

StagBreweryRedevelopment

From: Raphael Zachary-Younger [REDACTED]
Sent: 12 May 2018 18:07
To: StagBreweryRedevelopment
Cc: Raphael Zachary-Younger
Subject: Planning application number: 18/0549/FUL - Chalkers Corner Junction - OBJECTION on behalf of Environment Committee of Barnes Community Association

*****please send a confirmation this letter was received*****

The redevelopment of the Mortlake Brewery site presents a great opportunity to re-establish a heart to Mortlake, introducing new facilities for the community while preserving and respecting the history and the character of the area. While there are many positives in the plans presented by the developer, the BCA Environment Committee feels there are some areas of concern which, if not addressed, will have a detrimental impact on Mortlake and its' neighbouring communities.

1. In this application the developer is proposing a major road works at Chalker's Corner, aimed to improve traffic movements at peak hours. A total of 703 parking spaces have been allocated for residents and visitors across the site and 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 BCA Environment Committee objects to this proposal as it is unlikely to resolve the issue of increased traffic and might even attract further through traffic. Even more significantly it will involve moving the junction closer to Chertsey Court, increasing pollution, traffic noise and disturbance to all nearby local residents. It will also result in the loss of protected landscape space and removal of mature trees.

We would like to note the proposed layout of Chalker's Corner does not meet LBRUT's Core Strategy as set out in the LBRUT Development Management Plan. In particular policy CP5 DM TP3 on Enhancing Transport Links states that: New developments will be expected to create or improve links with the local and wider transport networks, including links to the cycle and pedestrian networks. All new developments must be designed to improve accessibility including: Maximise permeability, with safe, convenient, accessible and appropriate road, cycle and pedestrian routes within and in the immediate vicinity of the scheme, as well as accessible walking and cycling links to the wider transport network including to public transport nodes and key land uses, taking account of the need to connect people to jobs, to town centres and to schools. Designers should also consider how their scheme links to local amenities such as shops, community facilities and open spaces and provide direct and easy to use road, cycle and pedestrian access routes within the development and fund improved linkages for cyclists and pedestrians in the vicinity, and bus stops or bus standing facilities if

agreed with TfL, new pedestrian routes should be based on the TfL guidance Improving Walkability and cycle provision should follow measures identified in the TfL Cycling Action Plan.

TfL's Streetscape Guidance (2017) directs designers to the London Cycling Design Standards and also states (p114): Good design should provide cycle routes which are safe, continuous, clear, coherent and attractive and the level of service offered at junctions and crossing points is a key determinant of the overall provision for cyclists. With the introduction of wider carriageways, a 7-lane section for motor vehicles, staggered crossings, narrow pavements and no consideration given to safe routes for cyclists or pedestrians through this complicated, 5-armed junction, the proposal needs to be reviewed. It does not enhance transport links and does not provide safe, convenient, continuous, accessible and appropriate routes for either cyclists or pedestrians.

In addition, the LBRUT Development Management Plan states planners and developer should seek to promote sustainable travel by means of appropriate location, encouragement of the more sustainable modes of travel and other means to reduce the need to travel by private vehicle, with the aim of improving accessibility and reducing congestion and pollution. Once again, the proposed layout of Chalker's Corner does nothing to promote sustainable travel or improve accessibility.

We feel very strongly any changes to this junction should include:

- A wider pavements to accommodate the predicted increase in pedestrians movement
- Direct crossings at junctions from one pavement to another
- A safe, separate from motor traffic cycle track linking the development to the A316 towards London and Richmond,
- A cycling provision along Mortlake High Street and further east along The Terrace which then should be linked to a segregated cycle track along Lansdale Road to Hammersmith Bridge and beyond.
- No increase in road space to motor traffic

If the proposed plan is given the go ahead as it is we would expect:

- Higher level of traffic - The concept of induced demand is now widely recognised by traffic professionals which means widening a road will encourage more people to use it.
- Increased traffic congestion will cause poorer air quality and more pollution - The junction has already been identified as an Air Quality Management Area and air quality monitoring in Chertsey Court grounds has shown levels of NO2 above legal limits. This will directly affect the health and wellbeing of Chertsey Court residents
- Higher noise and light levels impacting the lives of local residents as street lighting and motor vehicles will be brought closer to residents' windows.
- The grounds at Chertsey Court which are protected as OOLTI status (Other Open Land of Townscape Importance) lost and many mature trees will be cut down. These trees help reduce air-borne pollution and reduce some noise. They also provide a

valuable foraging resource for bats and nesting site for birds as part of a wider, local green network.

We would like to conclude by stating that we understand the need for high number of new residential units but feel very strongly, encouraging local residents to use public transport and active travel is key if we would like to keep our already congested roads moving and preserve the village atmosphere Mortlake and Barnes are known for.

Raphael Zachary-Younger
Chairman, BCA Environment Committee
Twitter: @raphaelzy3

Barnes Community Association

Rose House, 70 High Street, Barnes, SW13 9LD

T: 020 8878 2359 W: <http://www.barnes-ca.org/>

Charity Registration No: 1156379

The information contained in this message should be regarded as confidential and is intended for the addressee only unless explicitly stated. If you have received this message in error the sender must be notified and the message deleted. Views expressed in this message are personal and not necessarily those of the BCA, unless explicitly stated.

