

7.7.4 Maltings Building

The proposal for the Maltings Building remains unchanged other than amendments that were previously incorporated within the last addendum to the application and the use changes mentioned above.

7.7.5 Former Bottling and Hotel Building

The original proposal for this building was to undertake a facade retention to the South, West and North facades of the existing building elements.

The general approach to the appearance of the facade remains the same, but with the following adjustments:

- Facade retention remains as previously proposed, but with very minor adjustments to relate to the revised internal residential use. These minor changes include an adjustment to the design of the former hoist doors on the South facade.
- New brick facades have been designed with arched windows that reference the design of the existing retained facades - the rhythm and distribution of openings has been adjusted to suit the internal office layout.
- The previously proposed double pitched zinc roof to the Bottling Building has been revised to become a flat roof, which is more in keeping with the recessed upper storey of Building 10.
- The reinstatement of the slate roof and chimneys to the former hotel building remains as previously proposed and to be in-keeping with the original character of the building.



ORIGINAL PROPOSAL: ILLUSTRATIVE VIEW OF BOTTLEWORKS SQUARE (Including Building 5)



ORIGINAL PROPOSAL: BUILDING 5 SOUTH ELEVATION



REVISED PROPOSAL: ILLUSTRATIVE VIEW OF BOTTLEWORKS SQUARE (Including Building 5)



REVISED PROPOSAL: BUILDING 5 SOUTH ELEVATION



ORIGINAL PROPOSAL: BUILDING 5 NORTH ELEVATION BAY STUDY



REVISED PROPOSAL: BUILDING 5 NORTH ELEVATION BAY STUDY

7.8 Parking, Servicing and Refuse

- 7.8.1 Vehicular access to the site is proposed to remain as previously proposed - with largely pedestrianised areas and limited vehicle access along Thames Street for maintenance, delivery, emergency and refuse vehicles only.
- 7.8.2 Resident and visitor parking within the basement that sits below Buildings 2, 3, 6, 7, 8, 10, 11 and 12 has been revised slightly to make way for increased bicycle parking provision. Access to the car park will be via entrance ramps within Buildings 3 and 10 which can be accessed from Mortlake High Street and Ship Lane.
- 7.8.3 The strategy for access to the basement will remain the same as previously proposed. Access will be managed so that vehicles can enter through both entrances during the day without the need for access control - this will avoid vehicles having to wait for car park access and impacting the traffic in the surrounding streets. 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.
- 7.8.4 A series of loading bays have been designated throughout the site to serve refuse, maintenance and delivery vehicles - the location and size of these have remained the same as previously proposed. 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.

- 7.8.5 The refuse storage and collection strategy has remained the same as previously proposed. 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 collections store. Each of these stores has been revised slightly to accommodate the appropriate increased capacity required to relate to the new uplifted building heights and unit numbers.

7.9 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.

7.10 Highways and Pedestrian Realm Strategy

The generous pedestrian provision proposed across the site is proposed to remain the same as originally proposed. There will be no restrictions to pedestrian movement through the Site. Gillespies have produced detailed landscaping proposals for Development Area 1 and their Landscape DAS Addendum explains their proposal and any changes from the originally submitted application.

8.0 Access Statement

All revisions to internal and external layouts of buildings and landscape have been designed to meet the same access requirements as outlined in the Access Statement of the original planning submission.

9.0 The Technical Summary

9.1 Microclimate

Detailed studies relating to Acoustic, Sunlight and Daylight, Wind and Ecology issues have been revised to respond to the amendments to the design of the proposal. Following is a brief summary of issues relating to these factors.

9.1.1 Acoustic

The impact of surrounding noise sources on the residents and used of the site remain the same as described in the original application, therefore the same approach applies to mitigating impact of those noises:

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
- Managing hours of operation for any servicing areas and loading bays
- Refuse and recycling collections

9.1.2 Sunlight and Daylight

The revised massing of both detailed and outline massing of Development Area 1 and Development Area 2 have been carefully considered and tested to both understand and mitigate impact on surrounding properties and ensure sufficient levels of daylight and sunlight area achieved within apartments and the proposed landscape. EB7 have provided an addendum to their original report to explain the performance of the enlarged scheme.

9.1.3 Wind

The detailed wind studies have been updated to reflect the enlarged building massing and RWDI have provided an addendum to their original document.

9.1.4 Ecology

There has been no change to the anticipated impact on ecology relative to the originally submitted proposal.

9.2 Privacy and Amenity

9.2.1 Layouts of both building footprints and apartments have been considered and refined to minimise privacy issues to adjacent buildings. The majority of buildings are separated by 15m or more.

While the GLA's London Housing SPG (2016) at Paragraph 2.3.36 states that:

'In the past, planning guidance for privacy has been concerned with achieving visual separation between dwellings by setting a minimum distance of 18-21m between facing homes.'

The SPG at Paragraph 2.3.36 acknowledges that in certain circumstances it is necessary to depart from a strict minimum separation distance of 18m:

'These are still useful yardsticks for visual privacy, but adhering rigidly to these measure can limit the variety of urban spaces and housing types in the city, and can sometimes unnecessarily restrict density.'

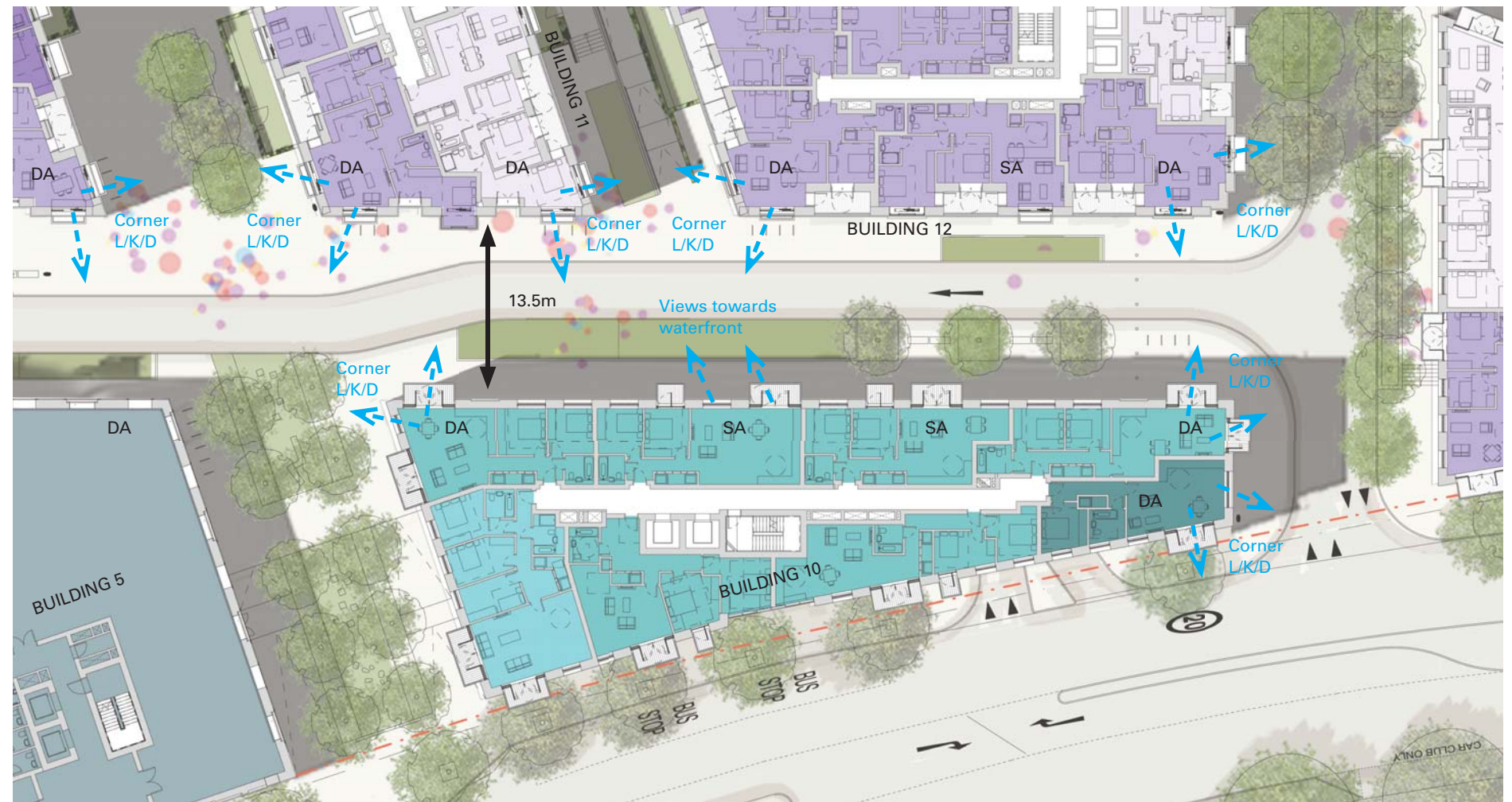
It is on this basis that the new high street (Thames Street) following an east/ west axis, has been designed to 13.5m street width and the narrow flank walls between the courtyard blocks are separated by 10m.

