

Thatcher, Lucy

From: Anthony Tugwell [REDACTED]
Sent: 13 July 2019 16:37
To: StagBreweryRedevelopment
Subject: Objection to Applications 18/0547/FUL, 18/0548/FUL and 18/0549/FUL
Attachments: Planning Objection & Mortlake Crossing Report-compressed.pdf

For the attention of Robert Angus
Head of Development Management
London Borough of Richmond upon Thames

Dear Sir

Thank your Neighbour Consultation letter dated 24th June 2019 concerning Applications 18/0547/FUL, 18/0548/FUL and 18/0549/FUL for the Stag Brewery Site, Lower Richmond Road, Mortlake.

I attach my objection in the form of a report, giving reasons for the objections and a solution to them.

Yours faithfully

Tony Tugwell RIBA
10 Coval Road
East Sheen
London SW14 7RL
[REDACTED]

Stag Mortlake Brewery Site Proposals & Associated Road Network

This document has been prepared in order to comment and object as part of the Neighbourhood Consultation to the planning applications for the Stag Brewery Site in Mortlake, Applications Nos. 18/0547/FUL, 18/0548/FUL and 18/0549/FUL.

1.0 Introduction

1.1 The aim of these comments is not to express a view on the detail of the proposals, the architecture or even the use content. This is for the another stage, because what is of overriding concern is that the scale of the development can not be supported by the existing local road network.

1.2 Due to the current situation with Hammersmith Bridge, the normally poor and crowded road system in the Mortlake and East Sheen district is at breaking point. The queues through the area on the Upper Richmond Road A205 and Mortlake High Street/Lower Richmond Roads, as a consequence of the bridge closure amply illustrates the chaos wrought by a large increase in traffic. The number of dwellings, the school, the cinema, etc, proposed in these applications will achieve a similar effect even when Hammersmith Bridge re-opens.

1.3 The proposals shown in Application 18/0549/FUL for adjustments to Chalker's Corner junction are not enough to solve the problem that so much more new traffic to the area will cause. Much more needs to be done before the Brewery Site can be so densely developed. However there are solutions that would be an advantage to the district and would make the Brewery Site an opportunity for the borough rather than just a developer's gain.

1.4 In the application documents, it is recognised that Sheen Lane is a traffic problem. This is an understatement but the proposals do nothing to solve the perceived problem. Sheen Lane will be the primary link to local services and public transport for the Brewery Site, therefore making improvement to Sheen Lane should be the key to allowing this or any other similarly scaled proposal on the Brewery site.

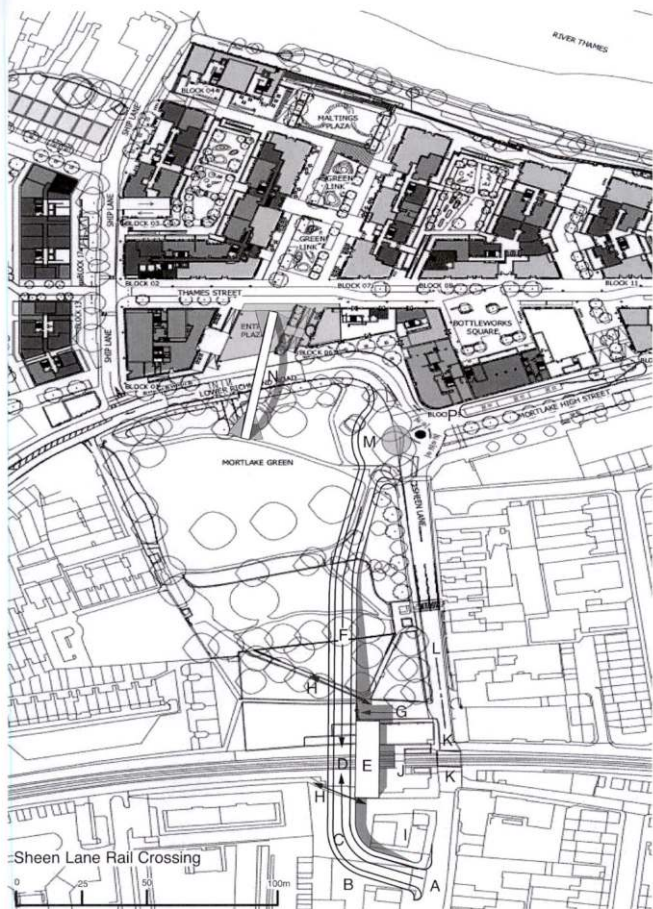
1.5 The following pages show a proposal scheme for consideration in order to make such improvements. It would go some way to unlocking the traffic problems associated with the applications population and traffic increase and make a general local improvement to safety, pollution and transport.

