

ALFRED SALTER Objections to the Proposed Development K1 at Roberts Close Application No:18-AP-1604

INTRODUCTION / CONTEXT

It is very important to understand the location of K1 in order to comprehend the reasons for Alfred Salter Primary School (ASPS) objecting to the proposed K1 development.

K1 – is a .36 hectares site in Roberts Close, which is a no through road of the same width for the full length. It is not a cul de sac. There is no turning circle / space. Figure 52 (Page 57 Design and Access Statement is misleading). To the west is situated ASPS (420 pupils) , to the north, across Russia Walk, a busy pedestrian and cycle route is St. Johns Catholic Primary School (210 pupils) and Our Lady of the Immaculate Conception Church, all of which are basically single storey buildings.

Russia Dock Woodland (RDW) is to the east.

The almost complete London Squares development is K1's immediate neighbour to the south. The 5 / 6 storey development of 94 dwellings attempts to create a sensitive transition of scale with its surrounding buildings, namely the huge former printworks and the low level ASPS. (Figure 23 D & A) It has an underground car park.

Quebec Quarter (Hornbeam C3 & C4) abuts K1 in the south east corner by the proposed K1 plant room. Quebec Quarter has underground car parking.

It is not clear where the post war estates to the west that are mentioned on P2 D & A are. Figure 25 (D & A) is the rear of Wolfe Crescent, taken from Canada Street and not Archangel Street.

We are troubled that the developer failed to consult directly with the K1 neighbours until March 2018.

OVERVIEW OF OBJECTIONS

➤ Overshadowing

K1 will cast shadows over ASPS grounds which are in regular use as they form part of the school's playground and teaching areas for PE and Science.

➤ Safeguarding Children

The balconies along Roberts Close, on the 4th , 5th and 6th floors will overlook the school's playgrounds and PE teaching areas.

Children are encouraged to walk and cycle to school. Russia Walk forms part of the safe routes to school and is used by St Johns, Bacons, Redriff schools to name but a few. It is part of National Cycle Highway 4 and will be part of TfL Quietway 14. Hence it will pose a huge H & S risk if the occupants of the 84 K1 dwellings (circa 250 walking / cycling people) are also directed onto Russia Walk

There is no provision for vehicles to turn within the compound of K1. K1 residents likely to park in / near St Elmo's Road which is already congested. Will residents of K1 be prohibited from applying for A CPZ permit ?

➤ Impact on Russia Dock Woodland

The height of the building and its proximity to RDW will have a harmful and unacceptable impact on the visual amenity and enjoyment of RDW as well as its flora, fauna and wildlife. RDW is much used and valued as a teaching resource and community amenity. RDW is a designated Local Nature Reserve.

EVIDENCE TO SUPPORT OBJECTIONS

➤ Overshadowing

The K1 Roberts Close facade appears higher than London Squares (P6 Drawings & Area Schedule - North Elevation) and it is sheer. The balconies protrude.

Figure 73 p59 (Design & Access Statement) indicates considerable overshadowing of ASPS grounds in the winter. The area is used all year round at playtime and lunch time and forms an important part of the curriculum. Many ASPS children come from socially disadvantaged homes as is reflected in the level of Pupil Premium and Sports Premium the school receives. Hence there is a demonstrable need for all of the grounds to be usable at all times. The area to the north of the school's rear gates is an environmental teaching area, hence it needs peace and quiet. It is not acceptable that all vehicles visiting K1 use the area as a turning space.

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The visualisation with wire line massing of K1 from the school's grounds was not available in the Environmental Statement Volume III at the time of writing. Currently the school's grounds are secluded and the children are surrounded with greenery. K1 will dwarf the current vegetation and be visually intrusive.

The Roberts Close facade of London Squares development appears lower than the proposed K1 (P6 Drawings and Area Schedule) . The London Squares balconies are flush with the facade. It creates a sensitive transition of scale with its surrounding buildings. London Squares and Quebec Quarter are a reasonable precedent in the local context.

There is a suggestion within the Canada Water Master Plan that ASPS may expand to accommodate the additional children in the new developments. If that were to happen the school would need to expand its secure playground to provide for the additional children and to compensate for the land loss building any extension.

➤ Safeguarding Children

Page 6 Figure 1 (Design and Access Statement) shows balconies which on the 3rd, 4th, 5th floors will overlook the school grounds throughout the year. The school's perimeter planting is mainly evergreen hence view from floors 1 and 2 is not such a concern.

London Squares (15-AP-2217) and Kings College (13-AP-1429) adjusted their designs to reflect the need to minimise any potential for the overlooking of small children at play.

