



OWGRA

Osterley & Wyke Green Residents' Association

3 July 2020

Mr Duncan Matthews
Land and Development Director
Berkeley St Edward
Chelsea Bridge Wharf
380 Queenstown Road
London
SW11 8PE

Dear Duncan & Colleagues

OWGRA RESPONSE TO BERKELEY HOMES LATEST CHANGES, TESCO & HOMEBASE, SYON LANE, June 2020

OWGRA and other local representatives from the Community Liaison Group (CLG) were extremely disappointed at Berkeley Homes' presentation of your latest proposals to us on 18 June 2020 via Zoom, using distracting descriptions such as landscaping and building façade detail with no basic information about height, bulk and mass of the buildings at the Tesco and Homebase sites about which we have voiced many concerns.

Consultation has been perfunctory in our view and it is difficult to believe you had '3500' responses to your 2019/20 online questionnaire; those of us who completed it found it misleading and obtuse. We are still waiting for the promised results of that questionnaire and the postcodes of those who responded (including TW8, and analysed by the first 5 characters of the postcode). OWGRA also still await detailed responses to our 'wish list' letters to Duncan Matthews of 17 February and 13 March 2020 though we have noted his response of 5 June 2020.

We need to see specific new proposals as follows:

BOTH SITES

The building height, massing, elevations and layout on both sites appear to remain unchanged; and we would certainly make formal objection if that were so. What would be acceptable to us are heights, mass and elevations which would fit with other recent developments in our area, such as Marbaix Gardens, Meadowbank Close, Reynard Way and Beck House (2-3 storey town houses and 4-storey blocks of flats).

Neither of these sites is appropriate for a transition from generally low-rise industrial and commercial to residential on this scale.

There is no information regarding the impact of tall buildings on this prominent ridgeway to nearby heritage assets, nor on the effect on current traffic and transport issues. We note that a doctor's surgery is proposed but it was unclear at which site and there is no further information about the provision of amenity or infrastructure either on the sites or for the wider community than a small open-air stepped facility for 'events' plus a small water garden at the rear of the Tesco site.

We note that you are proposing a further CLG meeting on transport plus a public exhibition before submission of the planning applications at the end of July. We would expect to see 3D models of both sites as promised by the architects at our meeting on 29 Oct 2019.

HOMEBASE SITE

- The width of the west-facing buildings on Syon Lane appears to have reduced slightly but this does not affect our basic objection that there is no step-down or attempt at height reduction directly opposite the 2-storey housing on Syon Lane and further west along the Northumberland Estate.
- While the varied colour of brickwork and balcony treatment was interesting, it tells us little about the number of homes to be provided; we are assuming it remains unchanged at 470, built close to the existing narrow footway, or will it be widened or landscaped? What will be proposed by way of mitigating the effect on future residents of constant heavy traffic and poor air quality in this area?

TESCO SITE

- While we appreciate the planning application will be outline only at this stage and development of the site is a long-term (10 year?) project, the only information we have is that 43% of the site is to be open space (does this include access roads and walkways?) and 200 trees (rather than the earlier 300) will be planted; 1615 homes will be built (35% affordable) in tall buildings (up to 17 storeys) with a row of terraced houses along MacFarlane Lane (and others along Syon Lane still?).
- We still need to know what the site will look like in relation to existing development and how it will fit.

All in all, we are very disappointed at what we have seen so far and cannot support your proposals. Below we state specifically what our expectations are for both sites.

EXPECTATIONS OF THE LOCAL COMMUNITY

The development of Tesco and Homebase sites is very significant. The local community expects an appropriate density and a high ratio of family dwellings, to complement and enhance the residential character and social fabric of the area, in addition to delivering measurable environmental benefits. The new development should have due regard to the Council's emerging (2019) Local Plan policies for the Great West Corridor and adopted Climate Emergency statement.

[The Sky campus to the immediate east of the Tesco site has some taller buildings but these are at a lower ground level towards the Grand Union Canal so do not impact on our residential area.]

