of the finish of the tower have been changed from terracotta to stainless steel. Thus whilst objections in respect of the finish of the tower are resolved, the impact of the increased height of the tower on visual amenity, nearby Conservation areas including Sands End Riverside Conservation Area and the Thames and Thames Policy Area are more adverse.

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

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

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

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

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

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

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

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

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

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

   The new proposal maintains the amount of public open space at 1.62 ha (4 acres) and thus still falls short of meeting the National Playing Field Association's 6 acre standard, which would require 4.12 ha(10.55 acres). Whilst the new PPG17 no longer requires strict adherence to the 6 acre standard, we do note that there is a public open space deficiency in the is part of London (both boroughs). Open space provided is not useable for any sport based, and of limited, recreational value. Furthermore, an accurate quantification of private open space is not provided.

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

   The proposal has increased affordable housing provision to 54% in accordance with the Draft London Plan. The density of affordable housing appears high.

Royal Borough of KENSINGTON AND CHELSEA

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

   Although the tower has been reduced in height to 25 storeys from 30, it still remains taller than any other development in the vicinity and intrudes into the skyline, detrimental to the character and appearance of the area and important

areas from neighbouring conservation areas. The impact of the reduction needs to be fully assessed.

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

   Bulking has not decreased although the height of the tower has been reduced from the previous proposal to 25 storeys. The Impact assessment does not consider light and sunlight impacts on local roads, only Lots Road and Telcott Road are considered. Choice of materials remains the same and thus the sense of bulking and sense of enclosure remains.

3. *The development by virtue of its height, massing, orientation, bulk and design would be poorly integrated into its surroundings to the detriment of the character and appearance of the river frontage, views from surrounding areas and townscape contrary to the provisions of the Unitary Development Pan and Proposed Modifications thereto, in particular Policies STRAT 5, STRAT 7, STRAT 8, CD1, CD4, CD25, CD25A, CD31 and CD54.*

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

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

   Affordable housing provision has only been increased from 35% to 40%, which does not meet the Draft London Plan target.

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

   Only limited improvements, compared to previous proposals are proposed. The amount of car parking proposed reduced, but in proportion to the amount of residential units. We note however that the size of individual units has increased (the number of bedrooms overall) so that the car parking requirements might be considered to be higher. In respect of buses

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

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

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

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

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

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

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

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

Yours sincerely

Mel Braham
Resident

Brompton Association

15 Cromwell Road, London SW7 2JB tel 020 7584 9020 fax 020 7584 7039

Councillor Merrick Cockell, Leader
Royal Borough of Kensington & Chelsea
Town Hall
Hornton Street
London W8 7NX

Tuesday, January 28, 2003

Dear Councillor Cockell

SOUTH KENSINGTON STATION DEVELOPMENT: TP/93/0831

We and other members of the committee's of our three societies attended a presentation given by Stanhope PLC on 17/12/02 to outline their new proposals for redeveloping the station site, prior to submission of a planning application.

Between them, the three societies cover the whole of the area immediately surrounding the station site and, jointly, our membership will be affected more than any other group by the use, density and appearance of any new development. We will be consulting our membership once a formal application is submitted but, at this stage, we would like to make the following observations on the proposals shown us by Stanhopes and their architects:

1 South Kensington Station is the 'gateway' to the nationally important institutions north of the Cromwell Road. It also serves the French Lycee, various important religious buildings in the area and, of course, local residents: it carries 30M passengers a year and is a major transport interchange.

2 Local residents are generally agreed that the present station cannot cope with the numbers using it and that conditions in and around the site are often appalling. Schemes have come and gone over the last twenty years or so and all the time the station has become more congested and the site more decrepit. Redevelopment is badly needed and we feel strongly that the present opportunity should not be missed to achieve a high calibre solution to the difficult problems this site presents.

3 We are encouraged by the developer's general approach and consider the new scheme to be better than the proposal that received planning consent in 1999 which lacked coherence and was, mostly, of dubious architectural quality. We favour the consistently modern idiom now adopted and we hope the scheme will be developed in a sensitive way, appropriate to the site. There is naturally a lot of work to be done on the detailed design and we reserve comment on this.

4 The loss of the Victorian terrace along Thurloe Street is justified by the opportunity this has given for a more consistent design solution. We argued this point to no avail at the time of the 1999 scheme and we very much hope that it will be accepted this time.

5 We welcome the way in which the entrance to the station has now been sited at the 'prow' of the site and opened up to provide a wide public concourse, reminiscent of the great Victorian stations.

6 Proposals for the station itself appear to solve most of the current difficulties faced by travellers although we wonder whether the provision of escalators will be adequate to cater for the District/Circle and Piccadilly lines.

7 Access to the tunnel has been well handled and we think the generously enlarged and open entrance proposed should encourage much greater use by visitors to the museums, the University and the Albert Hall.

8 We like the way in which the north elevation along Thurloe Street has been set back at ground level below an arcade to provide much needed extra pedestrian space on that side of the site – another compensation for the loss of the Victorian terrace.

9 We have serious reservations over traffic generation and parking, particularly the effect the development might have on Thurloe Square. In the 1999 scheme, the commercial units were served from an entrance on Pelham Street and only the residential units were accessed from the bridge leading into Thurloe Square. We were, nevertheless, concerned about the effect this might have upon Thurloe Square and argued for the bridge to be closed off beyond the point of access to the site. This new scheme proposes that all vehicular access should be from the bridge and, whilst this may be a sensible strategy for the site, it will increase through traffic and put even more pressure on already over-stretched residents parking spaces unless the bridge is closed. We expect the Council and the developers to address this issue.

10 We feel strongly that the whole question of traffic in the area should be revisited at a later stage when the impact of the proposed development has been assessed, and when the results of congestion charging can be evaluated and proposals to improve Exhibition Road are further advanced.

11 We recognise the need for the site to generate sufficient funds to pay for redevelopment of the station and accept that a certain volume of accommodation must be built to achieve viability. The height and form of the central office tower is, however, likely to be a cause for concern amongst our members, particularly its impact upon the museum towers to the north, and we reserve judgement on this aspect of the proposal.

We look forward to seeing the scheme that is finally submitted to the Council and hope the comments set out above may give a useful indication of our preliminary views.

Yours sincerely

Hugh Brady, Chairman, Onslow Neighbourhood Association
Jeremy Taylor, Chairman, Brompton Association
Caryl Harris, Chairman, South Kensington & Queen's Gate Residents' Association

Circulation: please see attached sheet

Circulation List

Letter to Cllr Merrick Cockell, from the Chairmen of the Brompton Association, Onslow Association and The South Kensington and Queen's Gate Association on The South Kensington Station Development.

Cllr Barry Phelps, Cabinet Member for Planning and Conservation.
Cllr Daniel Moylan, Deputy Leader and Cabinet Member of Environmental Services.
Cllr.Shireen Ritchie.
Cllr David Harland.
Cllr Dr Ian Hanham.
Cllr Tony Halt.
Sir Anthony Coates.
Cllr John Cox.
Cllr Andrew Dalton.
Cllr Fiona Buxton.
Michael French FRICS, Executive Director of Planning and Conservation.
Craig Wilson, Director of Transport and Highways.
Robin Price, Chairman 'The Kensington Society'.
Jonathan Charkham, Chairman 'The Knightsbridge Association'.
David Le Lay, Chairman 'The Chelsea Society'.

14 Admiral Court
Chelsea Harbour, London SW10 OUU

Councillor L A Holt, BSc FI Mech.E
Flat 3, 25 Palace Gate,
London W8 5LS

Dear Mr. Ahern, 28th January 2003

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

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

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

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

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

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

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

Yours sincerely,

Roseann Beddington

17 Thames Quay
Chelsea Harbour
London SW10 0UY

020 7351 1090
020 7351 7749

27th January 2003

Councillor L A Holt BSc F1 Mech.E (Co-Chair)
Flat 3
25 Palace Gate
London W8 5LS

Dear Sir

Re: Lots Road Power Station and Thames Avenue Development

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

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

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

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

Contd .....

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

Yours sincerely

T J Kassem

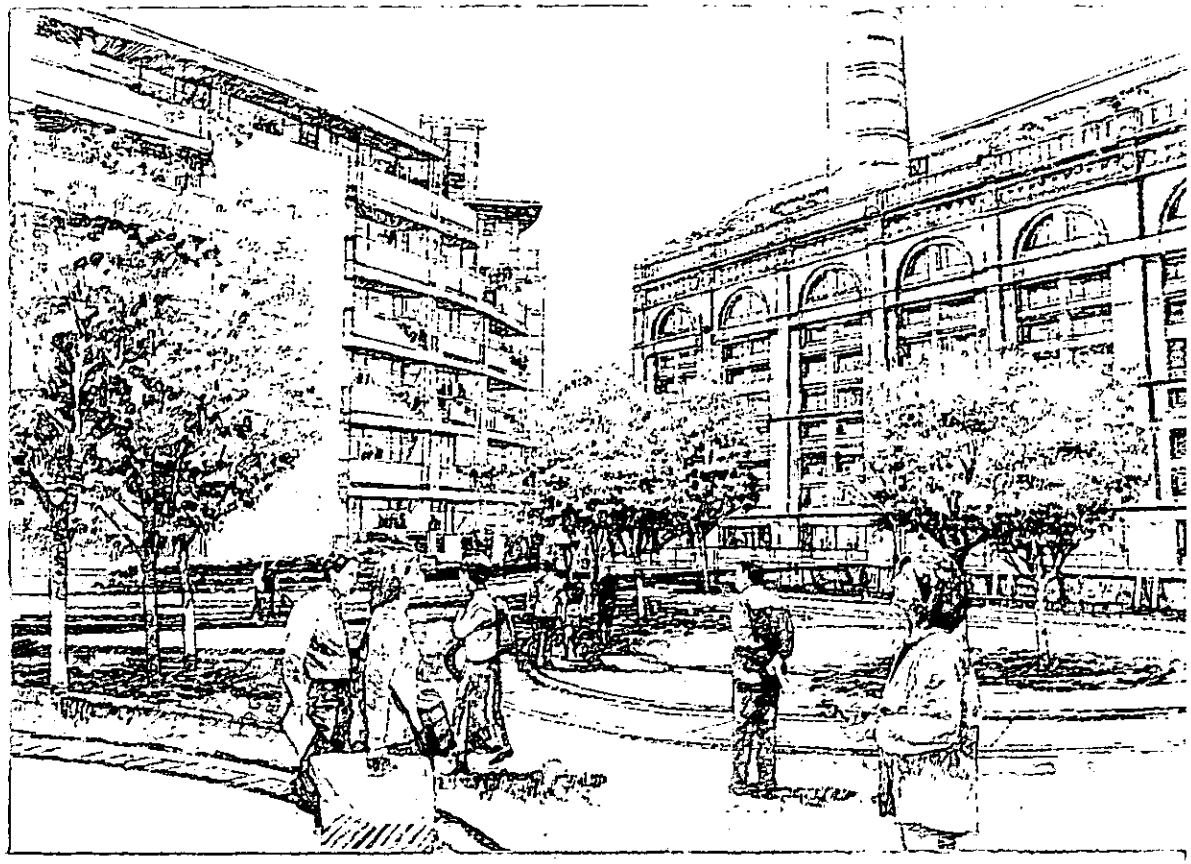
Mrs S W M Kassem

lots road news

Spring 2003

What's inside:

- Overview of new scheme and key changes
- 45% of new scheme site is designated as public open space
- Schedule of public open spaces
- Development timeline
- £8 million investment in local transport
- Lots Road powered down



Public Exhibition
A public exhibition showing the new scheme will be held at 90 Lots Road from Monday 27 January to Saturday 1 February 2003. Opening Times: Mon, Tues Thurs and Fri, 11-6; Wed 11-7; Sat 11-5.

Final amendments submitted for Lots Road scheme

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

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

Hammersmith and Fulham

The provision of public open space in Hammersmith and Fulham has been enhanced by the creation of new public open space along Chelsea Creek. In total there will be 2.3 hectares (5.7 acres) of new landscape open spaces in Hammersmith and Fulham, in addition to the site's private gardens and amenity space. Access to these facilities will be provided by several different routes across the site. A new pedestrian and cycle bridge over Chelsea Harbour will provide access to the Creek Gardens. Access to the Power Station Square will be provided from Lots Road. A new pedestrian route will be provided through the Power Station building.

Kensington and Chelsea

In Kensington and Chelsea, the revised scheme revolves around the restoration and conversion of the power station. A new public covered street will be incorporated within the power station to provide a range of neighbourhood shops on the ground floor with commercial uses at first floor level. These include office and workshop space, a local food store and other shops and community amenities such as a nursery and a gym. A total of 0.7 hectares (1.7 acres) of public open space will be provided. Of 420 residential units 40% (166 units) will be affordable housing. Accommodation will be provided on the upper levels of the converted power station structure and within a 26-storey (plus plant) tower located at the mouth of Chelsea Creek.

The combined scheme provides 837 residential units, 40% of which will be affordable housing for rent and intermediate purposes. For ownership and affordable housing it is accordance with GLA standards. The new route from the proposed Lots Road Pocket Park will be through the power station, which will ground floor to provide cafe and retail uses to the edges of the new public open spaces.

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

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

Imperial College
London

JMP/sl

Councillor L A Holt
Flat 3
25 Palace Gate
London W8 5LS

28th January, 2003

Dear Councillor Holt,

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

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

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

.../2.

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

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

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

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

Yours sincerely,

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

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

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

Proposed Development at Lots Road Power Station, Chelsea SW10

Councillor L A Holt, BSc FI Mech.E (Co-Chair)
Planning Services Committee
Royal Borough of Kensington & Chelsea
Flat 3, 25 Palace Gate,
London W8 5LS

27th January 2003

Dear Councillor Holt

Please find attached copies of my correspondence to Hammersmith & Fulham Planning Committee some of which I feel is very relevant to the Chelsea side of the Development.

Thank you for your previous interest and I do hope you will take my comments into your overall consideration.

Yours sincerely

Alastair M. H. Fleming

16 ADMIRAL SQUARE
CHELSEA HARBOUR
LONDON SW10 OUU
020 7376 8406

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

28th January 2003

Dear Mr Entwhistle,

Town and Country Planning Act 1990
Application Numbers: 2002/1366/P & 2002/1368/P
Land adjacent to South side of Chelsea Creek, and Land at Thames Avenue, Chelsea Harbour Drive, London SW10

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

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

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

Yours sincerely

Alastair M. H. Fleming

Land adjacent to South side of Chelsea Creek, Chelsea Harbour Drive, London SW10

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

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

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

continued.....

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

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

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

continued.....

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

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

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

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

continued.....

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

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

RESPONSE SERVICE
Licence No LON 18327

Louise Nicholson, Communications Manager
Circadian Limited
4 Dunraven Street
LONDON
W1E 7PQ

SUMMER 2002, LOTS ROAD NEWS

NAME

ADDRESS

POSTCODE

TELEPHONE/FAX

E-MAIL

Please amend my contact details as above – YES/NO
Take me off the mailing list – YES/NO

Please send me: (Delete as necessary)
- Details of next public exhibition – YES/NO
- Lots Road News – YES/NO
- A Brief History of Lots Road Power Station and Site – YES/NO
- Lots Road Better Transport Plan – YES/NO

Please send me further details regarding:
- Purchasing a property – YES/NO
- Renting commercial space – YES/NO
- I am interested in possible training/employment opportunities – YES/NO

Comments on the revised application:

I live/work in the Lots Road area

Better
Transport
Plan

Transport

What is a transport plan?

A transport plan is a package of measures put forward to improve all types of transport in a particular area. It investigates both the existing situation and the impact of future development in order to find the right transport solutions for everybody.

This document sets out the key points of the transport plan for the Lots Road neighbourhood. It has been prepared by the development team for the Lots Road power station site, to explain to local residents and businesses their proposals for improving transport in the area.

The Transport Plan is being developed in consultation with The London Borough of Hammersmith and Fulham, the Royal Borough of Kensington and Chelsea and Transport for London (TfL).

Why is a transport plan necessary?

Regeneration of the brownfield power station site at Lots Road will bring an estimated 1,750 new residents into the district, not all of whom would be expected to be resident at any one time. The scheme will also provide permanent jobs for over 400 people.

As part of the planning process the development team have extensively researched the existing transport and traffic situation in and around the Lots Road neighbourhood. They have also analysed the impact of new residents and workers on transport and traffic in the area.

In response to this research a comprehensive strategy of transport improvements has been developed to ensure that the 26,000 residents living within a 10 minute walk of the Lots Road site will benefit from better transport as a by-product of the power station site's regeneration.

Questions answered

Consultation with the community brought to light your main concerns and queries. The development team's responses are set out below...

Q **You propose all these improvements but as a developer you have no statutory powers to implement them, so how can you possibly deliver the transport proposals?**

A All the improvements presented here are being discussed with Transport for London, London Buses and the borough transport officers. When planning permission is granted by the boroughs, it is subject to a Section 106 Agreement. This legally requires us to provide funding for the proposed measures, which are then carried out with the statutory bodies.

Q **How will the new buses you are proposing work if they must operate along already congested roads?**

A New traffic signals on the Lots Road/Cremorne Road junction will give priority to buses, allowing them to move quickly onto the main road network. Other bus priority measures will be introduced along local bus routes.

Q What are you doing to support the proposed West London Line in your current scheme?

A We have now allocated £1 million of the total £5 million package of transport measures to the new passenger service. If the proposed station doesn't go ahead by 2010 the money will go towards other transport measures such as more local bus or river bus services.

Q Won't the new development just add to existing traffic and parking problems in the neighbourhood?

A The local community has voiced its concerns over the number of cars that the development will generate. We have responded by reducing the density of the private residential element of the scheme by 20%, and much of the proposed affordable housing will now be 'car free'. In addition, the measures we will fund to improve traffic flow and public transport are at a scale to benefit 26,000 people living within a 10 minute walk of the development. Many people who currently drive will start using the improved public transport network.

Thinking about public transport: river transport

- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]

[illegible] River Transport [illegible] the potential for quick and reliable journeys in a pleasant environment [illegible].

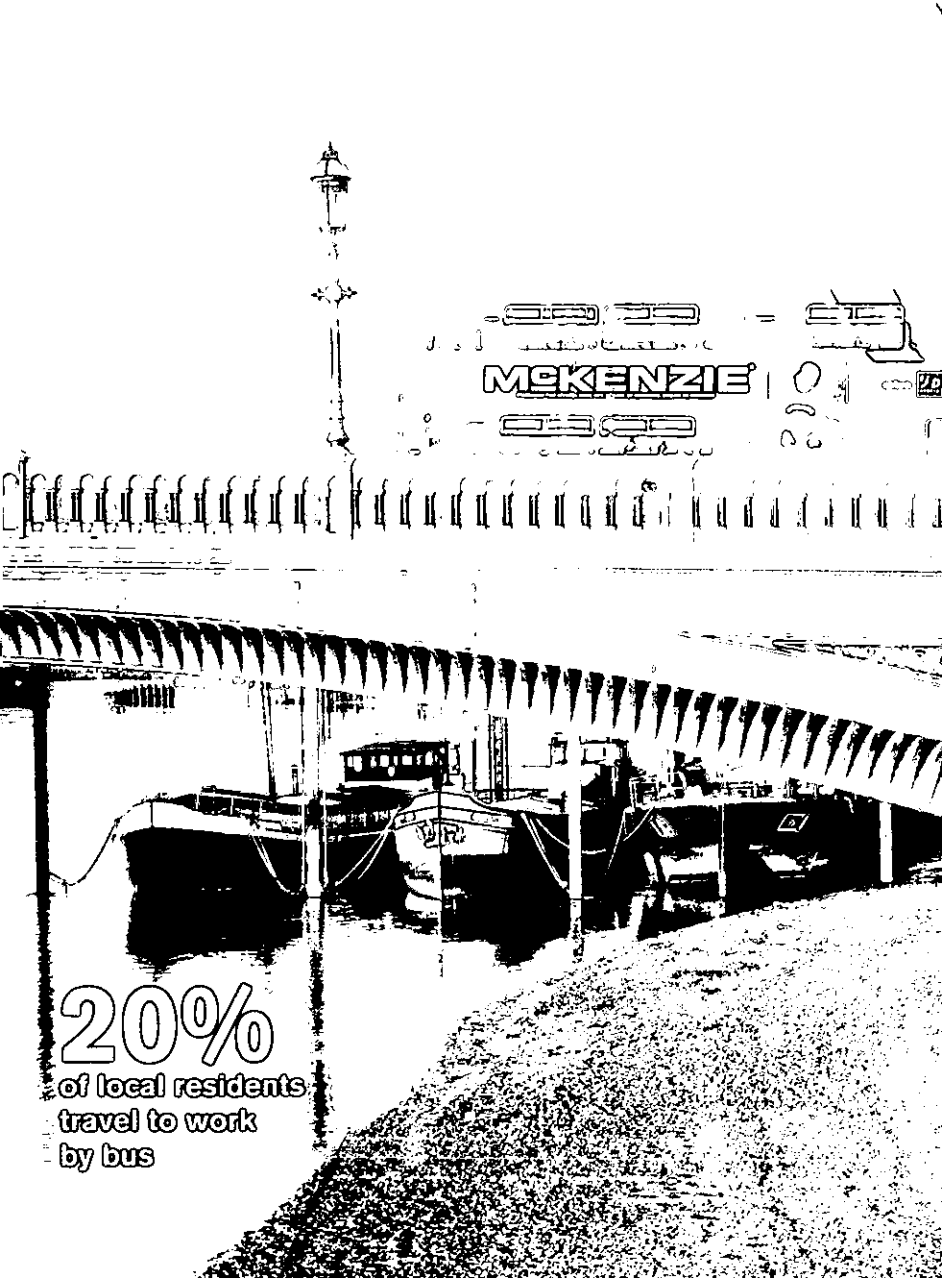
The Transport Plan includes £200,000 to improve existing interchanges between the river bus and other public transport networks, as well as improved pedestrian and cycle links and signposting [illegible].

[illegible] Limehouse Basin to Chelsea Harbour to Embankment (20 minute journey time) runs a service at peak times only. By improving pedestrian [illegible] by encouraging development to the area, the development will increase the catchment of the river bus from 8,000 to 10,000 people within a 10 minute walk.

The Transport Plan pledges £50,000 a year to subsidise an expanded river bus service.

A river bus operator has expressed an interest in operating a river bus service from Chelsea Harbour to Blackfriars and Westminster to complement the existing service to Cadogan Embankment and Blackfriars. This new service would offer discounts to travel card holders and, with the existing service, offer bus boats [illegible] to Blackfriars. We would anticipate this service could be operational as soon as planning permission is granted [illegible].

