

GREEN LINK

GREEN LINK

The Green Link through the centre of the site is flanked on both sides with retail and commercial activation at the ground floor level, with wide paved zones for circulation as well as outdoor activities, dining and display of merchandise. The centre of this space includes a range of open grassed and mounded play and informal recreation spaces, seating areas and paths.

The park has been developed to support the surrounding land uses, providing broad paved circulation for pedestrians, cyclists and service and emergency vehicles and catering for outdoor dining and exhibition or display spaces for various retail and commercial buildings flanking the access spine from Lower Richmond Road to the river. The centre of this space is predominantly soft landscape for relaxation, seating and gathering, with a linear raingarden capturing pavement runoff, and a variety of planting to aid sustainability and biodiversity within the urban setting, with a canopy of feature trees defining the access route. Play features and facilities are interspersed through the landscape treatment with associated seating areas for parents and carers. The open space links from Mortlake Green and the connection from the railway station and High Street through to the river, providing a defined entrance to the site and a clear connection between the main public spaces of the new Entry Plaza, Bottleworks Square and Maltings Plaza and down to the river's edge.

Stage Brewery Gate 2 is proposed across the northern end of the Green Link, defining the separation between the soft landscape and hard paved Maltings Plaza.



Location plan



GREEN LINK

Section AA
30m



GREEN LINK PRECEDENT IMAGES



GREEN LINK PRECEDENT IMAGES



GREEN LINK - ILLUSTRATIVE VIEW



GREEN LINK - ILLUSTRATIVE VIEW



GREEN LINK - ENTRY PLAZA

ENTRY PLAZA

The main entrance from Mortlake Green into the new site is via the Entry Plaza on Lower Richmond Road. A new raised pedestrian / cycle crossing is provided from Mortlake Green, created by removing a small number of understorey plants from the screening shrubbery along Lower Richmond Road and constructing a new pathway through this zone and across the road. New low planting will be installed to either side of the path to integrate into the existing planting zone and provide a visible connection from the existing open space.

Contrasting pavement surfacing is proposed over the existing road surface for the width of the Green Link to further highlight this entry to the site and to assist in traffic calming for this new crossing point.

The Entry Plaza consists of pathways along both sides of an open grassed space, with seating terraces outside the commercial offers on either side of the space. A sustainable drainage rain garden encloses one side of the space and accommodates surface runoff as part of the drainage and sustainability strategy for the site.

Low concrete walls contain the changes of level within this space and the increase in level from the street into the site is managed with a combination of steps and graded walkways to allow access for all users.

The proposed street trees to Lower Richmond Road are kept clear of this space to allow a visual link into the site and an obvious link to Maltings Plaza and the river.

