

Stag Brewery Redevelopment

From: Rowena Swallow [REDACTED]
Sent: 13 May 2018 22:25
To: Stag Brewery Redevelopment
Subject: Refs: 18/0547/FUL, 18/0548/FUL, 18/0549/FUL

Dear Sirs

I am writing to highlight my concerns with the proposed redevelopment of the Mortlake Brewery site under the 3 development application references above.

The site itself I believe could be a useful addition to the local facilities and the mockups I have seen of the proposed design and layout certainly have some good features, such as the cinema, river-front restaurants and elderly care homes. I also understand the need for new housing throughout London and can see that this offers a good opportunity to provide more homes in this area.

My main concerns are to do with traffic and transport:

- I live at 3 Fitzgerald Road, and the only access route out to East Sheen, the South Circular and towards Richmond Park is via Alder Road and out onto Mortlake High Street. It is already very hard to get out during the hours of school drop-off and the morning and evening rush hour and this will only get worse with more traffic in the area. The mini roundabout at the top of Sheen Lane is frequently backed up because of the railway crossing being down and the whole of Mortlake High Street backs up towards the mini roundabout at White Hart Lane, if not further back. The introduction of new cars from the development, trying to cross the railway at Sheen Lane will only make things far worse, clogging up the mini roundabout and not allowing anyone else to get through, even if they are not going down Sheen Lane.
- The railway crossing at Sheen Lane is already apparently down for 40 minutes in the hour and is one of the least safe crossings that Network Rail has to deal with in the Wessex Route. The development at the Stag Brewery will increase use (vehicles and pedestrians) of this crossing at peak periods. More traffic trying to cross this area in the short amount of time that the gates are up will result in more bad-tempered displays and significantly increase the chances of people being hurt or killed, especially during school collection times when the pedestrian traffic is very high. The planning application needs to address this in conjunction with the Borough and Network Rail
- The school will also significantly increase traffic at school drop-off time, and presumably most of the teachers will also be looking for parking spaces. The idea that local mothers will not be driving their children to school is ridiculous - all of the secondary schools in the area have long tail-backs at school drop-off and collection times and I see no reason why this new school would buck the trend.
- Those pupils arriving on bike, or on foot having used bus or train, will have to face the increased traffic on the road, putting themselves at risk. I believe that the traffic assessment has not adequately assessed this impact and needs more work.
- The proposed changes at Chalker's Corner are aimed at improving traffic at peak hours, however the plans are not conclusive and may simply attract further through traffic.

- 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 also a proposal to transport the construction materials and demolition waste to the site by truck along the Lower Richmond Road. This will again significantly impede traffic flow during the whole period of development, on a stretch of road that is already over-burdened. It would be better to look at transporting these items via the river, given that it is indeed so close.

My other concerns are as follows:

1) The combined density of the scheme is too much: there are 817 residential units (including potentially 150 care units), a 1,200 pupil secondary school and 7,121 sq m. of commercial uses (retail and office). The brewery site represents about 15% (9 hectares) of the area of Mortlake, but an increase in the population by circa 40%. In particular:

- The eastern half of the site is extremely dense in layout far exceeding the GLA's existing London Plan guidelines on development density – units/hectare.
- The compressed layout, where individual residential blocks are very close to one another, especially the higher blocks, creates 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.
- The area of land allocated to the school is not sufficient; it will provide a sub-optimal experience for pupils in that there is limited space to play 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.

2) 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 via:

- 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

3) 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, as frequently occurs in other developments, when the council is left over a barrel by

developers. There needs to be a higher provision which should be delivered across the building phases.

For all of the above reasons I would ask that you reconsider the plans so that they address these issues of real concern. These concerns will negatively impact existing residents of the area significantly and will also cause considerable frustration and distress to new residents. It would surely be better to take the time at the start of the process to get things right, take on board the concerns of locals, and come up with a development that meets our current and future needs while there is still time. There has been a lot of local focus and attention on these plans, and I believe that addressing these points will allay many peoples fears.

