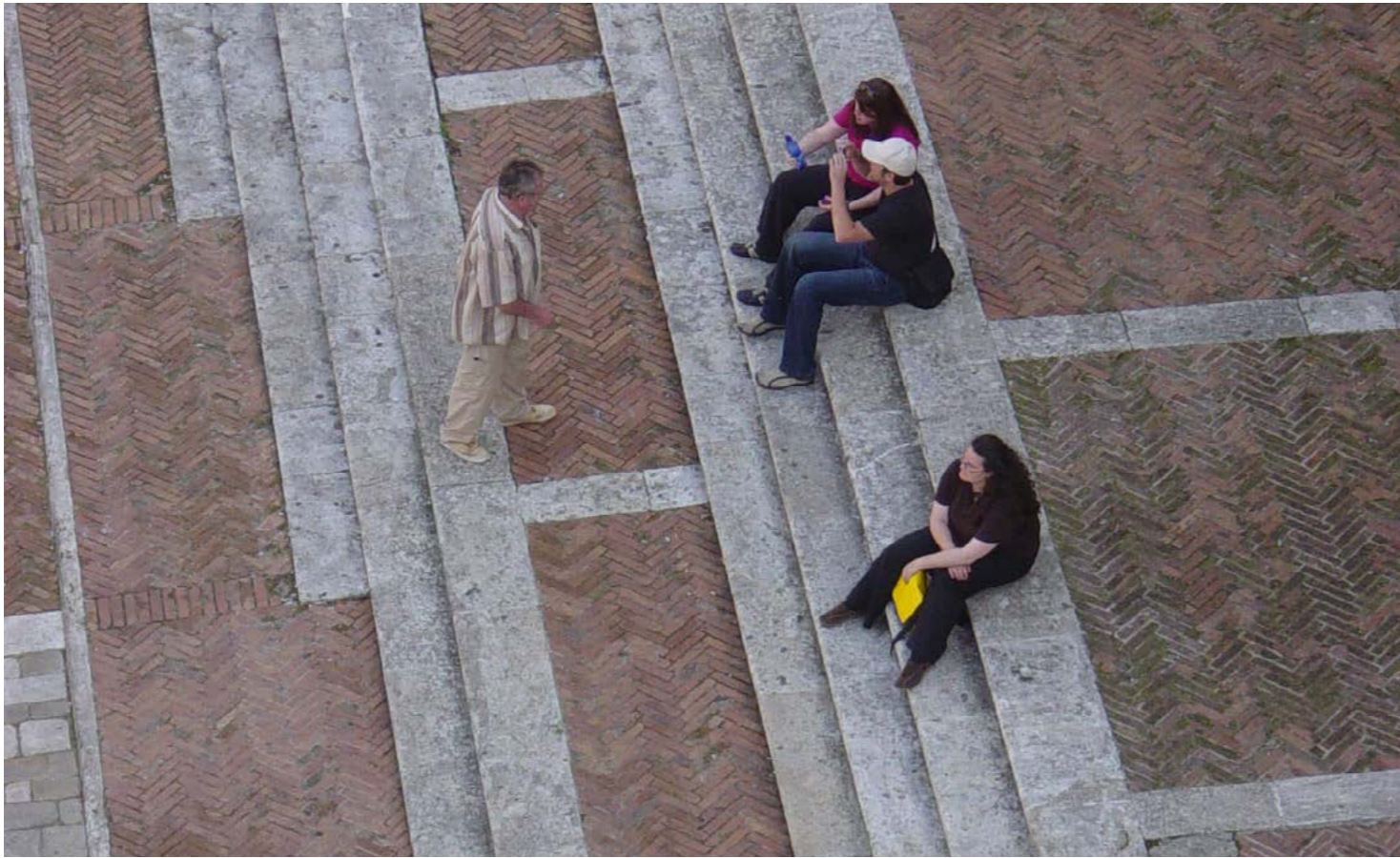


MALTINGS PLAZA - PRECEDENT IMAGES



RIVERSIDE TERRACE

RIVERSIDE TERRACE

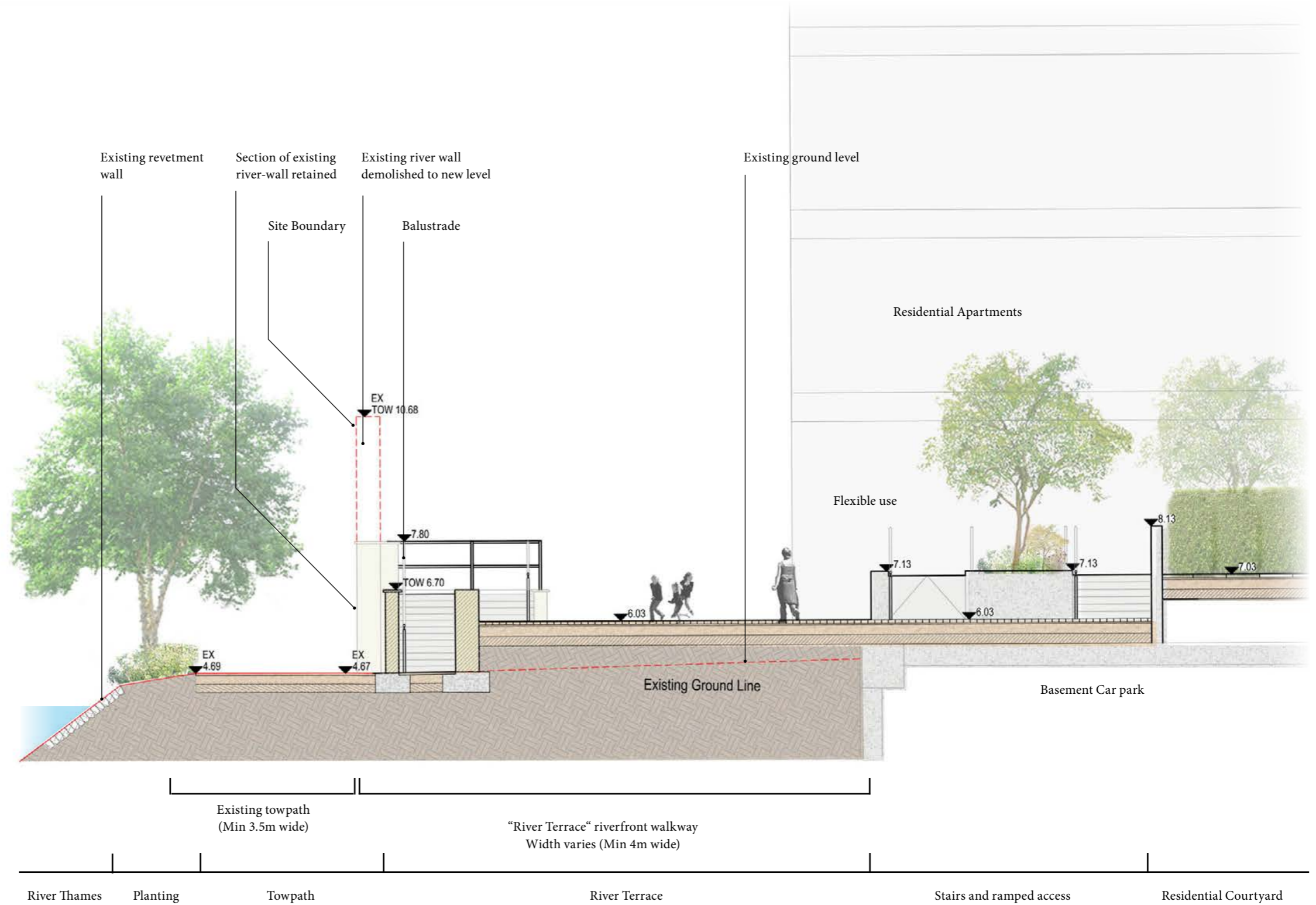
This public open space along the riverfront forms a connective link along the site frontage at the higher site level, creating an alternative access parallel with the Towpath.

