

Putting the heart back into Mortlake



24th September 2018

Agenda



Planning Applications Overview

MBCG Responses to the Applications

Responses from statutory bodies

Alternative Plan Proposal

Recent Activities and Next Steps

Robert Orr Ewing

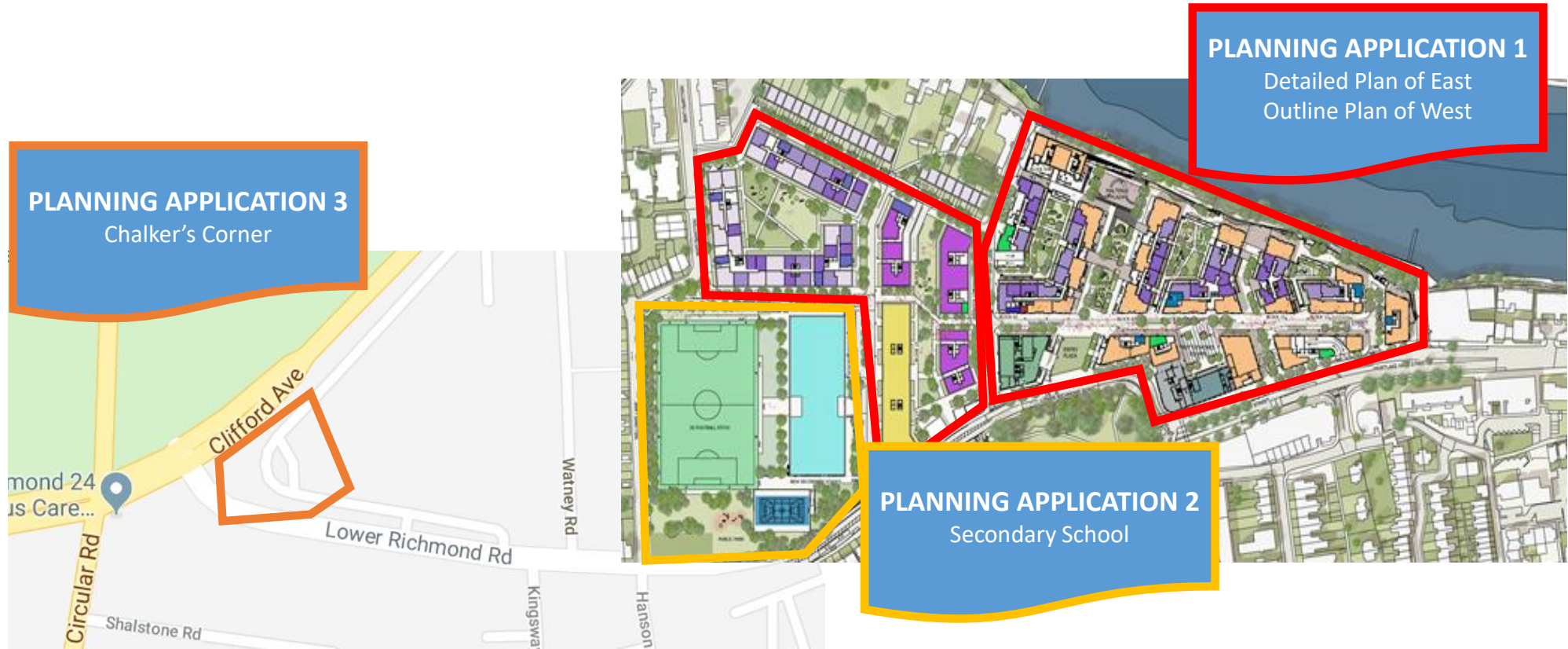
Tim Catchpole/
