

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. Ben Howard

Address: Flat 14 Boat Race House 63 Mortlake High Street Mortlake London SW14 8AJ

Comments

Type of comment: Object to the proposal

Comment:

The proposals and latest changes do not address any of the significant failings of the applications.

The scheme now proposes 1071 residential units, a minor reduction of 14 from the previous submission, remains far too dense given the scale and density of the existing community, the sensitive riverside location, heritage context, and the severe and unique access constraints of this site.

The Council's Design Review Panel (DRP) - "felt the scheme is too dense for this area - and resonates more with Central London where higher density is expected.

Many of the residential blocks still exceed 7 floors in height and overwhelm the character of the Thames bankside setting and still dominate the locally protected Maltings building and adjacent heritage assets.

An almost rural character prevails along the Thames from Putney/Hammersmith to Kew creating a green landscape corridor. The densely packed blocks combined with their height and scale will destroy this unique stretch of the River Thames.

Furthermore, those buildings above 7 floors contravene both the original Planning Brief but also the Local Plan and the Pre-Publication Local Plan. There are no mitigating factors which could justify any relaxation of Policy.

Despite the increase in residential units to 1071 from 813 in the earlier planning applications the affordable percentage

remains exceedingly low at around 19% - (39 Intermediate units and 165 Social Rent).

The Financial Viability Assessment makes no definitive proposal in terms of the final percentage (either unit numbers or habitable rooms), and states that this is still subject to further negotiation with Richmond. The current proposals represent a 32% increase in unit numbers from the 2020 scheme and yet little or no increase in the offer of affordable units. The scheme contravenes both London Plan and Local Plan Policy.

The developer quotes increased building costs and loss of income from reduced basement parking numbers and negative impact on unit sales as factors creating the low affordable offer. However, this is a highly attractive riverside location and Richmond remains one of the most desirable national boroughs generating strong take up and premium values. The figures do not stack up.

The affordable units are concentrated largely in one area in the west of the site which hardly promotes a truly integrated community.

Traffic generation and congestion remain as major concerns and objections to these proposals. There is just one means of access/egress to the site which is already constantly gridlocked. The supporting reports and data do not reflect the actual conditions of severe congestion and poor air quality.

Residents are experiencing huge delays in travelling out of the area by car due to already increased congestion, and equivalent delays on returning into Mortlake.

Development of the Homebase site, the Barnes Hospital site, and future redevelopment of the Kew Retail Park will make local conditions unsustainable.

Hammersmith Bridge remains closed to traffic with no prospect of it being re-opened for vehicular traffic and bus services for many years.

Local bus and train services have also been reduced and although 106 Agreement funds are allocated for improved local bus services, TfL have confirmed there are no definitive plans.

How Stantec can justifiably substantiate their proposed upgrading of the PTAL accessibility of the site given the above is implausible.

The proposed location of the bus stops and pedestrian crossings on the Lower Richmond Road and Mortlake High St, together with the Mortlake Station level crossing, will create unbearable constraints to traffic movement especially at am-peak times with the concentrated arrival of 1250 school pupils/staff and other site generated traffic/deliveries.

The scheme will significantly increase the local population by around 2500 residents and yet there is little or no provision for increased Community, Health and Cultural Facilities