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Planning Department PP18  
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Former Stag Brewery Mortlake Ref / GLA/4172

I wish to object to the planning applications A/B and C related to the above site on behalf of the Barnes Community Association.

The redevelopment of the Brewery site presents a great opportunity to re-establish a heart to Mortlake, introducing new facilities for the community while preserving and respecting the history and the character of the area. While there are lots of positives in the plans presented by the developer, the Barnes Community Association has some concern which, if not addressed, will have a detrimental impact on the Mortlake and its' neighbouring communities.

The community objected vociferously and in force to the designs which went to committee at the London Borough of Richmond upon Thames (LBRuT) in January 2020. The developer has ignored the principal objection – the cumulative density of the scheme – by now increasing this even further to a totally unsustainable level.

The previous designs for the Stag site and the latest revised and enlarged scheme take absolutely no account of this major planning consideration.

As before, we would like to object to the latest proposals on the following planning grounds:

- The scheme is unsustainable in its scale and density. It represents a 40% increase from the earlier designs and will swell the existing population of Mortlake by some 90%.
- The average density exceeds even 'Central' London density guidelines for new development, despite the poor accessibility rating of Public Transport Accessibility Level (PTAL) 1–2. The compressed layout of the development, where individual residential blocks are very close to one another, creates issues of overlooking between dwellings, and significant shadowing of open spaces in the public realm.
- Building heights are unacceptable given the sub-urban context, surrounding Conservation Areas and Adopted Supplementary Planning Guidance (SPG). We believe new buildings on the riverside should be restricted to 3/4 stories to fit in with existing riverside buildings, the historic Maltings building, and the landscape up and downstream and across the River. They should also be set back from the towpath so as not to overshadow the towpath and the river.
- Despite some reduction in car parking provisions there is no acceptable mitigation to increases in traffic caused by the scheme. Options are only proposed for Chalker's Corner, without a definitive strategy. The developer's plan for this junction is unlikely to resolve the issue of increased traffic and might even attract further through traffic. Even more significantly it will involve moving the junction closer to residents in Chertsey Court, increasing pollution, traffic noise and disturbance to all nearby residents and will result in the loss of protected landscape space and removal of mature trees. With limited road capacity and an already busy public transport network we believe it is essential any changes to this junction will include a segregated cycle route

connecting the development to Chalkers Corner in the west and Barnes in the East, Safe and direct pedestrian crossing on every arm of Chalkers Corner and clutter free, wider pavements along Mortlake High Street and Lower Richmond Road. While we understand a relatively big increase in population is inevitable, we are very much concerned that our area and infrastructure will simply not cope with the increased demand. traffic congestion in recent years has steadily become worse and we fear new on-site resident parking spaces will make things even worse as the local infrastructure cannot accommodate an additional increase in traffic. We believe private car ownership should be discouraged and a better provision should be made to encourage walking, cycling, use of public transport, and car clubs.

- The additional population generated by the scheme has increased to unrealistic levels and will create even greater risks and dangers at the Mortlake Station level crossing. This crossing is already the second most 'at risk' crossing on NR's Wessex Region network. The proposed 106 mitigation works are cosmetic and do nothing to address the constraints and daily risks. It is clear, the proposed scheme will increase use (vehicles and pedestrians) of the crossing at peak periods which will lead to further delays, greater frustration and an increased likelihood of accident and there is no proposal to address the pedestrian and vehicular risks at the crossing.
- The Other Open Land of Townscape Importance (OOLTI), protected sports fields are lost forever under buildings and re-provisioning is NOT provided to comply with conditions related to quantum, quality and openness. This space has not been adequately re-provided. Two grass playing fields are replaced by one artificial surface playing field with lights, reducing the areas available for sports use and are harmful to the environment.
- The site for the secondary school is just 30% of the DfE's recommended size for new schools of this scale (1150 students). This is totally unacceptable on a total landholding of 8.6 hectares, and completely inadequate for students' health and well-being. We would like to see either a smaller capacity school or more land needs to be allocated to it.
- We feel quite disappointed by the overall unimaginative design of the complex. It seeks to build multiple blocks of flats averaging about 8 stories high in an apparent attempt to maximise the numbers of 1 and 2 bed flats. It will be a shame to repeat the obvious architectural failings of other recent riverside developments. The soulless straight and angular grid pattern of roads linking these blocks is dull and uninspiring. Rivers tend to bend and developments by rivers ideally should have a flowing or curved character. The development of the old brewery is a once in a generation opportunity. We should aspire to design buildings and roads that people would actually enjoy, and variation of appearance, shape and layout would have been great. Unfortunately, the present plan exhibits a bland uniformity.
- We have concerns regarding the demolition process and removal of material from the site and would like it recorded that none of the materials during the demolition or re-construction should be trafficked through Barnes Village. We would like the weight limit of 18t on the Terrace to be noted and would ask that the developer observe any limitations added to that in respect of movement eastward from Stag Brewery. Alongside that sits the current difficulty with extra traffic as a result of the closure of Hammersmith Bridge and no resolution of that for possibly another 4 years. Barnes Village High Street is taking a high degree of extra through traffic as a result. We realise such conditions are applied along with granting of Planning Permissions but feel these should also be noted that this early stage of the application.

We urge you to visit this site to appreciate the effect of its location bounded by the River Thames, a railway line with a level crossing that is closed for 40 minutes each hour, and just one road running through it. It is a constricted space with immovable boundaries.

We would like to note that although it is our remit to safeguard the area's environment, we understand and accept the site should be redeveloped and not left derelict. We think the communities around the site can benefit hugely from the new lease of life it will receive, but this should be done carefully and without losing sight of the limitations of the location and the wish of the locals who already live in the area.

The Barnes Community Association has been liaising with other community groups in the area such as The Mortlake Community Association, Mortlake Brewery Community Group and the Mortlake with East Sheen Society and together we demand a scheme to excite, to inspire and which is fit for the future.

Yours,

**Raphael Zachary-Younger**

Trustee & Environment Committee Chairman

## **Barnes Community Association**

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