Howard Potter

Ditto

Tim Catchpole

Francine Bates

Planning applications, February 2018



The Brewery site

Care Village and Nursing Home

- 150 units which could be residential
- 80-bed nursing home

School

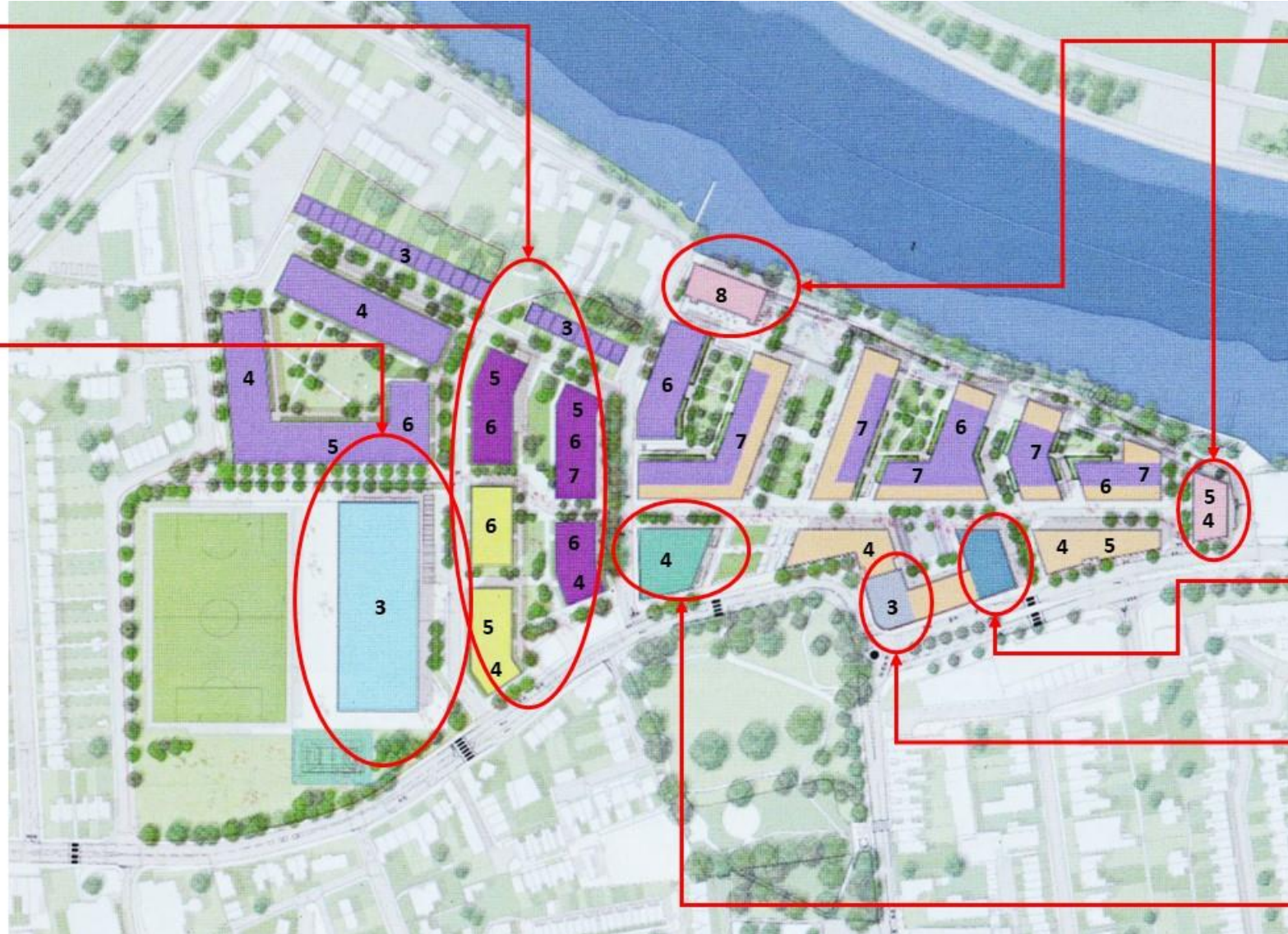
- 1,200 students plus staff

Residential

