

Blue skies Traffic issues Battery or tank Mount Nod Delta news Street music Planning Common

# Wandsworth Society newsletter



Autumn 2020

# Above us only sky

After all, it turns out that there are some advantages to the arrival of the virus. As a friend put it: "The skies haven't been as clear as this since that unpronounceable<sup>1</sup> Icelandic volcano erupted!" Absolutely true. Within days of the sudden disappearance of the aeroplanes that usually fly non-stop over the common on their way to Heathrow, our skies were clear and blue, and what's more there was no more noise. Astonishing the difference that made. In particular, the messy contrails that usually begin as narrow pathways and quickly spread across the sky, were no more to be seen.



However, at the time that the CEOs of the airlines were still complaining bitterly about their imminent collapse, the flights began trickling in again, sometimes from 5 a.m., at others blighting the daylight hours later on. An open-air recital being given by a lovely soprano and a violinist outside St Anne's Church was all but ruined by the sudden arrival of the airliners roaring overhead at 90-second intervals.

So I suppose it's up to us to choose between foreign holidays or blissful clarity and silence. If anyone thinks of a solution, let's have it!

Prue Raper

<sup>1</sup> Would that be Eyjafjallajökull, back in 2010?

# Wandsworth Society

Newsletter  
Autumn 2020

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## Greetings

We hope this, our first print newsletter of 2020 finds you well.

With luck and a fair wind this newsletter will be with you in late September, which will be a good few weeks after the introduction of Low Traffic Neighbourhoods in Tooting (and elsewhere) on 17 August, and fewer weeks since the council announced on 11 September that the Low Traffic Neighbourhood trials were to be suspended.

Immediately before the suspension we were considering how best to present the debate that the introduction of the various traffic management measures had brought about. A debate that at times was heated, and at times was dangerously close to becoming overheated. Passions tend to run high on matters affecting roads, parking, cars, cycles and the like.

The general public view seems to have been unfavourable, and there are those who would hold that describing those comments as unfavourable could be a strong contender for an understatement of the year award.

There were two main topics of concern, the adverse effect on traffic and the implementation of the schemes.

Complaints about the new road schemes, of which the Low Traffic Neighbourhoods are possibly the most significant, and their effect on traffic were that there was much greater congestion, frequent queues of stationary traffic, resulting in a significantly higher level of pollution, and prolonged journeys.

There was also considerable frustration and anger at the suddenness with which the new measures were introduced, without notice or prior consultation.

Soon after the introduction of the Beechcroft Low Traffic Neighbourhood scheme John Dawson outlined his views on the scheme, a generally positive reckoning. Harry Waddingham has a different view. What they have to say can be found on page 5.

When the dust has settled what the consensus, if any, will be on these traffic management measures is anyone's guess.

## Do please keep in touch

As you know you have not received a newsletter for a long while. Those of you whose email addresses we have will have been receiving our news by flyers or by looking on our website -

[wandsworthsociety.org](http://wandsworthsociety.org)

If we do not have your email address please could you send it to me

[membership@wandsworthsociety.org](mailto:membership@wandsworthsociety.org)

and we will add you to the list. In future more of our communications will be by email.

Many thanks and I hope you are keeping well in these strange times.

Gill Gray Membership Secretary

# Low Traffic Neighbourhoods

## Where do we start

It is likely that few would disagree that there is too much traffic and that measures to reduce the amount of traffic, to encourage cycling and walking, and to make roads safer would be welcome. Wandsworth Council and TfL say that those were the intentions of the various traffic management schemes introduced in recent weeks.

In May TfL announced the London Streetscape programme, intended to 'rapidly transform London's streets to accommodate a possible ten-fold increase in cycling and five-fold increase in walking as lockdown restrictions are eased. Streetspace includes the rapid construction of a strategic cycling network ... Work to widen footways in town centres across London and to reduce traffic on residential streets ....'

Wandsworth put out a press release 24 June to announce that

'The council has successfully secured an initial allocation of London Streetspace funding to implement a number of temporary projects designed to make travel around the borough safer for pedestrians and cyclists.'

Eight Low Traffic Neighbourhoods were identified together with 16 School Streets, cycle corridors on Garratt Lane and Queenstown Road, and a note that the Streetscape improvement in Bedford Hill Balham and an area refurbishment scheme in Southfields.

