

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: Richmond Cycling Campaign Mr. Jonathan Parker

Address: 14 Chudleigh Road Twickenham TW2 7QR

Comments

Type of comment: Object to the proposal

Comment:

Richmond Cycling, the Richmond Branch of the London Cycling Campaign, write to object to the planning application in its current form, on the basis of four considerations. These are:

- 1) that the site it will generate traffic jams and air pollution after its completion;
- 2) that its targets for non-motor traffic are in conflict with LBRUT's own Active Travel Strategy;
- 3) that the site as planned will create huge amounts of pollution, noise and danger during its construction, which will take several years, and finally;
- 4) That the extent of the carbon and other emissions created by the development are in conflict with the borough having declared a 'climate emergency'.

We propose solutions to all four problems below.

PERMANENT MOTOR TRAFFIC AND POLLUTION

In the planning application's 'Residential Travel Plan', it is targetted that 36% of journeys would be made by car, and a further 5% by 'car passenger'. In other words, that 41% of journeys would be made by car. That is unambitious for any new London development, but a particular problem for a scheme so close to a junction that is already nicknamed 'Chokers Corner'. By contrast, the application forecasts that just 3% of journeys will be undertaken by bicycle – less than a tenth as many.

The Residential Travel Plan is no more ambitious over its five year forecast. Very modest increases of less than a single percentage point are planned for journeys by bicycle or train, while journeys by bus are predicted actually to reduce in number. Of the 'green' travel modes, only those journeys made on foot are set to go up with any significance - from 21%

to 27.7%. (Presumably this would result only from exasperation at the traffic jams and dangerous cycling conditions).

A simple, affordable partial solution to this very low target for sustainable transport would be to include a cycle path on Lower Richmond Road to Chalkers Corner, which would connect the site with the existing east-west cycle lane on the A316 that itself connects Richmond and Chiswick.

The new cycle lane would be of equal benefit to all three groups of stakeholders: residents of the new development, pupils and teachers at the new school, and Mortlake's existing residents, in particular those in the site's affordable housing, many of whom will be unable to afford a car..

In addition, it would help validate the application's claim to offer 'substantial sustainability benefits', which in its current form it lacks. Finally, a cycle lane would be more in keeping with the Mayor of London's stipulation that the site should deliver "a new 'heart of Mortlake' and connection to the River Thames," the demand his office made when it rejected the site's earlier application. Heavy traffic would not deliver any form of 'heart of Mortlake', and it is reasonable to assume his office did not mean connection to the River Thames via motor vehicle.

The new cycle lane should be funded by the developer, as a condition of planning consent.

CONSTRUCTION TRAFFIC AND POLLUTION

The building project in its current form will also lead to a large number of deliveries by HGV to the site, which will continue for several years. The deliveries will cause extra noise, traffic and pollution in a location already blighted by both; in particular at Chalker's Corner. The increase in HGVs will also increase danger to other road users – especially cyclists, who are most commonly injured by large vehicles with big blind spots such as HGVs.

The site's riverside location, however, means this can be avoided, by using the river to transport material. This can be competitively priced and is far better for tackling local pollution, congestion and climate change. By way of illustration, just a single barge can carry more than 50 times the spoil that can be carried via an HGV.

The river is also as useful for the supply of new materials as it is for the removal of old ones. For example, Brett, the owners of Peruvian Wharf in London, supplied a number of rive