- 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



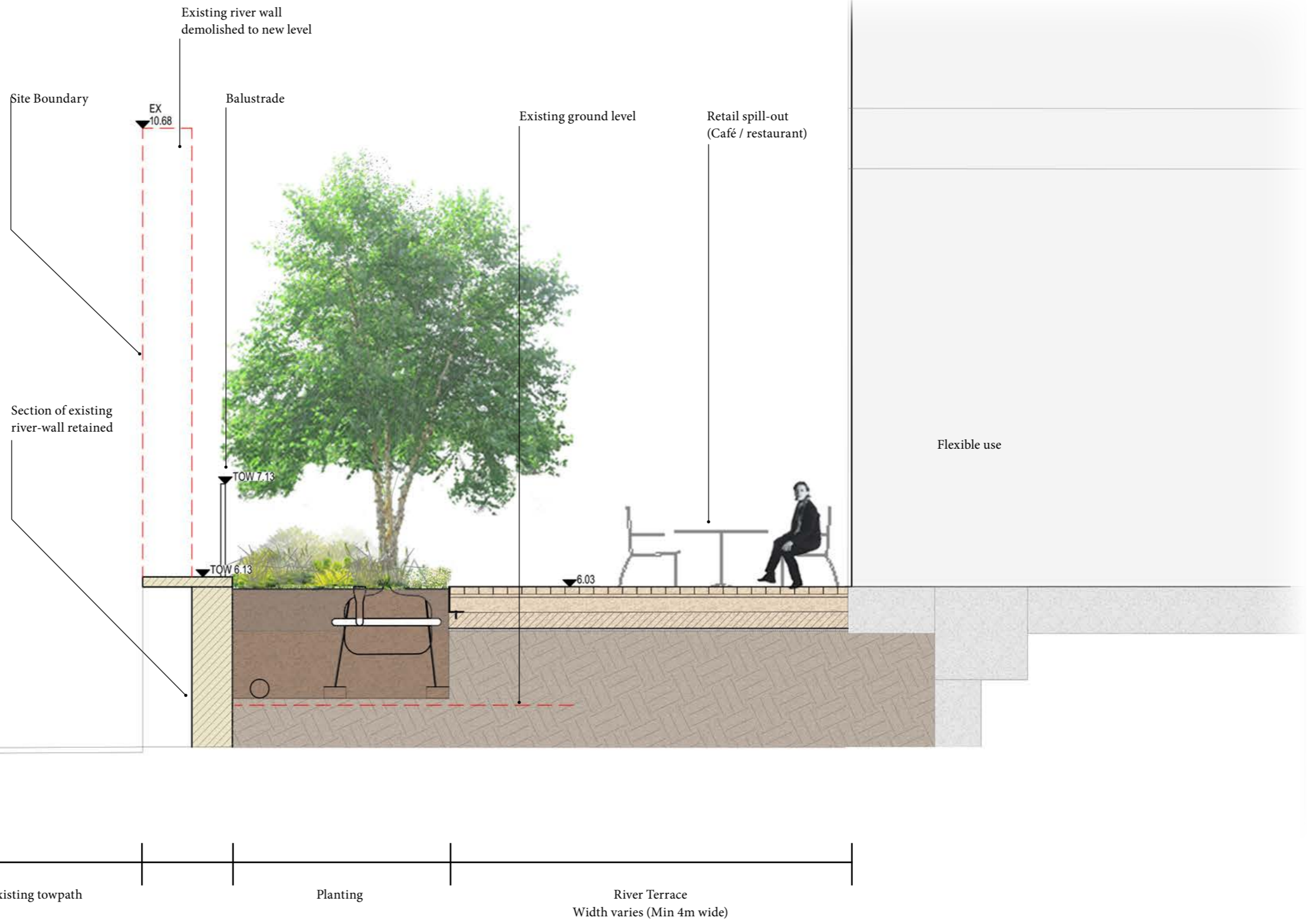
RIVERSIDE TERRACE

Section AA



RIVERSIDE TERRACE

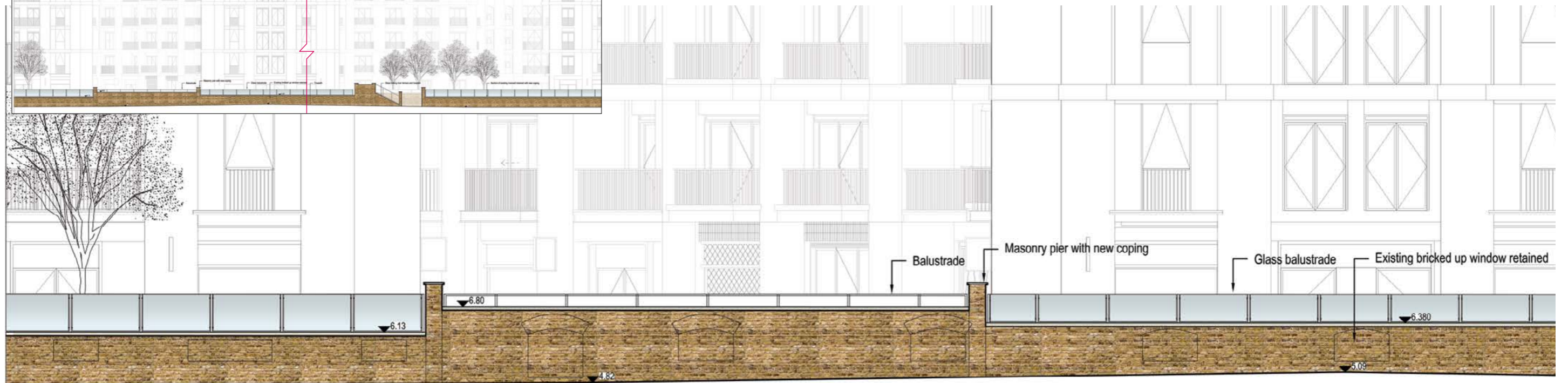
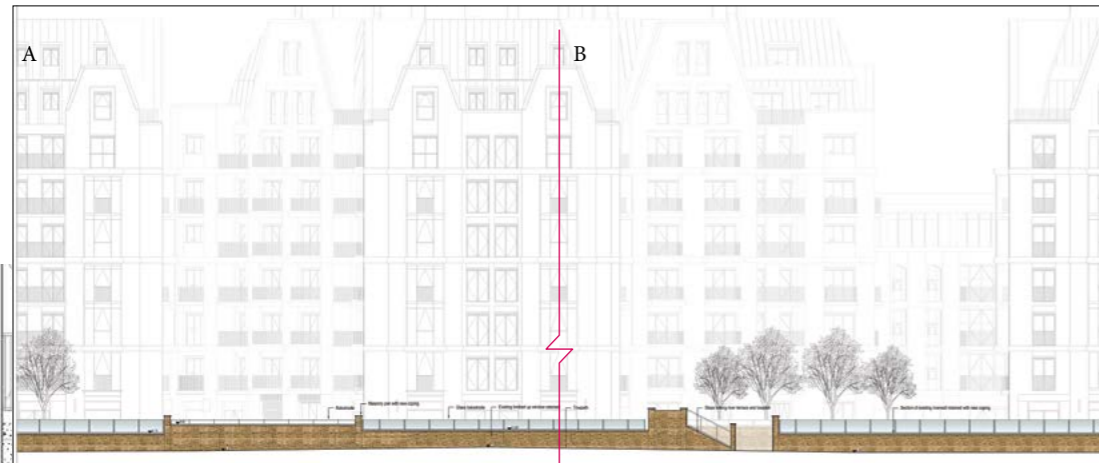
Section BB



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



Location plan



A

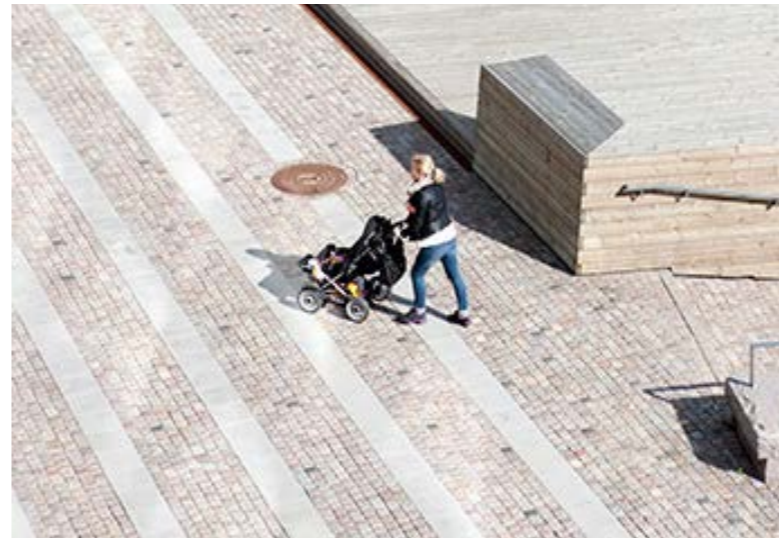
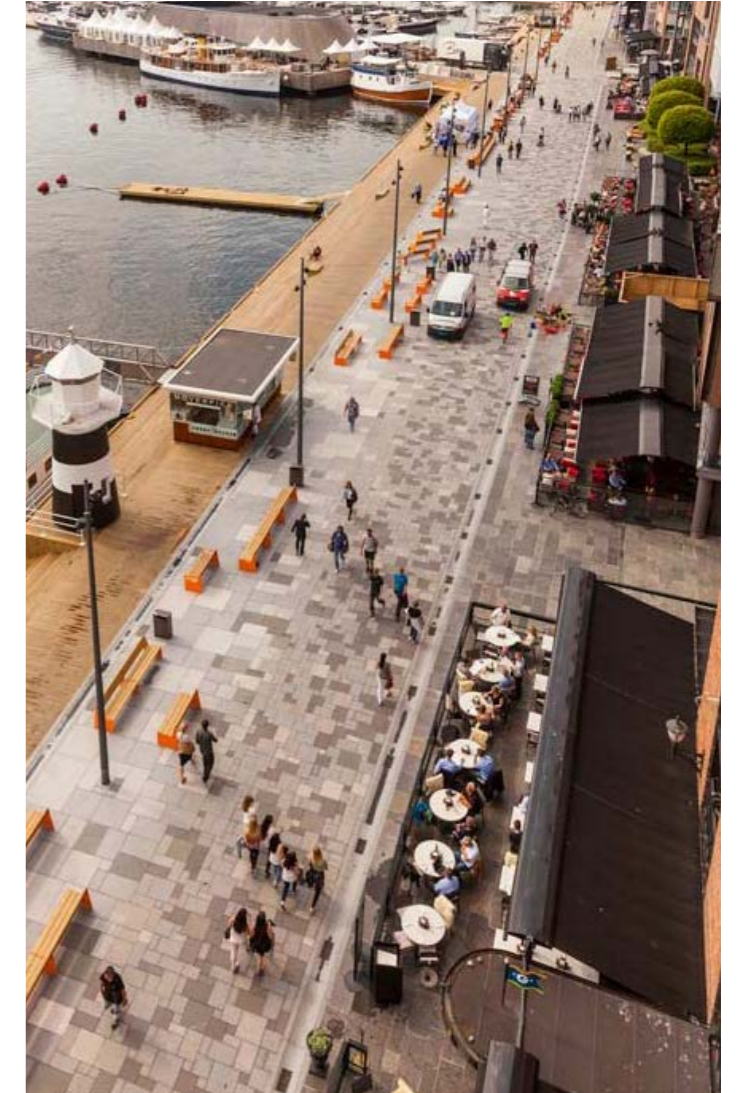


