



Perspective view looking East along proposed new High Street (Thames Street)



Proposed perspective view from Chiswick Bridge showing mansion buildings in context of former Maltings building



Proposed perspective view looking East along proposed new High Street (Thames Street)

4.7.8 Final Warehouse Typology (Buildings 6, 9 and 10)

The detailed massing of these buildings has evolved, in particular in relation to the adjoining BTMs and neighbouring building at Boat Race House. Height has been redistributed and set back, floors located to minimise the impact on mews of these buildings. The initial link between the Bottling Building and Building 10 was also removed.

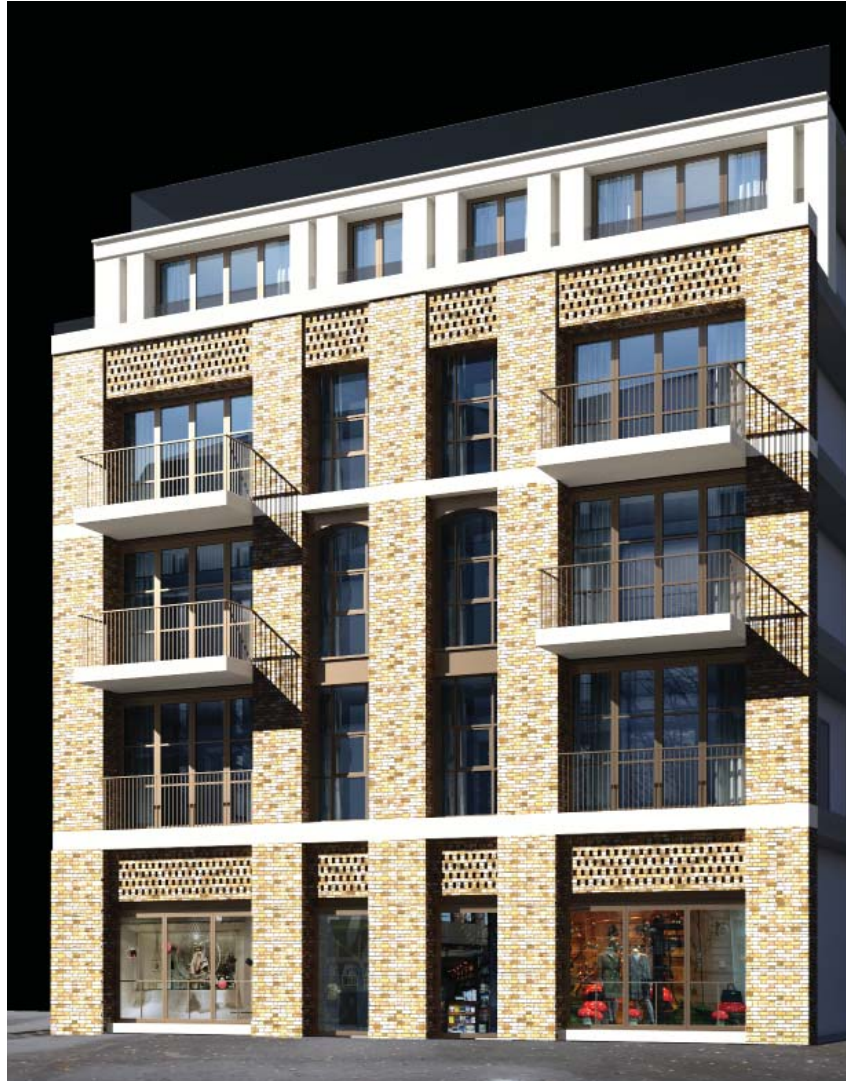
This typology has been evolved to provide a rhythm of repeating vertical piers that are crossed by horizontal concrete bands at key levels of the buildings in order to clearly denote change of use and/or building hierarchy. These horizontal bands will project above first floor level to provide balconies to apartments. Brick lintels above window openings will be recessed from the piers and will incorporate a contrasting brick bond that provides animation to the streetscape.

A setback penthouse level will be provided with contrasting appearance. This accommodation will be enclosed within a reconstituted stone framing with glazed curtain wall infill. The curtain wall will incorporate a number of back painted spandrel panels with a grey blue colour that makes them difficult to discern from the clear glazed elements. Recessed textured reconstituted stone panels will sit between the paired stone columns that form the frame to the penthouse level.

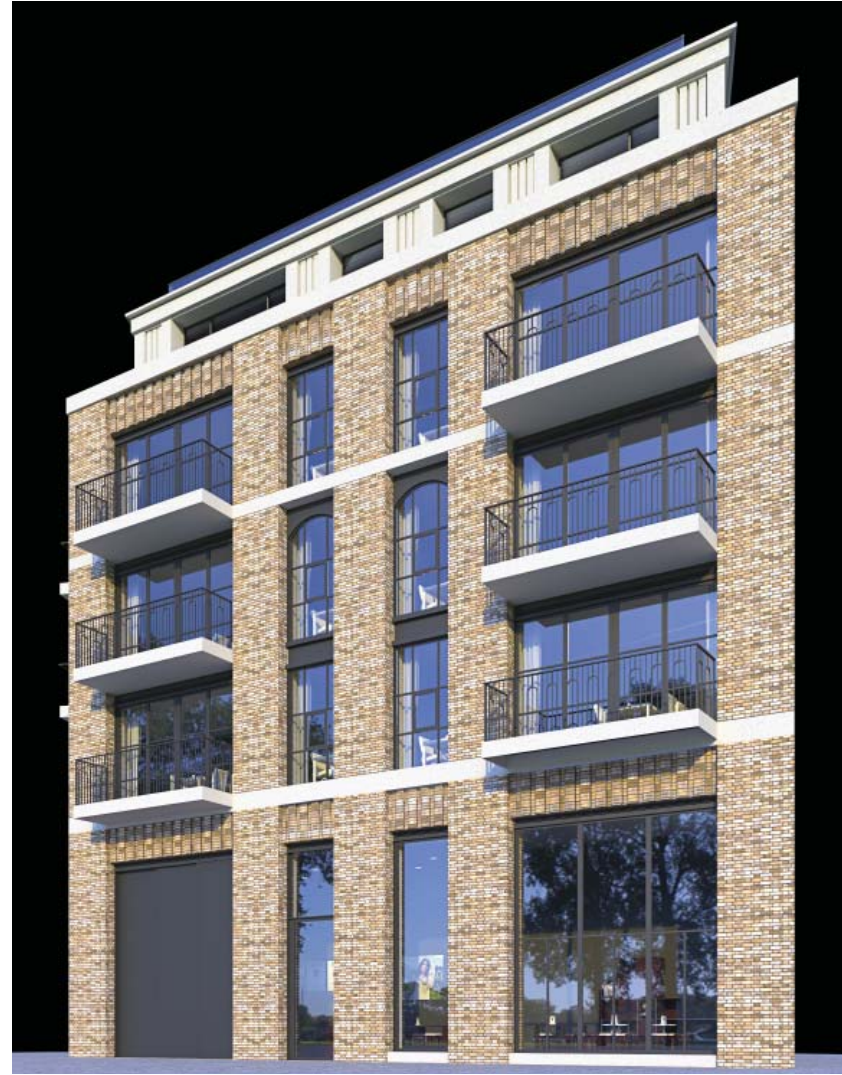
Brick texture, balustrade and concrete panel details will be varied between the Warehouse Typology Buildings 6, 9 and 10 in the same way as the mansion blocks in order to provide a richer diversity to the development and an individual identity to each building.