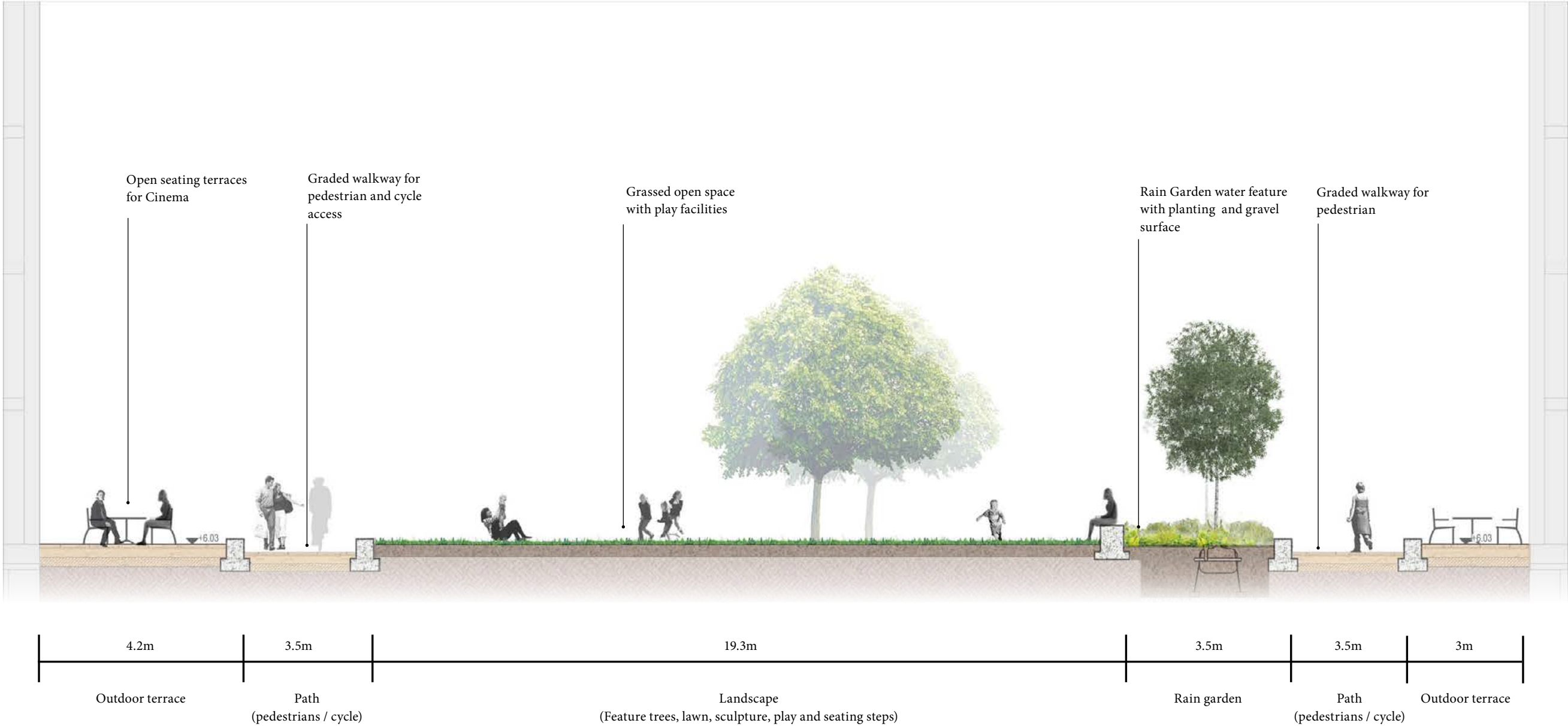


Location plan



ENTRY PLAZA

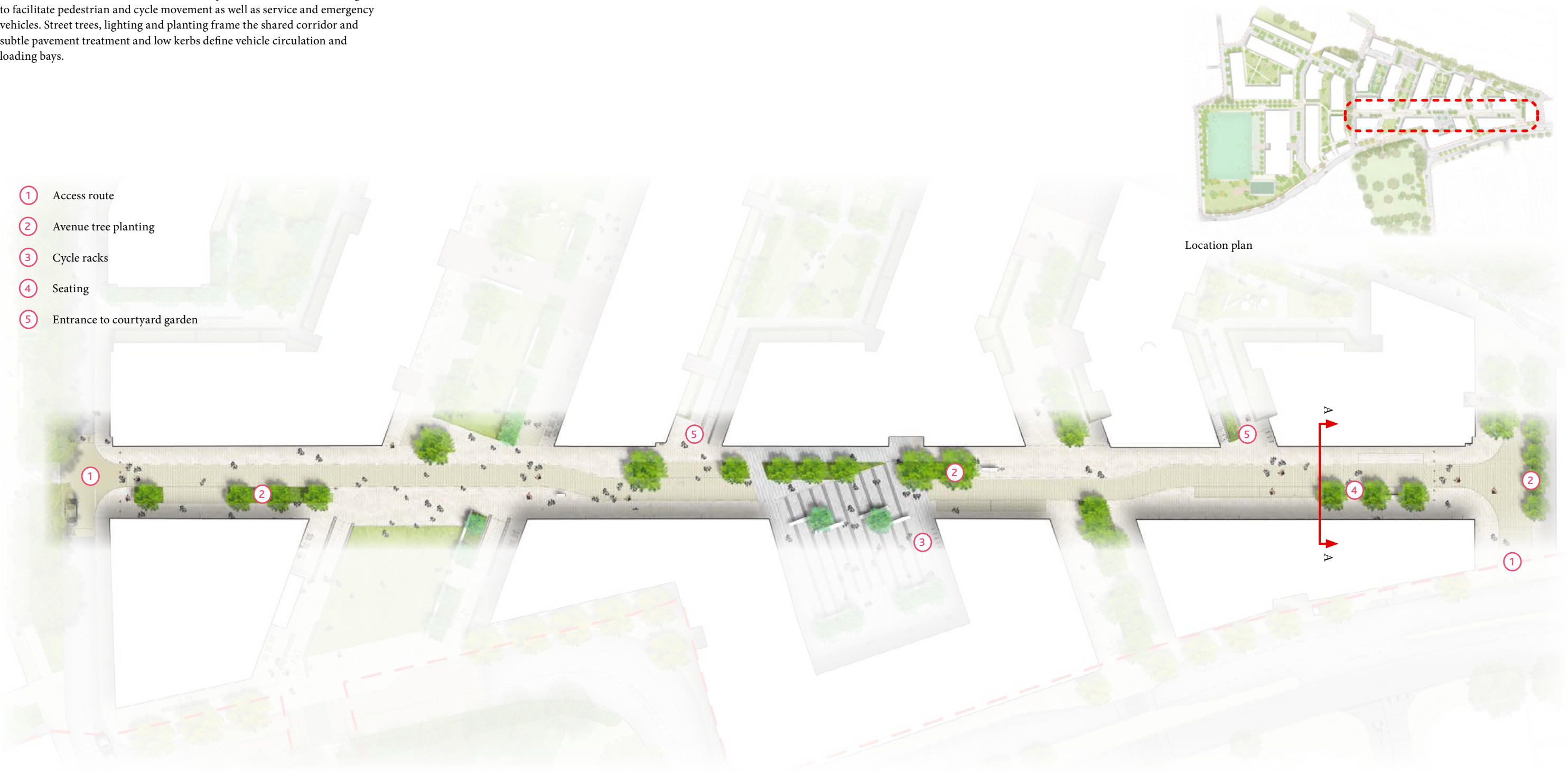
Section AA
38m



THAMES STREET

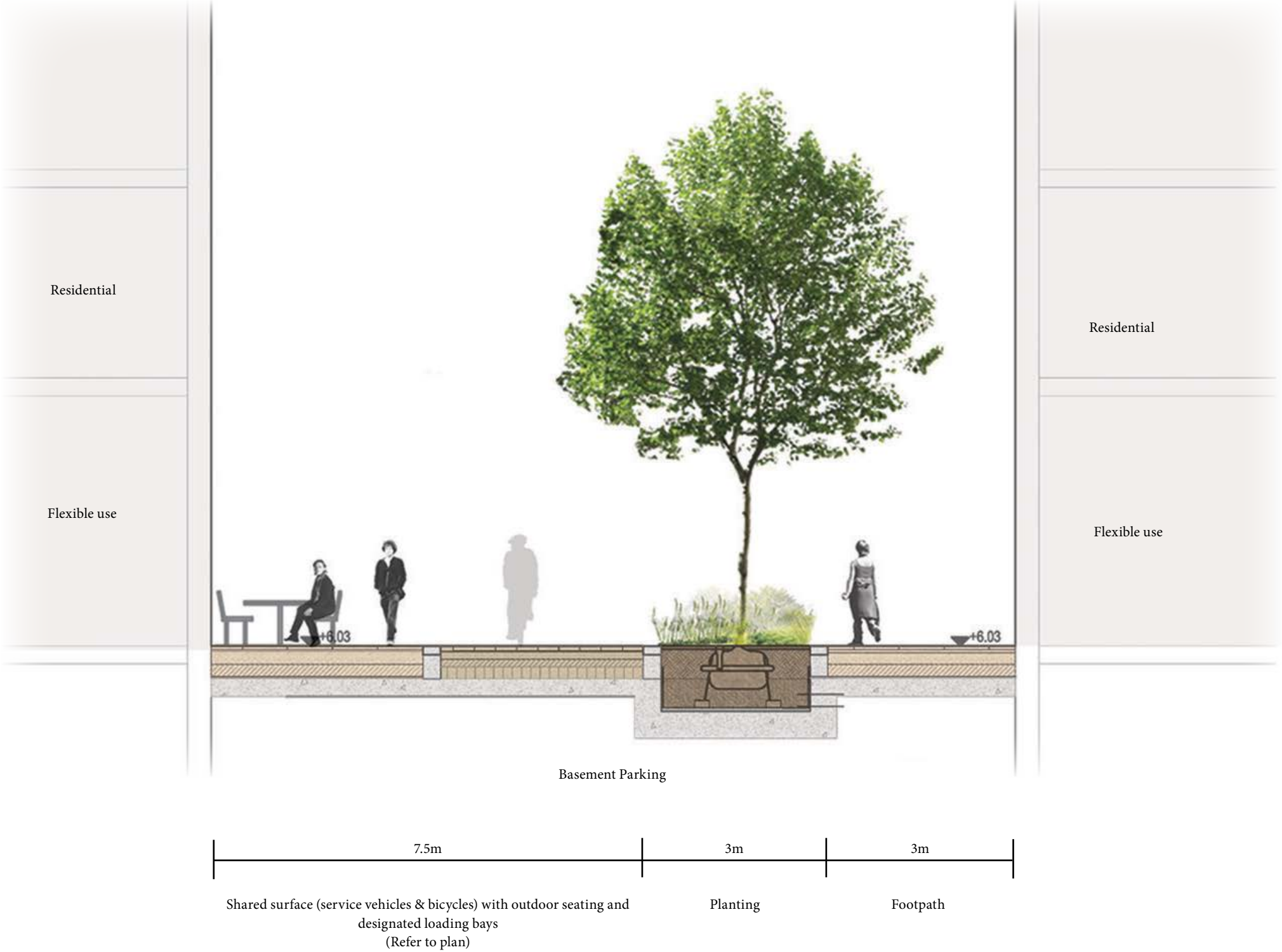
THAMES STREET

As the main commercial street in the development, Thames Street is designed to facilitate pedestrian and cycle movement as well as service and emergency vehicles. Street trees, lighting and planting frame the shared corridor and subtle pavement treatment and low kerbs define vehicle circulation and loading bays.