B

RIVERSIDE TERRACE - ILLUSTRATIVE VIEW



RIVERSIDE TERRACE PRECEDENT IMAGES

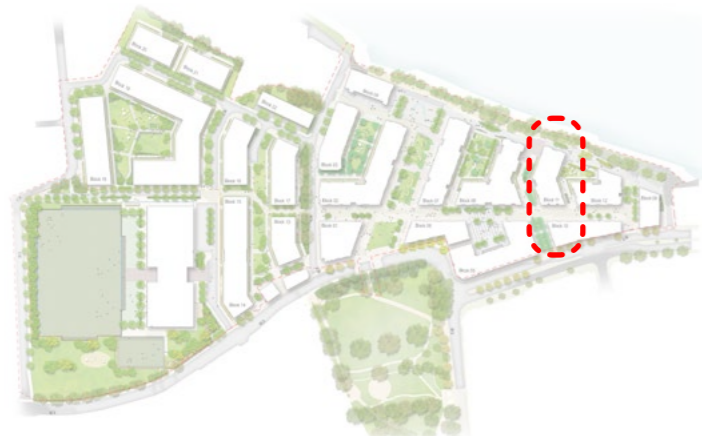
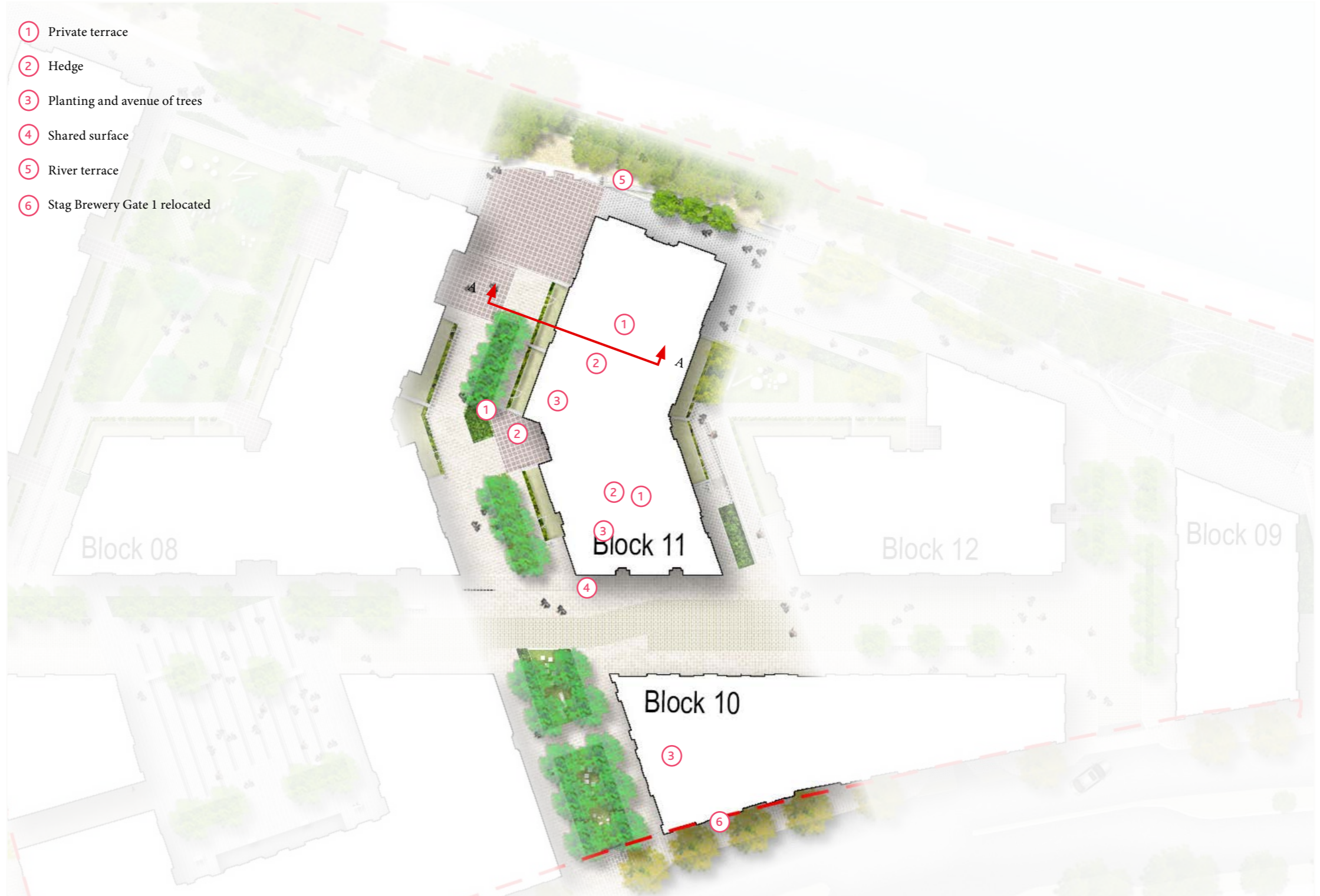


RESIDENTIAL STREETS

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.

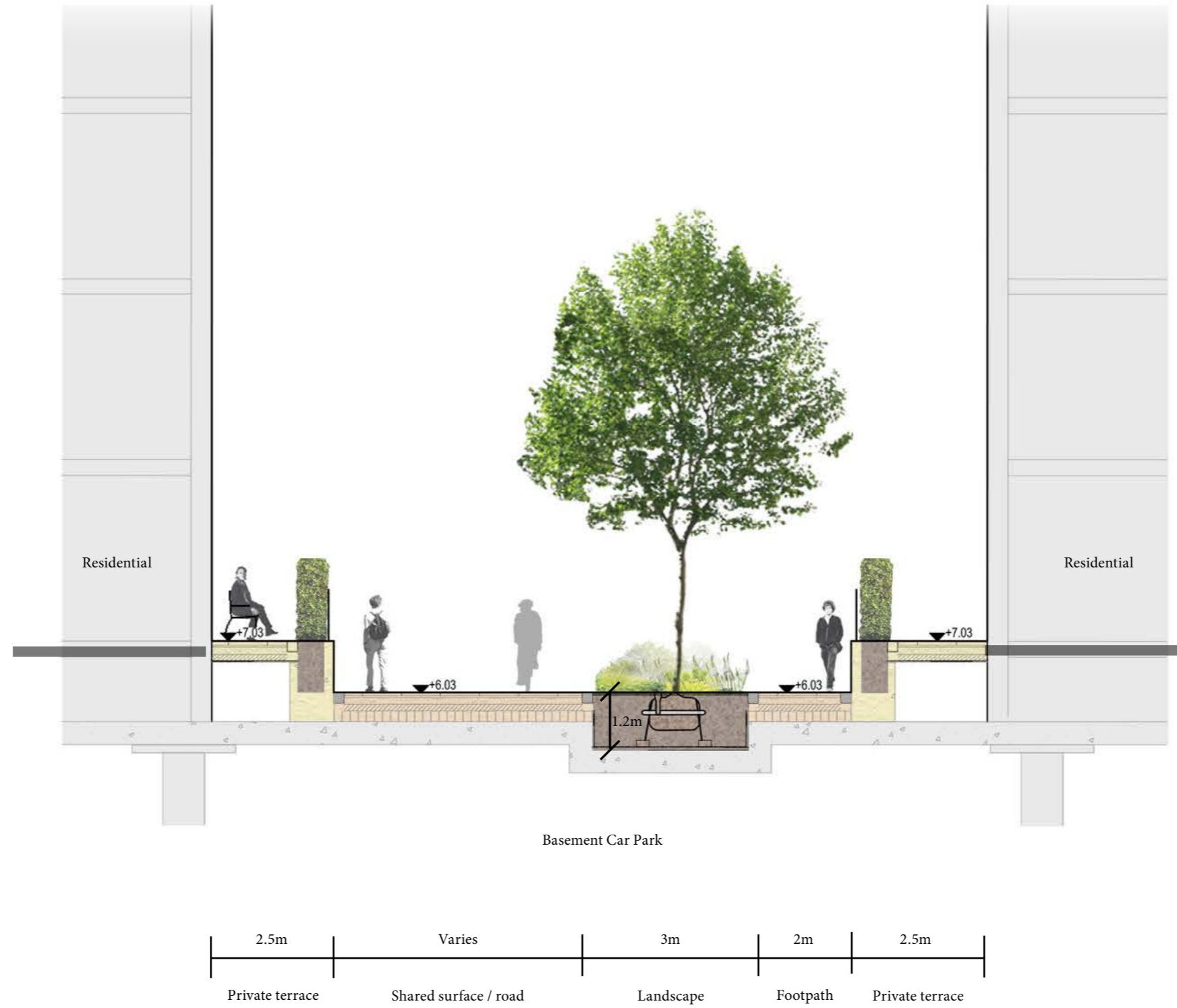
The streets allow for visual links through the site to the river and feature trees and understorey planting provide softening, seasonal colour and interest within the streetscape.