True there were no proclamations from the rooftops, and this may well have slipped under your radar, but the authorities may claim with reasonable cause that we were warned that plans were afoot. Nonetheless the press release 11 August from



Wandsworth alongside an issue of Brightside announcing the LTNs was doubtless a shock to most, if not all.

And it was less than fortunate that the launch of the LTN's happened together with the return to school, a continuing reluctance among many to avoid public transport, together with other traffic limiting measures put in place by TfL. There were multiple reasons why the problems that did occur were more than anticipated.

The trial period for the Low Traffic Neighbourhood was bloody and brief. The consultation continues. The Society will participate in the consultation.

### **Please do let us know your views.**

Meanwhile here are two views from, as it were, opposite sides of the fence -

# and other traffic measures

## An unmitigated disaster

Due to the pandemic, the Roads and Transport group of the Wandsworth Society has not been able to meet to discuss the LTN issue but as chairman of the group for several years my view has been requested. I therefore submit my personal opinion, which I believe is shared, in principle, by the majority of both the R&T and the executive.

I have resided in the Wandsworth Common area for over 80 years, passed the Institute of Advanced Motorists test over 50 years ago and am a motorist, motorcyclist, cyclist and pedestrian and thus have some considerable experience from which to draw. I have also served on the executive and have been an ardent supporter of Wandsworth Council which I have heretofore believed to be the best run council in the country.

However, on the issue of the LTNs I believe that the government, TfL and Wandsworth Council, who all have a track record of ill-judged, poor, and disastrous planning and execution, have excelled themselves. They are there to serve

## or a welcome change?

Nearly home from the Humber, and turning into Beechcroft Road from Burntwood Lane, we were surprisingly confronted by a road barrier just before the Brodrick Road junction. Turning round and once home we found a pamphlet from the Council explaining the creation, the day before, of Low Traffic Neighbourhoods (LTNs) across Tooting, including the Beechcroft Road LTN where we live. Christina and I have lived nearly 50 years in this neighbourhood with Beechcroft Road acting as Trinity Road's by-pass every day.

We own a car like many of us do but only just 55% of those of us living in the Borough do

the majority and not to satisfy the vociferous minority.

The issue is not whether the LTNs are right or wrong, although I am convinced that the vast majority of people who use the the area's road network are of the opinion that it is an unmitigated disaster, but that it has been planned and executed in a totally underhanded and undemocratic way. There has been no consultation whatsoever and it has been carried out with unseemly speed, that has never been seen before, in order to avoid the critical objection of many, which it has failed to do, or to quickly spend the funds given by central government, which comes from the people that both are supposed to serve.

I believe that the concept is flawed, the planning and execution both ludicrous and undemocratic, and if indeed there is a need for change in the area's infrastructure that this is neither the answer or the way to achieve it.

Harry Waddingham

own a car or van. It is only used intermittently and generally for long trips out of London, as getting around in London is more convenient by public transport, cycling or walking, and cheaper too for those of us blessed with Freedom Passes. As Rosena Allin-Khan, our MP, says, many residents who own a car do commute by public transport, but, she continues in a letter to one of our members -

"because of coronavirus, passengers on the tube have declined by 95% and passengers on buses have declined 85%. Although restrictions on public transport are slowly being lifted, to prevent

a second wave of coronavirus we are being encouraged to walk or cycle where possible. Additionally, as coronavirus restrictions ease and residents begin to return to work and leisure activities, travel is increasing and therefore so, inevitably, will car usage and pollution. It is also worth noting that Wandsworth Council declared a Climate Emergency in 2019 and is tasked with reducing pollution from transport and improving the quality of our air. Without some form of changes to our roads, so that more people can safely use them to cycle or walk, they will quickly become congested with vehicles and air pollution will significantly increase."

Her letter explains the situation straightforwardly. Apparently, WBC has received £1,923,500 from TfL to implement various schemes to sort out the borough's many traffic problems, especially within residential streets which act as rat-runs. TfL wants London Councils, including WBC, to create new segregated cycle lanes, extend pavements and close roads to traffic as a matter of urgency. This is intended to make it safer for people to walk and cycle (and scoot of course, as recently sanctioned by the government). As can be seen locally, on the busy A24 Clapham to Tooting stretch for example, cycle lanes and pavements are being modified by TfL to ensure that cycling, walking (and scooting!) will be safer, especially for the young and the new to cycling.

