

REPORT on DEVELOPERS CONSULTATION PART 5 HELD ON 19 September 2017

This Meeting was primarily for the Developer to update on their plans since July and to receive feedback from local organisations and people. The Developer reported:

- 1 Space for a Bus Turnaround had been tentatively reintroduced on the corner of Williams Lane at the request of the Council/TfL as there was still no certainty as to Bus provision as a result of the Development. TfL had apparently suggested that the 209 route could become served by double decker buses- they clearly have more faith in the strength of Hammersmith Bridge (even after repair) than anyone else does! As a result, the size of the Public Park fronting the Lower Richmond Road (LRR) would shrink and the two blocks of flats immediately to the north would merge into one.
- 2 There would be a basketball court incorporated into the School to the west of the Building.
- 3 Buildings to the north of the school had been reshaped with consequent effect on Green Space in that area.
- 4 At the end of the Green Link in front of the Maltings Building what previously appeared to be Green is now to be paved with a replica of the route of the Boat Race. Hope this doesn't become a Skate Park.

Michael Squire architect then made a brief presentation. The most interesting points to emerge were that the development had shrunk again- 790 residential units in March/April, 730 in July and now 689 but this is still way above the 560 contemplated in papers leading up to the 2011 Planning Brief. Of the 689 just over 30% are intended to be Affordable Housing. The mix of the 689 units is 15% 1 bed, 51% 2 bed and the balance Family Units. In addition to the 689 there are 146 care units- not clear what size they are.

On the Transport front a Strategic Model is still awaited from TfL. This is delaying design work on roads, necessary mitigation of impact on roads etc. Would TfL/the Council want improvement works to benefit cyclists-not clear. It seemed very likely LRR would become a 20mph road. TfL had mentioned enhancing the 419 and the possibility of an Express Bus Service over Chiswick Bridge to Hammersmith, but it was clear TfL were not firm on anything.

The point was made to the Developer that if the works to improve the junction of the LRR with the A316 sped up traffic this would encourage more rat running down the LRR. It was recognised this was undesirable. Parts of Chertsey Court were still required which would involve demolition of mature trees. Recordings by Chertsey Court residents indicated nitrogen dioxide levels on the side of LRR away from Chertsey Court of 61.9 micrograms (way above permitted levels) and 30 in Chertsey Court but these levels would increase with demolition of mature trees even if substituted with adult trees.

On the Level Crossing (LC) Zac Goldsmith had arranged a meeting between the Developer, the Council and Network Rail etc on Friday. One possibility was to improve the footbridge to encourage more use, possibly by cyclists as well, but the latter was likely to affect Mortlake Green and surrounding businesses. The Council was intending to enforce switching off engines whilst vehicles waited at the LC to improve air quality- Thomson House. It might be possible to widen the LC but that would be very expensive as track, signals etc. would need to be re-laid. A scheme to improve traffic separation at the LC was being considered by the Council.

Target for submitting Planning Application was now Early November.

