



Stag Brewery, Mortlake

Landscape Design and Access Statement: Application A

For Reselton Properties

February 2018

REVISION NO:	ISSUE DATE:	PREPARED BY:	APPROVED BY:
00	02/02/2018	RJ	RC
01	09/02/2018	RJ	RC
02	14/02/2018	RJ	RC
03	15/02/2018	RJ	RC

P10736-00-001 Stag Brewery Landscape Design & Access Statement Application A

STAG BREWERY LANDSCAPE DESIGN & ACCESS STATEMENT

CONTENTS

1. INTRODUCTION ----- P4

- 1.1 NEW HEART FOR MORTLAKE (LANDSCAPE INTENT)

2. SITE ANALYSIS ----- P7

- 2.1 Historical Assets
- 2.2 Historical Maps and Images of Site and Surrounds
- 2.3 Historical Line of Site and Mortlake
- 2.4 Wider Urban Context
- 2.5 Local Context
- 2.6 Photo Survey
- 2.7 Arboriculture Report
- 2.8 Tree Survey & Assessment
- 2.9 Proposed Tree Retention
- 2.10 Additional Analysis

3. CONCEPT ----- P19

- 3.1 Public Realm / Landscape Approach
- 3.2 Engaging With Mortlake
- 3.3 Vision/The Landscape Masterplan
- 3.4 Character Areas
- 3.5 Linkages And Permeability
- 3.6 Pedestrian Circulation Hierarchy
- 3.7 Cycle Circulation
- 3.8 Vehicle Circulation and Access
- 3.9 Service & Emergency Circulation / Access
- 3.10 Open Space Strategy
- 3.11 Levels Proposal
- 3.12 Hard Landscape Strategy
- 3.13 Furniture Strategy
- 3.14 Soft Landscape Strategy
- 3.15 Tree Planting
- 3.16 Play Strategy
- 3.17 Heritage and Public Art Strategy
- 3.18 Biodiversity Strategy
- 3.19 Ecology
- 3.20 Sustainable Drainage Strategy

4. DEVELOPMENT AREA 1 DETAIL AREAS AND STREET TYPOLOGIES ----- P67

- 4.1 Green Link
- 4.2 Entry Plaza
- 4.3 Thames Street
- 4.4 Bottleworks Square
- 4.5 Maltings Plaza
- 4.6 Riverside Terrace
- 4.7 Residential Streets
- 4.8 Lower Richmond Road
- 4.9 Ship Lane Upgrade
- 4.10 Residential Courtyards

5. TOWPATH IMPROVEMENTS ----- P103

6. APPENDICES ----- P113

- 6.1 Tree Survey Drawing
- 6.2 Drawings

INTRODUCTION

LANDSCAPE DESIGN

INTRODUCTION

This Stag Brewery Design & Access Statement has been prepared by Gillespies Landscape Architects on behalf of Reselton Properties Limited ('the Applicant') in support of three linked planning applications for the comprehensive redevelopment of the former Stag Brewery Site in Mortlake ('the Site') within the London Borough of Richmond Upon Thames ('LBRUT').

The former Stag Brewery Site is bounded by Lower Richmond Road to the south, the river Thames and the Thames Bank to the north, Williams Lane to the east and Bulls Alley (off Mortlake High Street) to the west. The Site is bisected by Ship Lane. The Site currently comprises a mixture of large scale industrial brewing structures, large areas of hardstanding and playing fields.

The redevelopment will provide homes (including affordable homes), accommodation for an older population, complementary commercial uses, community facilities, a new secondary school alongside new open and green spaces throughout. Associated highway improvements are also proposed, which include works at Chalkers Corner junction.

The three planning applications are as follows:

- Application A – hybrid planning application for comprehensive mixed use redevelopment of the former Stag Brewery site consisting of:
 - i. Land to the east of Ship Lane applied for in detail (referred to as 'Development Area 1' throughout); and
 - ii. Land to the west of Ship Lane (excluding the school) applied for in outline detail (referred to as 'Development Area 2' throughout).

- Application B – detailed planning application for the school (on land to the west of Ship Lane).

- Application C – detailed planning application for highways and landscape works at Chalkers Corner.

Full details and scope of all three planning applications are described in the submitted Planning Statement, prepared by Gerald Eve LLP.

A NEW HEART FOR MORTLAKE

This report outlines the vision, principles and concepts which have guided the design of the landscape and public realm for this mixed use residential project on the Stag Brewery site. Gillespies worked closely with the design team led by Squire and Partners Architects, Dartmouth Capital and the London Borough of Richmond upon Thames, to ensure an integrated and holistic approach to the development of this comprehensive urban infill. The landscape and public realm has developed in response to the site conditions, the unique history of the site and Mortlake itself, and to the various aims and functions embedded in the redevelopment project for this key site.

The landscape and public realm vision for this comprehensive mixed use development is founded on providing an accessible, sustainable and functional setting to complement the design of the built form, and to facilitate a vibrant mix of active ground floor retail, commercial and residential populations, including residents, workers and visitors to the precinct. A principal aim is to create a range of external spaces that contribute to the setting and use of the various buildings, and maximise the enjoyment of and connection to the wider context, by providing engaging, innovative and freely accessible public spaces with improved connectivity to the wider townscape and to the River Thames. The public and private spaces are developed to maximise the recreational and relaxation benefits for the resident population and to provide broader open space and recreational benefits to the wider community.

The design draws on the complex and evocative history of the local area, the river based industrial past and the prevailing residential character of Mortlake. Mortlake has a particular outer urban context and character with a long history of industrial and service uses focussed around the railway and river. The precinct has begun to transform over recent years and this project will help to transform the precinct into a vibrant residential based and diverse community.

The site development incorporates significant improvements in connectivity and permeability through the site to the river, with provision of an entrance plaza and central linear park, and provision of step-free pedestrian access and circulation within a shared use public realm. Managed access to this public realm and circulation of service and emergency vehicles, together with provision for cyclist access and parking, provides priority for pedestrians and cyclists within the entire complex, allowing public access throughout.

The landscape is developed to provide a sustainable and biodiverse softscape within the masterplan, creating a range of ecosystems and micro-climates amongst and surrounding the building complex. The plant palette has been carefully developed to include a range of native and adapted plants suitable to the location and the proposed environment.

Consideration has been made for the site population's uses and intentions for external areas, as well as the micro-climatic effects of wind and shade

resultant from an intensive urban development. Extensive use of roofscapes has been made, with a range of green and brown gardens, combined with plant and equipment related to the building functions.

This Landscape and Public Realm section of the report is divided into three main parts, the first describing the Design Approach and Contextual Analysis of the site, followed by the Illustrative Masterplan and detailed study of the various character areas within the public and private realm. The final part describes a series of strategies that demonstrate an integrated and holistic approach to public realm and open space. These strategies demonstrate that the Development has been designed to new constraints, opportunities, decisions and feedback from local consultation.

FORM OF APPLICATION

The landscape and public realm elements of the Stag Brewery Redevelopment Planning Application, including public open space, amenity and play space, and landscape works, are submitted in three parts as outlined below:

Application A - a hybrid planning application for comprehensive mixed use redevelopment of the former Stag Brewery site consisting of:

- i land to the east of Ship Lane applied for in Detail, and
- ii land to the west of Ship Lane (excluding the School) applied for in Outline;

The Landscape Design and Access Statement - Application A (this document) is a separate volume to be read in conjunction with the overall hybrid application document produced by the design team lead by Squire and Partners.

Application B – a detailed planning application for the secondary school and associated works (on land to west of Ship Lane). The Landscape Design for the Secondary School is a chapter within the DAS document produced by Squire and Partners.

Application C – a detailed planning application for highways and associated landscape works at Chalkers Corner intersection. The Landscape Design & Access Statement - Application C for Chalkers Corner is a separate volume to be read in conjunction with the Transport Analysis by Peter Brett and Associates, and Environmental Impact Assessment by Waterman.

The Hybrid Application (A) includes Parameter Plans illustrating the proposed development requirements and restrictions to the Outline Area of the site and outlining the key elements of the application in regard to access, movement, scale, use and layout. A series of Design Codes are also provided to establish standards to guide the development of the landscape and public realm associated with the Outline Area of the site, in general accordance with the Design and Access Statement.

PROPOSED DEVELOPMENT

The residential-led development will replace existing factories and industrial buildings with a mixed use development including commercial and retail, office, community, recreational and educational uses, together with a range of residential apartments, a secondary school and health facilities. The aim of the development is to deliver a new village heart for Mortlake neighbourhood through regeneration of the site, retention of elements of history and heritage and active green and open spaces throughout.

CONSULTATION:

Consultation with various authorities and community groups has been undertaken through a comprehensive program by the Consultant Team, an outline of which is provided elsewhere in this application (refer Community Consultation section). Liaison with the London Borough of Richmond upon Thames Planning Department, Landscape and Parks management, as well as Tree Officers and Urban Design advisors has provided valuable understanding of the requirements of the council. Consideration of issues raised and adjustment of the design have been undertaken as a result of this process.

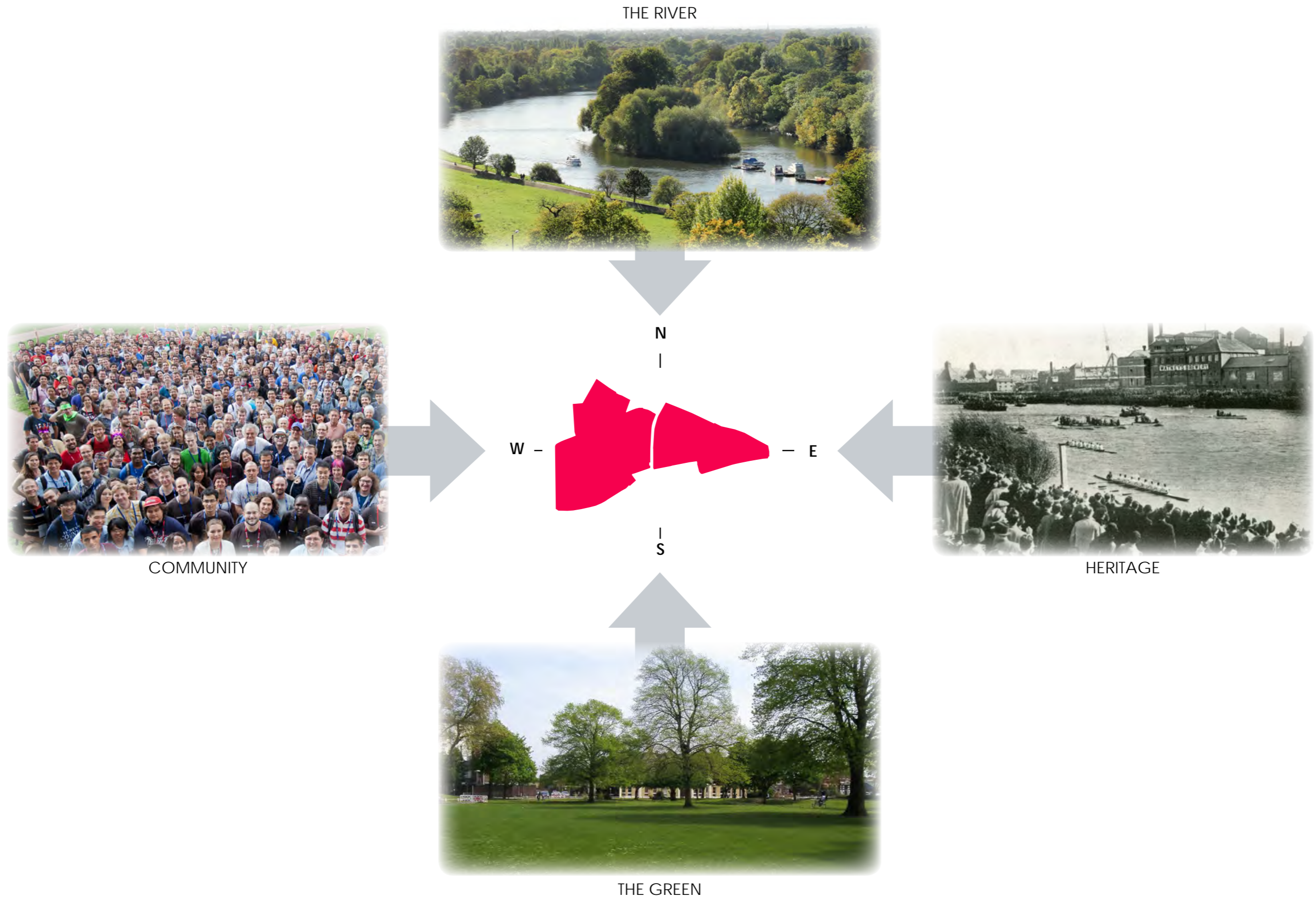
Consultation with statutory referral agencies has also been undertaken, including:

- » Environment Agency (EA)
- » Greater London Authority (GLA)
- » Port of London Authority (PLA)
- » Transport for London (TfL)
- » Sport England (SE)
- » Education and Skills Funding Agency (ESFA)

A number of representatives of local community groups and special interest groups were also invited to take part in a series of Community Liaison meetings, in addition to a number of Public Exhibitions of the project development through the course of design.

In particular, the Towpath Group were consulted directly and assisted in developing a strategic approach to proposed upgrade and development of the Towpath.

A NEW HEART FOR MORTLAKE



HERITAGE ASSETS

HISTORICAL CONTEXT

The Stag Brewery forms a major part of the river frontage development in the centre of Mortlake, having served as a productive site for hundreds of years. The development area includes the site of Mortlake Manor House, the centre of the large estate, originally including thousands of acres, extending across to Richmond Park. A brewery has existed on this site since 1493 when brewer John Williams was granted half an acre by King John, with the Stag Brewery finally closing in 2015, prior to the site being purchased by Reselton Properties.