9.2.2 In occasional circumstances where building faces are separated by less than 15m, the following techniques have been adopted to ensure privacy is maintained:

- Habitable rooms have been set back behind balconies (1.5m deep) and balustrades that provide screening.
- Living rooms have generally been provided in corner locations, where a choice of view is provided along with opportunity to choose to obscure the view from (and into) particular windows if need be.
- Windows to some of these dual aspect rooms can be strategically obscured to mitigate privacy issues.
- Where the aforementioned techniques cannot be used, facing rooms have been limited to living rooms facing living rooms and bedrooms facing bedrooms.
- Internal daylight and sunlight levels have been tested to ensure minimum standards are achieved or improved upon.



BUILDING 6: RELATIONSHIP WITH BUILDINGS OPPOSITE

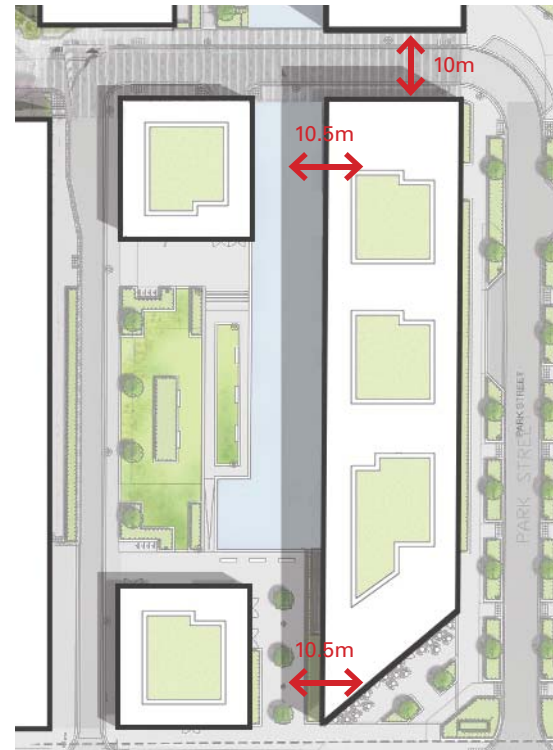


BUILDINGS 5 & 10: RELATIONSHIP WITH BUILDINGS OPPOSITE

9.2.3 Particular effort has been made to ensure that buildings lining the southern edge of the new high street (Thames Street) have been configured in a manner that minimises single aspect north facing units, optimises internal natural lighting, provides living rooms with widest possible (and highest quality) aspect and avoids overlooking. The plans here demonstrate the relationship of Buildings 5, 6 and 10 with buildings on the opposite side of the street (Buildings 7, 8, 11 and 12).

9.2.4 There are many examples of well designed developments within Greater London that demonstrate a separation distance of 10m (and even less) can be designed in such a manner that this separation distance does not result in overbearing or visually intrusive appearance.

Furthermore, the technical appendice (Overshadowing Analysis prepared by EB7) to this addendum demonstrates that the gaps between Buildings 7 and 8 as well as 11 and 12 receive adequate levels of sunlight.



Chelsea Creek - Plan



Chelsea Creek - Photographs

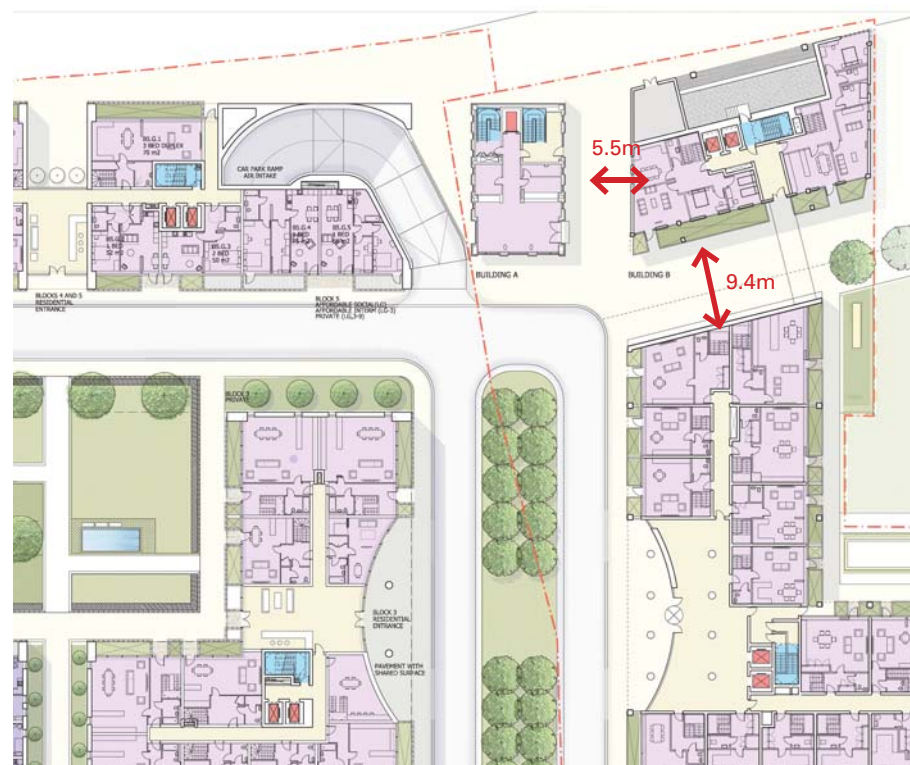


We have provided opposite and overleaf a selection of completed projects that Squire & Partners have designed. These examples serve as precedents of buildings designed in close proximity to one another and demonstrate that the relationships work successfully within the built environment.

The Chelsea Creek and Kensington Row projects are of particular pertinence, since they demonstrate the visual appearance of pinch points between tall buildings leading through to wider courtyard spaces beyond. These configurations are very similar to the relationships proposed at Stag Brewery.

Located within the London Borough of Hammersmith and Fulham, buildings within the Chelsea Creek development narrow to separation distances of 10m at specific locations. At these pinchpoints, the building heights of 7 plus one set back level, do not appear uncomfortably overbearing and maintain adequate levels of natural light to windows facing the narrowed gap.

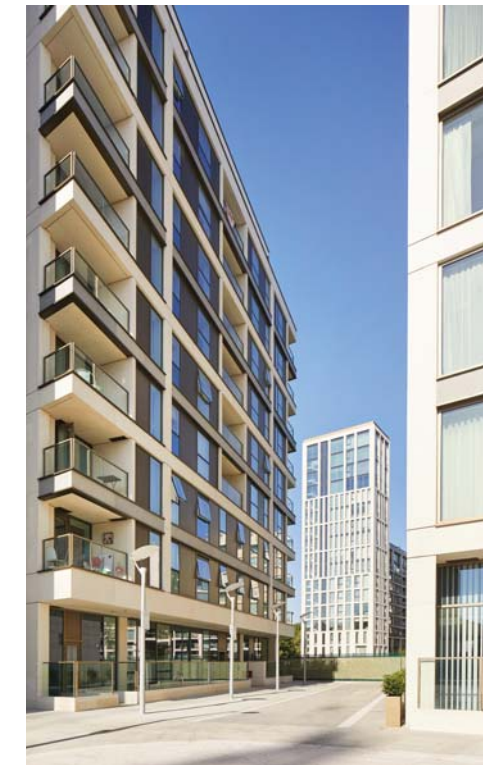
The Kensington Row project sits within the wider Warwick Road Masterplan in the London Borough of Kensington and Chelsea. Separation distances were reduced to as little as 5.5m within this tight new urban grain. The tight distances were counterbalanced by strategic distribution of open space - a mixture of generous boulevards and garden squares.



