

Extract regarding the report on all the presentations received by the Council during the consultation process for Metro Shopping Fund's planning application (2 new station buildings with two towers accommodating 556 residential units to a maximum height of 142m).

PAPER NO: 09-453
WANDSWORTH BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE – **20TH MAY 2009**

Copy from page 18 to 22.

CONSULTATION:

626 objection letters

Towers and Design: Two towers are of no architectural merit; tower blocks are a total eyesore; forty-two-storey buildings are out of place in this area; towers are far too high; overwhelming in size and scale and would look isolated in surrounding area and totally out of proportion; blocks would dominate, disfigure and transform the existing relatively low rise and architecturally cohesive locality of Clapham junction; out of place within low rise Victorian area; proposed blocks two and a half times taller than tallest high rise blocks on Winstanley Estate; towers would be more suited to city centre location than suburban one; towers will take away from 'village feeling' of Clapham Junction and change character of the neighbourhood; would make area lose its community feel; out of character with area and detrimental to conservation area; would constitute permanent, inescapable and terrible eyesore; learn from mistakes in urban housing made in 60's and 70's; towers are backward-looking failed experiment from the 60s; the layout and sitting, both in itself and relation to adjoining buildings, spaces and views, is inappropriate and unsympathetic to the appearance and character of the local environment; buildings should be no higher than eight or ten-storeys; constructions should be no more than 6 floors and complement existing architecture; no development more than three-storeys; would cast shadows on neighbouring properties; will affect neighbours privacy; buildings will deprive local residents of light and cast an electrical shadow; already vast number of people pass through the station each day which creates congestion and overcrowding, two huge tower blocks only add to this; overdevelopment of the local area, exceeding reasonable population density standards for a good quality of life within central London; 556 units too dense for the area; there would be an inevitable increase in traffic and demand for parking; inadequate parking spaces for 556 new households; development will put strain on amenities of local area; concerns about impact on already over stretched facilities such as schools/hospitals/leisure centres/nurseries; no consideration for provision of local schools and hospitals; residents of towers will need to keep windows closed at all times to avoid insufferable noise; the towers will have little communal space where any kind of human interaction could take place; any development should be mixed use and include community facilities; lack of social housing provision; vital that all new developments include relevant provision, do not accept that development will foot the modest costs of the station entrance in lieu of affordable housing; overprovision of 1 and 2 bed flats and lack of family housing; proposed small non-family units will concentrate 1000 more people in already congested area; redevelopment must put needs of local community and businesses together with those travelling through and to Clapham junction first and potential for short term gain by developer must be accorded lower priority; destruction and rebuilding of the rest of the site is nothing more than cynical exercise in money-making; appears only way council can see improvement in station is by giving planning permission to developers who say they need towers to pay for the station;

architecture out of keeping with Victorian architecture and conservation area; does not provide complementary/ modern contrast; redevelopment should be sympathetic to existing buildings, architecture and nature and conservation areas; object to design of new grant road entrance which is not aesthetically pleasing and looks like a rectangular box; glass structure appears to be cheap to install but expensive to maintain; development should become a benchmark by which other buildings are measured in years to come; should be carbon neutral or generate excess electricity; buildings should be ecologically sustainable; new precinct behind the falcon pub would remain isolated from the rest of wider Clapham Junction area; far from creating a sense of place or a high quality public realm space would turn into wind-blown, rubbish strewn enclave replete with empty shops and seedy characters; labyrinthine design is not targeted at improving access to or ease of use of the station; much loved venues such as falcon pub disappear under development; term building with no architectural merit; further bars and loud music venues will further increase levels of drunkenness and violence which currently blight the area; development will undoubtedly cause increased crime in the area; removal of trees/demolition within conservation area is deplorable; demolition in a conservation area and removal of street trees would have major negative impact on remaining buildings and character of the street; object to loss of Windsor castle pub.

