

Mortlake Brewery Community Group
Wednesday 19 July 2017



Agenda

1 Update and review of exhibition

- Density
- Green space
- Traffic and transport
- Community
- Heart of Mortlake

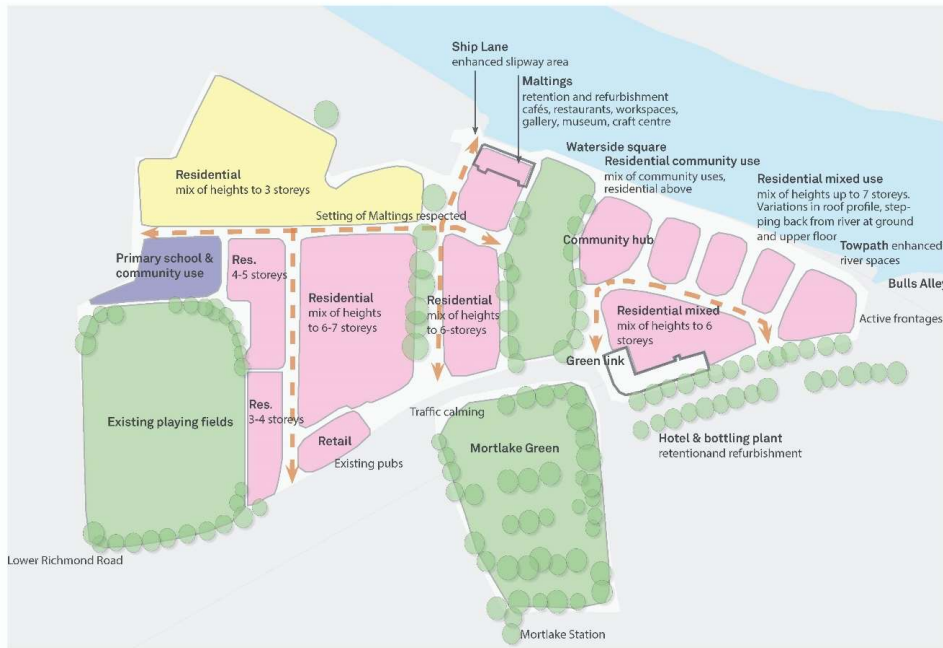
2 Next steps



Housing density we can all live with

- No more than 560 new homes on the site, of mixed size and tenure
- 50% affordable housing
- Parking provision that minimises traffic generation and external parking pressure
- Density and building height conforming to the Council's 2011 [Planning Brief](#), reflecting the character of the surrounding area

Planning Brief 2011



- New community hub based on Maltings
- Housing of 3 to 7 storeys in max 560 units
- Primary school distant from main road
- Playing fields retained
- Mortlake Green extended to river

Public Exhibition March 2017



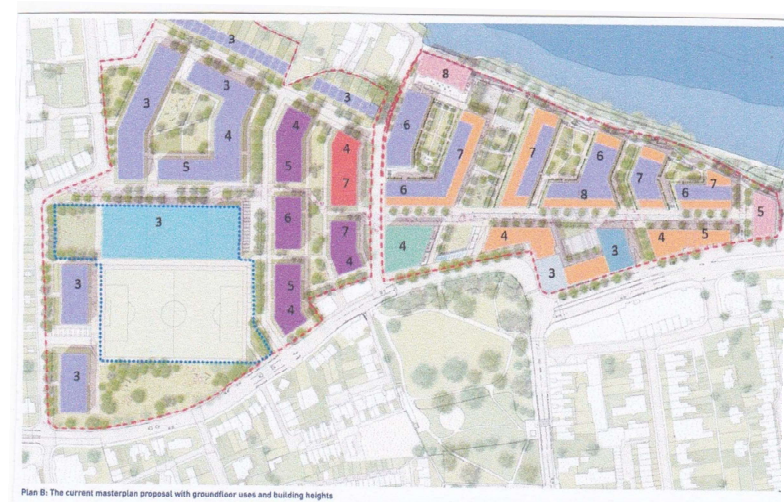
- New community hub based on Maltings
- Housing of 3 to 7 storeys in 980 units
- Primary school replaced by larger secondary school
- Playing fields replaced by school and all-weather surface
- Narrower extension to river but O/S more distributed

Public Exhibition March 2017



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Public Exhibition July 2017



Ne community hub based on Maltings
 Housing now in 860 units inc. 200 affordable and 126 care
 Secondary school re-positioned away from main road
 All-weather surface re-orientated
 Extension of Mortlake Green to river widened