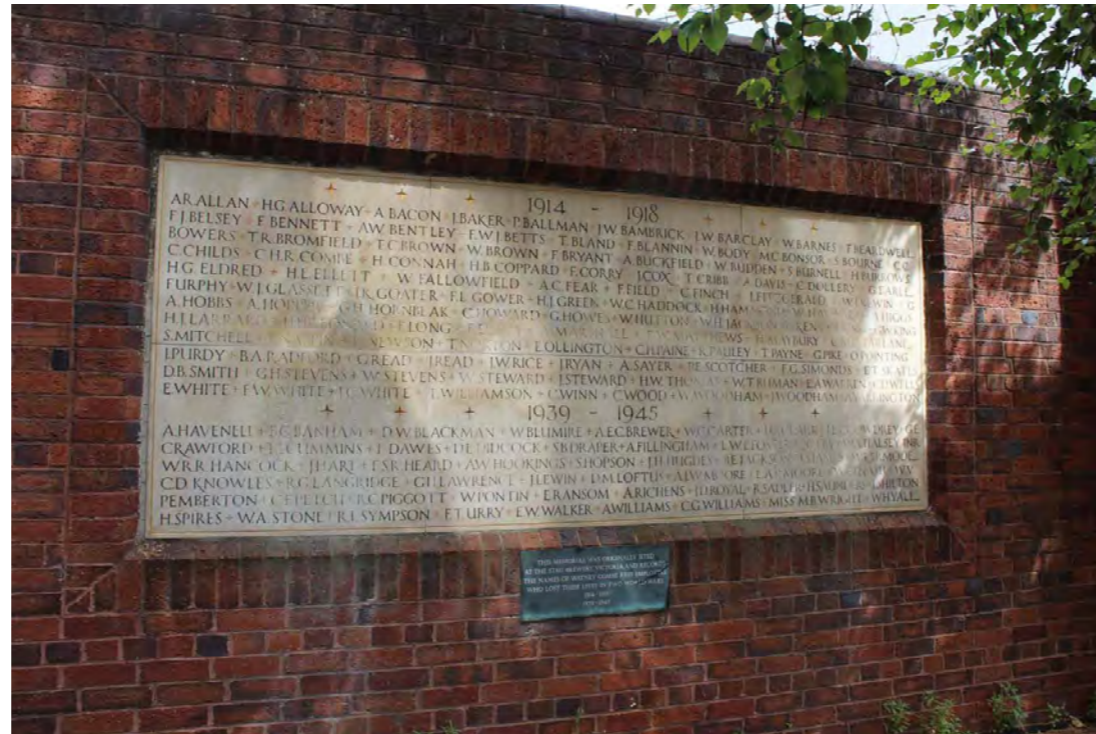
The site contained the original Mortlake Manor house, palace of the Archbishops of Canterbury and centre of a prosperous estate including some 8,000 acres (Domesday survey 1086). Numerous land holders have utilised the riverside land for residential and industrial purposes, including Thomas Cromwell, who was granted the land and Manor House by Henry VIII and who lived on the site at various times from 1536. Cromwell House on the western portion of the site and the original manor house, east of Ship Lane, formed a significant part of the early history and use of the site.

HERITAGE

Heritage elements on the existing site include the Hotel and Bottling Plant building and Maltings Building and these are retained and re-purposed within the masterplan. Sections of the existing boundary brick wall are retained in the design of the perimeter treatment to Mortlake High Street frontage, Bull's Alley and the Towpath, and integrated into the hard landscape development. The brick wall on the Towpath / river frontage is reduced in height to relate to the proposed site levels and anticipated flood levels. The wall continues to form the flood protection for the site, with a series of stepped connections to the Towpath placed at intervals along this frontage, relating to the new connections through the site.

Plaques commemorating brewery workers who died in the two World Wars or in accidents on site are to be relocated to a suitable place within the new development, maintaining a link to the history of the site and its' past inhabitants. The proposed location for the two plaques is on the east wall of the Maltings building facing Maltings Plaza.

The Brewery gates in Williams Lane, featuring the Watney's Brewery name, are proposed to be used on the Towpath to enclose the Rowing Clubhouse yard. This reference to the previous owners and use of the site is seen as a positive link to the history of the site.

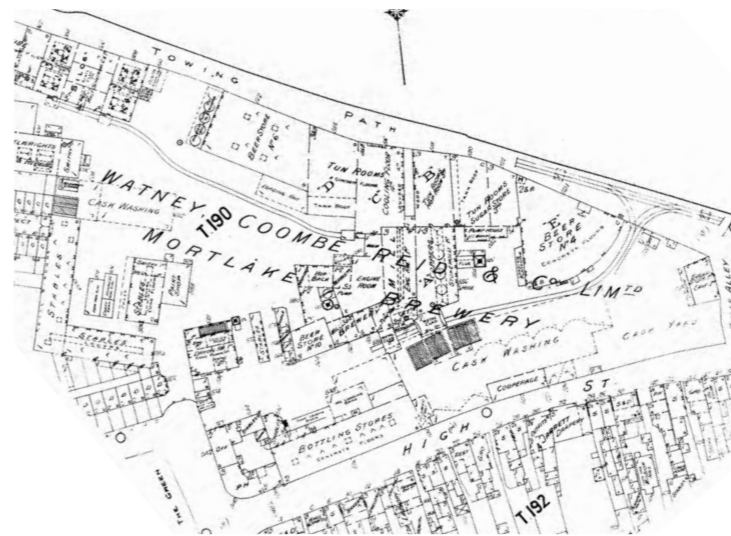
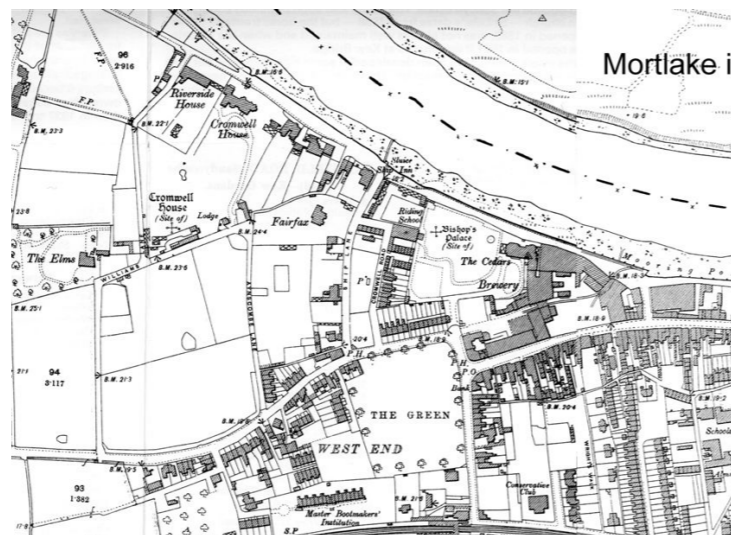
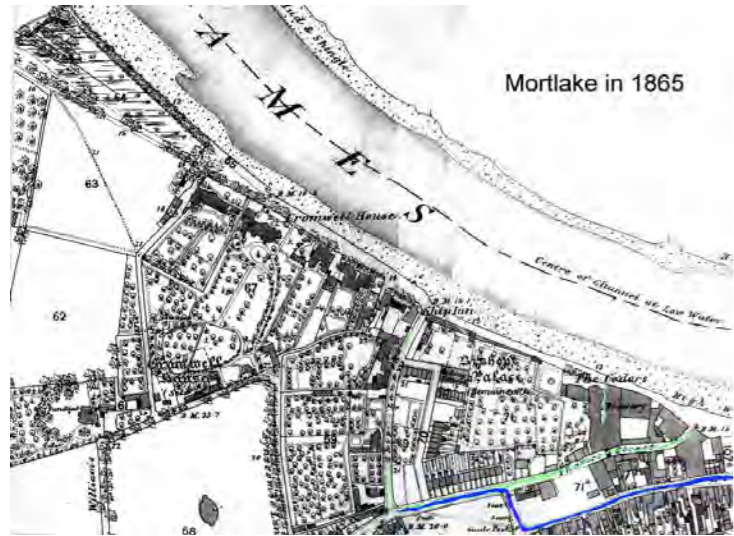


EXISTING MEMORIAL PLAQUES - TO BE RELOCATED WITHIN NEW DEVELOPMENT



WATNEYS BREWERY GATES

HISTORICAL MAPS AND IMAGES OF SITE AND SURROUNDS



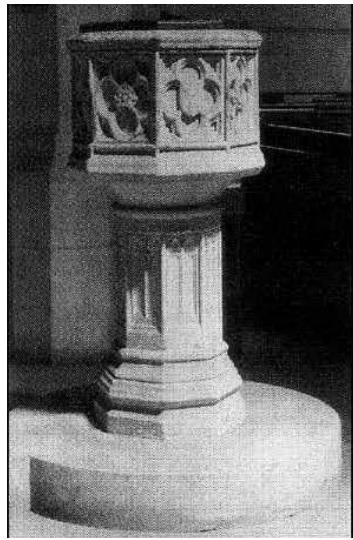
1865

1893

1907

THE SEAT OF WILLIAM MOFFAT ESQ AT MORTLAKE - J M W TURNER 1826

HISTORY LINE OF SITE AND MORTLAKE



Mortlake Manor & Manor House



Old Cromwell House



New Cromwell House



Brewing



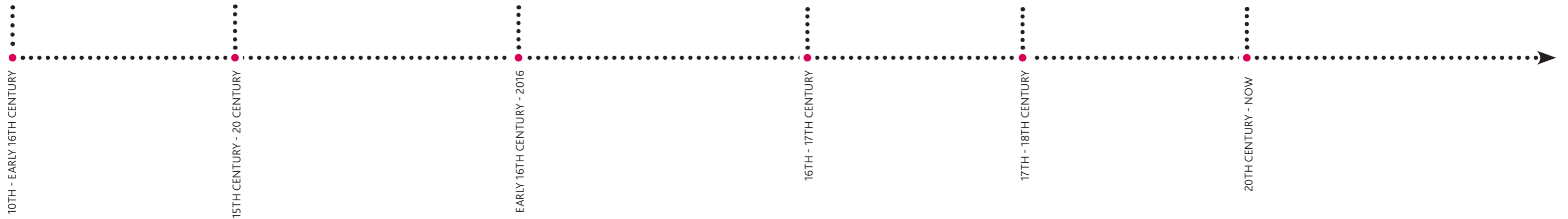
Tapestry



Pottery



Rowing



WIDER URBAN CONTEXT

URBAN CONTEXT

Located in the southwest London Borough of Richmond upon Thames, the former Stag Brewery site is adjacent to the River Thames to the north, in close proximity to Kew Gardens and walking / cycling distance to Richmond Park. Mortlake Railway Station is just a few minutes' walk south of the development with the current commercial activity centred on Sheen Lane and Upper Richmond Road. A number of buses serve the existing community around the site, along Lower Richmond Road; and the cycle network and Thames Path provide further connection and circulation for pedestrians and cyclists in the area.

The masterplan is designed to reflect and link to the current street network and draws references from the existing character and scale of the surrounding urban context. Improved permeability and linkages into and through the site from the surrounding streets will facilitate connections between Mortlake and the river, and link the new residential population as part of the community of Mortlake. Access to the river, especially from the areas around Mortlake Green and beyond the railway station will be significantly improved in comparison with historic use and containment of the brewery site.

The site is located in a relatively flat area with more obvious level changes close to the river, relating to the existing Towpath along the bank of the Thames River. Consideration of potential flooding has been made and following consultation with Environment Agency (EA), suitable site and building floor levels and flood prevention walls have been included into the design.



Legend

Stations:

01 Mortlake 02 Barnes Bridge 03 North Sheen 04 Richmond 05 Kew Gardens 06 Chiswick 07 Barnes

- - - - National Cycle Route
- - - - Local Cycleway
- Cycling Distance/Time
- Town Centre
- Accessible Green Space

LOCAL CONTEXT

EXISTING SITE

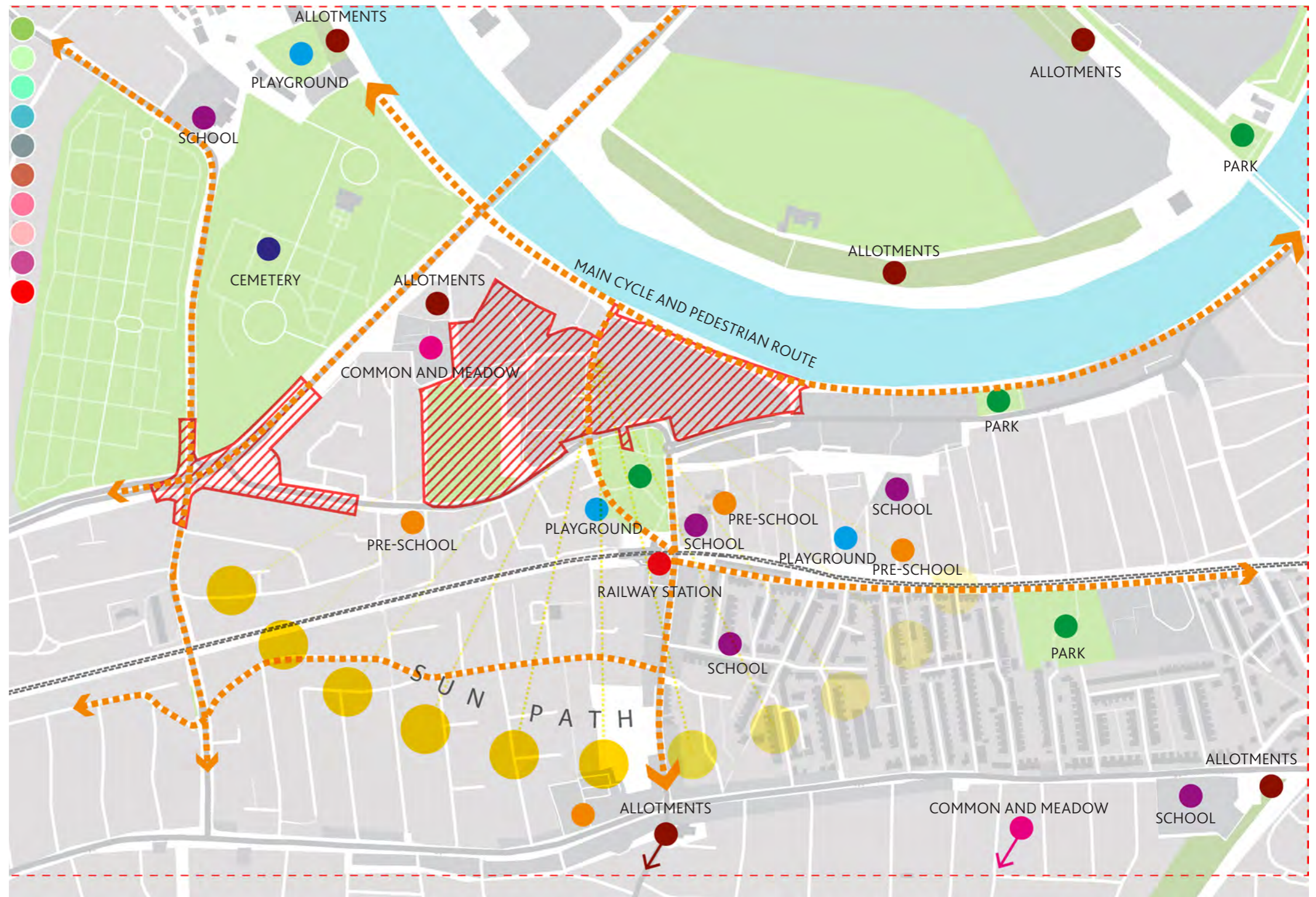
The existing site of the previous Stag Brewery extends from Bulls Alley in the east to Williams Lane in the west, and between the Thames River frontage to Lower Richmond Road and Mortlake High Street.

