

## 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. Guy Fisher

**Address:** 12 Fitzgerald Avenue London SW14 8SZ

### Comments

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

**Comment:** This application exceeds the limits of Outline planning consent 18/3642/OUT. It should be considered as a new application, not as a Drop-in. Further, it should not be considered in isolation – the impact of all 3 proposed schemes (residential, hospital and SEN school) on traffic, pedestrian safety, skyline and environment can only be understood if they are seen collectively.

#### 1. Transport, Access

The Transport Statement (TS) states “the site is situated in a highly accessible location”; this is patently not in accordance with the facts. Access is by a narrow lane, South Worple Way (SWW), part of which is single track; a sign states “Unsuitable for Wide Vehicles”. The streets surrounding SWW are narrow and used by traffic between Upper Richmond Road (URR) and Mortlake High Street, with heavy congestion caused by the White Hart Lane (WHL) level crossing (the TS states the barriers are down up to 39mins 40 seconds per hour).

Going east from the site, a No Left Turn sign forces all traffic to turn right at the end of SWW, towards the URR; the many drivers who wish to turn left here and drive north make U turns in WHL, adding to congestion during the lengthy periods in which the barriers are down.

Going west from the site, drivers must use a spider’s web of narrow streets leading to the heavily congested URR.

Going south from Mortlake High St to turn into SWW, drivers must cross northbound traffic (which risks another closure of the barriers). SWW is a single track lane at this point.

By only considering the residential scheme in isolation, the TS fails to address with appropriate rigour the risks associated with access, traffic congestion and transport constraints in the neighbourhood generally and especially at the dangerous WHL level crossing.

The area is already frequently in gridlock. The increased traffic caused by the three development schemes on the Barnes Hospital site will increase the frustration felt by drivers, leading to more dangerous driving and increasing the risks of injury to pedestrians, particularly children, the elderly and others unable to use the WHL footbridge.

The TS fails to analyse increased congestion times and pollution caused by idling cars.

It claims the Stag Brewery (SB) development will add only a trifling 27 extra daily journeys via WHL. A high level of naivete

is needed to believe that. The SB proposals include 1,250 homes, a hotel, restaurant, cinema & school. There is little chance the final scheme will be smaller. The increase in vehicle travel by the SB's new residents, school staff/parents and visitors to the hotel/restaurant/cinema will inevitably be enormous. WHL is the obvious route for all traffic from the south, including Gatwick Airport, and from the east via the South Circular, as well as drivers fleeing gridlock at Chalkers Corner.

The TS claims that Chalkers Corner will be remodelled to alleviate congestion caused by the SB. This is not the case – the proposal failed to win planning consent.

It claims there will be a passenger ferry by Hammersmith Bridge; the ferry scheme has been dropped.

The TS claims Hammersmith Bridge is going to be resolved. With no budget or financing agreed, this is many years away.

The original PTAL, prepared on TfL's WebCat for the whole scheme (the school/new hospital/smaller residential scheme) was a meagre 2, clearly insufficient. This was revised by a so-called manual assessment which, conveniently for some, produced a PTAL of 4.

The November 2021 TS claims the WHL footbridge is new, implying it is a factor in improving the PTAL. It was opened in April 2019, so its impact can hardly be described as recent.

TfL's WebCat software is independent, and its results cannot be accused of partiality. The TS' manual assessment lacks these virtues.

In these circumstances, it is difficult to regard the PTAL as being in any way a reliable assessment.

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