

Welcome to the first newsletter for residents about the Earl's Court Exhibition Centre Redevelopment.

This will be one of the largest redevelopments in London (the size of a small town) and there will be huge implications for residents in Earl's Court, West Kensington and Fulham.

The site is 92 acres, stretching from Warwick Road through to North End Road, and from Cromwell Road to Lillie Road, plus Seagrave Car Park. The current proposals are for 7,500 residential units, plus retail and office space. The capacity for the site is at present being dictated by the developers rather than based on the – still unpublished – essential studies on Transport, Traffic, Air Quality rather than what the site itself can absorb. In addition there are the pre-existing problems with Water Pressure, Flood Potential, Vibration and Sewerage.

This is an enormous site and will alter the character of our area forever.

We are already one of the most densely populated areas in London. We already have the highest levels of pollution in Europe. We already have grid-locked roads, over-crammed trains and our stations cannot take much more. All of this will only get worse thanks to plans for an additional 7,000 residents in the developments north of Cromwell Road, as well as the 7,500 units on the Earl's Court site. Yet TfL is a major stakeholder in this development, is this a conflict of interest or a disregard of the existing traveller densities and safety?

Retention of the existing site

Throughout this process there has been **NO** discussion as to the possible retention, re-use or remodelling of the Earl's Court Exhibition Centre. The Centre is unique and is a central part of the identity of the area. We understand that their business has changed, but this does not mean that it could not be redeveloped as a conference centre with offices. Many of the local businesses, which relied on the Exhibition Centre, have already gone. These are businesses that are part of the residential amenity.

West Kensington and Gibbs Green Estate

This is a long-standing community in danger of being demolished. Hammersmith & Fulham (H&F) have agreed to an 'Exclusivity' deal with the developers, and gained **£5m** with the prospect of another **£10m** on demolition despite the many resident objections – is that not a conflict of interest for H&F Council? 67% of the present residents want to stay in their homes but there are only 220 affordable units on the Seagrave Road site – where are the other residents going to live?

Consultation should be more than ticking boxes

Kensington and Chelsea (K&C) was late with starting its Supplementary Planning Document (SPD) process and the series of Council consultation events have been flawed due to being poorly advertised and distributed; and when residents have made comments, officers have simply rejected them.

Most importantly there has been no evaluation of the impact of the development on the existing residents. Residents need to have assurances on the demolition process, and an evaluation of the potential damage that might be caused to property due to the pre-existing vibration problem. Consultation needs to be transparent and open so that everyone understands what is happening. **Proper consultation** is what residents want and deserve!

CapCo, the developers, with their lavish presentations have undertaken an extensive seduction campaign with residents. Its supposed vision of linking the two communities fails due to the scale, height and density of the proposals and models seen to date. There has been too little detail, and the plans appear to change without explanation. The different consultations happening at the same time have served to confuse residents more.

The Urban Plan

Urban planning was meant to link the two neighbourhoods, but the result is an



There are 3 planning applications that are being processed at the moment: two in H&F and an Outline Planning Permission for the site in K&C. These are due to be published in August, if you want to be kept up-to-date while you are on holiday, let us have your email address so that we can forward the links to you as they come in.

For further information:

[www.rbkc.gov.uk/planning and conservation](http://www.rbkc.gov.uk/planning_and_conservation)

[www.lbhf.gov.uk/Directory/Environment and Planning/Planning/homepage.asp](http://www.lbhf.gov.uk/Directory/Environment_and_Planning/Planning/homepage.asp)

Save the Earl's Court Exhibition from Demolition petition:

http://www.ipetitions.com/petition/sos_earls_court/



Residents objecting outside the Town Hall in King Street after Hammersmith & Fulham Council voted 'Exclusivity' rights to the developers for £5m with a further £10m to come.

overall plan which is too tall, too dense and out of scale with the surrounding areas. The traffic plans as proposed will mean that there will be no access from Warwick Road, a road off West Cromwell Road, two off North End Road, putting the future of the market at risk, and one off Lillie Road therefore putting pressure on narrow two-lane roads; and eliminate the once-in-a-lifetime opportunity of

addressing our present traffic problems.

Imperial Wharf, Paddington Basin and Canary Wharf are all examples of new Urban Planning principles; they stand alienated from the areas that they are built in and are bought by overseas investors who do not live there.

Planning Gain

Some residents have been reassured with unsubstantiated contingent promises. These are unlikely to materialise unless they are tied into specific phasings of the development.

Green Space

The majority of the Green Space provision is with the River Park, which will be constructed over the Railway and at its widest point is 90m with no space for teenagers to play football. The 'Lost River Park' is extremely expensive, technologically complex and is not scheduled to be delivered until 2028, subject of course to finance still being available.

Air Quality and Pollution

Earl's Court, Warwick and West Cromwell Roads are already considered to be some of the most polluted in Europe. The extra cars, vans and lorries from the site will only increase the problem, without any solution, on our roads.

The real opportunity that will be missed in the current proposals is a once-in-a-lifetime chance of addressing the problems of the Earl's Court One-Way System. Not only has the existing problem **NOT** been solved, but also the increased populations will create more traffic.

Planning Application and new planning documents

Outline Plan for the K&C site and **2** in H&F, including the Seagrave Road site, planning applications are being documented by the Councils and are likely to be published and available shortly.

The new redrafted K&C Supplementary Planning Document will be published in September but it is important that residents are consulted fully on the essential studies on: Traffic, Transport and Air Quality.

Labour in H&F has opposed the demolition of the West Kensington & Gibbs Green Estate, but in RBKC Labour voted with the Conservatives to defeat a Liberal Democrat Motion requiring an **Area Action Plan**, which would have assessed the impact of the development on the areas adjacent to the site.

The Core Strategy for Kensington & Chelsea includes two relevant objectives: to return Earl's Court Road to two-way traffic and to introduce 50% Affordable Housing into the Borough. Neither of these points were incorporated in the RKKC's Supplementary Planning Document.

Delivery and Construction

This development is going to take the best part of **20** years. As residents we need to have assurances and enforcement of the works traffic and night time working to protect our residential amenity and quality of life.

Where are the financial safeguards in the case of the Exhibition Centre being demolished and no building taking place? Where are the safe-guards to prevent offices being turned into residential units in the future?

Council Tri-Borough and Bi-Borough working

As residents, we have made our homes here, yet more decisions are being made in joint Borough initiatives, and other Councils are taking the lead in important areas of our lives, including this development, without widespread consultation having taken place with residents on the subject. With the different ethos of service delivery what can we expect in the future?

What next?

The Outline Planning application is shortly to be made public. It is really important that we as residents respond and make our views known. This **IS THE TIME** that we have to act!

The Councils should take the long view of what ultimately is the **BEST** for

KEEP INFORMED

If you would like to be kept informed, email or please fill this in and return to:

Cllr. Wade, 18 NeVERN Square, London SW5 9PD
E.mail: earlscourtcampaign@hflibdems.org.uk.

Name I would like to help

Address I would like to put a poster in my window

Tel..... Email

The Liberal Democrats and their elected representatives may use the information you provide to contact you from time to time on issues you may find of interest. Some of these contacts may be automated. You can opt out of all contacts by contacting us.

our area, how the area **CAN** be improved, and take an independent view. What is the legacy that we are going to leave to future generations?

Development will happen but the real opportunity that will be missed will be the creation of something exceptional and with real benefit and improvement to our residential amenity. This is where we live – **make your voice heard!**