Proposed perspective view looking West along Mortlake High Street



Bay study render of Warehouse Typology - Building 6



Bay study render of Building 9



Bay Study Render of Building 10

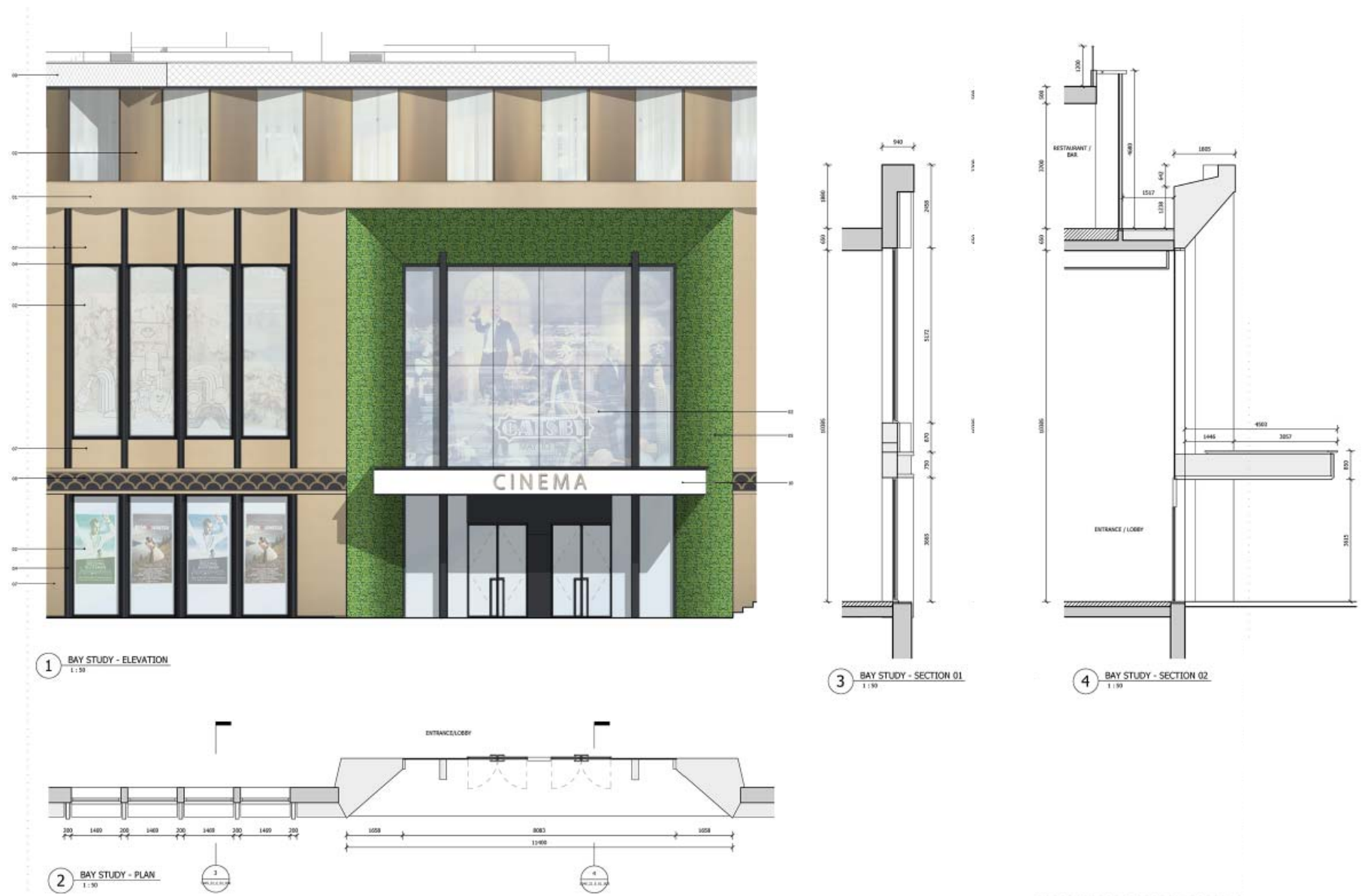
4.7.9 Stand-alone Cinema Building (Building 1)

The nature of the cinema building as a venue for watching films within dark, windowless volumes, means that it is difficult to offer animation to the façade in the form of fenestration and many fine examples of cinema architecture have very utilitarian side and rear facades.

The approach that has been adopted for the cinema façade is to introduce a series of fluted cast stone panels that allude to the form of traditional fluted cinema curtain and provide animated articulation of the largely windowless facades. Each fluted panel will be separated by a vertical bronze element that further defines the rhythm of the façade. These fluted panels and bronze elements will span from first to second level of the building between two horizontal bands at first and second floor levels. The lower band will form a frieze that is decorated with a bronze motif and the upper band will be a more subdued cast stone termination to the fluted rhythm.

The façade will be interrupted by a number of windows in specific front of house locations and most importantly at the entrance to the building. A double height chamfered opening will be provided facing on to the entrance to the Green Link. The reveal of the chamfered area will be clad with coloured mosaic tiles that are reminiscent of art deco era cinemas and a canopy will project from the central glazed area to provide a welcoming entrance. The canopy will be in line with the first floor frieze and its perimeter will be back lit and will incorporate signage that is visible both during the day and night.

The enclosure of the second floor level of the building will be set back from the lower façade and will consist of a series of zigzagging glazed curtain wall panels with alternating clear and back painted bronze coloured spandrel panels.



Bay study plan, elevation and section of cinema facade



Perspective visualisation looking West along Lower Richmond Road towards the proposed Green Link and cinema

4.7.10 The Maltings (Building 4)

The proposal for the former Maltings building incorporates entire internal re-configuration along with several sensitive amendments to the existing building facades.

Working with existing facade rhythm

Since the building is currently void of internal floors above ground floor level, it is proposed that the interior of the building is entirely stripped out to make way for new floor levels and internal finishes that meet current building control standards.

The existing floor to floor heights of the building are approximately 2.4m. If the historic floor levels were to be re-instated the resulting floor to ceiling height (excluding structure and finishes) would be approximately 2m. This would not meet minimum London Plan standards for residential floor to ceiling height. In order to improve on these heights it is proposed that new datums will be set for floor to floor. These will result in variation in relationship between finished floor levels and existing sill heights but should ensure that a minimum of 2.3m floor to ceiling height is achieved within bedroom areas.

