

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. Peter Faber

Address: 9 Fitzgerald Avenue East Sheen London SW14 8SZ

Comments

Type of comment: Object to the proposal

Comment: 1. The application exceeds the scope of the original outline consent (for example, the significant increase in number of residential units) and as such requires a new application
2. The residential element cannot properly be evaluated separately from the remainder of the development (the school and the medical facility). This is particularly true for the consideration of traffic flows, site access, pedestrian and vehicle safety and environmental and energy saving factors.
3. The major problems associated with access have not been addressed. To describe the site as "highly accessible" (Transport Statement) is simply wrong: as has been noted in other comments, South Worple Way cannot sensibly be characterised as a two-lane road: for much of its length (including the crucial stretch to the junction with White Hart Lane) it's only wide enough for one vehicle, often forcing passing cars/vans onto the pavement and creating static traffic and heavy congestion, exacerbated by the long periods of down-time at the WHL level crossing (as well as by other factors further afield - such as the still unresolved closure of Hammersmith Bridge). The consequences for pedestrian and traffic safety and air pollution of the yet more traffic generated by this development are obvious. The reality is that there are no suitable access routes to this site which are appropriate to support the substantial additional vehicle and pedestrian traffic which this development will generate, both during the building phase and subsequently.