Two Buildings of Townscape merit are retained and re-purposed on site, along with section of the perimeter brick wall.

The site is generally flat and falls gradually towards the southwest from the western side of Ship Lane. Ship Lane itself falls towards the northern (river) end.

A number of existing trees have been surveyed on the western half of the site and these have been assessed in the following Arboricultural report and retained where feasible. Measures have been taken in the layout of the site plan to ensure the majority of good quality trees are retained and integrated into the layout.

Treatment to the existing Towpath running along the river frontage of the site is included in this application and additional connections from within the site added to improve connectivity. Some upgrades of the Towpath and river edge are proposed and coordinated with further works being planned by the responsible agencies, as outlined in the following detailed section.



Legend

- School
- Playground
- Allotments
- Common and Meadow
- Pre-school
- Park
- Cemetery
- Railway station
- Local Cycleway

PHOTO SURVEY



MORTLAKE GREEN PARK



MORTLAKE GREEN PARK



LOWER RICHMOND ROAD



JOLLY GARDENERS PUB (SITE SURROUND)



LOWER RICHMOND ROAD / SHEEN LANE ROUNDABOUT AND HOTEL



SHIP LANE MEETS TOWPATH (SITE SURROUND)



RIVER THAMES (VIEW FROM CHISWICK BRIDGE LOOKING EAST TO THE SITE)



SHIP LANE (SITE SURROUND)



TOWPATH (BEYOND SITE)

EXISTING TREES

ARBORICULTURAL SURVEY

A detailed survey of existing trees has been developed for the site and three areas beyond the site boundary, namely the wooded Towpath to the river edge, Mortlake Green and Chalkers Corner, where additional roadworks are proposed. This survey has enabled consideration of these site features in the layout of the Masterplan and related works and retention of a large proportion of existing trees.

(Refer Appendix for plan - Waterman Dwg No WIE-SA-77-7702 and Waterman Arboricultural Survey Report and Impact Assessment referenced as WIE10667-100_R_3_3_3_ASR&IA)

BREWERY SITE

The main site includes a range of trees, concentrated on the western half of the site, and the species, size and condition of each has been documented. Following comparison with the proposed masterplan layout, and site inspection, a number of trees are proposed to be removed to allow for buildings or roads. The majority of existing trees however, are retained and integrated within the landscape masterplan, as indicated on the accompanying diagram.

The substantial group of mature Plane trees along Ship Lane are preserved and integrated into the new streetscape, following demolition of the existing brick walls. Detailed analysis of existing tree positions relative to proposed buildings, walls and pavements will be undertaken at the next detailed stage of development and further consideration of measures for retention and protection of existing trees will be completed at that time.

MORTLAKE GREEN

The Tree Survey included Mortlake Green as the concept design provides for future connection from the site through this area for pedestrians and cyclists, as part of the overall integration of the site with the surrounding area. Some shrub planting will be removed as part of the new connection of the site into Mortlake and will be replaced as part of the overall pedestrian pathway. The implementation of these works will be coordinated with LBRuT Parks Department, but no trees in Mortlake Green are proposed to be effected. Pavements within Tree Protection Zones of existing trees in the park will be designed and detailed to avoid deep excavation and limit impact on existing root systems from construction works and future pedestrian traffic.

Towpath

As part of proposed upgrade and integration of the perimeter of the development site and following consultation with the relevant authorities and community groups, the Towpath trees were surveyed to guide future development.

It is not proposed to remove any trees in this area, apart from some minor understorey removal of regrowth and suckers. The Design Team have liaised with Port of London, Environment Agency and LBRuT regarding the Towpath and understand various maintenance and upgrade works by responsible agencies are proposed to the Towpath in the foreseeable future.

SCHEDULE OF SPECIES REMOVED

Reference	Species	Condition	Category	Reference	Species	Condition	Category
T1	False acacia (<i>Robinia pseudoacacia</i>)	Poor	C2/3	T35	Unidentified species	Fair	C2/3
T2	Sycamore (<i>Acer pseudoplatanus</i>)	Fair	C2/3	T36	Ash (<i>Fraxinus excelsior</i>)	Fair/Poor	C3
T5	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2	T59	Fastigiata Oak (<i>Quercus robur</i> 'Fastigiata')	Fair/Good	C2
T6	Fastigiata Hornbeam (<i>Carpinus betulus</i> 'Fastigiata')	Fair/Good	B2	T60	Norway Maple (<i>Acer platanoides</i>)	Fair	C2
T7	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2	T62	Himalayan Birch (<i>Betula utilis</i>)	Fair	C2
T8	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2	T63	Red Horse Chestnut (<i>Aesculus x carnea</i>)	Fair	C2
T9	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2	T64	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2
T10	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2	T65	Red Horse Chestnut (<i>Aesculus x camea</i>)	Fair/Poor	C2
T11	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2	T66	Red Horse Chestnut (<i>Aesculus x camea</i>)	Poor	C2
T12	Sycamore (<i>Acer pseudoplatanus</i>)	Fair	U	T87	Indian Bean Tree (<i>Catalpa bignonioides</i>)	Fair/Good	C2
T13	Small-leaved Lime (<i>Tilia cordata</i>)	Fair	C1	T88	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2
T14	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2	T89	Indian Bean Tree (<i>Catalpa bignonioides</i>)	Fair	C2
T15	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2	T90	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2
T16	Sycamore (<i>Acer pseudoplatanus</i>)	Fair	C2	T91	Indian Bean Tree (<i>Catalpa bignonioides</i>)	Fair/Poor	C2
T17	Sycamore (<i>Acer pseudoplatanus</i>)	Fair	C2	T92	Manna Ash (<i>Fraxinus ornus</i>)	Fair	C2
T18	Small-leaved Lime (<i>Tilia cordata</i>)	Fair	C1	T93	Indian Bean Tree (<i>Catalpa bignonioides</i>)	Fair/Good	B2
T22	Whitebeam (<i>Sorbus aria</i>)	Fair/Good	C2	T94	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2/3
T23	Himalayan Birch (<i>Betula utilis</i>)	Poor	C3	T95	Manna Ash (<i>Fraxinus ornus</i>)	Fair/Good	B2
T24	Wild Cherry (<i>Prunus avium</i>)	Fair/Good	C2	T96	Manna Ash (<i>Fraxinus ornus</i>)	Fair/Good	B2
T25	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2	T97	Indian Bean Tree (<i>Catalpa bignonioides</i>)	Fair/Good	B2
T26	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2	T98	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2
T27	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2	T99	Indian Bean Tree (<i>Catalpa bignonioides</i>)	Fair/Good	B2
T28	Ash (<i>Fraxinus excelsior</i>)	Fair/Good	U	T100	Manna Ash (<i>Fraxinus ornus</i>)	Fair/Good	B2
T29	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	A2	G47	1No. Peay (<i>Pyrus</i> sp.), 1No. Norway Maple (<i>Acer platanoides</i>)	-	C2
T30	Whitebeam (<i>Sorbus aria</i>)	Fair	U	G147	3No. Holly (<i>Ilex aquifolium</i>); one is removed	Fair/Poor to Fair/Good	C2
T31	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	C2				
T32	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	C2				
T33	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	C2				
T34	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	C2				

EXISTING TREE SURVEY & ASSESSMENT

TREE SURVEY









A Tree Survey was undertaken by Waterman Infrastructure and Environment in March 2016 and updated in April 2017 with some additional areas added to the original scope, including the Towpath and Mortlake Green. From this information, an Arboricultural Report was developed with assessment of the species, size, condition and relative merit of all trees surveyed and categorisation of tree quality based on BS5837:2012.

A Constraints Plan showing Tree Root Protection zones was also developed to guide revisions to ground levels or surface finishes adjacent to existing trees. This information was utilised to guide the retention and treatment of existing trees on the site.

A Tree Preservation Order (T0880 - 10 March 2016) was raised by LBRuT over all trees on the western half of the site and based on "...engagement with the proposed scheme, allowing for amendment following review of the trees on site."

Various engagement with LBRuT was subsequently undertaken during development of the masterplan, including with the Tree Officer and Landscape Architect, as well as the Planning Officer. With this information and consultation with council, a proposed Tree Retention / Removal Plan (see below) was developed to guide the masterplan and was presented to council at various stages.

Legend

-  TREES, GROUPS OR HEDGES TO BE RETAINED
Subject to detailed design.
-  TREES, GROUPS OR HEDGES TO BE REMOVED
-  ROOT PROTECTION AREAS (RPA)
-  TREE PROTECTION
Refer to Detail.
Location of tree protection systems for retained trees subject to detailed design and therefore not shown (excludes School Application B where detail is shown)
-  CONSTRUCTION WORKING AREA (Including Demolition)
Refer to notes for details.
Subject to detailed design and therefore not shown (excludes School Application B where detail is shown)
-  INDICATIVE EXTENT OF GROUPED FEATURE(S)
-  SITE BOUNDARY
-  TREES OUTSIDE OF SURVEY AREA



PROPOSED TREE RETENTION

TREE RETENTION / REMOVAL

This diagram indicates existing trees from the Tree Survey which will be retained or removed as a result of the proposed masterplan development.

Qualitative assessment and allocated category of each tree has been taken into account in decisions to retain and or remove and where possible, adjustments to the masterplan have enabled the retention of the majority of Category A and B trees.

Allowance is made in the treatment adjacent to retained trees, for example on Ship Lane where demolition of existing brick walls and construction of new kerblines have been carefully adjusted to maximise the protection of these site assets. Pavement treatment of paths and paving adjacent to or within the Root Protection Zone has also been adjusted to avoid excessive excavation or disturbance of root zones or future compaction of this area.



- Legend**
- Remove
 - Retain
 - Site Application Boundary
 - School Application Boundary

ADDITIONAL SITE ANALYSIS

SURVEYS:

a. Levels:

Levels - the existing site levels fall towards the east and the river. High points are at Mortlake Green and to the West, rising towards the crematorium.

b. Walking times:

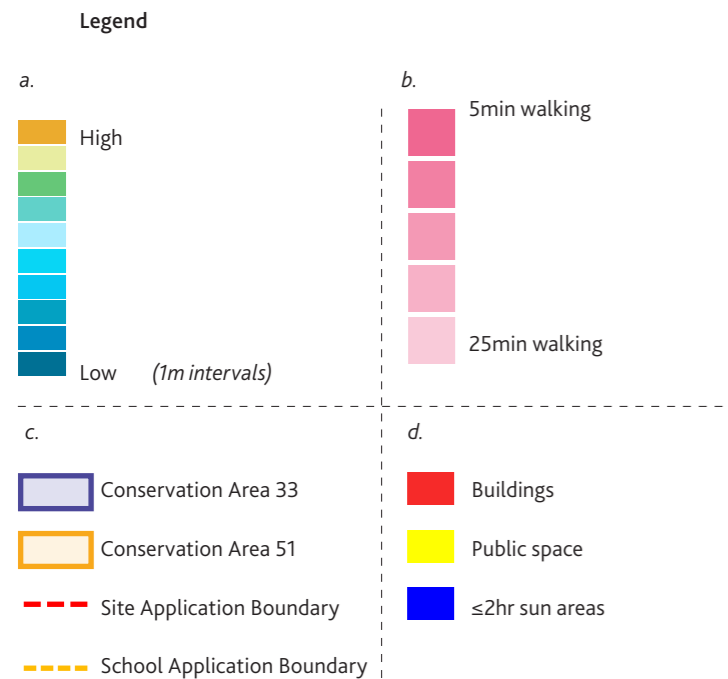
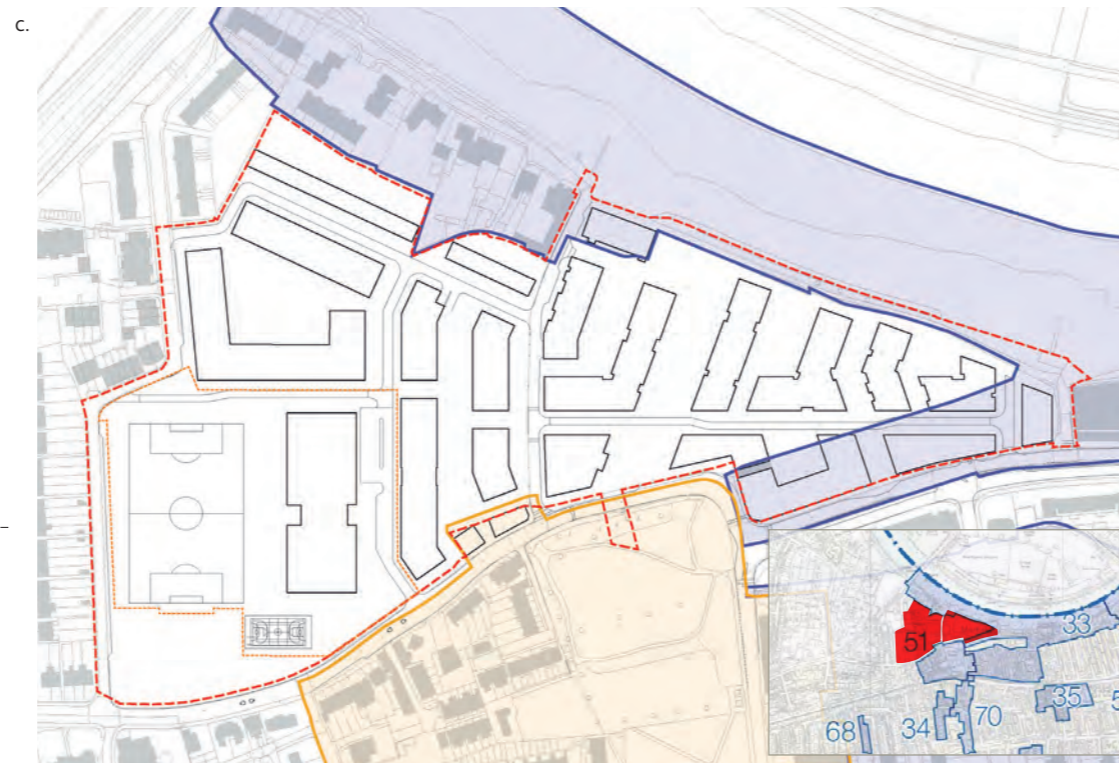
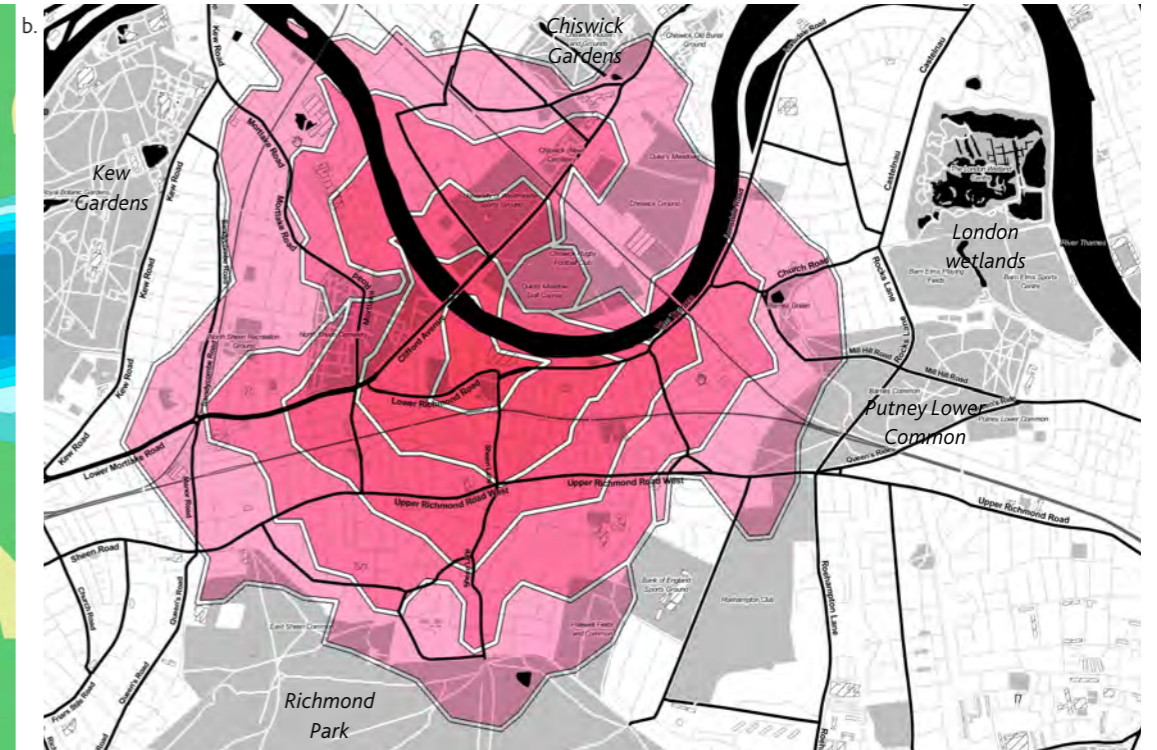
Walking times around the site are compromised across the river - good pedestrian linkages to the south offer conveniently walkable connections to the prime amenity of richmond park and its environs

