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Representations Relating To Planning Applications 18/0547/FUL, 18/0548/FUL, 18/0549/FUL for the Stag Brewery, Mortlake

In principle, I do not oppose the main application for the redevelopment of the former Stag Brewery site in Mortlake as I consider that a redevelopment could improve the heart of Mortlake, if carried out in a more sympathetic way. There are aspects of the planning application which I do oppose, and I make some suggestions for amendments to the proposal which could be more acceptable to local residents.

I do oppose the planning application 18/0548/FUL (the erection of a three storey secondary school) and the planning application 18/0549/FUL (the reconfiguration of Chalkers Corner junction).

A. Representations relating to the Redevelopment of the Stag Brewery Site

Overdevelopment/Density

1. The site is overdeveloped for the area (817 residential units, including 150 care units, a nursing home for 80 people, a secondary school with a sixth form for 1200 pupils, 7008 square feet of office/retail use, a cinema, a hotel and an all weather pitch); there are too many residential properties which are built too close together and the buildings are too high. The area does not need a cinema, hotel or school, and these additional facilities merely add to the density of the development. Planning approval should be refused for such a large development for the following reasons:

- a. The huge increase in the population of Mortlake as a result of the overdevelopment of the site will have a detrimental effect on the local infrastructure, amenities, health, social welfare and transport services and facilities.
- b. The limited road access to the site and busy narrow (largely single lane) surrounding roads will not cope with the volume of additional cars of owners and visitors and delivery vehicles servicing the residential units, cinema, hotel and school at all times of the day and evening. Residents in the surrounding areas of East Sheen, Barnes and Putney will have real difficulty accessing the A316/M3 and M4 out of London, and A316/A4 into London. The queues through Chalkers Corner are already lengthy at peak commuting times and weekends. It is anticipated that these will lengthen hugely due to the overdevelopment of the site. The severe congestion that will inevitably result will also likely cause accidents as vehicles to/from the site seek to cross queueing traffic.
- c. The increased volume of commuters cannot be accommodated on the local bus and British Rail services. There is no accessible tube to or from Mortlake. All commuter locations on the Waterloo/Kingston/Teddington/Richmond British Rail line will have difficulty getting on the trains as there is no plan to increase the number of trains or carriages. Mortlake is already a busy station which makes it difficult for Barnes and Putney residents to get onto the train to London Waterloo peak times. With an increase in population in Mortlake of around 40%, commuters in Barnes, Putney, Wandsworth will not be able to get onto the trains at all during commuter hours. Similarly, coming out of London in the evenings, the trains to Mortlake, Twickenham and Richmond will also be full.

- d. The height of the residential units and other buildings are not in keeping with and overwhelm the low level of the existing river front buildings, and exceed the recommended height of developments recommended in the Council's own Planning Brief for the site in 2011.

Traffic Congestion

2. The volume of traffic resulting from trips to and from the development will exceed the capacity of the local roads. The traffic model built by the consultant advising the developers was not realistic and should not be relied upon for the following reasons:
 - a. The traffic generated by the development will not be limited to the owners of the residential and office/retail units. It will also include vehicles from visitors to the residential, office and retail units; deliveries and services to the residential, office and retail units; visitors to the nursing home; office workers; visitors to the cinema and hotel; users of the all weather pitch; teachers at the school, deliveries to the school and drop offs /collection of pupils at the school. The huge increase in the volume of vehicles will cause severe congestion not only in Mortlake, but also in the surrounding areas of Barnes down the Lower Mortlake Road, East Sheen up Sheen Lane and the Upper Richmond Road, and North Sheen down the South Circular Road and Manor Road, and all the side roads leading to and from the main roads.
 - b. There is likely to be an increase in accidents due to the congestion, collections/drop offs to the school, cinema and other facilities in the development, U-turns to exit the traffic, vehicles seeking to cut across queueing traffic or trying to cut into queueing traffic from the development and other side roads. The traffic on this route is already stationary at peak times, and there are already many instances of vehicles doing U-turns and dangerous manoeuvres to avoid the congestion. This can only get worse.
 - c. The traffic model built by the experts showed a certain volume of traffic feeding into the local traffic in a way which did not accurately replicate what local residents see every day of the week and at weekends. I cannot see how vehicles from the development will be able to exit onto the Lower Richmond Road in order to travel through the Chalkers Corner Junction without causing major disruption to the flow of traffic where there is already a queue of traffic coming from Barnes/Mortlake/East Sheen. How will traffic from Putney/Barnes/Mortlake/East Sheen turn right into the development without holding up the traffic in both directions on this busy stretch of road?
 - d. From time to time work has to be done on Hammersmith Bridge and it closes, which means that the volume of traffic through Mortlake to Chalkers Corner vastly increases. There are then queues of traffic back through Barnes and East Sheen. There is a real prospect that in the near future Hammersmith Bridge may close permanently, or at least for months at a time. In those circumstances, the additional traffic from the development would bring Mortlake, Barnes and East Sheen to a standstill.
 - e. The congestion is likely to cause additional problems for the already accident//congestion hotspots in the area, such as Mortlake level crossing; Leonards Road/Sheen Lane; junction at Upper Richmond Road/Sheen Lane; White Hart Lane; Barnes High Street (particularly outside Marks and Spencer with their delivery vehicles).

