

StagBreweryRedevelopment

From: Angie Orlin Gmail [REDACTED]
Sent: 13 May 2018 09:41
To: StagBreweryRedevelopment
Subject: Stag Brewery Planning Applications

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349

As owner/resident at [REDACTED], please our response to the Stag Brewery planning applications, as listed below:

- Ref 18/0547/FUL for the development to the East of Ship Lane
- Ref 18/0548/FUL for the development to the West of Ship Lane which includes the School and Playing Fields
- Ref 18/0549/FUL for the alterations to Chalker's Corner and the removal of an area which currently forms part of Chertsey Court.

Overall Response to Applications

We note in the first instance some positive aspects of this redevelopment application:

- A mix-use scheme of new homes, amenities and employment opportunities;
- The potential to establish a new village 'heart' for Mortlake;
- A vision to open the brewery land to Mortlake, linking the riverside and the High Street;
- The Green Link connection of Mortlake Green with the Thames riverside and towpath;
- The retention of existing historic buildings – The Maltings and the Former Hotel/Bottling Building;
- The inclusion of a new community centre in the Maltings
- Some desperately needed low cost housing
- Rejuvenation of unused land;

Whilst these are positives in the design presented by the developer, we object to this set of planning application. In current size and form, the scheme is constrained by physical barriers such as River Thames, major road & rail links, as well as a poor level of public transport that serves the community. Several main areas of concern which, if not addressed, will have a negative impact on both existing and new residents:

- The **density** of the site is overwhelming;
- The existing local infrastructure cannot accommodate **the increase in traffic**;

- The increase in traffic will further reduce **air quality**;
- Put pressure on very **limited parking** in the area, both during the build and after;
- There is no strategy for improving the **public transportation** to help alleviate the situation and importantly, no plan to address the issues of **the level-crossing**;
- Inadequate re-provision of **the protected land** – the **playing fields** and the **Chertsey Court land**.

These areas of concern are expanded below.

Density of the Site

The combined density of the scheme remains a major concern:

- Some 817 residential units (including potentially 150 care units);
- A 1200-pupil secondary school;
- Approximately 7,121 sq m. of commercial uses (retail and office).
- In the context of Mortlake, the brewery site represents about 15% (9 hectares) of the area of Mortlake but envisages an increase in the population by circa 40%.

We understand specifically that:

- Proposed residential densities are out of sync with existing surrounding densities of Mortlake - the eastern half of the site is extremely dense in layout far exceeding the GLA's existing London Plan guidelines on development density (Circa 211 units/hectare east of Ship Lane, cf. average density for Mortlake of circa 70 units/hectare.);
- This density will naturally increase the amount of cars of new residents and their visitors. Given the relatively small amount of car parking spaces in the development, it is clear that this development will require a separate CPZ to be set up for outside of the development, therefore this development will have a very clear and direct cost on existing residents.
- Where individual residential blocks are very close to one another, especially the higher blocks, this will create issues of overlooking between dwellings, and significant shadowing of open spaces in the public realm. Any detrimental effect (loss of light) on existing properties, particularly in the north west of the site, will need to be further assessed;
- The proposals still exceed the height constraints in the Council's Planning Brief for the site published in 2011, especially in the north-west of the site where blocks are proposed from 3 up to 5 storeys;
- In comparison to nearby state secondary schools (e.g. RPA, Christs, Orleans & Chiswick Secondary), the area of land allocated for the proposed school development is not sufficient - it will provide a sub-optimal experience for pupils in that there is limited space to play, learn and circulate. If a school is to be built on this site, then it needs to have a smaller capacity or more land needs to be allocated, without compromising open space usage of protected land (i.e. the existing playing fields);

The density of the site, number of residents and visitors will have a significant impact on traffic.

Impact on Traffic

In recent years, much new accommodation has been built in Mortlake and Barnes – the traffic congestion has steadily become worse. While the building may have been piecemeal, the impact on traffic has been cumulative. There has been little planning to accommodate this increase.

