

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. David Abel

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Comments

Type of comment: Object to the proposal

Comment: This seems a plan based on flawed assumptions to simply maximise the number of units in the area without any thought given to existing residents. It is assumed for example that there are four trains an hour to Waterloo when there will be only two in off peak hours - and when back to normal the existing trains in peak hours are crammed full. The road is said to be a two lane road when any existing resident knows that it is only wide enough for one car - if two are approaching each other one often has to mount the pavement to let the other pass.

The impact of the Stag Brewery development and Manor Road on the wider area seem to have been ignored. Although the former was turned down by the Mayor new plans will be submitted in early 2022 so something is still going ahead and to not take a holistic approach to such large scale developments in such a small area served practically two small crowded railway stations seems negligent of a duty to the council's electors. The proposals also do not take into account the continued closure of Hammersmith Bridge which has no end in sight that will alleviate the increase in traffic across the borough but particularly in Barnes, Sheen and Mortlake. The study of the Sheen Lane level crossing showed how many minutes in an hour that was down for - as the same trains go past the White Hart Lane crossing it will be down for the same length of time - which in peak times is up to 46 minutes in an hour and off peak up to 40. Tailbacks to the Upper Richmond Road and Mortlake High Street are already common so adding the vehicles of 106 flats will simply exacerbate what is already a terrible problem.

In short the density of this proposal is inappropriate for an area comprising mainly terraced houses and new residents will be living cheek by jowl with little access to outside space or to freely move and frequent public transport. Surely the answer is to develop fewer flats in this space and provide the residents with open space, even gardens of their own