THAMES STREET

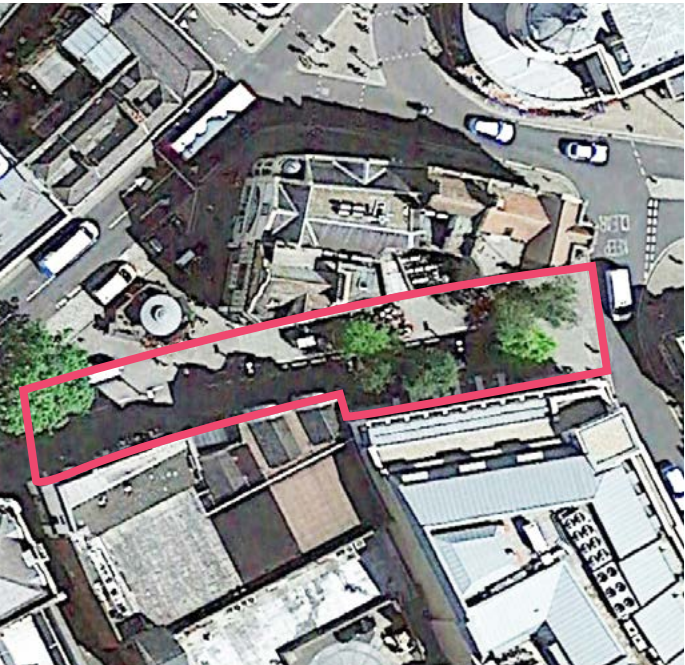
Section AA
13.5m



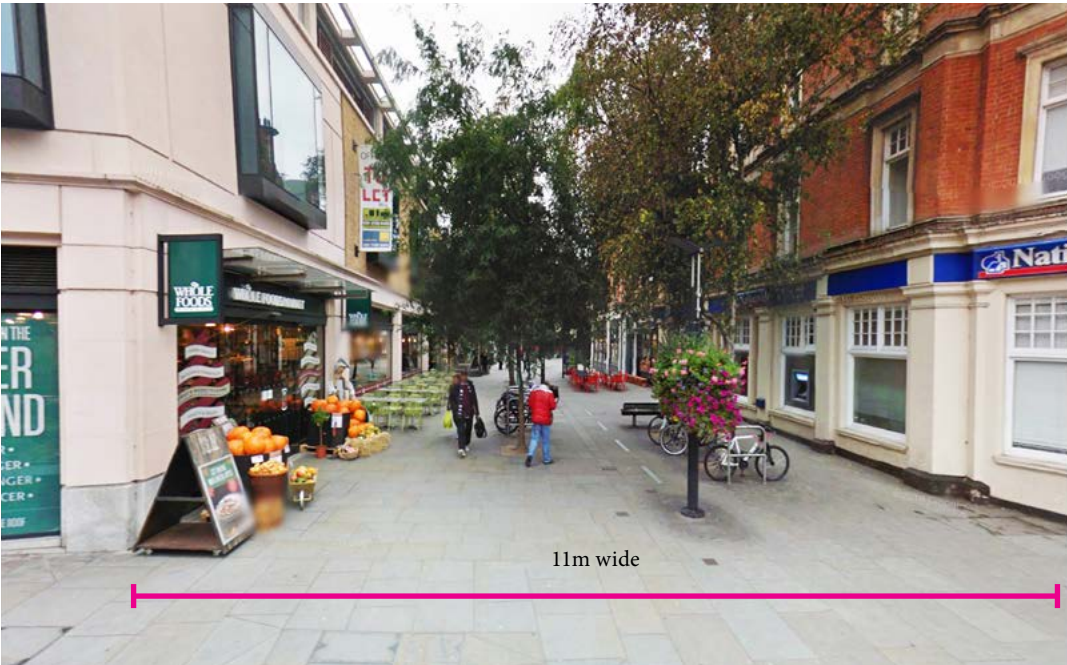
THAMES STREET - PRECEDENT IMAGES



Precedents | Shopping streets - perch points and treatment



Scale comparison | George Street in Richmond



THAMES STREET LOOKING WEST - ILLUSTRATIVE VIEW



BOTTLEWORKS SQUARE

BOTTLEWORKS SQUARE

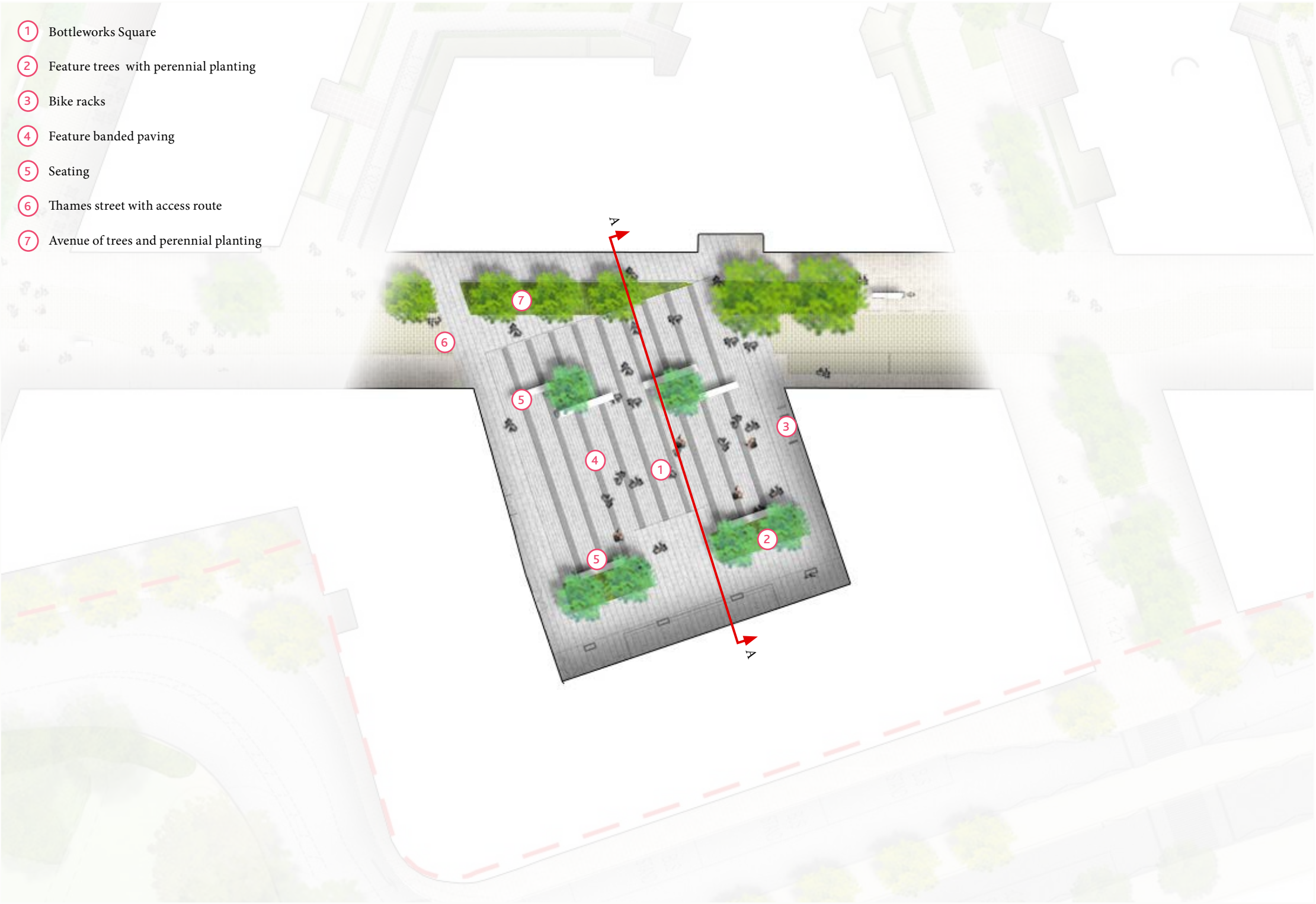
A secondary open space is proposed adjacent to the retained Bottling Hall, contained by this retained building, the Hotel and a proposed retail supermarket (NB: Supermarket proposal is the intention at the time of this application however the use of this space has not been confirmed. As it is part of the flexible use floor area, an alternative use may be proposed in the future design stages).

The square extends from Thames Street, the central retail street running east west through the site, and provides space for community activities, markets and displays as well as circulation for service vehicles accessing the surrounding retail and commercial buildings.

This space is predominantly hard paved to facilitate a range of functions and features regular specimen trees providing scale, shelter, seasonal colour and greenery to frame the space. Seats and cycle parks are also provided to allow casual use of the space in quieter periods, with lighting to provide safe and secure night-time use of the space as well as the ability to highlight activities within the square or light features and special events.