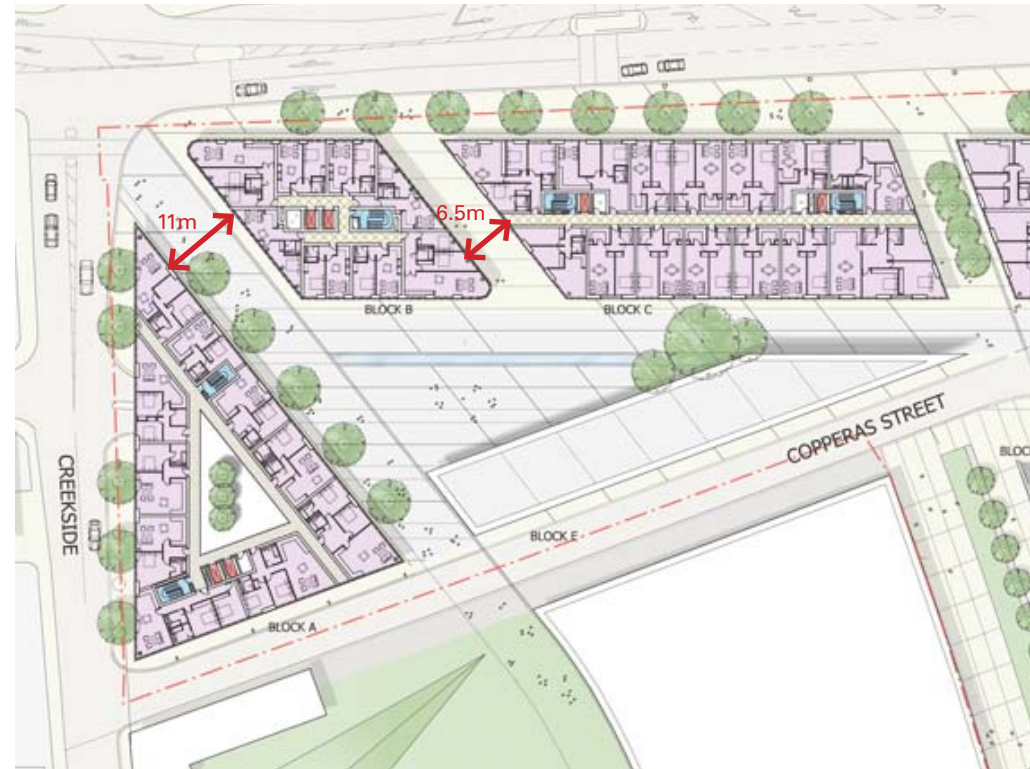
Kensington Row - Plan



Kensington Row - Photographs



This mixed use development is situated within the London Borough of Lewisham. Utilising a former industrial site, buildings within the Creekside Village West masterplan narrow to separation distances of as little as 6.5m.

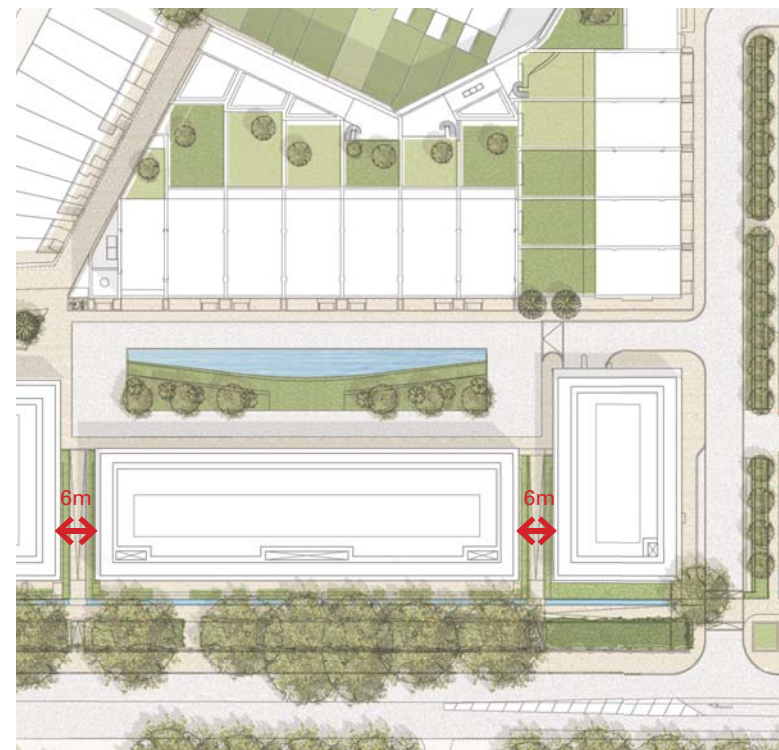


Creekside West - Plan



Creekside West - Photograph

Chelsea Barracks masterplan was conceived as residential buildings positioned around a series of landscaped public routes and spaces, drawing in the local community and ensuring that Chelsea Barracks evolves as a natural addition to Belgravia. Spaces between the buildings narrow to 6m between flank walls of (6 plus 1 storey) buildings.



Chelsea Barracks - Plan



Chelsea Barracks - Photographs



9.3 Security

Secured by Design issues and advice from officers have been considered and incorporated in the design of the proposal. It is anticipated that any specific outstanding issues will be conditioned as part of a planning consent.

9.4 Structural Proposal

The approach to superstructure and substructure design remains the same as previously proposed and is outlined in the following paragraphs:

9.4.1 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.

9.4.2 Substructure

There will be a single storey basement structure under the majority of the site and buildings in Development Area 1. The primary purpose of the basement is to provide car parking and plant space. The area of basement under the cinema has increased in depth by one level. 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 to be confirmed at detailed design.

9.5 Proposed Services

The general service strategy remains the same as previously proposed:

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 meet 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 buildings 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.

9.6 Fire Strategy

The fire strategy remains the same as previously proposed and all revised building layouts have been reviewed by Hoare Lea to ensure escape distances meet minimum requirements. The principle remain as following:

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

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9.6.2 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.

9.6.3 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.

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

10.0 Appendices

10.1 Housing Assessment Matrix

STAG BREWERY - HOUSING ASSESSMENT MATRIX

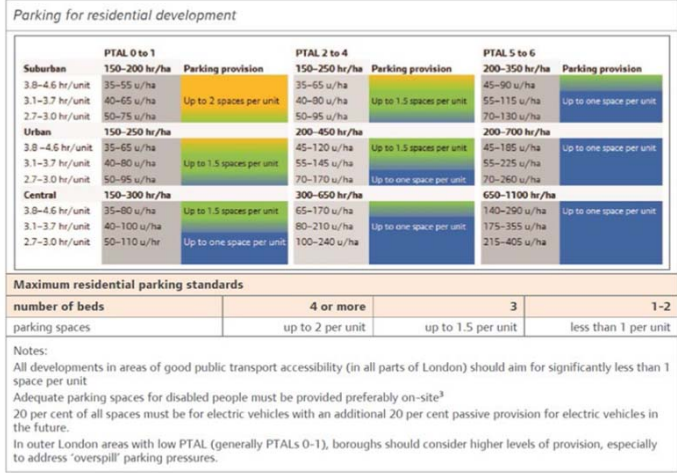
Review of design against the GLA Housing SPG, 2016

This table has been prepared to review the proposed development against GLA design standards. The criteria used for this assessment is taken from Annex 1 of the Mayor's Housing SPG (2016).

- Standard achieved
- Partial accordance with standard
- Standard not feasible to achieve
- Not applicable

Annex 1 Summary of the Housing Standards				
Design Standards	Classification	Performance	ITP London Plan D6 compliance	Comments
Defining Good Places				
1 Development proposals should demonstrate: a How the design responds to its physical context, including the character and legibility of the area and the local pattern of building, public space, landscape and topography. b How the scheme relates to the identified character of the place, to the local vision and strategy or how bolder change is justified in relation to a coherent set of ideas for the place expressed in the local vision and strategy or agreed locally.	Baseline		Table 3.2 Section I and li has been considered and complied with	See Planning Statement and Design & Access Statement. Summary provided at the foot of this table.
2 Development Proposals should demonstrate: a. how the scheme complements the local network of public spaces, including how it integrates with existing streets and paths. b. how public spaces and pedestrian routes are designed to be overlooked and safe, and extensive blank elevations onto the public realm at ground floor have been avoided. c. for larger developments, how any new public spaces including streets and paths are designed on the basis of an understanding of the planned role and character of these spaces within the local movement network, and how new spaces relate to the local vision and strategy for the area.	Baseline		Table 3.2 Section li and iii has been considered and complied with	See Planning Statement and Design & Access Statement. Summary provided at the foot of this table.
Communal and Public Open space				
3 Development proposals should demonstrate that they comply with the LPAs' open spaces strategies, ensuring that an audit of surrounding open space is undertaken and that where appropriate, opportunities to help address a deficiency in provision by providing new public open spaces are taken forward in the design process.	Baseline			Public open space is overlooked, accessible and has high sufficient levels of daylight. See OSPPA document
4 Where communal open space is provided, development proposals should demonstrate that the space: is overlooked by surrounding development; is accessible to disabled people including people who require level access and wheelchair users; is designed to take advantage of direct sunlight; has suitable management arrangements in place.	Baseline		This meets the qualitative design aspects set out in Table 3.2 Section iv	Public open space is overlooked, accessible and has high levels of daylight. See Design & Access Statement and Daylight/ Sunlight chapter of the Environment Statement
Existing Gardens				
Playspace				
5 For developments with an estimated occupancy of ten children or more, development proposals should make an appropriate play provision in accordance with the Mayor's Play and Informal Recreation SPG	Baseline		This meets the requirements of ITP Policy S4 as per supporting paragraph 3.6.9 of ITP Policy D	It is proposed that 4,084 sqm of new child play space could be provided across the entire Development (which excludes the school play facilities)