Land Use - Comparison of Planning Brief and Recent Exhibition Plan

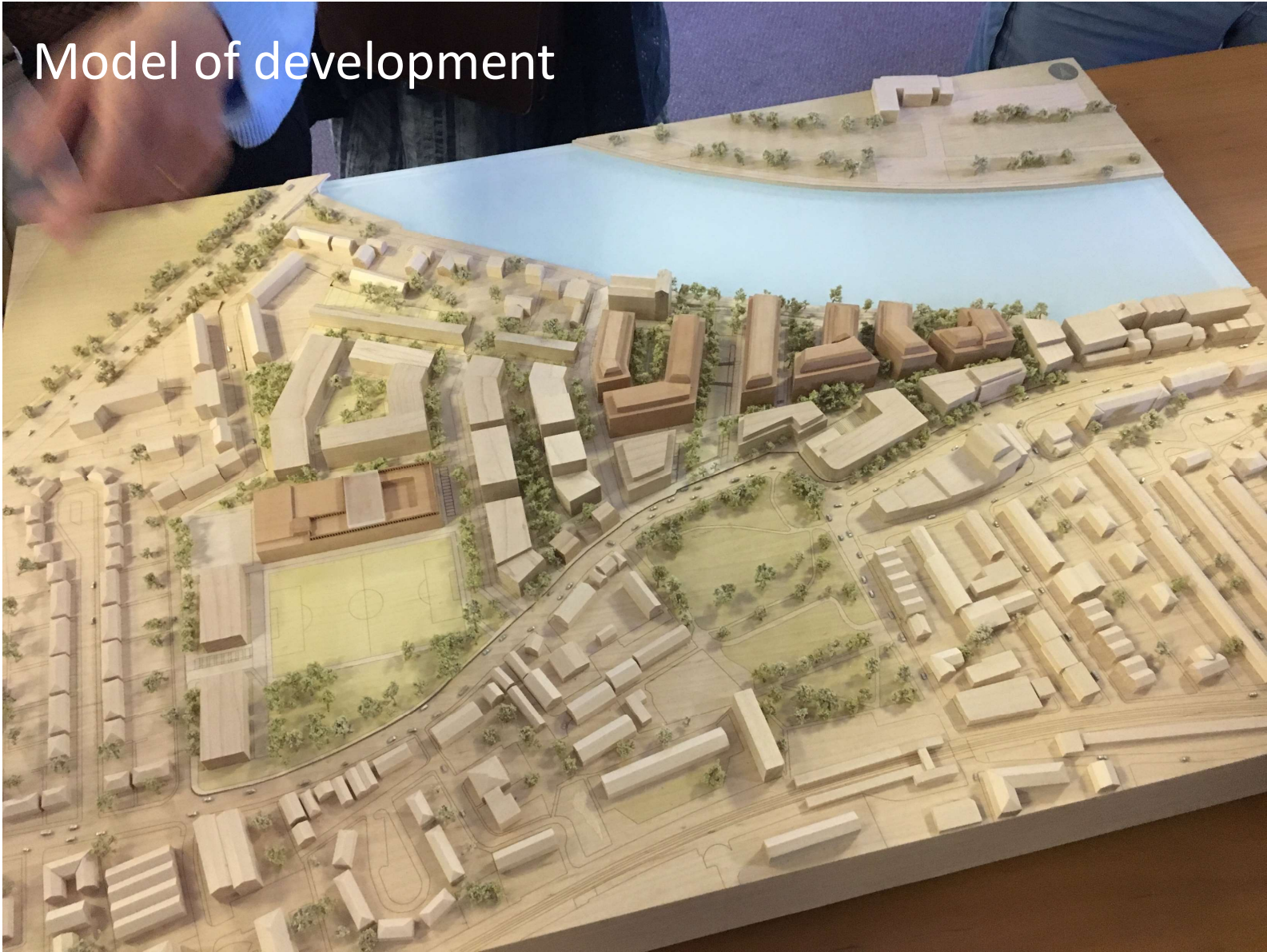
	Planning brief				Exhibition July 2017				Actual units
	Ha	Habitable rooms/ha	Habitable rooms	Potential units	Ha	Habitable rooms/ha	Habitable rooms/ha	Potential units	
3s housing	1.2	200	240		1.5	200	300		
3-4s housing	0.2	250	50		0.2	250	50		
4-5s housing	0.3	300	90		1.2	300	360		
Up to 6s housing	1.0	400	400		0.4	400	160		
Up to 7s housing	2.0	450	900		1.5	450	675		
Up to 8s	0.0	0	0		0.3	500	150		
Total housing	4.7		1680	560	5.1		1695	565	860
Sports field	2.0				1.4				
Open space corridor	0.7				0.4				
School	0.3				0.7				
Historic buildings	0.3				0.3				
Internal roads	0.6				0.7				
Total site	8.6				8.6				

The habitable rooms/ha range is that shown in the GLA Density SPD, vis. from 200 min. to 450 max. When this is applied to the site areas in the Planning Brief we get a total of 1,680 habitable rooms. Divide this by 3 (on the basis of 2 bedroom units being the average) and we get total units of 560. By the same formula we should get 565 units for the developer's latest scheme, but instead we get 860.