On behalf of the Society I have attended several meetings locally in Tooting and Wandsworth, organised in particular by Tooting residents living in the Totterdown Fields and Fishponds neighbourhoods who have been agitating the council to stop traffic zig-zagging through their streets, creating dangerous conditions for children, mums, cyclists, and residents. I confess at doing so myself. I know many other rat-run routes through other neighbourhoods in London and I have often wondered why these remain so when I can recall rat-runs around the Bayswater Road area of

Kensington and Chelsea were stopped off over 40 years ago when I worked there.

The new schemes across the borough will inconvenience traffic and I, like others in my LTN, will have to allow more time to get out of our zone when we use our cars, as north bound traffic has increased at times on Trinity Road, our local main road. Otherwise the road seems to run as before, very busy but moving freely south of the Bellevue Road crossroad. Whilst it is a casualty in part of the changes, it has to be balanced by the benefits to the many residential streets within Tooting's LTNs. The current schemes are on trial until next January when they will be assessed. I will speculate that they will remain, possibly with some adjustments, as I see from walking and cycling through the LTNs to judge how effective they are, that they have, overnight, spectacularly transformed the residential quarters in this area of the borough.

The Society too will have to judge the performance of the LTNs, although Tooting is strictly on the outer fringes of its area of concern, but meanwhile it should salute the move by our local and mayoral authorities to try, at long last, to face up to the problems of dangerous rat-runs, air and noise pollution within our dense residential streets. Sorting out traffic has been at the heart of our Society's purpose since its conception. Faith C Lawson, one of our Society's former active members, was Chairman of the Pedestrian Association, now called Living Streets. She was a neighbour of ours at 200 Beechcroft Road. How she would have championed the LTNs, and expected our Society to do so too.

John Dawson

## OUR AGM

The 2020 AGM had to be abandoned as the effects of Covid 19 became understood.

The existing Executive Committee have continued to safeguard the Society's affairs, although they have met in person only once since lockdown. Many telephone conversations have taken place between members of the various groups, as required to continue the restricted business of the Society.

All members of the Executive have agreed to continue in post until the next AGM, with the exception of the Treasurer who wishes to step down. A new treasurer is required. Any member who has sufficient knowledge and experience to undertake this role should contact the Chair, Margaret Romanski.

The accounts for the year end December 2019, which were to have been presented to the AGM, are alongside. If any member has any question on these accounts, could they please contact John Dawson, the Secretary. The writer would like to thank the Treasurer for his attention to detail in the preparation of the accounts over the last few years, not without the twists and turns of any organisation of the Society's nature!

Finally, the writer would like to thank Peter Farrow very much for his perseverance in the preparation of this newsletter, without complaint (or none that he made me aware of!). Thank you Peter.

Philip Whyte

## Wandsworth Society Accounts for the year ended 31 December 2019

<b>Profit and loss account</b>	<b>2019</b>	<b>2018</b>
<b>Income</b>		
Subscriptions (including donations)	4,574	4,679
Meetings	516	610
Social events (events surplus)	1,116	644
Publications (Bedside newsletter)	2,785	2,385
Bank interest	91	63
Gift Aid	518	505
<b>Total income</b>	<b>9,600</b>	<b>8,886</b>
<b>Expenses</b>		
Meetings	1,464	1,095
Social events (Registrations / arrangement)	69	130
Printing (Newsletters, Bedside, flyers and forms)	4,000	4,563
Campaigns (including leaflets)	0	0
Subscriptions to other societies	125	125
Website	300	510
Secretarial, postage, stationery	791	755
Insurance	192	200
Gifts	0	29
Accounts preparation	0	0
Donations to other societies	180	180
<b>Total expenses</b>	<b>7,121</b>	<b>7,587</b>
<b>Nett profit / loss for the year</b>	<b>2,479</b>	<b>1,299</b>
<b>Balance sheet as at 31 December 2019</b>		
<b>Assets</b>		
Current bank account	50	
Business reserve account	6,156	
Charities Deposit Fund Account CCLA	13,031	
<b>Total assets</b>	<b>19,237</b>	
<b>Liabilities</b>		
Income / creditors	-810	
<b>Total liabilities</b>	<b>-810</b>	
<b>Total net assets</b>	<b>18,427</b>	
<b>Capital</b>		
General fund / retained earnings 2018	15,948	
General fund / earnings for year 2019	2,479	
<b>Total capital</b>	<b>18,427</b>	

# The Wandle Delta masterplan

## the next step



### A brief update from Bruce St Julian-Bown on progress on the Stage 2 consultation, before the formal report is published.