Location plan - Residential Street Example

RESIDENTIAL STREETS

Section AA



LOWER RICHMOND ROAD

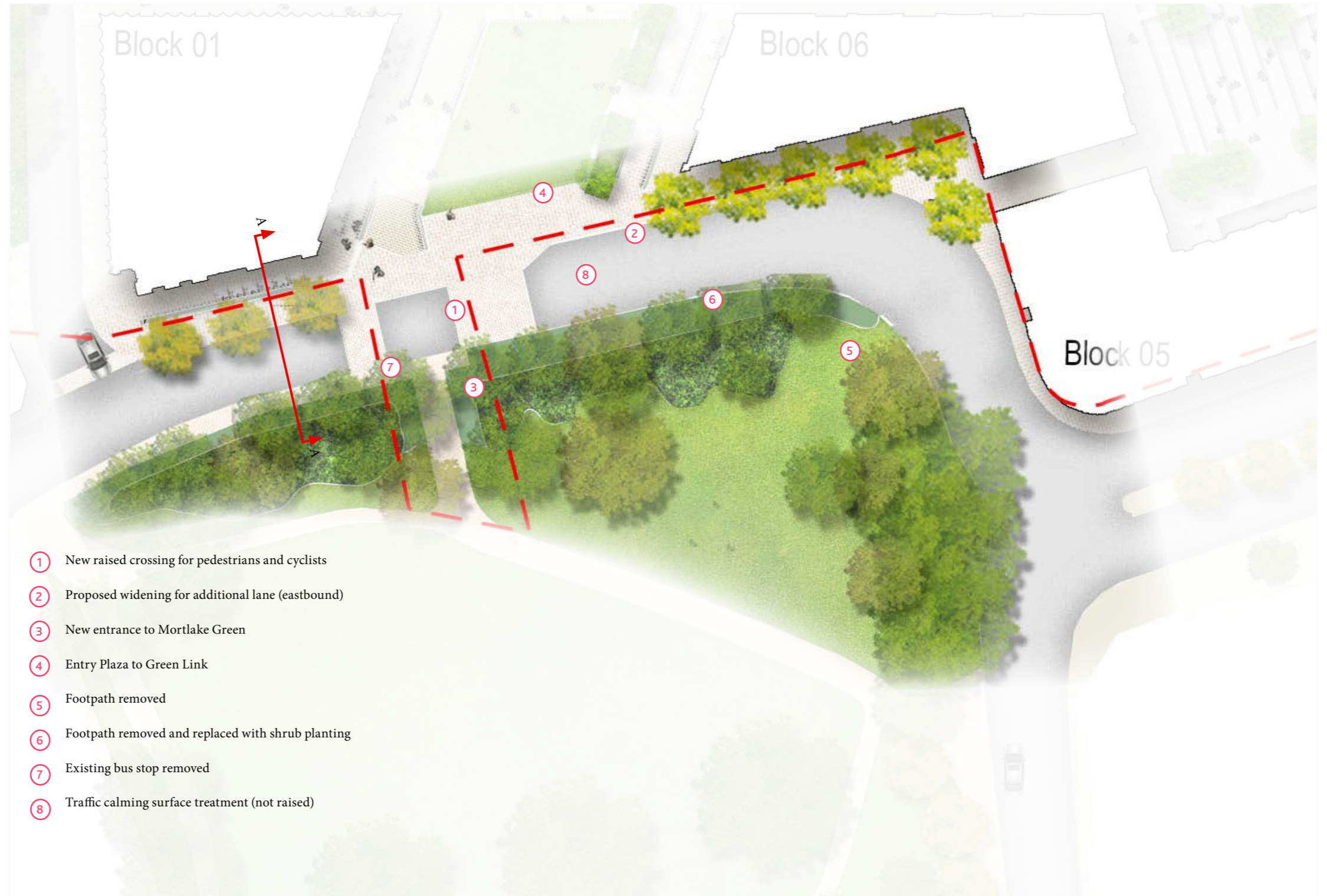
CONNECTION TO MORTLAKE GREEN

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 entrance to the proposed Cinema complex.

The proposed connection across Lower Richmond Road into the park will connect with the existing pathway network. Some selective removal of shrubs and pruning will be necessary, although no existing trees will be affected in these works. Special pavement treatment will be 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 Lower Richmond Road towards the roundabout, to dissuade pedestrians attempting to cross at locations away from the safe crossing point.

Future works in Mortlake Green to extend and upgrade this pathway in order to enable the safe sharing of the space 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.



- ① New raised crossing for pedestrians and cyclists
- ② Proposed widening for additional lane (eastbound)
- ③ New entrance to Mortlake Green
- ④ Entry Plaza to Green Link
- ⑤ Footpath removed
- ⑥ Footpath removed and replaced with shrub planting
- ⑦ Existing bus stop removed
- ⑧ Traffic calming surface treatment (not raised)

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 with a permanent finish where outside the Root Protection Zone of existing trees.

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.

- ① Temporary planting
- ② Existing London Plane trees retained
- ③ On-street parking & Footway enhancements
- ④ New crossing for cycles
- ⑤ Thames Street
- ⑥ Existing Towpath
- ⑦ Pedestrian entrance to residential courtyard
- ⑧ Access to Maltings Plaza
- ⑨ Temporary gravel footpath
- ⑩ Public amenity space integrated with play elements and seating
- ⑪ Natural stone footpath



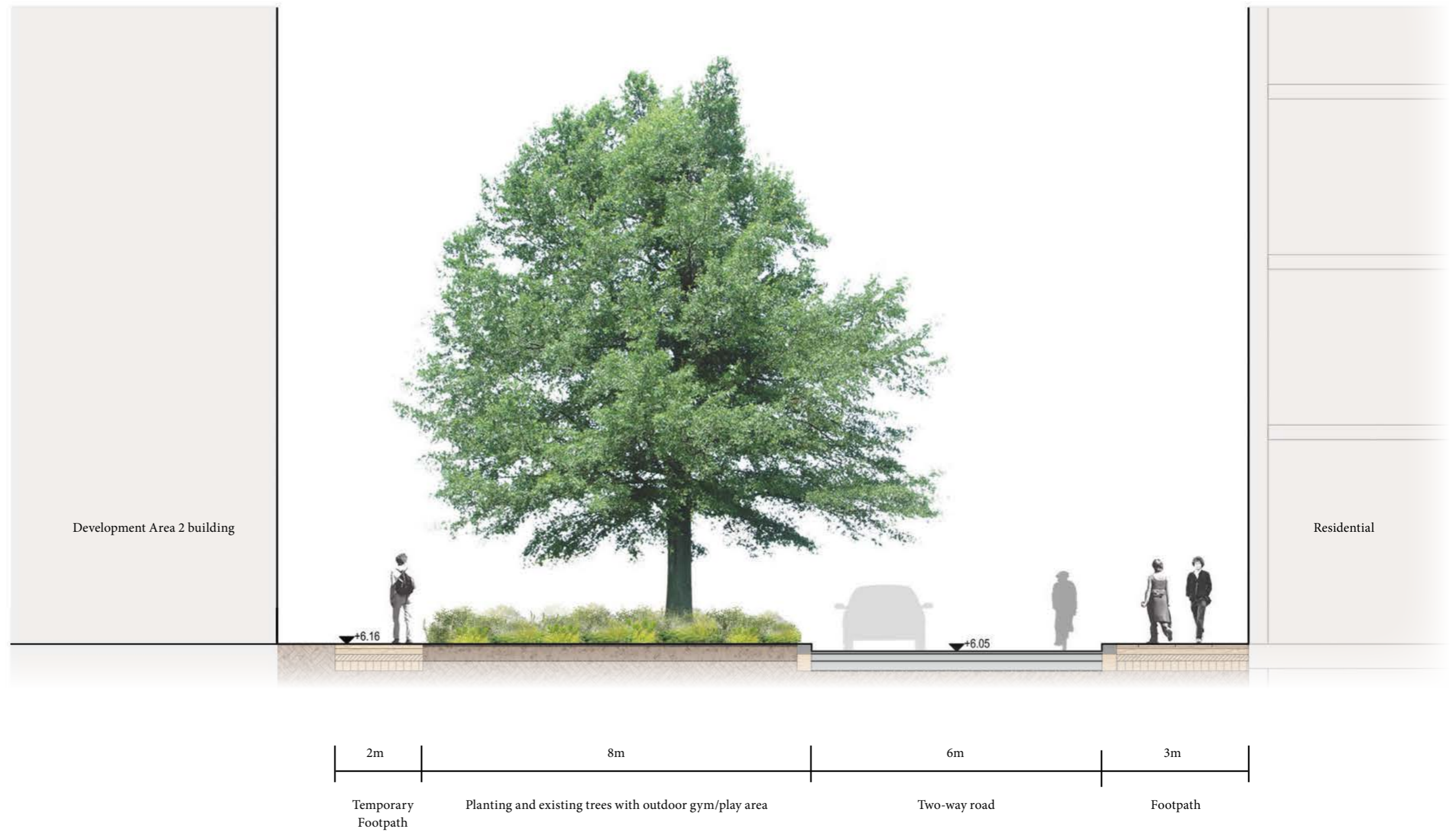
ZOOM PLAN - SHIP LANE (INTERIM)



ZOOM PLAN - SHIP LANE (FINAL)

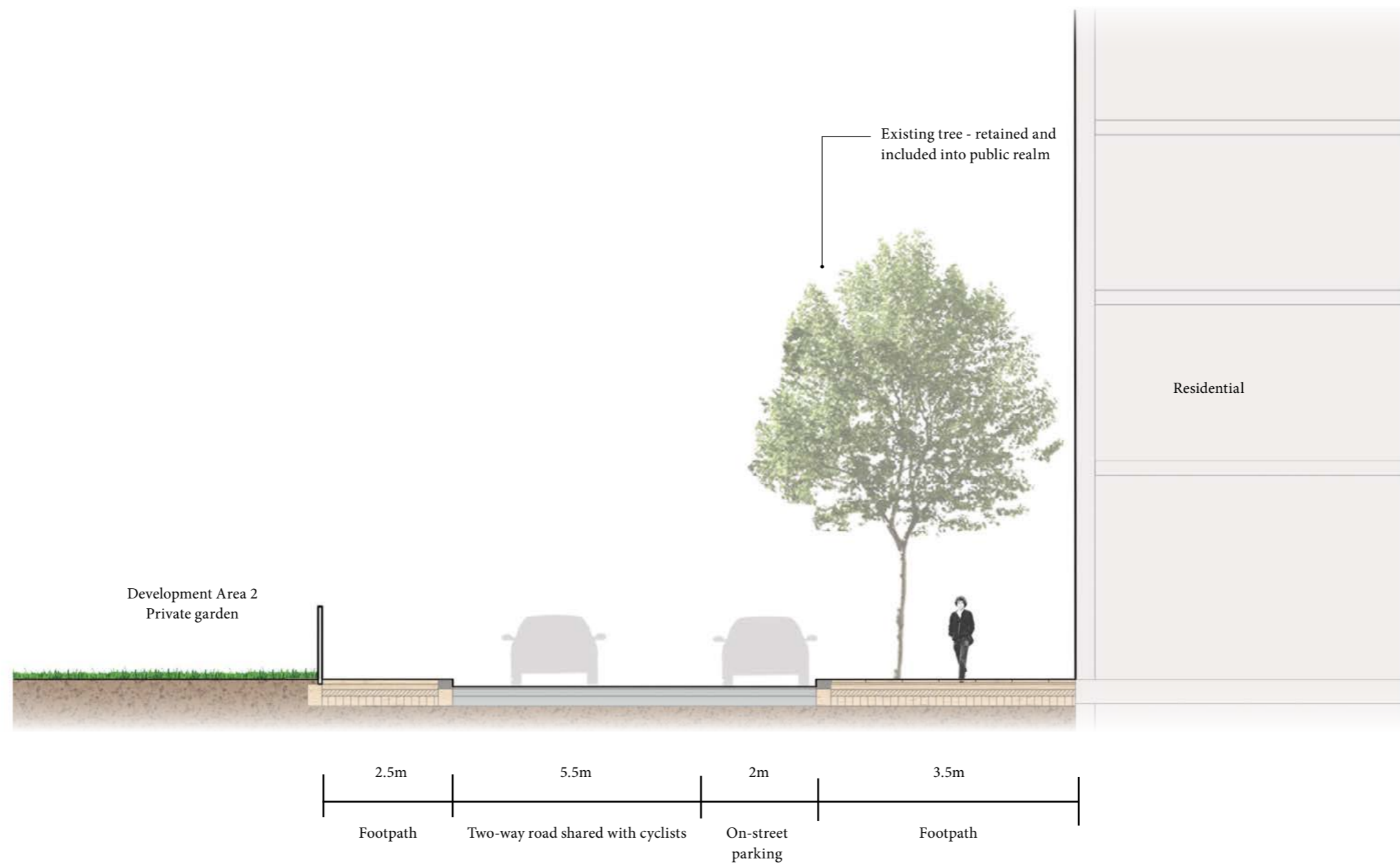
SHIP LANE UPGRADE

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 publically 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 1.2m above structural basement slab to provide suitable space for drainage and growing medium.