It will take
20 minutes
to travel by river bus
to Embankment from
Chelsea Harbour


McKENZIE
20%
of local residents
travel to work
by bus

Thinking about public transport: buses

improvements include

- New Embankment service from Sands End to Westminster
- C3 frequency increased to 8 buses per hour
- Bus priority measures
- Upgrading Townmead Road bus gate
- Compulsory travel cards purchase for private residents

There is significant potential for better bus access, and the Transport Plan proposes three major improvements to local services:

Buses priority measures
These include Automatic Vehicle Location (AVL) to give bus priority at the proposed Lots Road/Cremorne Road traffic signals junction and Townmead Road bus gate, improving Lots Road and other bus priority measures on the Embankment.

New bus service along the Embankment to Westminster
This would begin close to Sainsbury's in Sands End and pass along Townmead Road beneath the West London Line onto Lots Road. From Lots Road it would travel to Westminster via Pimlico and the Embankment. This new service will reduce journey times to many parts of London. The journey time to Westminster is approximately 20 minutes. By changing onto the tube at Pimlico it will be possible to reach Oxford Circus in 30 minutes.

Increase frequency of C3 bus by two buses an hour
The route will be diverted on to the southern section of Lots Road with improved bus access and new passenger waiting facilities. The route could also be extended beyond Earl's Court to Hammersmith, Shepherd's Bush or Holland Park.

Thinking about public transport: rail and underground

improvements include

- £1 million towards West London Line (WLL) improvements when the proposed Chelsea Harbour station is in operation
- work with Railtrack to look at the potential for the extension of Chelsea Harbour station in order to support services from a range of destinations
- better access to London Underground stations

The Lots Road development team fully supports existing proposals to upgrade the West London Line (WLL) with a new station at Chelsea Harbour. We are examining the potential to upgrade the proposed 4-car platform to an 8-car platform and will provide £1 million towards the WLL once it goes ahead.

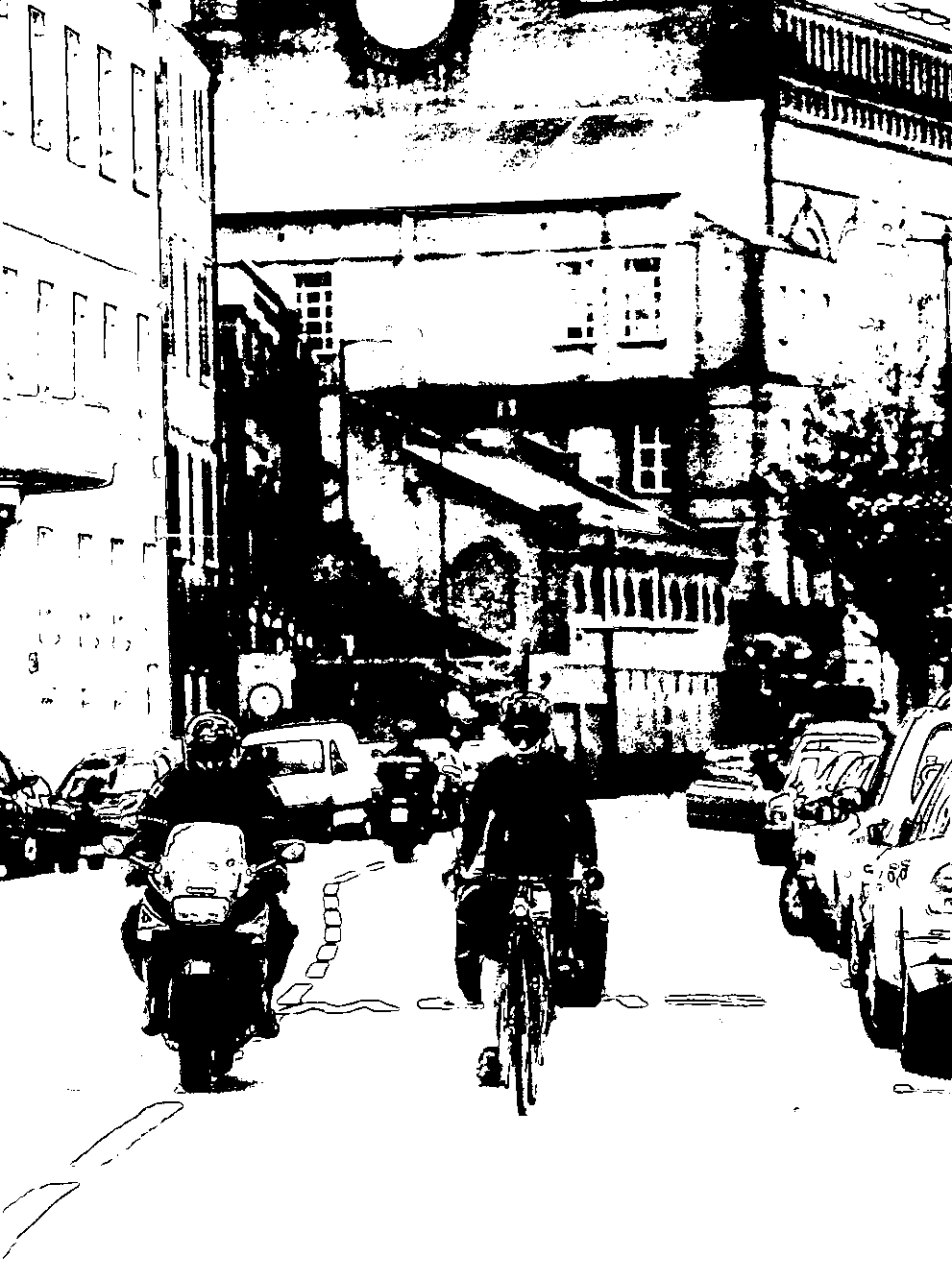
It is our expectation that there will be sufficient capacity on the WLL to enable the stopping passenger service to commence in 2006, when a new freight line running out of St Pancras will become operational, so freeing up capacity on the WLL for more passenger trains.

The Lots Road development programme allows eight years for this to happen. However, the Transport Plan measures have been designed to provide more than adequate access even if the upgrade does not proceed.

If the station is not built within eight years (by 2010), the £1 million will be reallocated to other transport improvements such as additional bus routes or river bus services.

The Transport Plan also includes proposals to improve access to nearby London Underground stations for pedestrians, cyclists and bus passengers.

48%
of local residents don't own a car

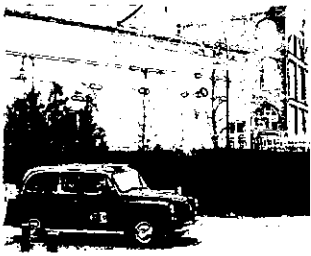


Thinking about traffic

- [illegible]
- [illegible] environmental cell and 20mph zone
- Traffic signals with cycle, pedestrian and bus priority at Lots Road/Cremorne Road
- Measures to reduce car use and encourage alternative modes of transport

The Transport Plan for Lots Road is designed to minimise car use and manage traffic in the local area. The proposed environmental cell and 20 mph zone on local roads will help to reduce rat running traffic in the area, improve safety and enhance the local environment.

The traffic analysis carried out by the development team's transport consultant shows that traffic generated by the development will have a negligible impact on the surrounding road network. The Lots Road/Cremorne Road junction will be improved by the proposed signalisation measures, allowing easier access onto the main road network.



33%
of traffic through Lots Road is 'rat running'

Thinking about pedestrians

- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]
  [illegible]
- [illegible]
- [illegible]

The Lots Road development has been planned to open up pedestrian access to the River Thames, providing 600 metres of new riverside walkway and 4 acres of public open space for the local community. A carefully planned mix of relevant community and commercial uses – including doctor's and dentists' surgeries, local shops, a farmers' market, restaurants and cafes – will be incorporated within the development to encourage walking in place of car use.

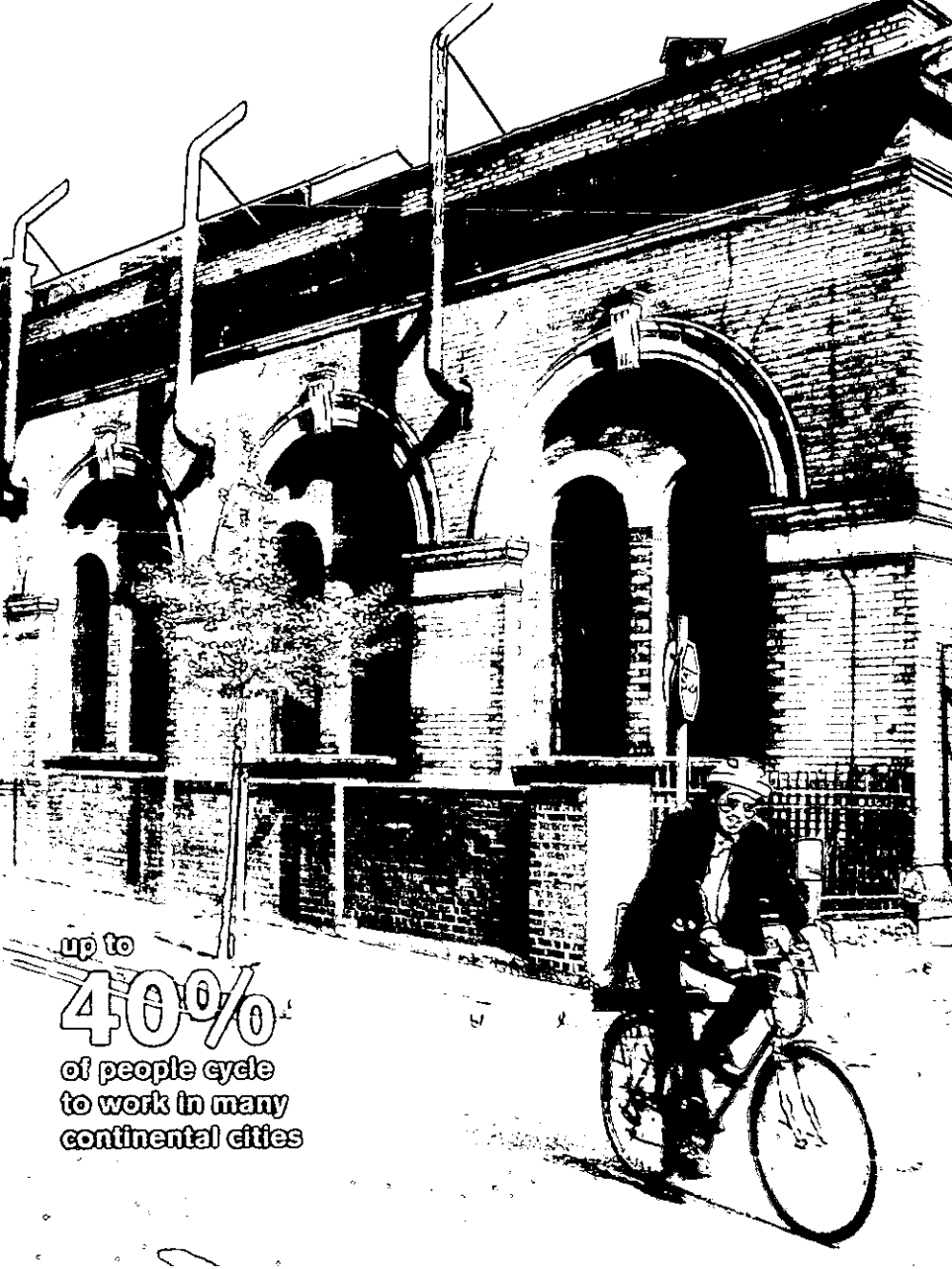
Pedestrian routes through the development have been designed to tie into the local street network to encourage through movements to local destinations and transport interchanges such as Chelsea Harbour Pier.

The Transport Plan proposals for pedestrians extend to the surrounding area with new pedestrian crossings and pedestrian signage to key destinations. More dropped kerbs and areas of tactile paving are proposed for vulnerable road users and improvements to local streets include the introduction of a 20mph zone, traffic calming and improvements to the footway on Lots Road.

A new section of Thames Path will be opened up along the length of the site's river frontage, and the development team are currently working with the Boroughs to investigate extending the route through to Cheyne Walk.

43%

of local people undertake their main weekly shopping on foot


up to
40%
of people cycle
to work in many
continental cities

Thinking about cyclists

Improvements include:

- New cycle parking
- Cycle signage
- Cycle lanes
- Cycle crossings
- Advanced cycle stop lines
- Community cycle pool
- Community wide cycle safety and proficiency training

Much of central London and all local destinations are within cycling distance of Lots Road. Currently 4% of local people cycle to work. This compares with up to 40% in many Dutch and German cities where a cycling culture is supported by comprehensive networks of cycle routes.

In line with Greater London Authority, central and local Government policies, the Transport Plan aims to promote cycling and improve safety for cyclists in the area by building on the existing cycle route network.

In conjunction with the boroughs, the Lots Road development team is looking to extend the Thames Cycle Path from the site to Cheyne Walk. Convenient cycle routes will be provided across the development with secure cycle parking in appropriate locations.

Proposals for new cycle facilities within the local area include additional cycle parking at key locations, new sections of cycle lane, advanced cycle stop lines and cycle crossing facilities. The development team is also working with Chelsea & Westminster Hospital to improve cycle facilities at the hospital and promote cycling.

The Transport Plan includes a bike pool for local residents and sponsorship of a cycle training and proficiency scheme for the local community.

Thinking about green travel

A Transport Information Centre will be manned by a Transport Manager who will be responsible for the Green Transport Plan, a dedicated transport website, the internet shopping facility, real time transport information, car and cycle pools, school travel plans, journey share schemes and will generally promote the new public transport initiatives proposed.

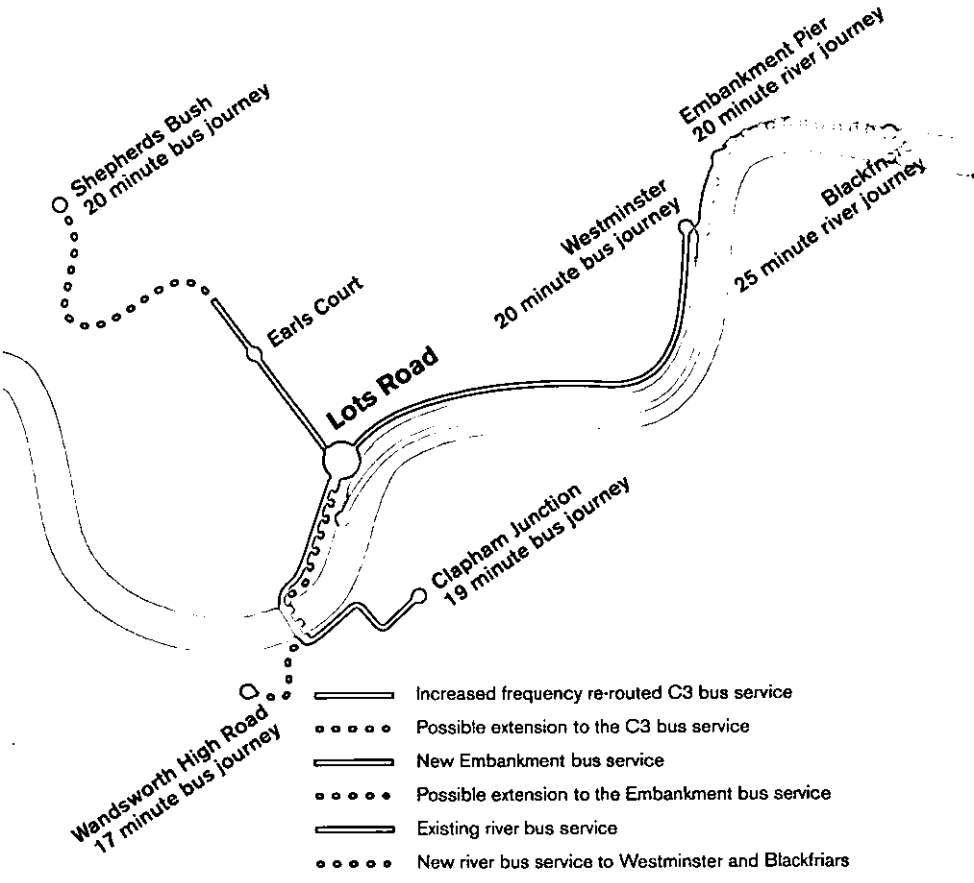
All these services will be available to the new development and the wider community, to help new and existing residents with their travel plans.

Green Travel Plan pledges

The Green Travel Plan, which forms part of the Transport Plan includes the following 10 pledges:

1. We will set up a Transport Information Centre and employ a dedicated Transport Manager to manage the Green Travel Plan.
2. We will ensure residents of new private residential units are bound to purchase a public transport travel card (value: £200) as part of the development's annual service charge.
3. We will promote a bus service running from Sands End via Lots Road along the Embankment to Westminster and will provide bus priority measures along its route and improved passenger waiting facilities.
4. We will work with London Buses to increase the frequency of the C3 bus service, deviate it to the eastern end of Lots Road and extend the service beyond Earl's Court.
5. We will provide a cycle pool of 300 bicycles and affordable accommodation for a bicycle shop. Public cycle parking will be provided adjacent to local public transport facilities, shops and other amenities in the wider area.
6. We will set up and run a journey share scheme. This will provide information to allow residents to share car journeys.
7. We will set up a car pool of 'green' cars.
8. We will sponsor School Travel Plans at six local schools.
9. We will include a mix of retail, commercial and community space within the development to meet the day-to-day needs of local residents.
10. We will provide a collection point for internet shopping deliveries within the development.

New bus and river bus journey times



Stop press:

Expression of interest has been received from additional river bus operator to run a 62-seater commuter service to Westminster (15 minutes) and Blackfriars (25 minutes) to complement existing service to Cadogan, Embankment and Blackfriars Piers.

How does it all add up?

The development could potentially add 383 car trips per day from and to the Isle Road area (7,662 movements in total). However, the implementation of measures outlined in this Transport Plan would offset this by reducing car trips by 10,000–18,000 movements per day:

West London Line
£1 million contribution

Underground
Improved access

Bus
Increased bus capacity by 10,000 passenger units per day

Bus Priority Measures
Improved bus access to primary road network

River Transport
Increased river bus capacity by around 1,000 passenger units per day

Green Travel Plan
Measures to encourage use of new transport infrastructure

Cycling
Significant improvements in cycling provision

Pedestrians
New shopping and community facilities within walking distance for local people

School Travel Plan
Reduced car trips by 500 to 1,000 per day

further information

www.circadian-uk.com

Useful transport websites:

Up-to-date tube information
www.thetube.com

National Rail Information
www.nationalrail.co.uk
T 08457 484950

Transport for London (TfL)
www.transportforlondon.gov.uk

Pedestrians' Association
www.pedestrians.org.uk

London Walking Forum
www.londonwalking.com

London Cycle Network
www.londoncyclenetwork.org

London Cyling Campaign
www.lcc.org.uk

Information and advice on sustainable transport
www.transport2000.demon.co.uk

Sustainable transport and safe route mapping
www.sustrans.org.uk

National car sharing scheme
www.liftshare.com

Car club network promoting better use of the car
www.carclubs.org.uk

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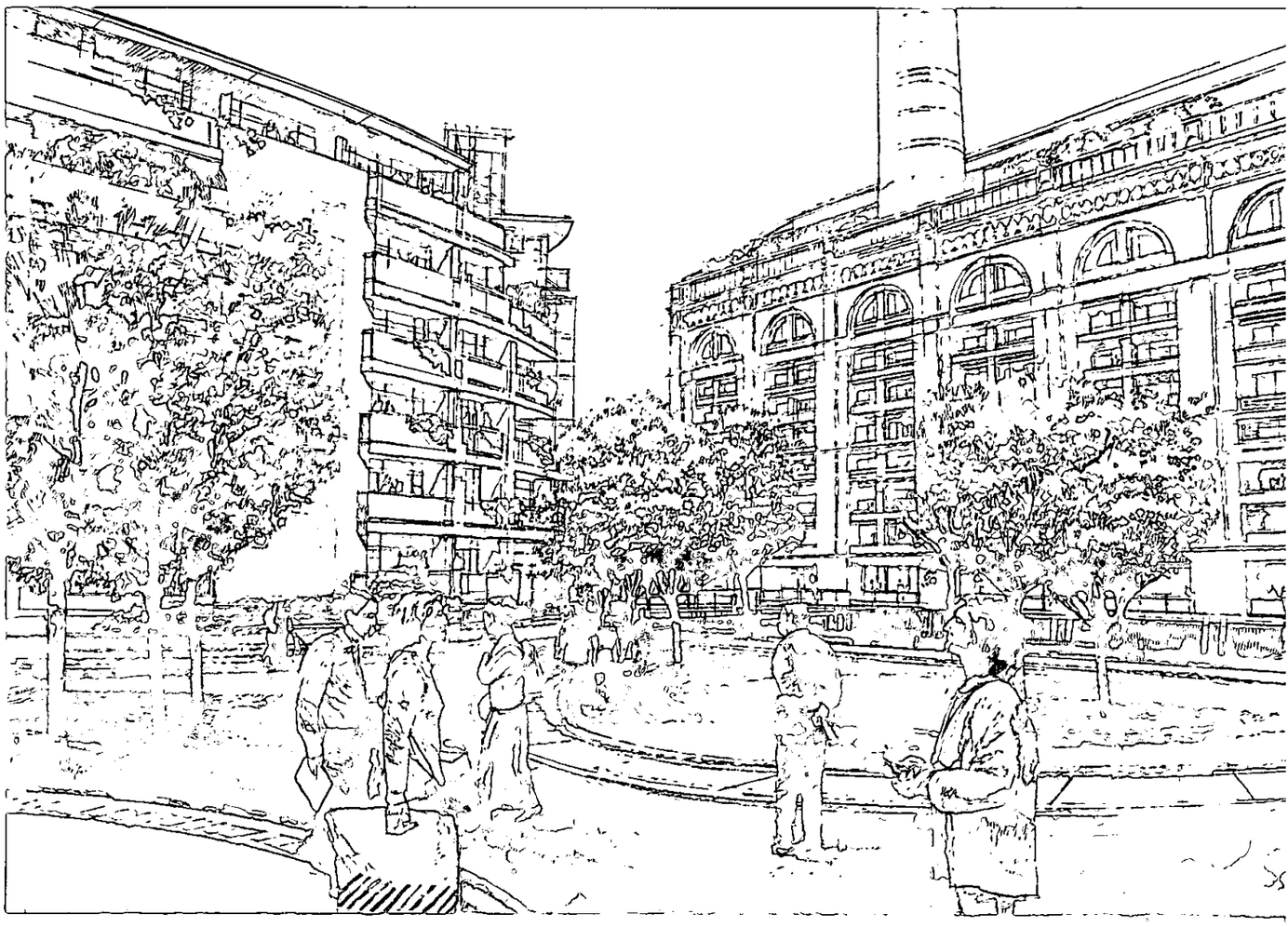
Published by Circadian, a joint venture company of Taylor Woodrow Capital Developments and Hutchison Whampoa Properties, and printed on recycled paper and card at Thames Avenue. All survey data quoted has been taken from Appendix H of the environmental statement submitted with planning application no 7 June 2002. Data on the remaining pages is from publicly available sources.

lots road

What's inside:

- Overview of new scheme and key changes
- 45% of new scheme site is designated as public open space
- Schedule of public open spaces
- Development timeline
- £8 million investment in local transport
- Lots Road powered down



Public Exhibition

A public exhibition showing the new scheme will be held at 90 Lots Road from Monday 27 January to Saturday 1 February 2003. Opening Times: Mon, Tues Thurs and Fri, 11-6; Wed 11-7; Sat 11-5.