c. Conservation status:

Conservation area 33 bounds the site and encapsulates the maltings building and south eastern edge. Area 51, including the green is abutting the site immediately south

d. Shade:

Shade analysis reveals pockets of shade where the buildings overlook the courtyards, and reverfront. Most open space areas are relatively light in their aspect.



A white line graphic that starts as a horizontal line from the left edge, then slopes upward at an angle, and finally continues as a horizontal line to the right edge.

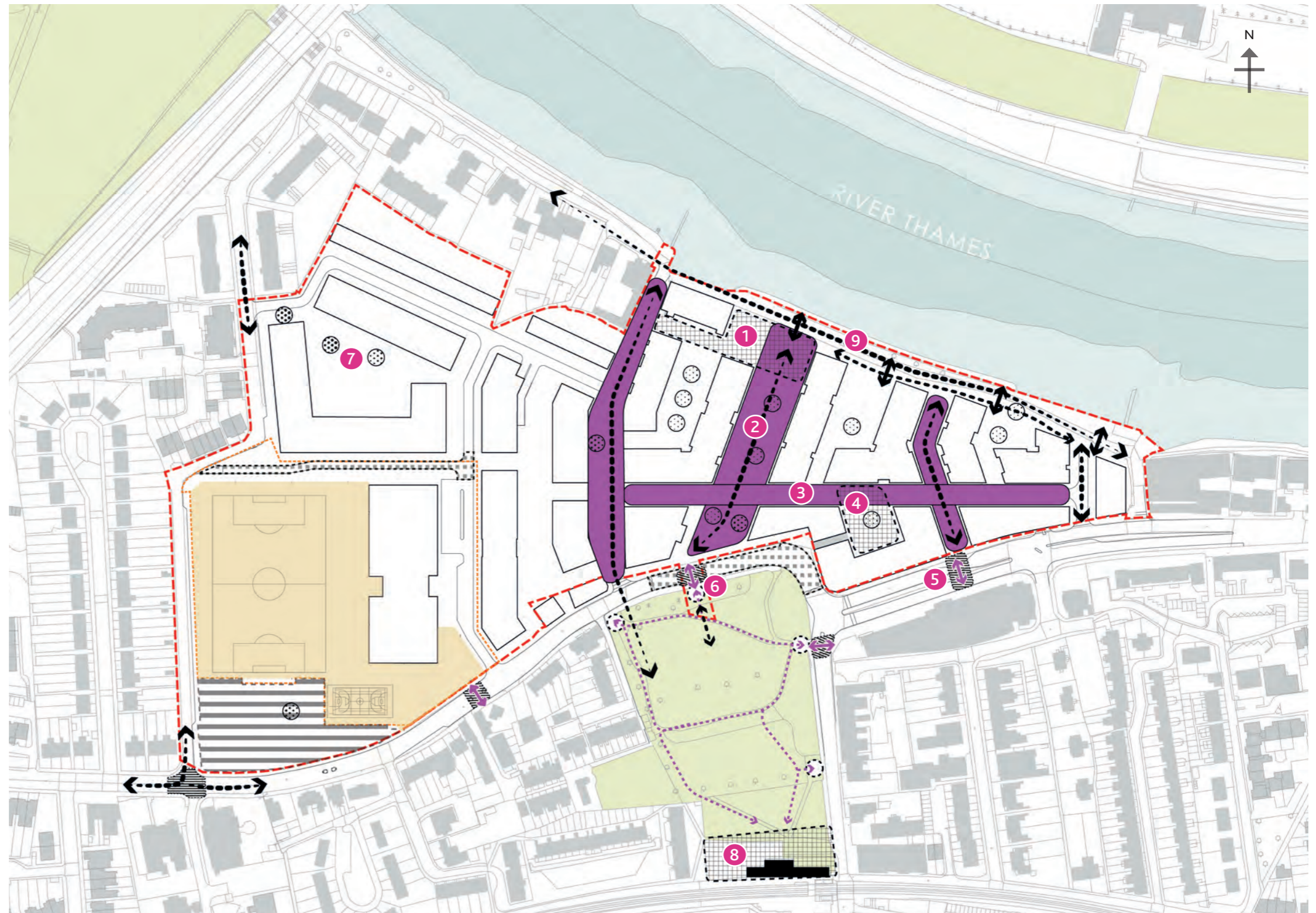
CONCEPT
DESIGN

PUBLIC REALM / LANDSCAPE APPROACH

LEGEND

1. Maltings Plaza - Defined high quality public space
2. Green Link
3. Main St. & Ship Lane - Unit paving / Shared surface | Widen footways | Introduce street trees | Introduce street parking
4. Bottleworks Square - Defined high quality public space
5. High St. - Unit paving | Widen footways | Introduce street trees | Introduce street parking | Traffic calming zone | Raised tables at threshold
6. Mortlake Green - Upgrade entries and widen paths in parkland | Reinforce tree and shrub planting (proposal only: all works to Mortlake Green are shown indicatively in the application.)
7. Play Area - Coherent play strategy throughout the site.
8. Mortlake Station - Remove Timber Yard & develop station plaza, a high quality public space & entry to the green (recommendation only not part of the application)
9. Thames Path - upgrade

- Strategic Connections
- Access Points To Towpath From Riverfront
- New / Improved Paths
- New / Improved Crossing Points
- Plazas & Squares
- Feature Streets
- Traffic Calming Zone
- Raised Table
- Arrival Points
- Play
- Neighbourhood Parks
- School Open Space/Play Facilities
- Site Application Boundary
- School Application Boundary

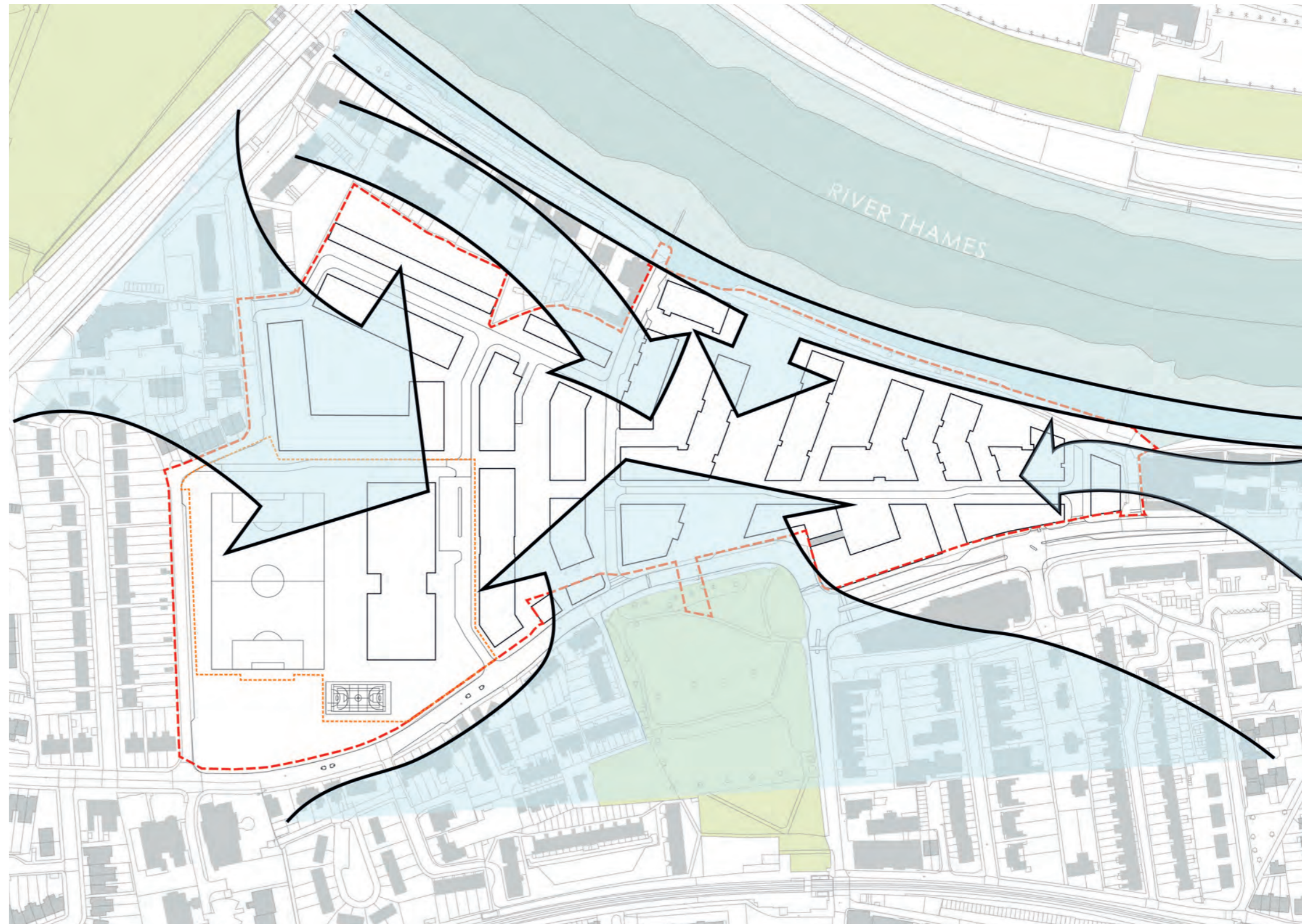





PUBLIC REALM STRATEGY

ENGAGING WITH MORTLAKE

PUBLIC REALM AND LANDSCAPE APPROACH

The landscape and open space development of the former Stag Brewery site supports the principles outlined in the Masterplan Vision provided by LBRuT, drawing on the local context and key assets of the site to create a vibrant and sustainable new centre for Mortlake. The site contains a number of significant existing trees and benefits from proximity to Mortlake Green to the south and the River Thames along the northern frontage. The majority of existing trees have been retained and integrated into the landscape design. Using a series of surveys and contextual studies, including assessment of materiality and urban context, the relationship with the surrounding context of Mortlake has informed the design response. The resultant landscape features a predominance of hardscape and urban character areas, paving cobbles, stone and rendered walls, with ironwork fences and detailed cast elements and including limited but crucial elements of a varied range of planting, feature trees and green open space.



- Legend
-  Engaging communities and visitors to site
 -  Site Application Boundary
 -  School Application Boundary

VISION / THE LANDSCAPE MASTERPLAN

MASTERPLAN DEVELOPMENT

The development of open spaces within the site is based on provision of a high quality landscape and public realm. The development includes a series of linked open spaces, paved access and circulation paths for pedestrians and cyclists, seating and play facilities distributed throughout the site, open grassed areas and planting and shade and feature trees. Pockets of planting and seating areas within the streetscape layout, a community park and various public squares and plazas are interspersed within the masterplan, accentuating activity zones and opportunities for gathering, outdoor recreation and public activities focussed on major community use areas and retained heritage buildings.

Each cluster of residential development centres on a large courtyard open space, providing recreational and visual amenity and additional permeability through the site to the river edge. A number of smaller open space areas, in the form of pocket parks or linear parks, are located throughout the masterplan, providing a range of open spaces for residents and visitors.

Provision of informal recreation facilities and more structured play facilities will be made, within residential courtyards and common open space areas across the site. Through provision of a network of green open spaces and street tree planting across the site, the masterplan contributes to the green infrastructure of the local area and creates new linkages and extensions of tree planting and open space facilities within the area.

The supporting diagrams indicate and quantify amenity and open space areas across the site. Amenity space of approximately 4.49 Ha (excluding Towpath) has been provided in the masterplan, including approximately 3.89 Ha of publically accessible open space.

