



15, Shalstone Road,
Mortlake,
SW14 7HP

24th April 2018.

Your reference:-

18/0547/FUL

18/0548/FUL

18/0549/FUL

Dear Mr. Angus,

I wished to write concerning the planning applications listed above, at the Brewery site in Mortlake. In such proposals, it is evident there is a consistent propensity for high density, expensive and exclusive riverside accommodation.

This has already resulted in many sites along the river, from Kew into Wandsworth and beyond, most of which are entirely lacking in architectural merit and often deny local people the right to have access to riverside paths and walkways.

The fundamental emphasis of this brewery project, requires a focus on open spaces with access to the river and environmental considerations at the fore. Residents may then enjoy the possibility of meeting as a central community and thereby realise a local identity.

Currently, the river towpath from Kew into Barnes, becomes a logistical feat to negotiate; with walkers, bicycles and adults with children, all on one narrow path.

This is hardly ideal for encouraging exercise and walking for health. For example: in Hastings, the Promenade and Pier space, has been especially used to mark out a "Walk for health" scheme, with varying distances offered, to include all ages and abilities.

Listed below are observations, from the proposals, in order of each application. I trust that each resident's views will be considered carefully, as the project will undoubtedly have a profound effect on the area.

Application A. Reference 18/0547/FUL The Stag Brewery site.

Up to eight storeys is too high for the site and affects visual amenity.

Proposed 4+3 units is also too great, for reasons of layout and density of buildings.

The materials used can only be judged from the miniature model shown by the developers at the early stages of the consultation.

The brick colour appeared as a (predictable), glaring red. This is without aesthetically agreeable aspects overall.

The existing brewery buildings, (to be extended), are of a sandstone hue, despite age and air borne pollution.

/Cont'd.



Floor space for commercial use - shops etc., this is not necessary to serve the area of the community, nor for the new one being proposed. There is adequate provision in place now. Any additions will generate yet further traffic, into an already congested road system.

Hotel, cinema, office & floor space: - all are duplicating existing facilities within the borough. Increased noise/disturbance will be the result from further use and obviously fresh traffic will be generated.

There are THREE existing cinemas in Richmond and one in Barnes.

Provision of public open space etc. and landscaping.

Walking areas and pathways are required with provision to separate cycles and pedestrians. (Please see previous comments about township).

Landscaping has one of the most significant roles within the development, with the maximum amount of diverse tree planting being essential. Trees provide some degree of assistance to combat pollution generated by traffic and aircraft, whilst allowing people the enjoyment and well-being derived from their placement.

West of Ship Lane :-

As previously, up to 7 storeys is too high for buildings here - lower buildings can demonstrate innovative design and strategies e.g. green roofs & materials, to suitably complement the original brewery buildings.

224 units is also an undeniably high density for the site. Internal access route would find it beneficial, (for all users), by adopting the Dutch model, which always separates vehicles from cyclists. It is compulsory for cyclists to use the designated routes.

Landscaping - as before, needs to create the greatest areas of natural environment, with trees, lawns & areas for developing ecology, to counteract pollution and to exist as a centre of attention, enjoyment and education for the public.

Application B. Reference: - 180/0548/FUL secondary school.

The developers' consultation stated a size of 1,200 pupils, despite the requirement for secondary places within the borough, the proposal for this amount is too large. The existing green space and trees at Williams Lane were reported to be sacrosanct. However, the proposal will replace this with buildings, artificial turf and flood lights. This combination will generate noise and further disturbance, which is detrimental to the whole area of this section of the Lower Richmond Road.

PARKING at the proposed school is contentious. Many roads close to the Brewery have been requesting controlled parking zones for some years now. (Consultation is due to resume following local elections). There is already a critical shortage of parking in roads around the brewery site. /cont'd.



Traffic from the school e.g. parents/staff/school transport, will create greater contention. Mortlake station crossing, will also be affected with a higher level of traffic, thus giving the potential to compromise Highway Safety.

1,200 pupils with associated staff, entering and leaving the school site-THREE TIMES per day, will create noise and disturbance to residents in the area; notably to those who work at home, are retired and parents with young pre-school children.

The existing transport to the proposed site, (buses/trains), is insufficient for the increased demands of the school and indeed the entire development. Any provision of additional buses, will require pull-in areas on the Lower Richmond Road, otherwise traffic will be delayed. The spaces on the opposite side of the road (to the Brewery), do not allow sufficient areas to pull-in, for buses. Therefore, greater queues of traffic will afflict the area, with the potential for vehicles taking short-cuts along residential roads.

Application C. Reference 18/0549/FUL. Chalkers Corner, junction to Lower Richmond Road, Chertsey Court.

At the earlier consultation meetings with the developers, it was immediately evident that the development planners/architects, were without a detailed knowledge of the traffic systems: i.e. basic one-way street areas etc. Therefore, the proposals for altering junctions and road space, were not tenable.