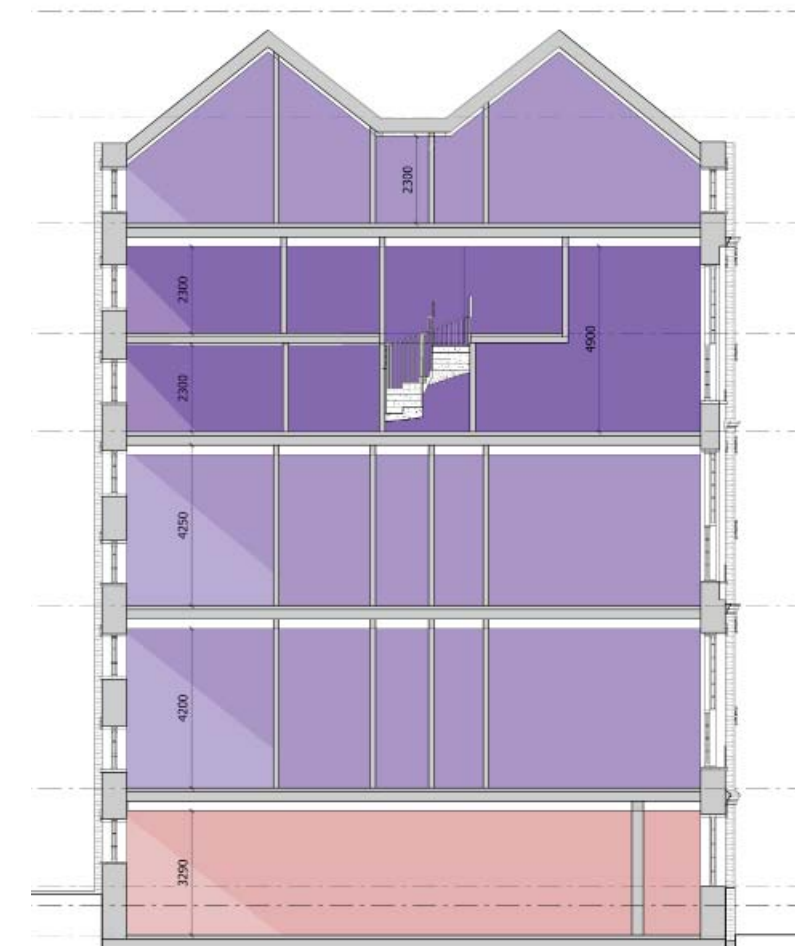
In order to achieve more generous living/ kitchen ceiling heights it is proposed that living/kitchens are located facing on to the river and that double height voids are opened up within duplex apartments and that the floor to floor height of levels containing lateral apartments is increased to achieve approximately 4.2m floor to ceiling height.



Photograph of existing Maltings building interior



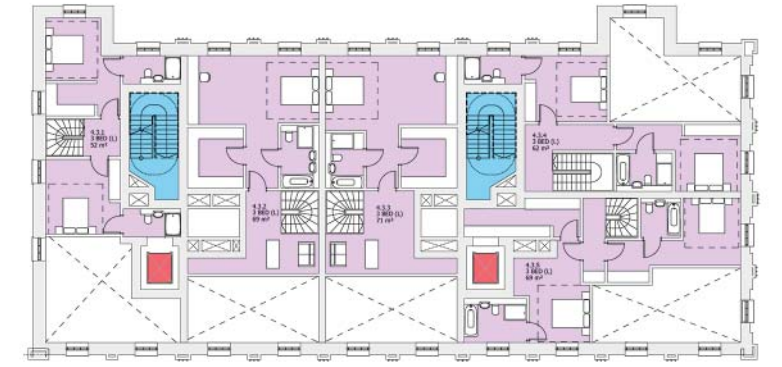
Photograph of existing Maltings building



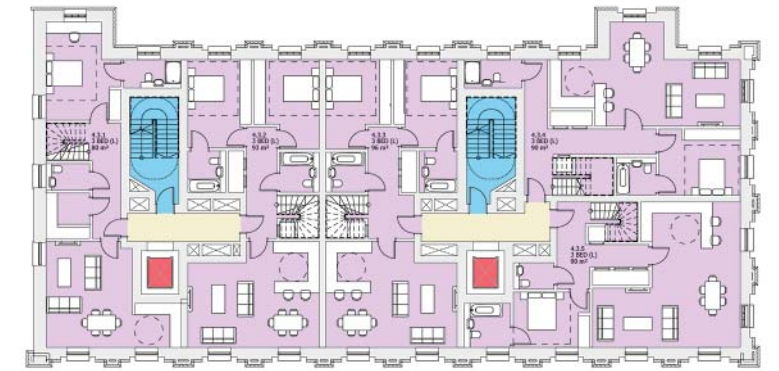
Proposed short section through Maltings building



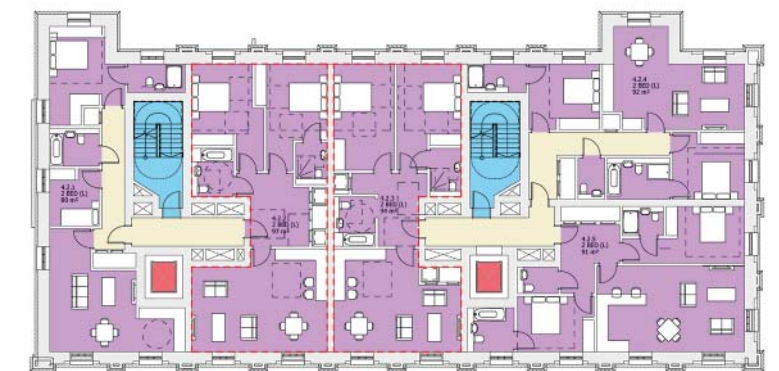
Proposed long section through Maltings building



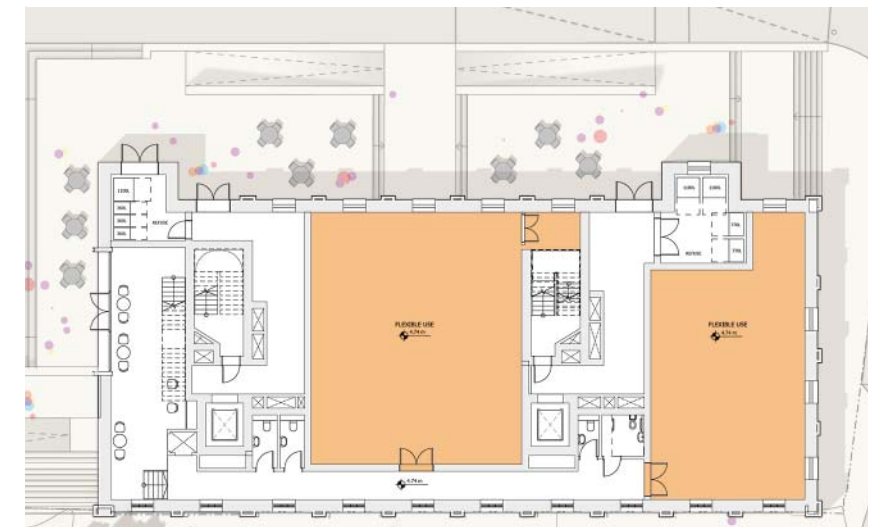
Proposed fourth floor plan



Proposed third floor plan



Proposed second floor plan



Proposed ground floor plan

Sensitive alterations to facade

Existing North elevation windows within living room areas to lateral first and second floor apartments will be joined vertically to achieve a continuous vertical area of glazing. The window head details will remain as existing within these new paired windows.

New residential entrance doors will be inserted within South facade and a new area of curtain wall will be inserted to the East elevation at the entrance area to the proposed community facility (designated as Flexible Use).

A new slate roof will be provided to the existing building. The roof ridge and eaves heights of the proposed roof will match those of the existing roof.