The Outline Section of the masterplan is a more traditional layout of streets and building blocks wrapping around the school site, but retaining a priority of pedestrian and cycle access paths and routes as well as vehicular access.

PUBLIC AMENITY SPACE

The masterplan is founded on a concept of clusters of built form interspersed with a range of open space amenity areas, configured in a traditional street and block alignment but with pedestrian priority as the focus of the public realm. Wide courtyards within building plots provide contrast to narrower 'street' spaces, and a broad linear green space through the centre of the plan links Mortlake Green to the river. Pedestrian access and circulation through a variety of routes builds on the traditional laneways and access ways found throughout Mortlake and in some cases, recreates lanes and streets formerly existing on the site.

GREEN LINK

The central green linear park provides the main entrance to the eastern portion of the site (detailed area) from Mortlake Green and functions as the primary link between Mortlake, through the site to the river. This link functions as a recreational space as well as providing outdoor dining and commercial opportunities, servicing, and pedestrian and cycle circulation.

MALTINGS PLAZA

At the river end of the Green Link, Maltings Plaza provides a major public open space with direct stepped and graded access to the river and Towpath. This mainly paved space acts as a forecourt to the re-purposed Maltings Building and the related public and commercial functions of this building and the adjacent commercial functions. The plaza includes a large paved multi-function activity area with a water feature, shade trees and seating areas with access provision for all users.

The water feature is proposed as a plan of the Thames River showing the Boat Race course and related bridges, etched into the pavement. A series of pop-jets along the course provide activation and child play opportunities and could potentially be linked to the Boat Race and celebrations.

BOTTLEWORKS SQUARE

This smaller public square relates to the retained heritage Bottling Plant and Hotel, along with other buildings framing the space and opens from Thames Street circulation space. Feature tree planting and seating areas frame a multi-use activity area, suitable for a variety of functions, relaxation and activities related to the retail and commercial developments.

RIVER TERRACE

The River Terrace runs along the frontage of the residential blocks and provides an alternative riverfront access route through the site at the higher level from the Towpath. The ground floor of each building along this space is proposed as commercial and outdoor space is provided to relate to these functions, as well as providing pedestrian circulation and space for maintenance and service and emergency vehicles.

COURTYARD GARDENS

Each Building complex provides ground floor residences with private outdoor space, enclosed by fences, walls and / or hedges to maintain privacy. Access and amenity open space and play space for upper floor residents is also provided within each courtyard. Public access for all is facilitated with steps and graded walkways (max 1:21 grade) from either side of each courtyard to allow free access through these spaces and to the river edge.

PRIVATE GARDENS

Private gardens area provided to ground floor apartments as noted above and town houses in the Outline area of the development are proposed to have private fenced gardens at the rear.

COMMUNITY PARK

A Community Park is included between the proposed School playing field and Lower Richmond Road, with open grassed recreation areas, shade and feature trees, seating and playground facilities. This park retains the existing trees along the frontage of the current open space and opens the area to public use as a benefit to the residents and the wider community.



- Legend**
- ① Green Link
 - ② Bottleworks Square
 - ③ Maltings Plaza
 - ④ Riverside terrace
 - ⑤ Courtyard garden
 - ⑥ Towpath
 - ⑦ School Entry Court
 - ⑧ Private gardens
 - ⑨ Residential street
 - ⑩ School sports field
 - ⑪ Public amenity space
 - ⑫ Community park
 - ⑬ New park entrance
 - ⑭ Car park

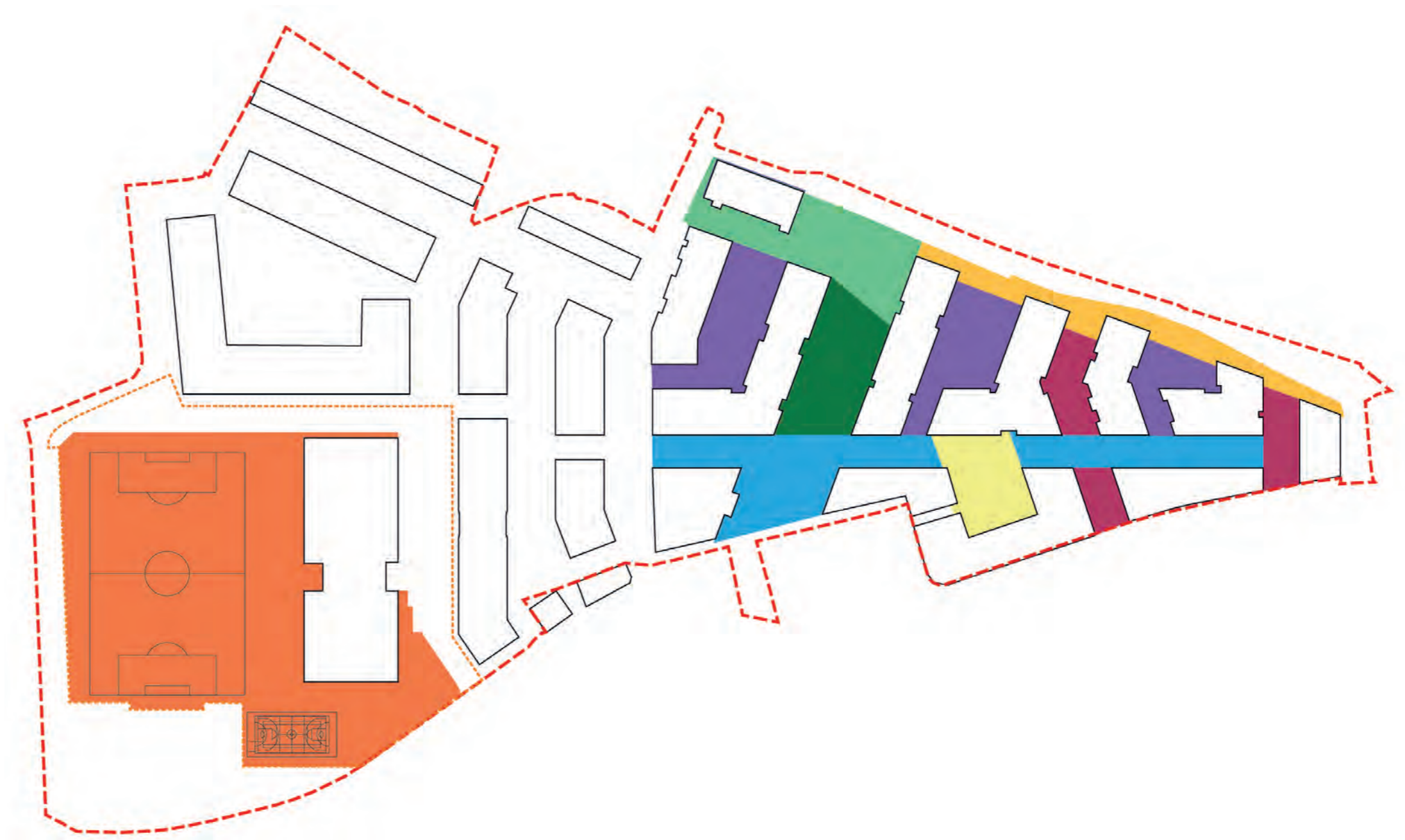
- - Site Application Boundary
- - School Application Boundary
(Refer to Application B)

CHARACTER AREAS











PROPOSED CHARACTER AREAS

The Development Area 1 has been divided into a series of character areas related to the functions and design intentions for these areas and related closely to the built form developments around them.

Each of these is described in more detail and the intended materiality and character illustrated through the use of material palettes and precedent imagery.



Legend

-  Amenity And Open Streetscape
-  Residential Courtyards And Private Terraces
-  Retail Outdoor Spaces and Entry Plaza
-  Green Link
-  Maltings Plaza
-  Bottleworks Square
-  River Terrace
-  School Surrounds (Refer to Application B)
-  Site Application Boundary
-  School Application Boundary

CHARACTER AREAS



Green Link



Green Link



River terrace



Residential Courtyards And Private Terraces



Streetscape



Retail Outdoor Spaces and Entry Plaza



Retail Outdoor Spaces and Entry Plaza



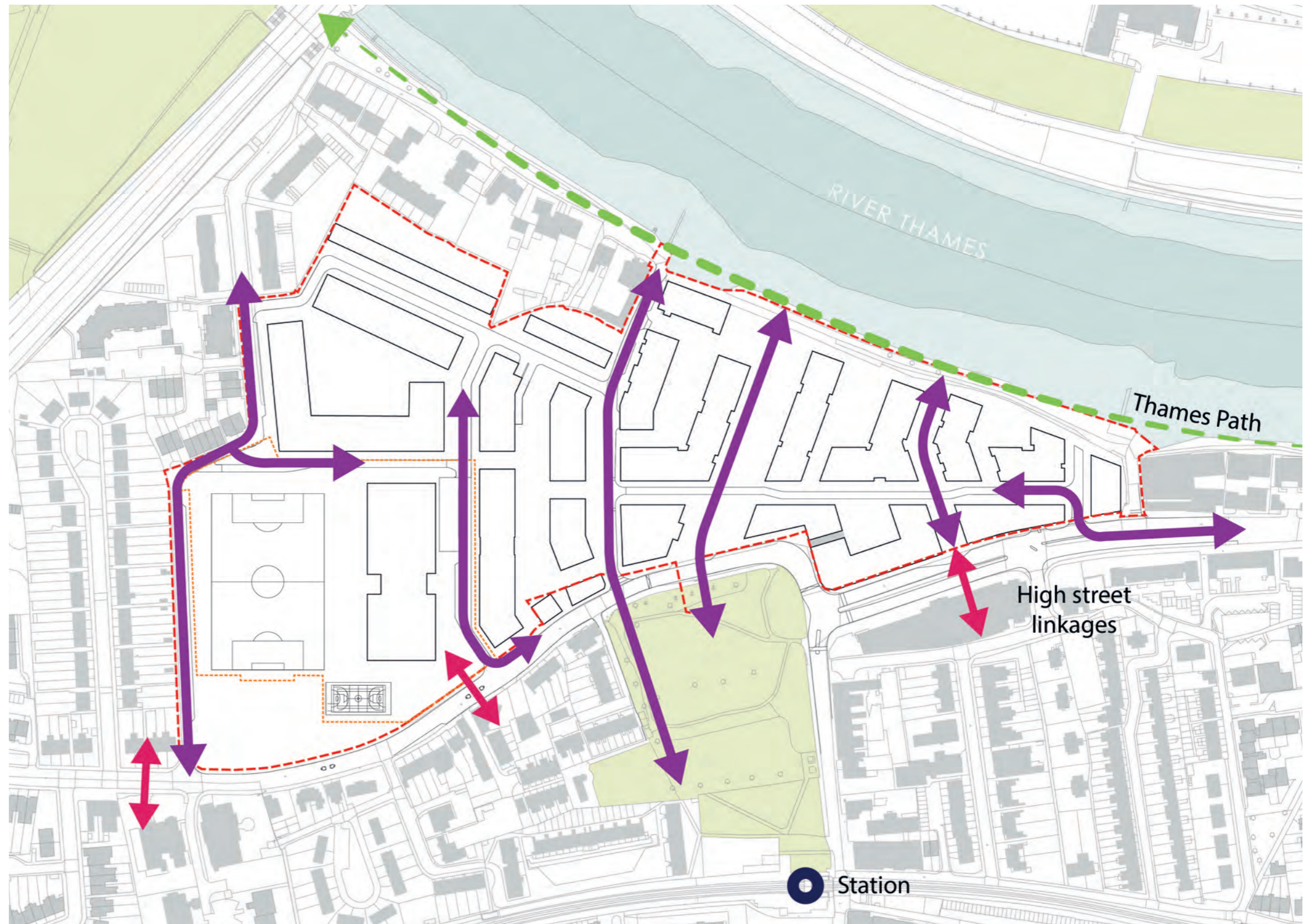
Bottleworks Square








Raingarden

LINKAGES AND PERMEABILITY

A fundamental element of the masterplan is to provide additional links into and through the site to access the river and Towpath. The new layout and built form integrates a number of 'street' links through the site from Lower Richmond Road and Mortlake High Street and public access is also provided through the building plots and residential courtyards between the buildings.



Legend

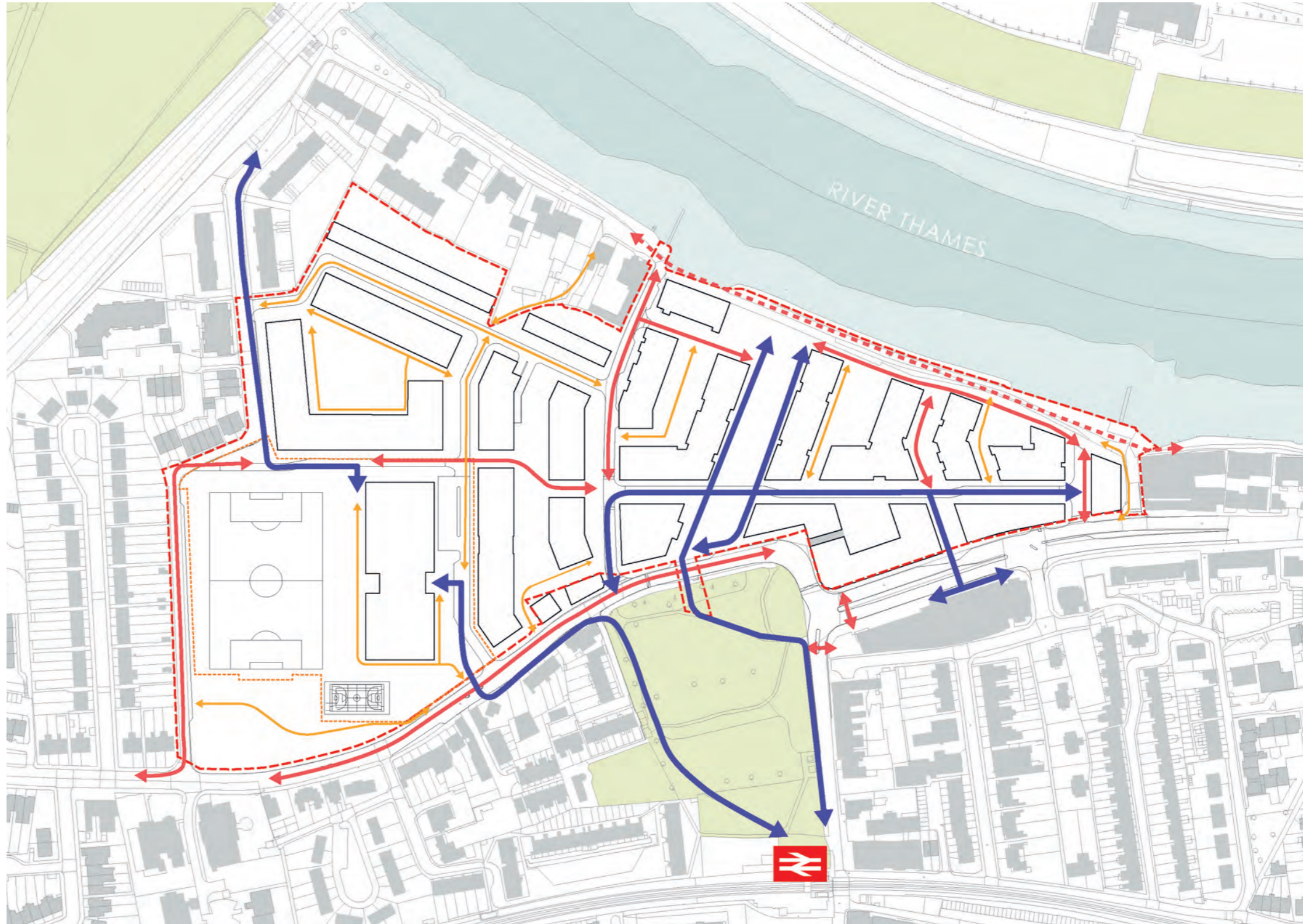
-  Pedestrian Crossings
-  High Street Linkages
-  Thames Path
-  Site Application Boundary
-  School Application Boundary

CIRCULATION AND ACCESS

PEDESTRIAN CIRCULATION

Consideration has been given to the principle of maximising pedestrian access and circulation within and beyond the site, affording residents and visitors the opportunity to move through this site and connect to the surroundings in a way that has not existing for hundreds of years. Connection with the existing street network, riverside path, open space and surrounding development has been paramount in the establishment of a new masterplan. Permeability through the site creates opportunities for creation of exciting and active spaces and provides connection to the Thames River - a major asset to any London site.