Model of development



Model of development



Protect and enhance Mortlake's green spaces for all to enjoy

- Save the entire historic playing field on the brewery site
- Create a new green link from Mortlake station to the river
- Protect the trees on the site and at Chertsey Court
- Respect and enhance the towpath and Bull's Alley
- Safeguard Mortlake Green



Safe and sustainable solutions to reduce traffic and improve quality of life

- Improvements to the capacity and reach of existing public transport services (buses and trains)
- Make Mortlake station and Sheen Lane safe for pedestrians and road users including cyclists
- Dedicated and integrated pedestrian and cycling plans and facilities
- No increased traffic congestion and air pollution
- Road improvements that ease congestion, not attract more traffic

Significant Changes March- July

- Reduced size of hotel (200 down to 20 bed)
- Reduced parking (c850 down to c780)
- Improved pedestrian linkage with Mortlake Green
- No tower

Transport – The (Still) Remaining Concerns

Density

Traffic Forecasts

Chalker's Corner

Sustainable Transport

Parking

Mortlake Station Zone

Questions in Mind

- Affordable housing up to 200?
- Chalker's Corner changes?
- Trip generation more than +10% in peaks
- Why the lack of consideration with the level crossing?

15.38 Hours



Mind the Gates at 08.10!



Anything Goes at 07.45



Single File Please at 13.15!



Anything to Avoid the Rails even off peak



Sheen Lane



Mortlake High Street



Mortlake Green



Parking not Allowed!



Draft Report of Surveys

Time/Day	Max. Northbound Q South of Railway (vehicles)	Max. Southbound Q North of Railway	Max. Northbound Q North of Railway	Max. Westbound Q in Mortlake High Street	Max. Westbound Q in Lower Richmond Road
Wednesday 17th May					
7.30-8.00	34	18	17	25++	34
8.00-8.30	27	17	17		46
8.30-9.00	58	19	17		49
9.00-9.30	49	17	17	25++	49
16.30-17.00	17	16	16	20+	36
17.00-17.30	28	14	12	50+	41
17.30-18.00	28	18	16	50+	40
18.00-18.30	31	16	19	20	39
Thursday 18th May					
7.30-8.00	23	18+	10	18+	88
8.00-8.30	19	16+	10	18+	104
8.30-9.00	22	18+	12	18	72
9.00-9.30	20	18+	12	18+ 2	92
16.30-17.00	28	20	?	30+	?

Down Time

Date/Time	Number of Closures	% Time Closed	Number of Trains
17th May			
7.30-8.00	6	15/30	8
8.00-8.30	7	16/30	9
8.30-9.00	4	25/30	11
9.00-9.30	5	14/30	8
16.30-17.00	5	17/30	8
17.00-17.30	5	18/30	11
17.30-18.00	2	11/30	5
18.00-18.30	3	26/30	11
18th May			
7.30-8.00	7	19/30	14
8.00-8.30	6	18/30	10
8.30-9.00	5	13/30	8
9.00-9.30	4	15/30	7
16.30-17.00	7	18/30	9
17.00-17.30	7	17/30	8
17.30-18.00	5	8/30	6
18.00-18.30	8	27/30	16

Community, educational and NHS facilities for everyone

- A community centre with space for a variety of activities
- A good quality school, proportionate to the needs of the area, with green space for children to play
- NHS and community health facilities to serve residents and surrounding area

A development that puts the heart back into Mortlake

- A mixed use and inclusive development of residential, retail, commercial and community facilities
- An imaginative design enhancing the area's village feel and preserving Mortlake's history and heritage
- A streetscape that opens up Mortlake and the High Street to the river
- Design that brings life back to Mortlake High Street



Next steps

- Feedback to developers
- Discussion with developers, planners and councillors
- Fund raising
- Possible public meeting with developers
- Possible Community Liaison Group meeting
- Final exhibition in autumn before submission to Planning
- Completion of the impact assessments