

Mr. K Arnold
14 John Dee House
Mortlake High Street
London SW14 8HW

24th July 2019

Richmond upon Thames, Civic Centre, York Street, Twickenham TW1 3BZ

Dear Sirs, Ref: Former Stag Brewery Site - Neighbour Consultation

Response to Mortlake Brewery Re-development Planning Applications

Application A Ref No:-18/0547/FUL

Application B Ref No:-18/0548/FUL

Application C Ref No:-18/0549/FUL

The following are my objections to the proposals related to the three planning applications for development of the former Stag Brewery site in Mortlake which I wish to be taken into account. My main objections are as follows:-

This proposed development represents a very significant over-development of the site in what is recognized as an essentially low-scale, low density sub-urban setting.

In many areas the proposals do not comply with the Adopted Planning Brief for the site in terms of height, scale and massing. This is particularly so in the north-west area of the site where the blocks are very high and over-dominating in scale. In the eastern sections of the site several of the blocks are over-bearing in relation to the riverside, towpath and High Street. While there is an urgent requirement for new housing in London, the proposed scheme is too dense, especially in this hemmed-in location.

The loss of the existing sports fields is in direct contravention of the Planning Brief and is wholly unacceptable, with its hard all-weather multi-use games area (MUGA), surfaces, fencing and floodlighting. The protected sports fields are designated as 'Other Open Land of Townscape Importance (OOLTI)', and should be retained for community use. The fields also represent important visual Townscape resource for local residents and the wider community. The space is not re-provisioned in the scheme design proposals by any stretch of the imagination. Genuine open amenity space provided in the scheme proposals (circa 25%), is lower than the base provision in the Planning Brief (circa 28% - Sports Fields and Green Link).

This site is significantly constrained by the river Thames to the north and the level crossings on the Richmond/Waterloo line, and the Lower Richmond Road feeding into the adjacent A316. This places huge pressure on Sheen Lane with the only other access route via Mortlake High Street into the Lower Richmond Road. The proposed cumulative scale of the development and high parking provisions combined with general day-to-day access traffic will create increased congestion on both the roads and local infrastructure.

The introduction of a large secondary school would only add to the local access pressures and will only increase safety risks at the Mortlake level crossing, as the proposed upgrades to the crossing are only minor and of a cosmetic nature and would fall far short of requirements to mitigate the appalling increase in the time to gates are down which has taken place over the last couple of years. In addition, the local bus routes are currently in a state of flux due to the bridge closure, with the changes required and are still being amended to suit the new situation.

There appears to be no documented justification for a secondary school with sixth form. This issue is highlighted in the Mayor's Stage 1 Report and the community have had no detail presented to support this aspect of the scheme. Expansion of existing local secondary schools is deliverable and funding mechanisms are available to the Council via the developer as outlined in April 2019 Guidance from the Department of Education.

The Viability Assessment appears unrealistic, only supporting a very low affordable housing allocation. Affordable provisions should also be spread over the whole site and not concentrated in one area/block or zone. This appears to be for the convenience of the applicant to generate up-front income revenue and not for the benefit of the development as a whole.

The Chalker's Corner proposals, required to offset the vast scale of the development proposals, will simply attract more traffic and will not reduce the basic problem of too high a volume in an already overloaded road system. The road works, loss of mature trees and loss of residents' external space is wholly unacceptable. The proposed works will greatly affect the local residents in Chertsey Court in terms of visual intrusion, noise, pollution and loss of OOLTI protected land. This aspect of the scheme is totally disrespectful to existing residents living around the proposed junction. Reduction of the overall development scale could eliminate the need for such expensive and hugely disruptive works and, thus facilitating additional monies to aid the affordable housing allocations.

As previously raised, the proposals to transport demolition waste and excavated soil from, and construction materials to, the site by lorry on Lower Richmond Road will have a negative impact on the local residential environment. This will be even greater given the long term (or possibly permanent closure) of Hammersmith Bridge to vehicular traffic.

To summarize, the latest changes and addendum information submitted by the Applicant has made no meaningful response to the concerns raised in the original proposed development within the three planning applications. The proposals should be reduced significantly in respect content, height, parking allocations reduced, the sports fields retained, height/massing reduced in key areas and the current basis for the secondary school to be re-appraised with a view to absorbing any increase of intake requirements by expansion on existing school sites.

