

StagBreweryRedevelopment

From: Richard Huntingford [REDACTED]
Sent: 09 May 2018 15:42
To: StagBreweryRedevelopment
Subject: Ref 18/0547/FUL; Ref 18/0548/FUL; Ref 18/0549/FUL

Dear Environment Directorate,

I refer to the three planning applications Ref 18/0547/FUL; Ref 18/0548/FUL; Ref 18/0549/FUL in respect of the proposed Mortlake Brewery Redevelopment.

Whilst being supportive of the general principle that this part of Mortlake is a suitable area for limited redevelopment, I have very considerable concerns about the scale of the development that is being proposed. In my view, the plans are far too large and ambitious for the size of the locality, particularly given the already very stretched infrastructure that supports the area. The application and size of development needs to be viewed in the context of the physical barriers (the river Thames and the railway line) and the poor level of public transport that serves the community. These are important limiting factors that cannot be ignored.

I comment specifically, as follows:

The cumulative density of the site is overwhelming. The application envisages 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). Whilst the brewery site represents about 15% (9 hectares) of the area of Mortlake, this would give rise to an increase in the population by circa 40%. This would have a very significant impact on the area and would considerably diminish the quality of life for both current residents and employees in the area, as well as those who have to pass through the area whether by car, public transport or on foot.

There will be a very significant impact on traffic which has been getting worse and worse due to the piecemeal building work that has taken place in the Mortlake area in recent years. There appears to be no strategic approach to resolving traffic congestion which 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.

The 1,200 pupil school will generate a significant increase in traffic and movements at morning peak hours, particularly by public transport and bicycle. The traffic assessment has not adequately assessed this impact, particularly regarding pedestrians. An estimated additional 500 car journeys are expected to arise from this new development which will put huge pressure on Chalker's corner which is already a source of major traffic jams. I have considerable doubt that the developer's plans to include major road works at Chalker's Corner, aimed they claim, at improving traffic movements at peak hours will resolve the issue of increased traffic. This is far from conclusive and may well just attract further through traffic. In my view, the planning application needs to promote a smaller increase in car usage, along with improved public transportation.

However, **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; 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.

Furthermore, **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.

Finally, I am very concerned about the impact of the plans on Mortlake's green spaces. Mortlake has a small amount of open green space of which the brewery's playing fields represent 83% 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.

I would be grateful if you could bring my views to the attention of the LBRUT Council's Planners. Please acknowledge receipt of this email.

Yours sincerely,
Richard Huntingford

11 Baronsmead Road, London SW13 9RR

StagBreweryRedevelopment

From: Richard Huntingford [REDACTED]
Sent: 09 May 2018 15:42
To: StagBreweryRedevelopment
Subject: Ref 18/0547/FUL; Ref 18/0548/FUL; Ref 18/0549/FUL

Dear Environment Directorate,

I refer to the three planning applications Ref 18/0547/FUL; Ref 18/0548/FUL; Ref 18/0549/FUL in respect of the proposed Mortlake Brewery Redevelopment.

Whilst being supportive of the general principle that this part of Mortlake is a suitable area for limited redevelopment, I have very considerable concerns about the scale of the development that is being proposed. In my view, the plans are far too large and ambitious for the size of the locality, particularly given the already very stretched infrastructure that supports the area. The application and size of development needs to be viewed in the context of the physical barriers (the river Thames and the railway line) and the poor level of public transport that serves the community. These are important limiting factors that cannot be ignored.

I comment specifically, as follows:

The cumulative density of the site is overwhelming. The application envisages 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). Whilst the brewery site represents about 15% (9 hectares) of the area of Mortlake, this would give rise to an increase in the population by circa 40%. This would have a very significant impact on the area and would considerably diminish the quality of life for both current residents and employees in the area, as well as those who have to pass through the area whether by car, public transport or on foot.

There will be a very significant impact on traffic which has been getting worse and worse due to the piecemeal building work that has taken place in the Mortlake area in recent years. There appears to be no strategic approach to resolving traffic congestion which 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.

The 1,200 pupil school will generate a significant increase in traffic and movements at morning peak hours, particularly by public transport and bicycle. The traffic assessment has not adequately assessed this impact, particularly regarding pedestrians. An estimated additional 500 car journeys are expected to arise from this new development which will put huge pressure on Chalker's corner which is already a source of major traffic jams. I have considerable doubt that the developer's plans to include major road works at Chalker's Corner, aimed they claim, at improving traffic movements at peak hours will resolve the issue of increased traffic. This is far from conclusive and may well just attract further through traffic. In my view, the planning application needs to promote a smaller increase in car usage, along with improved public transportation.

However, **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; 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.

Furthermore, **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.

Finally, I am very concerned about the impact of the plans on Mortlake's green spaces. Mortlake has a small amount of open green space of which the brewery's playing fields represent 83% 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.

I would be grateful if you could bring my views to the attention of the LBRUT Council's Planners. Please acknowledge receipt of this email.

Yours sincerely,
Richard Huntingford

11 Baronsmead Road, London SW13 9RR