

Mortlake Brewery Community Group

Notes of a meeting held at St Mary's, Mortlake High Street, SW14 8JA on Wednesday 14 June 2017

Approximately 90 people present.

Robert Orr Ewing, chair of the Mortlake Brewery Community Group, welcomed everyone to the meeting and set out the agenda.

1 Re-cap of events

Robert went through the timeline of events from the adoption of the Planning Brief in 2011 to the present. He outlined the concerns the Group has raised to the developer and the Council:

- The ability of local infrastructure to absorb the increase in traffic and users
- Overall density of the design exceeds the GLA's guidelines
- The 2011 LBRuT planning brief is still the key document, in particular:
 - Retention of sports field
 - Maintain plans for green link
 - Density and building sizes must diminish towards the perimeters

Robert emphasised that the Group remains positive about redevelopment but there has been little or no movement in a number of these areas of concern.

2 Proposed goals and discussion

Robert went through the five goals of the Group. Everyone discussed these goals with people sitting around them in the meeting, Robert then invited people to share any comments and to agree the goals. The *italicised* words are suggested changes.

1 A development that puts the heart back into Mortlake

- A mixed use and inclusive development
- An imaginative design enhancing a village feel
- Opens up Mortlake to the river
- Brings back life on to Mortlake High Street

The only comment was that the dual carriageway and brewery wall on Mortlake High Street are a major barrier to the river; the development needs to address this.

Everyone agreed with this goal.

2 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 the station to the River
- Protect the trees and the Chertsey Court spaces
- ~~Conserve~~ *Respect and enhance* the towpath
- Safeguard Mortlake Green

Francine Bates emphasised that this goal means keeping the playing field in its entirety. This will be added to the goals.

A resident of Chertsey Court asked about the apex on the corner of the A316 and Lower Richmond Road. Ann Hewitt said that the developers plan to use this land for widening the junction but the area does have protection as Other Open Land of Townscape Importance (OOLTI). Ann is also applying for Tree Protection Orders (TPOs), although not all the trees are mature enough to be eligible.

Andy Sutch, former CEO of Sport England and local resident, noted that the entire field is needed in order to be used as a cricket pitch. Three cricket pitches are being lost locally; the Borough has recognised the need for more pitches to be used by clubs and schools from both the local area and from inner London.

Diana Roth, chair of the Towpath Group, asked that the developers should 'respect and enhance' the towpath as it is not part of the development.

A resident asked about the rubbish in Bull's Alley and whether this could be addressed in the plans. Diana Roth explained that this is difficult given the quantity of rubbish in the River.

3 Housing density we can all live with

- Up to 560 new homes [*specify balance of houses and flats*]
- Half at affordable prices [*affordable to be defined*]
- With up to 300 residential parking spaces with tight controlled parking in surrounding areas
- Density and building height conforming to the planning brief.

A resident asked what is affordable housing. She said it could be bought and then rented, after which it is no longer affordable. She was concerned about the social balance with a 40% increase in the population of Mortlake, how will it affect the area, will it skew the population? She was also concerned about the extra care facilities proposed; would they be affordable or expensive? She asked that as part of the goals, the Group defines affordable.

A resident felt there should be a better mix of homes with houses as well as flats and the goal should be more specific.

A resident asked if there is any way to prevent people from overseas buying properties and leaving them empty. The developer has said previously that the properties would be marketed in the UK only, but he could not control who bought them.

There were several comments about parking.

Where will be parking be? Underground. What about the school staff, deliveries, business staff parking? A resident noted that parking could also go from the apex at Chertsey Court.

Howard Potter said the developer is planning 850 spaces, a car park each side of Ship Lane. Some spaces could be shared, or there could be a payment system. There is no answer to the question of what happens if demand exceeds supply.

4 Safe and sustainable transport solutions

- Improvements to capacity and reach of existing public transport services (buses and trains)
- Make Mortlake station and Sheen Lane safer
- Dedicated and integrated *pedestrian and cycling* plans and facilities
- No to increased traffic congestion and air pollution
- Road traffic plans that work for all Mortlake's residents, new and future
- Road improvements that ease congestion, not attract traffic

A number of comments about these:

The parking and traffic in Alder Road is already dreadful

More train carriages could lengthen the down time at the crossing.

A tunnel under or bridge over the level crossing?

The fast trains could stop at Mortlake

209 bus should be extended beyond the playing field rather than take up space on the site for a bus area

The pavement on the Lower Richmond road is narrow; cyclists frequently use it creating a hazard for pedestrians

5 Community and NHS facilities for everyone

- Quality space and asset for community uses
- A good quality school, proportionate to the needs of the area
- Decent facilities for NHS and community health

Questions from residents

Will pupils will be bussed in? This is unlikely and not done elsewhere.

Is the secondary school to be on the playing field? The developers may be planning for this, but there is space elsewhere on the site.

Will there be houses on the playing field? These are on the developer's plan at the moment.

Is there anyone with a borough-wide view of developments, including for example the Barnes Hospital site and proposed primary school in Kew? Cllr Paul Avon said there is a need for a secondary school in this part of the borough.

It was suggested that the goals could be ranked in importance in which case the traffic and transport could be at the top.

Robert thanked everyone for their contributions. The Group will now amend the goals accordingly and circulate them as part of the minutes but also promote them more widely. He said that the goals will then be fixed and form part of the campaign strategy going forward.