The specific traffic impact concerns with this development application are:

- There is no strategic approach to resolving traffic congestion – it needs to be a combined effort with TFL and the Council. The size of this development will exacerbate a worsening situation with harmful impacts affecting all road “users” including bus passengers, pedestrians and of course people living by them. An additional 500 car journeys are estimated to arise from this new development.
- If above-mentioned strategic planning is not in place to resolve current traffic congestion, one can only assume that the proposed total 703 parking space allocations for residents and visitors has no rational basis, **and therefore needs to be re-examined.**
- 1,200 pupil school will generate a significant increase in traffic and movements at morning and afternoon peak hours, particularly by public transport, bicycle and pedestrian movement. **The traffic assessment has not adequately assessed this impact.**
- The Chalker’s Corner changes will not resolve the issue of increased traffic. The developer’s plans include major road works at Chalker’s Corner, aimed they claim, at improving traffic movements at peak hours. This is far from conclusive and may indeed simply attract further through traffic.

The planning application needs to promote a smaller increase in car usage along with improved public transportation.

Public Transport and the Level Crossing

Stated in the 2011 planning brief: “The Council must be assured that transportation and highways issues can be satisfactorily addressed through the proposals. The consultation process identified a number of transport issues in the area which included concerns about impacts on road congestion, existing bus routes...”. This planning application has not addressed these issues satisfactorily.

- The proposals do not include a strategy for public transport. Public transport in this area is extremely weak compared with surrounding parts of London. There is no prospect of more trains ever stopping at Mortlake and now, even the 209 Route is under threat of a reduced service under the proposals to extend the 485 bus service. Little mention is made of the 190 bus service from Richmond over Chiswick Bridge to Hammersmith and the opportunity of increasing its frequency. **This needs to be re-examined.**

- There is no plan to address the pedestrian and vehicular risks at the Sheen Lane level crossing. Network Rail's own risk assessment of this crossing scores it highly on both individual and collective risk and gives it the highest risk category: it is the 4th riskiest CCTV crossing on the Wessex Route. It identifies vehicle pedestrian as the main risk. The development at the Stag Brewery will increase use (vehicles and pedestrians) of this crossing at peak periods. Increased traffic will lead to further delays, greater frustration and an increased likelihood of accident. **The planning application needs to address this in conjunction with the Borough and Network Rail.**

Protected Land (Playing Fields and Chertsey Court)

Mortlake has a small amount of open green space of which the brewery's playing fields represent 53% by area. The playing fields have protection under the classification of 'Other Open Land of Townscape Importance' (OOLTI), while protection is not absolute, it is not clear from the Plans how the developer will meet the criteria which allows development to occur, which are based around the 'quantum, quality and openness' of the land being removed which having to be re-provided on the site. The same issue of re-provision applies to the OOLTI land lost at Chertsey Court.

The loss of the two grass playing fields which the Council previously indicated it would require to be retained will prejudice users (one pitch instead of two), neighbours (through floodlighting and traffic), and our ecosystems and may negatively impact flood water protection. It also fails to respect the natural beauty of Mortlake, and the introduction of fences and barriers will impair the current open aspect of the site. There surely has to be some understanding by the council and the developer that increasing the local population so dramatically requires more green, open spaces to developed, rather than a reliance on Mortlake Green and a tiny bit of the playing field to accommodate these new residents?

Other Observations

- The proposals to change the junction at **Chalker's Corner**, which offers limited transport benefit, will move the traffic closer to the residents. This will have a devastating impact on Chertsey Court residents:
- Increased poor air quality and pollution due to increased traffic generation; it already exceeds EU pollution limits
- Increased noise and disturbance
- Loss of 'Other Open Land of Townscape Importance' (OOLTI) protected land contravenes planning policy
- Loss of mature trees
- There is no additional health care or primary school provision; existing services will struggle to meet this additional demand, particularly as a number will be elderly in the care units.
- The **affordable housing provision** is just 20%, lower than the council's guidelines. It will also be delivered late in the development which may mean the provision is further reduced over time. There needs to be a higher provision and should be delivered across the building phases.
- The application proposes the repositioning of the Richmond-bound bus stop No. P (aka Rosemary Lane) to approximately mid-way between Waldeck Terrace & Rosemary Lane. There was no consultation with adjoining property owners/residents on this decision. The relocation results in the permanent loss of four on-street vehicle public parking bays, and as current regular users of these bays (along with other neighbouring residents), we object to this relocation strategy. Furthermore, whether in its current or relocated position, this bus stop is located on a two-metre wide sidewalk that has inadequate capacity to