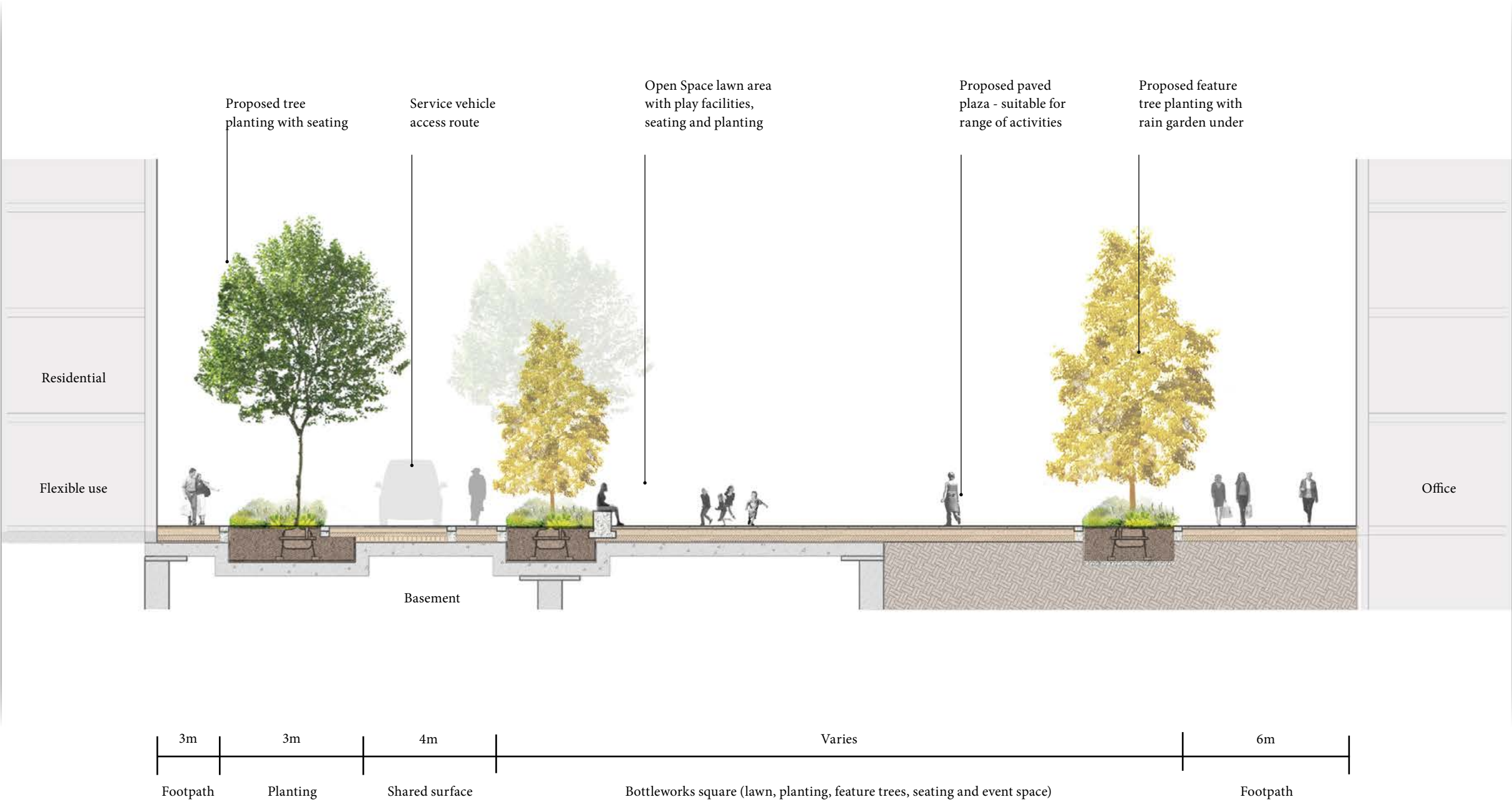


Location plan



BOTTLEWORKS SQUARE

Section AA
40m



BOTTLEWORKS SQUARE LOOKING SOUTH - ILLUSTRATIVE VIEW



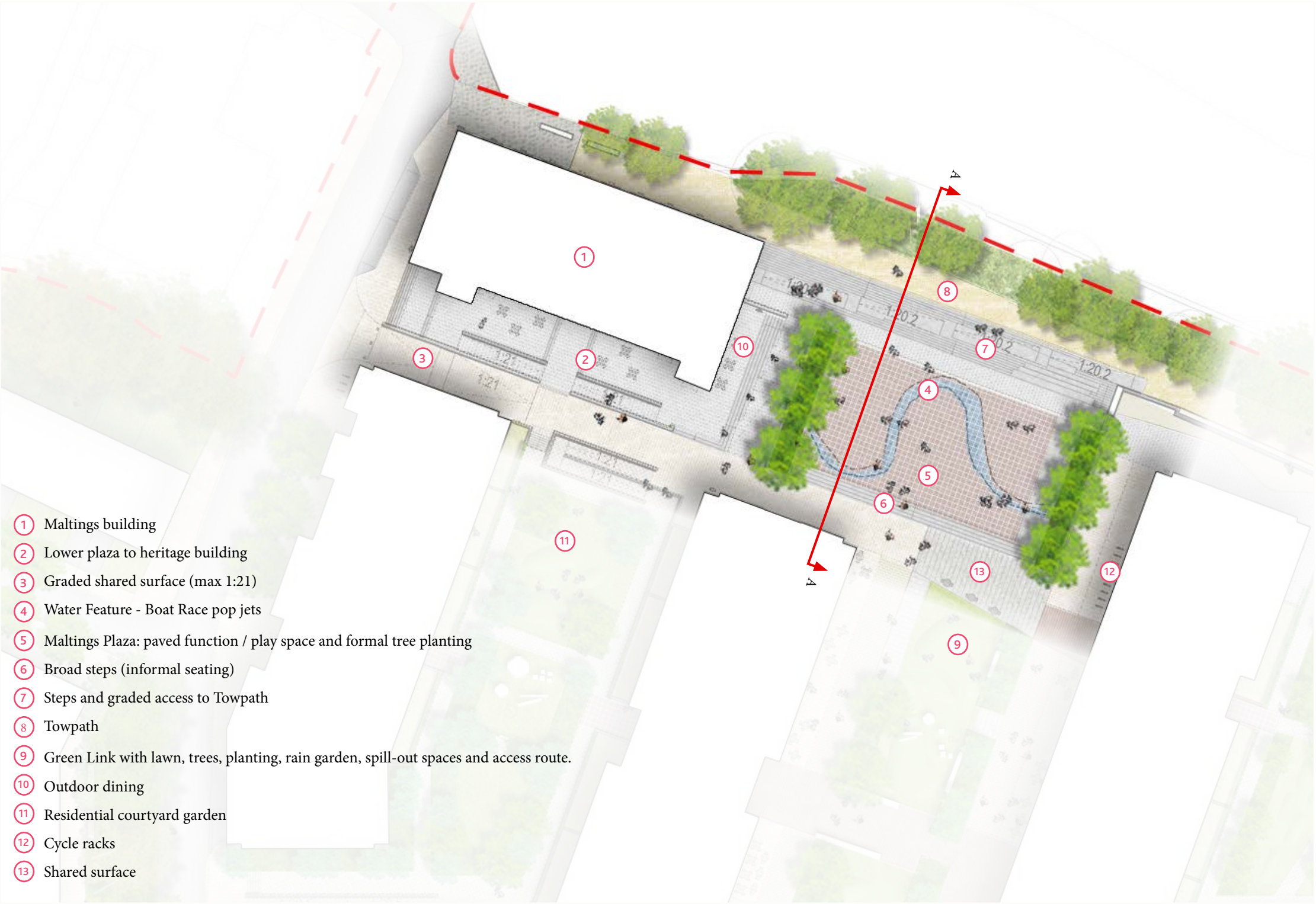
MALTINGS PLAZA

MALTINGS PLAZA

This more formal space forms the main public open space, adjacent to the river front and to Maltings Plaza with its variety of community-based and retail activities as well as recreational functions. The plaza is primarily hard-paved to cater for a range of functions at various times of the year, with a water feature proposed within the space. The proposed water feature consists of a series of pop-jet fountains along a etched segment of the Thames River, relating to the famous Boat Race which finishes adjacent to the site. This feature will assist in activating the space and provide a desirable attraction for children and adults alike, with the potential to create a range of effects, day and night. Alternatively, the feature can be closed down, allowing a full range of other activities to occur in the paved plaza.

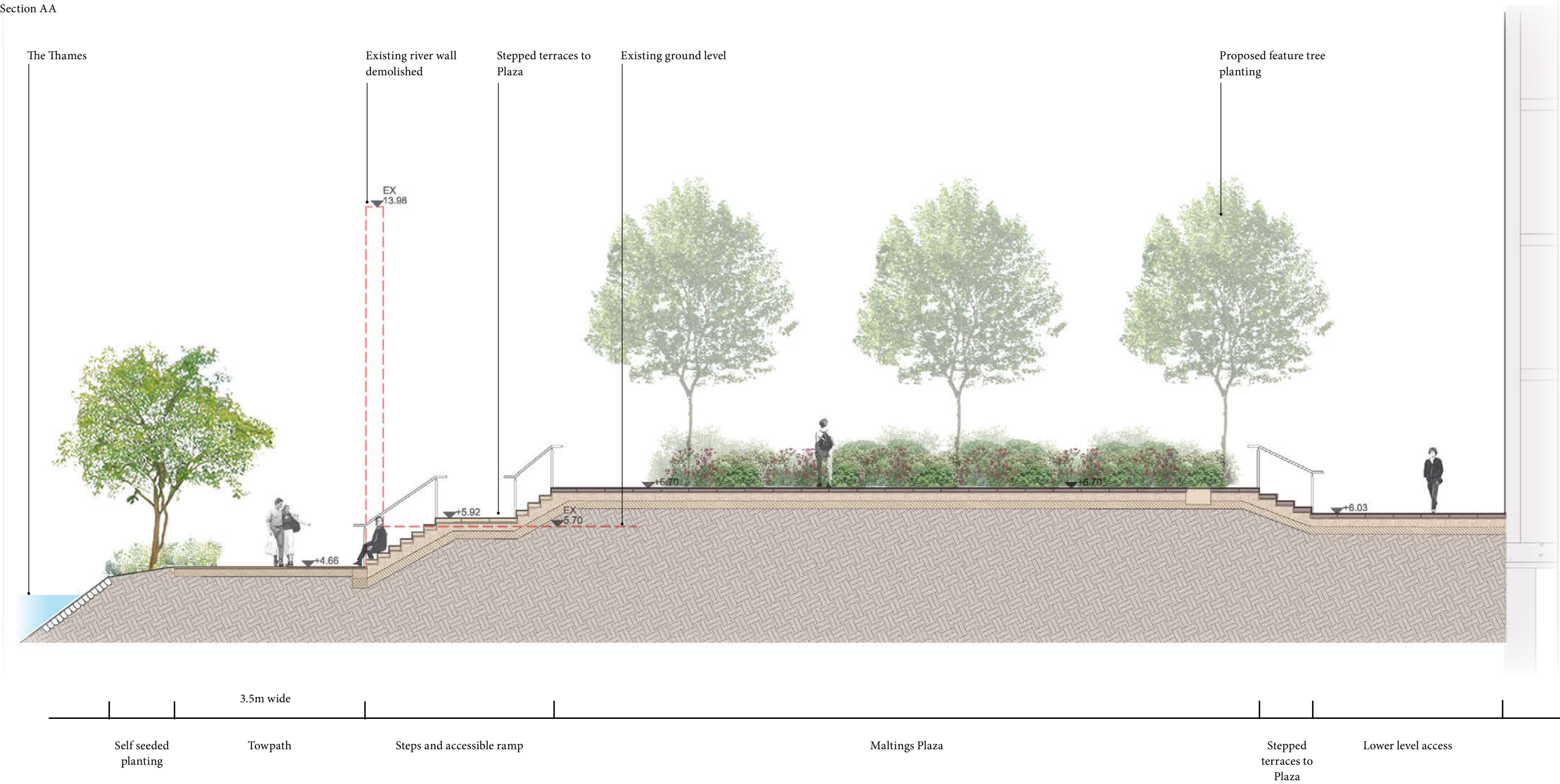
Views to the historic Boat Race finish line, adjacent to this end of the site can be facilitated within the new Maltings Plaza with temporary seating, together with other seasonal community activities and regular markets or displays.

A variety of level changes are facilitated within the design of the square, providing separation of various function areas and accessible connection to the Towpath and river edge with a combined stepped and graded access. Connection to the Maltings Building and various function areas and access points have also been incorporated.



- ① Maltings building
- ② Lower plaza to heritage building
- ③ Graded shared surface (max 1:21)
- ④ Water Feature - Boat Race pop jets
- ⑤ Maltings Plaza: paved function / play space and formal tree planting
- ⑥ Broad steps (informal seating)
- ⑦ Steps and graded access to Towpath
- ⑧ Towpath
- ⑨ Green Link with lawn, trees, planting, rain garden, spill-out spaces and access route.
- ⑩ Outdoor dining
- ⑪ Residential courtyard garden
- ⑫ Cycle racks
- ⑬ Shared surface

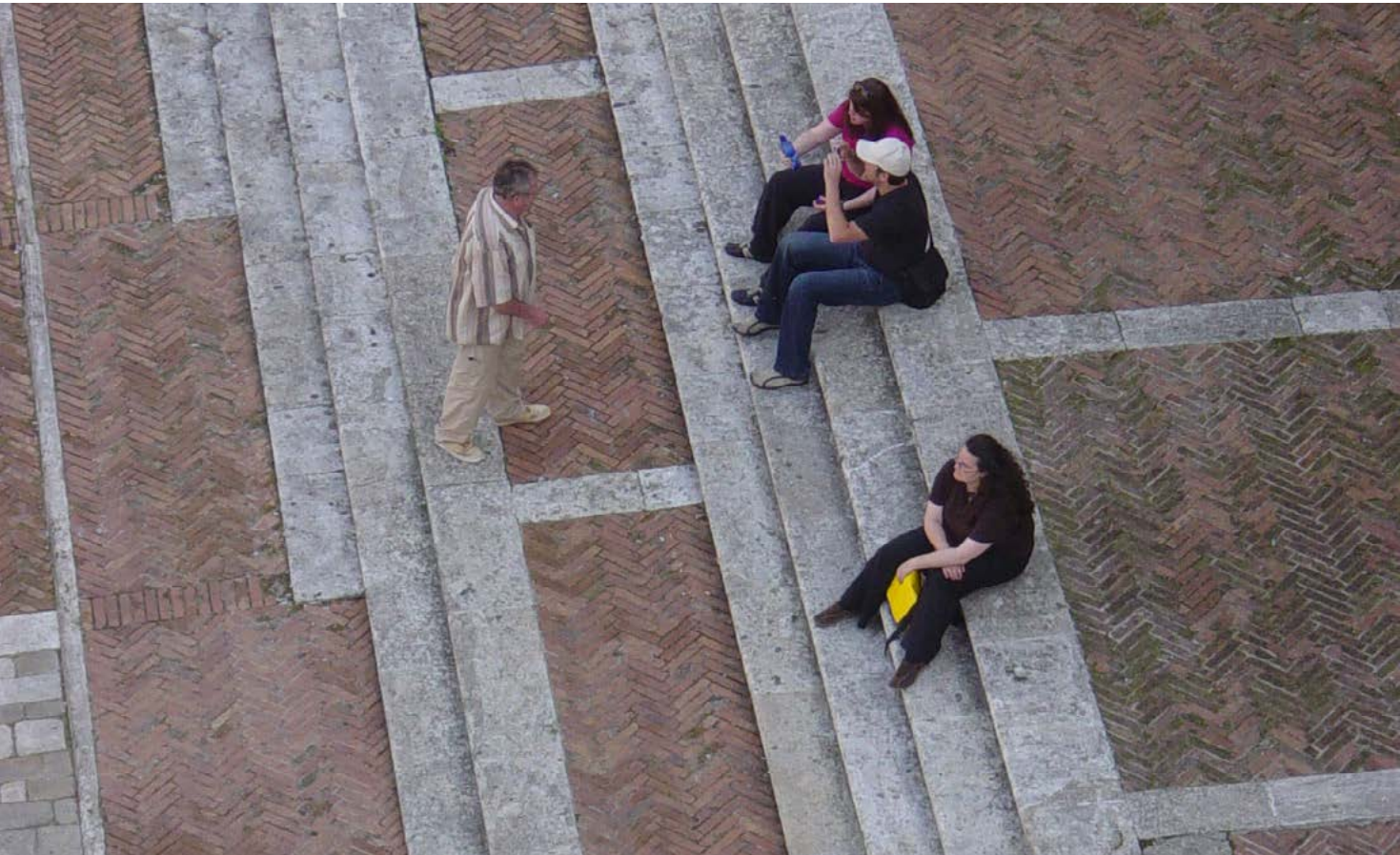
MALTINGS PLAZA



MALTINGS PLAZA LOOKING SOUTH - ILLUSTRATIVE VIEW



MALTINGS PLAZA - PRECEDENT IMAGES



RIVERSIDE TERRACE

RIVERSIDE TERRACE

This public open space along the riverfront forms a connective link along the site frontage at the higher site level, creating an alternative access parallel with the Towpath.