	Housing for a diverse city				
	Density				
6	Development proposals should demonstrate how the density of residential accommodation satisfies London Plan policy relating to public transport access levels (PTALs) and the accessibility of local amenities and services, and is appropriate to the location	Baseline		Not relevant to D6	The site is suitable for the density of residential accommodation proposed, in line with the London Plan density matrix and all relevant planning considerations. See Planning Statement (section 12)
	Residential mix				
7	Development proposals should demonstrate how the mix of dwelling types and sizes and the mix of tenures meet strategic and local need and are appropriate to the location.	Baseline		Para 3.6.6 states that housing developments should be designed to max tenure integration.	The residential mix has been discussed with LBRuT and GLA and is based on local demand. The mix for the detailed elements of the scheme has been set out within the submission - the exact mix for the outline elements will be confirmed via future Reserved Matters submissions. See Section 12 of the Planning Statement for full assessment
	From Street to Front Door				
	Entrance and Approach				
8	All main entrances to houses, ground floor flats and communal entrance lobbies should be visible, clearly identifiable, and directly accessible from the public realm.	Baseline		Table 3.2 section vi has been considered and complied with	
9	The distance from the accessible car parking space of standard 18 to the home or the relevant block entrance or lift core should be kept to a minimum and should be preferably level or where level is not possible, gently sloping (1:60 - 1:20) on a suitable ground surface.	Baseline		Not covered by D6	Distances from disabled parking have been minimised and surfaces are proposed to be level or gently sloping
	Active frontages				
10	Active frontages should be maximised and inactive frontages minimised on the ground floor of buildings facing publically accessible space, in order to provide natural surveillance and activity.	Baseline		Table 3.2 section li has been considered and complied with	
	Access				
11	90 per cent of new build housing should meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings' with the remaining 10 per cent meeting Building Regulation requirement M4(3) 'wheelchair user dwellings'.	Baseline		Policy D7 has been considered and complied with	
	Shared circulation within buildings				
12	Each core should be accessible to generally no more than eight units on each floor.	Baseline		No reference to cores in Policy D6	
13	An access core serving 4 or more dwellings should provide an access control system with entry phones in all dwellings linked to a main front door with electronic lock release. Unless a 24 hour concierge is provided, additional security measures including audio-visual verification to the access control system should be provided where any of the following apply: more than 25 dwellings are served by one core; or the potential occupancy of the dwellings served by one core exceeds 100 bed spaces; or more than 8 dwellings are provided per floor.	Baseline		No reference to cores in Policy D6	
14	Where dwellings are accessed via an internal corridor, the corridor should receive natural light and adequate ventilation where possible.	Baseline		Table 3.2 Section iii has been considered and complied with	Shared circulation areas will benefit from mechanical ventilation, however natural light is not compatible with ensuring optimisation of building layouts.
15	All dwellings entered at the seventh floor (eighth storey) and above should be served by at least two lifts.	Baseline		Not in D6	
16	It is desirable that every wheelchair user dwelling is served by more than one lift	Good Practice		Not in D6	

Car parking																																																																																						
17	<p>The maximum standards set out below should be the basis for considering planning applications</p>  <p>Parking for residential development</p> <table border="1"> <thead> <tr> <th></th> <th>PTAL 0 to 1</th> <th></th> <th>PTAL 2 to 4</th> <th></th> <th>PTAL 5 to 6</th> <th></th> </tr> </thead> <tbody> <tr> <td>Suburban</td> <td>150-200 hr/ha</td> <td>Parking provision</td> <td>150-250 hr/ha</td> <td>Parking provision</td> <td>200-350 hr/ha</td> <td>Parking provision</td> </tr> <tr> <td>3.8-4.6 hr/unit</td> <td>35-55 u/ha</td> <td rowspan="3">Up to 2 spaces per unit</td> <td>35-65 u/ha</td> <td rowspan="3">Up to 1.5 spaces per unit</td> <td>45-90 u/ha</td> <td rowspan="3">Up to one space per unit</td> </tr> <tr> <td>3.1-3.7 hr/unit</td> <td>40-55 u/ha</td> <td>40-60 u/ha</td> <td>55-115 u/ha</td> </tr> <tr> <td>2.7-3.0 hr/unit</td> <td>50-75 u/ha</td> <td>50-95 u/ha</td> <td>70-130 u/ha</td> </tr> <tr> <td>Urban</td> <td>150-250 hr/ha</td> <td></td> <td>200-450 hr/ha</td> <td></td> <td>200-700 hr/ha</td> <td></td> </tr> <tr> <td>3.8-4.6 hr/unit</td> <td>35-65 u/ha</td> <td rowspan="3">Up to 1.5 spaces per unit</td> <td>45-120 u/ha</td> <td rowspan="3">Up to 1.5 spaces per unit</td> <td>45-105 u/ha</td> <td rowspan="3">Up to one space per unit</td> </tr> <tr> <td>3.1-3.7 hr/unit</td> <td>40-80 u/ha</td> <td>55-145 u/ha</td> <td>55-225 u/ha</td> </tr> <tr> <td>2.7-3.0 hr/unit</td> <td>50-95 u/ha</td> <td>70-170 u/ha</td> <td>70-260 u/ha</td> </tr> <tr> <td>Central</td> <td>150-300 hr/ha</td> <td></td> <td>300-650 hr/ha</td> <td></td> <td>650-1100 hr/ha</td> <td></td> </tr> <tr> <td>3.8-4.6 hr/unit</td> <td>35-80 u/ha</td> <td rowspan="3">Up to 1.5 spaces per unit</td> <td>65-170 u/ha</td> <td rowspan="3">Up to one space per unit</td> <td>140-290 u/ha</td> <td rowspan="3">Up to one space per unit</td> </tr> <tr> <td>3.1-3.7 hr/unit</td> <td>40-100 u/ha</td> <td>80-210 u/ha</td> <td>175-355 u/ha</td> </tr> <tr> <td>2.7-3.0 hr/unit</td> <td>50-110 u/ha</td> <td>100-240 u/ha</td> <td>215-405 u/ha</td> </tr> </tbody> </table> <p>Maximum residential parking standards</p> <table border="1"> <thead> <tr> <th>number of beds</th> <th>4 or more</th> <th>3</th> <th>1-2</th> </tr> </thead> <tbody> <tr> <td>parking spaces</td> <td>up to 2 per unit</td> <td>up to 1.5 per unit</td> <td>less than 1 per unit</td> </tr> </tbody> </table> <p>Notes: All developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than 1 space per unit Adequate parking spaces for disabled people must be provided preferably on-site⁹ 20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future. In outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision, especially to address 'overspill' parking pressures.</p>		PTAL 0 to 1		PTAL 2 to 4		PTAL 5 to 6		Suburban	150-200 hr/ha	Parking provision	150-250 hr/ha	Parking provision	200-350 hr/ha	Parking provision	3.8-4.6 hr/unit	35-55 u/ha	Up to 2 spaces per unit	35-65 u/ha	Up to 1.5 spaces per unit	45-90 u/ha	Up to one space per unit	3.1-3.7 hr/unit	40-55 u/ha	40-60 u/ha	55-115 u/ha	2.7-3.0 hr/unit	50-75 u/ha	50-95 u/ha	70-130 u/ha	Urban	150-250 hr/ha		200-450 hr/ha		200-700 hr/ha		3.8-4.6 hr/unit	35-65 u/ha	Up to 1.5 spaces per unit	45-120 u/ha	Up to 1.5 spaces per unit	45-105 u/ha	Up to one space per unit	3.1-3.7 hr/unit	40-80 u/ha	55-145 u/ha	55-225 u/ha	2.7-3.0 hr/unit	50-95 u/ha	70-170 u/ha	70-260 u/ha	Central	150-300 hr/ha		300-650 hr/ha		650-1100 hr/ha		3.8-4.6 hr/unit	35-80 u/ha	Up to 1.5 spaces per unit	65-170 u/ha	Up to one space per unit	140-290 u/ha	Up to one space per unit	3.1-3.7 hr/unit	40-100 u/ha	80-210 u/ha	175-355 u/ha	2.7-3.0 hr/unit	50-110 u/ha	100-240 u/ha	215-405 u/ha	number of beds	4 or more	3	1-2	parking spaces	up to 2 per unit	up to 1.5 per unit	less than 1 per unit	Baseline		Not in D6	Car parking provision falls below the maximum London Plan standards. See Transport Assessment
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2.7-3.0 hr/unit	50-95 u/ha		70-170 u/ha		70-260 u/ha																																																																																	
Central	150-300 hr/ha		300-650 hr/ha		650-1100 hr/ha																																																																																	
3.8-4.6 hr/unit	35-80 u/ha	Up to 1.5 spaces per unit	65-170 u/ha	Up to one space per unit	140-290 u/ha	Up to one space per unit																																																																																
3.1-3.7 hr/unit	40-100 u/ha		80-210 u/ha		175-355 u/ha																																																																																	
2.7-3.0 hr/unit	50-110 u/ha		100-240 u/ha		215-405 u/ha																																																																																	
number of beds	4 or more	3	1-2																																																																																			
parking spaces	up to 2 per unit	up to 1.5 per unit	less than 1 per unit																																																																																			
18	Each designated wheelchair accessible dwelling should have car parking space that complies with Part M4 (3).	Baseline		Not in D6	See Transport Assessment																																																																																	
19	Careful consideration should be given to the siting and organisation of car parking within an overall design for open space so that car parking does not negatively affect the use and appearance of open spaces.	Baseline		Not in D6	See Transport Assessment																																																																																	
Cycle storage																																																																																						
20	All developments should provide dedicated storage space for cycles at the following level: 1 per studio and one bed 2 per all other dwellings In addition, one short stay cycle parking space should be provided per 40 units.	Baseline		Not in D6	See Transport Assessment																																																																																	
21	Individual or communal cycle storage outside the home should be secure, sheltered and adequately lit, with convenient access to the street. Where cycle storage is provided within the home, it should be in addition to the minimum GIA and minimum storage and circulation space requirements. Cycle storage identified in habitable rooms or on balconies will not be considered acceptable.	Baseline		Not in D6	Cycle storage provided in basement is convenient, secure and covered. See Transport Assessment																																																																																	