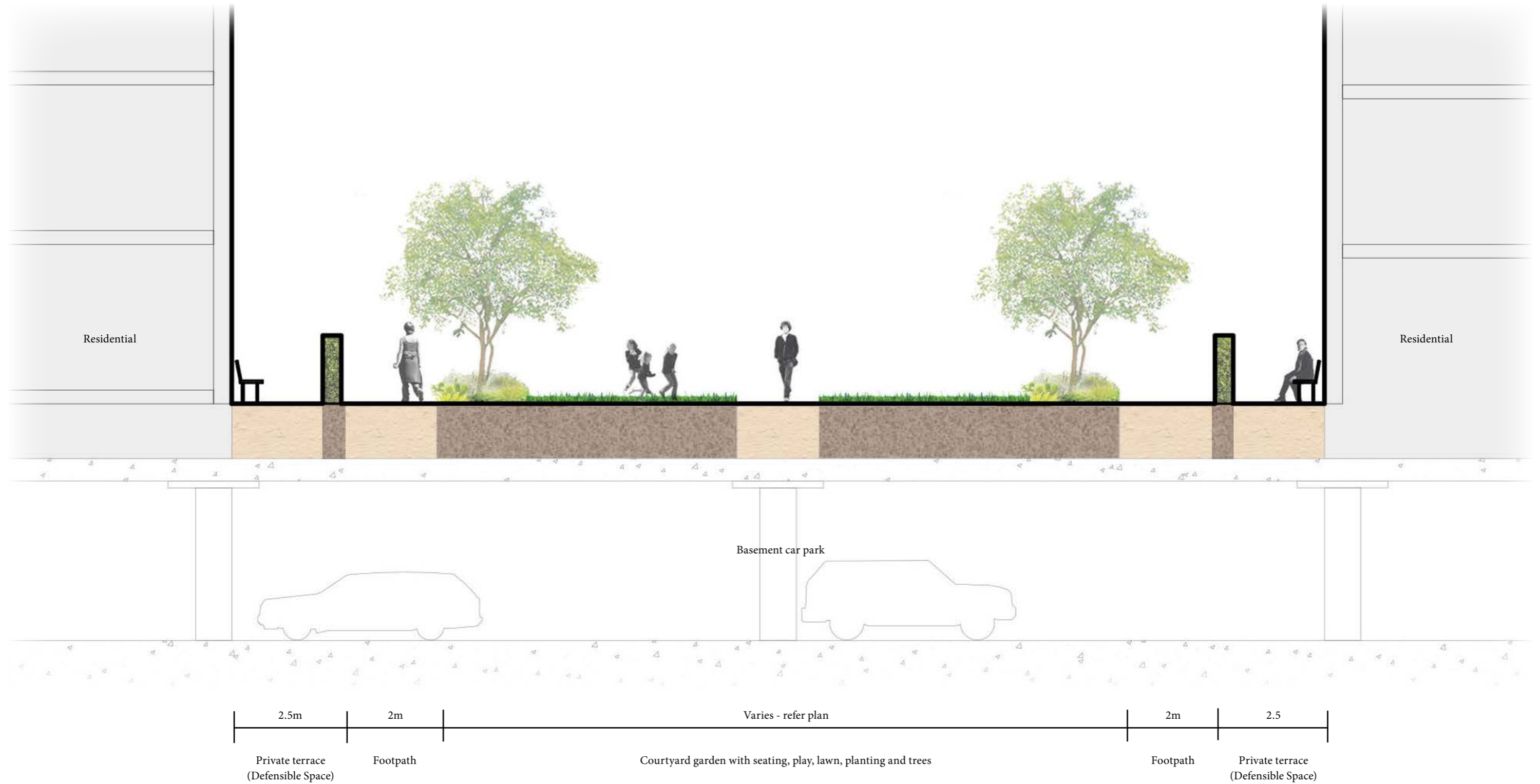
- ① Natural play
- ② Doorstep play
- ③ Grass lawn
- ④ Small trees with perennial planting
- ⑤ Feature entrance paving
- ⑥ Hedge
- ⑦ Private terrace
- ⑧ Slopes to courtyard
- ⑨ Steps



SKETCH PLAN 1:500

RESIDENTIAL COURTYARDS

Section AA



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EXISTING TOWPATH



TOWPATH

SITE PHOTOS



01



02



03



04



05



06



07



08



PROPOSED TOWPATH

The existing river wall has historical value and as part of heritage approach to the site, where feasible, sections of the existing river wall are retained and integrated into the new flood protection wall for the site.

The Maltings building provides a landmark for the site and the locale, along with the public draw dock area and with upgrade works associated with the site development, will become focal points for people to relax and gather.



PROPOSED TOWPATH

The proposals for the Stag Brewery site provides multiple access routes to and from the River Thames. Three stepped access points linking the Towpath and river terrace will be provided. Maltings Plaza will have grand steps and a graded access connecting the plaza to the Towpath.

CONNECTIVITY

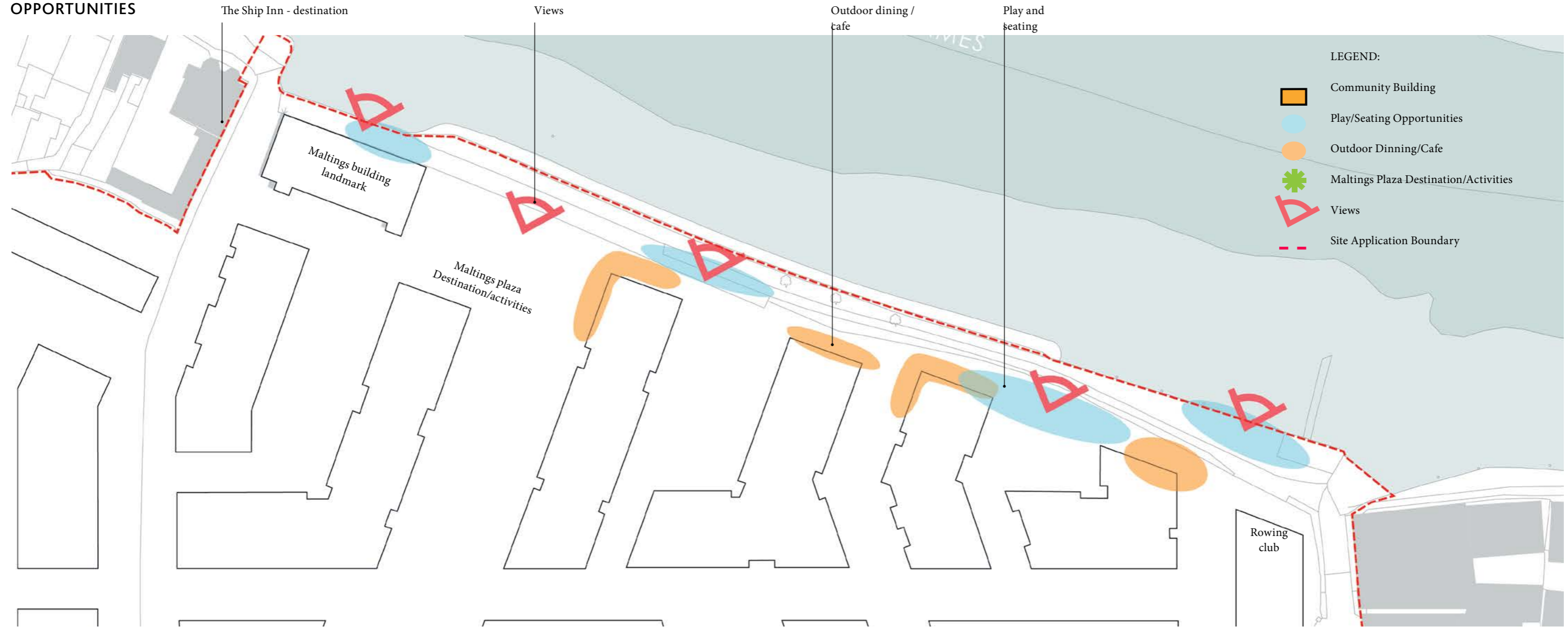


PROPOSED TOWPATH

The Towpath and adjacent river terrace present many opportunities for incidental and play on the way associated with the activated ground floor frontages of the new riverside buildings.

With careful management of the vegetation along Towpath, existing regrowth will be improved and strengthened where appropriate, and strategic views of the River Thames will be opened up for more people to enjoy.

OPPORTUNITIES



PROPOSED TOWPATH

SCHEMATIC LAYOUT



Strategic upgrading of the existing facilities will be carried out to improve the quality of the Towpath and additional upgrade works to the path and revetment wall are planned by relevant authorities.

Existing granite setts will be cleaned, and retained with new granite setts to match at the eastern end of the Towpath. Benches will be provided at key locations.

Pruning of vegetation at some areas will open up the views to the river Thames.