Relocation of memorials and former Stag Brewery sign

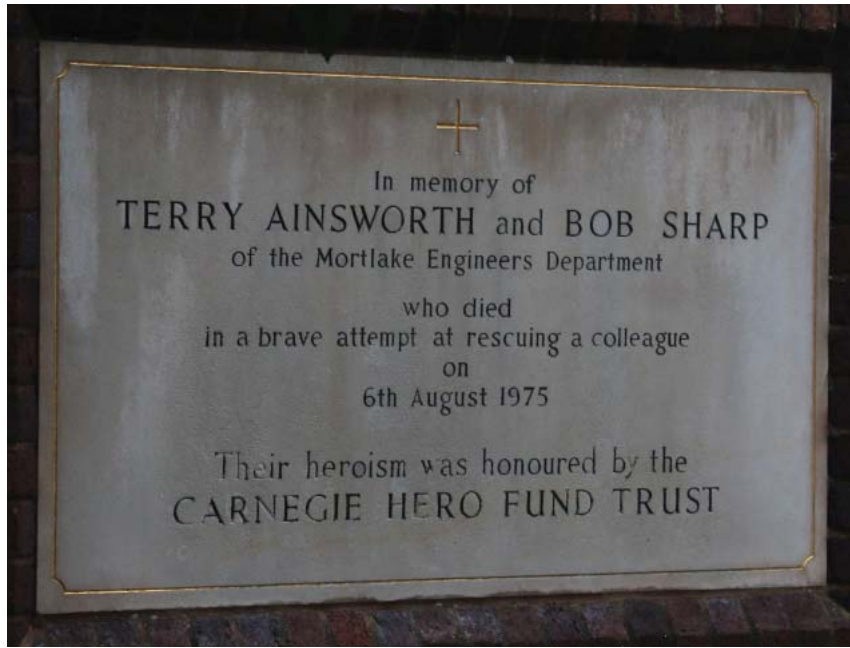
It is proposed that the existing memorials and Stag Brewery sign are to be re-located adjacent to the community entrance. This would be a prominent location for the signs overlooking the new Maltings Plaza and situated on an important historic brewery building.



Existing North elevation of Maltings Building



Proposed North elevation of Maltings Building



ImageTitle (Ctrl+Shift+Click to Edit)



ImageTitle (Ctrl+Shift+Click to Edit)



ImageTitle (Ctrl+Shift+Click to Edit)



Proposed perspective view of East elevation of Maltings building showing re-located memorials and community entrance overlooking Maltings Plaza

4.7.11 Former Bottling and Hotel building (Building 5)

As described in the previous section of this DAS, the former Bottling and Hotel building was built gradually to provide a series of separated spaces that served different functions. In addition to this, it is also in a poor state of repair in terms of the internal condition and existing windows. The proposal aims to re-establish a new combination of uses for this building. The new uses include a hotel (in the part of the building formerly occupied by a hotel), office, gym and flexible use.

Facade retention

Due to the poor condition and quality of the northern elevation of the existing Bottling building facade, it is proposed that the south and west facades of the building will be retained in their entirety and that the north and east facades will be largely demolished and rebuilt to an extended footprint.

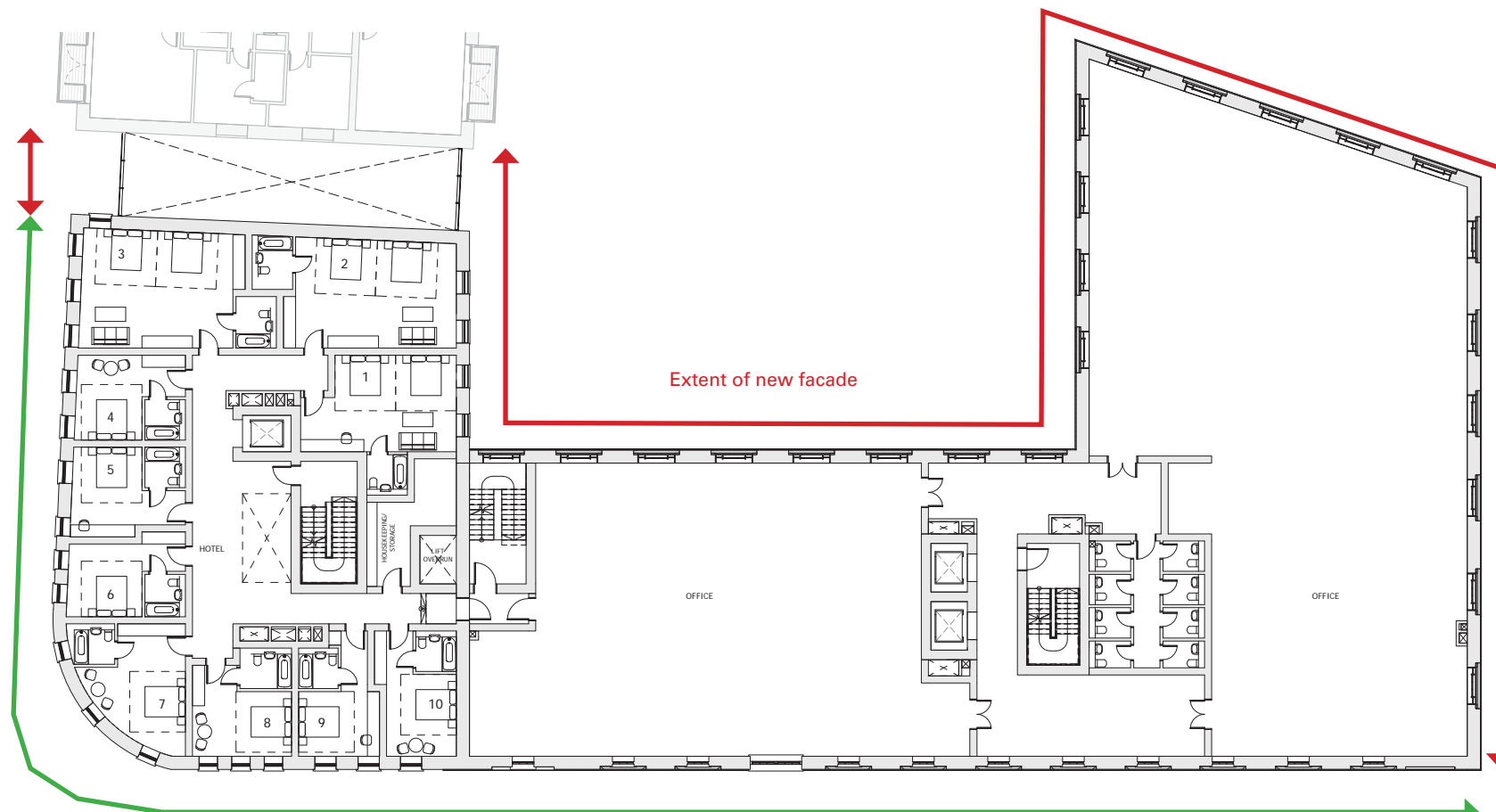
Adaption of existing facade

The new uses have been carefully considered in terms of their location within the existing and proposed building structures in order to optimize use of the existing building facades.

