

## 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. David Varns

**Address:** 5 THE RIDGEWAY GUILDFORD GU1 2DG

### Comments

**Type of comment:** Object to the proposal

#### Comment:

My primary concern is the density of the development and the impact on traffic in the area. Most of the issues flow from this.

1. Traffic: It is a difficult area to enter/exit, bounded by the river, A316 and Sheen Lane (level crossing) / Lower Richmond Road. The Mortlake Road is essentially single file traffic. The density should reflect this but does not.

The area is already at a standstill at certain points of the day. These traffic issues have not been addressed, mainly because there is no way to do so.

I do not believe either that the 2 other large developments in the area (Manor Road and S. Worple Road), or the revised flows via Richmond Park, have been factored in to these plans or, indeed, the probable closure of North Sheen Station by LT. There appears to be no over-arching plan to co-ordinate what infrastructure is required.

2. Infrastructure has been allowed to stagnate in spite of the vast number of extra dwellings already built in the area. For example, Chalker's Corner has no flyover or underpass in spite of many major roads crossing one another.

3. Public Transport: Neither will public transport help: buses will simply sit in the same stationary traffic as cars.

There are inadequate or non-existent safe cycle lanes, partly because there is no room for them. eg: Barnes High Street is being re-organised without a cycle lane, due to lack of space. A continuous child-safe cycle track will be required from the Brewery to Mortlake Station and to Barnes.

The route from Hammersmith and onwards to Heathrow is very likely to be extremely congested, causing hardship to public

Hammersmith Bridge is closed for the foreseeable future aggravating matters enormously.

Basic infrastructure is missing at the Stations of Barnes, Mortlake and North Sheen which have no lift access to platforms. Mortlake Station would have an enormous extra strain put on what is essentially a rural station in character on a single-lane and heavily used road.

Crowds of people stand by the railway crossings when they are down - which can for 45 minutes every hour causing a danger where people and traffic mingle on the narrow crossing. The pedestrian bridge at Mortlake is high and does not cater for buggies, heavy cycles (eg electric bikes) or wheelchairs which form groups at the level crossings.

Emergency vehicles will be hampered in these congested single lanes.

4. Pollution: The issues of extra pollution does not appear to have been addressed.

5. I object strongly to the removal of well-used playing fields. How can we justify building on green fields, and in particular with a school for 1200 children on the site. An astroturf is not a suitable alternative for children and bussing them to another site in heavy traffic will be costly and a waste of time. Covid has shown us how valuable our environment is and planning should surely not allow such an eco-unfriendly plan be permitted.

We were originally promised at least to have views of the river from the road but this appears to have been abandoned.

Blocks up to 8 storeys are a completely inappropriate development for the area. Mortlake is an ancient and historic area which should be respected, whereas this development swamps the area, roughly doubling its size. I would urge that attractive low rise buildings would be preferable and in keeping with the area. Please give residents a voice on this as we seem to be consistently side-lined.

I am in favour of a modest development in keeping with the inaccessible nature of the site and incorporating a design that is sympathetic to the area . Mortlake is not urban London. We need something we can live with now and for generations to come. What is offered is far too large, too dense and does not answer basic questions re traffic, transport or pollution and, I believe, breaks several local guidelines on local development.