I only signed up for my first ZOOM encounter for a stakeholder workshop the day before as I should have been in France tending a sick relative. No way would I be on board! But to my amazement setting up the account, password, passcodes, URLs, meeting number etc all fell into place – never happened before!

As one of about 50 at-home participants I sat in front of my computer for the Wandle Delta Master Plan, Stage 2 stakeholder workshop. The 'moderator' split us into a half-dozen 'break out' groups and discussed the detailed topics. Our group moderator was the highly experienced Martyn Saunders, billed as working for Avison Young doing 'Spatial Planning in the Urban Environment' or something like that. I thought his summaries of the two sessions were objective and

fair. All round introductions were not really practical but I noted one Society Planning Group member and Vicki Carol of WEF & WVF, also John Stone attended in group moderator role and Cllr Sarah McDermott.

So we were given a bullet point presentation, with 'indicative' maps and models showing the potential of each development (given) site including WBC depots. We were told that the sprinkling of blocks of flats was 'indicative' rather than firm proposals so we shouldn't take them too seriously at which point red lights started flashing. It seems that all the listed sites are designated mainly for housing some including work space and some open space like Causeway Island. The listed Bus Garage is down as flexible work-space.

My initial contribution to the discussion was to say that the Masterplan must take account of adjacent areas so the Delta and its needs would be planned as a whole not piecemeal. That it was potentially an asset to the town centre but needed to have more to offer as a destination i.e. cafes, restaurants etc as well as easily accessible open spaces.

Some aspects of these 'indicatives' and other proposals were quite good along the Wandle bank path and Causeway Island, for example.

However it was unfortunate that the sprinkled blocks were categorised by height and in three sites the tallest buildings (15 floor +) were all in the worst possible positions. The worst case was Feathers Wharf where a 15+ floor building was indicated at the Wandle Mouth, facing the other 15 floor (originally 7 floor) block which in the view of many represents one of WBC Planning's cardinal sins, effectively making the Wandle

mouth a canyon 15 floors high. Clearly the completion of the existing Riverside Quarter block justified compounding the blunder with another! You may ask why isn't Feathers Wharf all public realm? Well that may be a big ask if you ignore previous WBC offers to this Society and some modest building on say a third of the site might soften the interface with the WRWA waste transfer station. At least the Wandle bank path and the WRWA Thames Path gantry pedestrian/cycling crossover were amongst the 'indicatives'. A request was made to ensure that a wide enough space was left on the gasometer site and the building line – but again this was only indicative.

One big and intriguing surprise was exploring the idea of the big roundabout at Wandsworth Bridge being converted into a peninsula and crossroad by joining up the McDonald's site to the roundabout thus making it a pocket park and maybe making room for more tower blocks?

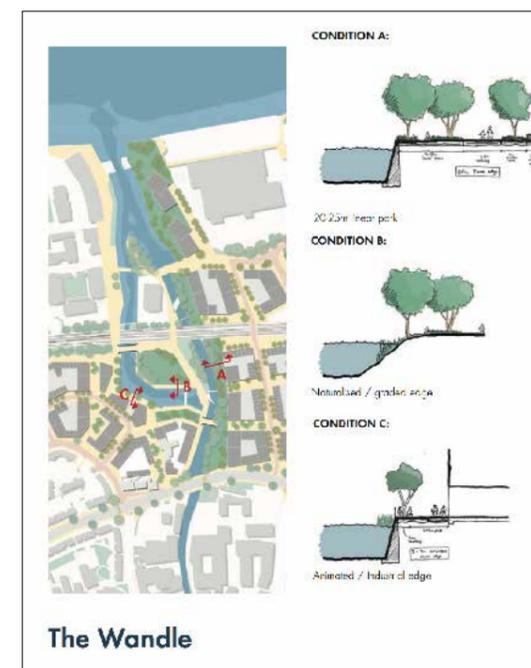
I pointed out that I hoped they would do some serious traffic flow modelling, there

being many hundred new homes but more specifically that it has worked remarkably well for a few decades now and the regular rush hour tailbacks onto Wandsworth Common were a thing of the past.

There was little opportunity to make further contributions such as the case for leaving high levels of water in parts of the Wandle's remaining Delta channels around Causeway Island. There was much that chimed with the community aspirations in these indicatives we have noted but no guarantees that these aspects will be included in the final recommendations and some aspects that that may warrant a red card. But let's see what other comments were made.

