

Response Email Address:-

Ref:- Two linked planning applications associated to the comprehensive redevelopment of the Stag Brewery site in Mortlake

Site:- Former Stag Brewery, Lower Richmond Road, Mortlake, London SW147ET

Application A Reference number:- 22/0900/OUT

Application B Reference number:- 22/0902/FUL

Dear Sir/Madam,

We wish to object to the latest two part planning applications related to the above site. The local community objected vociferously and in force to the previous designs submitted in 2020 and 2021 and these objections were re-enforced by the Mayor of London's rejection of the last application.

The developer has ignored the principal objection – the cumulative density of the scheme – by now maintaining this excessive density at an unsustainable and unreasonable level above the original seven floor planning brief.

Circumstances have also changed dramatically since January 2020. There has been a dramatic shift in people's perceptions resulting from the Covid Pandemic regarding urban density, a greater appreciation of open space, and the reduced use/availability of public transport resulting in more travelling to work by car.

In addition, Hammersmith Bridge, a vital transport link in West London, has been closed to vehicular traffic for three years now, with no likely resolution for re-opening for years to come. The previous designs for the Stag site and the latest revised and enlarged scheme take absolutely no account of this major planning consideration.

All of this has totally changed our local environment so the latest proposals should be rejected and a new approach applied.

Anyone with knowledge of the area will appreciate the effect of its location bounded by the River Thames, the adjacent railway line with a level crossing that is closed for 40 minutes each hour, and just one major access road running through it. This is a constricted area with fixed boundaries.

We object to the latest proposals on the following planning grounds:-

- The scheme is unsustainable in its scale and density. It still represents a 20% increase from the earlier designs and will swell the existing population of Mortlake by some 90%.
- Building heights are unacceptable given the sub-urban context, surrounding Conservation Areas and Adopted Supplementary Planning Guidance (SPG). The Locally Listed Maltings building and the towpath are now overwhelmed by the sheer height and scale of the scheme.
- Despite some reduction in car parking provisions there is no acceptable mitigation to increases in traffic caused by the scheme. The proposed additional left hand lane for Chalker's Corner is, and will remain, totally inadequate to deal with the increase in the volume of traffic. TfL have also yet to identify the necessary funds to support improved bus services.
- There is no Logistics solution to any early works/demolitions on site whilst Hammersmith Bridge is closed.
- The additional population generated by the scheme has increased to unrealistic levels and will create even greater risks and dangers at the Mortlake Station level crossing. This crossing is already high on the 'at risk' crossing on the SWR Regional network.
- On street parking requirements will be substantially increased due to Ship Lane being incorporated into the development. The large increase in the number of units being proposed is only going to make this problem worse.

- The traffic has greatly increased due to Hammersmith Bridge being closed and is likely to remain closed for a long time due to the apparent total disinterest of Hammersmith & Fulham Council, TfL, or the Government to resolve this issue.
- The current situation of traffic closures/restrictions with Richmond Park is also having a very detrimental effect on both the Upper & Lower Richmond Roads, Chalker's Corner and Mortlake High Street, together with the adjacent side roads also affected by use as 'rat runs.' As the Royal Parks seems to have its own agenda on this issue, it seems likely that without any external intervention this arrangement will probably become permanent after the trial period. As highlighted in our previous objections the Chalker's Corner proposals will not add any meaningful improvement to the existing traffic situation, as the volume of traffic using the local road system is just too high.
- There is no consideration of the effects on air quality, which will result from the increased traffic along Mortlake High Street, the Lower Richmond Road and to Chalker's Corner. Pollution levels in the area have increased due to the Bridge and park closure/restrictions, regardless of when/whether these are alleviated, the addition of more units on the site and the larger footprint of the Secondary School will only add to this.
- There has been almost no input from Network Rail regarding the issues of the delays caused by the level crossing gates in Sheen Lane (much of it due to the unacceptable length of time the gates remain down between trains) and the restricted width of the footpaths crossing it, especially at school times when Thomson House pupils are being dropped off or picked up. In addition, the recent SWR cuts to the railway timetables has reduced the number of trains and also the number of carriages, will not help the
- The developer appears to show no real interest in the area outside the unwavering pursuit of maintaining their realisation of the profits from the sale of the maximum number of residential units possible, hence the proposed increase in the height of most of the blocks from the original scheme and the removal of the Nursing and Care Home, Assisted Living units and Gym, replaced by private and affordable residential units, to try and meet the shortfall of affordable accommodation as highlighted in the previous approval submission. The Other Open Land of Townscape Importance (OOLTI)-protected sports fields will be lost forever under buildings and re-provisioning is NOT provided to comply with conditions related to quantum, quality and openness.
- Covid has highlighted the preciousness of open space. The sheer density and increased building heights have further degraded the quality of almost all of the open spaces, which have become more oppressive and over-shadowed.
- Whether there is or is not an actual requirement for additional Secondary School place in the borough, combining the school and residential developments together with all the associated additional transport and other access issues this would generate in this highly constricted area would not be the right way to go about it. If the school element was to be cancelled or re-located to a more sensible location, or the Primary School Proposal was adopted, the shortfall of affordable housing could more likely be accommodated instead of resorting to an increase of overall residential units and most would most likely not need an increase in Block heights. In addition, this should also allow the retention, at least in part, of the existing playing fields which have provided a much needed overflow open space to Mortlake Green during the Covid Pandemic.

We wish to see an imaginative re-development of this important, historic, riverside site in line with the Community Consultation Vision, but this revised and enlarged scheme has abandoned quality, and has evolved into a 'numbers game' simply to meet affordable housing targets.

We again ask that a scheme which is more sympathetic to the area and its location and takes into consideration its individual character can be developed and adopted, as the current scheme does not match these and the above criteria.

Yours
 Gill and Kevin Arnold
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