simultaneously hold both large numbers of queuing bus commuters and passing pedestrians. The position of the proposed zebra crossing exacerbates this problem. **It is suggested that this aspect be re-examined.**

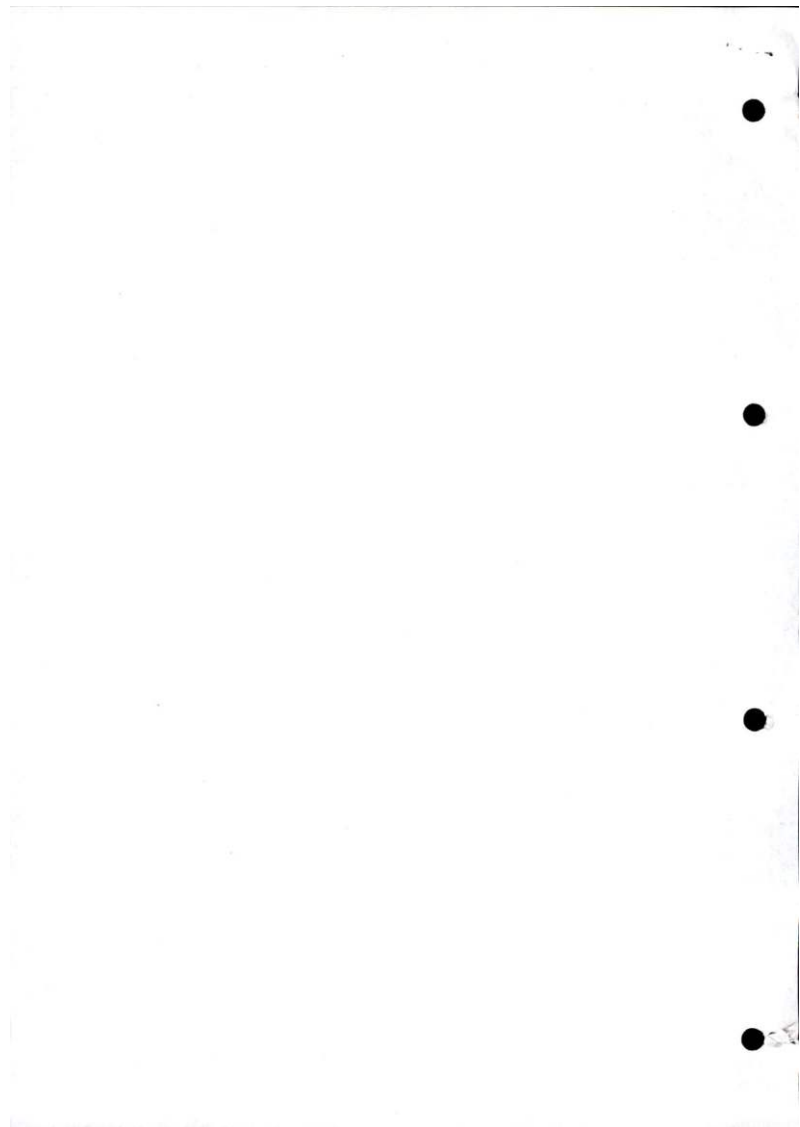
Conclusion

We object to the submitted set of development planning applications for the reasons provided above, and considering the following key material planning considerations:

- Traffic generation;
- Loss of light or overshadowing;
- Overlooking/loss of privacy;
- Adequacy of parking;
- Loss of trees/nature conservation;
- Layout and density of building;
- Road access;
- Local, strategic, regional and national planning policies;
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