- 443 units east side
- 224 units west side
- 667 units in toto

Playing Field

- Single all-weather pitch floodlit



Community Use

- Community Centre
- Community Rowing Club

Commercial

- 2,500 sqm retail,
- 3,800 sqm cafes/restaurants/pubs

Offices

- 2,000 sqm

Hotel

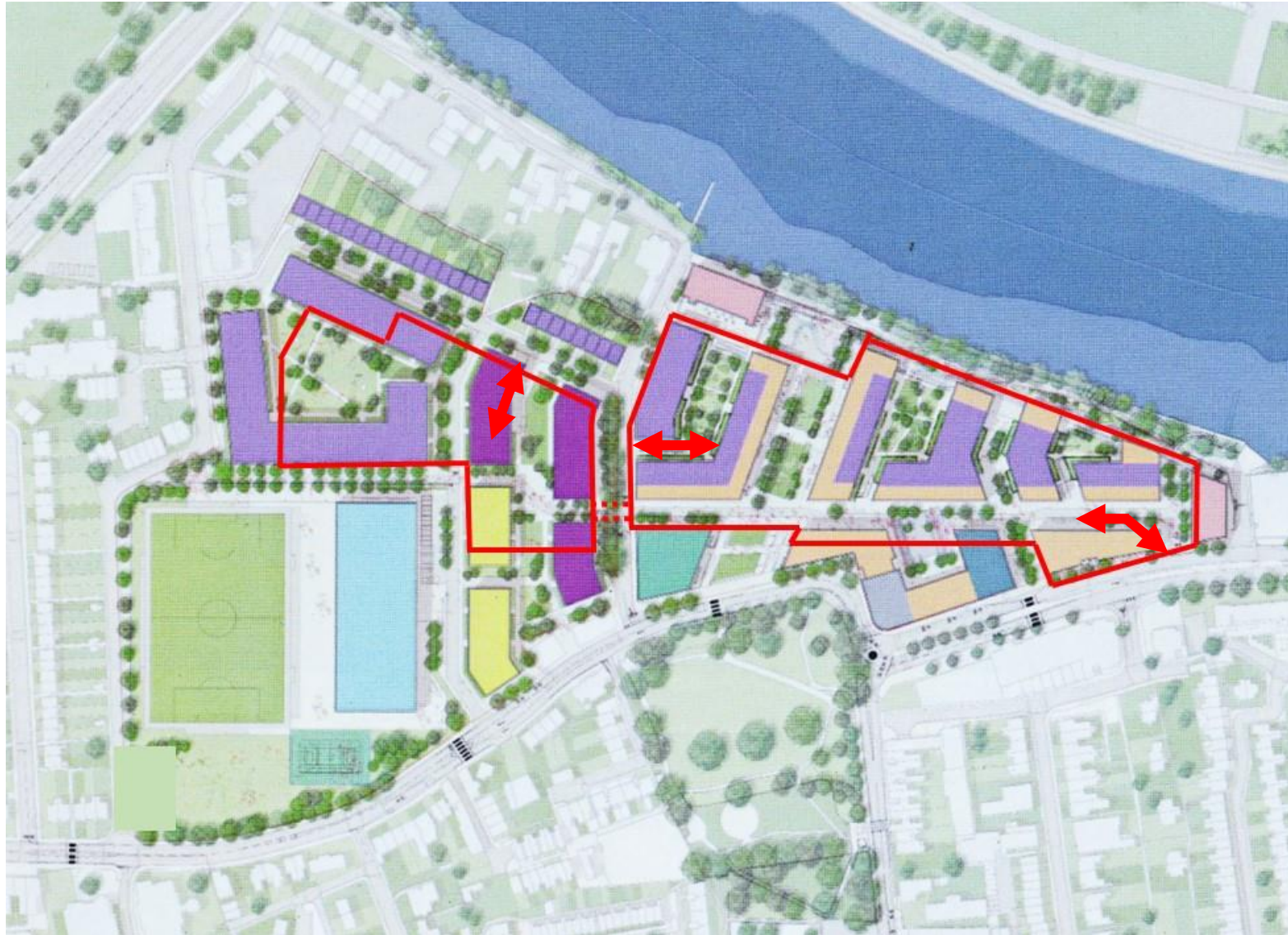
