

From: Melissa Compton-Edwards [REDACTED]
Sent: 14 January 2023 18:53
To: StagBreweryRedevelopment <stagbreweryredevelopment@richmondandwandsworth.gov.uk>
Subject: Neighbourhood Consultation response to Planning Applications 22/0900/OUT and 22/0902/FUL

My comments on Planning Applications 22/0900/OUT and 22/0902/FUL

I wish to strongly object to the current plans for this development. Rather than the proposed 451 car parking spaces, a car-free development is necessary in this location, with an onsite car club, accompanied by improvements to public transport, walking and cycling infrastructure.

As a parent campaigning for cleaner air in Richmond and London, I'm deeply concerned that so many car parking spaces are being proposed in this development in an area with existing traffic congestion and air pollution.

Given the air pollution, the climate crisis and the health benefits of active travel, the emphasis should be on reducing car ownership and car trips in the area, not adding to them.

I'm particularly concerned about the health impacts on children travelling to the new secondary school proposed to be built on the site and on children at nearby Thomson House School which is situated close to Sheen Lane level crossing, which already has a problem with congestion and idling traffic due to long barrier down time (the gates are closed for an average 45 minutes per hour).

The development should be 'car-free' (no private car parking) with only disabled, emergency/service vehicle parking and on-site car-club parking.

Policy T6 of The London Plan 2021 states "Car-free development should be the starting point for all development proposals in areas that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite')". The developer has not used car-free as a starting point, but has based its proposals on a private car use model, which is locking in car-dependency and constitutes a health hazard in an already congested and polluted area.

Policy T6.1 states that "car club spaces may be considered appropriate in lieu of private parking". This is appropriate in the case of the Mortlake Brewery development.

Small-area Controlled Parking Zones should be introduced throughout the surrounding area to help reduce traffic and prevent overspill parking, with a restriction on residents of the new development applying for parking permits.

I'd like to see a sustainable development focused on walking, cycling and public transport, not car ownership and use. This would be much more in keeping with borough, national and London policies which seek:

- Lower car ownership and car use;
- Higher levels and rates of sustainable and active travel; - Better air quality;
- To address the climate emergency.

The Stag Brewery could be part of the move to build back better from the pandemic, not build back to a development from our car-dependent past, with all the resulting congestion, road danger and air pollution.

The school and sports pitch - The replacement of grass playing fields with an all-weather surface and the reversion of this OOLTI into a fragmented layout of open spaces does not meet the Local Plan's criteria of quality, quantity and openness.

Affordable housing - the proposed percentage of affordable housing is unacceptably low.

Yours sincerely

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