

Comment on a planning application

Application Details

Application: 22/0900/OUT

Address: The Stag Brewery Lower Richmond Road Mortlake London SW14 7ET

Proposal: Hybrid application to include: 1. Demolition of existing buildings (except the Maltings and the façade of the Bottling Plant and former Hotel), walls, associated structures, site clearance and groundworks, to allow for the comprehensive phased redevelopment of the site: 2. Detailed application for the works to the east side of Ship Lane which comprise: a. Alterations and extensions to existing buildings and erection of buildings varying in height from 3 to 9 storeys plus a basement of one to two storeys below ground to allow for residential apartments; flexible use floorspace for retail, financial and professional services, café/restaurant and drinking establishment uses, offices, non-residential institutions and community use and boathouse; Hotel / public house with accommodation; Cinema and Offices. b. New pedestrian, vehicle and cycle accesses and internal routes, and associated highway works. c. Provision of on-site cycle, vehicle and servicing parking at surface and basement level. d. Provision of public open space, amenity and play space and landscaping. e. Flood defence and towpath works. f. Installation of plant and energy equipment. 3. Outline application, with all matters reserved for works to the west of Ship Lane which comprise: a. The erection of a single storey basement and buildings varying in height from 3 to 8 storeys. b. Residential development. c. Provision of on-site cycle, vehicle and servicing parking. d. Provision of public open space, amenity and play space and landscaping. e. New pedestrian, vehicle and cycle accesses and internal routes, and associated highways works.

Comments Made By

Name: Mr. Philip Robin

Address: 12 Waldeck Terrace Mortlake London SW14 7HE

Comments

Type of comment: Object to the proposal

Comment: Part 2 of 2

I have strong objections to the planning applications for the following reasons:

Transport impacts

It is suggested that traffic flows at the Chalkers Corner junction since Hammersmith Bridge's closure have not changed significantly. That is hardly surprising as only a certain number of vehicles can get through the junction when the lights are green. But the consequence, as everyone who lives in the area knows, is traffic backing up along Lower Richmond Road, Mortlake High Street, the Terrace and even Barnes High Street, leading to significant delays and pollution for long periods during the day.

Missing from the analysis is the consideration of traffic queues, how long they take to diminish and how long it takes to get through the Chalkers Corner junction.

The proposed development will generate significant vehicular trips from residents parking in the extensive underground car park, as will the school which is likely to generate significant traffic at the beginning and end of each school day. But only minor highway improvements are proposed, the underlying logic being that people should be encouraged to use public transport (and walk and cycle) more.

Within areas of central London like Nine Elms, the provision of bus routes and the underground and overland rail networks may enable people to reduce their use of cars, but Mortlake is a suburban location, and the public transport network is not sufficient to enable many people to have any option than use their cars. The limited river crossings further increase pressure and pinch points on the road network, Chalkers Corner being one of them.

Clearly the applicants originally considered highway improvements at Chalkers Corner were needed, otherwise planning

application reference 18/0549/FUL would not have been submitted.

Affordable housing

All the affordable housing is to be provided in Blocks 18 and 19. This has serious disadvantages. Firstly, Blocks 18 and 19 are in Development Area 2, which is submitted in outline form on the basis it will form the latter phase of development – indeed there is no certainty when this housing will actually be available, if ever. The affordable housing must be provided in tandem with the market housing, as there is an immediate need for this type of accommodation. Secondly, planning policies have for many years encouraged affordable housing to be spread throughout a development, rather than concentrated in one area or building, for reasons of integration etc. In this instance, there is already a significant level of affordable housing in Reid House and Combe House on Williams Lane so a further concentration as proposed is not appropriate. The affordable housing should be included in both phases of development and spread through a number of buildings.

Viability

The justification for a scheme that departs from the planning policies especially in terms of density and scale, is based on viability issues. If the developer has paid significantly above the market value of the site, it cannot expect the planning system to bail it out through the overdevelopment of the site. The developers were aware of the approved Planning Brief and the requirement for a secondary school rather than a primary school to be provided when they bought the site. On site located in part of the country where property values are so high, there should be no reason why a viable development cannot be achieved, even if the current developer and their consultant team are unable to do so.