Final amendments submitted for Lots Road scheme

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

Top:

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

Hammersmith and Fulham

The provision of public open space in Hammersmith and Fulham has been enhanced by the creation of new public open space along Chelsea Creek. In total there will be 0.9 hectares (2.2 acres) of new landscaped open spaces in Hammersmith and Fulham, in addition to the site's private gardens and amenity space. Residential accommodation will be provided in sequential terraces located alongside a new creekside park and the existing Chelsea Harbour development, and within a 37-storey (122-metre) Thames-side tower. A total of 397 housing units will be provided, 54% (216 units) of which will be designated as affordable housing.

Kensington and Chelsea

In Kensington and Chelsea, the revised scheme revolves around the restoration and conversion of the power station. A new public covered street will be incorporated within the power station to provide a range of neighbourhood shops on the ground floor with commercial uses at first floor level. These include office and workshop space, a local food store and other shops and community amenities such as a nursery and a gym. A total of 0.7 hectares (1.7 acres) of public open space will be provided. Of 420 residential units 40% (166 units) will be affordable housing. Accommodation will be provided on the upper levels of the converted power station structure and within a 25-storey (85-metre) tower located at the mouth of Chelsea Creek.

The combined scheme provides 817 residential units, 47% of which will be affordable housing for rent and discounted purchase. Car parking for both private and affordable housing is in accordance with both boroughs' car parking standards. The new heart of the enhanced Lots Road residential quarter will be the restored power station, opened up at ground level to provide local amenities and access to the sequence of six new public open spaces.

Overview of new scheme

The key changes to the combined scheme are summarised in the following comparison with the 2001 applications

Re-design of creekside accommodation to improve public open spaces adjacent to creek

34% increase in affordable units (47% on site in total)

£8 million package of transport measures for the local community

10% reduction in overall number of residential units

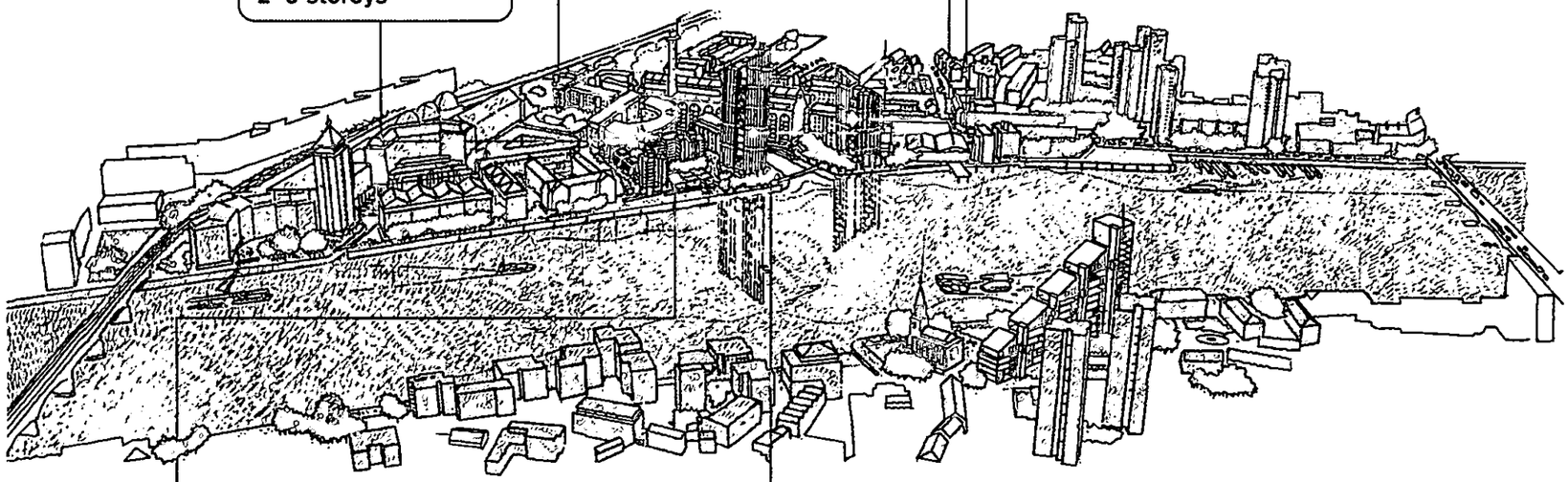
25% reduction in traffic generation

14-storey reduction in height of RBKC tower (39 to 25 storeys)

12-storey increase in height of LBHF tower (25 to 37 storeys)

Design changes to roof profile, orientation and cladding of both towers

Buildings adjacent to Chelsea Harbour reduced in height by 2–3 storeys



Improvements to design and location of public open spaces (45% of the site)

31% reduction in number of private residential units

Enhanced creekside park area bordering Chelsea Creek with significantly improved pedestrian access

241 less car parking spaces

Development timeline

The development will take place in several phases. The first phase is in LBHF, adjacent to Chelsea Harbour and will commence in late 2003 for occupation in early 2005. The remainder of the site will be built out sequentially with the development being completed in 2008 in LBHF and 2009 in RBKC.

2000

January
Start of masterplanning
Urban village analysis

2001

January
1st exhibition

June/November
1st planning applications submitted

November
2nd exhibition

2002

June
2nd planning applications submitted
3rd exhibition

November
Power station shutdown

December
3rd planning application (LBHF) and amendments (RBKC) submitted

2003

April
Site decontamination begins

May
Demolition commences

September
1st phase new build in LBHF commences
Subsidy available for WLL station

2004

March
Power station decommissioning commences

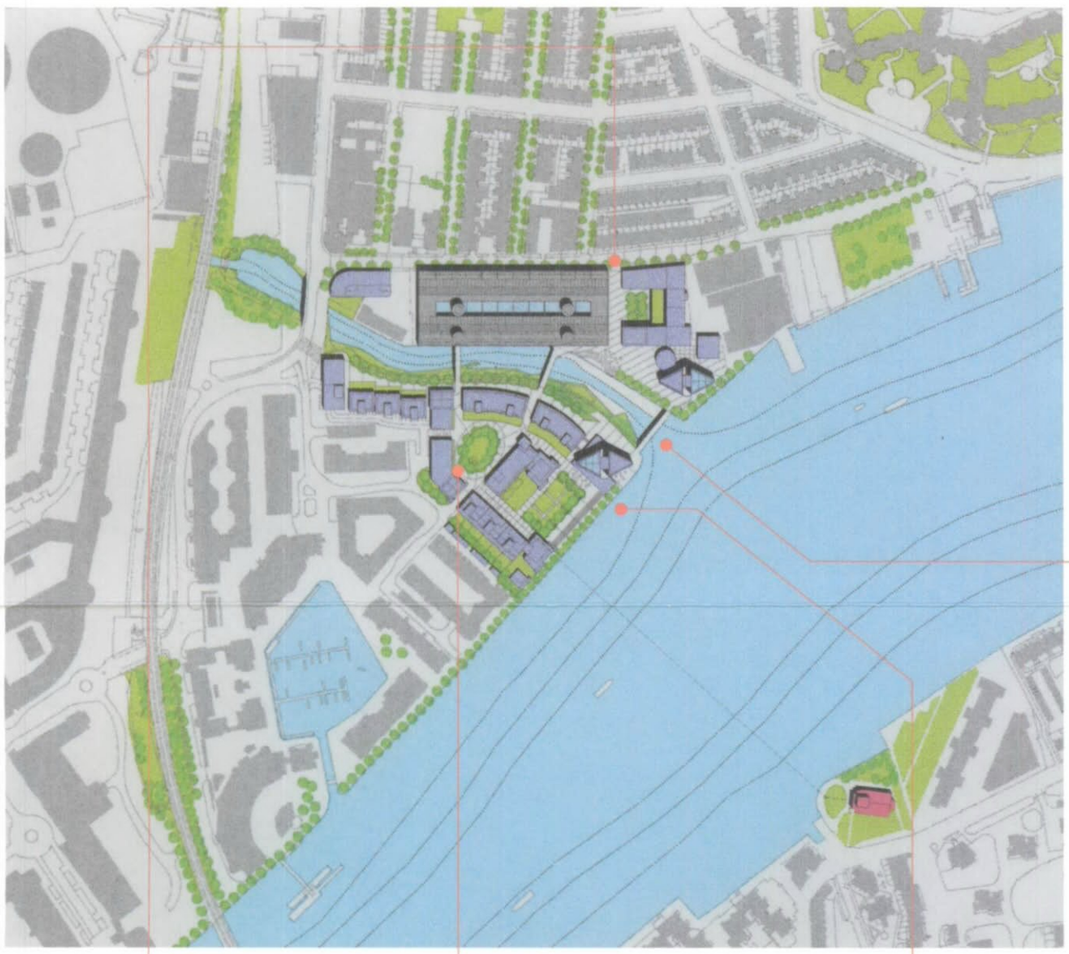
June
1st phase of creek work commences

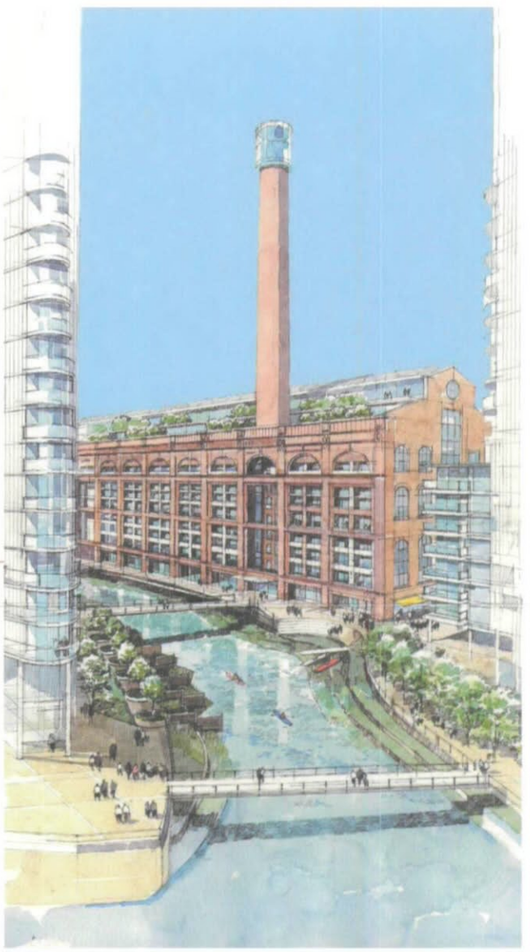
September
Cycle and pedestrian improvements commence

The scheme in detail	sq ft	sq m
Residential (private and affordable)	1,300,000*	120,768*
Ancillary residential (gym, estate and transport management, security)	20,000	1,851
Commercial/communal	104,800	9,683
Internal public street	31,300	2,907
Servicing/loading	7,400	688
Total	**1,463,500**	**133,897**

Public open spaces	hectares	acres
Power Station Street	0.28	0.7
Power Station Plaza	0.40	1.0
Creekside Park	0.30	0.7
Riverside Square	0.40	1.0
Oval	0.24	0.6
Total	**1.62**	**4**

*Residential content includes 498 private and 368 affordable/key worker homes and 696 car parking spaces.





Above: revitalised Chelsea Creek landscaped to create creekside park with intertidal terraces **Far left: Power Station Plaza** will open up pedestrian routes and views to the river for the first time in 100 years **Below:** entrance to power station which prevents access to the river **Middle: Oval**, in total the revised scheme incorporates four acres of public open space **Below:** Oil Storage Building which currently prevents access to Chelsea Creek **Left: Riverside Square** 600 metres of new Thames Path allow pedestrianised access and a new public open space on the river **Below:** Existing view dominated by the Oil Storage Building

> **"What makes Lots Road better than your run-of-the-mill housing estate or mixed-use development is the combination of new and old, high and low. If care and investment is put into the public open areas, something very good could emerge."**
> Hugh Pearman, Architectural Correspondent, Sunday Times

The new scheme at a glance:

This £500m mixed-use development provides:

- 368 (42 per cent) affordable/ key worker homes
- Transport improvements worth a total of £5 million to benefit 26,000 people within a 10 minute walk of the site and 50,000 people within the wider community
- A contribution of £1 million to the West London Line extension
- A reduction in car trips and car parking by over 25 per cent
- A half hourly river bus service into central London with increased capacity
- A three-fold increase in bus capacity to the Lots Road site including a new bus service to Westminster via Embankment in 20 minutes (6 an hour)
- An increase in commercial space to create over 400 local employment opportunities
- Only 498 private residential homes, a 20 per cent reduction on the previous scheme
- Two towers of 25 and 30 storeys, the taller one being reduced by 25 per cent or approximately 30 metres

Lots Road area gains:

- Public open space covering 4 acres, or 45 per cent of the total site area of 8.9 acres
- Landscaped and revitalised Chelsea Creek
- 600 metres of new Thames and creekside path
- Architectural and masterplanning excellence from an internationally acclaimed architect
- Significant public transport improvements
- A range of local shops and services

English Heritage warmly welcomes the adaptation and conversion of the Lots road power station to a residential, office and mixed use building and the principle of two towers in this location.
Nicholas Antram, Assistant Regional Director,
English Heritage

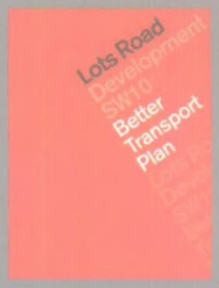
The committee continues to offer general support and enthusiasm for this scheme and its central propositions.
Peter Stewart, Head of Design Review,
Commission for Architecture and the Built Environment

The retention of the existing power station, as a major London landmark, is welcomed, as is the commitment to a high quality of urban design and pedestrian permeability through the site. The proposal to build two slim and elegant landmark residential towers adjacent to the river is considered to be appropriate for this strategic site and will complement both the power station and the riverside setting.
Giles Dolphin, Planning Decisions Manager,
Greater London Authority

The traffic generation surveys and trip rates in the transport assessment appear to be a realistic basis for assessing the traffic impact of this development.
Transport for London

Computer enhanced images showing how the taller tower would look from Ashburnham Road, in the original scheme, top, and in the revised scheme, nine storeys lower, below

Stop Press!



Transport Plan
To receive further copies of *Lots Road: Better Transport Plan* please contact Louise Nicholson (details below).

Public exhibition
A public exhibition showing the revised scheme will be on display from 15–20 July at Studio 35, 90 Lots Road, SW10 Opening times: Mon, Tue, Thur and Fri 11–6; Wed 11–7 and Sat 11–5

Expanded river bus service
Since making our commitment to river transport, a river bus operator has expressed an interest in running an expanded service from Chelsea Harbour to Blackfriars, via Westminster, to complement the existing service to Embankment and Blackfriars.

contacts
for more information, additional copies of this newsletter, or to be included in the circulation list please contact:

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Circadian is a joint venture company of Taylor Woodrow Capital Developments and Hutchison Whampoa Properties, set up for the regeneration of the Lots Road power station site and land at Thames Avenue.

Taylor Woodrow

Hutchison Whampoa Property
The property group of Hutchison Whampoa Limited

circadian

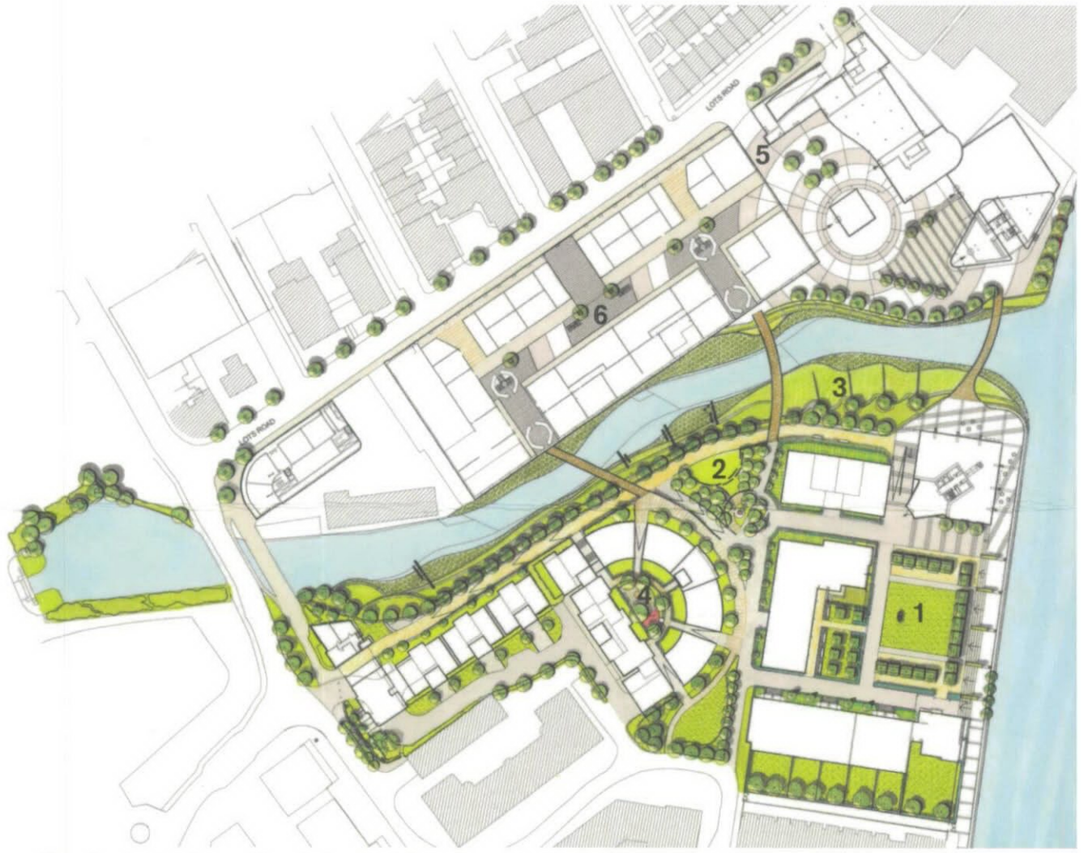
45% of new scheme site is designated as public open space

A series of six different public open spaces has been strategically planned to create a network of traffic-free areas across the site. These will be linked by three pedestrian bridges across Chelsea Creek. Each of the new spaces has its own distinct character to reflect its specific location. The new Creekside Park, for instance, borders the remodelled creek and consists of a series of landscaped terraces providing paths for pedestrians, as well separated habitats for indigenous wildlife.

In contrast, the public spaces provided in and around the restored power station will reflect the more urban character of their surroundings. Power Station Plaza and the Power Station Street have been designed to complement this new hub of amenities for the local community. Artist's impressions of the range of new public open spaces, new buildings and power station are shown below, together with the location plan.

Schedule of public open spaces

1 Riverside Square	0.41 ha
2 Creekside Gardens	0.24 ha
3 Creekside Park	0.21 ha
4 Playspace	0.04 ha
5 Power Station Plaza	0.42 ha
6 Power Station Street	0.28 ha
Total	1.60 ha



Plan showing location and layout of new public open spaces

View into Power Station Street

Power Station Plaza

Riverside Square

Creekside Gardens

Creekside Park

2005

March
Refurbishment of power station begins

June
1st phase occupation of new build in LBHF
Introduction of improved C3 bus service

2006

June
Planned completion of Chelsea Harbour Station (WLL) by St George and Strategic Rail Authority
Introduction of bus priority measures

2007

June
1st phase power station occupation

September
Introduction of new Embankment bus service

2008

December
Power station refurbishment complete
Public car parking provided

2009

December
Completion of final phase
Traffic calming measures complete

£8 million investment in local transport

As an integral part of its development plans, Circadian has committed £5 million to a package of transport improvements for the Lots Road neighbourhood. These measures will bring significant benefits to the existing community by increasing public transport provision in the area and improving reliability and journey times. In addition, Circadian has allocated a further £3 million towards measures designed to improve permeability for local pedestrians and cyclists and to relocate public parking. Breakdowns of the key improvements are listed below.

£5 million transport package

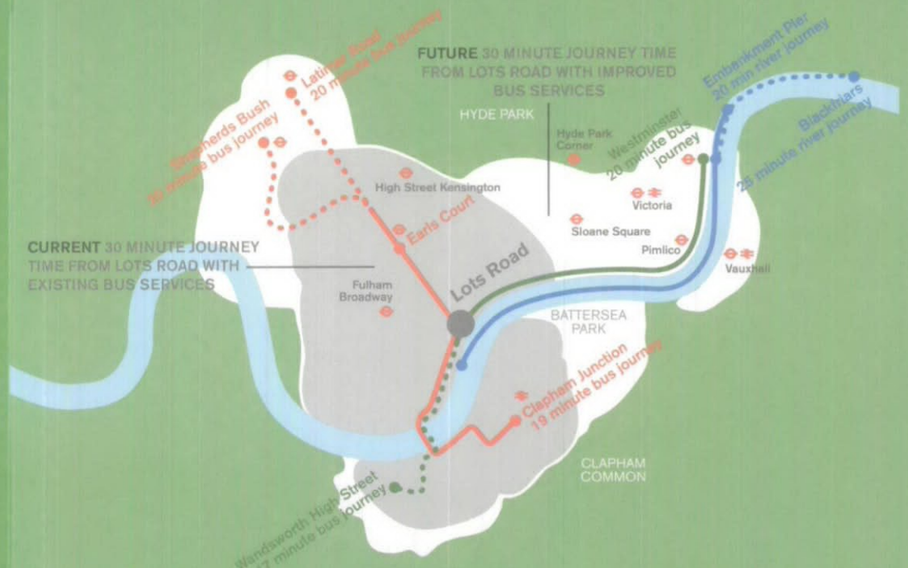
- £1,000,000 subsidy to introduce a new bus service to Westminster along the Embankment
- £1,000,000 for upgrading the proposed West London Line station
- £800,000 for bus priority measures and new bus stops
- £610,000 for cycle and pedestrian improvements
- £500,000 subsidy to increase C3 bus to 8 an hour
- £400,000 to establish local traffic calming and reduce rat running
- £250,000 for traffic signals and upgrading bus gate
- £240,000 to set up school and Green Travel plans
- £200,000 for improvements to Chelsea Harbour Pier

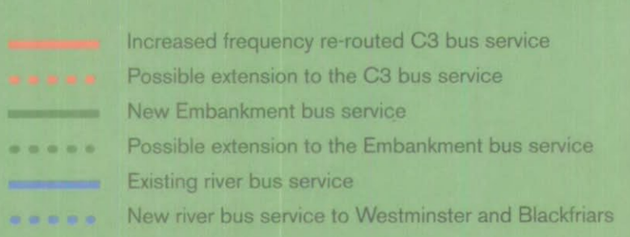
£3 million additional local measures (included in construction cost)

- £1,500,000 on new footpaths, bridges and cycle paths
- £1,100,000 for provision of underground public car parking spaces to replace those relocated from Lots Road
- £400,000 for an on-site travel centre, internet pick-up point and community cycle shop

What does it mean for the community?