StagBreweryRedevelopment

From: Raphael Zachary-Younger [REDACTED]
Sent: 12 May 2018 18:07
To: StagBreweryRedevelopment
Cc: Raphael Zachary-Younger
Subject: Planning application number: 18/0549/FUL - Chalkers Corner Junction - OBJECTION on behalf of Environment Committee of Barnes Community Association

*****please send a confirmation this letter was received*****

The redevelopment of the Mortlake Brewery site presents a great opportunity to re-establish a heart to Mortlake, introducing new facilities for the community while preserving and respecting the history and the character of the area. While there are many positives in the plans presented by the developer, the BCA Environment Committee feels there are some areas of concern which, if not addressed, will have a detrimental impact on Mortlake and its' neighbouring communities.

1. In this application the developer is proposing a major road works at Chalker's Corner, aimed to improve traffic movements at peak hours. A total of 703 parking spaces have been allocated for residents and visitors across the site and 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 BCA Environment Committee objects to this proposal as it is unlikely to resolve the issue of increased traffic and might even attract further through traffic. Even more significantly it will involve moving the junction closer to Chertsey Court, increasing pollution, traffic noise and disturbance to all nearby local residents. It will also result in the loss of protected landscape space and removal of mature trees.

We would like to note the proposed layout of Chalker's Corner does not meet LBRUT's Core Strategy as set out in the LBRUT Development Management Plan. In particular policy CP5 DM TP3 on Enhancing Transport Links states that: New developments will be expected to create or improve links with the local and wider transport networks, including links to the cycle and pedestrian networks. All new developments must be designed to improve accessibility including: Maximise permeability, with safe, convenient, accessible and appropriate road, cycle and pedestrian routes within and in the immediate vicinity of the scheme, as well as accessible walking and cycling links to the wider transport network including to public transport nodes and key land uses, taking account of the need to connect people to jobs, to town centres and to schools. Designers should also consider how their scheme links to local amenities such as shops, community facilities and open spaces and provide direct and easy to use road, cycle and pedestrian access routes within the development and fund improved linkages for cyclists and pedestrians in the vicinity, and bus stops or bus standing facilities if

agreed with TfL, new pedestrian routes should be based on the TfL guidance Improving Walkability and cycle provision should follow measures identified in the TfL Cycling Action Plan.

TfL's Streetscape Guidance (2017) directs designers to the London Cycling Design Standards and also states (p114): Good design should provide cycle routes which are safe, continuous, clear, coherent and attractive and the level of service offered at junctions and crossing points is a key determinant of the overall provision for cyclists. With the introduction of wider carriageways, a 7-lane section for motor vehicles, staggered crossings, narrow pavements and no consideration given to safe routes for cyclists or pedestrians through this complicated, 5-armed junction, the proposal needs to be reviewed. It does not enhance transport links and does not provide safe, convenient, continuous, accessible and appropriate routes for either cyclists or pedestrians.

In addition, the LBRUT Development Management Plan states planners and developer should seek to promote sustainable travel by means of appropriate location, encouragement of the more sustainable modes of travel and other means to reduce the need to travel by private vehicle, with the aim of improving accessibility and reducing congestion and pollution. Once again, the proposed layout of Chalker's Corner does nothing to promote sustainable travel or improve accessibility.

We feel very strongly any changes to this junction should include:

- A wider pavements to accommodate the predicted increase in pedestrians movement
- Direct crossings at junctions from one pavement to another
- A safe, separate from motor traffic cycle track linking the development to the A316 towards London and Richmond,
- A cycling provision along Mortlake High Street and further east along The Terrace which then should be linked to a segregated cycle track along Lansdale Road to Hammersmith Bridge and beyond.
- No increase in road space to motor traffic

If the proposed plan is given the go ahead as it is we would expect:

- Higher level of traffic - The concept of induced demand is now widely recognised by traffic professionals which means widening a road will encourage more people to use it.
- Increased traffic congestion will cause poorer air quality and more pollution - The junction has already been identified as an Air Quality Management Area and air quality monitoring in Chertsey Court grounds has shown levels of NO2 above legal limits. This will directly affect the health and wellbeing of Chertsey Court residents
- Higher noise and light levels impacting the lives of local residents as street lighting and motor vehicles will be brought closer to residents' windows.
- The grounds at Chertsey Court which are protected as OOLTI status (Other Open Land of Townscape Importance) lost and many mature trees will be cut down. These trees help reduce air-borne pollution and reduce some noise. They also provide a

valuable foraging resource for bats and nesting site for birds as part of a wider, local green network.

We would like to conclude by stating that we understand the need for high number of new residential units but feel very strongly, encouraging local residents to use public transport and active travel is key if we would like to keep our already congested roads moving and preserve the village atmosphere Mortlake and Barnes are known for.

Raphael Zachary-Younger
Chairman, BCA Environment Committee
Twitter: @raphaelzy3

Barnes Community Association

Rose House, 70 High Street, Barnes, SW13 9LD

T: 020 8878 2359 W: <http://www.barnes-ca.org/>

Charity Registration No: 1156379

The information contained in this message should be regarded as confidential and is intended for the addressee only unless explicitly stated. If you have received this message in error the sender must be notified and the message deleted. Views expressed in this message are personal and not necessarily those of the BCA, unless explicitly stated.