

Judith Jones

212 St Leonards Road

SW14 7BN

08 May 2018

Objection to the Brewery redevelopment planning proposals

Dear Sir or Madam

I would like to object to the following joined planning applications:

- 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.

Response to the Three Planning Applications

The redevelopment of the Brewery site presents a great opportunity to re-establish a heart and focal point in Mortlake. While there are positives in the design presented by the developer, I have some significant concerns:

- The cumulative density of the site is overwhelming.
- The local infrastructure cannot accommodate the increase in traffic.
- There is no strategy for improving the public transportation to help alleviate the situation and importantly, no plan to address the issues of the level-crossing
-

Overall Density of the Site and impact on traffic

The combined density of the scheme remains a major concern: there are 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). In the context of Mortlake, the scheme will result in an increase in the population by circa 40%.

The density of the site, number of residents and visitors will have a significant impact on traffic. Traffic conditions locally are already very bad, especially at peak times. This is particularly so when needing to go across the level crossing, where the barrier is regularly down. I often wait for up to 4 trains pass through, with a growing queue of traffic behind me that snarls up the surrounding roads. The increase in traffic volume resulting from this redevelopment will greatly exacerbate conditions and reduce quality of life for existing locals, bus passengers and pedestrians. It will also increase the risks to local primary school children.

The specific concerns are:

- There are too many parking spaces planned. In total 703 parking spaces have been allocated for residents and visitors. This will greatly increase the volume of traffic locally.

- 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
- The Chalker's Corner changes will not resolve the issue of increased traffic. The developer's plans include major road works at Chalker's Corner, aimed they claim, at improving traffic movements at peak hours. This is far from conclusive and may indeed simply attract further through traffic.

The planning application needs to promote a smaller increase in car usage along with improved public transportation.

Public Transport and the Level Crossing

- 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 and now, even 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.**
- 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.**

Other local provision

There is no **additional health care provision**; existing services will struggle to meet this additional demand, particularly as a number will be elderly in the care units. It is already difficult to get GP appointments, and the increase in population without a supporting increase in infrastructure will make this much worse.

There is no **additional primary school provision**. Any additional increase in need for primary school places from the redevelopment needs to be supported by an increase in provision. Local schools are already stretched - St Mary Magdalen's is a single entry school on a small site. It has already had to take 2 bump years, with a 3rd coming up (bump being dual form entry), in order to support local needs.

Many thanks.

Yours faithfully
Judith Jones