

Planning application number: 22/0900/OUT

Site 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.

Response

Objection

This development may be described overall as the redevelopment of Mortlake Town Centre. The original was destroyed in the 1960s as a result of the Council's decision to pull down the historic settlement to improve traffic flow on the A3003. Today's Council is about to approve a development that

compounds that disastrous historic town planning decision. Today's mantra is the reduction of pollution by curbing the use of private motor vehicles but I am unconvinced that the number of new dwellings will do anything to reduce traffic or compensate for the loss of an historic playing field.

Mayor Khan's reasons for refusing to grant approval of the plans last year have been ignored in its third iteration. In summary his issues were:

- The proportion of Affordable/Social dwellings is inadequate
- The Arcadian riverside setting must be preserved and building heights restricted accordingly to seven stories
- Treatment of Part A proposals will have significance impact on Part B proposals for a school (over which he has no control)

The developer has also refused to address the necessary improvement in civic services, particularly transportation and water management sufficient to the needs of this third iteration of their plan. Justification for shoe-horning some 1,085 new dwellings and a co-located school into the area of the old Mortlake brewery appear to be related entirely to the profitability of its business.

Attention has been given to air pollution from traffic at Chalker's Corner but the conclusion introduces so little change to the road system the issues raised by residents of Chertsey Court at the City Hall hearing have effectively been dismissed. Their concerns will be increasingly prevalent for the residents of Barnes as well as Mortlake on the A3003 corridor because traffic is bound to be held up at the increased number of road intersections introduced to serve the new development.

The Reselton proposals will further destroy recreational configuration of green space, a heritage that has been of huge significance since the manorial days of the Tudors and the ecclesiastical authorities before them. New little pockets of green area separating the new dwellings and providing vistas to the river may cumulatively amount to equivalent square metres as we have today but they in no way maintain the space available for exercise. This loss of amenity is tragic

at a time when costs to the NHS are rocketing due to grossly overweight citizens whatever their age.

The proposed development within the constraints of the river Thames lapping at its northern perimeter and a busy railway line approximately 250 meters distant on its southern border is injurious to the Reselton's concept for a suitable new 'Heart for Mortlake'. Medical services are not provided on the site so imposing a burden on residents to cross the already high risk railway crossing in Sheen Lane. The added footfall from a large Secondary School at the site will further add to pedestrian risk. Barriers are open for no more than 15 minutes in every hour and there is no isolation of the pedestrians from vehicular traffic.

Modernisation of Mortlake Station recognising the ever growing general need of efficient public transport is utterly neglected and the isolation of the dwellings in terms of transportation services. The possibility of a provision for passenger ferry services to Central London via the river Thames is not even considered in mitigation of the problem.

Our northern enclave of the borough has no sheltered housing for 'special needs' youngsters after the age of 24 when their education comes to an end. The number of dwellings proposed should surely include designated use of some dwellings with a professional warden available to them round the clock. Provision for people working in our essential services needs also to be earmarked. We understand that the Developer is prepared to fund the building of a Primary School (as defined in the original Council Plan of 2011) in exchange for approval to build above the school. This deal should only be permitted if the dwellings increase the affordable content of the site as required by the London Mayor. The following additional benefits could accrue:

- The existing grass playing field would remain for public use out of school hours
- The school block might also be specified to include a medical centre on the first floor to reduce journeys via the railway crossing with social housing limited to floors 2 to 6.

It is essential the Council observe the requirement not to exceed seven floors on a development within the Arcadian setting of this site. How is it that the new proposal is talking about 8 stories in some buildings?

Reselton has enhanced protection of the development from higher tides in terms of the property development itself. However, at a time of climate change and rising sea levels in this tidal area, the Council should also be considering its responsibilities in the context of the neighbouring residential areas. The huge riverside complex is a potential risk to the cleanliness of the Thames particularly as there is no access from Richmond Borough sewage systems to the Super Sewer (despite the tunnelling access provided from Barn Elms during construction).

In summary, I am most concerned that:

- The Arcadian designation of our riverside location will be compromised by this proposed development, particularly in respect of building heights.
- The resultant congestion on the A3003 will substantially impact existing residents Barnes / Mortlake road corridor in terms of journey times and air pollution.
- The railway crossing has not been considered as a critical component of infrastructure improvement needing wheelchair accessibility to Sheen and to both platforms of Mortlake Station whether approaching from north or south without having to cross the tracks on a narrow designated strip of the roadway
- Future rainfall is predicted to be more torrential and sea levels will be higher than at the time of Sir Joseph Bazalgette's design for the Metropolitan drainage system. Reliance on the diversion of flood water to green areas bordering Beverley Brook is an unproven expectation.

The Mortlake and Barnes riverside area is designated to be Residential, and derives in part from centuries of historic context including palaces, substantial manors with associated farming and military resources, political power from Tudor times (Thomas Cromwell, John Dee and Francis Walsingham) and artistic

creativity (JMW Turner painter and Henry Fielding the writer a contemporary of Hogarth who lived across the river in Chiswick).

The Mortlake redevelopment plan is urgently needed but the reiteration Reselton's already failed plans has not considered the impacts on local people or the economic and environmental changes ahead.

The future of this area deserves consideration at national rather than local level.

William Mortimer