And let us be watchful as the consultation progresses to see if the Planners as they grapple with their new looser regulations can still realise an uplifting vision that will dispose of any lingering hints of perceived cynicism.

Bruce St Julian-Bown



# Your post pandemic new car - electric?

## a guide for those that would like a greener drive

**The motor car is the demon of our green aspirations. We all know it but our lives often revolve about the 'indispensable enabler' – the car, at least under our current aspirational norms. These will evolve as the reality of climate change's tipping points becomes clearer.**

### Electric driving pro and cons

Firstly, driving electric (e-cars) will reduce CO2, as long as the electricity generating capacity increases along with green wind, solar, and stored power. (Some will include 'nuclear' but many will not). Running costs are substantially less than petrol/diesel fuel and they dispense with CC/ULEZ charges for now, but there are major practical challenges.

There are, several factors you need to consider to ensure it is a viable option that meets your needs –or eventually whether your needs evolve to match the potential of the electric option.

### Switch and switch again like we did last summer?

It was the 10k deaths in London and the projected loss of secondhand diesel car values that prompted me to switch back to petrol two years ago. But why didn't I buy an electric car instead? Especially as 20-40% of our electricity is regularly generated by green energy. So why not switch to a plug-in electric car, a hydrogen fuel cell electric or a hybrid?

### Price

Budget for starters - roughly £10k over an equivalent petrol model, less £3000 govt current grant and savings on ULEZ charges, makes it approx. £7,000. The new small electric Vauxhall Corsa, for example is around £30k (less £3k) whilst the rest of the

range is £15-£20k and the Peugeot E-208 is approx £28.5k

### The challenge for you

With normal pump fuel trip planning is easy. There are thousands of garages across UK and Europe, although not as many as there were (UK. 13,000 in 2000, 8,400 in 2020). But unless we are careless we know we'll arrive. But in an e-car some research is required. All but a few e-cars have a published range of between 120 – 280 miles, slightly less in practice.



### Charging points in Wandsworth

Cross pavement charging cables are illegal. Fortunately, Wandsworth is part way towards its initial of 700 target for public charging points with 'blue light' plug-in lamp posts on request and clusters of fat white chargers sprinkled around the borough. However even a charger you requested outside your home, cannot be reserved for you or even for electric cars only.

The WBC website lists 220 roads with charge points with 350 chargers from two contractors with various payment options including pay as you go with charging costs well below petrol prices. Search electric car recharging websites, including a 'Zap Map' of current recharging points. These will also help plan a longer journey via recharging points). As with everything digital you will need to register and set up an account and in some cases book a time slot. Westminster Council offer almost free parking - you pay only for the first 10mins. Such regimes will constantly

be changing and added to, so you will need to check for updates regularly.

### Going for a long electric drive

You want to drive to Norwich (120 miles each way), your new Honda E with a 137mile published electric range may just get you there but you need to recharge for the journey home. You need to know:

- Where recharging points are located if not at your specific destination.
- What connector type and what power rating you need to recharge.
- How long will it take you to recharge to say 80%.
- Do you need to take membership with the recharge company!

Do you need to book (waiting for 3 cars ahead of you could take 2 hours).

The ZAP MAPS website shows 11,300 UK charging points and explains the connector types and power ratings as all affect the time it takes to recharge. You should also check to see that listed charging points are open and operational. Tesla have their own branded Superfast charge points.

Another site 'goultralow' claims to show 30,000 chargers nationally. The faster the recharge the more it costs. Approx public recharge time:

- Ultra Rapid 20+mins
- Rapid 40min
- Fast 20+ mins
- Slow 300+ mins
- Domestic up to 13 hours

Some websites show a grid of kW/minutes charge times and range added. Sounds very complicated but ultimately worthwhile.

Batteries degrade over time, approx 2% pa, which reduces range. Degradation depends on charger type, cold weather, how you top up when recharging - all factors when selling the car or buying second hand. But the tech improves all the time.

### The other fuel – hydrogen fuel cell

Honda, Hyundai, BMW and Toyota plus Amazon, Siemens and GM are all investing

in h-tech which has some advantages over current e-cars and only emits water from the tailpipe. Two major issues. Cost: around £60,000 and refuelling infrastructure – currently almost non-existent (5 points in London, 16 in UK - Feb 2020) but its early days. Cars can be refuelled as fast as petrol cars and have similar range. Hydrogen, is little greener than natural gas. At present it's a non-starter but that could change.