- Boutique 20rooms

Cinema

The basement carpark

Car parking

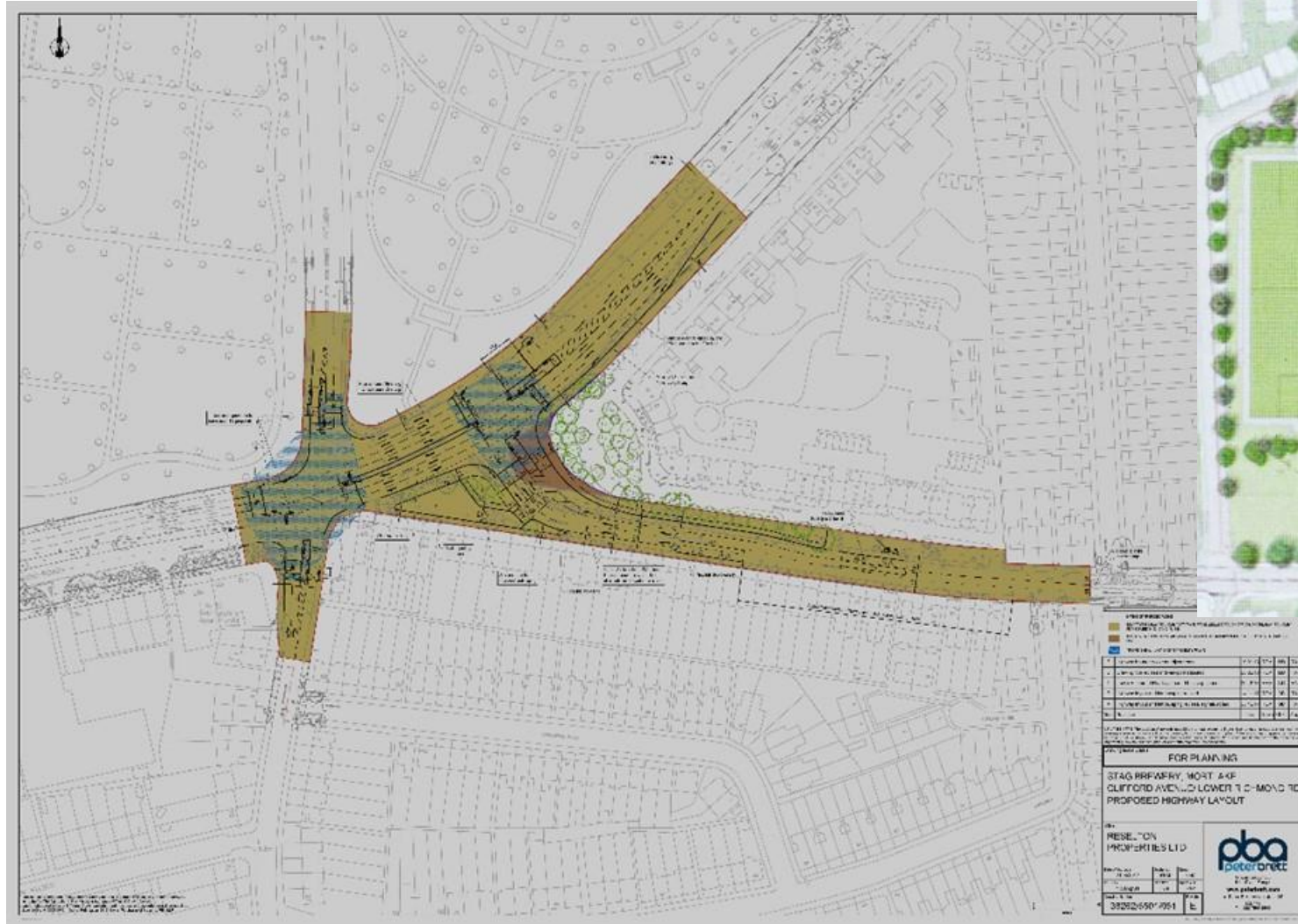
- 679 spaces
- 664 in basement
- 15 at ground level



Basement carpark

- 408 spaces in east
- 256 spaces in west
- 30,000 m² approx.
- 60,000 m³ to be excavated
- 3,000 truck trips
- @ £77m

