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James Colquhoun
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8/05/18

Dear Sir/ Madam:

I am writing to you about the proposed redevelopment of the old Mortlake Brewery site covered by multiple applications; A - 18/0547/FUL; B - 18/0548/FUL; C - 18/0549/FUL.

I write as a local resident, and Director of a small business, Mortlake Plumbing and Heating that is based in the area. Whilst I recognize that sensitive development of the site could bring positive regeneration benefits, I am concerned about multiple aspects of the proposed application which I will outline below:

A - 18/0547/FUL

High density: The cumulative density of development proposed is out of character with the majority of development in the adjacent area. Whilst existing buildings are high in physical terms, these were for industrial rather than residential use. Operational usage of the brewery site over the past ten/ fifteen years has had minimal impact on the area as the work force has been very low (with low vehicle use), and commercial vehicle use was largely timetabled to occur outside normal business hours.

The density of development proposed is out of kilter with the area, and will significantly impact the character of the area, highway congestion, local road and railway level crossing safety. The immediate physical constraints of the immediate local area (proximity to the Thames, and railway crossing) must not be overlooked.

Design observations: Proposals exceed height constraints in the Council's Planning Brief for the site, published in 2011. Concerns exist that multiple blocks are proposed within close proximity, which will create shadowing of open spaces in the public realm, with potential detrimental impacts (loss of light). The density is particularly high on the eastern side of the site.

Local infrastructure cannot accommodate the increased traffic

Local traffic congestion: Significant traffic congestion issues already exist in the Mortlake area, with regular disruption occurring at all time of the day, during the week, and weekends. Cumulative issues have arisen as a result of multiple piecemeal developments which have taken place without investment into the local infrastructure.

The five way junction at Chalkers Corner is regularly blocked with tailbacks that bring the entire Mortlake, East Sheen, and Barnes areas to a grinding halt. A quick scan of live traffic data on google maps between 8 - 9am during the week commencing 23rd April demonstrates that a high level of congestion already exists on Mortlake High St. Tailbacks from Chalkers Corner regularly go beyond the Mortlake Roundabout. Graphics in the annex below provide a snapshot. A comprehensive pack of screen grabs to support this will be sent via a separate email.

Chalkers corner reconfiguration - See comments under C - 18/0549/FUL

Cost of congestion: It is also important to note the cost of congestion to local businesses which may impact viability in the future. A recent traffic study by Inrix (London Congestion Trends, March 2016) demonstrated that journey times in Central London have increased by 12% annually from 2012 to 2015. The study attempts to quantify the impact of congestion in terms of lost time/ productivity, but arguably averages presented underplay the impact of traffic hotspots on local areas, and small businesses. Informal discussions with other local businesses suggest that if the trend continues daily activities will be significantly hampered, and many will need to reconsider future viability.

Railway level crossing: The Mortlake/ Sheen Lane level crossing is already deemed to be 'high risk' by Network Rail, and Heathrow expansion plans propose to increase the number of services along the route, which will increase the number of occasions when the level crossing is down every hour. The addition of several thousand residents and school students to the area will increase the safety risks associated with the crossing. Such risks are already evident as frustrated drivers, and pedestrians exhibit questionable judgement when lights start flashing. A safe solution must be found to ensure this crossing is safe.

Public transport strategy: Further collaboration is required with local transport providers to consider increasing the number of stopping trains, and bus services at peak hours to offset increased population levels.

B - 18/0548/FUL

School development:

The positioning of a 1200-student secondary school is welcomed, but concerns exist about the small scale of the school given the proposed student population, and loss of open playing field space.

C - 18/0549/FUL

Chalkers Corner Reconfiguration: Proposals are likely to be insufficient to ameliorate the significant increase in vehicle traffic that is likely to be triggered by the density of development proposed, given the high number of residential units, and multiple other uses of the site.

Comprehensive reconfiguration of local road junctions, and traffic light signaling systems is required. Arguably a wider range of proposals need consideration, potentially including adding new direct access points to the development from the A316 e.g. via Williams Lane.

Yours sincerely,

James Colquhoun

Local resident: 17 Oaklands Road, Mortlake, SW14 8NJ

Local Business owner: Mortlake Plumbing & Heating