### Hybrids

Hybrids are a half-way house between combustion engine and pure electric but recently lost their tax advantage. They come in three varieties:

- Plug-in hybrid: mainly battery with a small conventional engine extending range by between 30-50 miles
- Self-charging hybrid: small electric motors assist petrol/diesel engine automatically in certain driving modes reducing fuel consumption and are partly recharged by regenerative braking.
- Mild Hybrid: lacks the ability to run on electric only but allows the engine to be turned off during braking, coasting or idling and restarted instantly. Modest fuel savings.

So, hybrids are cleaner than standard cars and cheaper than electric but fall well short of electric cars in their green credentials and don't have tax concessions.

### Why even a car?

Climate Change is the greatest challenge the modern world has faced and will affect the quality of life, if not life itself, for all future generations. Yet for many driving is an inherent part of life taken for granted. So if you still must drive - the less polluting your car, the better.

NOTE: This general guide is drawn from many websites and motoring press - information accuracy is not guaranteed. Search web and media for latest updates.

Bruce St Julian-Bown

# Neighbours make music

**As Prue Raper suggests on page 2 it wasn't all bad, many of us got to know our neighbours better.**

Like a lot of communities in London, we all came out on to the street this covid spring to applaud key workers on the front line. After a few weeks, Chloe, a musician who lives in the street, came out to play a piece on her violin after the applause for the NHS had ended. We stayed on in the dark, all of us listening together. A few weeks later, Chloe was inviting other musicians, getting the kids living in the streets to perform and making us sing along. We had cellists, pianists, flautists and we smiled and had fun.

We started a WhatsApp group and got to know each other better. VE Day saw us making tea and scones and having a BBQ. When the clapping stopped, the music carried on – every ten days.

Sometimes, there were 21 musicians and we set up in the nearby cul-de-sac, so that we didn't stop the traffic. People came from further afield, met friends, drank a glass of wine and celebrated life, friendship and live music.

Thanks, Chloe and everyone who helped to make it happen.

Maggie Laing



# MOUNT NOD



The restoration of the Huguenot burial ground on East Hill is now very nearly complete. Some £300,000 has been spent on landscaping and the restoration and conservation of the tombs and memorials..

The burial ground contains five Grade II listed buildings, in this instance the buildings are table tombs from the 18th century. The listing description on Historic England's website gives no more than their architectural features in prosaic detail -

*HUGUENOT PLACE SW18 1. 5033 Huguenot Burial Ground Paggen Table Tomb TQ 27SE 4/5 II GV 2. 1720 stone-faced. Deep moulded plinth. Panelled sides with dedications to Peter Paggen, and to 'the widow of Peter Paggen' died 1724. End-faces of segmental section with Baroque escutcheons. Bold cap of curvilinear section.*

What of Peter Paggen and his wife? We hope the information boards to be put up will develop the stories of the tombs and the burial ground.

Wandsworth have announced that a reopening ceremony will soon take place. We very much look forward to being able to visit the burial ground.

For more information see

<https://tinyurl.com/MountNodWandsworth>

# Planning News September 2020

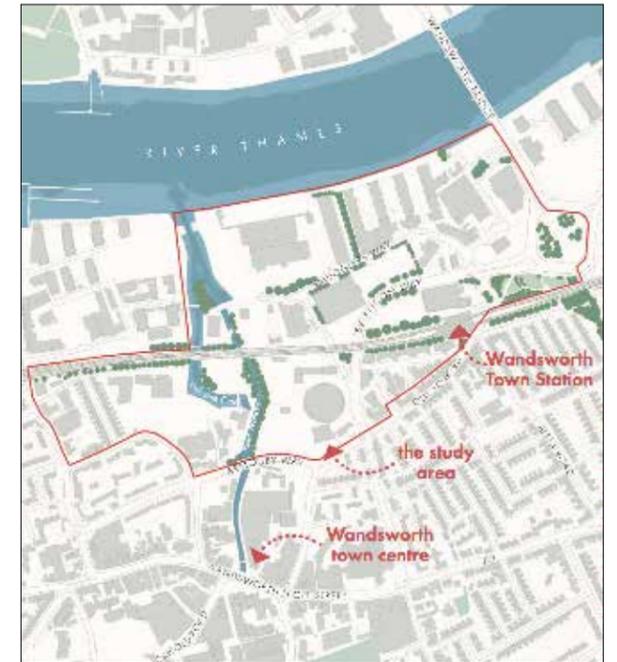
Since our last report in March, so much water seems to have gone under the bridge and hopefully our Society members are well and have been able to manage one way or another.