The Design Team was conscious of the need to enable access throughout the site and have carefully designed public accessible spaces within each building complex and central courtyard to allow public access for all users. This level of permeability adds to the more obviously public network of 'streets' and open space links to maximise the access and circulation options.



- Legend
- Primary
 - Secondary
 - Tertiary
 - Towpath
 - Site Application Boundary
 - School Application Boundary

CIRCULATION AND ACCESS

CYCLE CIRCULATION

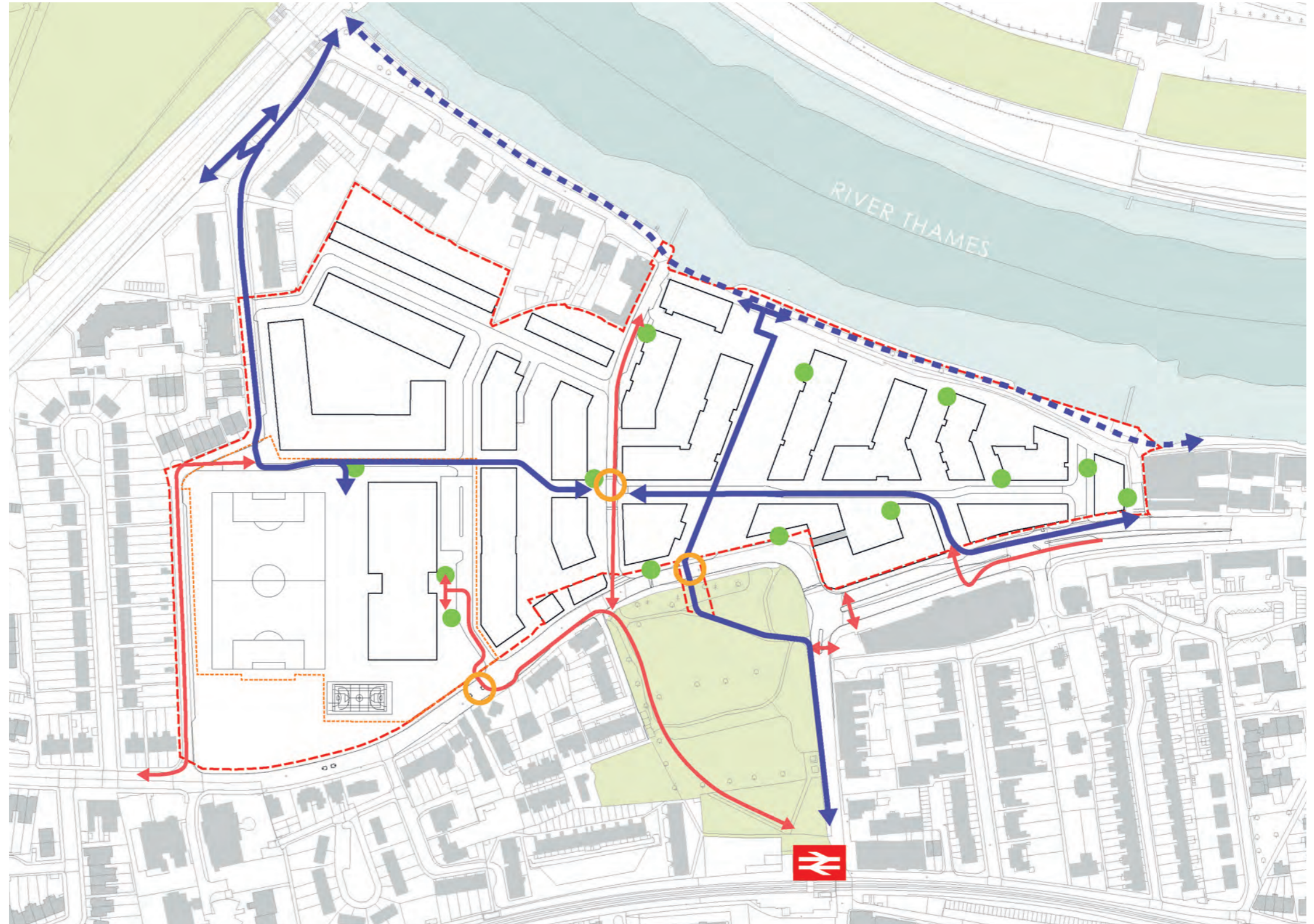
The site affords connectivity and circulation by cycles for residents, school children and visitors from the local area, with broad pavements and a series of connecting streets, paths and open spaces. The Cycle Strategy allows for cycle access throughout the site and connection to the wider network of streets and cycle paths at a number of points. This allows the site to provide a facility for safe quiet recreational cycling away from the busier roads.








The primary routes indicated show connection from the A316 and Chiswick Bridge down along Williams Lane to the Secondary School and further into the site, with an exit onto Mortlake High Street at the western end of the site. The other primary route traverses from the river to Mortlake Green via the Green Link and new crossing to Lower Richmond Road, with further planned improvements within Mortlake Green to further enhance this connection to the broader route as far as Richmond Park.

Secondary routes are shown to the school and along Ship Lane to the river and the proposed streets and laneways within the development also provide sufficient space to cater for cyclists as well as pedestrians.

Cycle racks for short term visitors are provided in a number of locations around the site adjacent to facilities and function areas, as well as the required cycle parking for the school. Residents cycle storage is provided within the basement, with direct link to lifts.

The Towpath / Thames Path is wide enough to be shared with joggers and pedestrians and careful use of this facility will enable enjoyment by all.



- Legend**
-  Primary (Quiet Route)
 -  Secondary
 -  Towpath
 -  External Cycle Rack Location
 -  Crossing Treatment
 -  Site Application Boundary
 -  School Application Boundary

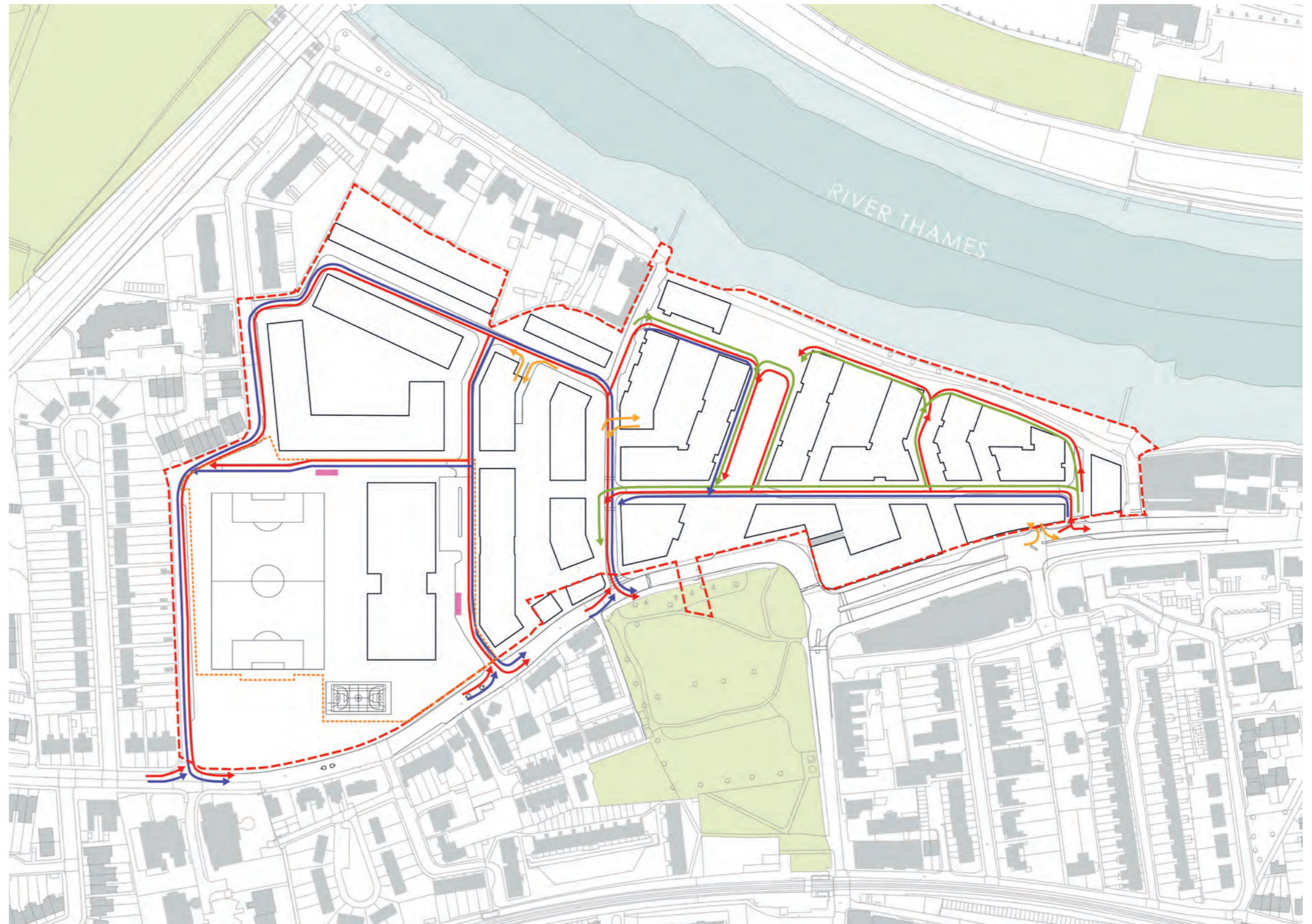
CIRCULATION AND ACCESS

VEHICLE CIRCULATION AND ACCESS

The Detailed area of the masterplan is largely car free, with a basement under almost the full extent of the developed area, accessed at two points - in Ship Lane and Mortlake High Street. Smaller delivery van access (max 2.3m ht clearance) and commercial parking (Cinema etc) is also provided in the basement, with major deliveries, taxis, service and emergency vehicles provided access to the ground level via a bollard controlled access points to or from Ship Lane (Thames Street and adjacent to Maltings Building) and Mortlake High Street onto Thames Street from the west. All vehicular access to the basement or ground level will be managed by on-site Facilities Management and / or carpark management. On-street parking on Williams Lane will include 20 parking spaces. Five on-street parking spaces including three Car Club spaces will be provided on Ship Lane.

The Outline Area consists of a more traditional street configuration as shown and connections with existing streets are provided at Williams Lane, Ship Lane and Lower Richmond Road. This provides access and circulation for all vehicles.

The street north of the School is proposed to be a controlled shared zone for school access (pedestrians and cycles) and occasional school bus pick up / drop off. This one way route will be controlled with fixed and removable bollards and will be designed to an adoptable standard, with wide footpaths, street trees, seats and cycle stands. (refer School Application for additional details)



Legend

- Fire Tender
- Waste Collection
- Delivery
- Passenger (Residential/Retail)
- School Bus Stops
- - - Site Application Boundary
- - - School Application Boundary

