

THE FINAL EXHIBITION OF THE PROPOSED DEVELOPMENT WILL BE AT the Stag Brewery Sports Club Entrance from Lower Richmond Road on :

Thursday 13 JULY 4pm to 8pm

Friday 14 JULY Midday to 6pm

Saturday 15 JULY 10am to 4pm.

This Meeting was primarily for the Developer to receive feedback from local organisations and people. However as an update the Developer reported:

- 1 Following representations at the last meeting the pedestrian crossing from Mortlake Green to the Site had been moved so that no trees would need to be cut down. This should also improve the Green Link from the Green to the River.
- 2 The concerns expressed about Chalkers Corner had also been heard and there would be less widening of the Lower Richmond Road (LRR) and reduced capacity for LRR. The cycle flow should improve and although trees would still have to be removed there would be ability to plant more replacement trees (semi- mature).
- 3 There was a Meeting later in the week with the Planning Department which should result in further improvements (from the Community's point of view) but that these could not be revealed until the Planners were aware and had indicated in principle acceptance. The implication was that the development would be smaller than originally suggested but by how much was not indicated.

The Meeting was then thrown open for questions/comments. Among the points made were:

- A. It was not intended that there would be lighting spillage over the Towpath or the River. The aim was safely lit areas, no more.
- B. The Developer was in the hands of the Council and the funders of the Secondary School. The residents wanted a limit of 800 pupils, the Funders standard was 1,200. A smaller school would it was thought produce a better education.
- C. Testing for air quality on the School site (still at rear of Playing fields) had been carried out on a preliminary basis had been carried out and passed the necessary tests.
- D. Although some trees on the Site would be coming down, the Developer was planning to plant 400 new trees across the Site.
- E. There was an area for community use, not specifically a museum. Whatever went in there needed to be sustainable. The suggestion of a swimming pool was not considered realistic.
- F. Yet again it was stressed that the local community expected significant reductions in density, numbers of residential units and traffic for the community to be prepared to support it. There was a need for innovative thinking on cars e.g. a Car Club or Car Share arrangement
- G. The danger and problems of the Level Crossing with the bad mix of lorries, children, unloading, school etc. The Network Rail Manager of 47 Crossings was quoted as saying that his preference was for the closure of the Crossing entirely. There was also a suggestion that Sheen Lane (SL) be pedestrianised. Neither were considered realistic or sensible. There was also a suggestion to tunnel to Kew.
- H. The new SWT franchisee would be introducing larger capacity trains on the lines which took account of all known demands from residential developments but this did not mean extra seating.

- I. The revised car parking arrangements on the Site would enable residents etc. parked in the Eastern end Car Park to exit west of the SL, Mortlake High Street, LRR Roundabout and vice versa thus avoiding the roundabout.
- J. One resident challenged the Cinema. She did not want night life in the development. Others disagreed. It would benefit the Retail element.
- K. Was the development a new town or a new village. At Chalkers Corner the London postal District ended. Mortlake was a village.
- L. It was suggested it would be much better if the whole site was covered with 650 terraced houses. In traffic terms that was likely to increase traffic. Anyway it did not reflect the Planning Brief.
- M. It was suggested the School Football Pitch, the Gym and Dance Studio would all be available for use outside school hours. These uses would be a vast improvement on the current situation i.e. no public access. Judging by the hornets nest around proposals to extend use of the sports pitches on the Queens Primary School Cumberland Road Kew watch this space! It was also suggested that the football pitches should be donated to the Community.
- N. The 209 route should be extended to Kew Retail Park. This had been suggested to TfL, as had a proposal for a non stop or limited stop bus service from Mortlake to Hammersmith via Chiswick Bridge given the dire and unreliable state of Hammersmith Bridge. Not clear how enthusiastically these points had been raised. TfL considered not keen because of Chalkers Corner traffic. All the more reason for TfL to improve that area with an underpass!
- O. A big plea to improve the quality of life in Chertsey Court which had a mixture of leaseholders and RHP tenants- query what rights do they have?
- P. It was suggested by the Developer that space between buildings on the development had got wider, that heights were now 3- 8 storeys against Planning Brief of 3- 7. However area of 3 storeys near Thames Bank was smaller than proposed in the Planning Brief.
- Q. Current debris removal- brewery equipment- was expected to end in October. Permitted working hours for that were 8am to 5pm Mondays to Fridays. Removal of debris and bringing in materials for construction via the River had been considered but difficulties with tides (need for pier a long way out), towpath and rowers made this impractical. The Brewery at its peak had 60 lorries parked on site, movement by demolition and construction would be less.
- R. The Developer would notify the Community when demolition and construction commenced and length.
- S. Planning Application hoped to be lodged in September. Resolved January/February 2018. There would be an Archaeological Dig once permission was granted.