

Planning Committee, 2 September 2021: Item 4; Chiswick Park, 566 Chiswick High Road, W4 [00248/D/P63]

Car parking at Chiswick Business Park for attendees of the Brentford Stadium on match days

Comments from the West Chiswick and Gunnersbury Society (WCGS)

We submitted objections to this application in March and July 2021. Having studied the Planning Officer's Report for this meeting, we request that should the Committee be minded to grant planning permission, it does so only with the inclusion of certain additional Conditions and requirements as detailed below.

Impact on Neighbouring uses

1.Paragraph 7.15 of the Planning Officer's Report states that "The proposed car parking would be phased starting at the north of the site which adjoins the railway. Car parking spaces along the western side of the site and adjacent neighbouring residents along Silver Crescent would be the last to be used and only if needed (subject to capacity)."

We request that this strategy is included as a Condition of the Planning Permission.

2 Such a Condition is essential for the following reasons:

2.1 This western surface car-parking runs along the boundary wall between the business park and the small rear gardens of these properties. As the CBP management is well aware, the acoustic environment is such that sounds within the business park are amplified in the gardens and channelled down the side returns of the Victorian terraced houses. While normal business parking rarely causes problems, parking associated with events has given rise to noise disturbance (such as loud voices, car radios and engines and doors being slammed).

2.2 Paragraph 7.14 of the Planning Officer's Report states that "This noise and activity would be limited to the times of arrival and departure of vehicles and those times where fans are walking to and from the stadium." With the stadium hosting both football and rugby, match-day parking would take place most weekends and some evenings throughout a 9-month season. With evening matches spectators would be collecting their cars late at night disturbing residents' sleep (for matches starting as late as 8 pm collection could be after midnight).

2.3 Paragraph 7.16 of the Planning Officer's Report states that "Chiswick Business Park is surrounded by dense and mature trees which act as a buffer between the campus and the neighbouring uses. However, as we pointed out in our March 21 comments, several trees within the buffer planting along the boundary with Silver Crescent have been felled recently due to disease. The limited sound screening provided by the buffer planting has therefore been compromised.

2.4 Full account needs to be taken of the cumulative negative impact of noise from the Chiswick Business Park on residents' quality of life. Residents are already subjected to noise disturbance from outdoor events held within the business park. Such disturbance is likely to increase significantly with the increased frequency, duration and attendance permitted by the

recently granted revised Premise Licence. Additional noise from spectator car-parking will unacceptably compromise residents' ability to relax in and/or work from their homes. In considering the impact of noise pollution on residents account needs to be taken of the following points:

- Local residential communities comprise many families with young children, retired/elderly members and those working or studying from home
- Working from home at least some of the time is likely to be common practice even after the lifting of the coronavirus pandemic restrictions
- Residential properties do not have the levels of sound-proofing enjoyed by the offices within the CBP.

3 We request that a Condition is added to any planning permission preventing the use of the CBP for spectator parking when events are being held within the business park. Such a Condition would support and reinforce Condition 11 now included in the Premises Licence for the CBP.

In order to enable the Council to ensure that there are no conflicting dates and that compliance with the Condition can be monitored, this Condition should require that the programme of events at the CBP for each month and the dates when the spectator parking will be in operation during that month shall be submitted to the Council at least seven days in advance of the first day of each month.

Transport and Highways

4. Monitoring and Review; Community Engagement Paragraphs 7. 40, 7.42 and 7.43 of the Planning Officer's Report cover monitoring, assessment and review and refer to the Match Day Car Parking Management Plan (MDCPMP) (July 2021) and the Stadium Car Park Management Plan (SCPMP) (February 2021). The Match Day Plan refers to local engagement and monitoring and the Stadium Management Plan commits to regular meetings with the Council at which the results of the monitoring will be presented (para 43).