- New Embankment bus providing 20 minute journey time to Westminster/Pimlico
- Frequent and reliable local bus services to Clapham Junction and Earls Court
- Improvements to frequency and reliability of river bus service and easier access
- New community facilities (local shops, restaurants) reducing the need to travel further afield
- New pedestrian routes and public open spaces
- Proposed West London Line station and service providing frequent trains to Clapham Junction and White City
- Proposed environmental cell will reduce rat running traffic through the area and improve the environment for local residents





The diagram above compares bus journey times from Lots Road before and after the transport measures. The white zone shows the distances which will be achievable within 30 minutes from boarding the bus, once the package of transport measures has been implemented. Full details are presented in Appendix H of the Environmental Statement, which is available from Louise Nicholson (contact details below).

Lots Road powered down

After 97 years of continuous electricity generation for London Underground, Lots Road Power Station was formally 'switched off' by Transport Minister John Spellar on 21 October 2002. Speaking at the event, in which he turned off Lots Road's last working turbine, the minister said: 'Lots Road has considerable history and has served London well, but it is now time to move on. Transferring to the National Grid will mean a more reliable and environmentally friendly power supply for the tube.'

contacts
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Taylor Woodrow

Hutchison Whampoa Property
The property group of Hutchison Whampoa Limited

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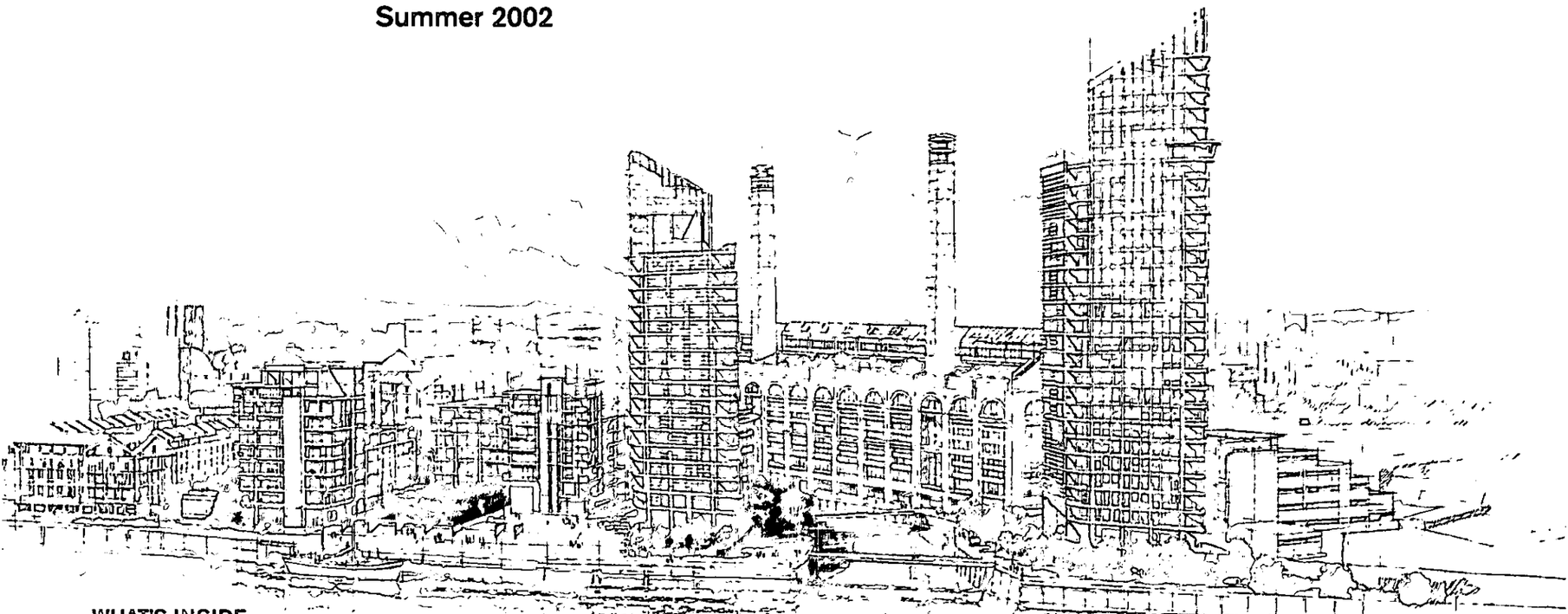
lots road news

Summer 2002



WHAT'S INSIDE

- traffic and transport
- affordable housing
- mixed use scheme

Revised planning application for Lots Road power station

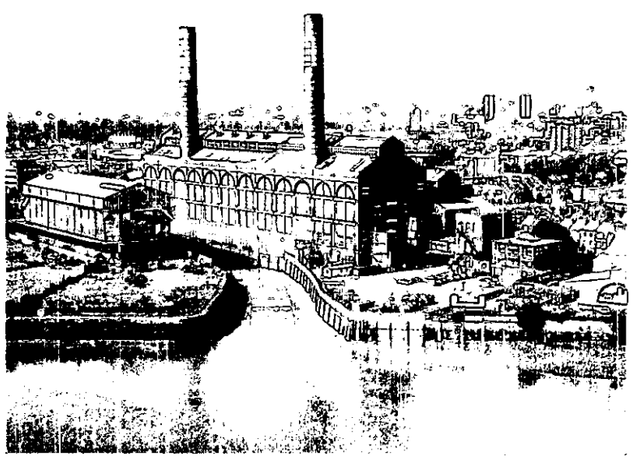
Lots Road will be a benchmark scheme on a European scale, illustrating how good quality design and urban planning can make the best use of a limited land resource. This is reflected in the support we have already received for the original scheme from CABE, English Heritage, GLA and TFL. Having listened to the boroughs and the local community, we are now confident this revised scheme will meet with their approval.
Sir Terry Farrell,
architect and master planner

Taylor Woodrow and Hutchison Whampoa have submitted a revised planning application to the Royal Borough of Kensington and Chelsea and the London Borough of Hammersmith and Fulham for their joint venture development in Lots Road, Chelsea. The £500 million mixed-use scheme will see the development of one of the largest brownfield regeneration sites in Central London, which includes the Lots Road power station, scheduled to close in September this year.

The 1.5 million sq ft (135,000 sq m) scheme, including retention and conversion of the power station as well as twelve new buildings, will provide 498 private residential apartments and 368 affordable homes, with 105,000 sq ft (9,683 sq m) of commercial space. The 8.9 acre (3.6 ha) site, which straddles Chelsea Creek between the two boroughs, will offer pedestrian access to the river for the first time in over a hundred years, with 700 yards (600 metres) of new Thames Path. A total of four acres of public open space will be created.

The new scheme has reduced the number of private homes by 20 per cent and there is 25 per cent less car parking. This has been achieved in part by reducing the height of the scheme's landmark tall building by 25 per cent.

Scaling down the development has a big impact on projected traffic flow. Studies undertaken by the scheme's transport consultants, Symonds, show that the new scheme will generate between 25-28 per cent fewer car trips and car parking than the previous scheme. When combined with the package of measures the development team have pledged to undertake to improve transport in the area, the result is a net improvement in local transport and traffic that will benefit all 26,000 residents currently living within a 10-minute walk of the power station.



Top: Artist's impression showing the new development and regenerated Chelsea Creek;
Right: The site as it is today

The key changes explained...

The current proposals encompass the following key changes to the proposed development:

- 30 per cent increase in affordable housing
- 20 per cent reduction in the number of private units
- 25 per cent reduction in traffic generation
- 212 less car parking spaces
- increased commitment to the river bus and West London Line (WLL)
- 20 per cent increase in commercial provision in RBKC
- more public open space
- 25 per cent reduction in the height of the taller tower proposed at the mouth of Chelsea Creek and a re-profiling of both towers
- re-engineering of Chelsea Creek to preserve flood capacity and maximise ecological enhancements
- inclusion of the West Yard Pump House building for affordable housing

Traffic and transport

The development will provide homes for an estimated 1,750 people, not all of whom would be expected to be resident at any one time. The £5 million package of transport improvements will benefit 26,000 people within a 10 minute walk of the power station and 50,000 within the wider community to create a much needed transport hub for the local area:

- A new bus service along the Embankment to Westminster is proposed, as well as additional local buses, which will triple bus capacity to the Lots Road area.
- The local road network will be improved with bus priority and traffic lights being introduced at the Lots Road/Cremorne Road junction to allow quick access to the main road network.
- Car parking and traffic generation have been reduced by 25 per cent over the previous scheme.
- An enhanced riverboat service from Chelsea Harbour Pier to Embankment will be encouraged through a subsidy to the operator of £50,000 per annum and improvements to the existing Chelsea Harbour pier.
- The developers have also pledged £1 million towards the West London Line rail service.

Groundbreaking transport initiatives

In what is believed to be a first in the UK, private residential home owners in the new development will be bound to purchase a public transport travel card to the value of £200, paid for as part of their annual service charge, to encourage use of public transport. See enclosed document, *Better Transport Plan*. For additional copies, see details on back page.

Public open space

Over the entire 8.9 acre (3.6ha) site, public open space amounts to 4 acres (1.6ha). There will be 700 yards (600 metres) of new Thames Path and walks around a totally revitalised and landscaped Chelsea Creek, spanned by three new pedestrian bridges, forming routes from Lots Road through the power station and onwards to Chelsea Harbour. At the heart of the scheme will be the power station with a covered pedestrianised public street, 450 feet (137 metres) long, containing essential neighbourhood-type shops, some commercial space, a heritage centre and loft apartments above.

Height and density

The height of the taller of two towers proposed at the mouth of Chelsea Creek, has been reduced by 25 per cent (nine storeys) to 30 storeys or 320 feet (98 metres). The second tower remains at 25 storeys or 266 feet (81 metres). The private residential content of this major regeneration project has been reduced by 20 per cent, from 626 to 498 private homes.

Affordable housing

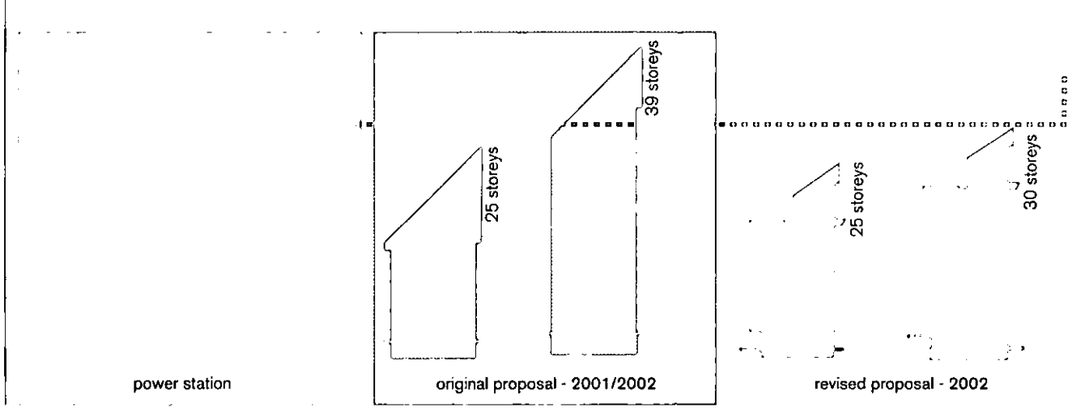
The affordable housing content of 368 units equates to 42 per cent of all units across the two boroughs. (The Mayor's target of 50 per cent has been met in Hammersmith and Fulham, whilst the percentage in Kensington and Chelsea is 35 per cent, which meets with the borough's own requirements.)

Mixed use scheme

Commercial space is being increased to 105,000 sq ft (9,683 sq m) – a 20 per cent increase in RBKC – which, it is estimated, will create (with the ancillary residential spaces) 410 permanent job opportunities.

Commercial and communal spaces

	sq ft	sq m
Museum	3,000	277
Food store	4,200	392
Restaurants	13,000	1,205
Small retail units	14,600	1,350
Workshop/ light industrial	17,000	1,571
Offices	53,000	4,888
Total	104,800	9,693



LOTS ROAD: DON'T TAKE OUR SUNSHINE AWAY...

A SHADOW could fall across homes in a much-loved area if the Lots Road development is approved on Monday, as expected.

Residents are divided over the large scheme in Lots Road, Chelsea, which will include two residential towers – one of 25 storeys and the other of seven – and could block sunlight to homes in the neighbourhood.

Melissa Stokes, who lives in Lots

By ALEX WEST

Road and is a member of Lots Road Action Group, said: "We always wanted development and regeneration of the power station.

"None of us are saying 'not in our back yard', but you don't need to be a rocket scientist to see we'd all be put in a shadow."

A planning services committee meeting at Kensington and Chelsea Town Hall in Hornton Street, Kensington, on Monday will decide the fate of the area.

The council's recommendation is to approve the proposals, which include three eight-storey buildings for use with flats, restaurants and shops, and three pedestrian bridges over Chelsea Creek.

Mrs Stokes added: "The planning game is more to do with the council and not the community.

"When you hear the word consultation process you just want to laugh.

"I hope the support of people at the planning meeting will shame councillors into knowing people care."

William Field, 65, lives in Burnaby Street and has been in the area for 35 years.

He said: "I've lived my life in the shadow of those chimneys and I'll dread the sanitisation of the area – it will lose its individuality.

"But you can't expect it not to happen. The power station is like a dinosaur; it's extinct.

They have to maximise what space they've got so they have to build. There's no room for sentimentality."

Under the plans the scheme will be finished in 2009 after an £8 million transport package to provide bus services and traffic-calming measures along Lots Road. It will provide 817 dwellings and 95,000 square feet of commercial property.

Lots Road developers Circadian said: "The Royal Borough has informed Circadian, the joint venture company between Taylor Woodrow and Hutchison Whampoa, that is developing the Lots Road power station, that the part of the scheme within the borough will be recommended for approval by the planning committee on September 15."

Councillor Jenny Kingsley (Lib Dem), Cremorne Ward, said: "I object to the proposal on a number of grounds but welcome the community benefits which may result, but are slightly unclear.

"However, the height of the towers and the weak transport situation are burning issues.

"People should have a chance to consider the benefits. The needs and the wishes of the community are paramount."

Charge of the (very) light brigade

"I used to live in west London

environment cleaner."

Sixth-floor balcony plummet kills man

By COURT REPORTER

A MAN who fell 60ft to his death in his underpants may have been trying to rescue a pigeon.

Frenchman Armand Genette, 54, was found on his back in the communal gardens of his home in Gillray House, Cremorne Estate, West Brompton, after tumbling from his sixth-floor balcony.

When police rushed to the scene the only clue was a pair of slippers the near-naked man had left on his verandah.

Westminster Coroners Court heard last Wednesday Mr Genette had suffered from depression following a car crash which left him with a severe speech impediment after five months in a coma.

His sister Anne-Marie told the hearing: "He could not see anything for the future.

"When he was well, he was very active, he never went to bed.

"But when he became depressed sometimes he would not get out of bed."

Slippers

Ms Genette last visited her brother four days before his death. She said: "Maybe he was sunbathing on his balcony.

A post-mortem revealed he died from multiple injuries following the June 27 fall.

Recording an open verdict, coroner Dr Paul Knapman said: "There is no doubt he suffered from depression but he did not appear suicidal at the time.

"Any attempts at suicide have been many years previously.

"There are a significant number of factors in favour of him killing himself.

"He was depressed. It is quite difficult to accidentally fall from the verandah. His slippers were left there.

"But we have no note, nothing left out in contemplation of suicide, nor do we have a man who has taken care of his affairs.

"I think this (suicide) is the most likely case but there is a measure

north surrey & london

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For only **£19.99!** & p+p

The Brookdale™ Paint Sprayer has a powerful 40-watt mains powered motor and generous

control just after 11pm.

A Conran spokeswoman said: "Unfortunately people were unable to return to their meals but the restaurant was open for business as usual the next day."

Murder admitted

NORTH KENSINGTON: **A 38-year-old man admitted strangling a friend with a pair of trousers, the Old Bailey heard on Monday.**

Abdulahi Ahmed, 38, of Westbourne Park Road, Westbourne Park, pleaded guilty to murdering Hamza Ahmed on December 28.

Judge Anthony Morris QC adjourned for pre-sentence reports. Ahmed is due to be sentenced on October 13.

Opera helps out

BOROUGH: Operas raised more than £1,000 for housing association residents this summer.

The cash for William Sutton Trust Estates will be shared evenly between the Cale Street estate in Chelsea and the St Quintin Park estate in North Kensington.

Chairman of the Sutton Estate Tenants Association, Cliff Payne, said: "It is great to get the money again this year.

"It will go in the pot for the benefit of all the residents."

Last year's cash paid for a coach

SW

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To:	John Thorne	Fax No.	020 7361 3463
At:	Royal Borough of Kensington and Chelsea		
From:	Michael Cunliffe	No. of Pages:	
Date:	20 October 2003	Matter No.	
Direct Line:	020 7863 8477	Email:	mdcunliffe@forsters.co.uk

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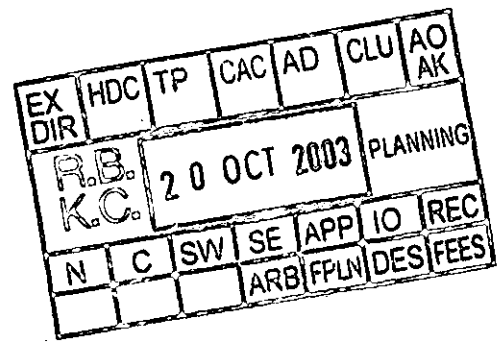
Please see attached.



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A list of the partners is available for inspection at the above address

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Ms H Titcombe
Senior Solicitor Planning and Corporate Law Team
The Royal Borough of Kensington and Chelsea
The Town Hall
Hornton Street
London W8 7NX

By Fax

Your Ref: HSCT/10024911

Our Ref: MDC

Direct Line: 020 7863 8477

Email: mdcunliffe@forsters.co.uk

20 October 2003

Dear Heidi

Lots Road

I attach a copy of a news item that appeared in Legal Week on 16 October. You will note that the disposal of the above mentioned land to Circadian has now taken place.

Is there any further news as to when the planning application will be reported back to committee? I should be interested in seeing a copy of the independent Transport Consultant's Report.

Best wishes

Yours sincerely

M D Cunliffe

cc: John Thorne – Kensington and Chelsea (by fax)

Partners: Sophie Hamilton, David Willis, Tony Patterson, Steven Sugar, Peter Instone, Michael Cunliffe, Craig Eadie, Paul Roberts, David Robinson, Smita Edwards, Caroline Bacon, Paul Neville, Hilary Rodgers, Sharon Mullaney, Martin Halling, Howard Gill, Beverley Lewis, Fiona Smith, Andrew Head, Helen Streeton, Jeremy Whiteson
Consultants: John Drewitt, Terry Blackburn, Christopher Digby-Bell, Sheila Fyfe, Stephen Lamb, David Marcus
Regulated By The Law Society

...dictions are quite ...d to be able to close ...uch a short space of ... fairly remarkable both from a com-... Richard Ansbacher assisted by Ron Levine.

The deal is a major boost to SJ Berwin's funds practice, which has been hit by a global decrease ... amount of funds raised in 2002 fell by 43%.

However, SJ Berwin's Blake remains confident that the Permira fundraising is indicative of an upturn in the market.

He said: "We expect that this marks the beginning of a much stronger period of private equity fundraising over the next 18 months."

Typical deal sizes for the Permira fund are expected to be in the range of €100m (£70m) to €3bn (£2.10bn).

> ...ect that this marks the ...ning of a much stronger period ...te equity fundraising over the ... months'
>
> ...ake SJ Berwin

...£100m corporate treble

... Goddard, led by corporate partner ...dvised the vendors. ... also advised the ...anagement team on ...ondary buy-out of UK ...tors, Laurel Manage-... Capital, the indepen-...rket UK private equity ... bought out, among interests of 3i and Aberdeen Murray Johnstone Private Equity (AMJPE). Investing £17.4m immediately in Laurel and making a further commitment to fund the group's expansion.

The Pinsents team advising Bridgepoint Capital and Walters hexagon management was led by corporate partners Gary Laitner and Alan Wood.

'Sovereign and 3i instructed Olswang and Wragge & Co respectively, with Hammonds advising AMJPE.

Pinsents completed its corporate hat trick by advising investors and management of Worcester-based Walter Hexagon, a distributor of fasteners and components, on the £25m sale of the company. The purchaser was a subsidiary of New York Stock Exchange-listed Anixter International. It was advised by Baker & McKenzie.

... moved jobs. **Ashurst Morris Crisp** corporate partner Michael Robins advised Dresdner Kleinwort Wasserstein, which carried out a £20m placing to fund part of the cash consideration.

Richard Ingram, a corporate partner at 52-partner East Midlands firm **Hewitsons**, led the team to advise builders' merchants Travis Perkins on its £23.5m acquisition of plumbing and heating supplier B&G. The target was advised by Nicola Vincent, corporate partner at 16-partner Cobham-based firm **Mundays**. She was supported by property partner Robert Harris, property assistant George Georgiou and corporate assistant Catherine Russell. Ingram was supported by corporate partners David Browne and Neil Harpham, and property partner Peter Cooch.