Inevitably there have been losses amongst friends and family, The Society Executive sends our condolences to those who have lost loved ones.

In planning terms things have rolled on but not with the speed of previous times. The council has continued to receive applications, with the officers processing those which have received all the necessary documentation and are ready to receive consideration by the Planning Applications Committee. The PAC has been holding meetings by Zoom, apparently with success.

In July the government announced a major change to the implementation of planning policy, with the aim of reducing the bureaucracy involved in the planning process, improving the design qualities and the environmental outcome of the process. Full details of the new proposals are under consultation until October 2020. One element which caused news headlines when announced was that individual homeowners could extend their homes upward by two floors, subject to neighbours agreement. Can you see the arguments arising from this? Would any disagreement be referred to the local planning authority for arbitration- a new potential minefield!

The Wandsworth Local Plan Review which was started earlier in the year will presumably continue with any new conditions required added after the legislation is enacted. Are the



planning group getting tired of process of scrutiny required? Yes, I hear the response.

In no particular order some applications of interest -

Wandle Delta and Town Centre Masterplans. Following an initial presentation in the autumn of last year, the council has made progress with the consultants appointed to identify opportunities in the Delta and town centre areas. Following a virtual Planning Forum meeting in July, it has been announced that a further online forum will take place on 26 August to review progress and invite further comments. The brief has been widened very recently by the council circulating details of suggested proposals for part of the Town Hall area, with the car parking area proposed to become residential use. This will almost certainly mean buildings of significant height, despite adjoining the listed buildings of the Town Hall.

Bendon Valley and the trampoline centre appl no 2018/4176. This application was approved in June. The scheme was improved by the reduction in height of the buildings overlooking King George's Park, the Society's objection was noted in the officer's report. The



**Arding & Hobbs**

somewhat unusual aspect to this approval was that the council's advisers correctly pointed out that the proposed scheme would show only a marginal profit(2-3%) but that the site owners had declared that they would proceed regardless. I am not sure that the Board of the owners will sanction progress unless they know something that was not disclosed in the application!!

Jaggard Way 2018/5413 appeal no APPH5960W203253063. This appeal to the Planning Inspectorate follows the council's refusal of the application for outline consent. The Society objected to two applications on the site. The site is identified as an industrial site with no flexibility to include other uses such as residential which was proposed. The Society has continued to support the council and has submitted an additional statement to the Planning Inspectorate to confirm our views.

Arding and Hobbs Clapham Junction. As many of our members will be aware Debenhams(Arding and Hobbs) announced the permanent closure of the store with effect from June. The Freehold owners have prepared plans for the redevelopment of the



**Hazel Court**

listed building which will hopefully bring back retail use to the whole of the ground and first floors, with office use for the remainder of the building. The Clapham Junction Action Group have produced very comprehensive review of the proposals which can be found at <https://cjag.org>

Springfield Hospital, Burntwood Lane. Significant progress is underway at the site with the clinical facilities buildings up to almost roof level. Work is expected on the two residential elements to start in January 2021, with developers of the existing listed buildings expected to submit the detailed applications shortly, Barratt Developments will be proceeding with the new build with a target for release of the accommodation at the end of 2021. The Springfield community web site provides much additional information.

Hazel Court Haydon Way - app no : 2020/2560. This is a current application for the rebuilding of a former care home to the north of the St John's Therapy Centre, St John's Hill. The proposals are for the construction of a new co-living facility providing 159 units. The accommodation will consist of self-contained "bed sit" type rooms, each with a shower room and kitchenette, with communal cooking/kitchen and relaxing areas throughout the building which will be on a maximum of six floors. A concierge/security system will be provided for 24 hour coverage. Outside space is limited but has been reconsidered following comments from the council's Design Review Panel and comments which the Society was invited to make prior to the application. This is a relativey new residential concept and has no conventional use class thus is sui generis,



**86-88 Garratt Lane**

but is not required to make any affordable housing contribution as all will be short rented. We have submitted an objection.

