

Stag Brewery Redevelopment

From: Jeremy Reynolds [REDACTED]
Sent: 14 May 2018 10:24
To: Stag Brewery Redevelopment
Subject: Stag Brewery Redevelopment; Planning Applications 18/0547/FUL, 18/0548/FUL and 18/0549/FUL

Dear Sirs,

We wish to object to the above planning applications for the following reasons:

Overall Density of the Site

1. The proposals for the eastern half of the site are very dense and exceed the GLA's existing London Plan guidelines.
2. The layout is compressed, individual blocks are very close to each other, thus issues of overlooking between blocks and shadowing of public open spaces.
3. Height constraints in the Council's 2011 planning brief are exceeded.
4. The area of land for the school is insufficient. There is limited space to play and circulate. It either needs to be a smaller capacity or have more land.
5. The density of the site, number of residents and visitors will have a significant impact on traffic.

Impact on Traffic

1. Too many parking spaces planned.
2. 1,200 pupil school will generate a significant increase in traffic and movements at morning peak hours, particularly by public transport and bicycle. Traffic assessment is inadequate, particularly re pedestrians.
3. The Chalker's Corner changes will not resolve the issue of extra traffic. It may simply attract more through traffic.
4. There is no strategic approach to resolving traffic congestion. The size of the development will exacerbate a worsening situation with negative impacts on all "road users", including bus passengers, pedestrians and persons living nearby.
5. The application needs to promote a smaller increase in car usage plus improved public transport.

Public Transport and the Level Crossing

1. The proposals do not include a strategy to improve public transport, which is currently very inadequate compared to surrounding areas. There is no chance of more trains stopping at Mortlake, and the 209 Route is threatened by proposals to extend the 485. Little mention is made of the 190 service from Richmond over Chiswick Bridge to Hammersmith and the potential to increase its frequency. This needs to be re-examined.

2. There is nothing to address the pedestrian and vehicular risks at Sheen Lane level crossing, which is in Network Rail's highest risk category; it is the 4th riskiest CCTV crossing on the Wessex Route and identifies vehicle-pedestrian as the main risk. The development will increase use of this crossing by pedestrians and vehicles at peak periods resulting in further delays, greater frustration and an increased likelihood of accidents. This must be addressed in conjunction with the Council and Network Rail.

Protection of Green Space

1. The current playing fields make up 53% of Mortlake's open green space. They are classified as 'OOLTI'. It is unclear how the developer will meet the criteria allowing development based on the land being removed and the 'quantum, quality and openness' of land having to be re-provided on the same site.

2. The same issue of re-provision also applies to 'OOLTI' land lost at Chertsey Court.

~~3. The loss of the two grass playing fields will prejudice users, neighbours will be impacted by floodlighting and traffic, ecosystems will be affected and there may be a negative impact on flood water protection.~~

4. The proposals fail to respect the natural beauty of Mortlake, and fences and barriers will impair the current open aspect of the site.

Impact on Residents of Chalker's Corner

1. Increased poor air quality and pollution due to increases traffic, which already exceeds EU pollution limits.

2. Increased noise and disturbance resulting in a reduction in quality of life.

3. Loss of 'OOLTI' protected land contravenes planning policy.

4. Loss of mature trees.

5. As already mentioned the proposals offer limited traffic benefits and are likely to result in greater through traffic.

Other Comments

1. No additional healthcare or primary school provision. The former is particularly relevant as the proposals include a nursing home for 80 persons and up to 150 care units.

2. The layout of the proposed Maltings ground floor community centre needs to be re-examined.

3. 20% affordable housing is lower than the Council's guidelines and will not be delivered until late in the programme which could result in the percentage being reduced over time. There should be a greater provision and which is delivered across the various phases.

4. Consider transporting demolition waste and excavated soil from, and construction materials to, the site by barge rather than by truck along the Lower Richmond Road. The latter will have an unbearable negative impact on local residents and the local environment.

For these reasons we ask that the three applications be rejected.