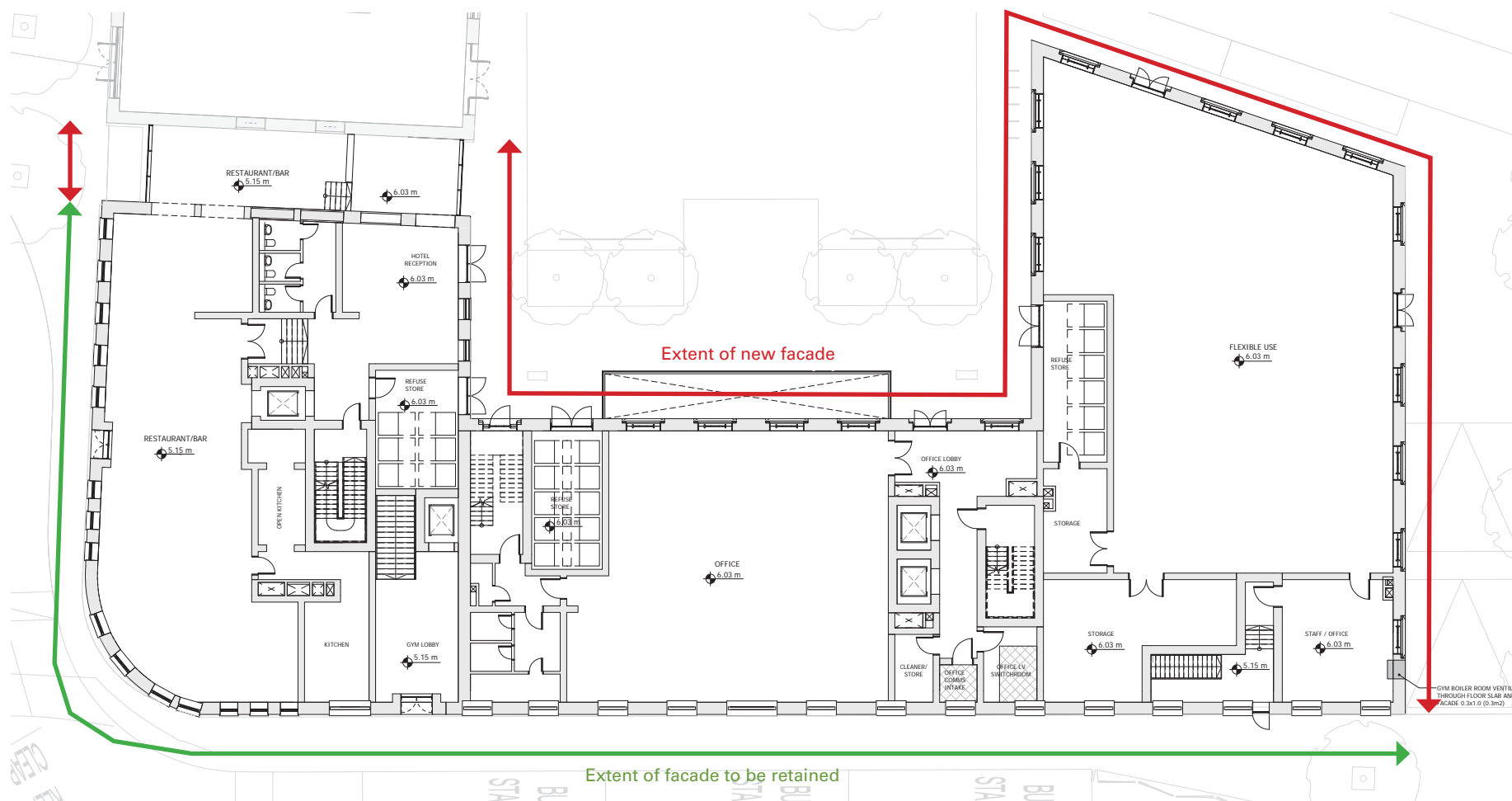
The hotel element is proposed to be introduced within the former hotel building since the proposed hotel rooms can utilise the existing rhythm of windows on the facade without need to alter the existing openings.

The office element is proposed to be located within the former Bottling building element and to utilise the larger scale, industrial type window openings within the retained South facade of this building.

The introduction of these new uses within the existing building envelope will result in very minimal impact on the existing facade.



Building 5 - First floor level plan



Building 5 - Proposed ground floor plan



Existing South facade



Proposed South facade

Design of new facades

The new façades to the North and East will take their cue from the existing façade rhythms and details. Arched window openings with recessed brick lintels will be repeated on the majority of the façade with the exception of the new section of façade enclosing the hotel. A matching stock brick will be chosen to knit the new extension into the existing fabric of the building. Windows will be of an industrial character that matches the existing window types.

New roofscape to former Bottling and Hotel building

A setback level at second floor level of the former Bottling building will be formed using a glazed façade to the South and a double pitched zinc roof that is similar in nature to the existing roof. The roof profile has been carefully designed in order to avoid it having a greater visual impact in terms of massing on the building appearance than the existing single pitch roof profile.

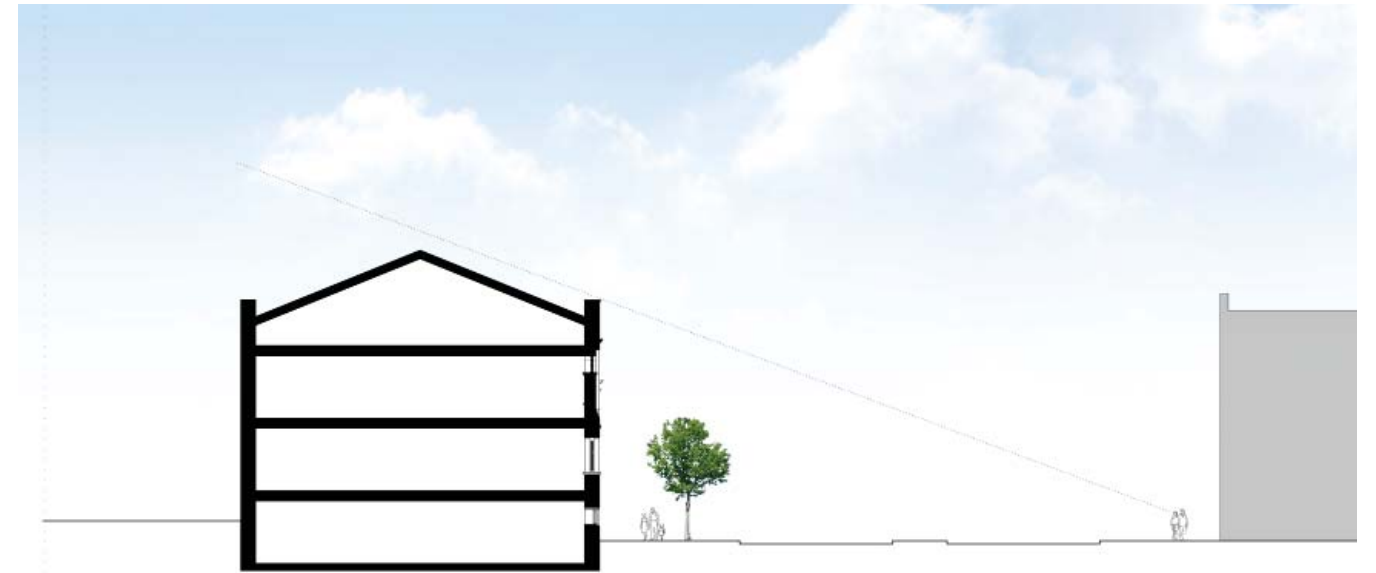
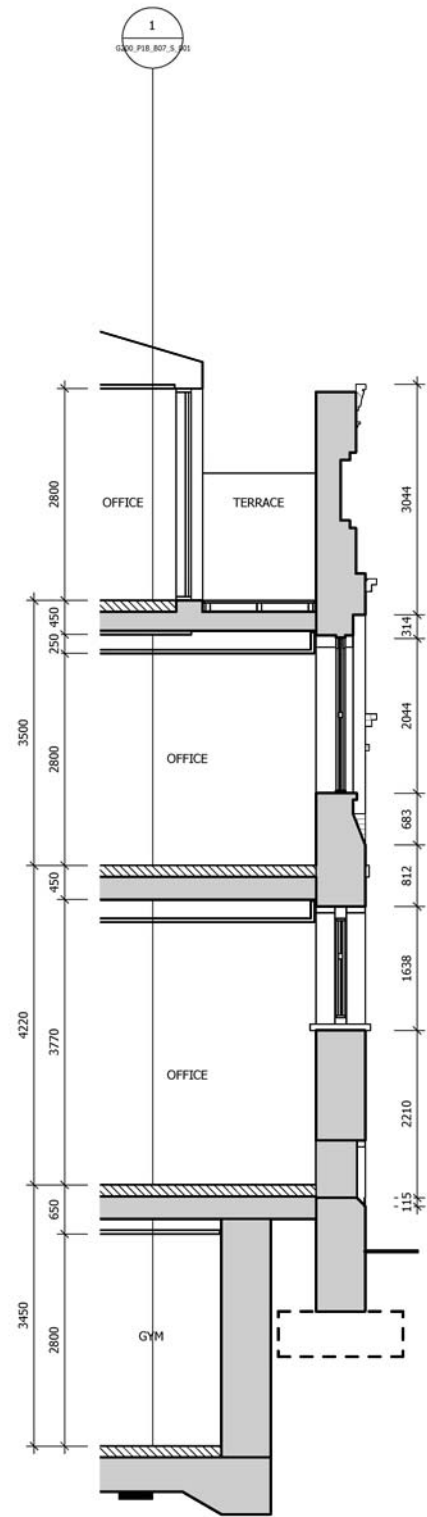
The roof of the hotel will be re-instated as a slate roof to following a similar form as the existing roof.