We request that a statement on community engagement is provided within the SCPMP and that it includes a commitment to making the monitoring results available to members of the Community Engagement Group (formerly called the Lionel Road Liaison Group) for comment in advance of the meetings with the Council so that these may be informed by local community feedback. Consulting this group is an obligation within the original section 106 legal agreement

5. Such community engagement in the monitoring and review process is essential for the following reasons:

5.1 We are in uncharted waters. Providing a large number of car-parking spaces east of the stadium/Chiswick roundabout was not anticipated or modelled in the transport assessments carried out for the stadium. Paragraph 7.27 of the Planning Officer's Report states that "The 2013 and 2017 Transport Assessments envisaged that the Club would be able to secure the majority of 1,000 car parking spaces to the west of the stadium, primarily at businesses located along the A4." The report omits however, to point out that the reason given for seeking this distribution was in order to avoid local traffic impacts. For example, para 5.8.7

of the S73 Transport Assessment Addendum October 2016 states “**Given the anticipated directional distribution, 750 spaces are being sought along the A4 / M4 to the west of the site, such that this traffic would not impact upon the local road network in the immediate vicinity of the Stadium.** The remaining off-street spaces are to be sought immediately to the east of the site on the Great West Road and to the east of Chiswick Roundabout. The traffic distribution reflects this assumption.” Such an arrangement would have resulted in fewer than 250 spaces being sought in the Chiswick Business Park.

5.2 Paragraph 7.36 of the Planning Officer’s Report states that “This process would ensure queueing would only occur within Chiswick Business Park and not on Chiswick High Road.” While exiting traffic would be held within the business park, the timing of traffic lights on the Chiswick High Road could lead to a build-up of traffic waiting to enter the park. This could cause problems, especially at the short left-filter lane on the east-bound carriageway. A queue of spectator vehicles approaching from the west could have safety implications with respect to the pedestrian crossing and the bus stop.

Toilets

6. When off-site parking was discussed in relation to planning applications for the stadium, it was stated that “these car parks would be BFC branded facilities with enhanced **facilities such as toilets**”. There are no publicly available toilets in the business park. While the EST Employee Handbook suggests that their staff will be able to access toilets in the building undercrofts, there is still no provision of toilets for use by spectators before or after matches. After matches it is likely that the constrained stadium design and the ensuing concourse congestion will prompt spectators to choose to go directly to the CBP with the expectation of toilet facilities being available. Planning permission should require that suitable facilities, such as temporary portable toilets, are provided.

Some photos are provided in Annex below

West Chiswick and Gunnersbury Society

31 August 2021

Annex: Properties on eastern side of Silver Crescent viewed from within perimeter car park of Chiswick Business Park

These photos show the closeness of the properties to the car-park and the incompleteness of the tree screening. A comprehensive view of the properties on the eastern side of Silver Crescent as seen from the western perimeter car park can be seen on Google Street View.

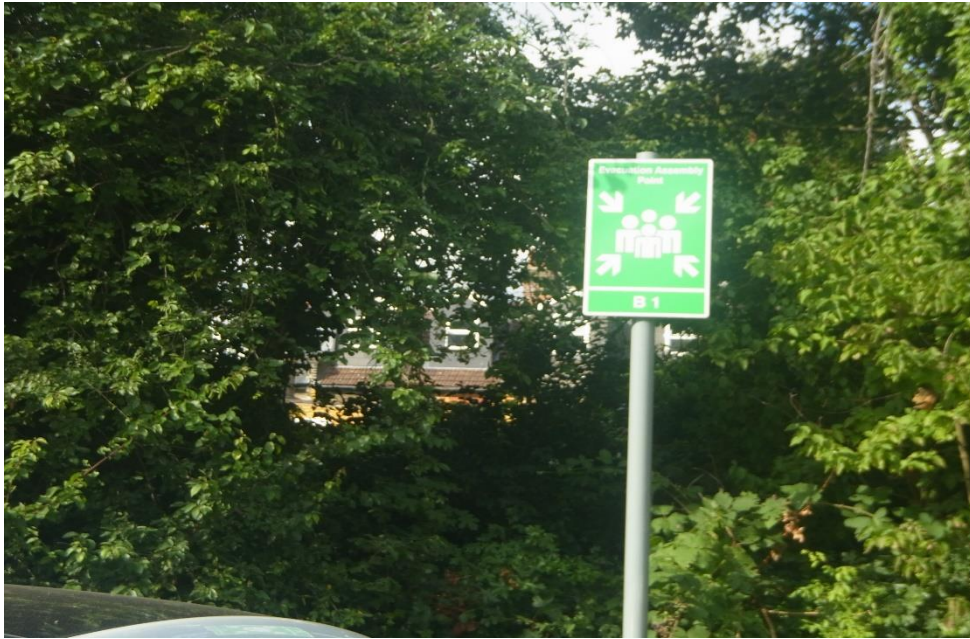
A property at northern end of Silver Crescent



A property near centre of Silver Crescent



A property near centre of Silver Crescent



One of buffer trees felled Spring 2021



WCGS August 2021