- 1

River terrace walk with feature paving band
- 2

Riparian planting
- 3

Towpath resin bound gravel footpath
- 4

Steps to Towpath
- 5

Existing granite setts retained
- 6

Seating
- 7

Pruning of understorey vegetation to open key views
- 8

Life-saving equipment - locate as directed
- 9

Rediscovered railway track - express within new pavement
- 10

Courtyard garden
- 11

Existing Public Draw Dock
- 12

Maltings Plaza
- 13

Steps and slopes to Towpath
- 14

Retaining part of boundary wall with historical value
- 15

Existing slipway
- -

Site application boundary



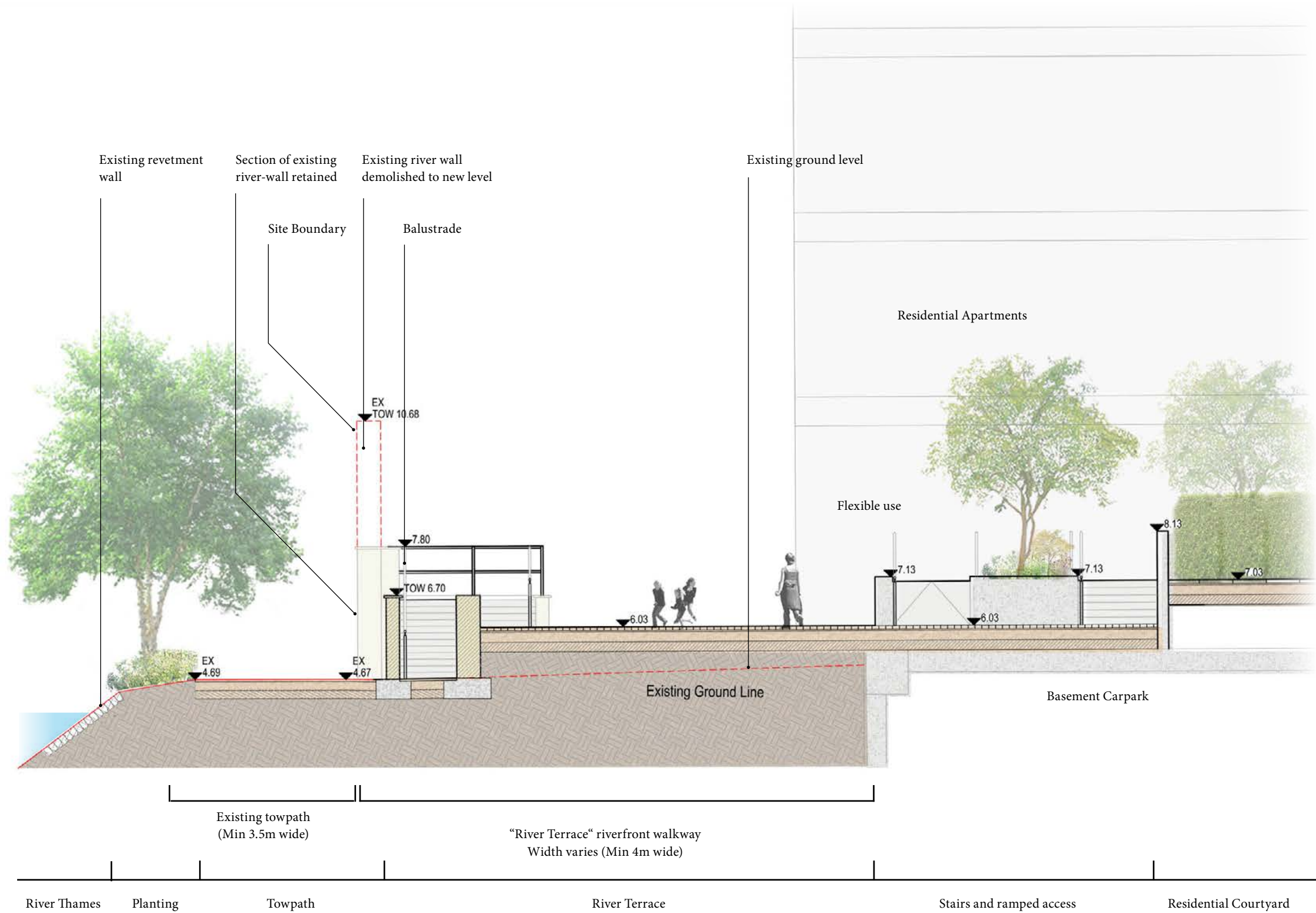
Location plan