Traffic, Transport and Infrastructure: station congested as it is and transport links greatly strained; congestion would not be solved; traffic benefits of modernisation taken away by increased numbers; inadequate thought to provision for expansion of, and need to integrate, different forms of public transport; regeneration unnecessary, Network Rail already has plans/funding to expand passenger capacity at Clapham junction and create new station entrance; towers not necessary, Network Rails strategic plans for the station earmarks funds for provision of new entrance, additional passage capacity and improve access; extension of East London line by 2012 requires it; network rails cooperation with developer is motivated by money; station requires swift, clean and safe access to and from station, must be responsibility of Network Rail who are already working on this and must work harder to get funds from other sources; government will be funding access for all improvements, why do developers keep quoting this; Station needs to be improved but should be paid for by Network Rail and SW Trains not funded by property developers; network rail says scheme will not answer all of current over-crowding problems and future development will be required; would rather station stayed in current state until plans are put forward to develop it for its proper purpose as a station and major transport hub; major obstacle is volume of foot traffic in and out of station; current tunnel leading to platforms is unbearable; need widening of area where tickets are bought and enlarging of access area to platforms; appears to remove tunnel which would make pedestrian movements far worse; inadequate development of the station for rail passengers; little provision for passenger interchange from buses to trains; not sufficient drop off points for car passengers; any development requires consideration of a bus interchange to trains rather than bus stops being scattered round the area; Vauxhall sized bus interchange is required; cycle stands should be increased in volume and well-designed; Clapham Junction is one of busiest in country and public transport accessibility is high therefore seems incongruous that such high parking provision has been suggested; parking is overprovided.

Station access: removal of existing entrance and underpass is short-sighted; existing entrances and access should be retained and upgraded as well as new ones being built; moving entrance to Clapham junction further up St. John's Hill is detrimental to all residents and businesses; new entrance would increase walking distance to station for many; station access will be moved further from main crossroads with St Johns Road; inconvenient new access up the hill; few will benefit from existing entrance closing; access should be central and not rely on a footbridge; no plans to

redevelop already over-crowded underpass; should move to three station entrances rather than two as station capacity will grow.

Retail and Office (land use): new retail developments should primarily meet needs of station's passengers rather than compete with existing stores in town centre and independent traders on Northcote Road; do not require any more shops; create competition for existing units on St. John's Road; damaging to existing businesses; shops must be useful to the local community; do not need any more chain clothing shops, bookshops or coffee shops; shopping area is banal and could easily be mistaken for any number of other destinations; increasing retail would only increase number of people coming to the area; no call for pedestrianised shopping centre next to station there is no shortage of shopping opportunities or premises in Clapham Junction; loss of existing offices; no new local office provision; removing PCS workforce from this location will undermine local businesses to considerable extent; proposal fails to address suggestion that redevelopment should provide substantial residential and employment content.

Noise/disturbance during construction: concerns about length of construction time and impact on local residents in terms of noise and traffic etc; construction stage will lead to disruption in already congested area; during proposed 3 year duration of works whole area will be blighted by construction, noise, dust, lorries etc.

Other: not enough neighbour notification; views of residents must be properly sought; inadequate consideration of and consultation with local residents and businesses; short public display by developers was inadequate; consultation earlier this year was in cynical and mendacious fashion; there is so much information on website that plan has become effectively inaccessible and details might easily be hidden; must reject application and extend consultation period; council should extend consultation, provide scale models at station and conduct door to door surveys; should inform residents in wider area around Clapham junction of the proposal; planning gain is a cynical gambit; concerned about security risk of towers being built on top of one of busiest railway junctions in Europe and under one of busiest flight paths in the world; can proposed development service such an increased demand for water and associated disposal of waste water; in current market developing enormous amount of residential accommodation of the type that has faced the largest proportionate fall in prices seems unnecessary and possibly irresponsible; concerns about impact on housing market;

67 support letters

Towers and Design: like idea of new towers at Clapham Junction; welcome improvement to the area; favour the proposal and have no problem with height of the proposed towers; residential blocks are a 'brave' statement for the area and should not be watered down; towers form an appropriate landmark for centre such as this although should be put in context of a landmark and not precedent for other towers; making barrier between north and south of railway less overwhelming; proposals are marked improvement to streetscape; pedestrianised area should provide more functional station; refurbishing arches facing Grant Road will make it more welcoming environment; changes to north of site great improvement; preservation of Falcon public house is laudable; cinema foyer opening off Falcon Road will help increase security and natural surveillance of the site; better use of public rights of way; proposals will help regenerate town centre and transform station to meet requirements of current and future generations; more modern and welcoming retail space; opportunity to boost local economy; will help Clapham

Junction remain a destination in face of competition; shopping street and café's will modernise and brighten the area; look forward to cinema, medical and fitness centre; benefits of improving access to the station, plus shopping facilities and job creation etc all outweigh disadvantages.

Traffic, Transport and Infrastructure: approve of regeneration of Clapham junction station; station improvements long overdue and required; although may belong to Network Rail, those who suffer are Wandsworth residents and cannot wait for Network Rail to sort it out; revamping station is critical, given current facilities are insufficient for volume of users; fundamental and essential boost to infrastructure of the area; improving and reducing dangerous aspects of current traffic circulation; vastly improved transport interchange facility in Brighton yard; proposals will result in a cleaner, safer and more aesthetically pleasing place to travel.