Coleman Court, Kimber Road/Burr Road - app no : 2020/0530 . This is an application for the extension of residential accommodation at principally rooftop level, with additionally the demolition and rebuilding of the Cottage fronting Burr Road. We were invited to comment by an occupier who believes that the building will be disadvantaged if the application is approved. We considered the application after visiting the site and could find no real objection to the rooftop extension as the building was not listed nor in a Conservation Area but we did feel that the rebuilding of the cottage was not dealt with in an architecturally sympathetic way. We submitted an objection on this ground.

86-88 Garratt Lane- app no : 2017/0535. This was a long outstanding application to the rear of the Wandsworth Medical Centre on Garratt

Lane. The existing site is used as car parking beside the River Wandle. The proposal is for a 20 storey residential tower with ground floor café/other uses. A new public riverside walk will be provided to link to Mapleton Crescent. Cycle parking will be provided. Emergency vehicle access will be extremely tight. The scheme received many objections including the Society's but the proposals have not been called in by the Mayor as had been hoped by objectors.

B&Q Swandon Way- app no : 2019/4583 and 3848. These applications are for variations to existing consents. Demolition and site remediation appears to be complete and contractors are expected to commence construction shortly.

Homebase Swandon Way- app no : 2020/0011. This is an application to vary the existing consent and to increase the accommodation from 385 units to 462 with the affordable content rising from 131 to 161. There will be no basement parking as previously proposed with only 14 Blue Badge spaces for the residential space and 1 for the commercial space, which will be reduced from 2348m2 to 1572m2. There will be an increase in the private and public amenity space.

**And, planning related -:** Thames Tideway Tunnel. Tideway reported on the 1 July that Charlotte(TBM) had reached Carnwath Road Riverside. Work continues on both the King George's Park site and Dormay Street. A week later the last concrete ring was installed. Tideway has a most interesting web site: [communityrelations@tideway-west.london](mailto:communityrelations@tideway-west.london) which provides up to date information on the progress of the project.

Philip Whyte

# At long last there will be – EVENTS

We will be hosting two talks on Zoom this autumn

**8 October and 12 November from 8 to 9 pm**

**One on the regeneration of the Wandle  
and the other on the Wandsworth Heritage Service.**

**Further information with joining details will be sent out on an email flyer.**

## Common matters

Perhaps never before has our common 'mattered' so much to so many, as it did this year. After the initial 'lockdown' unusually hot weather, cleaner air and clearer skies, encouraged hundreds (thousands?), to come to the common to enjoy 'our' rus in urbe ('country in the town.').

Our common is a very large open space, and most visitors were able to find enjoyment in the fresh air, sunshine and tranquillity which they sought. There was a 'resurgence' of traditional pastimes, such as picnics and children's games. There was a welcome increase in the number of BAME visitors.

Particularly in June, along with the beaches along the south coast and many other London open spaces, our common sadly suffered from bad behaviour by some visitors from near and far. Too many of all ages committed criminal offences such as littering, drunkenness and drug-taking. Tons of 'litter' were left behind... which some Friends of Wandsworth Common nobly helped to clear up afterwards.

The excessive littering and other antisocial behaviour were unsurprisingly a talking point at the Annual Public Meeting (APM) of the Wandsworth Common Management Advisory Committee (the 'MAC') on 10 September. The MAC was established in 1986 to represent the local community's concerns to the council, its

agents and contractors. This year's APM was 'different', if only because it was 'Zoomed'. 38 people attended, including four local councillors, one of whom, Cllr Rosemary Birchall, was re-elected to serve on the MAC.

Nigel Muris (Society member) expressed the thanks of the common's neighbours for the maintenance of the common over the year. As regards criminal activity on the common, the consensus view was that, although there were 'lessons' to be learned, the police had done the best job they could in the circumstances, including the complexity of the law in dealing with some of the 'offences' committed.

Several MAC members stood down after substantial periods of service and one new member, Sarah Dark, was elected. MAC officers, headed by Chris Metcalfe as Chair, were all re-elected for the coming year, with one exception. George Meakin announced his resignation as Vice-Chair, but will continue to serve as Treasurer. Mark Luboff takes over as Vice-Chair. He is currently chairing a review of the future of Neal's Lodge, a public consultation on which will be launched shortly.

I had myself expected to retire from the MAC this year, having served on it for nine years, but was persuaded to serve for a further year, as a 'go between' for the Society and the MAC. It is important, I believe, that the Society, the Friends of Wandsworth Common and the MAC continue to work closely together.

David Kirk



The image above is from the Friends' website, where you can read further material about the APM <https://www.wandsworthcommon.org/about-us-wwco/#management-structure>