CIRCULATION AND ACCESS

SERVICE / EMERGENCY VEHICLES

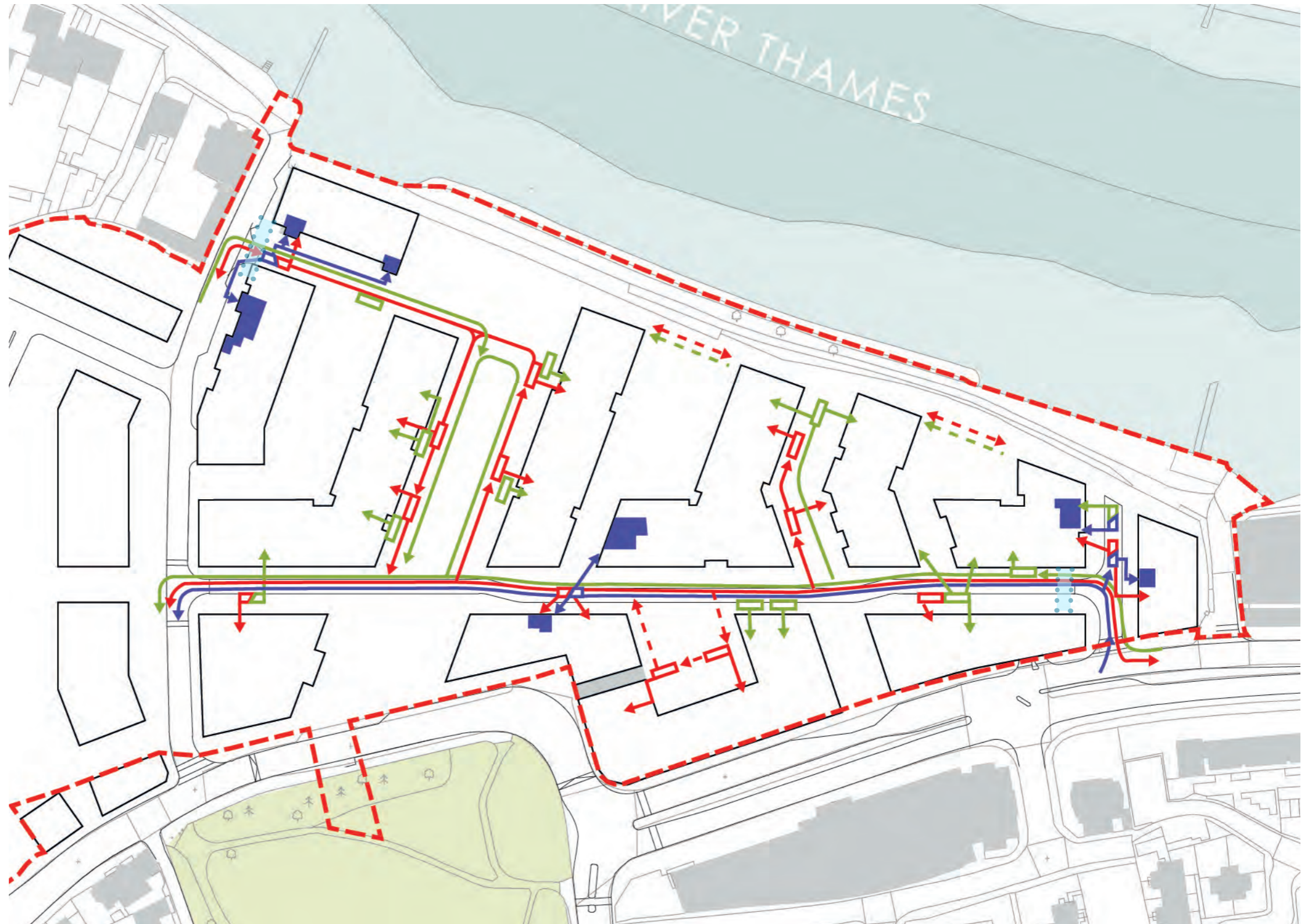
As noted above, service and delivery vehicles access into Development Area 1 is controlled, with removable / retractable bollards at each of three entry points, managed by the on-site Facilities Management team / Concierge. Entry points include from Mortlake High Street at the eastern end of the site, with a proposed one way (westbound) circulation of vehicles along Thames Street, exiting onto Ship Lane at the western end. A secondary entry point provides access to Maltings Plaza and via the Green Link back onto Thames Street and Ship Lane.

Vehicle circulation and shared or dedicated loading bays are indicated adjacent to commercial facilities and residential bin stores.

Fire Tender access is provided to all buildings and core locations containing dry risers.

Deliveries to residential and commercial properties will be provided via the basement (max 2.3m headroom) or ground level access, subject to Facilities Management approval.

Service and emergency vehicles strategy for outline area will be provided in its detailed design stage.



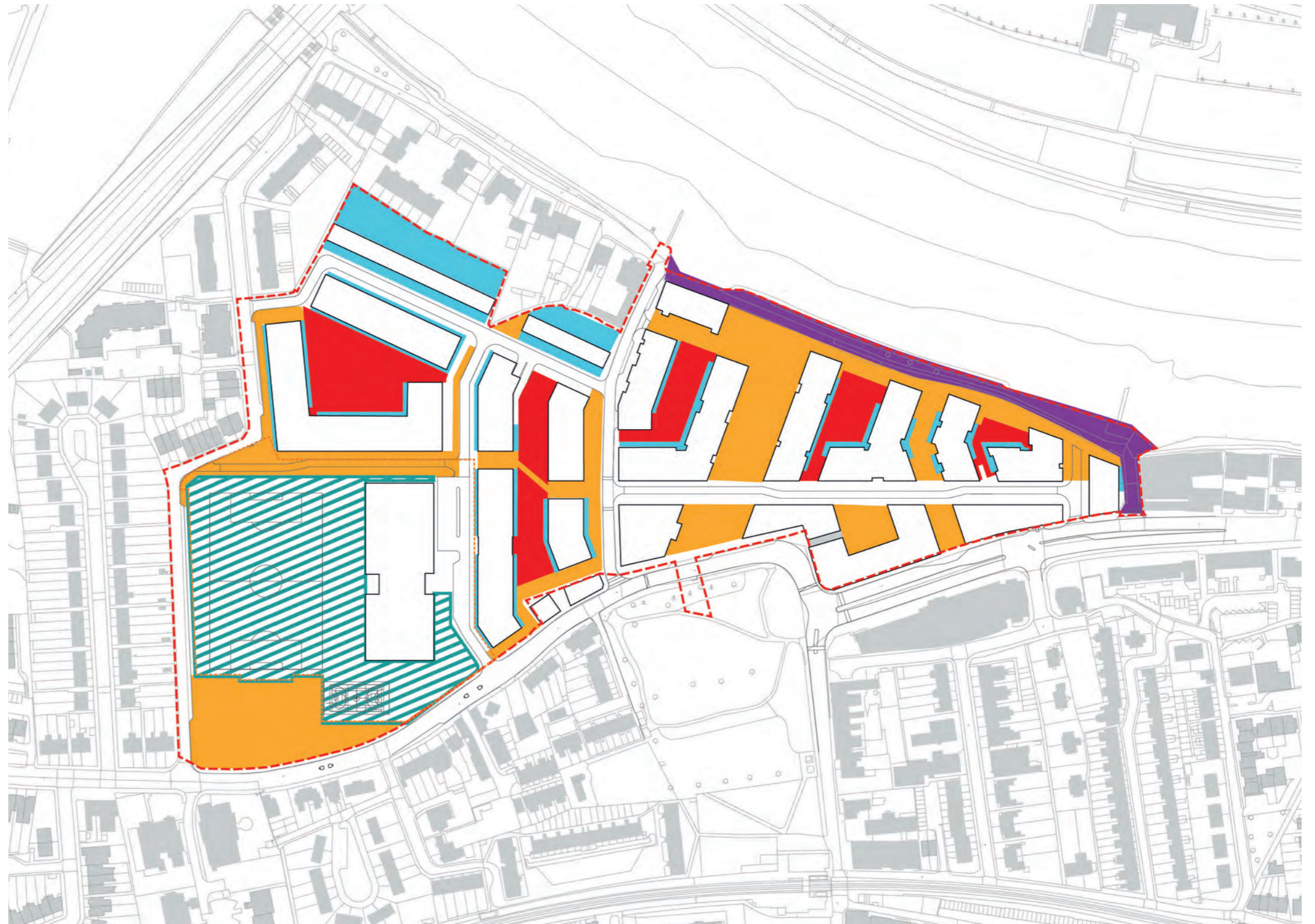
OPEN SPACE STRATEGY

AMENITY OPEN SPACE:

The Landscape Masterplan has been developed to provide a suitable setting for the built form and circulation of vehicles and pedestrians, as well as creating a hierarchy of large and small open spaces for use by the residents of the site, visitors and the broader community of Mortlake.

The following sections illustrate the landscape design, palettes of materials and the overall design intent for a high quality, accessible and inclusive landscape for this development.

This diagram illustrates the provision of all public, semi-public and private open green space across the site, including the Outline Area and Secondary School, providing a total of 4.49 hectares of Amenity Space, including 3.89 hectares of publically accessible open space.



Legend

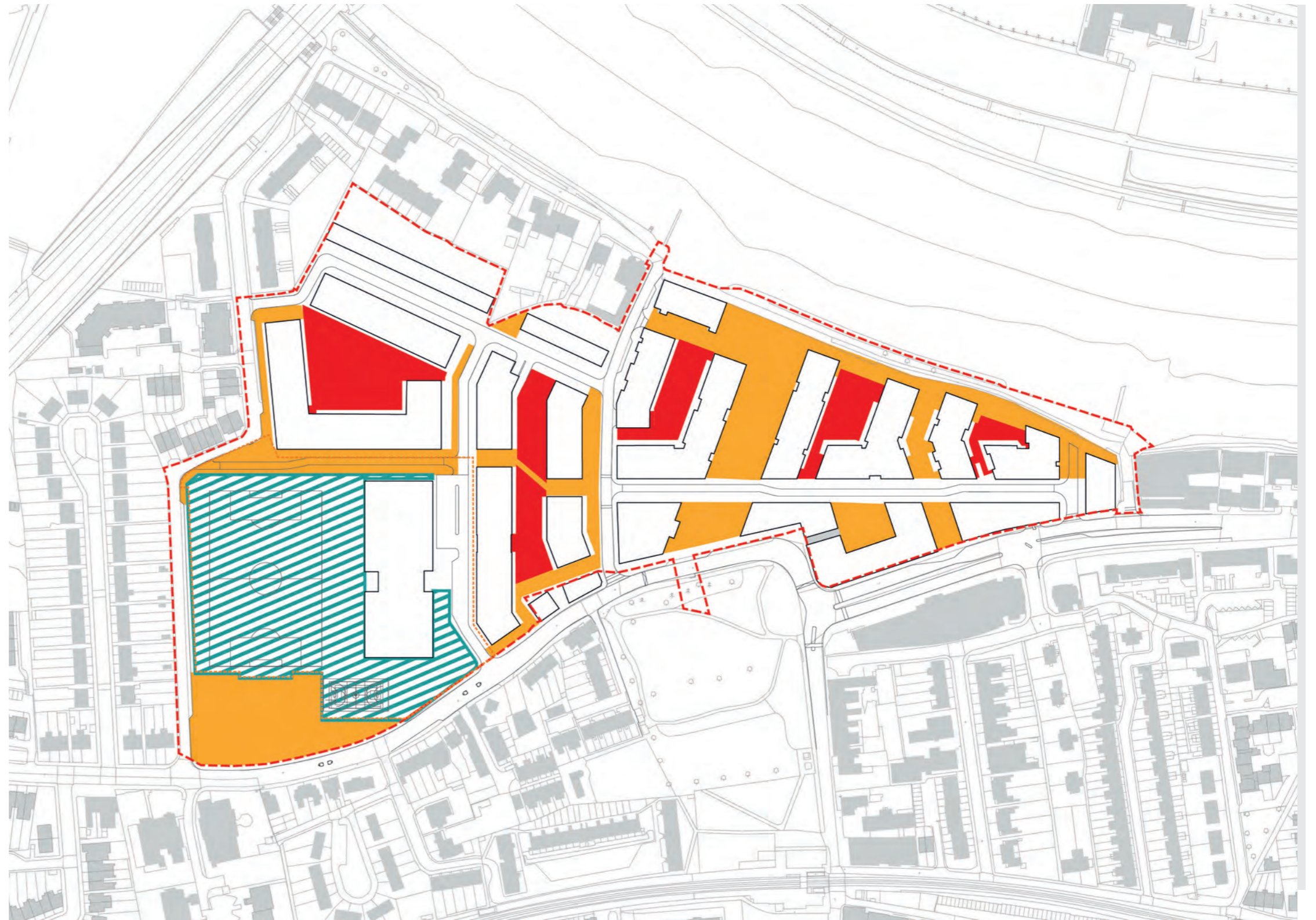
- Public Space
- Courtyard Space
- Private Space
- School Open Space
- Towpath
- Site Application Boundary
- School Application Boundary

OPEN SPACE STRATEGY

PUBLICALLY ACCESSIBLE OPEN SPACE:

The following series of diagrams indicate proposed Green and Open Space areas, public and private open and green spaces across the site, including both Detail and Outline areas of the masterplan.

Distinction has been made between publically accessible open spaces and private open space associated with the town houses in the outline portion of the development. The majority of other open space areas are publically accessible, including semi-public courtyards within each residential building cluster. This is part of the overall strategy to ensure public access and permeability throughout the site masterplan.



Legend

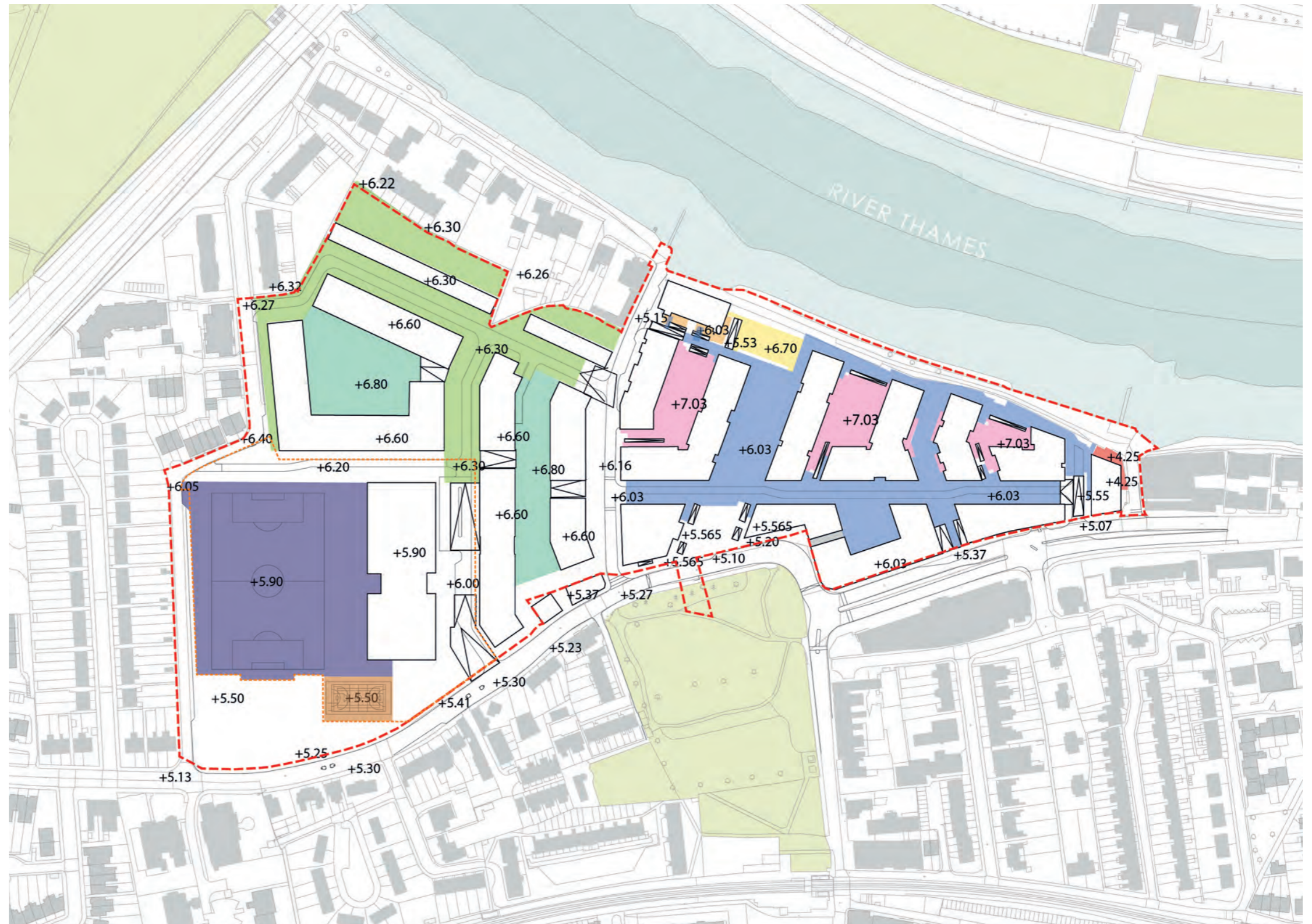
- Public Space
- Courtyard Space
- School Open Space
- Site Application Boundary
- School Application Boundary

LEVELS PROPOSAL

SITE LEVELS

Broad levels and grading across the site has been indicated to illustrate the relative level of the development to the surroundings and the variation between residential (flood immune) areas and other open spaces and commercial areas.