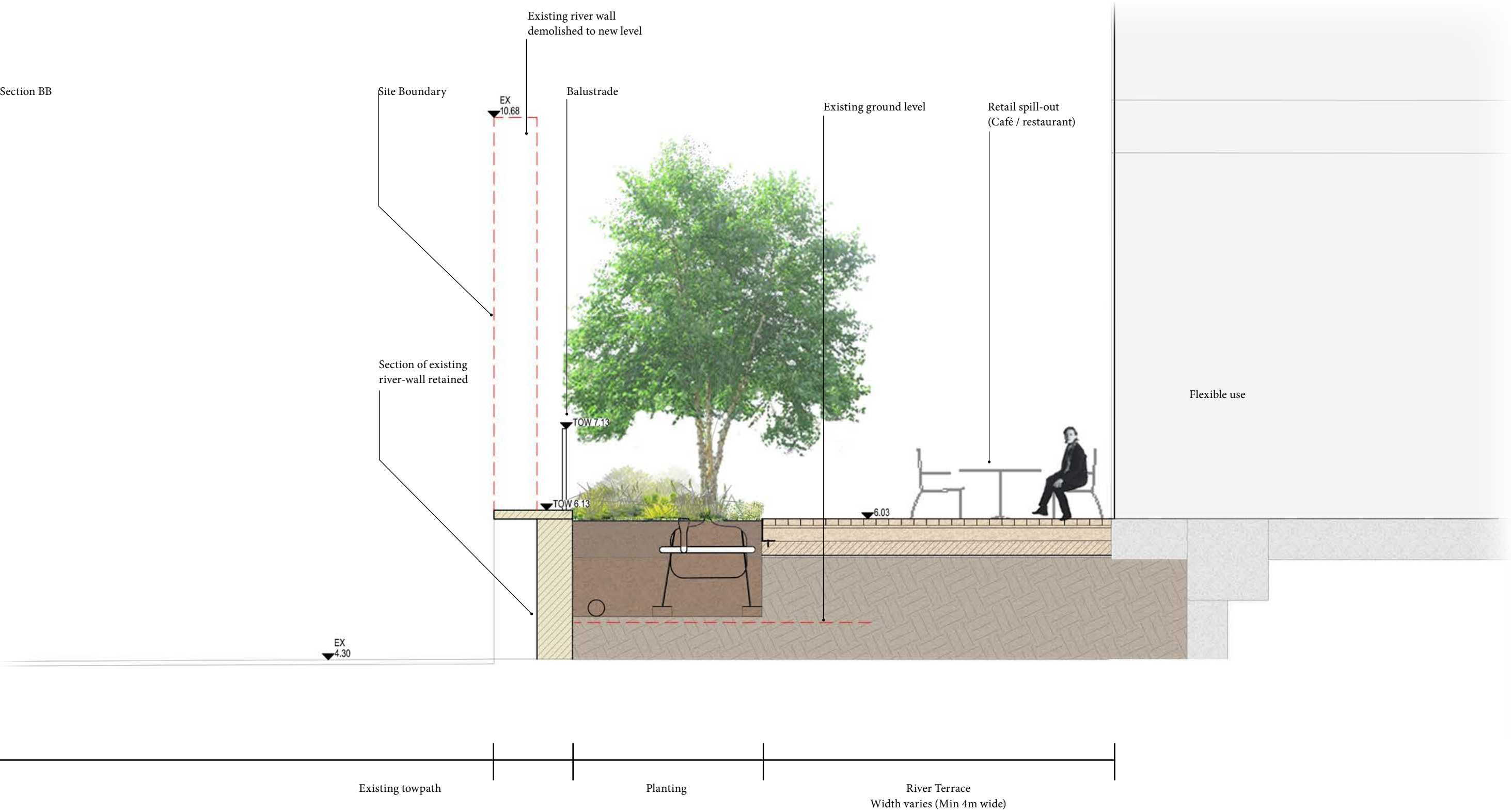
CAPTION

RIVERSIDE TERRACE

Section AA



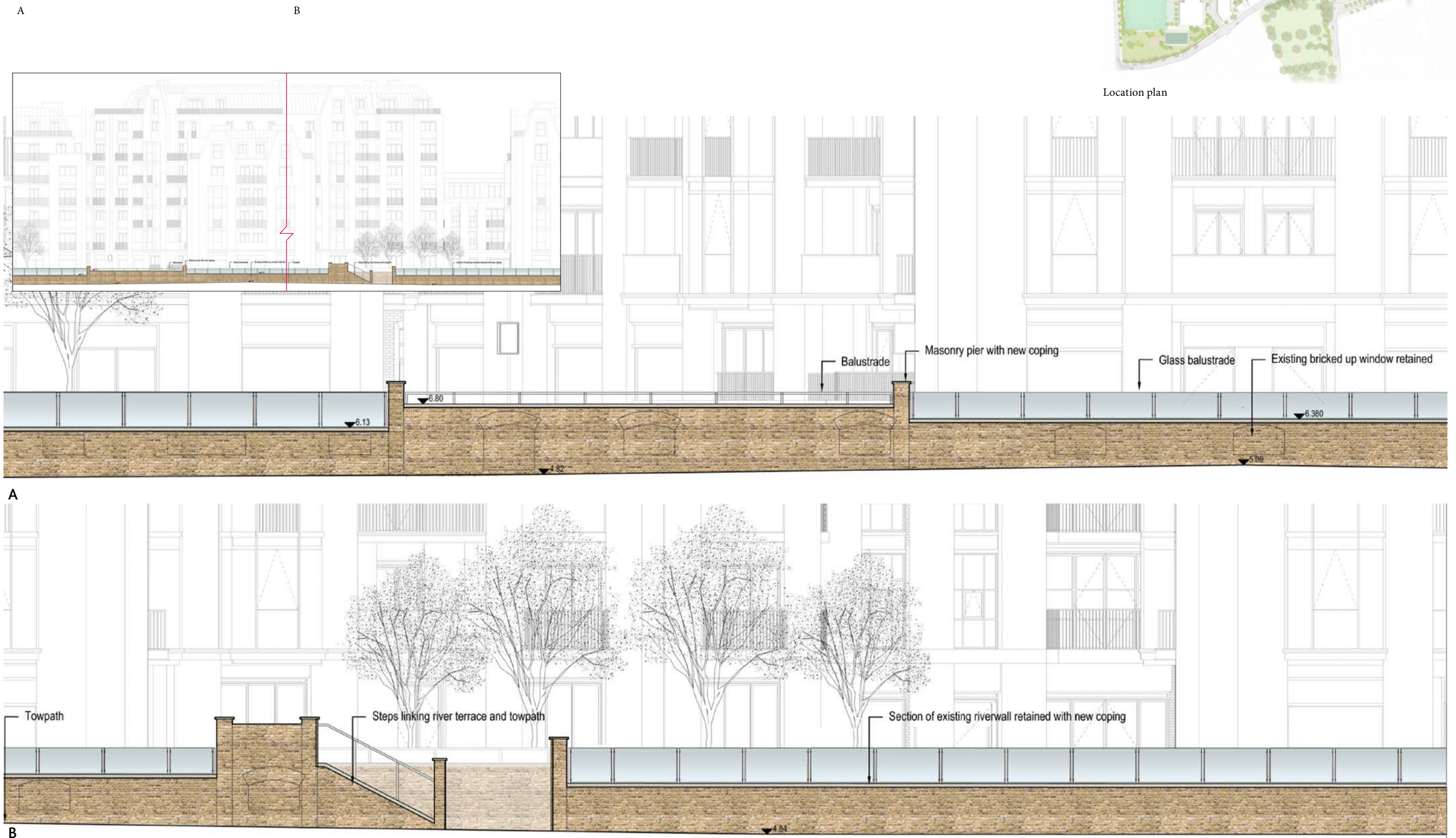
RIVERSIDE TERRACE



RIVERSIDE TERRACE - EXISTING WALL RETAINED ELEVATION VIEW FROM TOWPATH A-A



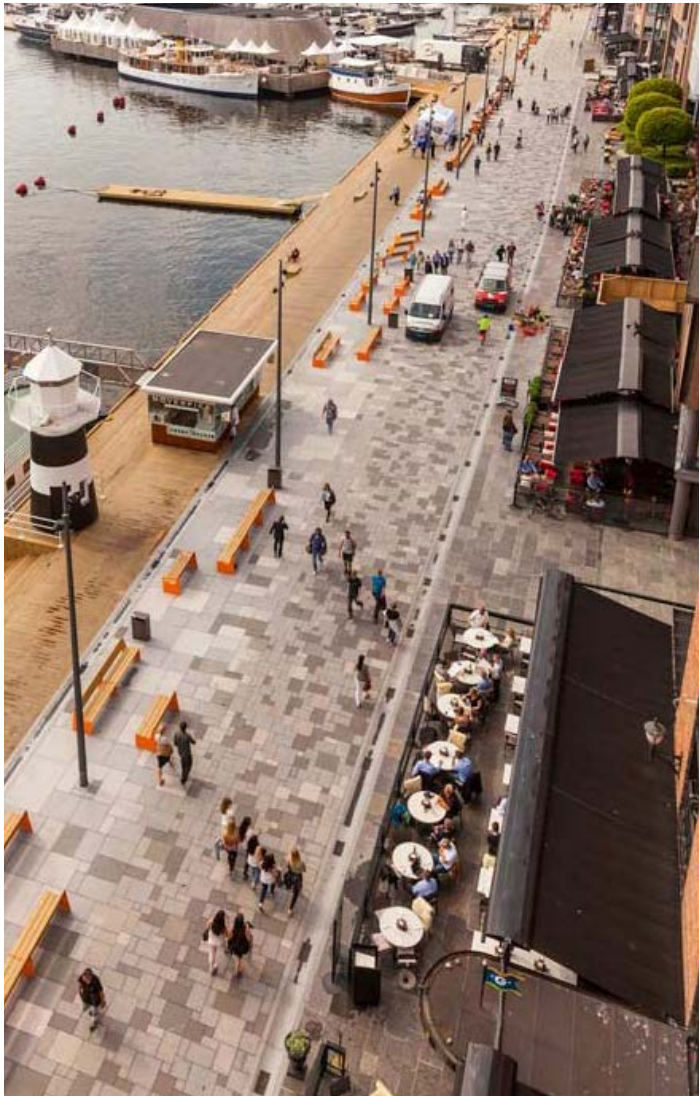
Location plan



RIVERSIDE TERRACE - ILLUSTRATIVE VIEW



RIVERSIDE TERRACE PRECEDENT IMAGES

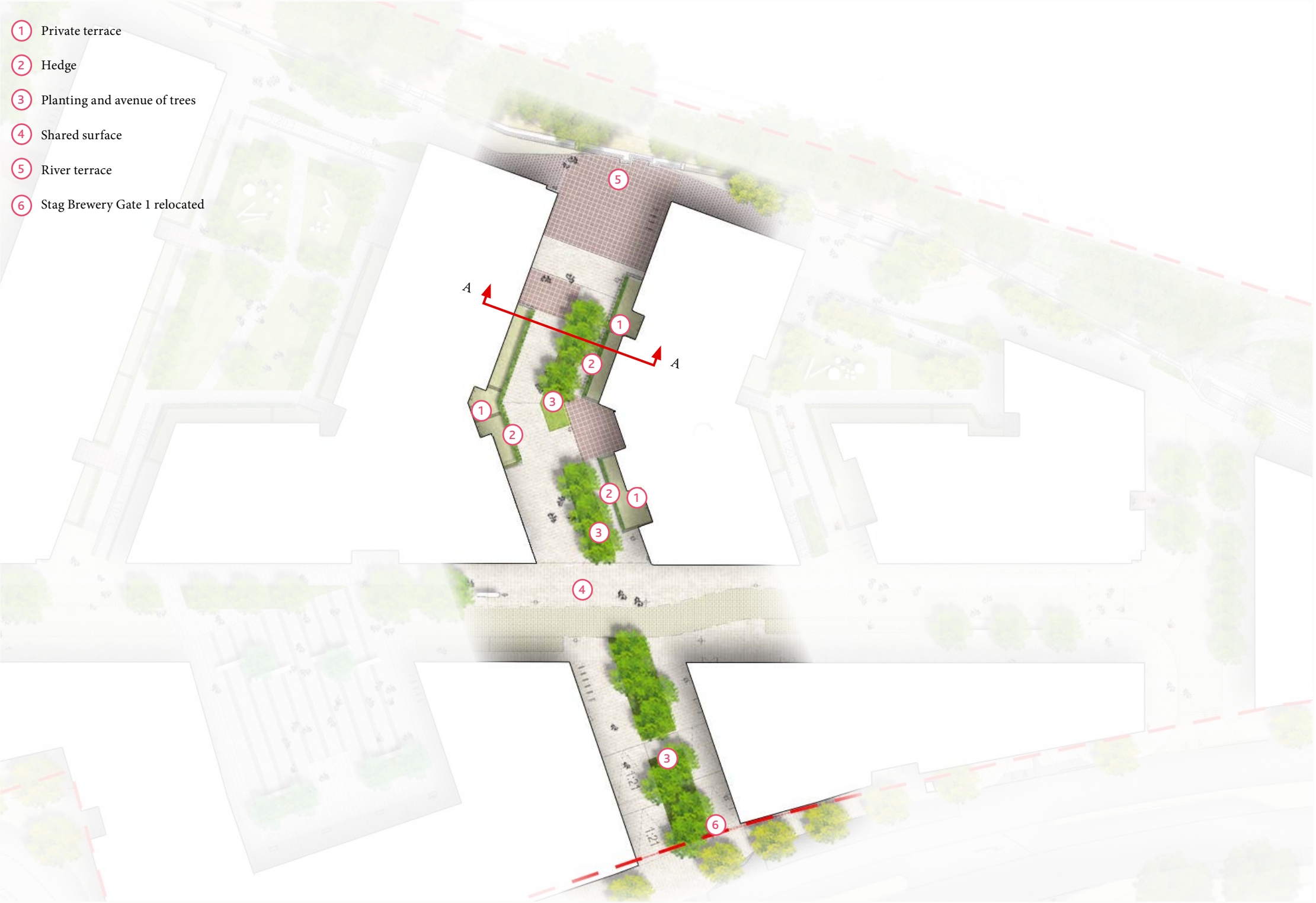


RESIDENTIAL STREETS

RESIDENTIAL STREETS

The more traditional spaces between buildings offer public open space, planting and seating opportunities as well as catering for access, and circulation of service and emergency vehicles, pedestrians and cyclists.

