

Mortlake Brewery Site
Presentation from Dartmouth Capital Advisors and Squire & Partners
Emerging Masterplan Design Proposals
Monday 18th July

The developer of the Brewery Site and their architects presented their initial design proposals to members of the Mortlake Brewery Community Group on the evening 18.07.16. Following the presentation, attendees raised a number of specific reactions and comments on the emerging scheme. Subsequently further comments have been raised and shared with the Group's Co-ordinating Committee. This note summarises the key responses and immediate reactions to the Squire masterplan designs.

Rowan Cole of Soundings has invited MBCG attendees to communicate their personal reactions on the designs and will act as a focus of engagement with the community.

1.0 Site Development Density & Traffic Generation

The scheme currently indicates 900 residential units and 130 Assisted Living units. This level of intense density, combined with the secondary school (900 pupils and over 200 staff), offices, cinema, retail, leisure and community uses is a major concern to all in terms of traffic generation. The community already experiences serious traffic congestion which is compounded by the Chalkers Corner junction and the level crossings on Sheen Lane. Further traffic generation likely to result from the proposed level of densification of the site is one of the Group's main concerns in terms of development impact.

The PTAL Rating 2 for this site means that Richmond would apply a 1:1 parking ratio which would generate over 1000 cars alone for the residential.

We understand that PBA have been engaged to act as transportation consultants. The scheme needs to be progressed with a fully integrated transport approach following consultation with all the key bodies - Highways, TfL, South West Trains/ Network Rail etc. As far as we are aware the consultants have not yet fully engaged with all bodies, nor had time yet to assess appropriate surveys of existing travel data (vehicles, cycles, buses, trains).

We are all concerned therefore that the scheme is emerging without the background baseline data to inform and shape a co-ordinated design.

These comments relate to new traffic exiting/accessing the site onto the existing road network. The same comments apply to vehicular movement on the internal access roads and junctions.

As offered previously our Transportation rep Howard Potter remains available for closer liaison on the integrated approach to this important aspect of the proposals.

2.0 Site Development Density & Town Planning

The scheme indicates over 1000 residential units. This is considerably more than anticipated and more than figures indicated by Richmond planners at consultations over recent years. The Pre-publication Local Plan indicates a proposed target of 400-500 units for the area of East Sheen, Mortlake and Barnes Common by 2025 and the evolving scheme for the Brewery site alone is double this figure. There has been no mention in the presentation of affordable provisions.

When we met at Squires offices on 20th June we suggested that the architects identify examples of the site density being proposed to help inform the consultation process. It would be helpful to see comparative built examples integrated into a similar local community and largely low rise environment.

3.0 Riverside

Earlier designs and the latest presentation included ideas to bring watercourses into the site.

Besides the technical difficulties with such ideas, the tidal differences, and the Environment Agency's involvement, the sheer cost of such ideas seems ill-balanced in the wider scheme of things. We respect the aspiration but feel such monies would be better spent on highway junction/ rail service/bus service improvements and on the inclusion of affordable housing. We also respect the aspiration of pontoons on the riverside but this stretch of The Thames is heavily used by rowing clubs and a growth of other water activities, (canoeing, kayaking, paddleboarding), and any

pontoons would be obstructive to movement. Tidal differences could also be problematic with this concept.

4.0 Height of Residential Blocks nearest Thames Bank

The residents in Parliament Mews and on Thames Bank are deeply concerned about the height of unit blocks nearest their properties in the north west part of the development. Earlier designs included townhouses near these existing residences. As you are aware there are listed buildings along the riverside in this part of the community. It is likely that individual residents will contact Rowan Cole in this respect.

5.0 Cinema

The idea of the cinema is supported by some but there are concerns about parking for some customers who may come by car rather than walk/cycle from the immediate vicinity.

6.0 Link from Mortlake Green to the riverside Pubic Space

As highlighted at previous meetings this link is still not direct or strong enough. we would encourage the architects to refine this aspect of the scheme and consider active uses on the route to animate this very important link. The scheme needs a genuine focus to act as a centre of gravity for the scheme.

7.0 Secondary School

Like the developer we need to understand the shift from primary to secondary in the Council's education strategy. The school is currently shown indicatively in terms of land-take. We are happy to liaise with the developer to explore the Council's logic, strategy and educational justification for this switch. The likely size of the school in floor area and footprint needs to be quickly established to understand its effect on the layout. (floorspace-car parking for staff and visitors- recreational areas etc).

The inclusion of a secondary school has meant the loss of 50% of the existing sports fields, the loss of visual amenity for the residents on the Lower Richmond Rd, and Williams Lane, and the loss of one football pitch for Barnes Eagles and other teams. It will also generate significant vehicular traffic and demands on the train and bus services.

8.0 Bus Terminal

This is proposed to be moved from Avondale Rd to the south west part of the site. Has this concept been discussed and agreed with TfL? Would the service regularity be increased? What will be the impact on Williams Lane residents and the road junctions?

9.0 Baseline surveys and Technical matters

Any scheme, particularly of this size requires a number of important baseline surveys to be carried out and technical aspects analysed to inform the design. We understand that traffic surveys may have progressed and geo-technical surveys have commenced. However we are not aware of progress on: archaeology, ecology, flooding, existing protected trees and landscape, contamination, noise, etc, etc.

We are concerned that the design is refining quickly with some strong and positive ideas but not tested and evolving in an informed manner with this baseline survey information and technical analysis.

10.0 Further Community Engagement

Given the above comments and that we now move into the summer break when many of our Group and members, and your consultant team are away, we feel that a wider public presentation in September may be premature. It is imperative that your designs and presentation are fully informed by the results of the on-going traffic studies before your proposals are shown to the wider public. We will be in touch to discuss this with you and agree how best and when to review the immediate comments collected since the presentation at the old Sports Club.

11.0 Proposal Drawings — we await copies of the designs/presentation.