Refuse, post and deliveries					
22	Communal refuse and recycling containers, communal bin enclosures and refuse stores should be accessible to all residents including children and wheelchair users, and located on a hard, level surface. The location should satisfy local requirements for waste collection. Refuse and recycling stores within buildings should be located to limit the nuisance caused by noise and smells and maintained to a high hygiene standard.	Baseline		Table 3.2 section vi has been considered and complied with	Scheme has been designed in line with all local requirements and should achieve full credits for CfSH. Refuse stores have been located to limit nuisance caused by noise and smells and are provided with adequate drainage, ventilation and means for cleaning. Refuse stores are located within 30m horizontal distance from any residential dwelling and will be accessible by wheelchair users.
23	Storage facilities for waste and recycling containers should be provided in accordance with local authority requirements and meeting at least British Standard BS5906:2005 Code of Practice for waste management in Buildings.	Baseline		Table 3.2 section vi has been considered and complied with	
Dwelling Space Standards					
24	All new dwellings should meet the nationally described space standard.	Baseline		Table 3.1 has been considered and complied with Parts 1-8 of D6 policy wording have been considered and complied with	See Design and Access Statement and Planning Statement (Section 13)
25	Dwelling plans should demonstrate that dwellings will accommodate the furniture, access and activity space requirements relating to the declared level of occupancy and the furniture schedule set out in Approved Document Part M.	Baseline		Not in D6	Refer to Application Drawings
Private open space					
26	A minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant.	Baseline		Part 9 of Policy D6 has been considered and complied with	
27	The minimum depth and width for all balconies and other private external spaces should be 1500mm.	Baseline		Not specified in D6	
Privacy					
28	Design proposals should demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.	Baseline		Table 3.2 Section iii has been considered and complied with Part C has been considered and complied with	See Design and Access Statement
Dual aspect					
29	Developments should minimise the number of single aspect dwellings. Single aspect dwellings that are north facing, or exposed to noise levels above which significant adverse effects on health and quality of life occur, or which contain three or more bedrooms should be avoided.	Baseline		Para 3.6.4 of Policy D6 has been considered Part C has been considered and complied with	See Design and Access Statement
Noise					
30	The layout of adjacent dwellings and the location of lifts and circulation spaces should seek to limit the transmission of noise to sound sensitive rooms within dwellings.	Baseline		Table 3.2 Section iii has been considered and complied with	
Floor to ceiling heights					
31	A minimum floor to ceiling height of 2.5metres for at least 75% of the gross internal area is strongly encouraged.	Baseline		Part 8 of Policy D6 has been considered and complied with	
Daylight and sunlight					
32	All homes should provide for direct sunlight to enter at least one habitable room for part of the day. Living areas and kitchen dining spaces should preferably receive direct sunlight.	Good Practice		Paras 3.6.4 and 3.6.5 of Policy D6 have been considered. Table 3.2 Section iii has been considered and where possible complied with Parts C and D of policy D6 have been considered and complied with.	The majority of apartments meet this requirement with the exception of a very small number of single aspect units facing the river

	Air Quality												
33	Minimise increased exposure to existing poor air quality and make provision to address local problems of air quality: be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAs)).	Baseline		Not specifically in D6, however part C requires that units have adequate passive ventilation									
	Environmental performance												
34	All homes should satisfy London Plan policy on sustainable design and construction and make the fullest contribution to the mitigation of and adaptation to climate change.	Baseline		Table 3.2 Section iii has been considered and complied with									
	Energy and CO2												
35	Development proposals should be designed in accordance with the LP energy hierarchy, and should meet the following minimum targets for carbon dioxide emissions reduction. <table border="1"> <tr> <td></td> <td><u>Year</u></td> </tr> <tr> <td>Improvement on 2013 Building Regulations</td> <td></td> </tr> <tr> <td>2014 - 2016</td> <td>35 per cent</td> </tr> <tr> <td>2016 - 2036</td> <td>Zero carbon</td> </tr> </table>		<u>Year</u>	Improvement on 2013 Building Regulations		2014 - 2016	35 per cent	2016 - 2036	Zero carbon	Baseline		Not in D6	Targeting minimum requirements through on-site provision and off-setting any shortfall. See Sustainability Statement and Energy Strategy
	<u>Year</u>												
Improvement on 2013 Building Regulations													
2014 - 2016	35 per cent												
2016 - 2036	Zero carbon												
	Overheating												
36	Development proposals should demonstrate how the design of dwellings will avoid overheating without reliance on energy intensive mechanical cooling systems.	Baseline		Part D of policy D6 has been complied with	See Sustainability Statement and Energy Strategy								

	Water				
37	New dwellings should be designed to ensure that a maximum of 105 litres of water is consumed per person per day in line with the optional requirement of Part G.	Baseline		Not in D6	See Sustainability Statement
38	Where development is permitted in an area at risk of flooding, it should incorporate flood resilient design in accordance with the NPPF and its associated technical Guidance whilst ensuring level access is maintained.	Baseline		Not in D6	See Flood Risk Assessment
39	New development should incorporate Sustainable Urban Drainage Systems and green roofs where practical with the aim of achieving a Greenfield run-off rate, increasing bio-diversity and improving water quality. Surface water run-off is to be managed as close to source as possible.	Baseline		Not in D6	See Flood Risk Assessment
	Ecology				
40	The design and layout of new residential development should avoid areas of ecological value and seek to enhance the ecological capital of the area in accordance with GLA best practice guidance on biodiversity and nature conservation.	Baseline		Not in D6	See Ecology Statement
	Design Process				
41	Developments should manage existing materials, specify sustainable materials that are robust and fit for purpose and secure the sustainable procurement of materials.	Good practice		Not in D6	See Application Drawings and Design and Access Statement regarding extent of demolition and façade retention