Life saving equipment and signage will also be located as directed by Port of London Authority to comply with health and safety requirements on the Towpath.

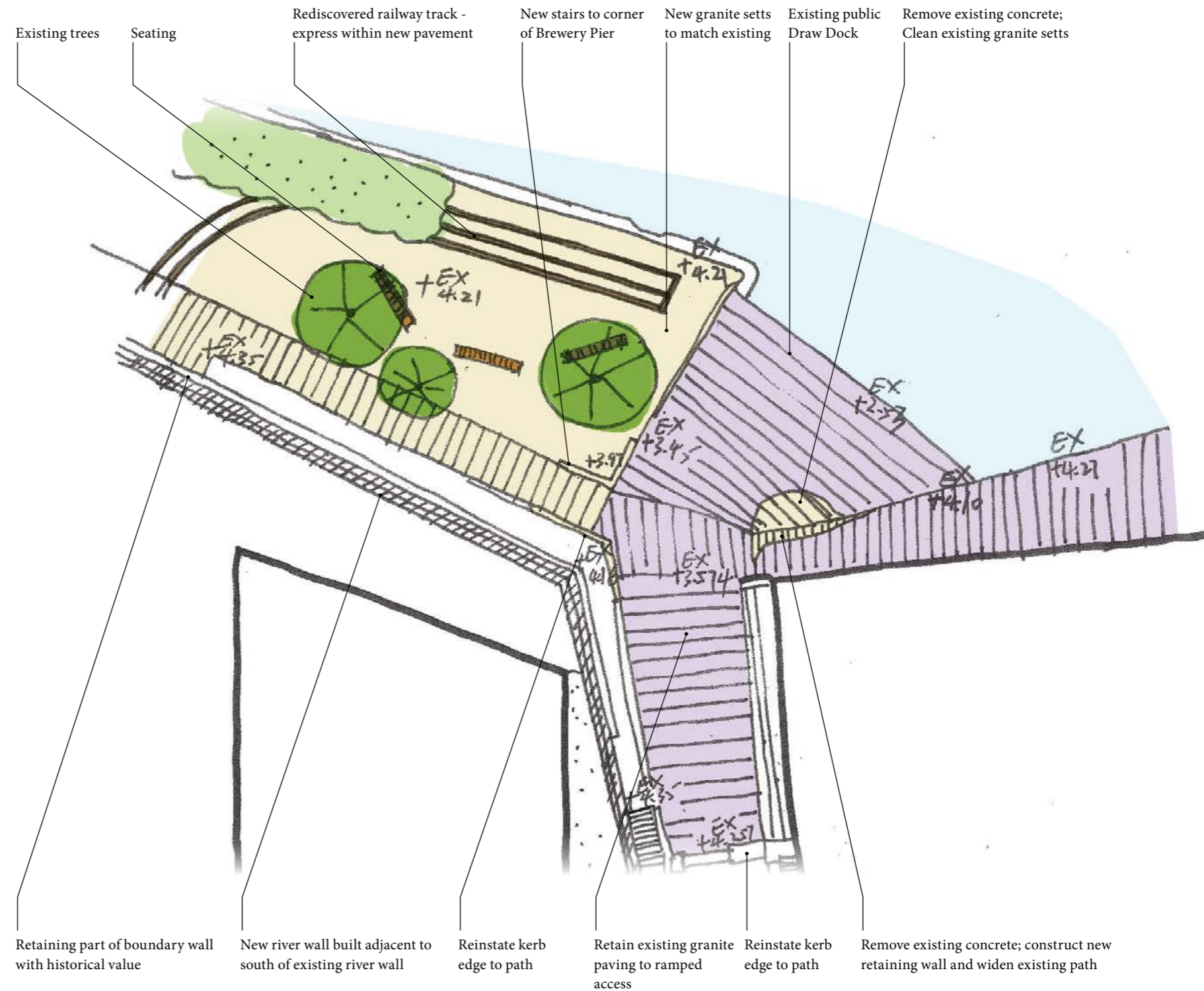
PROPOSED TOWPATH

PUBLIC DRAW DOCK

The public draw dock at Bulls Alley is a key part of the retained heritage of the site and wider area. The granite setts, railway / crane tracks and remnant stone quayside elements will be retained and where feasible, reinstated to reflect the working dock.

Additional seating and interpretative signage is proposed to be included in the new paved dock area to create a more formal and engaging location on the Towpath.

Some amendments to existing kerbs and paving will be required to integrate with proposed works and access into the Rowing Club storage area.

