

Dear Sirs,

CONSULTATIONS Application 22/0900/OUT FORMER STAG BREWERY

I am responding to the latest changes to the proposals for the Former Stag Brewery site as part of the formal consultations period. I note the changes which have been made to the scheme designs in relation to the Application 'A' - 22/0900/OUT for the whole site, and that there are no changes to Application B for the school as this is unaffected by the changes to fire escape requirements.

My main comments are as follows:-

- I see that nine of the buildings have been affected by the new fire escape regulations for buildings over 18m in height. The design amendments still conflict with the Local Plan and the approved Planning Brief for the site with several buildings above the height limit of seven floors.
- I note that the number of units is now reduced to 1,075 from 1,085. However, the percentage of affordable units is below the levels required by the London Plan and the Local Plan - and now considerably lower than the percentage rejected by the Mayor of London on the earlier planning application.
- The open space between buildings cannot be considered 're-provisioning' required within the Local Plan to account for the loss of the sports fields ( protected Open Space referred to as OOLTI ) - due to the siting of the new secondary school in Application B.

I understand that the consultations relate only to the recent amendments, given the consent of the wider scheme in July this year. However, none of the changes address these three fundamental non-compliant aspects of the London Plan, the Local Plan, and the approved Planning Brief for the Stag site.

I strongly object to this application and the latest design changes. It is a complete over-development of this highly constrained site which will make local conditions even more intolerable, if that is possible.

The continued loss of Hammersmith Bridge, with no sign of any solution taking place in the short to mid term future, makes the above and its effect on local infrastructure even more of a hazard to both foot and motor traffic. Network Rail has voiced its concerns in the past as to managing passenger flow both vis train scheduling but also the level crossing.

Official

I wish to see a more sustainable community led plan for this unique site and one that also takes into account changed consumer habits following the Covid pandemic.

Yours faithfully

Susan Parker

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