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StagBreweryRedevelopment

From: Terry Raggett [REDACTED]
 Sent: 03 May 2018 13:34
 To: StagBreweryRedevelopment
 Cc: [REDACTED]
 Subject: Planning application

I refer to the three submissions listed below.

- Ref 18/0547/FUL for the development to the East of Ship Lane
- Ref 18/0548/FUL for the development to the West of Ship Lane which includes the School and Playing Fields
- Ref 18/0549/FUL for the alterations to Chalker's Corner and the removal of an area which currently forms part of Chertsey Court.

Comments as follows

Residential Density and scale

The density of the housing development is extremely high for this suburban area and out of character with the adjacent residential streets and estates.

The height of the main residential blocks to the east of Ship Lane has increased from the 2011 planning guidance document and out of scale with surrounding built environment. Lower scale along main road is welcome, though and should be maintained.

There are material details of the buildings to the west of Ship Lane. These are required in order that the overall development can be assessed.

Affordable housing should be prioritised for local and LBRT residents: will this be stipulated and implemented by LBRT?

Environmental impact is considerable and mitigation strategy is incomplete or insufficient. In particular:

Traffic

Impact on traffic movements and congestion is identified as being considerable. The only mitigation measure is at Chalker's Corner, but this will not ease the main congestion problem for west bound traffic and will impact negatively on the amenity for Chertsey Court.

Further congestion at the roundabout junction with Sheen Lane, which is already congested due to the rail crossing barriers.

Hard to see how vehicles from the proposed development will be able to turn west without a controlled junction, which would be another impediment to traffic flow. Perhaps estate traffic will have to turn out east and then return west from the sheen lane and White Hart Lane roundabouts.

Public transport

The planning submission documents state that public transport in this area is poor and insufficient to meet needs.

The station is at capacity. The crossing is already at capacity for all modes.

Bus routes have not been extended in route or frequency to meet the new demand, both of residential, school and other uses.

These issues must be addressed as a matter of priority as **the area will be unsustainable without greatly improved public transport services.**

On-site parking

The provision of a residential home is welcome, but many visitors are likely to arrive by car. What is the provision? The school is for 1200 pupils and will require a staff of 200 plus, yet there are only about 15 dedicated spaces. This is unrealistic, given the poor public service access and journey routes that staff are likely to undertake. Perhaps Watney Rd could be widened to the east (next to playing field) to provide additional parking?

There are commercial uses on the site that will also attract traffic and demand for parking: has this been properly evaluated? There is no capacity on the local streets.

Off-site parking

The area is already short of parking provision and this development must not be allowed to add further burden. Perhaps the Borough will have to introduce resident's parking permits, but why should existing residents be expected to pay for the consequence of this development? This should be **funded by the developer**, at least for a period to cover all construction phases where construction workers can be expected to look to find unrestricted parking in local; streets.

Open Space

Mortlake Green has a very pleasant and intimate nature and just about copes with the current residential population. How will it cope with such a dramatic increase in population? There are two particular areas of concern: the new crossing to the development will generate much greater footfall and pedestrians accessing the town or station should be taken around the perimeter of the Green to avoid negative impact on the recreational uses and landscape. This will require modification of the internal and perimeter paths which is not clearly shown on the planning drawings. The connection between Green and estate also appears to remove existing trees and shrubs, thereby removing screening and undermining the recreational enjoyment of this part of the Green. There is a proposal to make a cycle short-cut across the Green to this junction. This should be avoided at all costs as it will bisect the Green and is unnecessary given the short distance that this would save. Cycles should remain on the road, or use the existing wide path running along the west of the Green.

The loss of **playing field** space is regrettable and may negatively affect current uses. The landscape along the perimeter also needs to be reinforced with Trees to mitigate the visual loss of this amenity.

School

In addition to the population of the development there will be 1200 additional pupils and circa 200 additional staff that will need to come and go from this site. The impact on local residential community and Green spaces needs to be considered in conjunction with greatly improved (and perhaps dedicated) bus services and ample and convenient waiting areas around bus stops adjacent to the school grounds.

Cinema

Does this development need a cinema? There is already good provision in the local; area, and the additional people and traffic movement will just exacerbate the problems outlined above.

Construction activities

There needs to be an agreed methodology for mitigating nuisance and environmental damage during the construction period for all phases. This should be made a part of the Planning assessment.

In summary, I object to the current development proposals for the reasons noted above and particularly: density and scale; Traffic congestion; inadequate on-site parking provision; impact on off-site parking; inadequate public transport provision; potential impact on Mortlake Green.

Contact details

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SW147HA

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