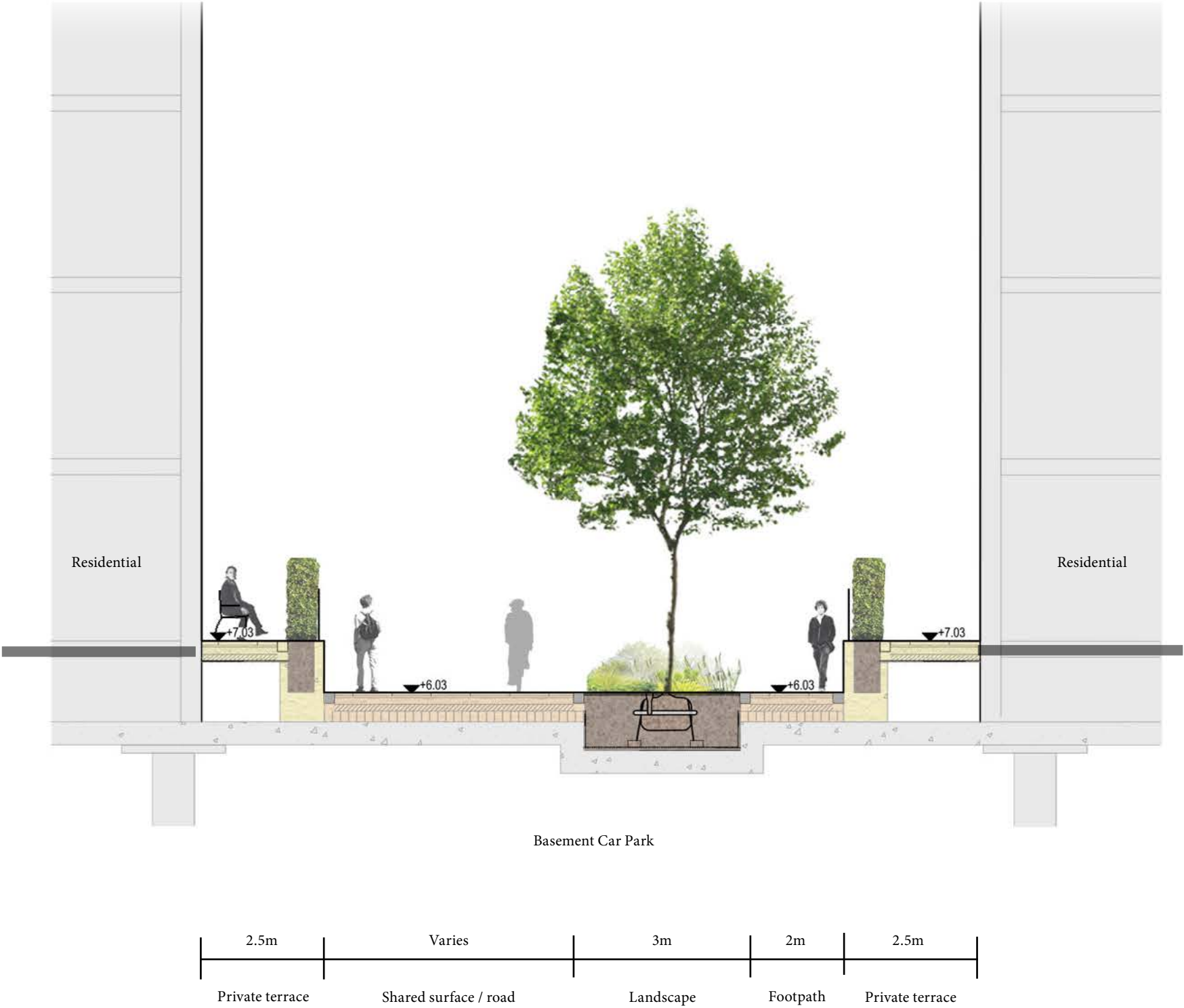
The streets allow for visual links through the site to the river and feature trees and understorey planting provide softening, seasonal colour and interest within the streetscape.



Location plan - Residential Street Example

RESIDENTIAL STREETS

Section AA



LOWER RICHMOND ROAD

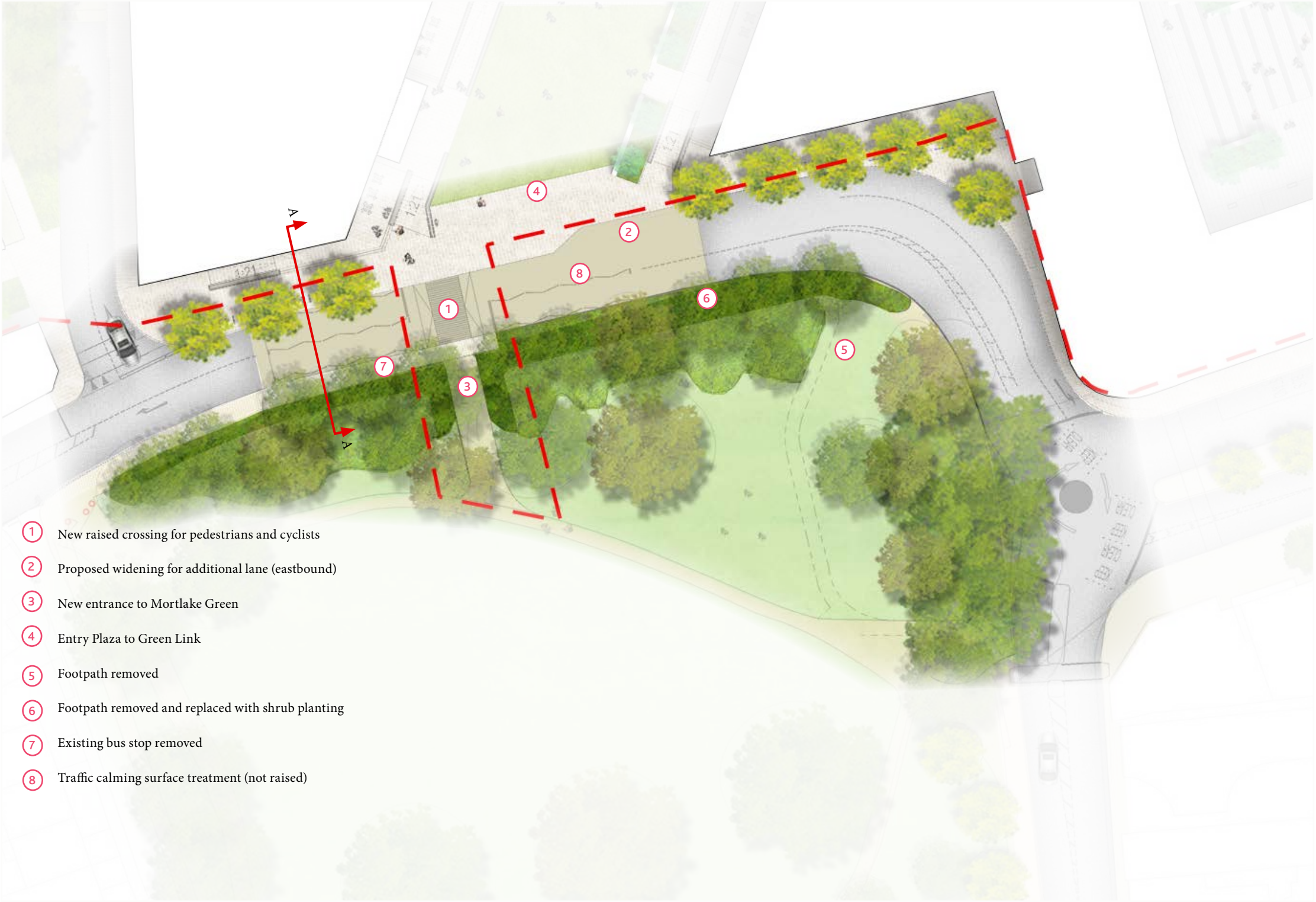
CONNECTION TO MORTLAKE GREEN

The major pedestrian connection from Mortlake to the site occurs at the Green Link entrance across from Mortlake Green. A raised pedestrian / cycle crossing is proposed, aligning with the western pedestrian pathway within the Green Link and directly in line with the entry to the new Cinema complex.

Provision of a new connection across Lower Richmond Road into the park is provided, to connect with the existing pathway network and some selective removal of shrubs and pruning will be necessary, although no existing trees will be affected in these works. Special pavement treatment has been specified for the pathway within the Root Protection Zone of the existing trees and this will be constructed in resin bound gravel or similar material to restrict excavation for the new pavement.

Additional understorey planting either side of the new path will be provided to integrate the path with the existing parkland. New planting is also proposed to replace the existing pathway along the edge of LRR towards the roundabout, to dissuade pedestrians attempting to cross at locations away from the safe crossing point.

Future works in Mortlake Green to continue this pathway and upgrade to suit sharing with cyclists has been discussed in detail with LBRuT and it is envisaged council will integrate these works in their planned general upgrade of the park.



