

Chapter 12 - Conclusions

Over the years Mortlake has lost its community/village feel. With the building of a dual carriageway, the demolition of six of the original eight pubs and the recent building of high cost housing, the heart has been ripped out of Mortlake village. There is now only a small row of shops, two of which are boarded up and the High Street needs refreshing. There is an infrequent bus service passing through between Richmond and Hammersmith and no transport link to East Sheen. Community is about people and their environment and integrating the old with the new. For Mortlake the development of the brewery site brings a real once in a lifetime opportunity to enhance the locality and potentially put to use a building, such as the Maltings, for community activities.

The proposals fail to activate and animate Mortlake High Street, missing opportunities to sensitively create strategically placed openings to the streetscape frontage of the Hotel/Bottling Building and instead introduce negative features on the new block facing the High Street including ramps and a sub-station which make no contribution to animating the neighbourhood.

We remain supportive of the 2011 planning brief's proposals which has a good balance of housing (including affordable), commercial/retail units, green spaces extending from Mortlake Green to the river, while retaining some of the historical aspects of the area. In complying with the principles of this brief, the development would be an asset to the local community and were influential in producing the 2011 Stag Brewery Planning Brief.

In summary, we have the following objections to the three Stage Brewery Planning Applications:

- The combined density of the scheme is too high. The site is not big enough to support 897 residential units a 1,200 pupil secondary school and 11,616 sq. m. of commercial uses. This does not comply with Local Plan policies on local character and design quality, DM DC1 and LP1, in terms of scale, height, massing and density. One of these dimensions needs to be reduced for the development to be sustainable.
- If a school of this size is required on the site (as to which there remain important questions to be resolved), then the housing and commercial use must reduce.
- The plot allocated for the school is not large enough for the number of pupils and is still partially sited on the playing fields. This is not an inner-city location. Other local schools have significantly more space. An MBCG consultant is investigating this and its conclusions should form part of the evidence base.
- The proposed development is too densely populated and is three times denser than the surrounding areas, 2.5 times more dense than the GLA guidelines and materially exceeds the proposed housing densities set out by the Local Plan policies mentioned above.
- The heights of some of the buildings significantly exceed those set out in the 2011 Planning Brief and the site does not in all cases diminish in height at the perimeter as specified in the Planning Brief. The Planning Brief was clear: if extra density is required for viability, it should be located towards the centre of the site where taller buildings are currently found.
- The compressed layout and building heights place many, and large proportions, of the external open spaces including the towpath in permanent shadow. This does not comply with Local Plan policies on amenity and living conditions, DM DC5 and LP8. There is also an impact on existing residents: Building 21 is extremely close to the properties on the Thames Bankside and Buildings 18 to 20 to Williams Lane and Wadham Mews and the other

residents to the north west of the site. Any detrimental effect (loss of light) on existing properties, particularly in the north west of the site, must be further assessed.

- We question the viability of the number of retail outlets, cinema and gym given the proximity of similar businesses in East Sheen. There is a successful cinema in Barnes and a proposed gym development in Sheen.
- The 40% increase in Mortlake residents and the new users of the school and retail outlets will have a significant impact on the local transport and traffic, and would not comply with Local Plan policies on transport, CP5 and LP44. Our own survey suggests that the number of people and traffic movements have been underestimated and we do not believe that the solutions adequately address the impact.
- The Chalker's Corner changes will not resolve the issue of increased traffic but will simply attract further through traffic when other roads are congested. This is a strategic junction which requires a strategic solution from TfL, the council and the developer.
- The increased traffic and movement of this junction will have a significant impact on pollution levels which already exceed European levels. There is no assessment of the other toxic gases (benzene, carbon monoxide, lead, ozone and sulphur dioxide) in accordance with EC Directives and their impact on air quality.
- There is no public transport strategy. None of this complies with Local Plan policies mentioned above, CP5 and LP44. In the current era when we need to encourage a move away from car use, there needs to be proposals which seriously consider how public transport can be improved in the local vicinity.
- There is no plan to address the pedestrian and vehicular risks at the Sheen Lane level crossing. This is a high-risk crossing, as identified by Network Rail. The development at the Stag Brewery, particularly from the school, will increase numbers of pedestrians and cyclists seeking to cross the railway either by the footbridge or at road level is of very serious concern and must be addressed by including some material improvement in safety conditions at the level crossing. Again this does not comply with Local Plan policies CP5 and LP44 mentioned above. As a minimum, the planning application needs to address this in conjunction with the Borough and Network Rail; a significant contribution of the costs of providing this material improvement should be secured through a s106 agreement.
- The 2011 planning brief clearly states that the OOLTI land on the playing fields will be retained. The developer has not adequately demonstrated that all the criteria (quantity, quality and openness) have been met to allow for the building on this land. A 3G pitch and floodlighting are opposed. This does not comply with Local Plan policies DM OS3 and LP14.
- The proposed provision for affordable housing provision is too low, too concentrated in one area and delivered too late in the development. The proposed 20% is lower than the target set by the council and does not comply with Local Plan policies DM HO6 and LP37. Our examination of the Financial Viability Assessment strongly indicates that the developers have sufficient margin to offer up to 35%. There also needs to be certainty that the affordable housing commitment will be delivered.
- There is no surgery or pharmacy in Mortlake. The 40% increase in Mortlake residents will increase the strain on existing NHS services in Sheen. Additional provision of NHS facilities must be provided with this development as indicated in Local Plan policies CP17 and LP30.
- There is no solution to primary school provision, either for new residents of the site or for those existing residents who will be displaced out of catchment through the new development.

We urge the council to ensure that these issues are addressed.

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