Chalker's Corner



Positive aspects



Village Heart

Green Link

Mixed & Open Development

Provision for Community
facilities

Provision of Additional
Housing

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Online responses not including MBCG's

		Mortlake	E Sheen	Barnes	Kew	Other	Groups	Total
Brewery	Objectors	167	179	100	17	17	8	488
	Observers	9	10	7	1	1		28
	Supporters	7	8	3	1	2		21
School	Objectors	63	48	29	4	5	8	157
	Observers	1	5	2				8
	Supporters	3	7	3	1		1	15
Chalkers Corner	Objectors	63	38	17	7	6	10	141
	Observers	2	1	3		1		7
	Supporters	1						1
Totals	Objectors	293	265	146	28	28	26	786
	Observers	12	16	12	1	2	0	43
	Supporters	11	15	6	2	2	1	37

Groups: MCA (3), MESS (3), BCA (3), Kew Soc (3), Richmond Cycling Campaign (2), Mums for Lungs (3), Queens School Kew (1), Richmond Green Party (3), Richmond Labour Party (1), Richmond FoE (1), and Richmond Bat Species Action Plan Steering Group (1).

Responses from some Statutory bodies have not been made available

MBCG's Response - overview

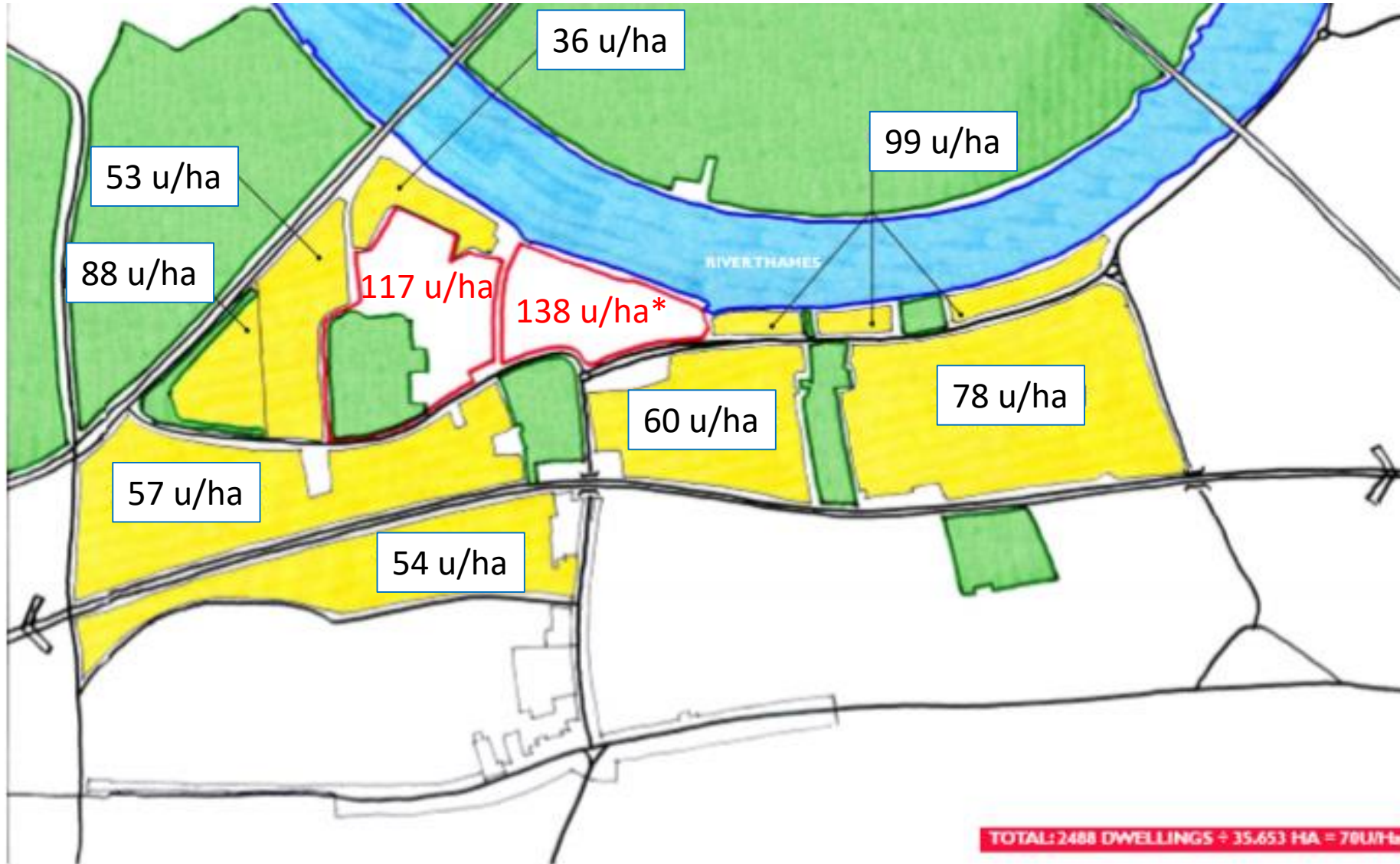
With professional support from Harwood Savin Limited we submitted a comprehensive response to the applications.

