

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: Dr. Karen Becker

Address: 63 East Sheen Avenue East Sheen London SW14 8AX

Comments

Type of comment: Object to the proposal

Comment: The site of the former Stag Brewery at Mortlake is in need of sympathetic re-development in character with the area and cognizant of the restrictions of the location. My objections to the current proposals are unchanged from those I have made to earlier plans.

My objections are:

Density of housing: the reduction in the number of residential units by 14 from 1086 to 1071 is insignificant and continues to exceed the original proposal of 813 (+ 80 care home units) which local residents already deemed too dense. Richmond Council's Design Review Panel in February 2022 reported the development as being too dense.

This is an aspect in each of the redevelopment plans that has been ignored by developers.

Local infrastructure cannot accommodate such a huge increase in population. There is, for example, no proposed Health Centre and the issue of increased traffic both residential and non-residential remains unaddressed. Blocks of 9 storeys on the riverside are out of keeping with the local area and extend beyond the 7 storey maximum stated in the planning brief for the site. Moreover they will be detrimental to the preservation of the Arcadian Thames and the Thames Landscape Strategy.

Density other than housing: the plans involve excessive numbers of non-residents to the site: 1250 pupils + staff at the school, cinema, hotel, pub with accommodation, cafes, offices.

Density of traffic: the existing access roads are already congested and were so even before the closure of Hammersmith Bridge. There is no date for the re-opening of the bridge to traffic. Traffic mediation proposals at Chalkers Corner are inadequate. The development of the site will extend over many years of disruption with heavy lorries to and from the site. The arrival and departure of so many residents (3000) and non-residents (1250 pupils + teachers, commercial & delivery

staff) will contribute significantly to the daily congestion.

Public transport is limited and I have seen no proposals for an increase in bus services. Out of rush-hour trains from Mortlake station have been reduced.

In my opinion, the developers have given no serious consideration to long standing local objections, focusing on maximum profit from the site rather than any sensitivity to the character of the area and the access constraints imposed by the river and the railway. The river, the railway and the road system are not movable so it is the development that must be adapted to these limitations.

Moreover, I have seen no discussion of the wider local context, ie the redevelopment of Barnes Hospital, Homebase and Kew Retail Park. The 'residentialising' of all these sites will result in an unmanageable increase in local population and traffic