1.1.1	<p>a:</p> <ul style="list-style-type: none"> The location of the buildings have been designed to maximise pedestrian links and visual connections through from Mortlake High Street/ Lower Richmond Road to the River Thames A generous 'green link' public amenity space as well as a series of publicly accessible towpath, courtyard spaces and public squares are proposed to provide generous amenity space to the development as well as wider context The height and massing of the buildings responds to the Stag Brewery Planning Brief Varied architectural typologies are proposed to enrich the proposed urban environment and provide animated streetscapes and reflect local context A transformative and far reaching project that will bring together local people, residents and businesses, new and existing Creation of a mixed and balanced community Creation of a new routes across the site and connections to the wider Mortlake area <p>b:</p> <ul style="list-style-type: none"> The design process has identified, explored and addressed the extraordinary potential for this strategically significant site Creation of a new vibrant, mixed-use, inclusive and profoundly sustainable development The proposal creates a major new waterfront public realm that includes a hierarchy of generously landscaped open spaces that are legible, permeable and accessible to all Significant ground floor active retail frontages animate the new streetscapes (Thames Street and Green Link) and Riverside Terrace The creation of new focal point for the Borough with a distinct sense of place, for use by the wider community
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10.2 Drawings

List of previously submitted application drawings with no amendments:

Existing Site (23 No. Drawings)

16019_JA12_Z0_P_00_001	Existing Site Plan
16019_JA12_Z1_E_AA_001	Existing Site Elevation
16019_JA12_Z2_E_FF_001	Existing Site Elevation FF
16019_JA12_Z2_E_NN_001	Existing Site Elevation NN
16019_JA12_B4_E_E_001	Former Maltings Building - Existing East Elevation
16019_JA12_B4_E_E_002	Former Maltings Building - Existing East Elevation Demolition
16019_JA12_B4_E_N_001	Former Maltings Building - Existing North Elevation
16019_JA12_B4_E_N_002	Former Maltings Building - Existing North Elevation Demolition
16019_JA12_B4_E_S_001	Former Maltings Building - Existing South Elevation
16019_JA12_B4_E_S_002	Former Maltings Building - Existing South Elevation Demolition
16019_JA12_B4_E_W_001	Former Maltings Building - Existing West Elevation
16019_JA12_B4_E_W_002	Former Maltings Building - Existing West Elevation Demolition
16019_JA12_B5_E_S_001	Former Bottling and Hotel Buildings - Existing South Elevation
16019_JA12_B5_E_S_002	Former Bottling and Hotel Buildings - Existing South Elevation Demolition
16019_JA12_B5_E_W_001	Former Bottling and Hotel Buildings - Existing West Elevation
16019_JA12_B5_E_W_002	Former Bottling and Hotel Buildings - Existing West Elevation Demolition
16019_JA12_B5_E_ZZ_001	Former Bottling and Hotel Buildings - Existing North & East Elevation 1
16019_JA12_B5_E_ZZ_002	Former Bottling and Hotel Buildings - Existing North & East Elevation 2
16019_JA12_B5_E_ZZ_003	Former Bottling and Hotel Buildings - Existing North & East Elevation 1 Demolition
16019_JA12_B5_E_ZZ_004	Former Bottling and Hotel Buildings - Existing North & East Elevation 2 Demolition
16019_JA12_Z0_P_00_002	Demolition plan - Entire Site
16019_JA12_Z1_P_00_001	Demolition plan - Development Area 1
16019_JA12_Z2_P_00_001	Demolition plan - Development Area 2

Application and Ownership Boundaries (10 No. Drawings)

16019_JA12_Z0_P_00_003	Red Line Site Location Plan - Applications A, B and C
16109_JA12_Z0_P_00_004	Red Line Site Location and Applicant Ownership Plan - Application A, B and C
16019_JA12_Z0_P_00_005	Application A - Red Line Site Location Plan
16019_JA12_Z0_P_00_006	Application B - Red Line Site Location Plan
16019_JA12_Z0_P_00_007	Application C - Red Line Site Location Plan
16019_JA12_Z0_P_00_008	Development Area 1 and Development Area 2 Boundaries
16019_C645_Z0_P_00_001	Site Application Boundaries: Application A, B and C
16019_C645_Z0_P_00_002	Application A Block Plan
16019_C645_Z0_P_00_003	Application B Block Plan
16019_C645_Z0_P_00_004	Application C Block Plan

List of substitution application drawings:

Masterplan (8 No. Drawings):

18125_C645_MP_P_00_001	Proposed Masterplan Ground Floor Level
18125_C645_MP_P_TY_001	Proposed Masterplan Typical Floor Level
18125_C645_Z1_P_00_001	Proposed Development Area 1 Ground Floor Level Plan
18125_C645_Z1_P_TY_001	Proposed Development Area 1 Typical Floor Level Plan
18125_C645_Z2_P_00_002	Proposed Development Area 2 Ground Floor Level Plan
18125_C645_Z2_P_00_001	Buildings 18 & 19 Indicative Layouts - Ground Floor Plan
18125_C645_Z2_P_TY_002	Proposed Development Area 2 Typical Floor Level Plan
18125_C645_Z2_P_TY_001	Buildings 18 & 19 Indicative Layouts - Typical Floor Plan

Building Plans (71 No. Drawings):

18125_C645_B01_P_00_001	Building 1 - Proposed Ground Floor Plan
18125_C645_B01_P_01_001	Building 1 - Proposed First Floor Plan
18125_C645_B01_P_02_001	Building 1 - Proposed Second Floor Plan
18125_C645_B01_P_03_001	Building 1 - Proposed Third Floor Plan
18125_C645_B01_P_B1_001	Building 1 - Proposed Basement Plan 1
18125_C645_B01_P_B2_001	Building 1 - Proposed Basement Plan 2
18125_C645_B01_P_RF_001	Building 1 - Proposed Roof Plan
18125_C645_B02_P_00_001	Building 2 - Proposed Ground Floor Plan
18125_C645_B02_P_TY1_001	Building 2 - Proposed Typical Floor 1 (Second to Fifth Levels)
18125_C645_B02_P_TY2_001	Building 2 - Proposed Typical Floor 2 (First and Sixth Levels)
18125_C645_B02_P_07_001	Building 2 - Proposed Seventh Floor Plan
18125_C645_B02_P_08_001	Building 2 - Proposed Eighth Floor Plan
18125_C645_B02_P_09_001	Building 2 - Proposed Ninth Floor Plan
18125_C645_B02_P_RF_001	Building 2 - Proposed Roof Plan
18125_C645_B03_P_00_001	Building 3 - Proposed Ground Floor Plan
18125_C645_B03_P_TY_001	Building 3 - Proposed Typical Floor (First to Fourth Levels)
18125_C645_B03_P_05_001	Building 3 - Proposed Fifth Floor Plan
18125_C645_B03_P_06_001	Building 3 - Proposed Sixth Floor Plan
18125_C645_B03_P_RF_001	Building 3 - Proposed Roof Plan
18125_C645_B04_P_00_001	Building 4 - Proposed Ground Floor Plan
18125_C645_B04_P_01_001	Building 4 - Proposed First Floor Plan
18125_C645_B04_P_02_001	Building 4 - Proposed Second Floor Plan
18125_C645_B04_P_03_001	Building 4 - Proposed Third Floor Plan
18125_C645_B04_P_04_001	Building 4 - Proposed Fourth Floor Plan
18125_C645_B04_P_05_001	Building 4 - Proposed Fifth Floor Plan
18125_C645_B04_P_06_001	Building 4 - Proposed Sixth Floor Plan
18125_C645_B04_P_07_001	Building 4 - Proposed Seventh Floor Plan
18125_C645_B04_P_RF_001	Building 4 - Proposed Roof Plan

18125_C645_B05_P_LG_001 Building 5 - Proposed Lower Ground Floor Plan
 18125_C645_B05_P_00_001 Building 5 - Proposed Ground Floor Plan
 18125_C645_B05_P_01_001 Building 5 - Proposed First Floor Plan
 18125_C645_B05_P_02_001 Building 5 - Proposed Second Floor Plan
 18125_C645_B05_P_03_001 Building 5 - Proposed Third Floor Plan
 18125_C645_B05_P_RF_001 Building 5 - Proposed Roof Plan

 18125_C645_B06_P_00_001 Building 6 - Proposed Ground Floor Plan
 18125_C645_B06_P_TY_001 Building 6 - Proposed Typical Floor Plan
 18125_C645_B06_P_04_001 Building 6 - Proposed Fourth Floor Plan
 18125_C645_B06_P_RF_001 Building 6 - Proposed Roof Plan