Yours faithfully,

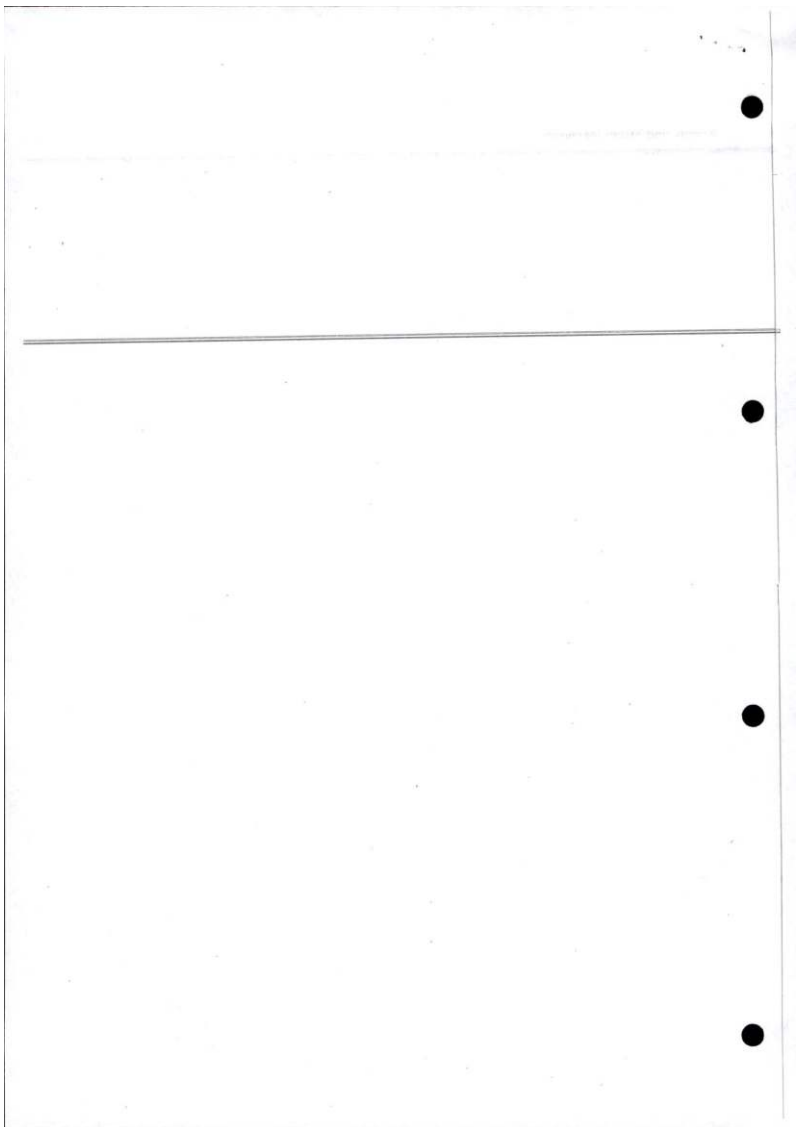


Jeremy and Susan Reynolds



13th May 2018





Stag Brewery Redevelopment

From: Jeremy Reynolds [REDACTED]
Sent: 14 May 2018 10:24
To: Stag Brewery Redevelopment
Subject: Stag Brewery Redevelopment; Planning Applications 18/0547/FUL, 18/0548/FUL and 18/0549/FUL

Dear Sirs,

We wish to object to the above planning applications for the following reasons:

Overall Density of the Site

1. The proposals for the eastern half of the site are very dense and exceed the GLA's existing London Plan guidelines.
2. The layout is compressed, individual blocks are very close to each other, thus issues of overlooking between blocks and shadowing of public open spaces.
3. Height constraints in the Council's 2011 planning brief are exceeded.
4. The area of land for the school is insufficient. There is limited space to play and circulate. It either needs to be a smaller capacity or have more land.
5. The density of the site, number of residents and visitors will have a significant impact on traffic.

Impact on Traffic

1. Too many parking spaces planned.
2. 1,200 pupil school will generate a significant increase in traffic and movements at morning peak hours, particularly by public transport and bicycle. Traffic assessment is inadequate, particularly re pedestrians.
3. The Chalker's Corner changes will not resolve the issue of extra traffic. It may simply attract more through traffic.
4. There is no strategic approach to resolving traffic congestion. The size of the development will exacerbate a worsening situation with negative impacts on all "road users", including bus passengers, pedestrians and persons living nearby.
5. The application needs to promote a smaller increase in car usage plus improved public transport.

Public Transport and the Level Crossing

1. The proposals do not include a strategy to improve public transport, which is currently very inadequate compared to surrounding areas. There is no chance of more trains stopping at Mortlake, and the 209 Route is threatened by proposals to extend the 485. Little mention is made of the 190 service from Richmond over Chiswick Bridge to Hammersmith and the potential to increase its frequency. This needs to be re-examined.

2. There is nothing to address the pedestrian and vehicular risks at Sheen Lane level crossing, which is in Network Rail's highest risk category; it is the 4th riskiest CCTV crossing on the Wessex Route and identifies vehicle-pedestrian as the main risk. The development will increase use of this crossing by pedestrians and vehicles at peak periods resulting in further delays, greater frustration and an increased likelihood of accidents. This must be addressed in conjunction with the Council and Network Rail.

Protection of Green Space

1. The current playing fields make up 53% of Mortlake's open green space. They are classified as 'OOLTI'. It is unclear how the developer will meet the criteria allowing development based on the land being removed and the 'quantum, quality and openness' of land having to be re-provided on the same site.

2. The same issue of re-provision also applies to 'OOLTI' land lost at Chertsey Court.

~~3. The loss of the two grass playing fields will prejudice users, neighbours will be impacted by floodlighting and traffic, ecosystems will be affected and there may be a negative impact on flood water protection.~~

4. The proposals fail to respect the natural beauty of Mortlake, and fences and barriers will impair the current open aspect of the site.

Impact on Residents of Chalker's Corner

1. Increased poor air quality and pollution due to increases traffic, which already exceeds EU pollution limits.

2. Increased noise and disturbance resulting in a reduction in quality of life.

3. Loss of 'OOLTI' protected land contravenes planning policy.

4. Loss of mature trees.

5. As already mentioned the proposals offer limited traffic benefits and are likely to result in greater through traffic.

Other Comments

1. No additional healthcare or primary school provision. The former is particularly relevant as the proposals include a nursing home for 80 persons and up to 150 care units.

2. The layout of the proposed Maltings ground floor community centre needs to be re-examined.

3. 20% affordable housing is lower than the Council's guidelines and will not be delivered until late in the programme which could result in the percentage being reduced over time. There should be a greater provision and which is delivered across the various phases.

4. Consider transporting demolition waste and excavated soil from, and construction materials to, the site by barge rather than by truck along the Lower Richmond Road. The latter will have an unbearable negative impact on local residents and the local environment.

For these reasons we ask that the three applications be rejected.

Yours faithfully,



Jeremy and Susan Reynolds



13th May 2018