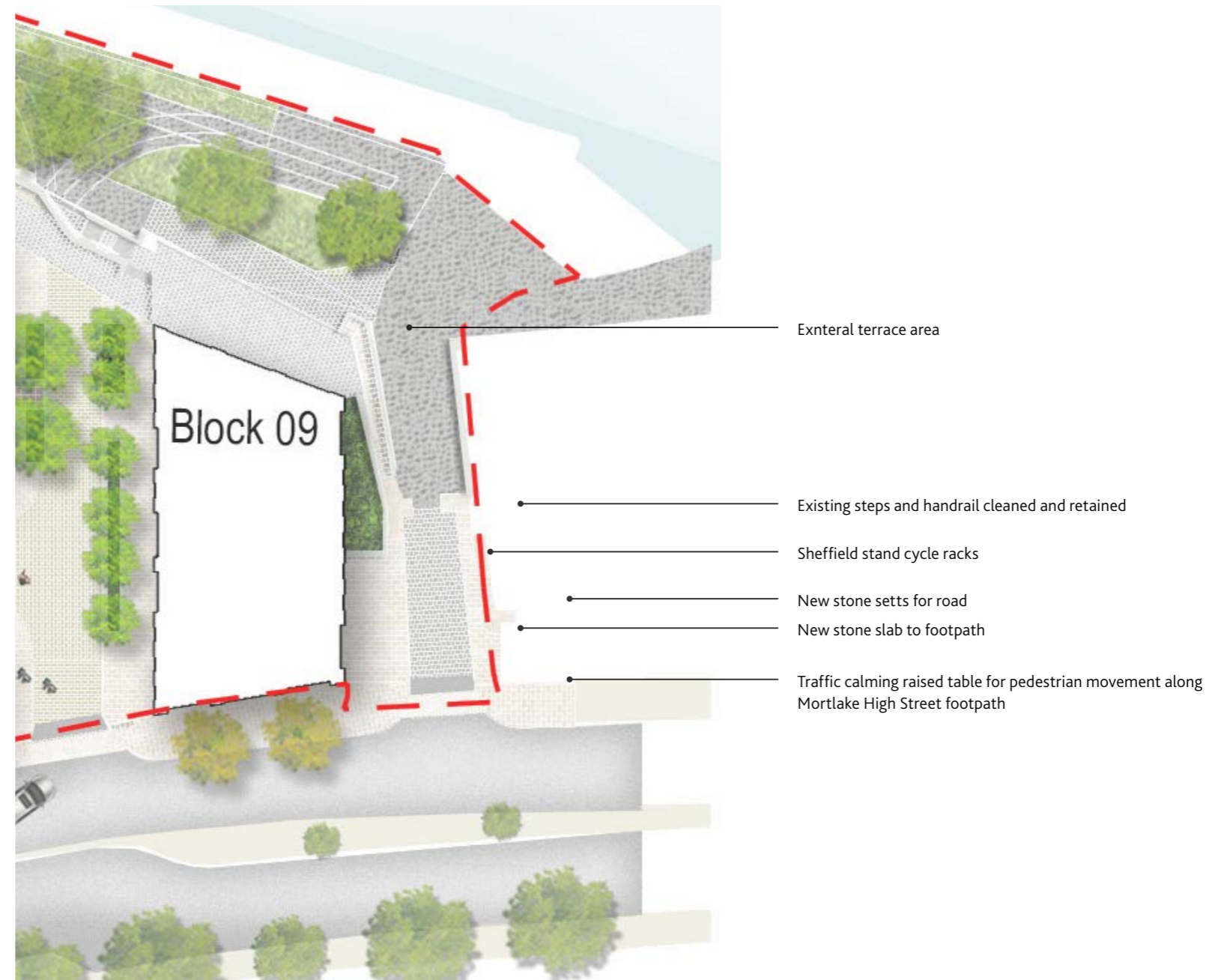


BULLS ALLEY

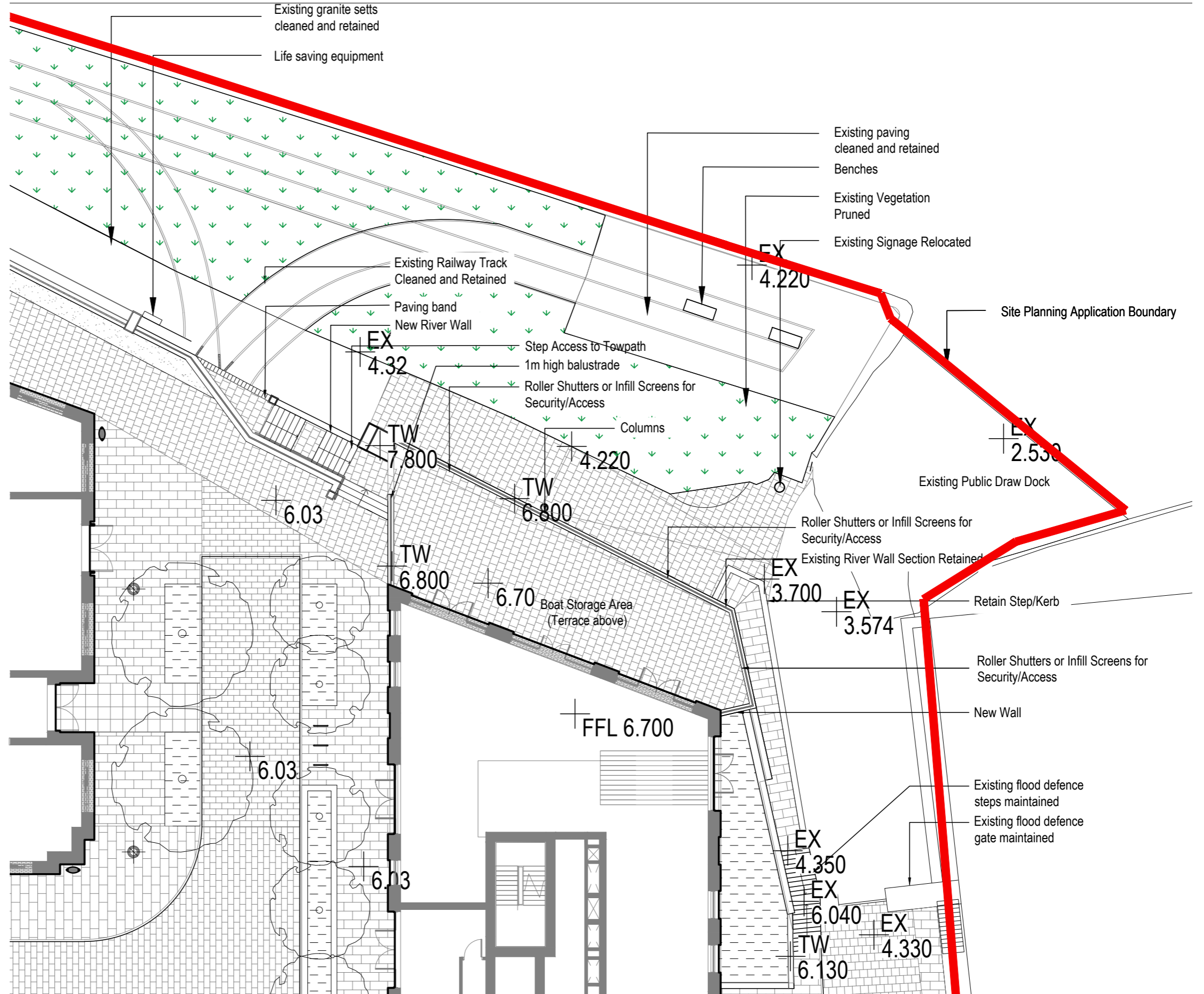
While the Flood Barrier is retained in situ, a number of amendments to this section of the site and Building 9 are proposed following discussions with Environment Agency regarding flood protection. This has resulted in changes to the Rowing Clubhouse and access and storage for boats.

A number of improvements had been proposed to the Tow Path including upgrading pavement and historic interpretation related to the existing setts and rail tracks from the Brewery crane and remnants of the wharf in this location. These are illustrated in the drawings on the following pages.

To the south of the flood gates an upgrade to the pavement is proposed to define vehicle access and pedestrian priority along Mortlake High Street through the introduction of a raised table, additional cycle parking stands will also be included in this area. The existing brewery wall will be cut back and re-aligned to follow the proposed Block 9 configuration.



BLOCK 9 TOWPATH LEVEL REDESIGN



TOWPATH PRECEDENT IMAGES



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PROPOSED HIGHWAY OPTIONS

LANDSCAPE WORKS

CHALKERS CORNER LANDSCAPE WORKS

The Original Scheme included works at Chertsey Court and along the northern alignment of Lower Richmond Road. Following resolution to refuse at LBRuT Committee the proposals for Chalkers Corner have been reconsidered. A number of scenarios are being proposed with all works proposed to the public highway, no works would take place within Chertsey Court.

PROPOSED HIGHWAYS OPTIONS

Chalkers Corner Landscape Works

The Original Scheme included works at Chertsey Court and along the northern alignment of Lower Richmond Road (Application C). Application C was resolved to be refused by LBRuT at Committee on 29 January 2020. No amendments are proposed to the physical works proposed under Application C, although alternative options within the highway boundaries for mitigating the highway impact of the amended proposals have been assessed within the relevant substitution documents for Applications A and B and are the subject of ongoing discussions with the GLA and TfL. The works as proposed under Application C are set out and described in the separate Gillespies' Landscape DAS for Application C.

Alternative Proposed Highways Options

This section sets out the four alternative highways options that are subject to ongoing discussions and testing with TfL. In summary the options are:

1. Do nothing plus financial contribution for highways (as per the LBRuT Planning Committee Resolution)
2. Introduce an additional left hand turning lane on the south side of Lower Richmond Road ('Chalkers Corner light');
3. Introduce a bus lane along Mortlake High Street
4. Do both Option 2 and 3.

The proposed physical works delivered under Options 2-4 would be potentially delivered via Section 278 agreement. Further details of these proposed illustrative works are shown in the submitted Further Transport Assessment Addendum, prepared by Stantec. Importantly, the proposals for the development as proposed under Applications A and B would not prejudice the delivery of any of these alternative highways mitigation options.

In order to present a full explanation of the proposed highways works, we have considered the potential landscape implications of each of the above options. Options 2 and 4 would necessitate the removal of a tree (Category B) from Clifford Avenue but no loss of existing trees or vegetation from Lower Richmond Road. To compensate for the loss of this tree, two new trees are proposed to be planted to the north of the stop sign on the pavement to the west of the junction. The details of this are shown in the drawings below.

Options 1 and 3 would not require any landscape works and therefore none are proposed. Option 4 would require the same works as Option 2.

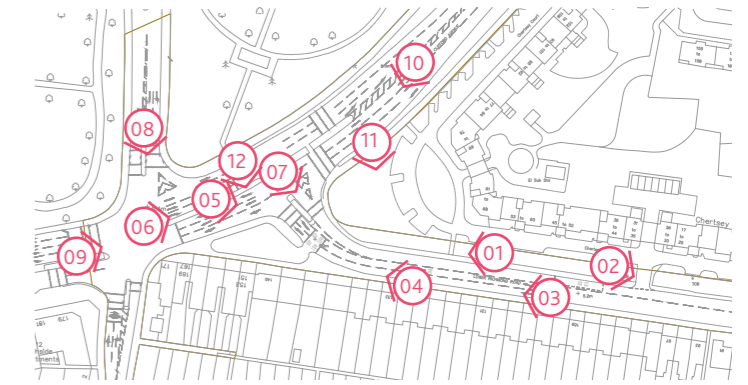


AERIAL VIEW OF EXISTING CHALKERS CORNER

--- Site Boundary

EXISTING CONDITION

PHOTO SURVEY



01. Approaching junction from Lower Richmond Road - footpath



04. View from Lower Richmond Road



07. Lower Richmond Road from Clifford Av



10. Approaching junction from Clifford Av



02. Lower Richmond Road - tree line



05. Clifford Av / Lower Richmond Road junction



08. Approaching Junction From S Circular Road



11. Clifford Av. Footpath



03. Approaching junction from Lower Richmond Road



06. Clifford Av / Lower Richmond Road junction



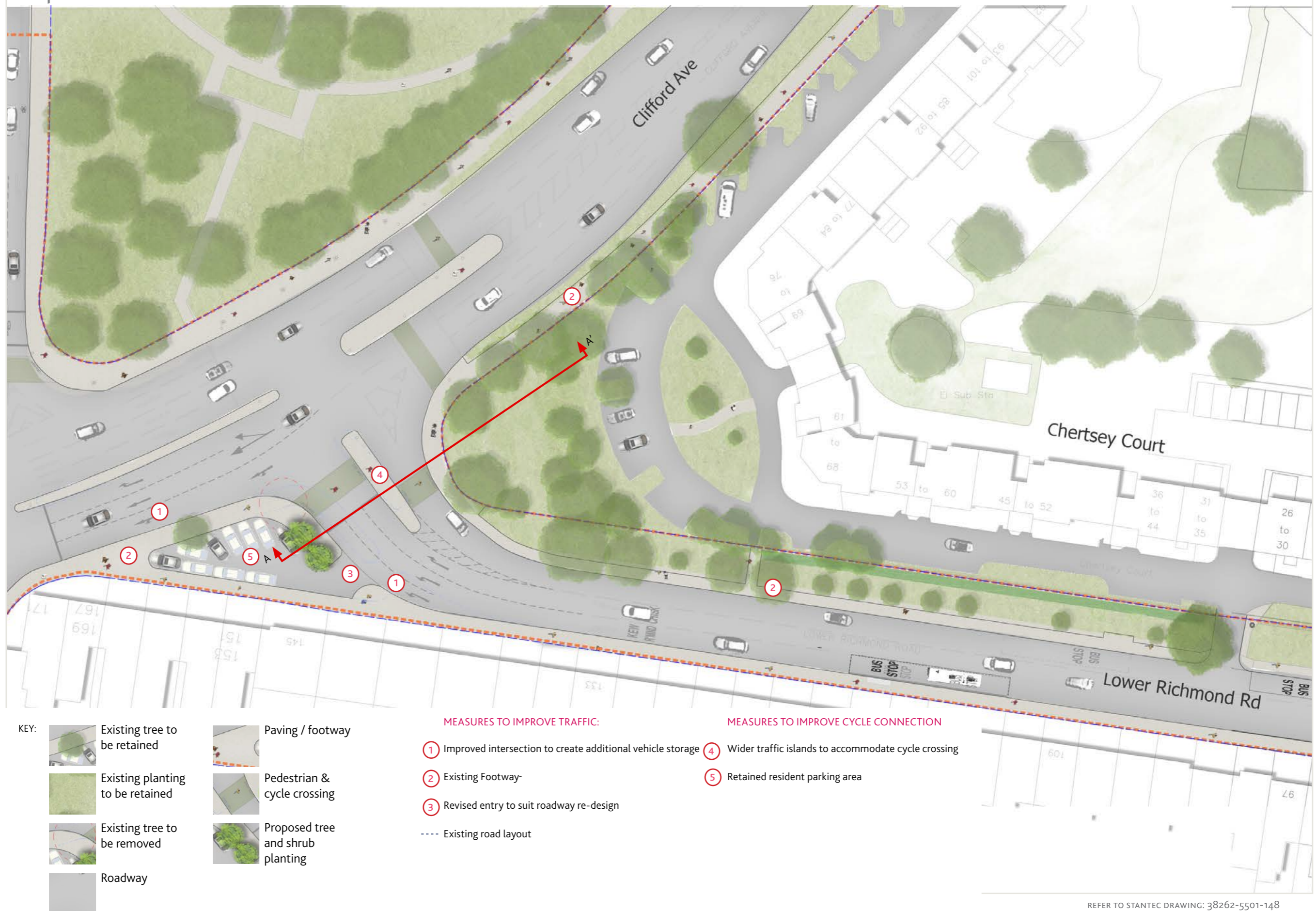
09. Approaching junction from Lower Richmond Road



