

R. JOLLY & L. LONERGAN  
1 SHALSTONE ROAD  
MORTLAKE  
LONDON SW14 7HP

12 May 2018

Planning Officer  
Environment Directorate/Development Management  
London Borough of Richmond-upon-Thames  
Civic Centre  
Twickenham  
TW1 3BZ

**Re: Redevelopment of former Stag Brewery Site, Mortlake; Planning proposals 18/0547/Ful; 18/0548/Ful and 18/0549/Ful**

Dear Planning Officer,

While we support in principal the development of the former Stag Brewery, we wish to object to aspects of the development primarily on grounds of Traffic Generation and Highway Safety. We attended the consultation in Summer 2017 and have consulted the revised plans and documents in Sheen Library. We are not part of any local action group but wish to register our concerns as long term residents of Mortlake (17 years), and as a family with a 13 year old son.

We live on Shalstone Road, and will be directly affected by any increased traffic related to development on the Lower Richmond Road /Clifford Avenue /Chalkers Corner junction. As you will be aware Shalstone Road can only be accessed by Clifford Avenue and we only have two exits via Kingsway onto either Lower Richmond Road or Clifford Avenue. Currently between 7:30 and 9am on weekdays there is congested traffic on Lar Richmond Road westbound and again between c.4:30 to 6:30 pm- which impedes our exit from our road, and makes cycling hazardous and unpleasant. I commute by bicycle up to 4 days a week to central London. On the return journey (between ~5-6 pm) traffic flowing westwards is frequently backed up to the White Hart Lane Roundabout in Barnes. It is very unpleasant and hazardous cycling as for large stretches there is no way past the parked cars and the backed-up cars. I raise this specifically because the traffic management plans for the new development rely on a significant percentage of the new residents travelling by bike; as the roads currently stand it will difficult to encourage new cyclists on to them. Partly because of the traffic, but also for environmental reasons I cycle or walk for all local travel; but I am remain a minority amongst neighbours and friends. To change behaviour and encourage more people to cycle will require more than just providing cycle-friendly access and parking in the development.

At weekends on Saturday mornings the traffic is again stationary going westbound along the Lower Mortlake Road and we have to avoid travelling in our car. Clifford Avenue permanently has slow moving traffic at morning rush-hours and from about 4pm in the afternoons in both directions; again making it extremely difficult for us to access our street by vehicle. If we wish to go west out of London (M4) direction the Mortlake Road in the direction of Kew (or return) is virtually permanently congested in morning, weekends and afternoon rush hours. We end up using circuitous routes along the A316 across Chiswick Bridge and Chiswick to avoid these areas. There is nothing that we have read in the traffic management plans, nor heard in the traffic presentations at last

Summer's community consultation that seriously addresses the increase in traffic of up to 480 extra cars for residential dwellings alone (667 dwellings at 0.72 car occupancy). This estimate of 480 vehicles is conservative as it does not include extra traffic for commercial outlets, cinema, care home residents, visitors, staff and new secondary school staff travel.

These traffic and travel concerns appear not to have been addressed in any substantial way in the new revised plans. The Law-Richmond Road-Chalkers Corner junction has been modelled in a very simplistic way, and the assumptions behind the modelling are not transparent. For example how does the increased flow impact the existing traffic at Manor Road Junction on the A316 or the bottlenecks along the south Circular in both directions? Consequently we are not convinced by the conclusions and that the remodelling of the Chalkers Corner junction is the solution.

As proposed the development is likely to draw significant people in to the area once the retail/cinema etc space is functional and thereby exacerbate the parking problems in surrounding streets, given that there is no provision within the development for visitor parking. Currently there is no where to park after 6.00 pm on Shalstone Road and Kingsway and despite several attempts the council will not allow us to have resident's parking. We are fortunate to have a garage, and in order to free-up parking up for other residents we actually use it for our car. Up to 5 times a year we are blocked in by vehicles who park across our entrance and at times have to contact the metropolitan police to get vehicles moved. So where will the people attracted to the development park?

No serious consideration appears to have been given to the increase in passengers/commuters/school children using Mortlake train station at the morning rush hour. Currently trains to central London are over crowded and the platform three deep at times. My son's comment when hearing of extra numbers of potential commuters was that they would have to build another platform; he travels westbound at 07:30 every morning from Mortlake and daily observes the station at capacity going towards London.

On a positive note we are very much in favour of a mixed use development at the site, leading to a new focus for Mortlake on the river. However this would need to be at a lower density than that proposed. Revised plans should propose a density of dwellings and resultant increase in population that is sustainable with the current road, train and bus infrastructure in the area.

Yours sincerely

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Lidia Lonergan and Richard Jolly

**Thatcher, Lucy**

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**From:** Lonergan, Lidia [REDACTED]  
**Sent:** 29 July 2019 08:45  
**To:** StagBreweryRedevelopment  
**Subject:** stag brewery development 2019-new application  
**Attachments:** Stag\_brewery\_planning\_12-5-18.pdf

Dear Planning Officer,

Having now had time to review new modified planning application for above site (following on letter received on 24/6/19):

We are very disappointed to see that the amendments submitted by the Applicant contain no substantive response to the major concerns that we and other residents made in the 2018 consultation. (See our attached letter)

We note that the plans still include a secondary school despite their being evidence that needs in this area of borough are adequately served by Richmond Park Academy and Christ's School; and our major concerns still remain affect on traffic, congestion, pollution road pressure in the entire area including dangerous overloading of Mortlake train station.

Currently due to closure of Hammersmith Bridge, we have huge trouble exiting our road, and daily return commute by bicycle from central London has been made more dangerous, and slow due to westbound traffic backing up at times to Barnes (East of White hart Lane). This is a demonstration of adverse affect to entire road network in area (Upper and Lower Richmond Roads, Sheen Lane and Clifford avenue) by closing one Bridge 3 miles away. No serious consideration has been given by Applicant to realistic detrimental affects on traffic flow by A) construction traffic and (B) ~500 extra cars when residential units proposed are complete, and not considering school related traffic.

Yours sincerely

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