Clifford Avenue is predominantly single carriageway. Proposing to alter the surround roads and junctions, cannot alter the 'funnel' effect created, when traffic turns onto it. E.g. ONE articulated vehicle or HGV, turning left at the top of Clifford Avenue, onto the Upper Richmond Road, requires both the filter and right turn lanes in order to negotiate the manoeuvre. This renders the left-turn filter traffic unable to move. All vehicles are at a standstill until the lorry moves on the all green light. Subsequently, Chalkers Corner & surrounding roads are all affected.

Chertsey Court is surrounded by roads on all levels, including Christwick Bridge at a greater elevation. Pollution recently measured at Chalkers Corner, was 50% above acceptable levels now. Re-configuring the roads, with loss of trees and areas of grass, will cause a significant increase in recordings of carbon dioxide. It is possible to conclude that residents of the environs will experience a greater deterioration in air quality.

The finite road space available on Clifford Avenue, cannot be improved by further loss of natural areas, with trees providing the critical balance to areas of high pollution.

/Cont'd.



4. recent road traffic accident in Mortlake, demonstrates the pervasive effect on the routes surrounding Chalkers Corner etc.. On 12th April 2018, between 6-7am, two cars were involved in a collision at the Lower Richmond Road and Chalkers corner. This caused the partial closure of nearby lanes. All through traffic, (obviously including local residents), waited in queues for up to one hour, merely to drive from Richmond Circus to Clifford Avenue and beyond.

In these circumstances, many vehicles (including HGVs), resort to the use of satellite navigation, to discover alternative routes, i.e. residential side roads. HGVs use sat. nav, which is only designed for car sizes. Therefore, they frequently become stuck in Shalstone Road & others nearby. In the case of the former, the HGV is compelled to reverse on to Clifford Avenue; (going the wrong direction in a one-way street). This increases hazards to other traffic, thereby compromising safety and intensifying the levels of pollution.

The developers' plans to re-align junctions and roads, cannot alleviate such situations. Expanding the amount of traffic, (from a high density brewery development), can only serve to exacerbate the existing problems.

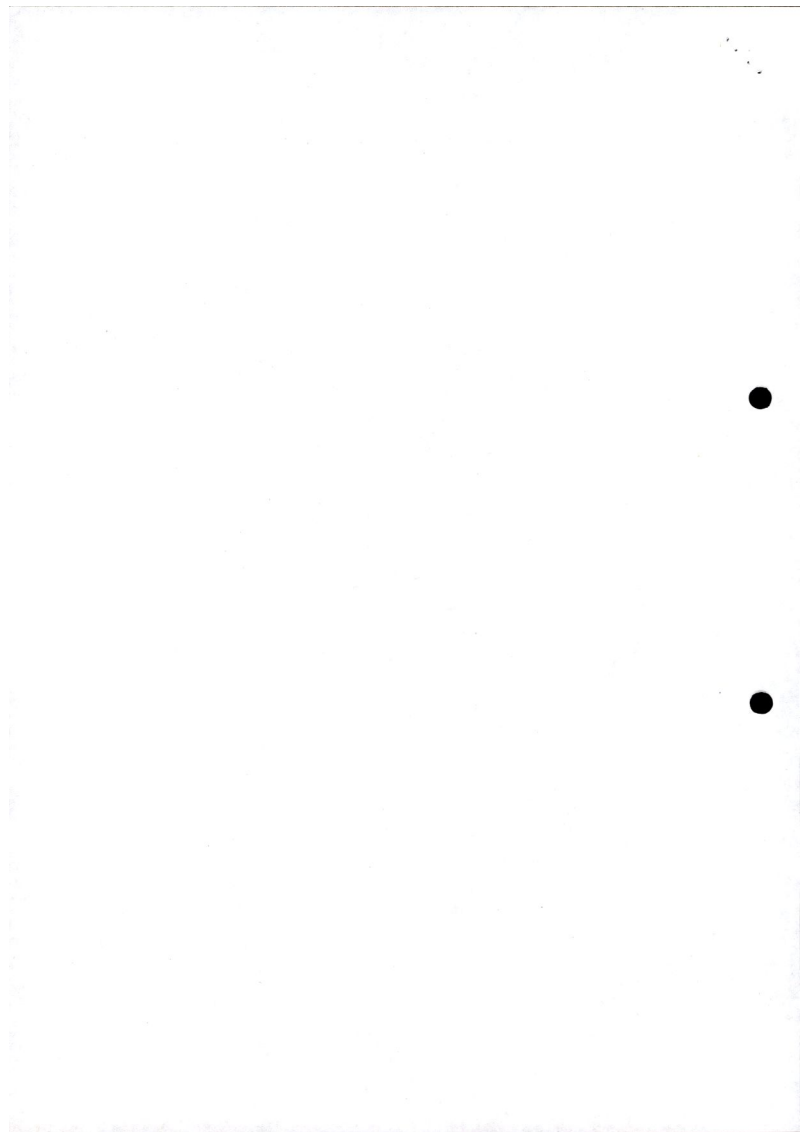
Kindly consider the knowledge and experience of all local residents, when reviewing these planning applications. One would hope that the views of people in the vicinity, will take precedence above, the generation of wealth for the developers.

Together with all of the other areas affected, Mortlake is worthy of the most outstanding green and environmentally beneficial option available.

● Thank you.

Yours sincerely,


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