3 **Launching "Love Mortlake" and Fundraising**

Katy Cronin presented the logo for the Love Mortlake campaign, the M shows the shape of the river, the green heart for the green we want to keep and Love Mortlake to show that we want an excellent development for all residents of Mortlake, present and future. The campaign has three aims:

- News and information: to get news and information about the development to the community and other stakeholders.
- Community engagement: to engage local community and other groups of stakeholders on the redevelopment.
- Campaigns and media: to make sure our views are heard by Council, Developers and Media

This will be done via an integrated campaign platform with the www.lovemortlake.org.uk website hosting the news, being a place to air views, and to sign up or donate and the www.mbcg.org.uk website holding all the documents and records of the campaign. There will be links to Facebook, Twitter #lovemortlake and Instagram, and e-newsletters.

Katy set out the plans for the campaign, including taking part in street stalls and fairs starting with the Mortlake Fair on Saturday 24 June, taking part in events, talks and local groups, and linking up with community organisations and local businesses.

She encouraged everyone to follow the campaign on the website, Facebook and Twitter. The campaign needs to reach more residents, young people, residents beyond Mortlake and to get them engaged in the campaign.

Cllr Stephen Speak said he and Cllr Paul Avon have received many emails about the development and emphasised the importance of the Group pressing the developer to alter their proposals Councillors cannot act until a planning application is submitted.

Francine Bates reported that several people at the meeting had attended a recent Community Liaison Group with the developers and is in dialogue with them, but the Group feel it is very important that we reach out to all members of the community including elected representatives. Francine asked anyone interested in helping with fundraising for the Group to speak to her. The Group will need funds for publicity, campaigning and expert advice. She referred people to the [flyer](#) circulated which sets out details of how people can get involved and also how to [make a donation](#) via Mortlake Community Association.

Robert then briefly outlined the key events. The next public exhibition is likely to be mid-July, no date fixed yet and the inspection of the Local Plan will take place in September.

4 **Traffic and Transport: Update on recent traffic survey**

Howard Potter reported that he had met with the developers' traffic management team and discussed their plans and data with them. He reported that there needs to be agreement on traffic forecasts. At the moment 1100 vehicles pass the Brewery site in the peak hour of 8.00 – 9.00am with work and school

traffic. Howard estimates the development would add 500 more cars, the developers originally said 300 which they have now revised to 420. The gap is closing but the increase is still 40–50%.

Chalkers Corner is a problem, but it is the GLA and TfL who have responsibility for the A316 and so they should be dealing with it, money from the developers is very unlikely to be spent on this problem. Howard showed a slide of parking on a bus stop which covered the sign on the left-hand lane allowing cars to filter left.

The level crossing is disliked by us all, and is getting more dangerous. Howard has conducted a survey on the amount of time that the crossing is down, and the queues that it causes; he will be submitting this to the developers. The new holders of the rail franchise for this area plan to introduce walk-through carriages which will have greater capacity. However the prospect of having a rail link to Heathrow would also increase the down time at the crossing. Network Rail is not showing interest in discussing the problem, and the developers are not addressing it either. Howard is proposing to run a competition to find a solution to the problems of the surroundings of Mortlake Station and the level crossing.

There has been a call for more sustainable transport with greater provision for cycling, this needs pursuing.

As discussed earlier in the meeting, parking will be a problem. If the residents in nearby streets are in favour of a CPZ this would mean that no cars from the development could be parked in them, but there would still be too many cars.

Tim Catchpole reported that he has been in touch with the borough about the nitrous dioxide emissions in the area; he has data for the past seven years and will shortly receive the most recent readings. Levels should be below 40 micrograms per cubic metre, the average for 2016 at Chalkers Corner was 57, and the Lower Richmond Road was 39 and Sheen Lane 32. The reading for Sheen Lane was lower because there is often just one lane of traffic there. Readings in the summer are lower because the trees absorb the nitrous dioxide. The figures have improved from 2011 when new cars had to reach new standards for emissions.

5 Other groups

Tim Catchpole outlined the MBCG response to the Environment Impact Assessment scoping document which is a statutory requirement as part of the preparations for the planning application. He queried the assumptions about traffic generated and possible extension to bus service, asbestos during construction, management of flooding including emergency evacuation procedures, time needed for rescue archaeology and OOLTIs and existing trees. He also expressed concern about habitat surveys and the space between buildings and floodlighting of the proposed pitch. The Environment Impact Assessment will be a lengthy document and should be available in the autumn.

Kate Woodhouse said that links are being established with other local voluntary organisations and with the Fulham Reach Boat House in order to generate ideas for development of a community hub for Mortlake.

Saime Tanzi reported that there is an application to have the playing fields designated as Green Space. Tim Catchpole said that Sport England will oppose granting of planning permission unless the playing field(s) would be replaced by playing field(s) of better quality. London Sport says that every child should have grass to play on and everyone should have access to benefit of urban green space. LBRuT are also concerned about loss of cricket fields. MBCG has contacted local clubs; Tim invited anyone who would like to form a Mortlake Cricket Club to contact him!

Ann Hewitt added that the developers are now planning to flatten the mound on Mortlake Green, cut down some of the trees there and widen the road. It is not clear who owns Mortlake Green; it is probably the Borough and therefore the residents. The newly formed Friends of Mortlake Green will monitor

6 Any other business – there was none.

Date of next meeting will be after the developers' next public exhibition. As soon as this date is fixed, the MBCG will fix a date and be in touch.