- 1. Height, bulk and mass:** new building heights not to exceed six storeys, to blend with the surroundings, minimise shading and deliver a sustainable height, with reduced reliance on lifts. Reduced height, bulk and mass are to be applied to preserve the strategic views of Gillette. Verifiable strategic views are expected from the locations advised by the Council.
- 2. Sustainability:** provide Sustainability strategy and implementation details for each site. The strategy is expected to be comprehensive and tailor-made to each site. It should be feasible, and verifiable, rather than aspirational. Sustainability measures need to cover current and future needs. It is evident that Sustainability measures cannot be treated as "clip-on" items, and need to be fully integrated at the Concept Design stage of all buildings.
- 3. Climate Emergency:** provide verifiable information as to how the development will comply with the Council's approved policy that "All new developments are to be Carbon Neutral", which is also in line with Government policy.

4. Traffic at Gillette Corner: provide verifiable Traffic Analysis, in liaison with the Council and TfL. This junction is currently at its limit and incapable of supporting further development, without very substantial and costly improvements. Uncertainties of funding and timescale for completing the work can have a significant impact on buildings delivery dates and phasing of the new development.

5. Public Transport: provide information, in liaison with the Council, on proposed enhancements to the services provided by buses and trains, to deal with increased demands. The National Rail service serving Syon Lane has reached its limit, due to steady increase in passengers from Sky. Should improvements be feasible, they might involve significant uncertainty in actual completion date. The proposal for a new Rail link, via Southall, to Crossrail and HS2 entails significant uncertainties in funding and completion dates, and cannot therefore be relied upon to serve the new development.

6. Air Quality: provide verifiable data on predicted air quality due to new development. Pollution and traffic levels are already at their limit at Gillette Corner during an extended part of the day. The proposal to locate residential development on the A4 frontage is clearly contrary to current and emerging local plan policies.

[It is recognised that the predicted shift to hybrid and electrical cars will have limited positive impact on congestion, as vehicle sizes and journeys will remain largely unchanged. Reduction in pollution will also be less significant in the short and medium terms, as the Government's ban on new petrol and diesel cars will be implemented in 2035, at best. In the meantime, the "residual" number of petrol and diesel cars already on the road, will continue to be operational for many years (until their owners decide to scrap them). So, their negative environmental impact will continue to be felt for many years, beyond 2035. Even if all cars were assumed to be electric, road congestion will remain mostly static, and health hazards from harmful particulates in their braking systems will remain unchanged, and could not be mitigated until a significant step-change in brake technology occurs.]

7. Noise and Pollution: provide verifiable details of noise and pollution mitigation measures; firstly, in relation to the use of balconies by new Residents, and secondly in respect of the harmful impact on existing Residents, as well as Pedestrians. Explain how Natural Ventilation will be applied to critical parts of the development in view of the combined problems of noise and pollution.

8. Phasing of Development: provide information about how this will be achieved to coincide with firm (not assumed or provisional) completion dates, for the essential upgrading of the traffic and transportation infrastructure.

9. WELL Building Standard: provide verifiable information on how the development will comply with this national performance-based standard.

10. Environmental Impact Assessment: provide information to determine the effect of new development on social and health infrastructure in the area, including but not limited to schools, GP practices, health and sports facilities.

11. Carbon Footprint of Building Materials: provide information on Carbon Footprint of proposed building materials, and how this will be minimised. In particular, steel and concrete, due to their impact on Climate Change and the ever-increasing social and economic pressures to reduce Carbon Dioxide emissions. The focus on embodied carbon contents of steel and concrete is driving the critical scrutiny of their operational values and the urgent need to seek appropriate alternatives.

12. Future Proofing: in addition to Environmental issues, provide information on how the new development will be future-proofed, in the medium and short terms.

[Many people are now seeking generously-sized dwellings to support home-working and they strongly

favour the use of private outdoor areas. Naturally-ventilated and well-lit internal spaces, which are away from polluted environments, are highly prized. Family-friendly outdoor spaces that are generously sized, pleasant to use and benefit from good year-round microclimate are in high demand. The steady increase in popularity of cycling and other easily accessible health-related facilities is evident. The desirability of fast-charging facilities for electric cars is on the increase.]

Yours sincerely

Barbara Stryjak on behalf of
OWGRA (Osterley & Wyke Green Residents' Association) Tesco/Homebase Residents' Action Group