Requirements for flood protection along the river frontage have been satisfied through provision of a wall to 6.70 AOD along the frontage of the eastern portion of the site.



Legend

- +7.03 AOD
- +6.80 AOD
- +6.70 AOD
- +6.30 AOD
- +6.03 AOD
- +5.90 AOD
- +5.53 AOD
- +5.50 AOD
- Grading
- Site Application Boundary
- School Application Boundary

HARD LANDSCAPE STRATEGY

PAVING STRATEGY:

The main aims of the hard landscape strategy are simplicity of design and layout, and overall quality, bearing in mind maintenance considerations, and cost limitations. The best of existing granite sett paving will be retained and reinstated wherever possible, in particular historic cobbles in Bull's Alley and along the Towpath.

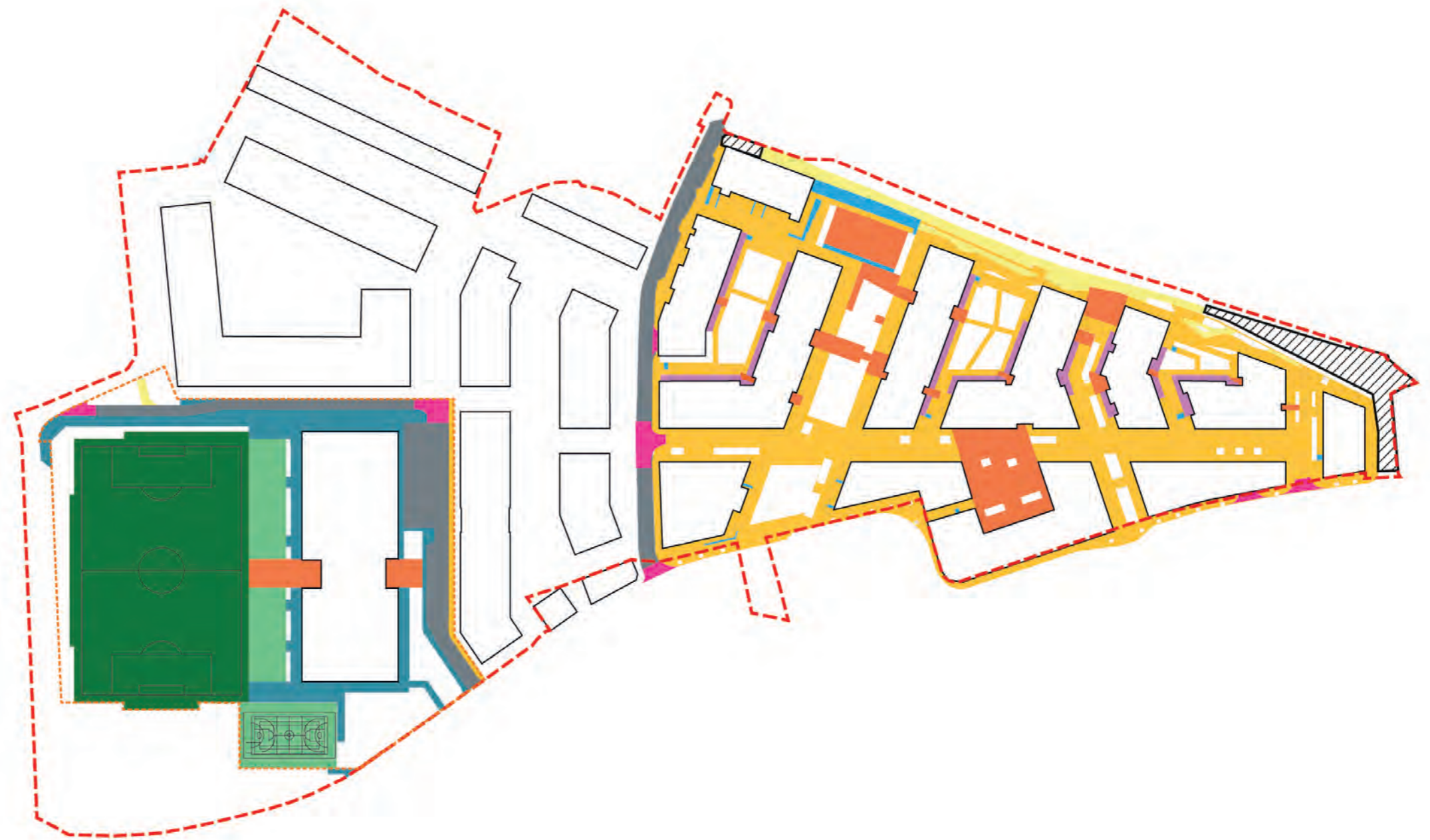
Colour, texture and unit size help to define the uses of various spaces, including using paving sizes and patterns in 'streets' to identify pedestrian priority, service vehicle routes and loading bays. The accessibility requirements of vision and mobility impaired users is a factor in the determination of surface and edge types to provide a legible and safe environment in accordance with current requirements.

It is proposed to use paved surfaces of different scale and grain to create a range of distinct characters within a unified warm palette of materials. Natural stone paving is proposed in areas of shared (vehicular and pedestrian) zones, with some integration of bound gravel in several of flexible open spaces created within the masterplan, to provide variety and definition while creating a more permeable surface for stormwater infiltration.

The courtyard areas will be finished with stone pavements and resin bound gravel, with softfall (rubberised) pavements in designated play spaces.

LBRuT Guidance
 Consideration has been given to Public Realm Design Guidelines (2006) published by LBRuT and pavements in the public realm reflect the intent and broad material selections recommended by this guide.

- Asphalt
- Ceramic Tiles (Private terrace)
- Small Block Setts
- Pre-Cast Concrete Steps
- Artificial Stone Flag Paving
- 3G Pitch
- Porous Macadam Surfacing
- Resin Bound Aggregate Paving
- Stone Paving
- Feature Stone Paving
- Existing Granite Setts to Retain
- Site Application Boundary
- School Application Boundary





Small block setts



MUGA - Pitch Treatment



3G Pitch Treatment



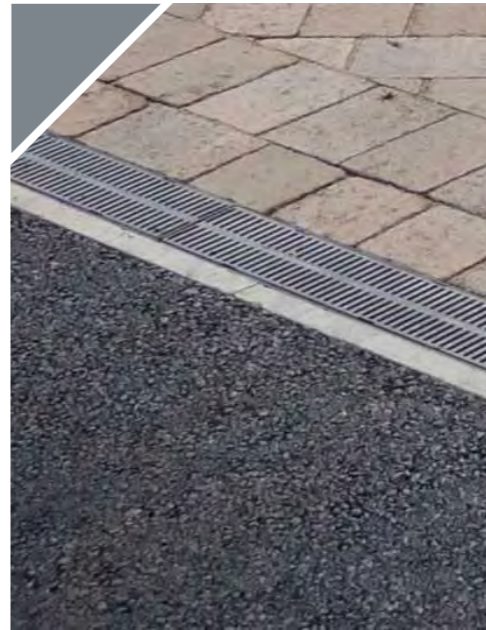
Resin Bound Aggregate Paving



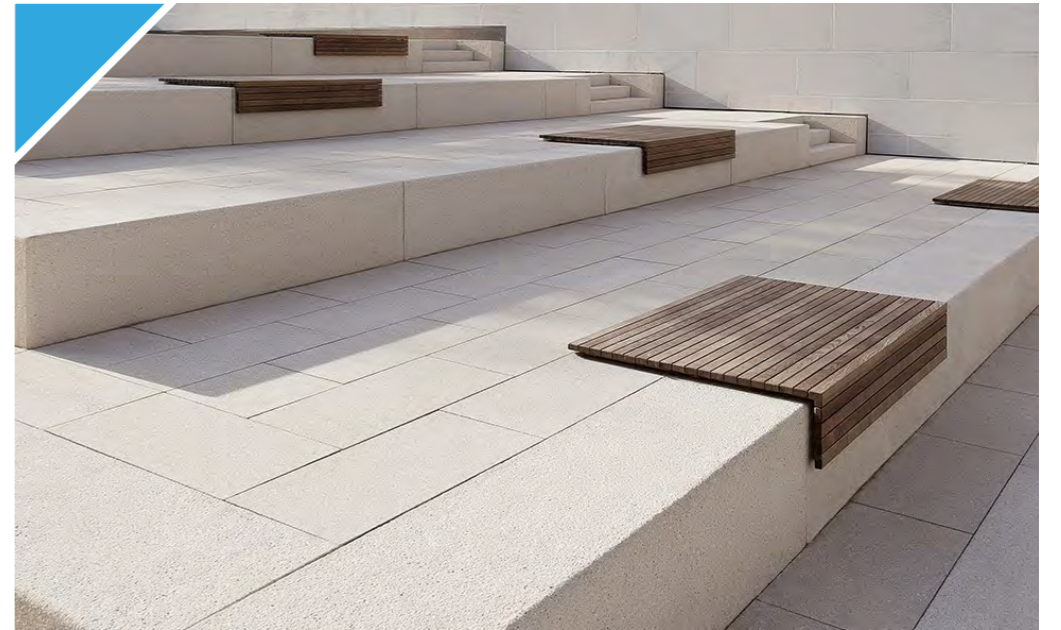
Artificial Stone Flag Paving



Ceramic Tiles



Hot Rolled Asphalt



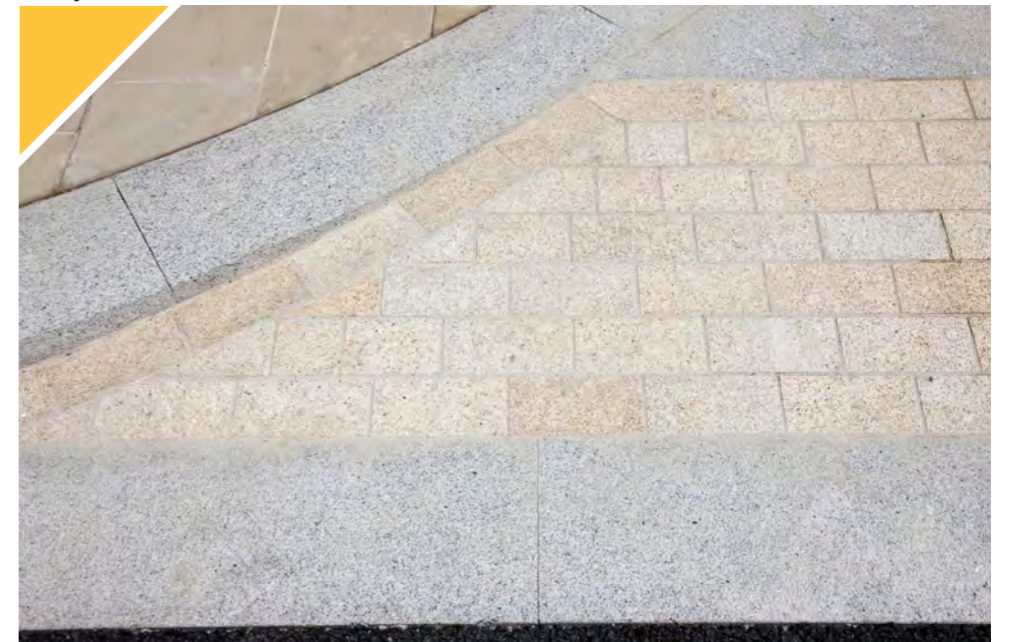
High Quality Pre-Cast Concrete



Feature Mix Stone Paving



High Quality Stone Paving



High Quality Stone Paving

FURNITURE STRATEGY

MATERIALS AND SITE FURNITURE:

The redevelopment of the site is designed to integrate the site with the wider precinct and the community of Mortlake – improving permeability and access. The selection of materials and finishes reflects this approach and is intended to integrate this site into the broader context of Mortlake.

Subtle changes of materials and patterns will be used to differentiate use areas and functions between public and private, vehicle and pedestrian and to define different character to special areas. Materials are selected for durability and functionality as well as appearance. Where feasible, materials will utilise recycled and recyclable materials and techniques and minimise energy and resource use throughout their lifecycle.

PRINCIPLE LANDSCAPE MATERIALS:

- » Powder coated mild steel
- » Corten steel
- » Stainless steel
- » Natural York Stone
- » Natural granite
- » Precast concrete paving slabs and furniture elements
- » Dutch / London brick – wall facings and paving
- » Fair-faced insitu concrete – for low walls and seating elements

SITE FURNITURE:

- » Seating:
 - Low walls (concrete - institute or precast)
 - Precast concrete seats
- » Bins
- » Bollards
- » Cycle Stands
- » Balustrades
- » Glass with anodised aluminium posts and frames
- » Fences – mild steel (powder coat finish)
- » Screen walls – private courts / defensible spaces

LIGHTING:

A Lighting Strategy has been developed and is covered in detail in Michael Grubb's 547-(101)-DC-LS-G Lighting Strategy and 547-(010)-RP-EX-LA Sports Pitch Lighting Assessment for the School Application. The overall strategy has been developed in conjunction with the landscape and public realm to allow extended use of amenity spaces and safety and security throughout the site. Feature lighting (uplights, water features and function area lighting) has been provided, with careful management of light spill along the river edge to prevent conflict with ecological requirements (bats) and requirement to limit lighting onto the Towpath and the river.

Furniture Items	No. of items (inc. School)
Benches	25
Tree pits	54
Bins	18
Bollards	21
Cycle Stands	103

