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PAUL VELLUET
B.A. Hon., B.Arch. Hon., M.Litt., R.I.B.A., I.R.B.C.
CHARTERED ARCHITECT
CONSERVATION, DEVELOPMENT
AND PLANNING
9 BRIDGE ROAD, ST. MARGARETS,
TWICKENHAM, T.W.1. 1.R.E.

The Head of Development Management,
London Borough of Richmond-upon-Thames Council,
The Civic Centre, 44, York Street,
Twickenham, Middlesex,
T.W.1 3.B.Z.

For the attention of Ms Lucy Thatcher

9th May, 2018.

Dear Mr Angus/Ms Thatcher,

**PROPOSED DEVELOPMENT OF THE FORMER STAG BREWERY SITE AND THE
ADJACENT WATNEY'S SPORTS GROUND, MORTLAKE HIGH STREET AND LOWER
RICHMOND ROAD AND AT CHALKER'S CORNER**

I write as a long term resident of the Borough of Richmond-upon-Thames, born in the Parish of Mortlake and with direct family roots in Mortlake from the mid-19th century if not earlier. I write in connection with the current hybrid application for Planning Permission (Application A – Council reference 18/0547/FUL) to convey my interim objections - specifically in relation to the excessive quantum and of mixed development which is proposed across both Development Area 1 (to the east of Ship Lane) and Development Area 2 (to the west of the Ship Lane) and to the excessive heights of residential development proposed on key parts of the respective areas.

Together with the proposed development of a Secondary School on the Watney's Sports Ground site on land to the west of Ship Lane (as covered in Application B – Council reference 18/0548/FUL) and the proposed major works at Chalker's Corner (as covered in Application C – Council reference 18/0549/FUL), the proposed massive overdevelopment of Development Areas 1 and 2 will lead to a wholly unacceptable increase in traffic movement and traffic congestion and in demand for on-street car-parking in the heart of Mortlake, specifically around Mortlake Green, along Mortlake High Street, along Sheen Lane (to both north and south of the level-crossing), along that part of the Lower Richmond Road between Chalker's Corner and Sheen Lane/Mortlake Green, along The Terrace (both west and east of Barnes Railway Bridge), along White Hart Lane (to both north and south of the level crossing) and in nearby residential streets – all to the substantial detriment of the amenity of local and other Borough residents and local businesses and to the detriment of the character, appearance and significance of the Mortlake and Mortlake Green Conservation Areas and their settings and on the settings of nearby historic buildings – both listed and unlisted. From a first review of the



submitted documentation, the prospective developer is not offering any adequate mitigating measures, let alone, any substantial public transport benefits linked to the proposed development. In addition, the excessive quantum of development generates the excessive heights of development across much of the sites.

The proposed development of residential buildings rising to 6, 7 and 8 storeys across Development Area 1 and rising to 6 and 7 storeys across Development Area 2 is entirely in conflict with the prevailing scale of residential development in the immediate area of the application site – both within and outside the Mortlake and Mortlake Green Conservation Areas – which comprises 19th century 2 and 3-storey houses and 20th century mansion blocks and blocks of flats generally rising to no more than 4 storeys in height (*Cowley Mansions, Ripley House, Ashleigh House, Avondale House, Montgomery House, Kindell House, John Dee House, Craven House and Rann House* and other, more recent developments along Mortlake High Street, such as *Tideway Wharf*) – the only exceptions being *Elm Bank Mansions* and *River House* on The Terrace, which rise to 5 storeys in height (with an additional, but well set-back storey on the latter) and parts of *Chertsey Court* fronting the Lower Mortlake Road and Clifford Avenue, which rise to 5 storeys in height. Significant to the context too, is the fact that buildings of key townscape value and local historic interest such as *The White Hart*, PH, the grade II* listed *Church of St Mary-the-Virgin and its Vestry House, The Ship*, PH, *The Jolly Gardeners*, PH, and *The Tapestry* (formerly *The Jolly Milkman*, PH) only rise to a maximum of 3 and 4 storeys in height.

Whilst noting the quite extraordinary and entirely questionable suggestion made in the Council's own *Supplementary Planning Document/Planning Brief for the Stag Brewery Site* of July, 2011 that residential development of up to 6 and 7 storeys would be acceptable across the greater part of the sites east and west of Ship Lane, it is quite clear from the submitted elevations and sections and other illustrative material that the proposed development of residential buildings rising to 6, 7 and 8 storeys across Development Area 1 and rising to 6 and 7 storeys across Development Area 2 would have an entirely damaging impact on the Mortlake and Mortlake Green Conservation Areas and their settings, on the settings of nearby historic buildings – both listed and unlisted, and, importantly, on this significant stretch of the Thames. The presence of the anomalously tall *Maltings Building* of 1902 on the riverside at the northern end of Ship Lane, which rises to 8 (and, in limited part, to 9) diminutive (undersized) storeys does not justify perpetuating similar or greater heights of new buildings across the two sites.

In urban design and conservation terms, the currently submitted proposals run entirely contrary to all relevant national, London-wide and local planning policies and published national guidance, and should be rejected speedily and unreservedly by the Council, or withdrawn and fundamentally reviewed and revised to reduce substantially the quantum and heights of proposed development across the sites.

Yours sincerely, Paul Velluet.

Copies to local councillors and local residents.

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