Bay study of new North facade to former Bottling Building



Bay study of alterations to South facade and section of former Bottling Building



Existing section through Bottling Building roof - line showing visual impact of roof above parapet level



Proposed section through Bottling Building roof - line showing visual impact of roof above parapet level

4.8 Parking, Servicing and Refuse

4.8.1 Vehicular access to the site is limited to the general public as well as residents. The site is largely pedestrianised with a controlled vehicle access route running along the new high street (Thames Street) for maintenance, delivery, emergency and refuse vehicles only. This route will be for single direction travel in a Westwards direction with a controlled entrance at the east end of Thames Street (outside the control kiosk in the ground floor level of Building 12).

4.8.2 Resident and visitor parking is proposed within a basement level that will pass beneath Buildings 2, 3, 6, 7, 8, 10, 11 and 12. Access to the car park will be via entrance ramps contained within Buildings 3 and 10 which can be accessed from Mortlake High Street and Ship Lane.

4.8.3 Access to the basement will be managed so that vehicles can enter through both entrances during the day without the need for access control. During evening hours the entrance from Mortlake High Street will be closed and the entrance from Ship Lane will be controlled by a secure system. This would ensure the security of residents, visitors, vehicles and buildings at a time when the basement is less likely to be supervised.

4.8.4 A series of loading bays have been designated throughout the site to serve refuse, maintenance and delivery vehicles. For more detail of location of and access to these loading bays, please refer to the landscape and highways proposals included within the Landscape and Transport Statements.

4.8.5 Residential refuse collection stores will be provided within the ground floor level of buildings 3, 4, 6, 8, 9, 10 and 12. Stores within buildings 4, 6, 9 and 10 will serve residential dwellings within the single building. Waste from buildings 2 and 3, 7 and 8, 11 and 12 will be clustered together within one ground floor level collection store. Waste from these buildings will be collected initially within a basement level store beneath each building and transferred at basement level in to a lift that connects to the ground floor refuse collection store.

4.9 Site Management

A centrally located concierge/ management office will be located in Building 12. This office will manage the maintenance and security of the entire site.

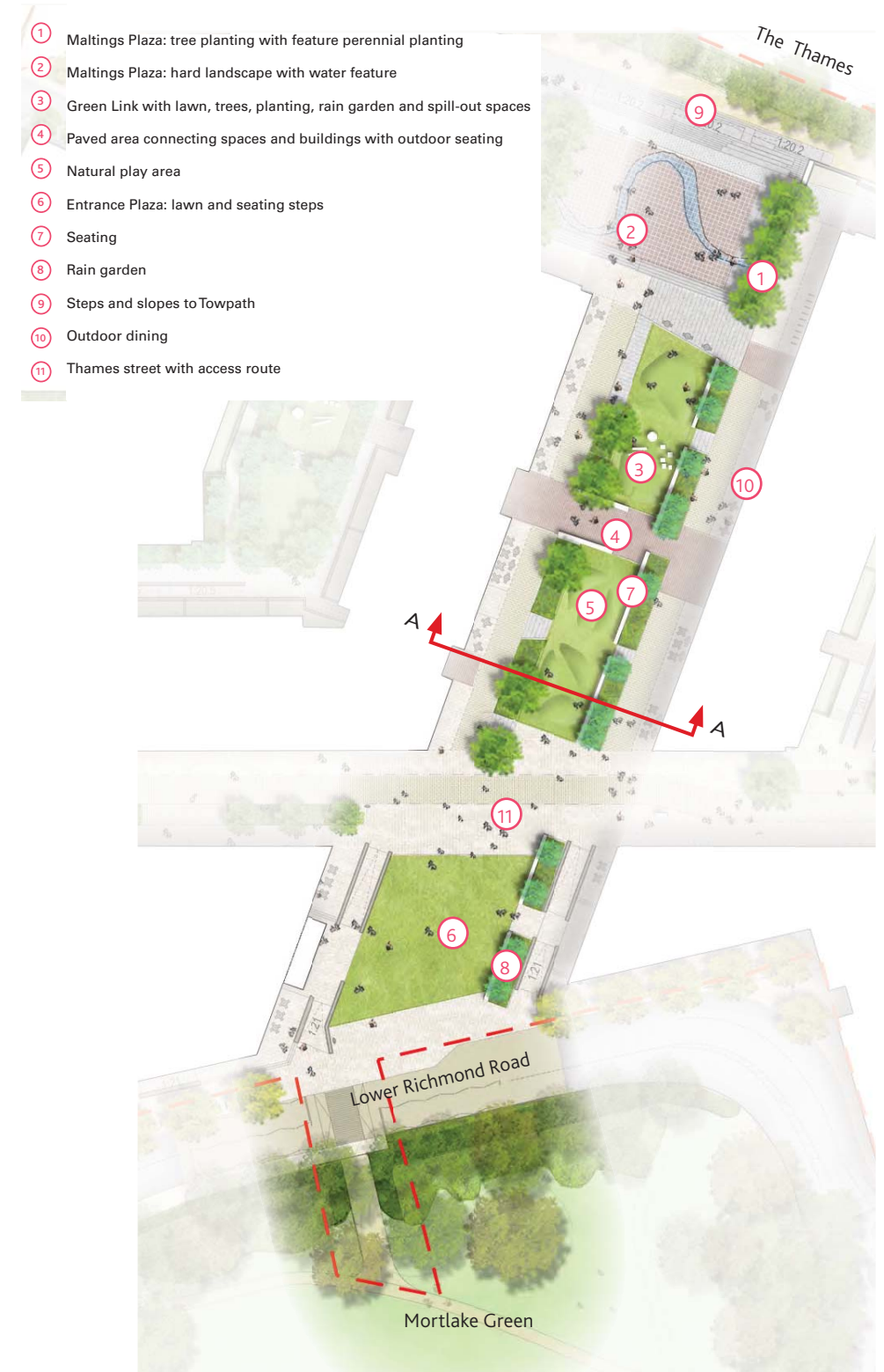
4.10 Highways and Pedestrian Realm Strategy

