



**PRARA**

www.prara.org.uk

Peterborough Road and Area Residents' Association  
incorporating Clancarty Road, Daisy Lane, Hugon Road,  
South Park Mews, Sullivan Road and Settrington Road

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NEWSLETTER

Volume No. ELEVEN

Issue No. 42

Date: August 2012

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## EMERGENCY EDITION

**\*\* Carnwath Road planning application**

**\*\* Save Charing Cross Hospital**

**\*\* Thames Tunnel latest**

### **Carnwath Road planning application - YOUR HELP NEEDED**

The regeneration development scheme for Carnwath Road riverside has been submitted for planning approval. It is generally in accord with the scheme presented for public consultation earlier this year but does not satisfy some key community requirements. PRARA has therefore submitted a formal objection, a copy of which is attached.

**We encourage you to submit your own response to the three planning applications based on the PRARA objection.** The applications can be found via the Planning home page on the Council's web site where you can also make a submission on line. Alternatively you can make a single response for all three applications by e-mail, [brett.henderson@lbhf.gov.uk](mailto:brett.henderson@lbhf.gov.uk), or post to Brett Henderson, Planning Regeneration, Transport and Technical Services, Hammersmith & Fulham Council, Town Hall Extension, King Street, London, W6 9JU, quoting the three planning application reference numbers.

The full planning applications can also be examined in the Town Hall Planning Department - the key document to read is the Design and Access Statement.

**The deadline for responses is the end of August but the sooner the better.**

Our concerns about the scheme as currently presented are shared by other local groups, but we believe that these concerns could be resolved and that planning approval for a scheme that satisfies our objections could still be a potent force against Thames Water's intended use of Carnwath Road as a tunnel construction site.

*Continued.....*

## Save Charing Cross Hospital

The Council is fighting the closure of the A&E centre at Charing Cross Hospital. Marcus Ginn, the Cabinet Member for Community Care, is asking for widespread community support for their campaign. You can help support it NOW by:

- Collecting more signatures for the petition, either by downloading a form for signing or getting on line signatures at [savecharingcross.com](http://savecharingcross.com)
- Signing up for e-alerts at [lbhf.gov.uk/newsalerts](http://lbhf.gov.uk/newsalerts)
- Putting up a poster - you can download one from [savecharingcross.com](http://savecharingcross.com)
- Asking your GP for support
- Sending a story of how Charing Cross has helped you. E-mail it (with a JPG photo if you can) to [shareyourviews@lbhf.gov.uk](mailto:shareyourviews@lbhf.gov.uk) to write (again with a picture if possible) to Save Our Hospitals, Room 39, Hammersmith Town Hall, King Street, London W6 9JU.

The proposed A&E closure is only part of a wide ranging review of all hospitals in its area by NHS North West London. In a shock revelation at a recent scrutiny meeting, Daniel Elkeles, NHS Director of Strategy, admitted that "You could fit the remainder of Charing Cross health services in its gym if these plans go ahead".

It's the first real admission that Charing Cross as we know it could close and confirms what has been suspected for some time that there is a plan to sell the site to fill a budget black hole. It is reported that the site has been valued with a cautious estimate was £90 million but that this could 'run into hundreds of millions.' Charing Cross Hospital is owned by Imperial College NHS Trust which is one of the most indebted Trusts in London.

If you wish to register a more extensive protest write to: Dr. Mark Spencer, Medical Director, NHS North West London, Southside, 105 Victoria Street, London, SW1E 6QT.

**The deadline for such responses is the end of September.**

## Thames Tunnel Update

The Fulham pressure group, formerly RATS (Residents Against the Thames Tunnel) which subsequently became a coalition of other residents groups to become SSF (Stop them Shafting Fulham) has fulfilled its purpose. It secured over 3,800 objections to Carnwath Road being used as the main site for the drive shaft for the Thames Tunnel. Sadly Thames over-ruled all our objections and there is no appeal.

Attention is therefore now moving to a new think tank, **Clean Thames**, which relentlessly promotes alternative solutions to London's storm water problems and is backed by a team of experts. These solutions offer cheaper, greener and more sustainable methods of dealing with the problem than the entire Thames Tunnel project and could be extremely attractive to everyone who would be adversely affected in some way by the Tunnel project.