 18125_C645_B07_P_00_001 Building 7 - Proposed Ground Floor Plan
 18125_C645_B07_P_TY1_001 Building 7 - Proposed Typical Floor 1 (Second to Fifth Levels)
 18125_C645_B07_P_TY2_001 Building 7 - Proposed Typical Floor 2 (First and Sixth Levels)
 18125_C645_B07_P_07_001 Building 7 - Proposed Seventh Floor Plan
 18125_C645_B07_P_08_001 Building 7 - Proposed Eighth Floor Plan
 18125_C645_B07_P_09_001 Building 7 - Proposed Ninth Floor Plan
 18125_C645_B07_P_RF_001 Building 7 - Proposed Roof Plan

 18125_C645_B08_P_00_001 Building 8 - Proposed Ground Floor Plan
 18125_C645_B08_P_TY1_001 Building 8 - Proposed Typical Floor 1 (Second to Fifth Levels)
 18125_C645_B08_P_TY2_001 Building 8 - Proposed Typical Floor 2 (First and Sixth Levels)
 18125_C645_B08_P_07_001 Building 8 - Proposed Eighth Floor Plan
 18125_C645_B08_P_RF_001 Building 8 - Proposed Roof Plan

 18125_C645_B09_P_00_001 Building 9 - Proposed Ground Floor Plan
 18125_C645_B09_P_TY_001 Building 9 - Proposed Typical Floor Plan
 18125_C645_B09_P_04_001 Building 9 - Proposed Fourth Floor Plan
 18125_C645_B09_P_RF_001 Building 9 - Proposed Roof Plan

 18125_C645_B10_P_00_001 Building 10 - Proposed Ground Floor Plan
 18125_C645_B10_P_TY_001 Building 10 - Proposed Typical Floor Plan
 18125_C645_B10_P_05_001 Building 10 - Proposed Fifth Floor Plan
 18125_C645_B10_P_RF_001 Building 10 - Proposed Roof Plan

 18125_C645_B11_P_00_001 Building 11 - Proposed Ground Floor Plan
 18125_C645_B11_P_TY1_001 Building 11 - Proposed Typical Floor 1 (Second to Fifth Levels)
 18125_C645_B11_P_TY2_001 Building 11 - Proposed Typical Floor 2 (First to Sixth Levels)
 18125_C645_B11_P_07_001 Building 11 - Proposed Seventh Floor Plan
 18125_C645_B11_P_08_001 Building 11 - Proposed Eighth Floor Plan
 18125_C645_B11_P_RF_001 Building 11 - Proposed Roof Plan

18125_C645_B12_P_00_001 Building 12 - Proposed Ground Floor Plan
 18125_C645_B12_P_TY_001 Building 12 - Proposed Typical Floor Plan (First to Fourth Levels)
 18125_C645_B12_P_05_001 Building 12 - Proposed Fifth Floor Plan
 18125_C645_B12_P_06_001 Building 12 - Proposed Sixth Floor Plan
 18125_C645_B12_P_07_001 Building 12 - Proposed Seventh Floor Plan
 18125_C645_B12_P_RF_001 Building 12 - Proposed Roof Plan

Wheelchair Accessible Unit Plans (31 No. Drawings):

18125_C645_B02_P_00_002 Building 2 - Accessible Unit Apartment 2.G.2
 18125_C645_B02_P_00_003 Building 2 - Accessible Unit Apartment 2.G.3
 18125_C645_B02_P_00_004 Building 2 - Accessible Unit Apartment 2.G.4
 18125_C645_B02_P_00_005 Building 2 - Accessible Unit Apartment 2.G.6
 18125_C645_B02_P_00_006 Building 2 - Accessible Unit Apartment 2.G.7
 18125_C645_B02_P_TY1_002 Building 2 - Accessible Unit Apartment 2.TY1.3
 18125_C645_B02_P_TY1_003 Building 2 - Accessible Unit Apartment 2.TY1.17
 18125_C645_B03_P_00_002 Building 3 - Accessible Unit Apartment 3.G.1
 18125_C645_B03_P_00_003 Building 3 - Accessible Unit Apartment 3.G.3
 18125_C645_B03_P_05_002 Building 3 - Accessible Unit Apartment 3.5.4
 18125_C645_B03_P_TY_002 Building 3 - Accessible Unit Apartment 3.TY.4
 18125_C645_B04_P_01_002 Building 4 - Accessible Unit Apartment 4.1.2
 18125_C645_B04_P_01_003 Building 4 - Accessible Unit Apartment 4.1.3
 18125_C645_B04_P_02_002 Building 4 - Accessible Unit Apartment 4.2.2
 18125_C645_B04_P_02_003 Building 4 - Accessible Unit Apartment 4.2.3
 18125_C645_B04_P_05_002 Building 4 - Accessible Unit Apartment 4.5.2
 18125_C645_B04_P_05_003 Building 4 - Accessible Unit Apartment 4.5.3
 18125_C645_B06_P_TY_002 Building 6 - Accessible Unit Apartment 6.TY.5
 18125_C645_B07_P_00_002 Building 7 - Accessible Unit Apartment 7.G.1
 18125_C645_B07_P_00_003 Building 7 - Accessible Unit Apartment 7.G.2
 18125_C645_B07_P_00_004 Building 7 - Accessible Unit Apartment 7.G.4
 18125_C645_B08_P_00_002 Building 8 - Accessible Unit Apartment 8.G.5
 18125_C645_B08_P_00_003 Building 8 - Accessible Unit Apartment 8.G.3
 18125_C645_B08_P_TY1_002 Building 8 - Accessible Unit Apartment 8.TY1.4
 18125_C645_B08_P_TY1_003 Building 8 - Accessible Unit Apartment 8.TY1.5
 18125_C645_B09_P_TY_002 Building 9 - Accessible Unit Apartment 9.TY.1
 18125_C645_B10_P_TY_002 Building 10 - Accessible Unit Apartment 10.TY.7
 18125_C645_B11_P_00_002 Building 11 - Accessible Unit Apartment 11.G.1
 18125_C645_B11_P_00_003 Building 11 - Accessible Unit Apartment 11.G.2
 18125_C645_B12_P_00_002 Building 12 - Accessible Unit Apartment 12.G.1
 18125_C645_B12_P_00_003 Building 12 - Accessible Unit Apartment 12.G.2

(Continued) list of substitution application drawings:

Basement Plans (2 No. Drawings):

18125_C645_Z1_P_B1_001 Proposed Development Area 1 Basement Plan
18125_C645_Z2_P_B1_001 Proposed Development Area 2 Basement Plan

Basement Sections (3 No. Drawings):

18125_C645_Z1_S_B1_001 Proposed Development Area 1 Basement Section AA
18125_C645_Z1_S_B1_002 Proposed Development Area 1 Basement Section BB
18125_C645_Z2_S_B1_001 Proposed Development Area 2 Basement Section CC

Refuse Store Plans (7 No. Drawings):

18125_C645_B03_P_00_004 Building 3 - Ground Floor Level Refuse Store Plan
18125_C645_B04_P_00_002 Building 4 - Ground Floor Level Refuse Store Plan
18125_C645_B06_P_00_002 Building 6 - Ground Floor Level Refuse Store Plan
18125_C645_B08_P_00_005 Building 8 - Ground Floor Level Refuse Store Plan
18125_C645_B09_P_00_002 Building 9 - Ground Floor Level Refuse Store Plan
18125_C645_B10_P_00_003 Building 10 - Ground Floor Level Refuse Store Plan
18125_C645_B12_P_00_004 Building 12 - Ground Floor Level Refuse Store Plan

Parameter Plans (13 No. Drawings)

18125_C645_Z2_P_PR_001 Block Footprint and Horizontal Lines of Deviation Ground to Second Floor
18125_C645_Z2_P_PR_002 Block Footprint and Horizontal Lines of Deviation Third Floor
18125_C645_Z2_P_PR_003 Block Footprint and Horizontal Lines of Deviation Fourth Floor
18125_C645_Z2_P_PR_004 Block Footprint and Horizontal Lines of Deviation Fifth Floor
18125_C645_Z2_P_PR_005 Block Footprint and Horizontal Lines of Deviation Sixth Floor
18125_C645_Z2_P_PR_006 Block Heights and Vertical Lines of Deviation
18125_C645_Z2_P_PR_007 Proposed Building Levels - Ground Floor
18125_C645_Z2_P_PR_008 Proposed Land Use Distribution Ground and Upper Floors
18125_C645_Z2_P_PR_009 Proposed Land Use Distribution Basement
18125_C645_Z2_P_PR_010 Proposed Basement Maximum Depth and Extent
18125_C645_Z2_P_PR_011 Demolition and Retention Plan
18125_C645_Z2_P_PR_012 Proposed Active Frontages - Ground Floor
18125_C645_Z2_P_PR_013 Block Footprint and Horizontal Lines of Deviation Seventh Floor