Yours sincerely

Rowena Swallow

3 Fitzgerald Road
SW14 8HA

Stag Brewery Redevelopment

From: Rowena Swallow [REDACTED]
Sent: 13 May 2018 22:25
To: Stag Brewery Redevelopment
Subject: Refs: 18/0547/FUL, 18/0548/FUL, 18/0549/FUL

Dear Sirs

I am writing to highlight my concerns with the proposed redevelopment of the Mortlake Brewery site under the 3 development application references above.

The site itself I believe could be a useful addition to the local facilities and the mockups I have seen of the proposed design and layout certainly have some good features, such as the cinema, river-front restaurants and elderly care homes. I also understand the need for new housing throughout London and can see that this offers a good opportunity to provide more homes in this area.

My main concerns are to do with traffic and transport:

- I live at 3 Fitzgerald Road, and the only access route out to East Sheen, the South Circular and towards Richmond Park is via Alder Road and out onto Mortlake High Street. It is already very hard to get out during the hours of school drop-off and the morning and evening rush hour and this will only get worse with more traffic in the area. The mini roundabout at the top of Sheen Lane is frequently backed up because of the railway crossing being down and the whole of Mortlake High Street backs up towards the mini roundabout at White Hart Lane, if not further back. The introduction of new cars from the development, trying to cross the railway at Sheen Lane will only make things far worse, clogging up the mini roundabout and not allowing anyone else to get through, even if they are not going down Sheen Lane.
- The railway crossing at Sheen Lane is already apparently down for 40 minutes in the hour and is one of the least safe crossings that Network Rail has to deal with in the Wessex Route. The development at the Stag Brewery will increase use (vehicles and pedestrians) of this crossing at peak periods. More traffic trying to cross this area in the short amount of time that the gates are up will result in more bad-tempered displays and significantly increase the chances of people being hurt or killed, especially during school collection times when the pedestrian traffic is very high. The planning application needs to address this in conjunction with the Borough and Network Rail
- The school will also significantly increase traffic at school drop-off time, and presumably most of the teachers will also be looking for parking spaces. The idea that local mothers will not be driving their children to school is ridiculous - all of the secondary schools in the area have long tail-backs at school drop-off and collection times and I see no reason why this new school would buck the trend.
- Those pupils arriving on bike, or on foot having used bus or train, will have to face the increased traffic on the road, putting themselves at risk. I believe that the traffic assessment has not adequately assessed this impact and needs more work.
- The proposed changes at Chalker's Corner are aimed at improving traffic at peak hours, however the plans are not conclusive and may simply attract further through traffic.

- 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 also a proposal to transport the construction materials and demolition waste to the site by truck along the Lower Richmond Road. This will again significantly impede traffic flow during the whole period of development, on a stretch of road that is already over-burdened. It would be better to look at transporting these items via the river, given that it is indeed so close.

My other concerns are as follows:

1) The combined density of the scheme is too much: there are 817 residential units (including potentially 150 care units), a 1,200 pupil secondary school and 7,121 sq m. of commercial uses (retail and office). The brewery site represents about 15% (9 hectares) of the area of Mortlake, but an increase in the population by circa 40%. In particular:

- The eastern half of the site is extremely dense in layout far exceeding the GLA's existing London Plan guidelines on development density – units/hectare.
- The compressed layout, where individual residential blocks are very close to one another, especially the higher blocks, creates 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.
- The area of land allocated to the school is not sufficient; it will provide a sub-optimal experience for pupils in that there is limited space to play 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.

2) 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 via:

- 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

3) 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, as frequently occurs in other developments, when the council is left over a barrel by

developers. There needs to be a higher provision which should be delivered across the building phases.

For all of the above reasons I would ask that you reconsider the plans so that they address these issues of real concern. These concerns will negatively impact existing residents of the area significantly and will also cause considerable frustration and distress to new residents. It would surely be better to take the time at the start of the process to get things right, take on board the concerns of locals, and come up with a development that meets our current and future needs while there is still time. There has been a lot of local focus and attention on these plans, and I believe that addressing these points will allay many peoples fears.

Yours sincerely

Rowena Swallow

3 Fitzgerald Road
SW14 8HA