

Comment on a planning application

Application Details

Application: 22/0900/OUT

Address: The Stag Brewery Lower Richmond Road Mortlake London SW14 7ET

Proposal: Hybrid application to include: 1. Demolition of existing buildings (except the Maltings and the façade of the Bottling Plant and former Hotel), walls, associated structures, site clearance and groundworks, to allow for the comprehensive phased redevelopment of the site: 2. Detailed application for the works to the east side of Ship Lane which comprise: a. Alterations and extensions to existing buildings and erection of buildings varying in height from 3 to 9 storeys plus a basement of one to two storeys below ground to allow for residential apartments; flexible use floorspace for retail, financial and professional services, café/restaurant and drinking establishment uses, offices, non-residential institutions and community use and boathouse; Hotel / public house with accommodation; Cinema and Offices. b. New pedestrian, vehicle and cycle accesses and internal routes, and associated highway works. c. Provision of on-site cycle, vehicle and servicing parking at surface and basement level. d. Provision of public open space, amenity and play space and landscaping. e. Flood defence and towpath works. f. Installation of plant and energy equipment. 3. Outline application, with all matters reserved for works to the west of Ship Lane which comprise: a. The erection of a single storey basement and buildings varying in height from 3 to 8 storeys. b. Residential development. c. Provision of on-site cycle, vehicle and servicing parking. d. Provision of public open space, amenity and play space and landscaping. e. New pedestrian, vehicle and cycle accesses and internal routes, and associated highways works.

Comments Made By

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Comments

Type of comment: Object to the proposal

Comment: Part 2.

6. The traffic presentation provided no improvements from earlier submissions other than respecting Chertsey Court's grounds. The reduction in parking on site is to be welcomed but much of that underground space could be used as mentioned in 2 above. A great opportunity missed.

Whatever plan is suggested to ease traffic we still have a single carriageway passing this site with a major junction at one end and a level crossing at the other. I have walked and driven these roads daily for more than forty years and have been frustrated by TfL's inaction or their similar, computer generated, plans.

There is no need for major structural changes at Chalker's Corner, it can be improved by some modest adjustment. There are smart traffic light controls that can phase lights to suit traffic flow thereby avoiding long phases being wasted on empty or quiet roads.

(Successfully used in Milton Keynes.)

a) At present there is a clear, long, phase for traffic leaving Kew for Mortlake. Not the reverse. Hence the tail back from outside the veterinary clinic, back to William's Lane. No need to widen anywhere just alter the phasing and give time, or occasional longer phases, for those leaving Mortlake for Kew and Chiswick.

(Much of the present congestion is due to the temporary difficulties with Hammersmith Bridge.)

b) Failure to enforce traffic light controls has resulted in a large number of offenders jumping the lights or making illegal turns thereby blocking junctions. Simple camera coverage for prosecutions will improve compliance. Three years ago TfL stated "we are studying methodology with the Metropolitan Police". Clearly an intensive study.

c) Correctly marked bus stops by Chertsey Court so buses can pull in to the kerb and not double park.

d) Removal of the rarely used bus stops between the cemeteries thereby the nearside lane, south from Kew can filter left

rather than be blocked by buses straddling two lanes to make the right turn to Richmond.

e) 'Keep clear' markings on A 316 on the eastbound carriageway at the entrance to the cemetery opposite Elsinore Way. Vehicles unable to turn in here often block westbound traffic right alongside the bus stop so, with a bus, the A 316 is effectively closed westbound.

f) Finally and most importantly, nothing will improve at Chalker's Corner unless the junction of the Upper Richmond Road and Clifford Avenue is included. Again, traffic light jumpers obstruct those leaving Clifford. Heavy vehicles are often unable to use the left hand filter to Sheen as they are held by those waiting to turn right to Richmond. The tail back is frequently to Chalker's and beyond. Once again, smart controls, better phasing and enforcement. There is no point showing green from Kew when there is nowhere to go other than block the A316.

No significant changes to the infrastructure are required and there are other minor improvements that will help. All have been explained several times to TfL that clearly has its own methods. Yet, three major, expensive, alterations to Chalker's have achieved little and now a fourth is promised.

William Collis TW9 4QP