In summary:

- Cumulative density of the site is overwhelming
- Local infrastructure and public transport cannot support the increase in residents

An urban design in a suburban setting

MBCG's Response - Density



Homes up 38%
Residents up 44%
Plus commercial
uses and school

* 160 u/ha with green
link excluded

MBCG's Response – Design Concerns



Density exceeds GLA Guidelines
in eastern part

Overshadowing/overlooking in
eastern part

Inadequate affordable housing
and none in eastern part

MBCG's Response – Design Concerns



Heights in excess of
planning brief

Building on OOLTI

School too large for plot

No Primary School
Provision

Green Space below
planning brief

No additional NHS Services

MBCG's Response – Infrastructure



Local Infrastructure at capacity

Chalker's Corner not the solution

No Public Transport Strategy

Level crossing issues not addressed

Impact on pollution not fully assessed

Modelling under estimated movements

MBCG's Response – Infrastructure



Problems at Sheen Lane level crossing at 8.30 am.

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GLA's comments (1)

- 47. “17% affordable housing is unacceptable.” **Agreed and we insist there should be affordable housing in Phase 1.**
- 44. “Basement parking proposed has a disproportionate impact on viability to deliver the fullest contribution towards affordable housing.” **Agreed.**
- 62. “Residential density is approximately 139 units per ha.... within the appropriate range for PTAL 2.” **It is higher in east zone (with new open space corridor excluded), hence overshadowing and overlooking.**
- 33. “Proposals offer new sports facilities of potentially greater benefit to sport and local community than existing private grass pitches.” **Not true because (a) proposal is for only one pitch instead of two, (b) no mention of fencing and floodlights and (c) existing pitches whilst private have always been extensively used by the community and can be upgraded.**

GLA's comments (2)

- 36. “The Council should respond fully... to ensure that there is a robust and evidenced case for a secondary school as the size requirement has an impact on both the loss of playing fields and the traffic and transport impacts.” **Agreed.**
- 57. “Inclusion of a vehicular access ramp within Building 10 creates a long dead frontage” in High Street. **Agreed.**
- 61. “The height strategy responds to the parameters set within the Council’s planning brief.” **Actually the heights exceed the brief in places.**
- 63. “A robust design code will be essential to secure aspects of both the residential and public realm quality of the scheme.” **Welcomed.**
- 79. (Chalkers Cornder) “Given the scale of the scheme a Healthy Streets Assessment of the design must be undertaken.” **Welcomed.**

TfL's initial comments (1)

- Traffic modelling and particularly at the strategic level needs to be further analysed. **The expert critical scrutiny by MBCG agrees with this and adds that the case for the Chalker's Corner proposal is extremely vulnerable to challenge.**
- There is a need to further reduce the parking, in particular the non-residential parking. **Agreed.**
- Extension of CPZs to Chalker's Corner should be considered. **Agreed.**
- Identification of additional buses is required. **Agreed but disagree with land reservation on playing fields for bus turn-around.**
- **No mention of any interest in or concern about Mortlake level crossing conditions for pedestrians and cyclists!**
- TfL seeks £3.675M for bus services