Kevin Arnold

Email: [REDACTED]

Mr. K Arnold
14 John Dee House
Mortlake High Street
London SW14 8HW

24th July 2019

Richmond upon Thames, Civic Centre, York Street, Twickenham TW1 3BZ

Dear Sirs, Ref: Former Stag Brewery Site - Neighbour Consultation

Response to Mortlake Brewery Re-development Planning Applications

Application A Ref No:-18/0547/FUL

Application B Ref No:-18/0548/FUL

Application C Ref No:-18/0549/FUL

The following are my objections to the proposals related to the three planning applications for development of the former Stag Brewery site in Mortlake which I wish to be taken into account. My main objections are as follows:-

This proposed development represents a very significant over-development of the site in what is recognized as an essentially low-scale, low density sub-urban setting.

In many areas the proposals do not comply with the Adopted Planning Brief for the site in terms of height, scale and massing. This is particularly so in the north-west area of the site where the blocks are very high and over-dominating in scale. In the eastern sections of the site several of the blocks are over-bearing in relation to the riverside, towpath and High Street. While there is an urgent requirement for new housing in London, the proposed scheme is too dense, especially in this hemmed-in location.

The loss of the existing sports fields is in direct contravention of the Planning Brief and is wholly unacceptable, with its hard all-weather multi-use games area (MUGA), surfaces, fencing and floodlighting. The protected sports fields are designated as 'Other Open Land of Townscape Importance (OOLTI)', and should be retained for community use. The fields also represent important visual Townscape resource for local residents and the wider community. The space is not re-provisioned in the scheme design proposals by any stretch of the imagination. Genuine open amenity space provided in the scheme proposals (circa 25%), is lower than the base provision in the Planning Brief (circa 28% - Sports Fields and Green Link).

This site is significantly constrained by the river Thames to the north and the level crossings on the Richmond/Waterloo line, and the Lower Richmond Road feeding into the adjacent A316. This places huge pressure on Sheen Lane with the only other access route via Mortlake High Street into the Lower Richmond Road. The proposed cumulative scale of the development and high parking provisions combined with general day-to-day access traffic will create increased congestion on both the roads and local infrastructure.

The introduction of a large secondary school would only add to the local access pressures and will only increase safety risks at the Mortlake level crossing, as the proposed upgrades to the crossing are only minor and of a cosmetic nature and would fall far short of requirements to mitigate the appalling increase in the time to gates are down which has taken place over the last couple of years. In addition, the local bus routes are currently in a state of flux due to the bridge closure, with the changes required and are still being amended to suit the new situation.

There appears to be no documented justification for a secondary school with sixth form. This issue is highlighted in the Mayor's Stage 1 Report and the community have had no detail presented to support this aspect of the scheme. Expansion of existing local secondary schools is deliverable and funding mechanisms are available to the Council via the developer as outlined in April 2019 Guidance from the Department of Education.

The Viability Assessment appears unrealistic, only supporting a very low affordable housing allocation. Affordable provisions should also be spread over the whole site and not concentrated in one area/block or zone. This appears to be for the convenience of the applicant to generate up-front income revenue and not for the benefit of the development as a whole.

The Chalker's Corner proposals, required to offset the vast scale of the development proposals, will simply attract more traffic and will not reduce the basic problem of too high a volume in an already overloaded road system. The road works, loss of mature trees and loss of residents' external space is wholly unacceptable. The proposed works will greatly affect the local residents in Chertsey Court in terms of visual intrusion, noise, pollution and loss of OOLTI protected land. This aspect of the scheme is totally disrespectful to existing residents living around the proposed junction. Reduction of the overall development scale could eliminate the need for such expensive and hugely disruptive works and, thus facilitating additional monies to aid the affordable housing allocations.

As previously raised, the proposals to transport demolition waste and excavated soil from, and construction materials to, the site by lorry on Lower Richmond Road will have a negative impact on the local residential environment. This will be even greater given the long term (or possibly permanent closure) of Hammersmith Bridge to vehicular traffic.

To summarize, the latest changes and addendum information submitted by the Applicant has made no meaningful response to the concerns raised in the original proposed development within the three planning applications. The proposals should be reduced significantly in respect content, height, parking allocations reduced, the sports fields retained, height/massing reduced in key areas and the current basis for the secondary school to be re-appraised with a view to absorbing any increase of intake requirements by expansion on existing school sites.

Kevin Arnold

Email: [REDACTED]