2.0 A Proposal for Sheen Lane

2.1 There are four level crossings on the railway line between Barnes and Richmond. When constructed in the 1840's it was obviously easier and cheaper to have level crossings than to put the railway in a cutting and build bridges. The area has suffered as a consequence ever since. The more frequent the trains, the worse become the hold-ups, for both vehicles and pedestrians on the roads that cross the line. Level crossings are also inherently unsafe. In the intervening 170 years nothing has been done to alter things.

2.2 Because residential development runs close to both sides of the line at the Manor Road and White Hart Lane level crossings, bridging the line in these locations would mean major disruption and demolition of homes. However there is an opportunity on Sheen Lane with only a minimal sacrifice, to achieve a considerable benefit to traffic flow, vehicle idling pollution and public safety.

2.3 The plan on the following page shows the proposal for a road bridge over the railway line at Sheen Lane and other suggested improvements:



Key to the Plan

A. The position of the end of the approach ramp **C** to the bridge is at right angles to Sheen Lane. It is not the intension of the this proposal to provide an "A Road" standard, fast through route. This is a shopping street where trade will benefit from the increase in population brought about by the Brewery development and as such is not intended to be a substitute Clifford Avenue. Therefore the slowing of the traffic on the turn to the bridge is intensional.

B. The single sacrifice in this proposal is the building currently housing Alsford Timber for the construction of the bridge ramp.

C. The curved ramp on the south side of the bridge, shown 6m wide with two 2m pavements, is approximately 60m long and needs to gain approximately 6.5m so that the section directly over the platforms and railway line at **D** is 5.5m above the tracks. This is a steep ramp that would require surface heating for winter conditions but as indicated in **A**, it is not intended to encourage speeding traffic. (If this is viewed as being too steep the bridge would have to be extended at the sacrifice of the Sheen Lane garage filling station. Some commercial area could however be regained if this is necessary - all subject to more detailed study.)

D. The section bridging the tracks will require the amendment of the current railway buildings but provide an opportunity for improvements.

E. An entrance hall for pedestrians from the bridge would link to the footbridge stairs (possibly reconfigured) leading to the platforms and to either side of Sheen Lane as at present. This would provide the opportunity to incorporate passenger lifts to either platform for the disabled and those with luggage to change platforms. It would not be intended to have a vehicle drop-off point for the station at the high level of the bridge. Drop-off points would be at ground level in the existing station yard to the south and at the end of the truncated Sheen Lane to the north side.

F. The bridge ramp on the north side would cross Mortlake Green bringing it far enough from the school and houses on Sheen Lane to improve their noise and pollution levels and improve the safety for the children by making this section of the road a cul-de-sac. This ramp could be of a slower gradient than that to the south side. The flanks of the bridge could be planted. The loss of green space and trees on Mortlake Green would be compensated for by equivalent green space and planting within the Brewery development.

G. Access would be retained under the bridge to the builders yard.

H. Pedestrian access under the bridge would be possible on the south side from the station yard to Mortlake Passage and would provide covered storage for bikes, etc. On the north side there would be access under the bridge to link both parts of Mortlake Green until head-heights would not permit.

I. The original station yard coal office building currently the car showroom, could be retained, with some amendment to access on the south side.

J. Subject to the details of **E** the shop and the fencing company premises could be retained and the stairs to the footbridge could be reconfigured to meet the new bridge entrance and lifts at **E**.

K. The level crossing gates would be replaced with fixed fencing or walls on either side of the tracks.

L. The northern section of Sheen Lane retained to give access to the houses, the school and the commercial premises on this side of the track. By thus reducing the traffic the road could be re-landscaped to be essentially pedestrian, therefore being safer, quieter and less polluted than at present.