4.10.1 Pedestrian movement has been considerably increased across the Site in comparison with the existing site configuration which was dedicated for private use only and permitted no public access to the river edge.

4.10.2 There are no restrictions to pedestrian movement through the Site, however the gardens in the courtyard area between Buildings 2 and 3 as well as 7 and 8 would be semiprivate; for the use of all the residents of the development.

4.11 Landscaping Proposals

Detailed Landscaping proposals have been produced by Gillespies for Development Area 1. This describes the access, playspace, materials and planting of the area Green Link, residential courtyards, typical streets including the High Street and the public squares. There are also proposals for the riverside tow path, outside the site ownership boundary.



Detailed landscaping proposals for the Green Link

5.0 Access Statement

5.1 Introduction

5.1.1 Accessible provision was one of the concerns of the consultation and this section describes the approach taken to access and the creation of an inclusive environment, along with how safety and security issues have been addressed. It also confirms compliance of the development proposals with relevant national, regional and local principles and policies.

5.1.2 The proposed development will provide a safe, legible, high quality environment that will be easily used by as wide a range of people as possible without undue effort, special treatment or separation.

4.11.3 The design will be developed to ensure that appropriate standards for accessibility are met to fulfil reasonable expectations for inclusive design and to ensure that the aims of the Disability Discrimination Act 1995 are met.

4.11.4 This statement is an overview of access issues relevant to the building design and management and will continue to develop as the project progresses and should be read in conjunction with the preceding Design Statement.

5.2 Transport

5.2.1 The Site is located on the Eastern portion of the former Stag Brewery site in Mortlake, London Borough of Richmond. The site can be accessed from many parts of London and outside by road, with Mortlake Overground station within 5 minutes walk and bus stops on Lower Richmond Road and Mortlake High Street.

5.2.2 A drop off area is located to the East of the site and can be accessed from Mortlake High Street. The drop-off area is directly adjacent to a new pedestrianised high street (Thames Street) which runs the entire length of the development in an East-West direction.

5.3 Approaches to Buildings

5.3.1 The squares, streets and courtyards in the proposals will follow the guidance in the GLA document 'Accessible Landscape - Achieving an inclusive environment' and also 'Inclusive Urban Design - Creating inclusive public spaces'. This will influence the design of the building approaches, surfaces, materials and signage proposals.

Further details of landscaping and accessibility are available in the separate Landscaping Design and Access Statement, submitted with this application.

5.3.2 The main entrances will have a 'level' threshold approach.

5.3.3 Any slopes to the public realm areas are designed to a maximum of 1:22 or better for short distances. Where ramps are used to accommodate level changes these are always integrated in to the landscaping design in an inclusive way.

5.3.4 Disabled drop off is possible to all parts of the High Street and main locations in other streets, including to all residential entrances. Disabled parking is at basement levels, located close to cores for access to the buildings above or to street level.

5.4 Approaches to Dwellings

5.4.1 The main entrances will be clearly highlighted using larger areas of glazing and signage and doors will be power assisted. All thresholds will be flush throughout. Entrance halls will be acoustically treated to reduce reverberation time and reception desks designed to be suitable for wheelchair users.

6.5.2 In residential blocks, access to vertical circulation is directly from each block's entrance area and clearly visible from the entrance lobby. All routes are a minimum of 1500mm wide and all stairs a minimum of 1000mm wide and compliant with Part M. The lift doors will be colour contrasted and each lift designed to standards in BS8300-2009 in relation to size, hand rail, finishes and controls. Each level will be clearly identifiable via voice annunciation and LED display.

6.5.3 The means of escape will be provided for all users as stated in the Fire Strategy.

5.5 Circulation within Dwellings

5.5.1 All apartments within the development have been designed to comply with the Lifetime Homes Standards. Ten percent of the flats are capable of being easily adapted for wheelchair accessibility. Plans of all adaptable wheelchair accessible apartments are included within the Application Drawings. These have been designed to the GLA 'Wheelchair Accessible Housing Best Practice Guide'.

5.7 Access for Emergency Vehicles

Occasional access for servicing and emergency purposes will be possible via the controlled access route along Thames Street.

5.8 Safety and Security

5.8.1 External lighting ensures that the entrances / exists are clearly visible.

5.8.2 Signage indicating the entrances will be incorporated within each building and the entrances will be provided with colour contrast allowing visually impaired persons to locate these entrances clearly.

5.8.3 Site management will assist in ensuring the security of the site 24 hours.

6.0 Technical Summary

6.1.1 Microclimate

Detailed studies relating to Acoustic, Sunlight and Daylight, Wind and Ecology issues have been undertaken and are provided as separate documents associated with this Planning Application. Following is a brief summary of issues relating to these factors.

6.1.2 Acoustic

The two main sources of noise that are likely to impact on residents and users of the site are from aircraft (Heathrow flight path overhead) and the traffic flow along adjacent roads (in particular Lower Richmond Road and Mortlake High Street).

In addition to these acoustic issues, the development is also likely to impact on acoustic levels both on the site and within the site context. The main sources will be the short term demolition and construction noise and longer term noise from plant serving the development as well as increased traffic flow to the existing road network.

In order to mitigate the impact of these above noise sources wherever the potential impact is shown to be significant, a series of approaches have been adopted:

Construction Noise:

- Use of hoarding during construction period
- Use of modern, quiet and well maintained machinery
- Exhaust silencers to be fitted to construction vehicles
- Works would be limited to the specified hours
- Liaison with the occupants of adjacent properties most likely to be affected by noise or vibration
- Positioning plant as far away from residential property as physically possible
- Appropriate plant noise emission limits have been set for building services and plant

Completed Development Noise:

- Procurement of 'quiet' non-tonal plant
- Locate plant and air vents away from sensitive receptors
- Acoustic enclosures
- In-duct attenuators
- Acoustic louvres
- Isolation of plant from building structures
- Managing deliveries and servicing requirements of retail, office and leisure tenants
- Hours of operation of the for any servicing areas and loading bays
- Refuse and recycling collections

6.1.3 Sunlight and Daylight

In order to optimise sunlight and daylight levels within residential units, the following features have been incorporated:

- Ground floor level units sit flush with outer face of upper level balconies to avoid overshadowing of fenestration
- Living/ kitchen windows provided on outer face of buildings (at all levels) to avoid overshadowing of fenestration by projecting balconies
- Play space where possible has been distributed in landscaped areas that receive greater amounts of light

6.1.4 Wind

Detailed wind studies have been undertaken and the impacts of wind on the proposed development are largely insignificant and do not require mitigation. A small number of upper level balconies on buildings 6, 7 and 9 have been identified as requiring mitigation measures. This is because the wind is considered to be too forceful to enable comfortable sitting for long periods of time. The mitigation measure that has been suggested by RWDI is to provide solid areas of balustrade. in these specific areas of buildings. This has not been illustrated in detail of the drawings and we would anticipate that this could be conditioned if required. Refinements of balustrade details could be finalised following further more focused analysis and testing.