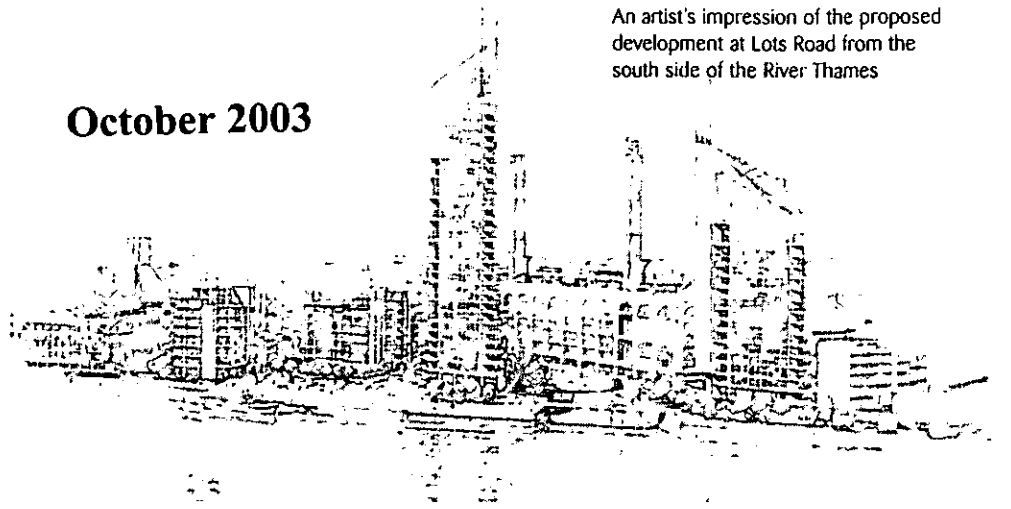
Property

Freshfields Bruckhaus Deringer real estate partner Chris Morris advised London Regional Transport on its £34m disposal of land at Lots Road, Chelsea, to property developer Circadian — a joint venture between Hong Kong-based Hutchison Whampoa Properties and construction company Taylor Woodrow. The deal sees the joint venture acquire one of the power stations that used to power London Underground and surrounding land that will be turned into luxury apartments. **Denton Wilde Sapte** real estate partner Martin Quicke advised the purchaser, supported by real estate associate Stephen Elliott. Morris was supported by real estate associates Charles Elgood, Sarah Morrison and Alex Butler.

Forsters real estate partner Smita Edwards advised Active Retail Fund on its £11.5m acquisition of the shopping centre Priory Centre in Worksop. Jonathan Marks, a partner at Manchester-based **Kuit Steinhart & Levy** advised the vendor — a private trust. This is the first acquisition made by the newly-formed fund and it is expected to acquire further shopping centres in the near future, providing a fresh stream of work for Forsters.

In association with Legal Week

Round up



An artist's impression of the proposed development at Lots Road from the south side of the River Thames

Stay of execution

The residents of Lots Road are breathing a sigh of relief – for now. The Royal Borough's Planning Services Committee have deferred a decision on the redevelopment of the Lots Road power station until an independent assessment of the traffic implications has been carried out.

The deferral of the decision followed a planning meeting in the Council Chamber in mid-September, attended by members of the Lots Road Action Group, who have formed the core of local opposition to the plans.

"It has given us hope," says Melyssa Stokes of the LRAG. The weeks before the next full committee meeting on the 28 October will, she says, provide a "helpful interlude".

The LRAG believe that the issue of transportation and traffic is "fundamental", yet it wasn't answered by the original traffic analysis, carried out by Symond's Transport on behalf of the developer, Circadian. The Lots Road Triangle is enclosed by the River Thames and the West London line. Access in or out of the area is only via the King's Road or Cheyne Walk, and as Stokes points out, traffic levels are already "chronic". The LRAG wants the new assessment to evaluate the traffic generated by the Lots Road development, by the neighbouring Imperial Wharf site (with on-site space for over 1,500 cars), the King's College development and the proposed school project in West Chelsea. They also want the traffic analysis to include an appraisal of the new bus service being introduced to Lots Road and the car pound at the junction of Chelsea Harbour and Lots Road.

Stokes remains concerned that the deferment of the planning application "rests solely on the transport analysis" as she believes there are other reasons the development should be refused, such as its high density and the height of the two proposed towers.

The whole process, she says, has been such a "wasted opportunity". "This area is crying out for regeneration, yet, after nearly three years of negotiation between the council and the developer we are still left with what will be a larger version of the World's End estate on a smaller site."

The Planning Services Committee meets again on the 28 October at 6.30pm in the Council Chamber, Town Hall, Hornton Street, W8.

Bit of a coup

There are rumblings of mutiny in South Kensington. Members of the Brompton Association are furious with their board of directors over what one member calls their "outrageous behaviour" in connection with the proposed redevelopment of South Kensington's tube station. The chairman of the Brompton Association was a signatory on a letter sent to the council on 23 January this year which seemed to approve the planning proposals for the station site, despite the planning application only being registered in July, six months later. Members of the Brompton Association were not informed of the letter's existence until September, by which time opposition to Sir Terry Farrell designs for the new development were considerable.

"There is tremendous anger among members of the Brompton Association," says Nan Mabon, an antiques dealer who lives on Thurloe Place. "A lot of people feel betrayed by them." One resident jokes that he is in touch with the Guinness Book of Records: "This must be the only case in recorded history when someone has supported a planning application before the thing has even been lodged." Claire Brisby, another local resident, says the Brompton Association have at no time "informed or canvassed their membership" over the planned development. "We see no alternative now but to act

Power struggle Residents are worried about development plans for the Power House on Chelsea Manor Street. (The above computer-generated image shows what the Power House could look like.) Over 120 letters have been received by the council since developers Sager announced plans to update the building last May. "It makes you want to blow a fuse," says Jonathan Kane, chairman of Flood Street Residents Association, who thinks the plans look like something from "outer space". "Are we to lose this opportunity to develop something in keeping with Chelsea's character? Or must we accept an overpowering development that dominates the area unlike any other building? For more information contact: jonathankane@btopenworld.com

independently of them," she says. Mabon says they may even try to unseat the board. In the meantime, residents are amalgamating under the Pelham and Thurloe Square Associations to oppose what Mabon calls "this abomination". Over 20 people attended a meeting in September to discuss a 'battle-plan' and high-profile locals such as Mark Birley and Julian Lloyd-Webber have shown an interest in the group.

There are similarities between the planned developments at South Kensington and Lots Road. The developers at Lots Road are Circadian – a partnership between Hutchison Whampoa and Taylor Woodrow. The architect is Sir Terry Farrell, the chartered surveyors, Montagu Evans. The same architect and surveyors are behind South Kensington where the developer is Stanhope Plc and Hutchison Whampoa. Anyone who wants to offer their support to the opposition campaign should email: sktubedevopposition@btinternet.com.

Help the aged

The Mayor's choice of charity this year is timely. Cllr. Christopher Buckmaster has selected New Horizons, which aims to help some of the Royal Borough's elderly. This follows mounting concern over the summer about the rapid loss of nursing homes in Kensington and Chelsea. The council called an urgent meeting in early July to examine the steep decline of in-borough beds for older residents, given that over 100 places have been lost in the last two years due to the closure of Delves House and Vicarage Gate nursing homes.

New Horizons, run by a consortium of three charities, aims to redevelop the Alan Lennox Boyd Centre in Cadogan Street, turning it into a "premier league" day centre for the elderly. The idea is to provide "head to toe care" such as hairdressing, health screening and podiatry, plus yoga classes, arts and crafts, good, affordable meals, and most importantly, company. All this comes with a price tag of £720,000.

The Mayor's fundraising committee is planning a variety of events throughout the year, including an art exhibition at the Cromwell Hospital, a carol service at St. Mary Abbot's and a concert at St James's, Norland Square. For more information contact The Mayor's Secretary, Town Hall, Hornton Street, W8 7NX.

Get ratted

Just when you thought it was safe... Safeway on the King's Road have been fined £34,000 for serving up such delights as biscuits and bread gnawed by mice and food peppered with mouse droppings. Environmental health officers first visited the shop in January last year, but the following month a customer found a loaf of bread nibbled by rodents. Cllr. Richard Walker-Arnott slammed the shop, saying it had shown "reckless neglect of customers". It's somewhat ironic really, given that Safeway's current slogan is: 'A Fresher Way'. ®

SESSION WITH
STAN / POLICY & RESPONSE

1700 WITHIN
BOUGHT 26K IN VICINITY

TRAVEL CARDS SERVICE CHARGE
- BUS & BUSBUS

LONG TERM SECURED THROUGH LEASE
DOCUMENTS - S106.

TRANSPORT SUBSIDY THRU S.106
SURPLUS 'GROUP TRAVEL'

WILL TFL AGREED FOR IN PLACE EXT
GROWING SUBSIDY
UNLOCK SERVICE!!!

MUCH LOWER TRAFFIC FORECAST
IN PIPELINE STAFF MATERIALS
ONE MANAGEMENT PLAN

NEXT MEET EDUCATION

MTG 29/10

MJF
RC
JT
DM

MALCOLM KERR
ALISTAIR NICHOLLS
ANDREW LOCKE
MIKE .... SYMONDS
.....

MY POINTS

1. DO FLOORSPACES MEET UDP/RSL STANDARDS
2. PLANS/FIGS DON'T MATCH
3. CHECKING.... SL ETC
4. SUMMARY BASED ON MY LETTER V SGP

COPY PACS TO
SL/POL/DM

MIKE 105/39

166
420

JT... MARK ON CTEE REPORT... 15th May 2003

Alistair – Resigned for T.W. leaves on 14 May.
1:10 chance of sell-on

H&F 7th May

T.C.I. Asked to get indication from Haring Corp 100% grant.

MJF Mtg next week with H&F
H&F financial input small

MK – 2 Agreements separate implementation

West London Line / update....

H&F ? ← CHECK POSITION.
WILL SERVICE

CREATION - 2m
BANK - £00K
RES of ASSB - 1·75m
Rent Abatement – 100K Bus ✓ / 500K Rail ✗ SERVICE CHARGE HOLIDAY
DPARTS FAC – RELUCTANT WORKS DONE OUR OWN 'COULD LOSE' DM
CREEK – 'NEGATIVE VALUE' 'NEED SOMETHING' DM
PUBLIC ART – £00K '3/4m' NOT '2m'

CREEK VALUATION – INDEPENDENT VALUATION ?
'NON BINDING MEDIATION'

28th May? Early June? 10th June

Town Hall exhib 9th May week?? coincides with A.G.M.

cc. PK/ST please.

PROFILE
HUTCHISON WHAMPOA

High profile ambitions

In just seven years Hutchison Whampoa, the Hong Kong-based conglomerate best known for its involvement in ports and telecommunications, has become a leading developer of top-class residential property in London.

The first project to be added to its interests in Hong Kong, mainland China, Japan and Singapore was Royal Gate in Kensington in 1995.

The redevelopment of an old warehouse on Wright's Lane into 143 apartments was "the biggest individual scheme since the recession, and a bold move for an overseas developer coming in to London", says Edmond Ho, executive director of Hutchison Whampoa Property (HWP).

"The Asian crisis hit us a bit in 1998 when we were about to finish, but by then we had sold 80 to 90 per cent," he adds. By 1999 it was all sold.

Mr Ho says Britain, with its 200-year colonial association with Hong Kong, was not an unfamiliar market, although HWP has been on a sharp learning curve: "We have come a long way since 1995," he explains.

Schemes followed quickly in Belgravia Place, in partnership with the Grosvenor estate, and the big Montevetro building in Battersea, in partnership with Taylor Woodrow.

Currently, HWP is selling apartments in the Albion Riverside scheme in Battersea, which is beside the Thames and next to the offices and home of Norman Foster, its architect.

In the pipeline are schemes to redevelop Lots Road power station in Chelsea and South Kensington underground station.

The company believes the use of "signature architects" – high-profile leaders in their field who not afraid to tackle sensitive sites and well-placed to secure planning permission – is a principal component of its philosophy and success.

"They also help achieve the best values," says Mr Ho.

Richard Rogers was lead architect for Montevetro, a magnificent glass edifice with a stepped roofline on the site of a former flour mill behind Battersea church that was completed last year.

Of the last three remaining penthouses, offers have just been accepted for two at over £1,200 a sq ft.

Albion Riverside is double the size of Montevetro. Lord Foster was selected after HWP were impressed by his design for Hong Kong Shanghai Bank's main headquarters.

"We have given him freedom for everything from the master planning to the taps," says Mr Ho, reflected in the details of the development, such as its cool, calm kitchens and bathrooms.

After early problems with the conspicuous scale of the project – Albion Riverside is in a sensitive spot opposite Cheyne Walk and right on the river between Battersea and Albert Bridges – the scheme will be ready next year.

It is set to be a spectacular addition to London's riverscape, with a curved back and in-and-out curves to the front which make it look like a large glass and aluminium doughnut with a big bite out of the middle.

The curves ensure as many views as possible of the river, and break up the mass of the design.

Hutchison Whampoa has been on a sharp learning curve. 'We have come a long way since 1995'

Eleven storeys high, it sits on a large podium which will have shops and restaurants.

Of the 183 apartments for sale, all but 15 have gone. Those remaining cost from £750,000 to around £1.5m.

The 12 penthouses will be offered next year, at prices probably from £900 to £1,100 a sq ft.

At Lots Road, near the western finger of Cheyne Walk, Sir Terry Farrell is the signature architect. With up to 900 units, it is a large scheme.

The power station that used to serve London Underground will become apartments, the chimneys will stay, and a tower is also proposed.

"English Heritage is quite happy for a tall building in this location," says Mr Ho, "so we hope the local authorities will be, too.

"The quality of our building and the space will ensure that it is not just another development by the river."

Farrell is also the architect for the plan to build on top of South Kensington station, which, according to the HWP director "will be one of the best landmarks in the area", and meet the challenge of the fine buildings already there.

A readiness to form partnerships is another element of HWP's success. South Kensington is with Stanhope, "who have the experience of having done Liverpool Street station", Mr Ho points out. Building on top of railway stations is extremely difficult, he explains, as you can only do the work at certain times of the day. Lots Road is in partnership with Taylor Woodrow, as was Montevetro.

HWP is equally flexible in its use of selling agents. Albion Riverside is with Chesterton and Montevetro with Beaney Pearce and Knight Frank.

WA Ellis was agent for Belgravia Place, an interesting development because "we [HWP and Grosvenor] did not make the highest offer for the old Greycoats School site", according to Mr Ho. "The school governors chose us for the deliverability we could offer. They needed the money for their new school in Pimlico".

The development of 28 houses and 13 apartments was "all sold off plan. We did not need show apartments. And the houses went for up to £4.25m, which was quite a lot for the time [1996-97]", says Mr Ho.

If HWP has had to learn a lot, it is clear that it can deliver what buyers want. At Albion Riverside 70 per cent of them are UK-based. "We'll stay within the M25," says Mr Ho. "We know London."

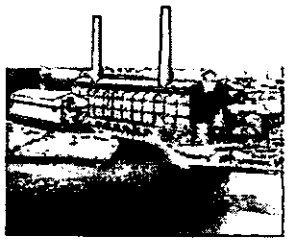
Gerald Cadogan

Revised west London plan submitted

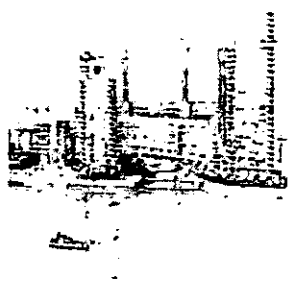
A revised planning application has been submitted for the redevelopment of Lots Road Power Station in west London.

Developers Taylor Woodrow and Hutchison Whampoa this week submitted a revised application to the Royal Borough of Kensington and Chelsea and the London Borough of Hammersmith and Fulham for the £500 million mixed-use scheme, after both councils turned down the original application earlier this year.

The development consortium has revised the proposals following discussion with the councils and the local community. The revised plans include an increase in the amount of affordable housing, more commercial space and a decrease in the height of one of the buildings proposed in the scheme.



Before: power station to close



After: mixed-use development

Under the Terry Farrell-designed scheme, the power station building, which is set to close in September, would be retained. Together with 12 new buildings on the site, the scheme would provide 498 private flats, 368 affordable homes and 9,683m² of commercial space.

The site would also offer pedestrian access to the river at this point for the first time in more than 100 years and provide a 1.6ha public open space.

Revisions from the original application include an increase in affordable housing from 286 to 368 units and financial support for public transport improvements in the area. The amount of commercial space is being increased by 22 per cent, and the height of the taller of two towers proposed in the scheme has been reduced by 25 per cent from 39 to 30 floors.

Planning 14 June 2002

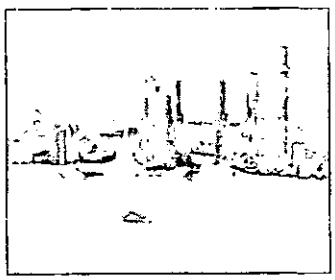
Lots Road plans switched

Plans for the redevelopment of the Lots Road power station, SW10, have been changed to satisfy local council demands.

Circadian, a jv between Taylor Woodrow and Hutchison Whampoa, has submitted a revised planning application for a £500m redevelopment of London's longest-running power station. It will include more commercial space and lower residential towers.

Circadian's initial proposals for the site, which straddles the border of Kensington & Chelsea and Hammersmith & Fulham councils, were primarily rejected because of the height of the residential towers and because of the low allocation of affordable housing.

The new Sir Terry Farrell & Partners-designed scheme for the 8.9-acre site includes 12 new buildings centred on the power station. It will include 368 affordable homes and 498 private homes, along with 105,000 sq ft of commercial space. The design now contains 42% affordable housing, up from 36% in the previous application, which proposed 626 private homes.



The new Lots Road power station plans will include 866 homes

In the new application, the height of the taller of the two residential towers has been reduced by nine floors to 30 floors. The second tower remains at 25 floors.

Alasdair Nicholls, chairman of Circadian, said: "We are confident it will be well received by the boroughs and the local community. We plan to be on site later this year to begin the mammoth job of decontaminating the site, which will cost around £30m."

Estates Gazette 15 June 2002

In brief

Taywood revises Chelsea plan

Taylor Woodrow and Hutchison Whampoa have submitted revised plans for their heavily criticised £500m Lots Road mixed-use scheme in Chelsea, south-west London.

The Sir Terry Farrell-designed scheme was rejected by Kensington and Chelsea and Hammersmith and Fulham councils in April. The developer of the 140,000 m² scheme has cut the height of the tower from 39 to 30 storeys and has increased its affordable housing to 42%.

Building June 2002

The only fair way to pay for local services, argues **Alex Orr**, is to introduce a local income tax

4420

PRIVILEGED FEW: Madonna and her husband Guy Ritchie own a house in Notting Hill, London, where band D council tax is £229 less than it is in Edinburgh

Tax is rich example of injustice

SCRAP the council tax and bring back rates – that's the recent message from a group of leading academics, the Scottish Economic Policy Network.

Scotecon, a network of economists based in Scotland's 12 universities, argues for an end to the council tax and a return to domestic rates, which operated until the introduction of the poll tax in 1989.

With average council tax in Edinburgh breaking the £1000 mark for the first time this year, and set to rise even further, it is high time we took a serious look at an alternative to spiralling council tax bills.

A local income tax, based on ability to pay, and not house values, is the clear replacement for the now outdated council tax.

Since 1997, council tax in Edinburgh has risen by almost a quarter, taking the average or band D payment to £1001. And Edinburgh City Council has projected this amount to rise to more than £1041 in the next financial year, in yet another inflation-busting increase.

And, according to the council, the increase in employer national insurance contributions which the council will now have to pay due to the Budget, looks set to increase this year by an additional £17 a year. Band D council tax therefore looks set to increase by £57, a rise equivalent to more than twice the rate of inflation.

In conjunction with these huge increases, a comparison of council tax on a band D property in Edinburgh, London and Cardiff also reveals a surprisingly large disparity.

An Edinburgh resident pays, on average, £106 more than counterparts in London, and £253 more than in Cardiff.

No-one argues that we shouldn't have to pay for council services and I am certainly not going to argue that case.

Council tax is one means the council uses to fund the services it provides, such as education, road maintenance, social work and community care, planning, cleaning, police and fire services, and leisure and recreation.

In Edinburgh, the council tax accounts for a quarter of the money spent on services, with the rest coming from business rates and government grants.

The concern stems from just how much we are paying and the fairness of the council tax system.

Under the poll tax, the average payment in Scotland was £276 per head. Two adult earners in a household could expect to pay a combined bill of £552, for example, based on the average Scottish charge in 1992.

The council tax was then introduced as a property tax, dependent on the value of a house in 1991, and placed within eight bands – A to H.

The council sets a band D tax level annually, and the level for other bands is set in proportion to this figure.

Edinburgh Evening News 11 June 2002

Lots Road plans redrawn

By EDWARD ROBERTSON

DEVELOPERS who have scaled down a massive development deny it was browbeaten into the changes by planners.

Circadian Ltd has resubmitted plans for the Lots Road development to both Hammersmith and Fulham and Kensington and Chelsea.

In so doing it is hoping it has done enough work with both councils to ensure the £500 million scheme finally wins approval.

The new proposals on the power station site straddling Chelsea Creek have seen a reversal of the two towers.

The west tower will now be the tallest at 37 storeys while the Kensington and Chelsea tower has been cut from 39 to 25 floors.

Affordable housing will make up 47 per cent of the 817 homes as 383 are set aside to the councils.

In a bid to cut traffic problems the developers have increased the £5m originally pledged to develop public transport by a further £3m.

Third time lucky hope

However, while the money will be spent on helping bus, train and river taxi links, the details are yet to be fully worked out.

Coupled with 241 fewer parking spaces in the proposals, it is hoped this will reduce traffic by up to 25 per cent.

Circadian director Andrew Locke said: "We are simply trying to respond to what we believe are the key issues.

"It is more about negotiation and compromise as opposed to taking the hard line.

"It is still not a done deal and we hope people will support what we're doing.

"I think the scheme works. The balance we've got here now is the important thing – we have got the affordable housing and commercial mix right."

The application is the third since the scheme's birth in January 2000.

Previous applications were rejected by both councils over the height of the towers, the amount of traffic generated and the levels of affordable housing.

Spokesmen for both councils said they were not sure when the new scheme would be reviewed, but it would be subject to standard planning guidelines.

Residents can inspect the new plans next Monday, Tuesday, Thursday and Friday 11am-6pm.

The exhibition in 90 Lots Road will be open on Wednesday 11am-7pm and Saturday 11am-5pm.

Never-ending stories

NOTTING Hill residents may find it a little harder to go up in the world.

The town hall is to take a tough stance on applications to build extra storeys in the Pembridge conservation area.

The new rules are being introduced after a plan to convert the roof of a house at 24 Chepstow Crescent was turned down.

