

## Comment on a planning application

### Application Details

**Application:** 21/3107/FUL

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

**Proposal:** 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. Robert Partridge

**Address:** 11 Fitzgerald Avenue East Sheen London SW14 8SZ

### Comments

**Type of comment:** Object to the proposal

**Comment:** I object to this application, which must be seen in the context of the separate application (22/3758/FUL) in connection with the development of a SEN school and health centre on the remainder of the Barnes Hospital site. The overall density of the proposed developments on the site is entirely excessive bearing in mind its size and very restricted access. Traffic in the immediate area is already often frequently gridlocked, especially when the level crossing on White Hart Lane is closed, as it is for frequent and often long periods during the day, especially during rush hours. The junction of South Worples Way with White Hart Lane is single track and immediately next to the level crossing and is already quite dangerous, especially for pedestrians, when drivers are seeking to negotiate access during periods of extreme congestion.

Owing to the level crossing, traffic is frequently immobile from one end of White Hart Lane to the other. Added to gridlock on the Lower Richmond Road and Priests Bridge (with which White Hart Lane connects) during the rush hours, the position is already seriously unsatisfactory in terms of access, traffic density and damage to public health because of the pollution generated. It is difficult to believe that, in the light of the particular problems of this site mentioned above, any serious consideration is being given to developments of the density (and obvious traffic generation) proposed in these two applications. In order to achieve maximum "development gain", the owners and developers are seeking to squeeze a quart into a pint pot at the expense not only of local residents but of the ultimate viability and usefulness of the developments themselves.