TfL's initial comments (2)

- Concern about dwell time at level crossing which appears to have been omitted from TA. **Agreed.**
- Concern about lack of information in TA re vulnerable users at crossing including young children as well as elderly. **Agreed but why no reference to the higher existing and future demands at the crossing based on MBCG's surveys and assessments?**
- TA needs to take into account SWR's proposed increase in the number of services and hence likely adverse effect on barrier downtime. **Agreed.**
- Impact on adjacent level crossings should be assessed. **Agreed.**
- **What progress has been made with the NR/TfL/LBRUT/Developer/MBCG joint group to develop an effective solution to the footbridge problem?**

Network Rail's initial comments

- Concern about dwell time at level crossing which appears to have been omitted from TA. **Agreed.**
- Concern about lack of information in TA re vulnerable users at crossing including young children as well as elderly. **Agreed.**
- TA needs to take into account SWR's proposed increase in the number of services and hence likely adverse effect on barrier downtime. **Agreed.**
- NR seems concerned with the Mortlake level crossing footways **but needs also to address the need to improve the attractiveness of the footbridge.**

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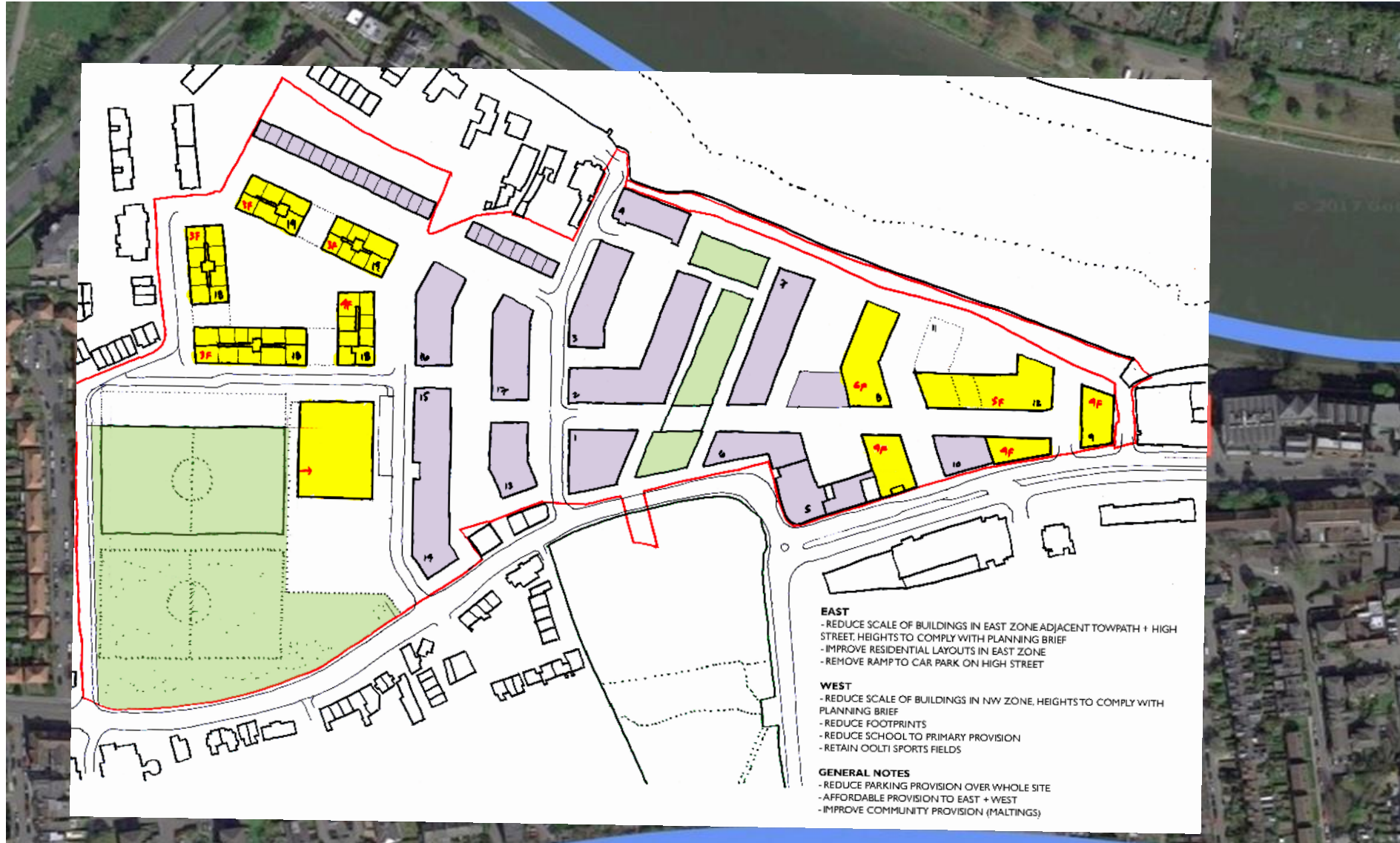
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MBCG's alternative plan