3. The proposal to widen Chalkers Corner is very unlikely to resolve all the above traffic congestion problems. It still leaves a single lane funnel for traffic from Putney/Barnes/East Sheen and Mortlake which will inevitably lead to a backing up of traffic for considerable distances.
4. If the Council plans to close Sheen Lane to traffic, and close the train barrier at Mortlake High Street, this may remove some of the traffic from the route through Mortlake, the traffic from East Sheen. However, it is likely to cause congestion in another area, e.g. East Sheen and the Upper Richmond Road.

Parking

5. Parking in the Mortlake area is already very difficult during the day, evenings and weekends. In addition to the vehicles of local residents, there are additional vehicles which come into the area used by workers in local businesses (of which there are many); customers/suppliers to local businesses; workmen and delivery men visiting homes in Mortlake; commuters from outer train zones who seek to park near to Mortlake station in order to reduce their train fares; local residents who park their work vehicles overnight; businesses in London who park their spare vehicles in Mortlake when they are not using them in order to take advantage of the limited restrictions in Mortlake.
6. As a result of these local parking problems, gradually, most areas in Mortlake have become part of a CPZ (Compulsory Parking Zone) for certain hours of the day. In the immediate vicinity of the development in Mortlake High Street, there is a CPZ already (Zone M) which operates between 9am and 11am Monday to Friday.
7. The density of the development site will add significantly to the demand for parking in the area. Although there are 700 or so planned parking places, these will only provide parking for residents and office users, and this does not account for the other visitors, including residents with more than one car; visitors to residences; workmen and deliveries to residences; visitors to offices and retail units; cinema users; hotel users; trips to school and others. The pressure on parking must be dealt with by reducing the density of the development, or alternatively, by creating a separate CPZ for the development occupants and extending the CPZ for the Mortlake area (Zone M) to the hours of 8.30am to 6.30pm Monday to Saturday.

Local Transport

8. As indicated above, there is no tube through Mortlake unless one takes the 209 bus to Hammersmith. The large number of new residents in the new development (who are said to increase the population by 40%) as well as office workers, visitors to the retail units, school pupils (1200) and visitors to the cinema and hotel will have to use either the British Rail train into or from London Waterloo or the local 209 or 419 buses.
9. I understand that British Rail do not plan to increase the number of trains or the number of carriages as this is not feasible. In those circumstances, the British Rail transport will not be adequate to deal with the additional number of commuters. The impact will not only cause problems in accessing the trains at Mortlake or at Waterloo. The impact will not be limited to Mortlake station but to all commuters up and down the line. Commuters at Putney already have difficulty getting on to many trains as they are already full by that station.

10. The local bus service (209) is reported to be at risk of being cut to only one bus every 10 minutes. The 419 service is very limited. This level of bus service will not therefore relieve the commuter chaos likely to result from the increased number of travellers to and from the new development.

Health and Social Services

11. The impact of the large increase in population as a result of the proposed development on local services such as doctors, dentists, schools, hospitals and social services is likely to be very significant but the developers do not appear to have given any consideration to this.

Suggested Amendments or Conditions to Any Planning Permission Approval

12. There are a number of ways in which the planning application could be improved to reduce or minimise the problems identified above which give rise to objections from local residents. These are as follows:
- a. Reduction in the density of the developments, including the height of the residential buildings.
 - b. Removal of the secondary school or a scaling down of the size of the school.
 - c. Removal of the cinema and hotel.
 - d. The building of an entrance to and/or exit from the development on to the A316 at Chiswick Bridge. This seems to me to be the only feasible solution to the overwhelming problem of traffic congestion in Mortlake/East Sheen/Barnes. If the fear is that such a road would encourage other road users to use this road as a cut through to Mortlake High Street, this could be resolved by making the road access to Chiswick Bridge an entrance only or an exit only with one way traffic through the development, and a no entry to the development from Mortlake High Street.
 - e. The removal of all the entrances/exits to/from the development and the inclusion of only one road entrance to the development off the Lower Richmond Road, and the inclusion of only one road exit from the development on to Mortlake High Street.
 - f. The introduction of traffic lights at the entrance/exit from the development.
 - g. A CPZ Zone for the development only, which is separate from the other zones in Mortlake. This would prevent additional cars owned by residents of the new development and visitors to the office/retail/residential units and visitors to the cinema and hotel,
 - h. The expansion of the operation of existing CPZ Zones to the hours of 8.30am to 6pm every day with the exception of Sunday.
13. The above matters should be made conditions of any planning consent.

B. Representations relating to the Erection of a Secondary School

1. I oppose this application as there is no real demand for a secondary school to be located in Mortlake. It will only add to the density of the development and the traffic congestion. The school is better sited in Barn Elms rather than the over developed Brewery site.

C. Representations relating to the Reconfiguration of the Chalkers Corner Junction

1. I oppose this application as the reconfiguration of the junction will not materially improve the traffic flow along the Lower Richmond Road. A large volume of traffic will still come from Putney/Barnes/Mortlake/East Sheen, and there will still be a bottleneck of congestion when that traffic has to funnel into one lane at the Mortlake roundabout. With the additional traffic coming from the development site or destined for it, the problem will only get considerably worse. The reconfiguration does not provide an adequate solution to the congestion problem as the scale of the problem is too great.
2. The increased traffic around the Chalkers Corner junction is likely to result in an increased number of accidents due to volume of traffic in an already congested area and the number of journeys, drop offs and collections and trade vehicles expected at the site
3. The disadvantages of the reconfiguration of the Chalkers Corner Junction (which include the loss of land to the flats at Chalkers Corner and loss of trees along that part of Lower Richmond Road) outweigh the very limited benefits which are said to arise from the reconfiguration (namely the improvement to the traffic flow).

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