

**From:**

**Sent:**

24 May 2022 23:35

**To:**

**Cc:**

**Subject:**

Dear Sir / Madam,

**RE: OBJECTION: THE FORMER STAG BREWEY, MORTLAKE (22/0900/OUT)**

With regard to the Stag Brewery redevelopment application being consulted by Richmond Council I am writing to formally **object** to the proposals, and I have outlined below the reasons by topic for this objection:

**1. INSUFFICIENT COMMUNITY ENGAGEMENT**

The applicant's community engagement for this application fell well short of best practice for engagement with a webinar that did not allow for interaction or engagement, thus not genuinely allowing residents a voice. A new community-led application should be developed allowing local people a real say.

**2. CAR PARKING, TRAFFIC GENERATION, & ROAD SAFETY**

**Proposed Car Parking & Basements**

The application proposals include vast car parking basements that are totally incongruous to the suburban character of Mortlake. These are excessive urban parking solutions that are unsustainable, wasteful in terms of resources, and disruptive in terms of their construction and the cart-away of spoil from site. The residential and commercial parking ratio is excessively high for a development in this location that won't even be fully occupied for 5-10 years. The basements should be omitted entirely from the proposals and any parking requirements should be accommodated on street with a management strategy, with residents of the development obliged to sign up to a car free regime. The closure of Hammersmith Bridge has further exacerbated this critical problem for Mortlake residents.

There is a real opportunity for the Stag Brewery site to become an exemplar of London sustainable high density living, and adopt a **'zero car parking'** regime.

**Traffic Generation**

Presently there are already regular and chronic congestion problems along Lower Richmond Road, Sheen Lane and Mortlake High Street. Very heavy road traffic often queues up along the length of Lower Richmond Road from Chalkers Corner junction over 750m eastwards into Mortlake High Street and beyond. This leads to idling vehicle engines impacting on air quality, noise, slowing of bus services, and general inconvenience to the local community and economy. These problems will be significantly exacerbated by the parking ratios within the development creating further highways problems for the future.

**Walking & Cycling**

The application has a genuine opportunity to be a trailblazer in London as a walking community, encouraging health and wellbeing for all. Instead of creating two vast and expensive parking basements some of this capital cost could be invested in creating a neighbourhood cycling network.

**3. AIR QUALITY**

There are already major concerns about worsening air quality in Mortlake with high levels of traffic and pollutants experienced along Lower Richmond Road being 3 times the legal limits. The London Mayor and TFL are promoting cleaner air across London. The Mayor's Air Quality Fund could have a role to play in transforming this area as an exemplar to London for clean air living. Mortlake, and this development, could also be championed as one of the Mayor's future Low Emission Neighbourhoods (LEN).

4. **STAG BREWRY PLAYING FIELDS –(OOLTI)**

The Sports Ground is an historic established open space that defines Mortlake's character. Historically never built upon, tree lined, and surrounded by existing low rise development. It is also designated '**Other Open Land of Townscape Importance' (OOLTI)**. The application fails to safeguard the 'natural' 'undeveloped' character of this valuable space and significantly alters its character and appearance with flood-lighting, artificial surfaces and boundary treatments. This will irreversibly change the townscape experience of Mortlake.

5. **SCALE & CHARACTER OF PLACE**

The Adopted Planning Brief (2011) prepared by London Borough of Richmond upon Thames, as referenced within the application Design and Access Statement, places a great importance on the 'existing urban grain and scale' within Mortlake. There is a lack of existing townscape analysis within the Design and Access Statement, and the proposals breach the maximum height parameters defined within the Adopted Planning Brief, particularly to the west of Ship Lane and around the playing fields. Given that much of the site is surrounded by Conservation Areas the proposed building heights should be reassessed.

The recently uplifted proposals for 1,252 homes is completely out of character with Mortlake's suburban scale.

6. **PUBLIC TRANSPORT**

The current application evidently prioritises car travel over public transport.

**Mortlake Station**

Currently at peak hours Mortlake Station is struggling as a busy bottleneck, particularly the Mortlake Green entrance to Platform 1 (trains to London Waterloo). Additional homes and commuter travel generated by the Stag Brewery proposals would put further stress on this station, which continues to suffer from weekend engineering works reducing the range of public transport options for residents.

The applicant should be encouraged to commission a study into station improvement works to enhance access, facilities and additional entrances to the platforms. Costs could be encompassed via a Section 106 agreement.

**Sheen Lane Level Crossing**

Network Rail's assessment of the Mortlake level crossing already categorises it as "high risk" to pedestrians, school pupils, cyclists and other road users. The pavements in this areas are severely sub-standard which aggravates the problem. The application proposals would put considerable further stress on this risk area with additional vehicular traffic and pedestrians. As such this is a compelling reason for the application to be refused, and that measures to redesign and improve this level crossing be integrated into the Stag Brewery proposals. Costs could be encompassed via a Section 106 agreement.

**Bus Services**

There is an opportunity for increasing bus services through Mortlake to match the increased local demand generated by the Brewery redevelopment. Costs could be encompassed via a Section 106 agreement.

I would urge that the application be **refused** by the Council and that the applicant take the opportunity to consider the groundswell of local community opinion and redesign the proposals to create an exemplar of London riverside placemaking that also enhances the quality of environment for all neighbouring residents.

I trust that the above is clear and of assistance.

Yours faithfully,

Paul Maddock  
61 Lower Richmond Road, Mortlake