An appeal, which was also rejected, prompted the new guidelines.

The Pembridge conservation area proposals statement was adopted by the council in 1982. It aimed to show where extensions would be allowed.

Although it decreed most properties would not benefit visually from an extra storey, a few were granted permission.

Some properties were not categorised as the council decided applications could be judged when the need arose.

The Chepstow Crescent house fell in the permitted category, but planning officers decided it would destroy the symmetry of the street.

Now other houses in the street have been re-categorised to reflect the council's change of heart. Some will be allowed extra stories while others have been placed on the 'banned' list.

Tall stories

NOTTING HILL: A four-storey house could be welcoming a lot more people.

Conversion plans include a self-contained maisonette and two one-bedroom flats.

Planners will decide in the next two months.

On the terrace

NOTTING HILL: **A new brick terrace could soon be built over a rear courtyard and raised garden wall in a house at 35 Ladbroke Square.**

Planned alterations include extra rooflights.

Planners will make a decision within eight weeks.

KENSINGTON AND CHELSEA

3 HALSEY STREET, CHELSEA: Rear extension on second floor.

28E BOLTON GARDENS, EARL'S COURT: Construction of rear single-storey extension.

15 ST ANN'S VILLAS, NOTTING HILL: Construction of two-storey rear extension to flat numbers 2 and 3 at lower ground floor and ground floor levels.

44 RADNOR WALK, CHELSEA: Proposed rear ground floor extension. (Certificate of lawful proposed use or development).

FLAT 6, 65 ONSLOW GARDENS, SOUTH KENSINGTON: Removal of sash windows and replacement with timber sash windows.

130 OXFORD GARDENS, NORTH KENSINGTON: Construction of side extension at ground floor and dormer to rear of main roof slope.

10A LEDBURY MEWS (NORTH), NOTTING HILL: Installation of five air conditioning units at roof gutter level.

53 BROMPTON ROAD, CHELSEA: Remove shopfront and [illegible] Entrance to upper parts to be retained [illegible] building frontage.

Chameleon chambers

A HOUSE which changes colour when it rains is the talk of a London borough.

Bellevue House, a four-storey property in Cheyne Walk, Chelsea, was bought by the European chairman of Morgan Stanley finance company, John Studzinski, last year.

He employed the services of architect Chris Williams, of Inskipt & Jenkins, based in east London, to start restoration work on the house.

But as work progressed he found traces of lime, tradtionally used in the 1850s to make cheaper, yellow bricks look fashionably red.

The wash was used to protect the building, so Mr Williams decided to restore the exterior to its orginial version by painting it again.

He said: "It is a pink brick dust colour – not paint, but a wash.

"In time it wears off and changes shade according to the atmosphere.

"The building was looking a bit tired and needed a general overhaul. The lime wash treatment was part of the general restoration.

"We had the opportunity to do some careful repair work in consultation with conservation officers in the planning department of the Royal Borough."

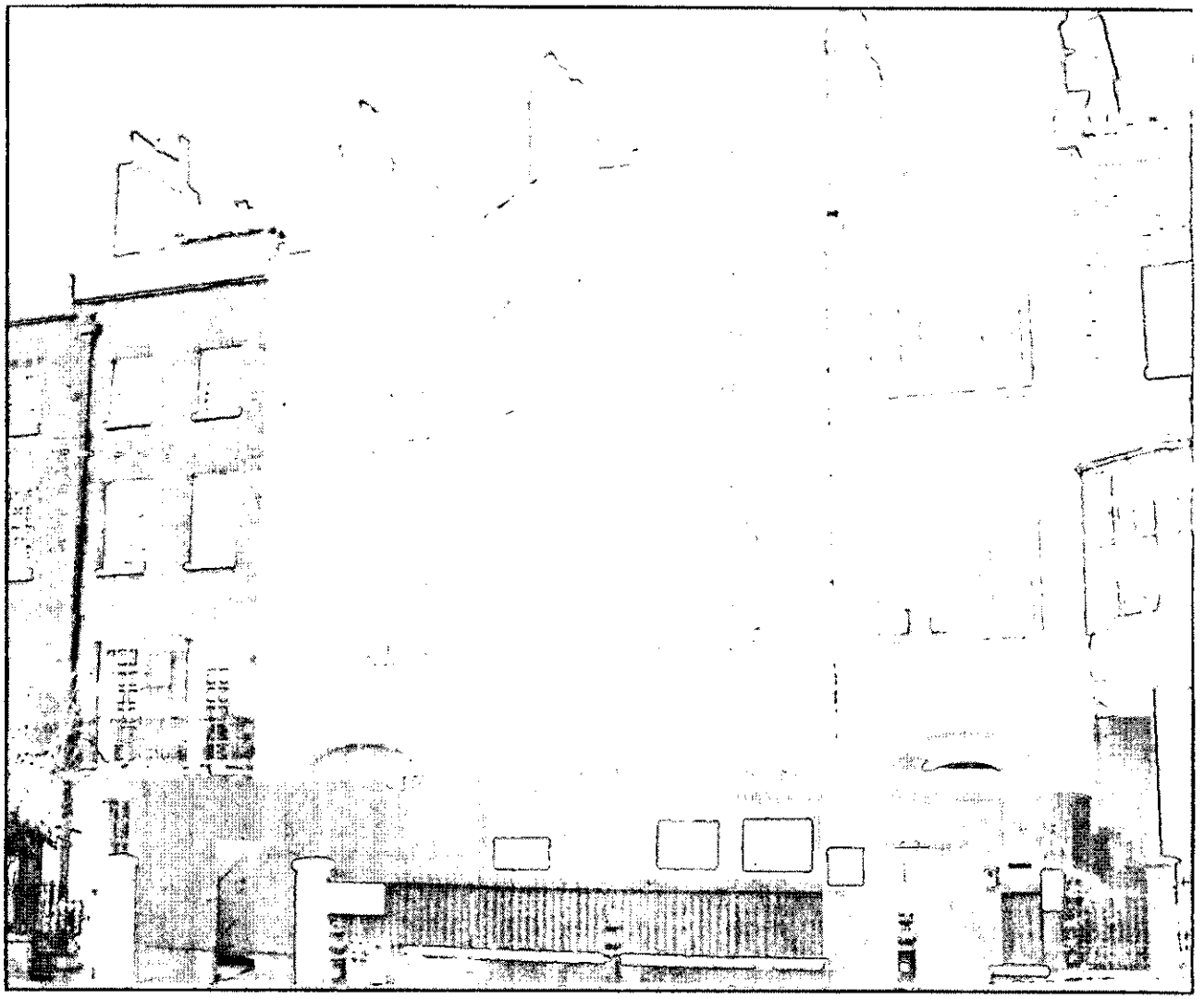
The architects used archeological and historical documents to research the history of the house.

They discovered the building was built in 1771 and was used by George III's coach builders.

It now stands as a Grade II listed building.

Cheyne Walk Trust chairman David Waddell said: "It is a bit bright, but it will tone down.

"From a distance its does not look that bad."



MULTICOLOURED: Atmospheric conditions determine the hue of Bellevue House Photo: SACHA LILLA

Kensington & Chelsea News 23 January 2003

Publication: Kensington and Chelsea News
Page: 3
Date: 26/08/04

Skyscraper battle

Developers plan inspector appeal

By ALEX WEST

RESIDENTS have sounded the warcry over a massive skyscraper development.

Campaigners claim residents near Lots Road Power Station in Chelsea will have their lives ruined by the 'oversized' £500 million development.

The plan for 37 and 25-storey skyscrapers and nine tower blocks for 2,000 new residents was refused by Kensington and Chelsea planning department in November but an appeal by developers Circadian will go before the Government's planning inspector in February.

The Lots Road Action Group (LRAG) and the Campaign for Fair Play are among those fighting the plans.

LRAG vice chairwoman Melyssa Stokes said: "We are against the density and mass height of this development, which will have no community benefit for this ward.

"We can't cope with 2,000 more people filtering into Lots Road."

Campaign for Fair Play founder Annie Edwards says it should be illegal to submit an appeal in August when many objectors are away on holiday.

She said: "From a cultural point nobody is against the restoration of the power station.

"The big no no is to put Hong Kong buildings on the river bank."

She added an international competition should have been held to find the architects.

Circadian project director Andrew Storey said: "If you look down the river there is a number of high rise developments and there will be more over the next 50 years.

WARCRY: Residents Diana Poland, Harry Roberson-Macleod, Henry Shephard, Jamie Roberson-Macleod, Annabel Rees and Nicola Roberson-Macleod stand in front of the power station near the proposed development

"Either we concrete over green spaces or we go higher in urban areas.

"Holding onto the site is costing us a fortune. We've been forced down the road of an appeal. It will cost us £4 million and the money could go towards the project. We'd rather not appeal."

● LRAG and the Campaign for Fair Play are appealing to residents to write to the planning inspector to give their comments on the scheme.

Other groups including the Chelsea Society, Chelsea Harbour Residents' Association, Cheyne Walk Trust, Hammersmith and Fulham Historic Buildings Group, West London River Group and the Battersea Society will be at the inspectorate meeting in February to put their points across.

Letters of objection must be sent to The Planning Inspectorate, Room 3/07 Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN.

The Inspectorate requires three copies of each letter. A fourth should be sent to your local MP.

Or write to Lots Road Action Group, 46 Lots Road, SW10 0QF.

REFUSED: Proposals for the area around Lots Road power station have proved controversial

Plan refusal wins applause

Not a Lot

By Alex West

TRIUMPHANT campaigners cheered as plans for the Lots Road development were rejected.

Kensington and Chelsea councillors voted 14 to five to reject permission for a departure from the council's Unitary Development Plan (UDP).

Two clauses relating to height and environmental impact were deemed breached.

In a rousing speech, Chelsea Society chairman David Le Lay said: "I'm asking for zero tolerance on the policing of your UDP. It might be Chelsea today, but Kensington and Holland Park tomorrow, if the UDP is disregarded in this case.

"If councillors have the interest of residents at heart they should refuse this. Victory may be living to fight another day – give us that by voting for refusal."

Councillor for Royal Hospital ward, John Corbet-Singleton, echoed the sentiment. He said: "It is a matter of what is best for the community. I've been impressed with the breadth of concern over this issue. I'm very concerned about the UDP. We are on weak ground and I am very concerned about the height of the towers. I believe this should go to a wider consultation."

Labour leader Cllr Keith Cunningham said: "Generations of residents will be asking who is responsible for this. There are no material reasons to leave our UDP."

Cllr Rima Horton added: "The so-called community benefits are very nebulous and the damage is very real.

"I see very little evidence we've dealt with the problems identified so far. Therefore I vote to reject this application."

A Kensington and Chelsea council spokeswoman said: "The applicant may appeal this decision. If they do, a public inquiry may be called, at the end of which the office of the Deputy Prime Minister may grant or refuse permission."

Andrew Locke, director of Taylor-Woodrow, architects in partnership with developer Circadian, said: "Lots Road is one of the most important brownfield sites in London. Three years is a long time to have been working on this development and we are committed to seeing it through."

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Police Informer

BY SGT MARK CRUMPLER
BASED AT NOTTING HILL

now been repossessed and villages across the country have presumably been reunited with their idiots.

I HAD the pleasure of helping out in Holland Park School the other day during a lesson on Crime in the Community. Two things struck me (three, if you include the very lovely teacher). Firstly, the behaviour of the young people was excellent and, secondly, they had some really interesting and considered views. There was strong support for firm policing and the structure of the lesson (analysing newspaper articles) bought home to them how a small minority can ruin it for the majority. The only 'crime' that they weren't so keen on us pursuing was cycling on the footway, because they felt the roads were too dangerous to venture on. I have some sympathy with this and I reckon we should bring back the national cycling proficiency test. I did it and would have got a Knight of the Road badge if I hadn't run over the policeman's foot when I forgot the 'stop' element of the emergency braking test. It is the first time I've been in to Holland Park School for a few years and it was good to see how calm and controlled the atmosphere is. Posters containing positive messages adorn every surface and even I came out feeling that life was worth living. Thankfully it wore off within the hour. I look

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QPR's Holloway targets Man United ace SEE p43

Win first go on Vampire – see p26

STILL TOO LARGE

Scaled-down power station plan fails to impress opponents

By EDWARD ROBERTSON

NEW £500 million proposals to redevelop Lots Road Power Station are set to meet with widespread opposition despite being scaled down.

The original plans for a £350 million development straddling Chelsea Creek were thrown out by Royal Borough planners in March.

They objected on the grounds of the height of a 39-storey tower block, the anticipated growth in traffic and a lack of affordable housing.

Hammersmith and Fulham Council also blocked the scheme, which included a 25-storey tower block on its side of the waterway in Chelsea.

Developer Circadian's new scheme includes 866 homes, as opposed to 900 under the previous proposal, while the tower block is now 30 storeys – nine floors fewer.

Plans for the 25-storey tower remain the same.

Circadian has added £1m to the amount it has pledged to put towards public transport, bringing the total to £5m.

In addition it is hoped schemes like an extra bus service going to Westminster, a river taxi service subsidised to the tune of £50,000 a year and a 25 per cent reduction in car parking spaces will encourage more people to use public transport.

However, Lots Road Action Group (LRAG) chairman Alastair Wood said even after the alterations the plan took no notice of the needs and concerns of the community.

Mr Wood, who helped set up the LRAG to co-ordinate the residents' fight against the scheme, said: "Of course there are some things here which shows they're moving in the right direction but we're still uncertain.

"If you have an application that has been rejected they've got no choice but to address some of the issues.

"I think the speed at which they've come up with this on the back of a rejection by both councils shows to me a lack of willingness to listen to the community.

"If they'd listened in the first place they would have realised the scheme is unacceptable."

Mr Wood said the tower remained too high while the public transport proposals would have little effect on the traffic jams and congestion in narrow Lots Road.

Circadian spokeswoman Louise Nicholson denied the firm had ignored the advice of the council and residents' concerns.

As well as the reduction in height of the Royal Borough tower the top had been redesigned to be more in keeping with the rest of the scheme, she said.

"It is an ongoing exercise and we're still meeting with both boroughs and talking to officers and councillors about it," she added.

The original plans were unveiled following the decision to decommission Lots Road Power Station in September.

The building – which used to provide power to London Underground – is also being redeveloped.

Royal Borough cabinet member for planning and conservation Councillor Barry Phelps (Con) said he was surprised at the timing of the announcement given Circadian had last week requested a meeting to discuss what was needed to get the application accepted.

He added: "We shall judge it on its merits but I wonder whether these changes are sufficient to meet the legitimate concerns of planners and residents."

ART ATTACK: Proud student Arthur Meduedev and his painting Colliding With The Abnormal

A fine display

AN EXCITING end-of-year exhibition for students from Kensington and Chelsea College to show off their creative talents starts today.

The intensive one-year HND fine arts course includes painting, sculpture, printmaking, photography and video.

It has given many former students the essential background to move on to fine art degrees at prestigious schools such as Goldsmiths, the Slade, and Ruskin.

The exhibition of new talent runs from today to June 20 at the College's Hortensia Gallery in Hortensia Road, West Brompton.

Opening times are Monday to Thursday, 10am to 9pm; Friday 10am to 5pm and Saturday 10am to 1pm.

○ Letters p6 ○ Television p24 ○ Dining p22 ○ Classifieds start p28

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○ **HITLIST:** Your eight-page guide to what's on in London..... **Page 19**

○ **SPORT:** Craven Cottage rebuild hits Al Fayed in the pocket ..... **Page 44**

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Extra £20k for special needs children

By EDWARD ROBERTSON

AN OVERSPEND of more than £160,000 has led to extra money being found in order to meet the needs of youngsters most at risk.

The financial problems arose as Kensington and Chelsea Council reassessed the amount of money needed to pay for transport for special needs children.

An extra £20,000 was spent just to transport one violent child after he began to threaten other youngsters.

Following a meeting last Wednesday the town hall's overview and scrutiny committee on education, libraries and arts accepted the need for the extra cash.

Kensington and Chelsea is currently meeting the needs of about 125 children who attend special schools in other boroughs as there is only one in the Royal Borough.

The children must be taken to and from school and initially the cost of this for the financial year 2001-2002 was set at almost £700,000.

However, a review in January found the actual cost would be £860,000 after a series of factors pushed up the cost of transport.

Above average inflation, rises in fuel, wages, insurance, maintenance and additional health and safety demands all added to this.

In the case of the violent child his behaviour on a bus shared with two others was so extreme it was found "the risk of death or injury" to all aboard the bus was so great he was provided with his own vehicle, escort and driver.

This cost the council an extra £20,000, although a spokeswoman said they hoped it was not a permanent move.

She added: "While we look for more cost effective ways of meeting his needs, we have a duty to ensure the safety of other pupils."

The additional funding for the service has been met through the car park reserve fund, which can only be spent on road-related matters.

Following the meeting Councillor Mushtaq Lasharie (Lab) agreed the need for more funding.

He said: "This is a very good use of money as it is being spent on the most vulnerable of people.

"Our fear was the projected overspend would lead to the service being cut.

"If there is a need like this we should continue to support it and look at ways of doing so."

DESIGNS ON SUCCESS: Clever pupils

It's child's play

CHILDREN from Thomas Jones Primary School in Notting Hill were among the first to see the controversial new Holland Park Adventure Playground.

Although still under construction, the £250,000 centre will be ready for the summer holidays.

The pupils from the St Mark's Road primary school were allowed to inspect the site after their ideas were included in its design.

The playground was closed last autumn when supervisors were removed in a cost-cutting drive. Parents' pressure group Save the Playground is opposed to the unsupervised and scaled-down facility.

Motorists hit by roadworks

DRIVERS are to be hit by a double whammy of traffic chaos as gas contractors dig up Kensington Church Street.

Workers are already ploughing up Kensington High Street as part of its £4 million facelift.

Now Transco will spend the next five months, and £500,000, replacing gas pipes along Kensington Church Street – a major bus route which links the High Street to Notting Hill Gate.

The 1.6km replacement pipe line is being installed due to health and safety guidelines which demand any iron pipes within 100ft of buildings must be replaced by polyethylene ones in the next 30 years.

The project will be undertaken in four phases, starting yesterday at the junction with the High Street and moving northwards.

A Transco spokeswoman said while parts of the road would be closed it hoped to speed up the work by feeding the new pipes through the old ones.

Transco network director for London Ed Bannock said: "We are mindful that disruption will be caused as a result of this significant work but will try to keep this to a minimum by using advanced engineering techniques wherever possible.

"The project has been carefully planned with the Royal Borough of Kensington and Chelsea, the police and transport authorities."

Sections of Kensington High Street have been governed by temporary traffic lights during the town hall works.

While pavements are relaid new lamps are being installed and signs are being stripped back to the bare minimum ready for the finish date in the autumn.

A council spokesman added: "We will be monitoring the work and encouraging Transco to carry it out as quickly as possible."

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12' x 9' Cotton Twill Dust Sheet	£6.80 each
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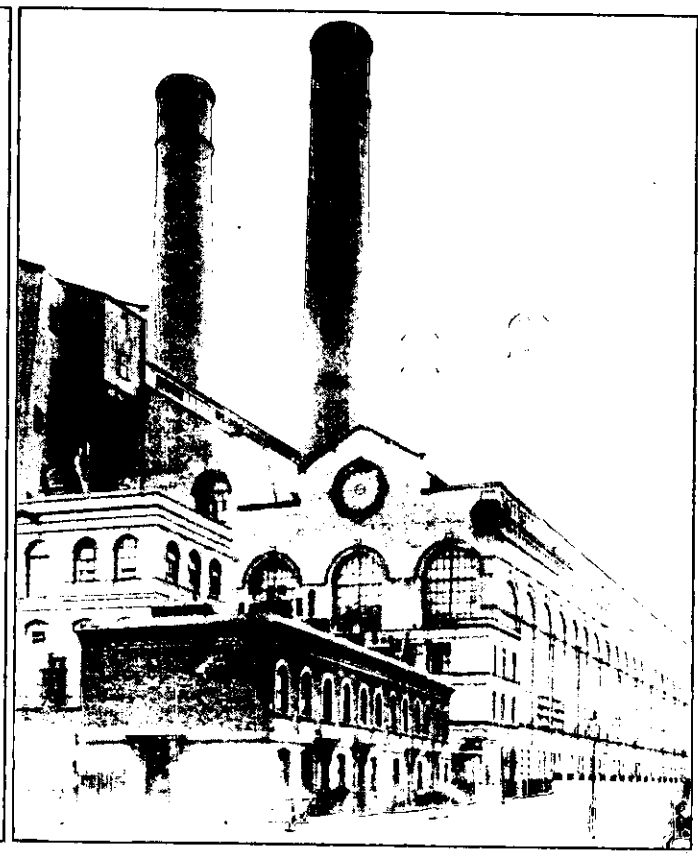
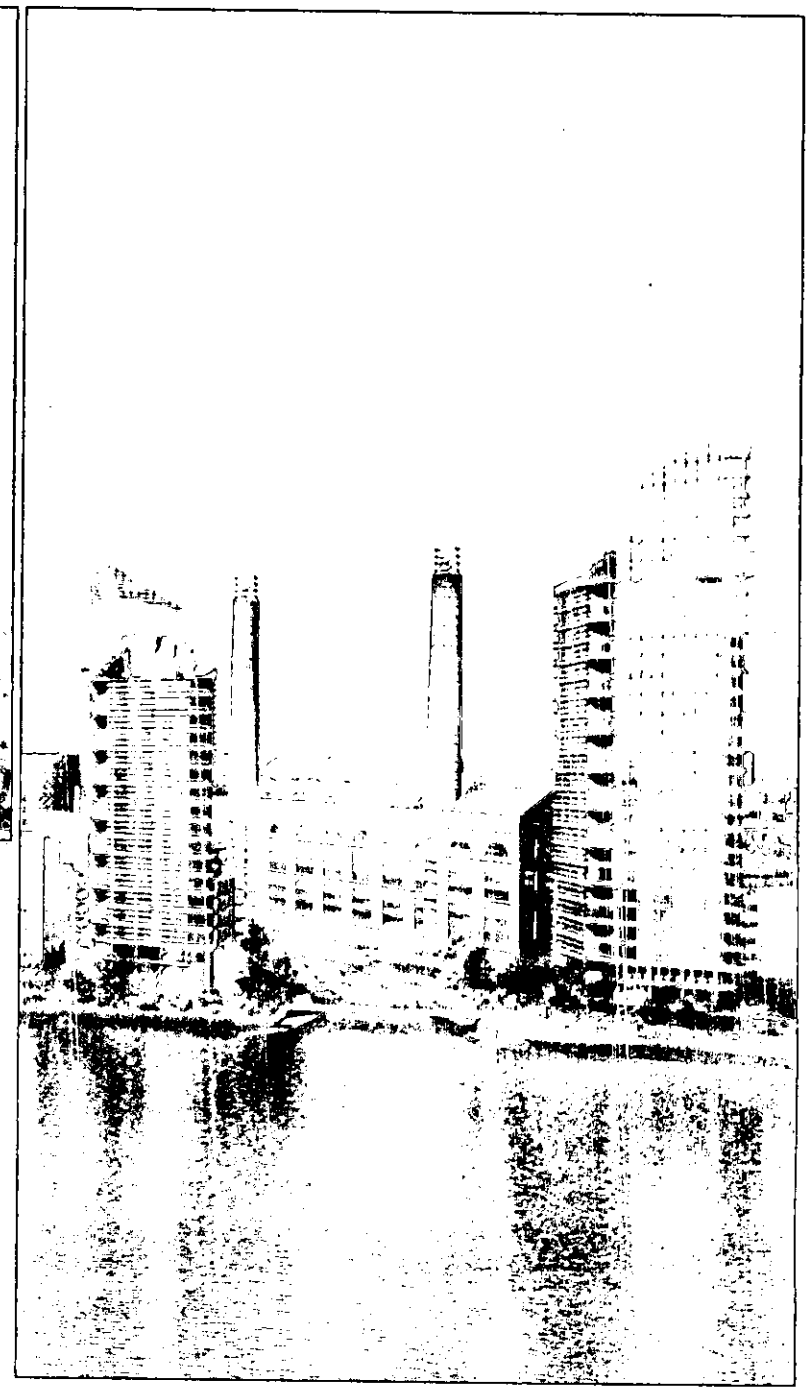
Syon Lane, Isleworth, Middlesex TW7 5PW TEL:020 8560 2246 FAX:020 8847 2849
158- 164 St. James's Road, Croydon CR9 2RT TEL:020 8689 4421 FAX:020 8684 7...
794- 796 Wickham Road, Shirley CR9 8AN TEL:020 8777 2331 FAX:020 8777 9...





