

Comment on a planning application

Application Details

Application: 21/3107/FUL

Address: Barnes Hospital South Worple Way East Sheen London SW14 8SU

Proposal: Drop-in full application to supersede residential development zone of previously approved Outline planning permission 18/3642/OUT. Demolition of existing structures and redevelopment of site including construction of three new buildings comprising 106 residential units of mixed tenure (Use Class C3), alterations and conversion of two existing buildings for 3 residential use (Use Class C3), car and cycle parking, landscaping and associated works.

Comments Made By

Name: Mr. Glyn Wallis-Jones

Address: 38A Upper Richmond Road West East Sheen London SW14 8DD

Comments

Type of comment: Object to the proposal

Comment: Form 1 of 2

Whilst supportive of the intention to develop this site for residential purposes this current application, well in excess of the outline planning permission is too large for the site and surrounding infrastructure. The addition of a further storey will make the development tower over the existing neighbourhood with sightlines into homes and gardens invading privacy.

1/ Transport

South Worple Way is a narrow road which for the most part only permits traffic to travel in one direction at a time. This road has become increasingly busy since Hammersmith Bridge closed with drivers using it as an alternative to the Upper Richmond Road West. There is only pavement on one side of the road and this is very narrow with pedestrians needing to step into the road to pass one another. The pavement is also frequently mounted by vehicles attempting to pass one another.

South Worple Way joins White Hart Lane within just 4 feet of the railway level crossing. This area is very busy with pedestrian and cycle traffic and becomes very congested with pedestrians spilling into the road out of necessity whilst waiting for the barriers to lift. The existing bridge, whilst well used, is no good for parents with young children, prams and the elderly. At school run times this junction becomes very crowded and drivers have to exercise great caution. With the barrier down for 35 to 40 minutes every hour traffic frequently queues all the way back to the White Hart Pub on the North side and into Priests Bridge on the South side.

An additional footbridge will not alleviate this situation unless it is a ramped design allowing prams and pushchairs to use it. It is unlikely there is enough room for a ramped bridge.

The TS says Stag Brewery and Manor Road developments will not create more traffic. This is wrong. Where is the evidence? The outline proposals

The TS says Hammersmith Bridge is going to be resolved. There is no budget and no plan for this. This is factually wrong. How is moving from PTAL2 to PTAL 4 justified? The planned footbridge was already considered in outline. With Hammersmith Bridge down this has severely impeded the bus service and changed the nature of traffic movement in the area. The Upper Richmond Road West is subject to long queues of congested traffic from 7am till 7pm weekdays and long periods over the weekend as well. Cars use the SWW as a cut through to beat the queues in URRW. The Lower Richmond Road is frequently tailed back all the way from Chalker's Corner to White Hart Lane and this will only get worse with the development of the Mortlake Brewery. This development should be considered PTAL 2 and no more! In short the area is subject to near gridlock for several hours most days. Busses are disrupted by both congestion and the

loss of Hammersmith Bridge and SW Railway are significantly reducing train services to the area. PTAL 2 may in fact be optimistic! The knock on effect of all this to air quality is obvious to anyone who walks down White Hart Lane or the Upper Richmond Road West as one can literally smell the pollutants one is being forced to breath in.

2/ Energy

Since outline consent the London Plan was ratified and adopted with more stringent energy policy. Gas fired boiler systems – aka Communal Heating Systems – should not be used anywhere on this site. Citing CHP as part of their “Be Clean” approach is not acceptable – there is no way that they should be putting in combustion engines. Heat pumps must be used, potentially with electric boiler backup (ie. No gas – this is a major air quality issue, as well as the CO2 considerations).

(Continued on form 2)