

1. The Mortlake Brewery Community Group reconvened on 18 January 2016 for its first discussion following sale of the Brewery site.
2. Around 30 people were in attendance including a number who represent local societies or groups, some people who live on the Thames bank with properties adjoining the brewery site and others who live in the area proximate to the brewery.
3. The Group took as a starting point the Brewery Site Development Brief adopted by Richmond Borough Council (RBC) in 2011 following extensive local consultation and available on the RBC website.
4. Mindful of the reality that the developer will now be drawing on the planning brief and working towards a planning application in 2016/2017, the Group decided to assemble their views on four core issues:
  - Putting the heart back into Mortlake
  - Heritage
  - Transport
  - Building density, design and environmental issues
5. The notes that follow provide a summary of the group discussions *and they have been amended slightly on p5 and a conclusion added after further reflection at the meeting of 29/02/2016*. It is interesting how close contemporary concerns and aspirations are to what was set out five years ago in the planning brief. That said, this is the output of two discussions and we did not explicitly focus on looking for new ideas nor did we go into levels of detail that will no doubt be of interest to the community and to immediate neighbours as the specific proposals emerge.
6. The group concluded the evening with a discussion on next steps. It was agreed that we would make contact with the developer (City Developments Ltd) or more likely their agents based in London (Dartmouth Capital) and report back at a subsequent meeting. Action for Peter Eaton
7. It was also agreed that we would make contact with Lord True, leader of RBC to see whether the Council have met the developer and how they plan to proceed with the dialogue. Action for Robert Orr-Ewing

## **1. PUTTING THE HEART BACK INTO MORTLAKE**

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 gated accommodation, the heart has gone 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 real opportunity to enhance the community, through for example:

- extension of the green links between the river and the station and retaining the green areas such as the football pitches for local use/access
- development of community facilities potentially converting all or part of the Maltings into a community focal point
- inclusion of recreational facilities for young and old as well as a permanent base for the Mortlake Community Association
- recognition of Mortlake's rich historical heritage (archaeology, pottery and tapestry) and its unique relationship with the River Thames
- provision of space for retail outlets to serve this part of the borough and commercial space could enable small local businesses establish a foot hold creating a financial asset for the community.

The community feel of Mortlake could be further strengthened by no more gated housing and enough affordable housing to allow young people to live independently in the area.

## 2. HERITAGE

Mortlake's rich heritage and environment is not immediately obvious due to past failings to respect these aspects of the location. For the future, the new development should seek to reflect and enhance this history. Of the many aspects local and wider historic and environmental merit we would ask the developers to take account of:

- History of brewing going back 1000 years
- Tapestry works
- Association with historical figures: Thomas Cromwell & John Dee

### *Archaeology*

The Museum of London undertook a detailed archaeological survey of the land when the bottling plant was built revealing the importance of the site back to the early middle Ages. Further surveys will need to be carried out to determine more information on the remains of the Archbishop's Palace and Cromwell House before the development can go ahead.

### *Physical features of the existing site*

Any development needs to take account of and seek to retain the following features:

- The Maltings (built in 1909)
- Hotel on the corner of the mini-roundabout with Sheen Lane
- Victorian Walls
- War memorial to employees of the previous breweries
- Memorial Plaque to men who lost their lives as a result of an accident
- Crane tracks on the tow path
- The "footprint" of the original alleyways, i.e. Ship Lane
- Round Gate House on Lower Richmond Rd (with Stag statue) which was probably built in the 1960s

Aside from retaining wherever possible the above features, the community would welcome facilities to display and interpret the unique heritage of the area. This could also reflect the long association with rowing and the Oxford and Cambridge Boat Race.

### **3. MANAGING THE IMPACT OF TRANSPORT**

Congestion in and around Mortlake and up through Barnes village is already a major concern; tightly surrounded by the railway and the river, the area has only one east/west main road and is a natural bottleneck for local and passing traffic. Introducing additional residents will exacerbate the situation. A full transport impact assessment early on will be essential.

Traffic capacity can be increased with alterations to local road layout and junction design e.g. improved signalling at the level crossing and improved junction design at Chalker's Corner. Consideration should also be given to the restrictions placed on parking for the new houses in order to control the amount of new road traffic. A review of on-street controls beyond the site will be needed to prevent any overspill demand.

The increase in residents and a new secondary school will put a further strain on the local transport. There will need to be an integrated transport strategy including:

- pedestrian access - extension of the green links between the river and the station
- improvements to the bus service: new buses, increased frequency relocating the Mortlake Bus Station to the brewery site
- introducing new cycle paths and facilities to secure bikes
- significant improvements to the station, longer trains and greater frequency of trains at peak times

There might be potential for a river bus service linking Mortlake with Kew and Hammersmith although this could be restricted by the tidal nature of the river.

As construction will be in two phases, consideration needs to be given as to how to mitigate the impact of construction traffic on the local area. There is great potential for using the river here.

#### **4. BUILDING DESIGN; DENSITY AND ENVIRONMENT**

##### *Type of development*

A mix of development uses is supported to create a sustainable community; we support *intelligent and authentic design* and planning that will enhance the neighbourhood overall

Therefore we look to the new development to deliver a combination of residential, commercial, retail, educational and sports/leisure uses

Maximum building height would preferably be six floors with no towers or one off tall buildings; height should be proportionate to the site, to the overall design and sympathetic to the existing heights up and down Mortlake High Street

The design should provide a high level of pedestrian/cycle permeability through the site

Affordable residential allocations should be provided according to LA policies

There is real concern that the space requirement for a secondary school could exceed that originally envisaged for a primary school. This should not be used as a reason for pushing up residential densities and height.

The overall design concept must fully embrace sustainable concepts

A buffer zone ought to be provided to the south of the existing properties (some of which are listed) on the Thames Bank/Parliament Mews

A wall of development onto the towpath must be avoided (eg no repetition of Bulls Alley to Tapestry Court)

The existing walls especially to the east are not sacrosanct – it is more important to open up the site physically and visually

MBCG would like to source examples of completed high quality mix use schemes to establish tangible benchmarks for the Brewery site.

### *Environment*

Extended access to the river and the tow-path, retention of the sports field (to be shared with new school) and maintenance of existing trees is also vital.

The design ought to fully address and create positive views out and views into the site

The Thames River Path is an important amenity for people from all over the area; its character must be preserved particularly in terms of not over widening. Equally if there is an opportunity to contribute to improvement of the path outside the Maltings and along the edge of the eastern Brewery site that would be an advantage.

Key views to the development will include those from Barnes Terrace, Chiswick Bridge and from the river itself.

Key features of the design must include the proposed new green lung extending from Mortlake Green/Mortlake Station down to the riverside, the Maltings and the former hotel/bottling plant by Mortlake High Street/Sheen Lane mini-roundabout

The beautiful and historically significant church of St Mary The Virgin on Mortlake High Street should be enhanced by the development and not over-shadowed it

The site will need to be fully decontaminated and great care taken in the underground infrastructure owing to the sensitive nature of the site lying low to the tidal Thames

### *Conclusion*

We understand there will in time be a distinction between aspirations and ‘must haves’ although the views in this note are strongly and widely held. We note the high possibility that new ideas will be prompted by the proposals as they come forward from architects. We agreed to review this note periodically with the next review date set for July 2016.

Notes compiled by  
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