Bay Study Elevations (9 No. Drawings):

18125_C645_Z1_E_01_001 Mansion Typology Bay Study Elevation - Double Gable
18125_C645_Z1_E_01_002 Mansion Typology Bay Study Elevation - Single Bay
18125_C645_Z1_E_01_003 Mansion Typology Bay Study Elevation - Single Gable
18125_C645_Z1_E_01_004 Warehouse Typology Bay Study Elevation
18125_C645_Z1_E_01_005 Bottling & Hotel Building Bay Study Elevation - Existing Facade Office
18125_C645_Z1_E_01_006 Bottling & Hotel Building Bay Study Elevation - New Facade Office
18125_C645_Z1_E_01_007 Bottling & Hotel Building Bay Study Elevation - Existing Facade Former Hotel
18125_C645_Z1_E_01_008 Cinema Bay Study Elevation

Site Sections and Elevations (24 No. Drawings):

18125_C645_Z1_E_AA_001 Proposed Site Elevation AA
18125_C645_Z1_E_BB_001 Proposed Site Elevation BB
18125_C645_Z1_E_CC_001 Proposed Site Elevation CC
18125_C645_Z1_E_DD_001 Proposed Site Elevation DD
18125_C645_Z1_E_EE_001 Proposed Site Elevation EE
18125_C645_Z1_E_FF_001 Proposed Site Elevation FF
18125_C645_Z1_E_GG_001 Proposed Site Elevation GG
18125_C645_Z1_E_HH_001 Proposed Site Elevation HH
18125_C645_Z1_E_II_001 Proposed Site Elevation II
18125_C645_Z2_E_JJ_001 Proposed Site Elevation JJ
18125_C645_Z2_E_KK_001 Proposed Site Elevation KK
18125_C645_Z2_E_LL_001 Proposed Site Elevation LL
18125_C645_Z2_E_MM_001 Proposed Site Elevation MM
18125_C645_Z2_E_NN_001 Proposed Site Elevation NN
18125_C645_Z2_E_OO_001 Proposed Site Elevation OO
18125_C645_Z2_E_PP_001 Proposed Site Elevation PP
18125_C645_Z2_E_QQ_001 Proposed Site Elevation QQ
18125_C645_Z2_E_RR_001 Proposed Site Elevation RR

18125_C645_Z2_S_AA_001 Proposed Site Section AA
18125_C645_Z2_S_BB_001 Proposed Site Section BB
18125_C645_Z2_S_CC_001 Proposed Site Section CC
18125_C645_Z2_S_DD_001 Proposed Site Section DD
18125_C645_Z2_S_EE_001 Proposed Site Section EE
18125_C645_Z2_S_FF_001 Proposed Site Section FF

Building Elevations (53 No. Drawings):

18125_C645_B01_E_E_001 Building 1 - Proposed East Elevation
 18125_C645_B01_E_N_001 Building 1 - Proposed North Elevation
 18125_C645_B01_E_S_001 Building 1 - Proposed South Elevation
 18125_C645_B01_E_W_001 Building 1 - Proposed West Elevation
 18125_C645_B02_E_E_001 Building 2 - Proposed East Elevation
 18125_C645_B02_E_N_001 Building 2 - Proposed North Elevation 1
 18125_C645_B02_E_N_002 Building 2 - Proposed North Elevation 2
 18125_C645_B02_E_S_001 Building 2 - Proposed South Elevation
 18125_C645_B02_E_W_001 Building 2 - West Elevation 1
 18125_C645_B02_E_W_002 Building 2 - West Elevation 2

 18125_C645_B03_E_E_001 Building 3 - Proposed East Elevation
 18125_C645_B03_E_N_001 Building 3 - Proposed North Elevation
 18125_C645_B03_E_S_001 Building 3 - Proposed South Elevation
 18125_C645_B03_E_W_001 Building 3 - Proposed West Elevation

 18125_C645_B04_E_E_001 Building 4 - Proposed East Elevation
 18125_C645_B04_E_N_001 Building 4 - Proposed North Elevation
 18125_C645_B04_E_S_001 Building 4 - Proposed South Elevation
 18125_C645_B04_E_W_002 Building 4 - Proposed West Elevation
 18125_C645_B05_E_H_001 Building 5 - Proposed (Former) Hotel Elevations

 18125_C645_B05_E_S_001 Building 5 - Proposed South Elevation
 18125_C645_B05_E_E_001 Building 5 - Proposed East & North Elevations
 18125_C645_B05_E_N_002 Building 5 - Proposed North & West Elevations
 18125_C645_B06_E_E_001 Building 6 - Proposed East Elevation

 18125_C645_B06_E_N_001 Building 6 - Proposed North Elevation
 18125_C645_B06_E_S_001 Building 6 - Proposed South Elevation 1
 18125_C645_B06_E_S_002 Building 6 - Proposed South Elevation 2
 18125_C645_B06_E_W_001 Building 6 - Proposed West Elevation

 18125_C645_B07_E_E_001 Building 7 - Proposed East Elevation
 18125_C645_B07_E_N_001 Building 7 - Proposed North Elevation
 18125_C645_B07_E_S_001 Building 7 - Proposed South Elevation
 18125_C645_B07_E_W_001 Building 7 - Proposed West Elevation

 18125_C645_B08_E_E_001 Building 8 - Proposed East Elevation
 18125_C645_B08_E_N_001 Building 8 - Proposed North Elevation
 18125_C645_B08_E_S_001 Building 8 - Proposed South Elevation
 18125_C645_B08_E_W_001 Building 8 - Proposed West Elevation 1
 18125_C645_B08_E_W_002 Building 8 - Proposed West Elevation 2

18125_C645_B09_E_E_001 Building 9 - Proposed East Elevation
 18125_C645_B09_E_N_001 Building 9 - Proposed North Elevation
 18125_C645_B09_E_S_001 Building 9 - Proposed South Elevation
 18125_C645_B09_E_W_001 Building 9 - Proposed West Elevation

 18125_C645_B10_E_E_001 Building 10 - Proposed East Elevation
 18125_C645_B10_E_N_001 Building 10 - Proposed North Elevation
 18125_C645_B10_E_S_001 Building 10 - Proposed South Elevation
 18125_C645_B10_E_W_001 Building 10 - Proposed West Elevation
 18125_C645_B11_E_E_001 Building 11 - Proposed East Elevation
 18125_C645_B11_E_N_001 Building 11 - Proposed North Elevation
 18125_C645_B11_E_S_001 Building 11 - Proposed South Elevation
 18125_C645_B11_E_W_001 Building 11 - Proposed West Elevation
 18125_C645_B12_E_E_001 Building 12 - Proposed East Elevation
 18125_C645_B12_E_N_001 Building 12 - Proposed North Elevation 1
 18125_C645_B12_E_N_002 Building 12 - Proposed North Elevation 2
 18125_C645_B12_E_S_002 Building 12 - Proposed South Elevation
 18125_C645_B12_E_W_001 Building 12 - Proposed West Elevation



VIEW FROM MORTLAKE GREEN



VIEW FROM CROSSING ON LOWER RICHMOND ROAD LOOKING TOWARDS THE GREEN LINK



VIEW FROM GREEN LINK LOOKING TOWARDS THE RIVER THAMES



VIEW FROM LOWER RICHMOND ROAD LOOKING TOWARDS NEW CINEMA BUILDING



VIEW LOOKING EAST FROM LOWER RICHMOND ROAD



VIEW DOWN WIDENED SHIP LANE



VIEW OF NEW HIGH STREET (THAMES STREET)



VIEW OF NEW BOTTLEWORKS SQUARE



VIEW FROM MORTLAKE HIGH STREET



VIEW FROM JUNCTION OF LOWER RICHMOND ROAD AND MORTLAKE HIGH STREET



VIEW FROM RIVER THAMES LOOKING TOWARDS NEW RIVERSIDE SQUARE



VIEW OF RESIDENTIAL GARDEN COURTYARD (BUILDINGS 7 & 8)



VIEW FROM NORTH EAST



VIEW FROM CHISWICK BRIDGE



VIEW FROM DUKES MEADOW

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