6.1.5 Ecology

Very little ecology exists within the site at present. The industrial use of the site has caused the majority of the site to be occupied by built form and hard landscaping with very few trees on the site, especially in Development Area 1. This offers very little natural habitat for native plants and animals. This proposal aims at increasing habitat in order to enhance the ecosystem in the neighbourhood.

6.2 Privacy and Amenity

6.2.1 The proposed flat layouts have been set out not only to maximise views to the surrounding context but also to minimise privacy issues to adjacent buildings. Living areas are positioned in areas where views can be enjoyed and overlooking is not an issue. Windows to habitable rooms that face other building windows at a distance of less than 10m will be glazed with translucent glass. Refer to the diagram below.

6.2.2 Private amenity is provided in the form of balconies at upper levels of buildings and private garden areas at ground floor level. The balconies and garden areas all have a minimum depth of 1500mm to ensure wheelchair access is possible.

6.3 Security

Consultation has been undertaken with the Metropolitan Police Secure By Design officers.

Their key areas of concern relating to the development include the following:

- Design and definition of public realm and private areas.
- Permeable site and controlling non-residents (mainly young people) and anti-social behaviour.
- Cinema and other retail outlets, use and control of increased footfall
- Vehicle control / crime

The following paragraphs explain how security is proposed to be implemented within the design.

- 6.3.1 Ground floor level private garden areas will be provided behind railings in order to clearly define private space and to provide a more secure threshold to ground floor level dwellings.
- 6.3.2 The publicly accessible landscaped areas will be designed to avoid areas that are hidden from view.
- 6.3.3 Main entrances to residential buildings will be from well lit main streets and or pedestrian routes through the site.
- 6.3.4 Basement level car parking will have a management strategy that limits access to the basement level during evening hours.
- 6.3.5 Further security measures include CCTV and access control.

6.4 Structural Proposal

6.4.1 Superstructure

Buildings proposed within the detailed planning application for Development Area 1 are likely to be concrete framed utilising flat slab construction on in situ reinforced concrete columns. Columns are to be spaced at a maximum grid of 7.5m x 7.5m. For cost efficiency, and to maximise headroom height, transfer structures are to be avoided. Reinforced concrete core walls shall be provided for lateral stability to the multi-storey buildings.

6.4.2 Substructure

There will be a single storey basement structure under the majority of the site and buildings in Phase 1. Phase 2 will contain an undercroft under parts of the building. The primary purpose of the basement/undercroft is to provide car parking and plant space. The retaining walls are to be formed utilising steel sheet piles and a reinforced concrete wall where vertical loads are to be resisted above ground floor level. The latter will require a piled raft along its edge to mitigate differential settlement. No surcharge, from any existing/proposed buildings, are to be exerted on the proposed basement walls. If applicable, adjacent existing buildings will be required to be underpinned to a suitable level, and adjacent new buildings supported off new piled foundations, to mitigate surcharge. If steel sheet piles are to be used, the clutches/joints are to be welded to form a water-tight seal and painted from the inside to resist corrosion. The steel sheet piling wall is to be constructed as a permanent wall. Currently, the Environment Agency requires any new structure to be 4m clear from the flood defence wall for maintenance purposes. The construction sequencing, which should be formed as part of the appointed Contractor's method statement, will require consideration in the detailed design of the sub and superstructure.

It has been proposed to locally build up levels around the basement entrances to the car park as passive flood protection. The flood risk expert and landscape architect are to advise on the build-up levels.

A ground bearing raft is the likely foundation option under the basement structures, where this can be formed at/below the river terrace gravel. Where the substructure cannot be founded on suitable bearing stratum, or will exert a surcharge load onto the basement/undercroft wall, a piled foundation shall be adopted. It is possible for the low-rise terrace houses to be supported off trench footings which will need be confirmed at detailed design.

6.5 Proposed Services

6.5.1 General Service Strategy

The Development Area 1 site shall be served by gas fired high efficiency boilers and CHP with thermal stores which will be located within the Energy Centre within the basement. A central variable volume LTHW heating system shall distribute at high level within the basement to serve each building with the exception of buildings 1, 3 and 5 which will be provided with dedicated heating plant. The LTHW distribution shall serve the apartments and non residential elements (other than the commercial elements) with both space heating and domestic hot water via plate heat exchangers in each demise. The commercial units shall be provided with space at roof level of each building to locate condenser plant to meeting their heating and cooling demands. No centralised cooling plant is proposed for the site and where cooling is required (commercial units/ non residential units) plant provision has been made for condenser plant to be located. PVs shall be provided at roof level across the building to minimise the electrical consumption of the central/ landlords plant and reduce the carbon emissions from the site.

Gas shall be provided for the central energy centre and the commercial units only.

Centralised sprinklers shall be provided at basement level to cover the basement and commercial units. Where required the residential units will be provided with sprinklers served from the potable water storage tanks located at basement level. All buildings will be provided with dry risers and smoke extract systems within the cores.

6.5.2 Key Sustainability and Renewable Energy Commitments

The following features have been incorporated in order to maximise the energy efficiency and minimise the carbon emissions of the proposal:

- Adopt passive design measures through specification of glazing, insulation and air permeability in order to avoid heat loss.
- Adopt energy efficiency measures including efficient and carefully controlled space heating systems, efficient low-energy lighting, efficient mechanical ventilation with heat recovery, appropriately insulate pipework and ductwork and provide variable speed pumps and fans.
- Implement a single energy centre to serve Development Area 1 in order to minimise CO2 emissions.
- Provide a solar PV system at roof level of the buildings to further reduce CO2 emissions.
- Waste recycling will comply with minimum statutory standards.
- Water efficient fittings provided in all apartments.
- Responsibly sourced materials will be utilised wherever possible.
- Energy efficient white goods and equipment will be specified
- Ecological enhancements will be incorporated.
- A BREEAM rating of Excellent is being sought.

6.6 Fire Strategy

6.6.1 Sprinklers will be provided in every residential building. These sprinkler systems will be designed and installed in accordance with BS 9251:2014.

6.6.2 Emergency escape stairs will be accessed through fire protected common circulation corridors with appropriate mechanical smoke ventilation and/or Double Reversible Mechanical Extract (DRME) system provision.

6.6.3 Each escape stair will be provided with a dry riser and hose laying distances should be possible within 45m of every point, measured along a route suitable for laying hose.

6.6.4 Escape distances have been designed in accordance with Building Control requirements.

7.0 Appendices

7.1 Housing Assessment Matrix

7.2 Drawings

For all Application A drawings please refer to Design and Access Statement Volume 5: Application Drawings. A full list of the Application A drawings is also provided within section 9.1 of Volume 1 Masterplan Proposals.

