

9 Church Avenue East Sheen London SW14 8NW

11 May 2018

Richmond on Thames Council Environment Directorate

Dear Sir

Re : **Stag Brewery Redevelopment covered by the following three 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**

While I see the need to redevelop this site with the demise of the brewery, I am extremely concerned about several aspects of the current application under consideration, namely:

- The proposed density is far too great
- The local infrastructure cannot possibly accommodate the associated increase in traffic
- No strategy for improving the public transportation appears to be in place to alleviate the situation and importantly, there is no plan to address the level-crossing issues and the potential for serious accidents. I note that Network Rail has recently indicated its rejection of the current plans
- Lack of adequate protection of open space, with the building of a school on 50% of the playing fields.

The size of development needs to take account of the physical barriers (the river, the railway line, a major highway A316) and the limited public transport serving our community.

Overall Density of the Site

The density of the scheme is a real concern: 817 residential units (including potentially 150 care units) is far too dense, given the implied traffic flow it will create. This excludes those generated by a 1,200 pupil secondary school plus all the buildings for commercial use. This area cannot accommodate what is in effect a 40% increase in the Mortlake population. It is apparent that this number of dwellings is only feasible with blocks up to 5 storeys, contra to the Council's Planning brief for the site published in 2011.

The density of the site, number of residents and visitors will have a significant impact on traffic.

Impact on Traffic

In Mortlake and Barnes over recent years, the traffic congestion has got much worse especially on the Lower Richmond Road. There has been little enhancement of public transport systems to accommodate this increase.

With this development, there is no apparent strategic approach to resolving traffic congestion. The size of this development will exacerbate a worsening situation with harmful impacts affecting all road "users" including bus passengers, pedestrians and us, local residents living nearby. Too many parking spaces are planned. The school will generate a significant increase in traffic and movements at morning peak hours. The proposed

Chalker's Corner changes will not resolve the issue of increased traffic. The longer term ability of Hammersmith Bridge to handle its current flow of traffic could also have an impact on the future flow of traffic through this part of Mortlake.

In summary, the planning application needs to result in a much smaller increase in car usage along with improved public transportation.

Public Transport and the Level Crossing

Per the 2011 planning brief: "The Council must be assured that transportation and highways issues can be satisfactorily addressed through the proposals. The consultation process identified a number of transport issues in the area which included concerns about impacts on road congestion, existing bus routes...".

This planning application has not addressed these issues satisfactorily. No strategy for public transport has been included. Public transport in this area is poor compared with surrounding parts of London. There appears to be no prospect of more trains stopping at Mortlake.

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 indicates that it is the 4th riskiest CCTV crossing on the Wessex Route, identifying vehicle-pedestrian as the main risk. The development will increase use of this crossing. Increased traffic will lead to further delays, greater frustration and an increased likelihood of accident.

Protection of Green Space

I understand that the playing fields have protection under the classification of 'Other Open Land of Townscape Importance' (OOLTI). It is not clear from the plans how the developer will meet the criteria

The loss of the two grass playing fields which the Council previously indicated it would require to be retained will prejudice users, neighbours, and our ecosystems.

In conclusion, I view the current application unacceptable and requiring significant revision.
Yours faithfully

Mrs P M Waring