

Comment

Consultee	Chris Medland (930311)
Email Address	[REDACTED]
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Event Name	Wandsworth Local Plan - Regulation 19 Consultation
Comment by	Chris Medland (930311)
Comment ID	13
Response Date	24/01/22 13:03
Consultation Point	Picture 2.2 (View)
Status	Submitted
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Do you consider the Local Plan is legally compliant?	Yes
Do you consider the Local Plan is sound?	Yes

If you have entered 'No' to the above, please answer the below. Otherwise, please go to the next question. Do you think the Local Plan is unsound because it is not: (Please tick all that apply)

Do you consider the Local Plan complies with the duty to co-operate? Yes

Please give details of why you think the Local Plan is not legally compliant and/or is unsound and/or fails to comply with the duty to co-operate.

If you wish to provide comments in support of the legal compliance and/or soundness of the Local Plan, or its compliance with the duty to co-operate, please use this box to set out your comments.

Please note your response should provide succinctly all the information, evidence and supporting information necessary to support / justify the response. After this stage, further submission will only be at the request of the Inspector, based on the matters and issues they identify for examination.

want to note support for inclusion of the diamond jubilee pedestrian bridge - alongside the cremorne railway bridge connecting battersea and fulham

Please note that while this will provide an initial indication of your wish to participate in hearing session(s), you may be asked at a later point to confirm your request to participate.

If you are seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)? (Please tick box as appropriate)

No, I do not wish to participate in hearing session(s)

From: [REDACTED]
Sent: 10 January 2022 20:44
To: [REDACTED]
Cc: [REDACTED]
Subject: Consultation on the second draft of the Local Plan, Wandsworth - Comment in support of the Cremorne/Diamond Jubilee Bridge

Dear Wandsworth Planning Policy Team

Consultation on the second draft of the Local Plan - The Cremorne/Diamond Jubilee Pedestrian Bridge – Connecting Battersea and Fulham

I would like to thank you for including the Cremorne / Diamond Jubilee Bridge within the second draft plan and for the statement of intent to complete it within the 15 year plan as described in section 2.9. I am aware of the work that has gone on regarding the search for avenues of funding with TfL, central government and others. The stars have not yet aligned but I have great faith that they will, in time, and that this project is destined to be completed successfully.

This new Bridge that will connect the inner London communities and businesses of Battersea and Fulham represents high value for money(*1). It is sustainable infrastructure that will bring air quality and health benefits and boost the local economy. It will connect schools to their pupils, businesses to customers and a railway station and other transport links to a greater catchment of users. This true sustainable infrastructure project will have over 1.4 million users per annum (*1), has been subject of a TfL audit (*2) and since included in TfL’s Transport Plan for London. It is in The bridge forms part of adopted policy by Hammersmith & Fulham and Wandsworth Councils and the bridge is supported by the GLA (*3). It will help air quality by shifting modes of transport from cars and busses. It will ease congestion on local busses. It will help reduce overcrowding at Clapham Junction. It will encourage more walking and cycling on local and commuter and business journeys. It will save time on local and commuter journeys and it will improve connectivity between existing public transport nodes by bus, rail and river.

*1 -The 2012 SKM Colin Buchanan was commissioned by Wandsworth Council. It concluded that the bridge represented high value for money.

*2-TfL Audit/Review 2016: TfL appointed Mott Macdonald to carry out a review/cost comparison of the scheme in 2016 which was submitted to the Mayor of London who has since included the crossing in the TfL Transport Plan 2017.

*3 –The GLA motion of support can be found here: <https://www.london.gov.uk/press-releases/assembly/assembly-push-for-diamond-jubilee-bridge>

Planning & Business Case

- 1924, Viscount Curzon MP calls formally for a bridge for pedestrian access situated between Wandsworth Bridge and Battersea Bridge
- A bridge, adjacent to the Cremorne rail bridge, is called for in 2009 in the Transport Committee’s review into the delivery of improvements to the orbital rail network which calls for it to link Battersea to the Overground network at Imperial wharf (rather than a new station in Battersea).
- The first Business case was produced by consultants appointed by the two borough councils in 2003; it was then updated in 2012 and the proposal was shown to have Benefit/Cost Ratio of 2.0:1, representing high value for money. The site is selected and established by both councils in these documents.
- The bridge is adopted policy in both Hammersmith & Fulham and Wandsworth
- The bridge is part of the London Plan and is specifically called for in the Thames Strategy Policy Recommendation M7.
- Hammersmith and Fulham’s South Fulham Riverside SPD calls for the delivery of the bridge
- Wandsworth councils Riverside SPD calls for the bridge and makes provision for funding contributions through CIL payments.
- The Bridge is included in TfL’s (Transport for London) Connecting the Capital Plan of December 2015

- The Bridge is included in TfL’s transport plan for London, issued June 2017
- The GLA have agreed a cross party motion of support for the bridge
- The Bridge has planning consent and pre-commencement condition 13 has been discharged (pile design)
- TfL have completed their November 2016 cost analysis and business case which confirms its value for money and need.
- Piles have been installed and the bridge has now started on site so the consent is secured

Environmental Summary (as ascertained by Wandsworth Council’s independent report)

- This true infrastructure project will have over 1.4 million users per annum initially (according to independent business case), with this number rising annually.
- It will help air quality by shifting modes of transport from cars and busses
- It will ease congestion on local busses
- It will reduce the overcrowding at Clapham Junction
- It will encourage more walking and cycling on local and commuter and business journeys
- It will save time on local and commuter journeys
- It will improve connectivity between existing public transport nodes by bus, rail and river
- We have undertaken a life cycle assessment of the embodied carbon within the proposed structure and energy in use calculations. We will be able to improve the embedded carbon through detail design and determine accurately the date after it opens that it becomes carbon negative, and the tonnage of carbon it will save each year going forward.

The Design

Responding to the navigational, riverbank and other site constraints (including the Battersea Heliport Take-off and landing zone) the bridges superstructure is of three-spans supported on four piers, two of which are in the river, aligning with the central two piers of the nearby Railway Bridge. This arrangement gives two longer, outer spans, and one shorter central span. The bridge spans by means of tied arches with the ties formed by the deck. Residual thrust from the arches, not carried by the ties, is resisted by the abutments and piers. The arches intersect in plan at the centre of each span, allowing the pairs of arches to provide some lateral stability to each other. Below the deck at the river piers, the arches change angle to run parallel to the span of the bridge. This minimises the lateral dimension of the new river piers.

This year will mark a decade since we submitted the planning application for Wandsworth and Hammersmith and Fulham’s approval, we all knew then that this ambition would take years but had the belief to continue. I still believe. I thank you again for keeping the project alive. We will continue to seek financial backers that with your approval may be appropriate delivery partners to enable this public project to be even greater value for money.

Yours sincerely

Chris

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Sustainable Homes, Workplaces and Infrastructure

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