

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: Mortlake with East Sheen Society Mr. Tim Catchpole

Address: 56 Gilpin Avenue East Sheen London SW14 8QY

Comments

Type of comment: Object to the proposal

Comment: Part 2

The road accessing the site is the Lower Richmond Road and its continuation into Mortlake High Street. This is a highly congested road through a narrow corridor between the river and railway and whose capacity is constrained by the Chalkers Corner junction at one end and by the Sheen Lane and White Hart Lane level crossings at the other. We are aware that the Council's Planning Committee in 2020 – and also the Mayor in 2021 – visited the site in the middle of the day and we urge them next time to visit it in the morning peak in order to get a truer picture of the environmental pollution at this end of the Borough – particularly at 8.30am when children will be arriving at the proposed school. Appendix B to this representation (not on-line) is a photographic survey taken of the typical gridlock conditions from Mortlake High Street along Lower Richmond Road to Chalkers Corner at this time of day (N.B. This survey was undertaken in 2017 long before the closure of Hammersmith Bridge).

We are frankly sceptical that the proposed widening at Chalkers Corner within existing highway limits will solve any problems while the proposed improvements at the Sheen Lane level crossing are for the benefit of pedestrians and cyclists and do nothing to improve capacity. While both the Council and the Mayor are arguing that drivers should transfer to public transport or bicycles where possible, we maintain that both the Lower Richmond Road and Upper Richmond Road carry orbital traffic, for which public transport alternatives are limited, and that the orbital traffic is now being increased by development within its corridor – and also in its offshoot corridor from Brentford to Heathrow. We have frequently insisted on the need for an O&D survey on these roads but there has been nil response.

In terms of public transport, Mortlake Station is close to the site and its services continue as before, albeit they have been

reduced off-peak, while bus services are getting ever slower due to the increasing levels of congestion and the closure of Hammersmith Bridge. We still have yet to see any real public transport improvement benefits associated with this planning application. In this regard we endorse the separate comments made by Howard Potter, the Transport Specialist in our Planning Subgroup and a long-standing member of our Society.

As for the healthy environment, we note that the DRP in its same letter has indicated: "since the 2018 application much has been addressed in policy terms around healthy living and housing standards with the National Design Guide, revised NPPF and a new London Plan. With this in mind, the masterplan feels now slightly outdated...." The DRP is particularly concerned about the single aspect apartments, especially those facing north. We are likewise concerned. The apartment blocks appear very dense and bulky with problems of restricted daylight/sunlight, overlooking and invasion of privacy. Also, in the post-Covid era we must ask if there is sufficient space at ground level to accommodate a development population of 3,000 plus riverside visitors to support the residents' wellbeing and provide a pleasurable environment in which to live and work.