Transformation: the world's longest-serving power station will be turned into homes, shops and offices

Power to the people in riverside Chelsea

A £500m project to develop the Lots Road power station will open up a forgotten area, says Hugh Pearman

Just in case you thought that every bit of London ripe for development must have been built on years ago, here's one to prove you wrong. This is the Lots Road area of Chelsea and Hammersmith — nine acres of soon-to-be post-industrial riverside land in west London, including a venerable working power station, to be turned into a district of houses, shops, restaurants and public piazzas — including two gateway towers of prime apartments — at a cost of about £500m.

The Lots Road scheme, designed by architect Sir Terry Farrell and his partner Aidan Potter, has had a protracted birth. Versions of it have been circulating since 1996. Last year a complete planning application was submitted by its developer, Circadian (a joint venture of Taylor Woodrow and Hutchison Whampoa), and was rejected by Kensington/Chelsea and Hammersmith/Fulham councils. Now, after some tangible modifications, the scheme has been relaunched.

This is exactly the sort of project that strategic urbanists and politicians like. It's the brownest of brownfield sites, an industrial ghetto for a century, which has acted as an impenetrable barrier to the Thames at this point. It reuses a vast old building, adds lots more new ones, is "mixed use" rather than monocultural, gives public access at last to the river and the forgotten inlet of Chelsea Creek, and houses some 1,700 people — 42% of them in "affordable" housing for key lower-paid workers. That's 498 costlier private homes and 368 affordable ones. Mayor Ken Livingstone prefers a 50:50 split, but the developer says this ideal is impossible here, given that it has to spend £30m on decontaminating the site of toxic industrial waste.

Objectors argued that the scheme would mean more cars and congestion in west London, that the chimneys of the power station would be visually compromised by the tall apartment towers, and that what with the tower of Chelsea Harbour upstream and the tall wedge of the Richard Rogers-designed Montevetro building on the opposite bank, a slick high-rise enclave was developing here at odds with the notion of bohemian, slightly shabby, old Chelsea.

I think the idea of old Chelsea is largely a myth, and anyway it happened further downstream. The so-called Chelsea Harbour, for instance, is a developer's name given to a former area of railway goods yards in what is undoubtedly Hammersmith.

The Lots Road power station has produced electricity for the London Underground since 1904. It still provides 60% of the power needed by the network. Now, however, it is to close, as the Underground will soon be buying its electricity from the National Grid like everybody else. This will be the last and oldest of the big three upstream Thames-side power stations to fall silent, following Battersea and Bankside (now Tate Modern). And although there are approved plans for lots of new housing around the long-derelict shell of Battersea, Lots Road is the only one of the three that will itself be converted into apartments, along with much else.

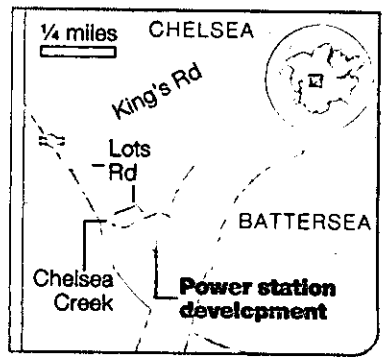
"It's the oldest, most interesting of all the power stations," says Farrell. "While the other two had relatively short working lives, this one isthe longest-running power station in the world.

"And the site is interesting because it's the first bit of the old Thames upstream of the Victorian embankment — the first bit of private riverside that doesn't have a road running along it. Before it became industrial, it was a pleasure garden. We want to turn it back into a real riverside neighbourhood."

Farrell's power station proposal has remained constant throughout — few object to the conversion scheme, especially the way it opens up the forbidding sides of the building to let light and air in, or the way it allows a 450ft-long internal street of "essential" shops and cafes to be created at ground level, with offices and loft apartments above, some with open roof terraces.

The changes to the overall scheme are to do with the new buildings and what they are used for, along with reduced car parking and a serious look at public transport improvements in the area. There are more affordable flats than previously, fewer expensive ones. Overall, the scheme is less dense — which might not please urban strategists, who like density, but which may well allay some of the fears of local protesters.

In what is claimed to be £5m of public transport measures, a new bus service is proposed together with a mandatory London Transport travel card for each home, paid for via a £200 annual levy on the service charge. Neat thinking. A half-hourly riverboat service will also be subsidised by the developer and £1m is earmarked towards a station of the proposed West London railway line, assuming it ever happens.



This time round, Farrell's team has shortened the taller of its two diamond-shaped towers (down by nine floors to 30 floors reaching 320ft). The second tower remains 25 floors high at 266ft. Both have had their tops refined and their cladding redesigned, with terracotta solar-shading fins. As a result they now look less sleek and corporate, less office-like, more domestic. The hope is that all these tweaks — but particularly the traffic-reduction measures and more offices and shops to provide jobs — will allow the two boroughs to grant permission.

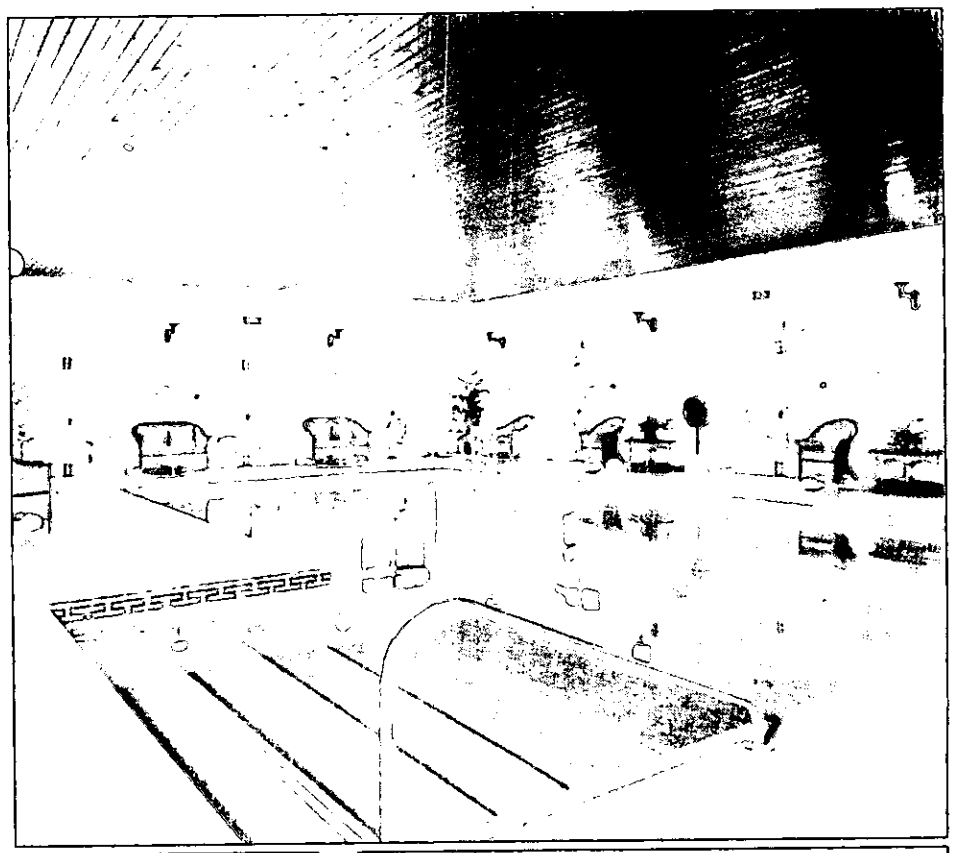
In which case, the Hammersmith side of the creek would be developed first, since the power station on the Chelsea side will require two years to cool down and decontaminate before being gutted and rebuilt internally. The first residents could move into the new buildings in two years, with the rest of the Hammersmith side complete by 2006. The Chelsea side with the taller tower and the power station would not be finished until 2009 — assuming there are no more planning delays and the property market does not crash.

There are always pros and cons to a mega-scheme like this, but what makes Lots Road better than your run-of-the-mill housing estate or mixed-use development is the combination of new and old, high and low. If care and investment is put into the public open areas, something very good could emerge.

❑ *For more information about the Lots Road development, contact 020 7264 5330; www.circadian-uk.com*

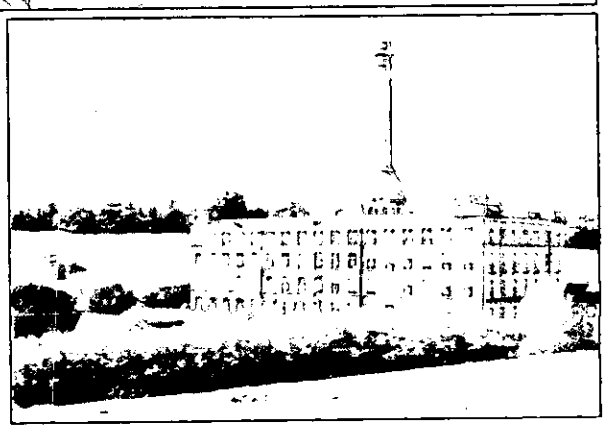
Scotland
£595,000

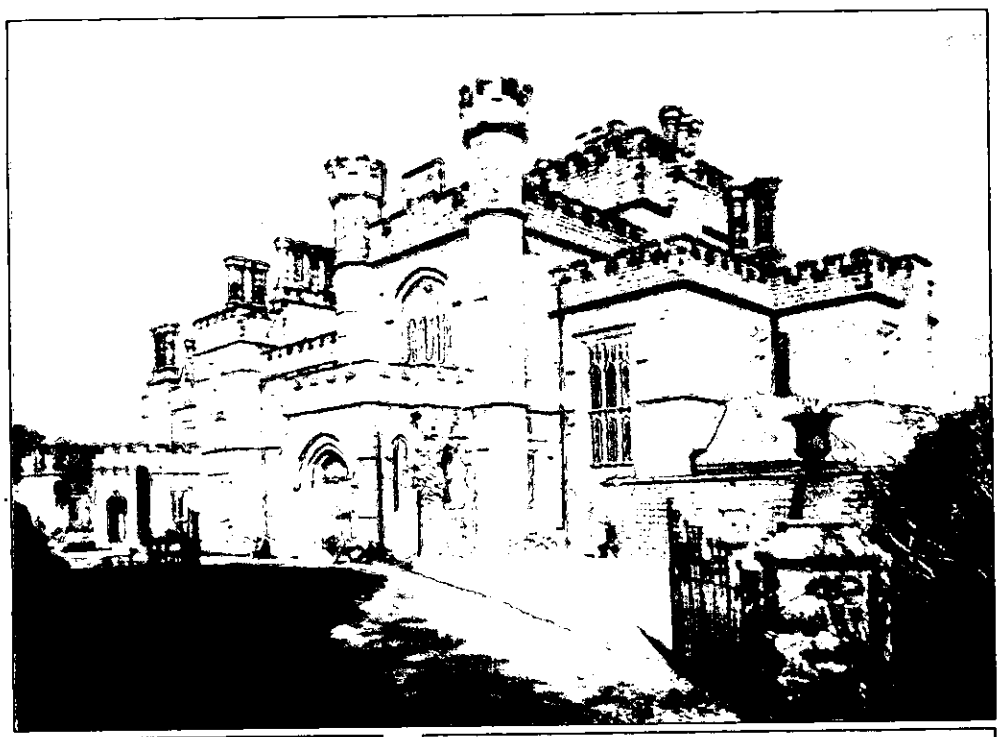
Swinton House in the Borders is only just in Scotland — the agent recommends popping to England to a rather good wine merchant and butcher four miles away in Norham. The Georgian mansion was built for the family who owned the Swinton estate for 900 years, but the land that comes with it now is a mere 14 acres. Sale & Partners, 01668 281 611, www.saleandpartners.co.uk



Oxfordshire
£395,000

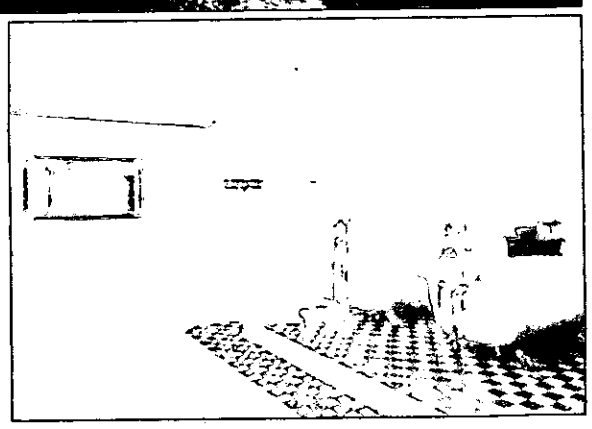
Fancy an industrial conversion with cool amenities such as a gym and a pool, but can't face inner-city grime? No 20 Bliss Mill, Chipping Norton, has three bedrooms, barrel ceilings, bare brick walls and country views. Strutt & Parker, 01608 650 502, www.struttandparker.com





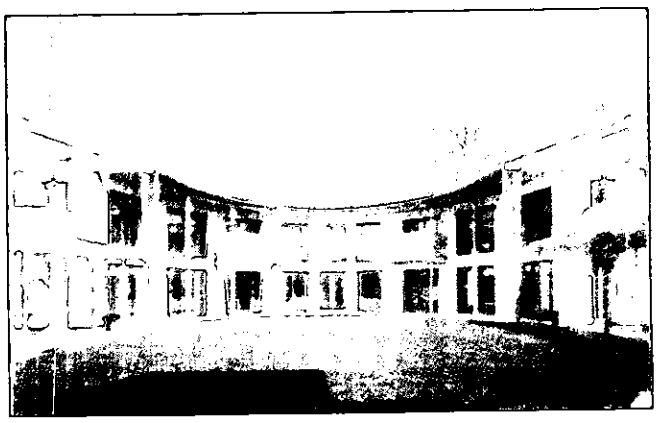
East Sussex
£2.5m

Fairlight Castle near Hastings was built with the fortune the Shadwell family made supplying granite blocks to build Martello towers. It has been done up to within an inch of its life, with a combination of money and preciousness that suggests its owner is keen to get it in OK! magazine. FPDSavills, 01580 720 161, www.fpdsavills.co.uk



Cambridge
£1.55m

Vizion House is 4,000sq ft of brand-new flexible living space "sited and internally planned by the movement of the sun". But all its pre-Copernican architects seem to be saying is that it has big windows and faces south. Carter Jonas, 01223 368 771, www.gleeson-homes.co.uk



Devon £700,000

Kiln House has two big assets. As well as unrivalled sea views from its commanding position on Berry Head near Brixham, it also sits in its own 20 acres of land, affording almost totally splendid rural isolation. But not quite . . . the coastal path runs across the land between the house and the sea, but this does, after all, provide Kiln House with handy access to coastal beauty spots. The house itself could do with beautification (or as the agent puts it, "provides much scope for improvement") and there is a half-finished swimming pool. Jackson-Stops, 01392 214 222, www.jackson-stops.co.uk

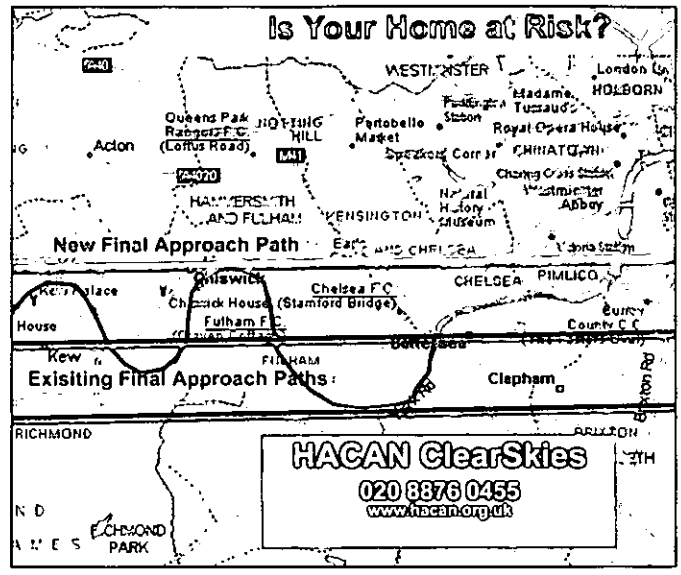
JT - DRD - NSF

Cheyne Walk Trust News

November 2002 Issue 28

HEATHROW THIRD RUNWAY PROPOSAL & NIGHT FLIGHTS

You may have recently read in the Press that the Government is considering the option of building a 3rd runway at Heathrow. A 3rd runway, if it goes ahead, will require a 3rd flight path. This, coupled with the way aircraft are marshalled towards it, would mean that to the east of Heathrow many more aircraft will be flying over North Chiswick, Hammersmith, parts of Kensington and Chelsea, Pimlico, Lambeth, and Elephant and Castle. To the west of Heathrow the places likely to be badly affected are the north of Windsor, and areas to the west and to the south of Maidenhead. The map illustrates the threat. You will note the new proposed Flight Path running right across the heart of Chelsea.



The proposals for a 3rd runway are outlined in a document called SERAS (South East Regional Aviation Study), which the Government published at the end of July. This is a consultation document, which will feed into the Government's final plans, to be announced next Spring in an Aviation White Paper. You can read SERAS yourself or ask the Department of Transport to send you a copy (see www.aviation.dft.gov.uk/consult). SERAS makes clear it that if the plan to expand Heathrow is adopted, a 3rd runway would be built north of the existing airport, between the A4 and the M4. Despite its reticence about the resultant new flight paths, it is possible to predict which areas are under threat, and HACAN ClearSkies commissioned a former pilot to produce the flight path map.

AGM, CANALETTO TALK, CHAMPAGNE

The Cheyne Walk Trust AGM and Autumn Reception for 2002 will take place at Chelsea Physic Garden on Monday 11th November at 6.30 p.m. The short AGM will precede a talk at 7 p.m. by Alastair Laing, The Painting & Sculpture Adviser to the National Trust, entitled "Canaletto's Chelsea: A Picture in Two Parts". Afterwards champagne will be served at the traditional reception which is free to members. Non-members are welcome but will be asked to contribute £5 at the door.

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The threat to local residents is severe. The Government predicts that with a third runway in place the total number of aircraft flying in and out of Heathrow by 2015 will increase by 195,000 to 655,000 flights per year. This means a further 534 flights per day, which works out at 33 flights an hour. Most of these additional flights will be using the 3rd runway. It would mean that people under the new flight path could expect a plane to fly over the homes every 5 minutes throughout the day, with the possibility of night flights as well.

NIGHT FLIGHTS

November 13th has been confirmed as the date when the European Court of Human Rights in Strasbourg will hear the case on night flights. Last October the court found in favour of the eight local residents, all members of HACAN ClearSkies. It confirmed that, under Article 8 of the Human Rights Convention, people were entitled to a good night's sleep and ruled that the Government had not produced the evidence to show that the Heathrow night flights were of such importance to the UK economy that they justified depriving people of their right to a good night's sleep. The Government's appeal against the decision will be heard on 13th November when both sides will present evidence. The court's decision, which is final, is expected early next year.

So far, £80,000 has been raised towards the £150,000 target to pay for the court case. £60,000 has come from residents; the rest from the boroughs of Wandsworth, Hounslow, Windsor & Maidenhead, Richmond, Southwark and Runnymede.

You may have read in the Press, or seen on television, the work that HACAN ClearSkies is doing on behalf of local residents to publicise and counter these threats. HACAN has already achieved a considerable amount of publicity and influence, but more needs to be done. HACAN will be organising public forums, marches and taking part in a lobby of Parliament. If members would like more information about the public forums, please do not hesitate to contact either Richard Hendin (richard.hendin@talk21.com) or HACAN's Chairman, John Stewart (020-7737-6641), or Monica Robb, Vice-Chairman (020-8876-0455). Many members join HACAN on an individual basis @ £10 for a year's subscription. The Trust has taken collective membership on a Community Groups/Resident's Associations basis.

THE CHAIRMAN NOTES

Activities of interest to the Trust this year have included the continuing saga of proposals for the redevelopment of Lots Road Power Station, covered later in this edition, and the usual flow of local planning issues. The increasing over-development of the riverbank on both sides is a major concern and the Lots Road 'before and after' photographs illustrate a damaging trend which can so easily be regarded as irresistible. Transport for London (TfL) now has responsibility for the "strategic" route along Chelsea Embankment/Cheyne Walk and has made proposals to introduce cycle tracks together with controlled "toucan" crossings for pedestrians at the main bridge junctions; this scheme presents advantages as well as potential problems. A number of residents have asked for a degree of tree trimming on the same route and we have approached TfL through a Ward Councillor to arrange a suitable programme. There have been the usual applications for license hour extensions by local restaurants and bars, which the trust generally opposes. The issues of Night Flying and a potential third runway at Heathrow are major concerns, again covered later in this Newsletter.

