

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. Ben Marsh

Address: 16 Second Avenue Mortlake London SW14 8QE

Comments

Type of comment: Object to the proposal

Comment: I object to the proposed development as noted in my previous responses. Nothing has really changed other than a reduction in number of homes by less than 2%, which is immaterial. If the developers are unable to develop the site at a profit without sufficient volume of homes as to materially detrimentally impact on the safety and quality of living of existing residents then they can of course sell the land to another developer who feels they can - it is not contingent on LBRUT to make sure the developer can line their pockets to the detriment of LBRUT residents - let them sell the land & take a loss - or develop at a reasonable scale & take a loss, or reduced profits. We don't NEED to ruin the character of the area to enrich an already wealthy developer.

Highway safety/air quality/traffic generation/road access - 1071 new homes & a new school will inevitably lead to more traffic in an area which already suffers from bad traffic congestion resulting in dangerously poor air quality & levels of traffic which render the roads unsafe to pedestrians/cyclists. Even prior to the closure of Hammersmith Bridge the level crossing on Sheen Lane, right next to a Primary School, frequently caused bad traffic in the area. There are 4 ways to access the site by car. Sheen Lane/Mortlake High Street via White Hart Lane both have level crossings & so cannot handle any more traffic volume at busy times (the White Hart Lane level crossing is, I add, used by many primary school children at Barnes Primary, St Mary Magdalen etc). Mortlake High St via Barnes takes cars past a dangerous section of pavement little over a metre wide on a blind corner opposite the White Hart pub. No more traffic should be encouraged on any of these 3 routes for safety reasons. This leaves approaching from Chalkers Corner which has woes discussed in other comments which I echo. Anyone wishing to access the area from the direction of Putney/Wandsworth would have to either access via one of the first 3 routes listed above (unsafe/unsustainable) or circuitously via the congested Upper Richmond Road & Clifford Avenue (which wouldn't happen). Whilst the development & leisure amenities could be accessed reasonably from Richmond/Chiswick directions (barring the single-lane-each-way approach from Chalkers Corner) this is realistically not where the majority of road traffic would want to approach from. In addition if Hammersmith

Bridge is to remain closed to vehicles then the current gridlock through Mortlake will be exacerbated permanently. No development on anything like this scale should be permitted until the future of the bridge is known. The trains from Mortlake to Waterloo in the morning cannot support the additional passenger traffic without badly impacting passengers further up the line - and even if more trains could be laid on this would lead to further downtime for the level crossings, which is unsustainable. Other access via public transport is limited - buses to/from Hammersmith rely on the heavily congested & slow A4. Buses to/from the south side of Hammersmith Bridge are fine for those without mobility issues but not for those with, & need to be single decker if running regularly due to the low bridge at Barnes Bridge so are volume constrained. The traffic increase during construction (given Hammersmith Bridge closure) is of further concern in light of all the points I raise above.

The development is out of keeping with the area in terms of density, in particular the height of several of the buildings. A busy, built up residential/leisure area on an otherwise quiet stretch of river will clearly impact local nature/wildlife