

From: [REDACTED]  
Sent: 09/May/2022 17:39 (BST)  
To: [planning@richmond.gov.uk](mailto:planning@richmond.gov.uk)  
Subject: Former Stag Brewery Mortlake Ref 22/0900/OUT

I wish to object to the planning application [22/0900/OUT](#) related to the above site on behalf of the Barnes Community Association.

The redevelopment of the Brewery site presents a great opportunity to re-establish a heart to Mortlake, introducing new facilities for the community while preserving and respecting the history and the character of the area. While there are lots of positives in the plans presented by the developer, the Barnes Community Association has some concern about the development which, if not addressed, will have a detrimental impact on the Mortlake and its' neighbouring communities.

The community objected vociferously and in force to the designs back in January 2020 and then again in July 2021 when the revised scheme was rejected by the Mayor of London. Unfortunately throughout the process, the developer has ignored the principal objection – the cumulative density of the scheme – and this is still totally unsustainable especially considering the geographical limitation of the site.

The previous designs for the Stag site and the latest revised and enlarged scheme take absolutely no account of this major planning consideration.

As before, we would like to object to the latest proposals on the following planning grounds:

The scheme is unsustainable in its scale and density. It will swell the existing population of Mortlake by some 80%. The new scheme now includes 1,085 residential units. This is reduced from the 1,250 in the scheme considered and rejected by the Mayor last year but still higher than the 893 units included in the scheme approved by Richmond council in 2020. The compressed layout of the development, where individual residential blocks are very close to one another, creates issues of overlooking between dwellings, and significant shadowing of open spaces in the public realm.

While the site layout is very similar to the earlier planning applications submitted to the GLA, we welcome the removal of the two large four story blocks to the south of the Thames Bank properties. These are now replaced with a row of townhouses, as shown on the scheme originally approved by Richmond Council.

Although building heights have been lowered or modified in a number of locations, heights remain above the 7 floor maximum limit in two main locations namely, east of the secondary school, and in the four riverside frontage Blocks (7, 8, 11 and 12) located immediately adjacent the towpath. These building heights are unacceptable given the sub-urban context, surrounding Conservation Areas and Adopted Supplementary Planning Guidance (SPG). We believe new buildings on the riverside should be restricted to 3/4 stories to fit in with existing riverside buildings, the historic Maltings building, and the landscape up and downstream and across the river. They should also be set back from the towpath so as not to overshadow the towpath and the river.

The extent and type of Affordable Housing provisions are still to be clarified but are likely to be non-compliant with planning policy, ie below 20% of total units. We would like to urge the Council to push up the percentage of affordable housing. Otherwise, this could lead to the Mayor intervening yet again - bringing us full circle after years of planning blight.

The current application proposes the removal of 186 car parking spaces from those included in the scheme approved by Richmond in 2020, but the only highway mitigation measures propose a new Left Hand turn lane at Chalker's Corner. This is still not an acceptable mitigation to increases in traffic caused by the scheme. The developer's plan for this junction is unlikely to resolve the issue of increased traffic and might even attract further through traffic. For local residents in Chertsey Court and on Lower Richmond Road this might mean an increase in pollution, traffic and noise. With limited road capacity and an already busy public transport network we believe it is essential any changes to this junction will include a segregated cycle route connecting the development to Chalkers Corner in the west and Barnes in the East, Safe and direct pedestrian crossing on every arm of Chalkers Corner and clutter free, wider pavements along Mortlake High Street and Lower Richmond Road. While we understand a relatively big increase in population is inevitable, we are very much concerned that our area and infrastructure will simply not cope with the increased demand. Traffic congestion in recent years has steadily become worse and we fear new on-site resident parking spaces will make things even worse as the local infrastructure cannot accommodate an additional increase in traffic. We believe private car ownership should be discouraged and a better provision should be made to encourage walking, cycling, use of public transport, and car clubs.

The additional population generated by the scheme has increased to unrealistic levels and will create even greater risks and dangers at the Mortlake Station level crossing. This crossing is already the second most 'at risk' crossing on NR's Wessex Region network. Proposed 106 mitigation works are cosmetic and do nothing to address the constraints and daily risks. It is clear, the proposed scheme will increase use (vehicles and pedestrians) of the crossing at peak periods. Increased traffic will lead to further delays, greater frustration and an increased likelihood of accident and there are no current plans to address the pedestrian and vehicular risks at the crossing.

we feel quite disappointed by the overall unimaginative design of the complex. It seeks to build multiple blocks of flats averaging about 8 stories high in an apparent attempt to maximise the numbers of 1 and 2 bed flats. It will be a shame to repeat the obvious architectural failings of other recent riverside developments. The soulless straight and angular grid pattern of roads linking these blocks is dull and uninspiring. Rivers tend to bend

and developments by rivers ideally should have a flowing or curved character. The development of the old brewery is a once in a generation opportunity. We should aspire to design buildings and roads that people would actually enjoy, and variation of appearance, shape and layout would have been great. Unfortunately, the present plan exhibits a bland uniformity.

We still have concerns regarding the demolition process and removal of material from the site and would like it recorded that none of the materials during the demolition or re-construction should be trafficked through Barnes Village. We would like the weight limit of 18t on the Terrace to be noted and would ask that the developer observe any limitations added to that in respect of movement eastward from Stag Brewery. Alongside that sits the current difficulty with extra traffic as a result of the closure of Hammersmith Bridge and no resolution of that for possibly another 5-7 years. Barnes Village High Street is taking a high degree of extra through traffic as a result. We realise such conditions are applied along with granting of Planning Permissions but feel these should also be noted that this early stage of the application.

We would like to note that although it is our remit to safeguard the area's environment, we understand and accept the site should be redeveloped and not left derelict. We think the communities around the site can benefit hugely from the new lease of life it will receive, but this should be done carefully and without losing sight of the limitations of the location and the wish of the locals who already live in the area.

We demand a scheme that will excite and inspire and one which is fit for the future.

Yours,

Raphael Zachary-Younger

Trustee & Environment Lead

**Barnes Community Association**

Rose House, 70 High Street, Barnes, SW13 9LD