

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. Sean Dodwell

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Comments

Type of comment: Object to the proposal

Comment: The Planning Application for Mortlake Brewery site development is a welcome one. However the scale and size of the development has not been considered in relationship to the existing surroundings, transport and amenity or the local area.

1. The proposed number of dwellings is too large 1085 units is too many Richmonds previously approved scheme had fewer at 893, even this figure is too large.
2. The nearest train station is Mortlake served by South Western Rail company. The services to this station have just been reduced, a decision which has been met with frustration, bewilderment and dismay, as the rush hour trains are already overcrowded. There is not sufficient capacity to meet the demands that this new development will place on the service. Serious consideration should be given to the impact this development will have on the capacity, safety and use of Mortlake station.
3. There has not been enough thought and consideration made for the construction phase of this development, the local area traffic provision is already over capacity, with the Hammersmith Bridge being closed. There should be a planning condition that the developer uses the river access for the vast majority construction deliveries and removals from the site to alleviate further congestion on the roads.
4. There is no "joined up" transport policy, TFL need to be encouraged/forced to serve the new development with at least two decent volume bus services, running to Hammersmith and Richmond, in order that future house buyers will not feel that car ownership is required to purchase property on the site.
5. Proposed impact Mortlake Green, part of the development proposes changes to the use and layout of the existing green space of Mortlake Green, any loss to this amenity would be detrimental to the ext., and indeed new community.
5. A serious traffic management study should be carried out to assess the risks, increases and impact of the additional road traffic that this development will lead to on the immediate surrounding roads, the proposed partial widening of the

chalkers corner junction is a "sticking plaster" that will soon become useless and overcrowded. The already poor air quality will be further degraded with any additional traffic load.

6. There is a fundamental question over the need for the new 1,150 pupil secondary school which in turn results in the loss of the protected sports fields and precious open space. A serious survey/census should be carried out with at least a 10 year projection for required school places, both at secondary and primary levels.

7. The proposal involves the loss of protected OOLTI open space.

and there is no compliant 're-provisioning' of OOLTI open space in the remainder of the site. This amenity must be included in any new development of the site.

8. The TfL land reserve provision is retained in the application but we understand is no longer a fixed requirement of TFL so this must be retained as open green space.

9. The extent and type of Affordable Housing provisions are still to be clarified but are likely to be non-compliant with planning policy, i.e. below 20% of total units, Why don't we use this development to set a precedent and propose numbers that are above and beyond the "minimums" this area needs new, decent quality affordable housing, both in the rental and purchase market.

10. The proposals for Mortlake level crossing are derisive, public safety should be paramount at this crossing, there is already a small primary school which means there are large numbers of parents and children already use this very dangerous area, an increase in traffic will make the current situation worse, without considered robust safety measures in place as part of the proposal.