More information will be available soon on how you can fight the use of Carnwath Road by helping this new campaign. Meanwhile you can find out more at [www.cleanthames.org](http://www.cleanthames.org).

**Cheerful Postscript - South Park has been awarded Green Flag status.**

**PRARA**  
**CARNWATH ROAD PLANNING APPLICATIONS SUBMISSION**

**To:**

Planning Regeneration  
Planning Division, Transport and Technical Services,  
Hammersmith & Fulham Council  
Town Hall Extension, King Street  
London, W6 9JU

**2012/02047/FUL: Whiffin Wharf, Carnwath Road, London SW6 3EJ**  
**2012/02046/FUL: Hurlingham Wharf, Carnwath Road, London SW6 3EJ**  
**2012/02048/FUL: Carnwath Road Industrial Estate, Carnwath Road, London SW6 3HR**

Please accept this document as the PRARA submission in respect of the above three, associated, planning applications.

We remain very supportive of the scheme overall and its potential to regenerate this section of South Fulham Riverside. However, we are forced to lodge this objection to the applications as currently presented because we consider that the proposed development does not yet meet all the requirements of the South Fulham Riverside SDP, nor does it deliver the 'character' or local heritage called for by the Prince's Foundation consultations and workshops.

We are pleased to note that the version of the scheme presented to the community by Harper Downie at the most recent local consultation has remained the basis of the schemes now submitted, in terms of layout, river access, open space, range of buildings and greenery on the ground and at upper levels.

The main basis for our objections is:

- Several buildings exceed the four to seven storeys specified in the SDP. We note that one building has 10 storeys and another 12 storeys but there is no strong justification for these exceptions. Disappointingly, only a token single building along Carnwath Road has four storeys and many of the 'lower rise' buildings appear realistically to be six storeys. We consider that building heights generally should be reduced and to a maximum of seven storeys. Policy G2 (Amend to DM G2) of the submission Development Management DPD (Development Planning Document) expands on this point.
- There should be no increase in any of the current building heights along Carnwath Road itself as a result of this reduction.
- With the possible exception of the warehouse treatment of the river frontage of the Piper Square building, none of the architecture adequately relates to the primarily Victorian nature of the area to the north of the site nor does it satisfy the SDP requirement that "the built form along Carnwath Road needs to be mindful of the existing residential development along these routes and respect their more domestic scale." Such requirements are also contained in Policy G1 (Amend to DM G1) of the submission Development Management DPD.

8th August, 2012

**PRARA**  
**CARNWATH ROAD PLANNING APPLICATIONS SUBMISSION**

Although the architects have endeavoured to use stone and other complimentary materials, the buildings still seem to have the appearance of being rectangular boxes, very similar in appearance to those in numerous other residential schemes in the Greater London area. The reference to Butler's Wharf used by the architect as an indication of what was being envisaged does not seem to have been translated into the buildings on offer. We therefore consider that the current treatments do not deliver the 'character' wanted by the local community and which we were led to expect.

Section 9 of the SDP provides examples of acceptable riverside buildings which do not appear to have been used a guide. We are also concerned that although the requirement for each building to be different has been met, from the south riverside they do not appear to be cohesive. There is no equivalent view provided in the Design and Access Statement from the north, Carnwath Road, side of the scheme which would indicate anything to the contrary. It is the north facing side of the development that will have the greatest impact on existing local residents. We question whether it meets the Council's Conservation Area 'streetsmart' standards. We also note that the site of proposed development is within the Sands End Conservation Area which places similar obligations on any development

- Insufficient information is provided to demonstrate that the essential non-residential elements of the scheme will be sustainable and ensure that the entire development is not just a dormitory but will be a vibrant addition to the riverside at ground level. We consider that these elements should include activities other than community focussed cafe and pub food and drink operations, such as the Prince's School, which would help bring daytime and weekday life to the area. Also, judging by the experience of the riverside developments on the south bank of the river, the food and drink premises need to be grouped rather scattered.

In spite of these objections we are optimistic that it will be possible to modify the scheme as currently presented to become one that we shall be able to support.

***Sue Oriel***

***Co-ordinator***

***Peterborough Road and Area Residents' Association***

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8th August, 2012