

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: MBCG Ms. Howard Potter

Address: 7 Albany Close East Sheen London SW14 7DX

Comments

Type of comment: Object to the proposal

Comment:

The Former Stag Brewery – The 2022 Development Proposals – Submission to the London Borough of Richmond upon Thames.

The Mortlake Brewery Community Group (MBCG) was formed in 2017 to enable the local communities of Mortlake and East Sheen to respond to the development proposals for the Stag Brewery site.

MBCG wishes the readers of this submission to focus on the highlighted (in bold) sections in the text.

This submission has been prepared principally by the MBCG's Transport Advisor. It is MBCG's response to the latest (2022) planning applications and supporting transport documents prepared by the developer Reselton's consultants. The documents previously supporting the 2021 applications are Technical Notes TN039, 040 and 041 and the New Highway Mitigation Plans. These are considered to be only broadly relevant to the 2022 applications. However we note that a new TN (039a) dated 04.01.21 also deals with the Vissim modeling which appears to make changes to the earlier TN 041 Vissim report. These supporting documents are sometimes inconsistent and therefore particularly confusing.

This document was submitted to the GLA to support the developer's applications made in 2021. The bridge re-opening was forecast to be achievable by late 2027 provided that funding had been secured by May 2022. Our understanding is that no funding agreement has yet been reached.

This assessment is incomplete and inconclusive and leaves readers unsure both about the impacts of the bridge closure both with and without the proposed development of the Stag site. In para. 1.1.2 it states that since there was no opportunity to do further surveys because of the pandemic. It is admitted that new surveys and traffic modeling work will need to be done prior to the implementation of the "highway improvements". It is not clear what these "highway improvements" actually refer to as with any other changes that may be made to the bridge's ultimate traffic function. It is also unclear what the impacts of TfL's changes to local traffic signal timings are both now and at later stages.

Regarding the actual surveys carried out before and after closure of the bridge (2017, 2018 and 2019) only the data for Chiswick Bridge and Chalker's Corner are shown. No data is shown for the impact on the nearest bridge to Hammersmith which is Putney. As Putney Bridge and Putney High Street are also very congested and as the measured peak hour two-way traffic flow over Hammersmith Bridge pre-closure was c. 1300, the very small increase apparently measured over Chiswick Bridge (c.129 but shown as 3-8%) implies a likely net reduction in cross river traffic over a wider area. This impact is the logical reverse of the "induced traffic" effect of increasing highway capacity for example on the local road approach to Chalker's Corner. MBCG has previously and consistently provided evidence that this would occur should the A3003 Lower Richmond Road approach to Chalker's Corner be widened.

TN039 shows in Fig.s 2.5 and 2.6 that the change in peak two-way traffic flows on the A 205 South Circular Road (Clifford Avenue) are marginally lower by c. 100 vehicles post closure. This is judged to be counter-intuitive given the experiences of local residents. These data might also suggest that there would be less traffic on Kew Bridge as a result of the closure of Hammersmith Bridge.

The survey data presented shows a small reduction in traffic flow on the Lower Richmond Road. This seems highly questionable given the experiences of local residents both in relation to the Lower Richmond Road and the Upper Richmond Road (A 205). It is noted that TfL has been altering signal settings in the area and this is likely to have affected the relative attractiveness of these "competing" routes. There is also a proposal to carry out more surveys and signal setting changes should the anticipated development and bridge programmes need to be changed. This is hard