M. The junction of Mortlake High Street, the Lower Richmond Road and the new Sheen Lane bridge would be made into a full sized roundabout with central planting. The current mini-roundabout and its approaches are misaligned and cause undue queuing as west bound traffic blocks the Sheen Lane entrance. This will primarily improve the flow of traffic at this junction but will also allow the No. 209 buses to turn around at the end of their extended route. (See **P**.)

N. In order to link Mortlake Green to its continuation to the river within the Brewery site, a planted pedestrian bridge over the Lower Richmond Road (shown diagrammatically). This would not only link Mortlake Green safely to the river but encourage the new residents of the development to walk to the local services in East Sheen rather than using a car.

O. In order to compensate for the loss of green space on Mortlake Green, **F**, the space labeled Green Link in the application plan should be expanded to open it up further to link the two spaces. (Possibly at the sacrifice of some of the original Bottle Works wall.) The road labeled Thames Street in the application plan which crosses the Green Link should be landscaped to be a minimal interruption of the green space. Within the open spaces of the application scheme there should be less hard surfacing generally.


P. The Brewery Development should have provision for the replacement of the present Avondale Road Mortlake bus garage. This will allow the 209 bus service to terminate at the end of Mortlake High Street and thus link with Mortlake Station and central East Sheen. It would relieve Avondale Road of a highly inappropriate and dangerous use. A properly configured traffic roundabout at **M** would allow buses to make the 360° turn at the end of their route. Such an improvement to this bus service is long overdue. Therefore, even if buses are parked off the site on Mortlake High Street, there should be facilities for drivers included in the proposals for the development.

3.0 Conclusion

3.1 This bridge proposal shown would need the joint co-operation of and funding by the Brewery Site developers, the Local Authority, Transport for London/ Mayor of London and Network Rail. The immediate reaction therefore is "that will never happen then!", but that should not be the case. As has been woefully illustrated with Hammersmith Bridge situation (also see my proposals for a more long term solution to that) there has been a lack of planning for the infrastructure of this area of London for years. There is a lack of "bigger thinking". This is a nettle that needs to be grasped and the development of the Mortlake Brewery Site is the time to do it.

3.2 Therefore I object to the current three applications on the grounds that there is currently inadequate road infrastructure to support a scheme of this density and that any approvals should be made conditional on improvements of a similar scale to those shown in this proposal.

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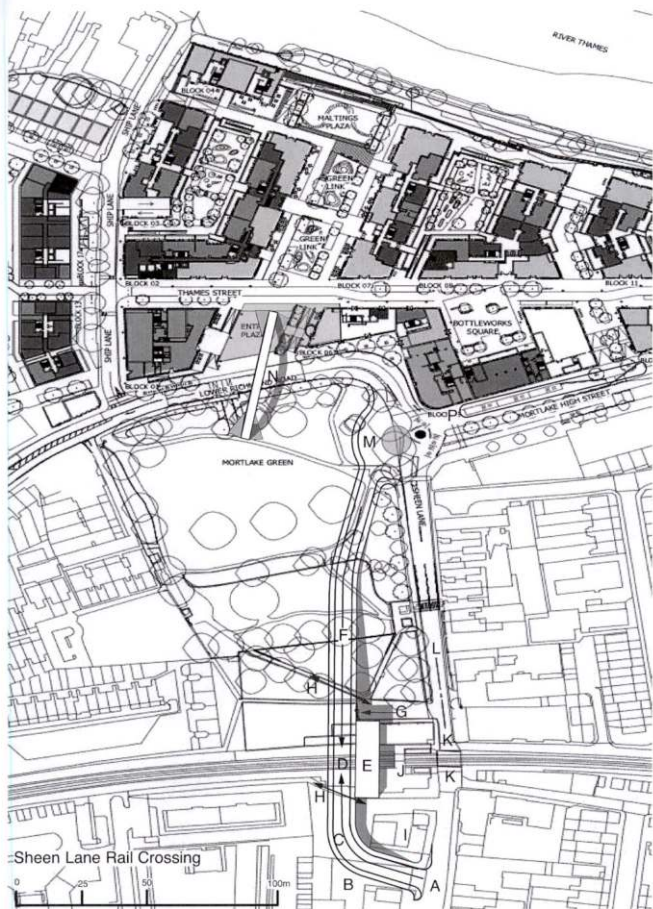
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