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Recent Activities and Next Steps

Francine Bates

Recent Activities and Next Steps

MBCG ACTIVITY SINCE JUNE

- Website and Twitter presence
- Briefed new Leader, new Ward Councillors and Greens re proposals
- Held meeting with Councillors re the Maltings
- GLA response on Secondary School - asked Council officers to review need and backed call for consultation on any future provider
- Maintained contact with GLA, TfL and NR
- Attended Meeting with CPRE
- Supported residents at Chertsey Court – meeting with developers
- Set up stall at Mortlake Summer Fair

Recent Activities and Next Steps

MBCG ACTIVITY SINCE JUNE (cont.)

- Designed banner for Chertsey Court



Recent Activities and Next Steps

OVER TO YOU!

(5-minute brainstorm)

Councillor Contact Details

Mortlake and Barnes Common Councillors

Paul Avon	Cllr.PAvon@richmond.gov.uk
Alice Bridges-Wescott	cllr.a.bridges-westcott@richmond.gov.uk
Gemma Curran	Cllr.GCurran@richmond.gov.uk

North Richmond Councillors

Nancy Baldwin	cllr.n.baldwin@richmond.gov.uk
Richard Pyne	cllr.r.pyne@richmond.gov.uk
Richard Warren	cllr.r.warren@richmond.gov.uk

GLA Assembly Members

Caroline Pidgeon	caroline.pidgeon@london.gov.uk
Tony Arbour	tony.arbour@london.gov.uk

Putting the heart back into Mortlake



24th September 2018

Thank you and good night

TfL's initial comments (1)

MBCG agrees that

- traffic modelling needs to be further analysed given critical expert scrutiny by MBCG. Without this, the case for the Chalker's Corner proposal is extremely vulnerable to challenge
- there is a need to further reduce the parking, in particular the non-residential parking
- extension of CPZs to Chalker's Corner should be considered
- identification of additional buses is required but disagrees with land reservation on playing fields for bus turn-around
- TA's statement re level crossing and footbridge at Mortlake Station being suspect and needing to be agreed with Council and Network Rail

TfL's initial comments (2)

- Agree with concern about dwell time at level crossing which appears to have been omitted from TA
- Agree with concern about lack of information in TA re vulnerable users at crossing including young children as well as elderly
- Why no reference to the higher existing and future demands at the crossing based on MBCG's surveys and assessments?
- Agree that TA needs to take into account SWR's proposed increase in the number of services and hence likely adverse effect on barrier downtime
- Agree that impact on adjacent level crossings should be assessed
- What progress has been made with the NR/TfL/LBRUT/Developer/MBCG joint group to progress an effective solution to the footbridge problem?

Network Rail's initial comments

- Agree with concern about dwell time at level crossing which appears to have been omitted from TA
- Agree with concern about lack of information in TA re vulnerable users at crossing including young children as well as elderly
- Agree that TA needs to take into account SWR's proposed increase in the number of services and hence likely adverse effect on barrier downtime
- NR seems more concerned with level crossing footways and needs also to address potential impact on footbridge