LOWER RICHMOND ROAD

Section AA



SHIP LANE UPGRADE

SHIP LANE WORKS

Landscape works include removal of the existing brick walls along the western side of the street and retention of all existing trees. A new paved footpath is proposed along the eastern side adjacent to the detailed part of the site development and an interim gravel path provided around the western side of the group of existing trees. Following development on the western part of the site, this footpath will be installed in a more permanent finish where outside the Root Protection Zone.

Provision of a raised pedestrian and cycle crossing at the end of Thames Street will be included in the works associated with the first stage of development and will cater for extension of the cycle connection when the outline area is developed.



Location plan



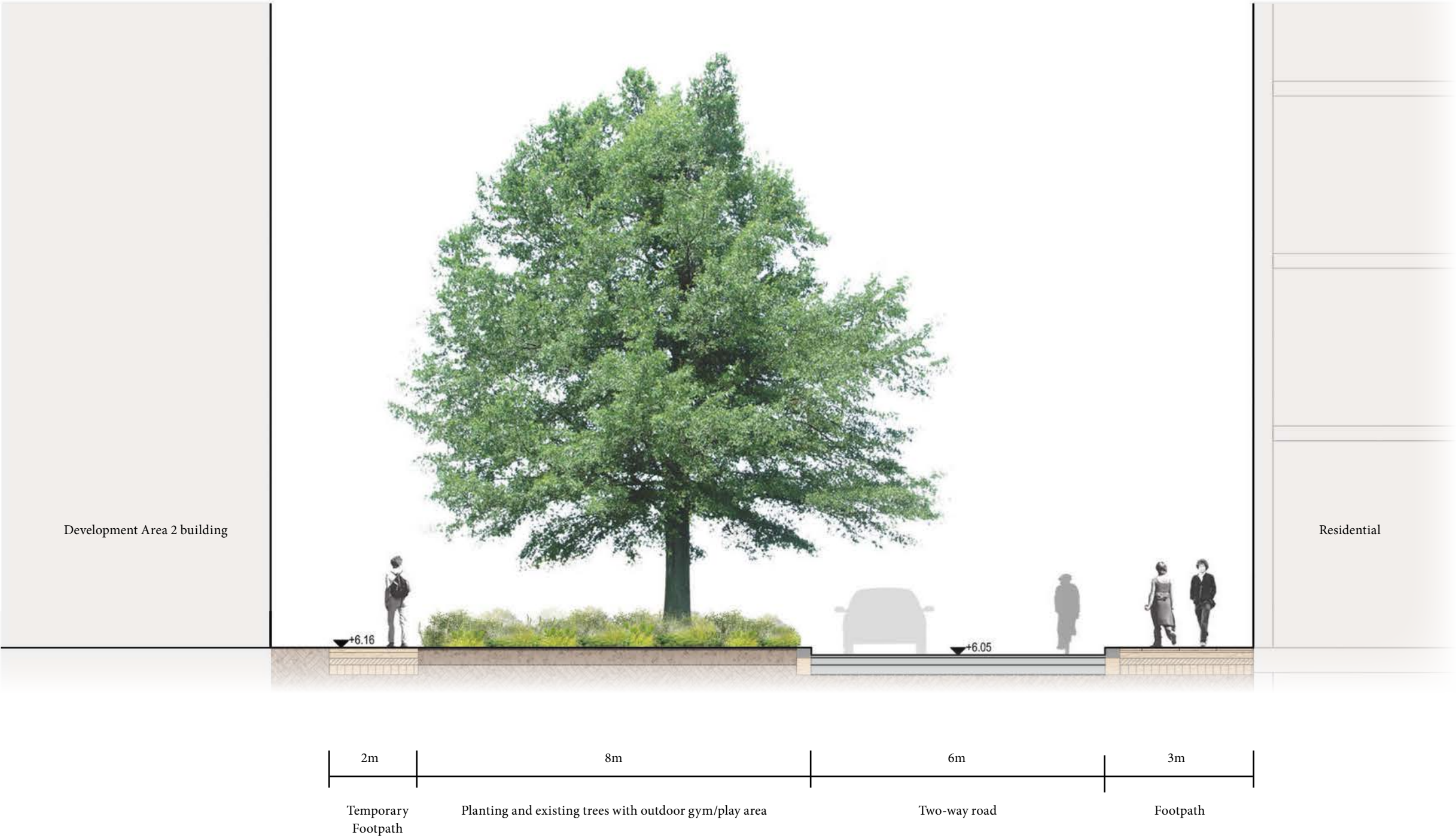
ZOOM PLAN - SHIP LANE (INTERIM)



ZOOM PLAN - SHIP LANE (FINAL)

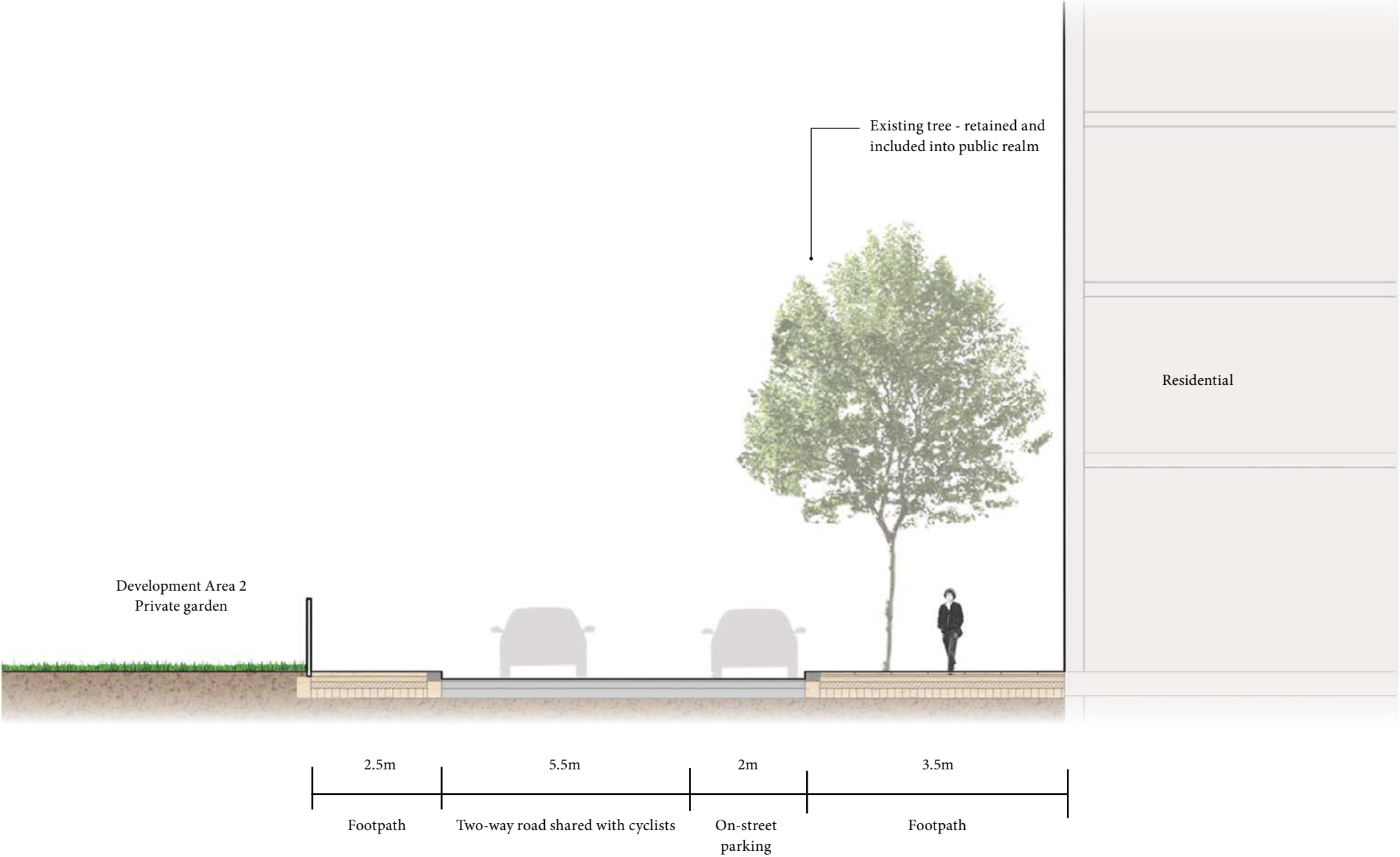
SHIP LANE UPGRADE

Section AA - 20m



SHIP LANE UPGRADE

SECTION BB - 14M



RESIDENTIAL COURTYARDS

RESIDENTIAL COURTYARDS

Courtyards spaces will be designed to accommodate both private terraces as well as public accessible communal gardens for residents and visitors. Screening will be achieved by walls, fences and hedge planting, with some changes of level creating improved separation. Graded walkways (generally no steeper than 1:20.5) and steps from different entry points are provided to facilitate access for all user groups.

Playgrounds for different age groups will be located in the courtyards in the development, primarily 'Doorstep' Play for 0-5yrs age group - refer Play Strategy.

Small multi-stem tree planting, perennial, ground cover and Lawn areas will be used to provide formal and informal green space for the users.

Technical requirements have been considered to ensure successful design of courtyards built on podium level with basement underneath. Courtyard levels are typically 1.0M above structural basement slab to provide suitable space for drainage and growing medium.



- 1 Natural play
- 2 Doorstep play
- 3 Grass lawn
- 4 Small trees with perennial planting
- 5 Feature entrance paving
- 6 Hedge
- 7 Private terrace
- 8 Slopes to courtyard
- 9 Steps



SKETCH PLAN 1:500 INCLUDING A BASIC TENNIS COURT FOR SCALE COMPARISON (23.77M X 10.97M)

RESIDENTIAL COURTYARDS

Section AA