We welcome your views on the content of the Newsletter and invite articles for future editions. If you have some writing experience and would be interested in taking on the role of editor for our two Newsletters per year, we would be delighted to hear from you; please contact David Waddell on 020 7352 9353.

BATTERSEA PARK RESTORATION

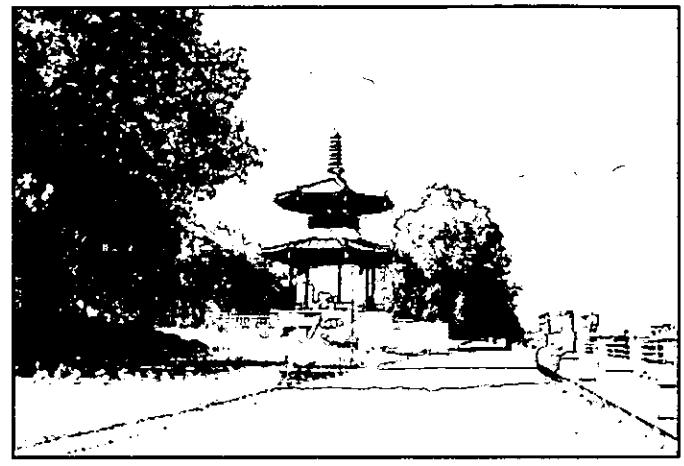
By Jennifer Ullman, Chief Parks Officer (Battersea Park and Development), Wandsworth Borough Council.

Many of you are aware that for the last year Battersea Park has been under restoration, with a large section of the Park closed off to public access. The good news is that this phase of the work is nearly complete and will re-open to the public in late November.

Battersea Park first opened to the public in 1854 and is widely recognised as one of the finest examples of a Victorian public park. The overall design of the park has changed little over the last 150 years, but during the 20th century much of the original horticultural diversity has been lost, largely due to the impact of two world wars when the park was used for allotments, bomb shelters and troop camps.

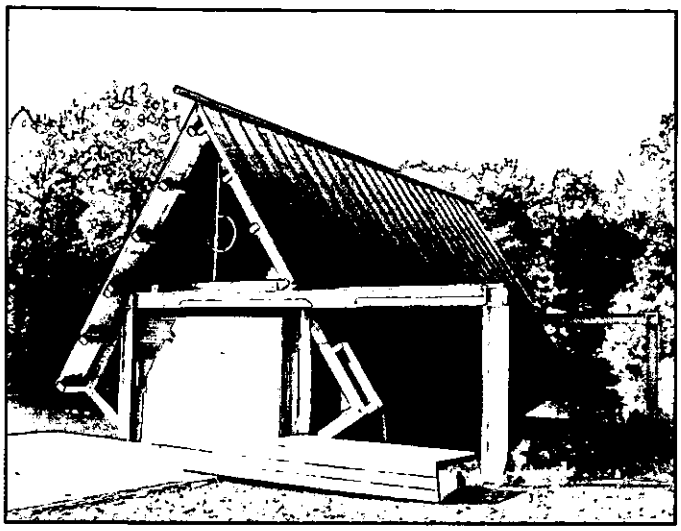
The £10.6 million restoration is jointly funded by the Heritage Lottery Fund and Wandsworth Borough Council and has been designed by Hilary Taylor Landscape Architects.

The restoration planting and designs have been based on original documents from the Park's history, including planting lists, landscape plans and design drawings. The original plan for the Park was designed by James Pennethorne, which was then developed and constructed by Gibson, the first Manager of the Park, famous for his interest in exotic plant species.



More than 300 trees and thousands of shrubs have been planted as part of the most recent work. The new trees consist of many different species and varieties and have been sourced from Europe to be planted as semi-mature specimens. They feature both native and exotic species and include birches, ash, cedar, thorn trees, beeches, hollies, tulip trees, pride of India, Scots pine, cypress oak, willows, and yews, concentrating on year-round shape and colour.

The Riverside Promenade has been widened and a series of semi-circular planting arcs and mounding now frame the Peace Pagoda with mass plantings of colourful and scented shrubs and flowers. The main features of the 1951 Festival Garden have been restored, including the Flower Garden designed by Russell Page, and the Vista Fountains and Lake.



Next spring work will commence on two Victorian garden areas in the Park, the famous Sub-Tropical Garden, and the Rosary Garden, as well as the re-surfacing of many of the footpaths in the Park.

Already complete in an earlier phase of work are the rustic wood Ladies Pond Bridge, new public toilets and a new Boathouse, designed by Rod McCallister, which recently won the Royal Fine Art Commission Trust Building of the Year Award for a Park Pavilion.

Benches for the restoration have been designed using photographs of the originals in the Park. Our aim is to introduce 200 new benches to the Park, offering places for young and old to rest, relax and enjoy the newly restored areas. I hope that anyone who uses the Park on a regular basis will consider donating a bench to be a vital part of its renaissance.

The Restoration aims to restore the original diversity and beauty of the Park and to ensure that the park is enjoyed by generations to come. I am sure that you will agree with me that the wait has been worth it!

For more information about the restoration, or to donate a bench, please give me a call on 020 8871 7530.

PROPERTY MARKET REVIEW

Not surprisingly, a combination of September 11th 2001, Enron et al, and the possibility of war with Iraq has had a severe effect upon stock markets and business generally. In the light of all this and the disappearance of large bonuses, it has, therefore, been surprising that the Central London property market should have stood up to these factors so well. That it should have (so far) is, primarily, as a result of two overriding factors; namely, cheap borrowing and the scarcity of good property. Whilst the former still obtains, the supply of property has increased dramatically in the last two months or so. A striking example of this phenomenon is that there are at least six large houses for sale on Cheyne Walk at present. Additionally, my firm is marketing a freehold mansion on Chelsea Embankment, which, at 10,500 sq.ft. gross internal, is probably the largest house currently on the market in Chelsea. We also have a very large flat (4200 sq.ft.) on Chelsea Embankment which is now under offer and, nearby, a newly modernised first floor flat of approximately 2300 sq.ft has just come onto the market.

With many more properties available than hitherto, the main problem for vendors is the relative scarcity of prospective purchasers in all price strata, although this is particularly marked in price ranges of, say, over three to four million pounds. Indeed, this phenomenon affects properties at all price levels in the area and, in what is now a price-sensitive market, vendors will generally only achieve sales where their properties are accurately priced.

Your Chairman has requested me to make some comment on achievable prices per square foot. My simple reply is that it is impossible to generalise, for it is self-evident that not only will such prices vary from street to street, but also, from building to building, even if they be in close proximity. We have noticed an increasing tendency amongst vendors to assume that the majority of property in the Chelsea area should be worth around the magic figure of £1000 per sq.ft. Such assumptions

can be misplaced, for many properties will not approach a figure of this kind, whilst some may comfortably exceed it. In the context of residential property, indicated values per square foot are a useful guideline (especially in the case of new developments), but should be treated with caution as every single property will be affected by varying and, indeed, obvious factors.

Touching on new developments in the area, you will of course already be aware of those in the Lots Road, Imperial Road and King's locations. Potentially, the most exciting new development in the Chelsea area will be the re-building (albeit, with the retention of the period façade) of King's College on Manresa Road, just off Chelsea Square. It is understood that a limited number of very large flats and one substantial house are envisaged and, as this is a prime area, very considerable prices are likely to be achieved when they come on stream, probably in about three years time.

As for the rental market, some Agents report that there was a softening well before September 11th last year, and that demand is, currently, somewhat lower than in the summer. The problems may be summed up as follows: over-supply of properties to let, lower housing allowances to corporate lessees, repatriation of employees and widespread redundancies. There is still demand in this market place, but prospective lessees are reported as bargaining fiercely, with the result that achievable rents may be down anywhere from 10% - 20% in relation to twelve or eighteen months ago. Additionally, in a situation where it can be as cheap to buy as it is to rent, it is hardly surprising that rents should have been driven down. In the general context of both rentals and sales, it may arguably be assumed that the prime Central London areas of Chelsea, Knightsbridge, Belgravia and even South Kensington are more sensitive, pro rata, to the afore-mentioned conditions than other areas which have been generally less favoured by highly paid individuals with connections to the City and financial markets.

It is axiomatic, firstly, that all markets are governed by the basic Keynesian economic law of supply and demand and, secondly, that markets react unfavourably to periods of uncertainty. The main progenitors of the latter are, currently, the possibility of war with Iraq, with the consequent likelihood of general turmoil in the Middle East and rising oil prices, along with the increasing threat posed by international terrorism. Accordingly, the first may affect property prices generally, whilst the second might be seen to lead to a situation of stagnation in the market place. The latter stems simply from the fact that potential purchasers may put off making decisions, perhaps hoping to see falling prices (although this should be seen as applying to first time buyers in the main; for, if a party is simultaneously buying and selling, price levels are largely irrelevant). The heavy increases in Stamp Duty imposed by Mr. Brown will, of course, lead to further immobility in the housing market and, eventually, will have the consequence of driving prices even higher in Central London when scarcity once again sets in.

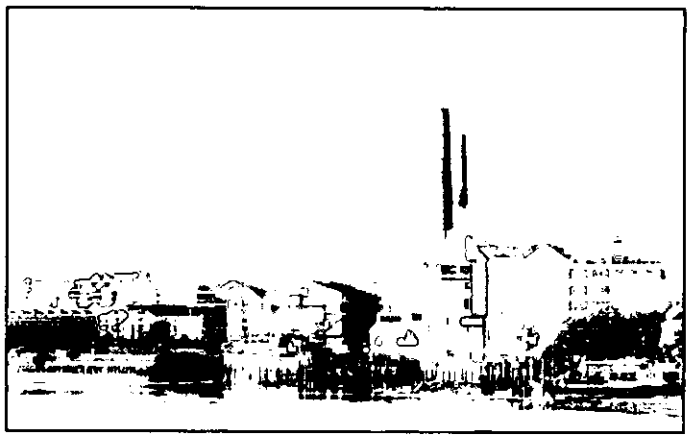
However, none of the foregoing is to indicate that properties in all price ranges are not still being sold or, indeed, let in considerable numbers. As ever, attractive and well presented properties will continue to attract buyers, but only if they are appropriately priced. Undoubtedly, there is a slowdown in the housing market and this predicates that, in many cases, vendors will have to be more patient than heretofore. Such a climate is typical of the cyclical movements of the property market and it is likely that, not only have prices plateaued, but also that we shall see a correction in such prices, unless global economies show recovery and international tensions subside.

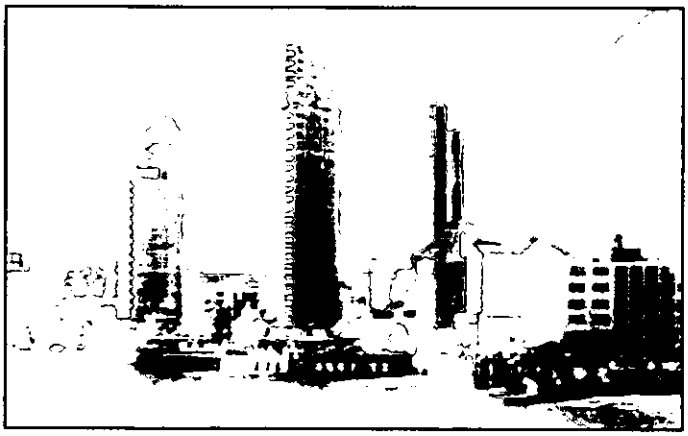
Daniel Corbett

(Daniel Corbett is an estate agent who specialises in Chelsea's riverside. Contact: Daniel Corbett & Co., Estate Agents, Valuers & Surveyors, telephone 020 7225 1500, www.danielcorbettco.com)

LOTS ROAD POWER STATION DEVELOPMENT

The developers of the Lots Road Power Station site presented revised planning proposals to the Royal Borough of Kensington & Chelsea (RBK&C) and the London Borough of Hammersmith & Fulham (LBH&F) in July this year. These follow on the rejection by both Councils of the initial planning applications by Circadian Ltd, the joint venture developer of Taylor Woodrow Capital Developments Ltd and Hutchinson Whampoa Properties.





The Council for LBH&F comprehensively rejected the developer's second application on 11 September 2002. However, RBK&C has not determined the application it has received and says it is unlikely to do so before early 2003.

The revised applications have continued to generate a very significant degree of local opposition from residents of both Boroughs in the Lots area and from those adjacent to the Lots, including residents along Chelsea Embankment and Cheyne Walk, who would be significantly affected by the proposals.

The major focus for local opposition is the Lots Road Action Group (LRAG), formed in the autumn of 2001 when the scale and extent of the proposed development began to emerge. Both the Cheyne Walk Trust and the Chelsea Society support the LRAG position.

Revisions in the second applications are largely cosmetic, in brief they include:

- Reduction in the height of the taller of the two towers from 39 storeys to 30, the second remaining at 25 storeys, with a change to wider elevations clad with terracotta
- Increases in the ratio of affordable housing to 50% in LBH&F and 35% in RBK&C
- Increases in the amount of shops and offices to provide employment uses required by both RBK&C and LBH&F
- Revised and denser plans for redevelopment of an adjacent Chelsea Harbour site and an overall increase in density
- Small increase in public open space

The principle objections to the development remain:

- Over-development of the site will result in adverse environmental, traffic and amenity impacts on the surrounding residential areas
- The proposed density of 241 dwellings/ 961 habitable rooms per hectare vastly exceeds several established Government and local authority planning policies by as much as three to four times their recommended level.
- The planned development grossly exceeds all recognised guidelines. The existing

transport infrastructure, shops, schools, community facilities (sports, swimming pools) and public open space are not adequate to accommodate this high density of development.

- The proposed development includes two tower blocks of a height of 98 metres (30 storeys) and 81 metres (25 storeys), which would have an adverse impact on the locality. The neighbouring buildings are all significantly lower than the proposed development and no nearby building is higher than the existing power station. Tall buildings (Montevetro, World's End, Chelsea Harbour, Imperial Wharf) in the area do not exceed 20 storeys in height (two thirds the height of the taller proposed tower). Chelsea Creek is a conservation area and the towers have a significant impact on its setting. The development will cause significant loss of sunlight/daylight to adjoining buildings, exceed the general height of existing buildings and conflict with the character of the area. Cladding in terracotta will emphasise, rather than diminish, the bulk of the towers, as in the eastern elevation of the Montevetro tower.

The CWT, as well as LRAG and the Chelsea Society, has made extensive and specific recommendations to both Councils that the applications should be refused unless the plans are adjusted to address the many damaging consequences, in particular those of density, height of the towers, adverse transport impact, insufficient local amenity (schools, medical etc.) and the harm to local views and the surrounding environment.

The CWT has also raised specific points for commitment by RBK&C on:

- Transport and pollution - commitment that there will not be an adverse impact on Air Quality Management Targets set by Govt. and to be met by RBK&C by 2004
- Flood Storage - assurance that risk of flooding up and down river of site, likely to be caused by over-development of the riverside, will be addressed and the likelihood of floods on Cheyne Walk, as occurred in 1997, will not be increased.
- Riverside Park at the site- as proposed by the Environment Dept - RBK&C should assure that it will pursue this proposal.
- Open spaces and river-walk - assurance on greater public space internally and more generous river paths for walking and cycling
- Assurance on insisting to developers that a line of trees is inserted on riverside to continue the Cheyne Walk/Chelsea Embankment tree lines
- Insisting that at least 80% of materials movement to and from the site during construction is by barge, not by trucks.

It is not yet clear how RBK&C will respond to the revised application. Initial meetings by residents with the Leader, Councillor Cockell, and Council officers have not resulted in a clear understanding of the criteria the Council will apply in responding to this second application or the extent to which it will support the real concerns of existing residents.

Most recognise that the Lots Road site should be redeveloped and cannot simply be left as wasteland after the Power Station is closed at the end of this year. The local community will hope that alternative plans designed to take account of the many grounds of objection will be the next stage. It is of course possible that the developer might seek to challenge the outcome through the courts or by means of an Inquiry. Indeed the submission of duplicate applications as made by Circadian is often a signal of such an intention. However,

that might be a lengthy and problematic course given the conviction and commitment shown by the local community so far.

This massive development has the potential to create huge disruption and permanent damage to the local environment. All who are concerned should write expressing their views to:

Councillor Merrick Cockell, Leader of the Council
Royal Borough of Kensington & Chelsea
Town Hall, Hornton Street, London W8 7NX

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

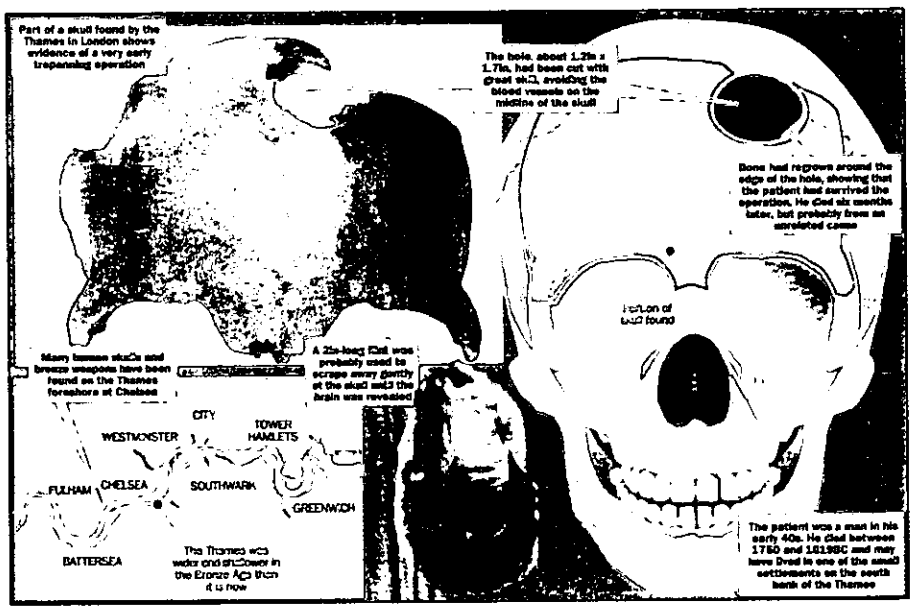
1750 BC CHELSEA MAN NEEDED SURGERY LIKE A HOLE IN THE HEAD

A Bronze Age skull retrieved from the banks of the river Thames at Chelsea and dated by English Heritage to 1750 BC could belong to the first person in London discovered to have undergone major head surgery.

The adult male skull, which came to light last October as a result of archaeological survey work on the Thames, has a hole in the top made by a gruesome procedure known as trepanation, where a portion of the bone was removed from a living and most likely conscious patient. Bone regrowth round the edge of the hole, which measures about 45 by 30 millimetres, proves that nearly 4,000 years ago, in an age long before there were any efficient antiseptics or anaesthetics, the patient nevertheless survived his drastic treatment.

Dr Simon Mays, English Heritage expert on human skeletal remains, said: "Trepanning is probably the oldest form of surgery we know. The trepanning on this skull would have been carried out with a scraping tool, probably a flint, using great care to avoid piercing the brain. There is no evidence of any post-operative infection, which would have been the main cause of death in these operations, and the trepanation probably didn't cause this patient any lasting problems. The skull shows that there were people in Britain at the time with significant anatomical and surgical skills, ones not bettered in Europe until Classical Greek and Roman times more than a thousand years later."

About 40 trepanned skulls are known in Britain from Neolithic to post-medieval times, though this is the first dated one to come from London. There seems to have been a remarkable level of survival, perhaps because the scraping technique, rather than less controllable methods such as sawing, gouging or drilling, was more common here. The pain must have been intense at times (possibly relieved by alcohol or whatever herbal drugs may have been available), also the fear that an unskilled



or careless hand could deal a fatal blow to the brain itself. The operation is thought to have taken between 30 minutes and an hour to perform.

It is difficult to determine exactly why trepanning was carried out in prehistoric times, although it is likely to have been for medical, or for what were seen at the time as medical, reasons. Occasionally, though not in this case, it appears to have been done to alleviate cranial fractures. The specialist practitioners may have thought that trepanation could cure headaches and migraines by relieving pressure in the head. They may also have imagined that evils spirits caused epilepsy or mental illness and that carving a hole in the head would let these out. The ancient Greek physician Hippocrates recommended the procedure for wounds of the head and for haematoma (swellings filled with blood). The technique continues today - modern surgeons create flaps in the skull in order to alleviate bleeding caused by injuries.

Why the skull ended up in the Thames is not known. Jane Sidell, English Heritage Adviser in Archaeological Science who is based at the Institute of Archaeology, said: "It may have been the subject of a ritual burial as the river seems to have become a focus of spiritual and ceremonial attention during the Bronze Age. Several hundred skulls, many of men aged between 25 and 35, without jaw bones or any accompanying skeletons, dating from this time have been recovered from the Thames, as well as high status metalwork such as rapiers, daggers and spearheads. These were presumably thrown into the waters in a display of wealth and power."

The skull was discovered by Fiona Haughey of the Institute of Archaeology during one of the regular inspections of the river foreshore she has undertaken since the completion of the first Thames Archaeological Survey of 1996-9. This was a major exercise involving the Institute of Archaeology, English Heritage, the Environment Agency, and numerous local archaeological societies to assess the risk of erosion to archaeological deposits on the river banks.

Fiona said: "The finding and dating of the skull is another demonstration of the archaeological importance of the Thames foreshore - and its fragility. We know that the archaeology of the foreshore is eroding - that is why the skull was found and there is far more work than one person can do here, so English Heritage and staff at the Institute are working towards a second phase of Survey work. The Thames foreshore has been described as the largest single archaeological site in London, and we are really only just beginning to understand it."

The skull appears at the Museum of London in October.

LOCAL CONSERVATION SPECIALISTS

Suzanne Press & Associates, a well established Chelsea firm, are specialists in conservation of works of art on paper and are accredited by the Institute of Paper Conservation. They undertake the repair of virtually any works of art on paper ranging from two centuries of light deterioration of the hand ground oriental pigments in long fibred Japanese prints to a tear in a modern print. Their clients include West End galleries, all the major auction houses, St Mary's Church Battersea and a host of private clients.

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Chelsea
SW3 5ZQ

telephone: 0207 352 0083
e-mail: paperpress@aol.com

The Cheyne Walk Trust Newsletter is issued twice a year to Cheyne Walk Trust members. The Cheyne Walk Trust represents the interests of Chelsea Riverside residents in maintaining and enhancing the historic area in which they live.

Contact:

Col David Waddell (Chairman) 020 7352 9353

Dr Mary Maguire (Secretary) 020 7352 0030

Mrs Anne Hawkes (Membership) 020 7352 6906