Russia Walk and the other local pavements are already very busy pedestrian and cycle routes to the local schools. Very many local residents walk / cycle along Russia Walk and Archangel Street to CW tube / bus station as the current bus network on the peninsula is totally unable to cope with the volume of people. The proposed number of K1 residents will exacerbate the situation.

Para 3.1.2 Transport Statement is somewhat misleading as it does not put the K1 site in context, namely that in excess of 500 children and their parents pass the site on the three sides on their way to and from the local schools. As do many residents en route to CW bus / tube station. There are currently no formal pedestrian crossings on any of the local roads

Para 4.2.2 Transport Statement is not acceptable. Refuse collection vehicles must not use the school gates as a turning area as demonstrated on Arup Drawing 235588-10-P-001. ASPS requires the access to be clear at all times.

P151 (Design and Access Statement) implies there will be drop off at kerbside. How and where will these vehicles turn ? ASPS entrance is not to be used for waiting and turning.

P154 (Design and Access Statement) indicates that the access road for the 4 blue badge bays and presumably the plant building will be one way at a time and gated. ASPS entrance is not to be used for waiting or turning.

Chapter 5 (Transport) trip predictions is totally unrealistic. 84 car free dwellings so far from the shops and buses will have a constant stream of take away, taxi, internet deliveries, Dial-a-Ride, Community Transport etc. visiting the site. That is quite apart from everyday needs for tradesmen, emergency vehicles, postman, doctor, visitors etc. The vehicle movements at London Squares have also to be taken into account as Roberts Close is a dead end. Assuming one vehicle visit per day per K1 dwelling that is at least 84 reversing / turning vehicles per day. This poses a serious H & S issue in terms of safety, noise and pollution for ASPS.

Unlike its two neighbouring new developments, K1 is car free apart from 4 blue badge spaces at the rear of the site, along a one way mews. The site is a significant distance from shops, buses and tube. It also has a number of family units. Hence it is reasonable to assume residents will have vehicles for work and / or pleasure which they will be obliged to park in the surrounding area. There are no pedestrian crossings on any of the local roads. This proposal will add to the risks for small children walking / cycling to and from schools.

K1 is a significant distance from the amenities. It is understood that the dwellings will be socially rented. It will not improve the life chances of children from deprived families if they are not within easy reach of the library and access to computers. It will not foster social cohesion if there is no mixed tenure within blocks across the CW Master plan.

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Chapter 9 (Transport) Construction The proposal to send construction vehicles via Canada Street , Quebec Way and reverse in Roberts Close is unacceptable. There is a width restriction outside ASPS. Also vehicles have considerable difficulties navigating the turn from Canada Street into Quebec Way. All construction vehicles must be routed via Redriff Road into Quebec Way.

➤ Impact on Russia Dock Woodland (RDW)

RDW is a very important and valued local resource and an accredited nature reserve. ASPS, like many local schools frequently visits RDW as part of their studies. Places in the local area where local children can engage in active play free of charge are getting less and less. The majority of the play provision cited on Page 52 (D & A) are a considerable distance from K1. Few homes have private space large enough for play. The central courtyard of K1 is not suitable for play. LBS has a serious issue with child obesity and well being. Hence space to exercise is of paramount importance.

P 58 para 3.2 (D & A) K1 certainly has a visual connection with RDW but there is no physical connection as all access is via Roberts Close

P63 (D & A) It is questionable that all flats have views of RDW. Those in the right angles appear to have a very limited outlook. The ones on the lower floors appear to have limited sunlight.

The plant room (F140 D & A) with its associated heat pumps will be located on the perimeter of RDW. Chapter 10 (sustainability) indicates a year round high hot water demand. This implies the accompanying ventilation system will be very active and emit noise which could have a significant impact of RDW wildlife.

Hence it is therefore imperative that any development on K1 complements and enhances RDW and pays heed to CWAAP Policy 25 and the CWAAP vision. The current proposals do not positively engage with RDW, they represent an overdevelopment and will be visually intrusive to this part of RDW and detrimental to its flora and fauna.

CONCLUSION

The current K1 proposals are for a monolithic 6 storey block with no real articulation of form. It is a somewhat crude example of overdevelopment on a limited site.

The scale of the development is not in keeping with the character of the local area, in particular its immediate neighbours which are 2 primary schools and a church.

It is too dense and high. The scale of the building must be reduced.

The dwelling tenures within proposed blocks across the whole master plan should be mixed to promote and enhance community cohesion.

All vehicle and servicing activity must take place within the footprint of the site. It is not acceptable in a no through road abutting a primary school for there to be no internal turning circle. Attempts to use ASPS rear access will be robustly resisted.

The proposal will have a negative and harmful impact on RDW.

ALFRED SALTER PRIMARY SCHOOL
Agreed by Governing Body 16/7/18