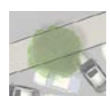






12. Residents parking area from Lower Richmond Road

PROPOSED LANDSCAPE

OPTIONS 2 AND 4 MASTERPLAN



KEY:

- | | | | |
|---|----------------------------------|---|----------------------------------|
|  | Existing tree to be retained |  | Paving / footway |
|  | Existing planting to be retained |  | Pedestrian & cycle crossing |
|  | Existing tree to be removed |  | Proposed tree and shrub planting |
|  | Roadway | | |

MEASURES TO IMPROVE TRAFFIC:

- ① Improved intersection to create additional vehicle storage
- ② Existing Footway
- ③ Revised entry to suit roadway re-design
- Existing road layout

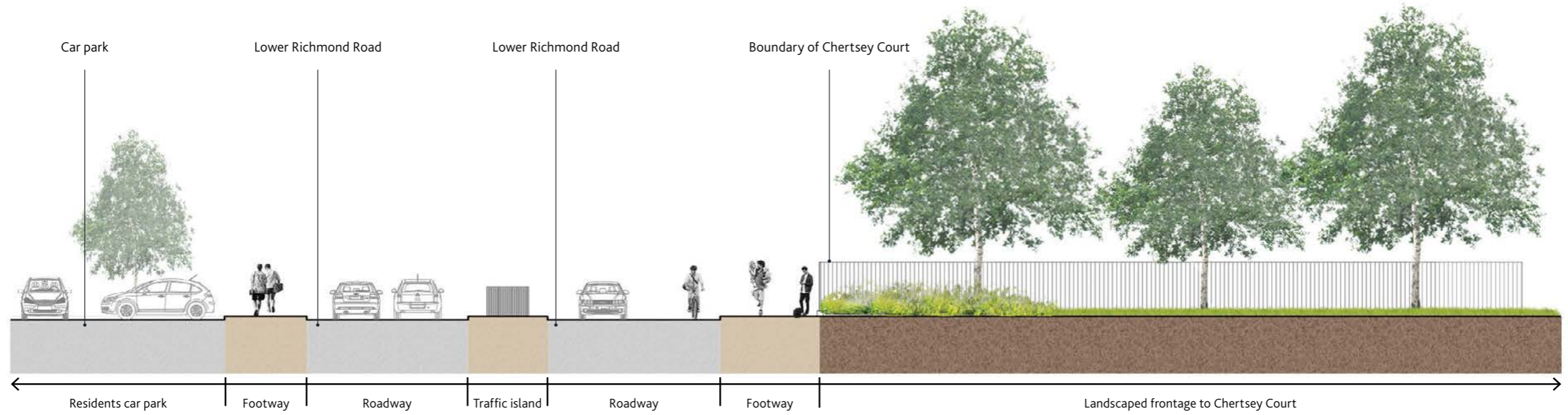
MEASURES TO IMPROVE CYCLE CONNECTION

- ④ Wider traffic islands to accommodate cycle crossing
- ⑤ Retained resident parking area

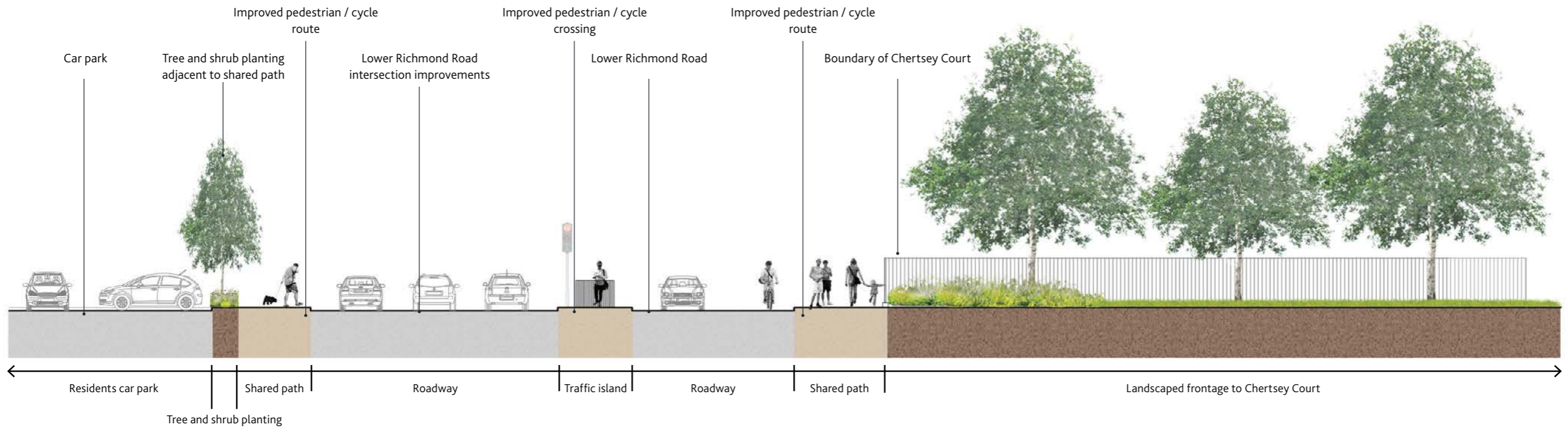
REFER TO STANTEC DRAWING: 38262-5501-148

OPTIONS 2 AND 4 SECTIONS

Existing Section A-A'














Proposed Section A-A'



ARBORICULTURAL SURVEY

EXISTING TREE PLAN: RETAIN / REMOVE

LEGEND

-  TREES, GROUPS OR HEDGES TO BE RETAINED
Subject to detailed design in outline application areas.
-  TREES, GROUPS OR HEDGES TO BE REMOVED
-  ROOT PROTECTION AREAS (RPA)
-  TREE PROTECTION FENCING or BOX
Refer to Detail.
Location of tree protection systems for retained trees subject to detailed design in outline application areas
-  CONSTRUCTION WORKING AREA (Including Demolition)
Refer to notes for details.
Subject to detailed design in outline application areas
-  INDICATIVE EXTENT OF GROUPED FEATURE(S)
-  SITE BOUNDARY
-  TREES OUTSIDE OF SURVEY AREA
-  Tags for trees removed*
-  Trees removed: 1
-  Trees retained: 49



* There would be no loss of trees if options 1 or 3 were implemented.

TREE SURVEY SUMMARY

SURVEY

A survey was undertaken of trees within the road reserve and within the property boundary of Chertsey Court. A summary of this survey is adjacent, full information from the arboriculturalist is contained in the appendix.

Options 2 and 4 of the scheme will require the removal of a single tree from Clifford Avenue but no loss of existing trees or vegetation from Lower Richmond Road or Chertsey Court. There would be no loss of trees if options 1 or 3 were implemented.

TREE REMOVED

Ref. #	Species	Condition	Category
T107	Silver Leaved Lime (<i>Tilia petiolaris</i>)	Fair	B2

TREES RETAINED

Ref. #	Species	Condition	Category
T106	Lime (<i>Tilia</i> sp.)	Fair/Good	B2
T108	Himalayan Birch (<i>Betula utilis</i>)	Fair	C2
T110	Silver Birch (<i>Betula pendula</i>)	Fair	C2
T111	London Plane (<i>Platanus x hispanica</i>)	Fair/Good	B2
T113	Holm Oak (<i>Quercus ilex</i>)	Good	C2
T114	Holm Oak (<i>Quercus ilex</i>)	Fair/Good	C2
T116	Cherry (<i>Prunus</i> sp.)	Good	B2
T118	Holm Oak (<i>Quercus ilex</i>)	Good	B2
T119	Cherry (<i>Prunus</i> sp.)	Dead	U
T120	Red Norway Maple (<i>Acer platanoides</i> 'Crimson King')	Fair/Good	C2
T121	Cherry (<i>Prunus</i> sp.)	Fair	B2
T122	Cider Gum (<i>Eucalyptus gunnii</i>)	Fair	B2

T123	Horse Chestnut (<i>Aesculus hippocastanum</i>)	Good	B2
T124	False Acacia (<i>Robina pseudoacacia</i>)	Fair	C2
T125	Red Norway Maple (<i>Acer platanoides</i> 'Crimson King')	Fair	C2
T126	Norway Maple (<i>Acer platanoides</i>)	Fair	C2
T127	Yew (<i>Taxus baccata</i>)	Fair	C2
T128	Silver Birch (<i>Betula pendula</i>)	Fair	C2
T129	Atlas Cedar (<i>Cedrus atlantica</i>)	Fair	B2
T130	Ash (<i>Fraxinus excelsior</i>)	Fair	C2
T133	Horse Chestnut (<i>Aesculus hippocastanum</i>)	Fair/Good	B2
T134	Italian Alder (<i>Alnus cordata</i>)	Fair	B2
T135	Italian Alder (<i>Alnus cordata</i>)	Poor	U
T136	Red Horse Chestnut (<i>Aesculus x carnea briotii</i>)	Fair	B2
T137	Italian Alder (<i>Alnus cordata</i>)	Fair	B2
G112	4No. Norway Maple (<i>Acer platanoides</i>)	Good	C2
G115	5No. Norway Maple (<i>Acer platanoides</i>)	Fair/Good	C2
G117	2No. Cider Gum (<i>Eucalyptus gunnii</i>)	Fair/Good	B2
G131	3No. Cherry (<i>Prunus</i> sp.)	Fair/Good	B2
G132	Plum (<i>Prunus</i> sp.) Norway Maple (<i>Acer platanoides</i>) Cherry Laurel (<i>Prunus laurocerasus</i>) Japanese Laurel (<i>Aucuba japonica</i>)	Fair/Good	C2
G138	5No. Italian Alder (<i>Alnus cordata</i>)	Fair	U
G139	4No. Italian Alder (<i>Alnus cordata</i>)	Poor/ Dead	U

PROPOSED PLANTING

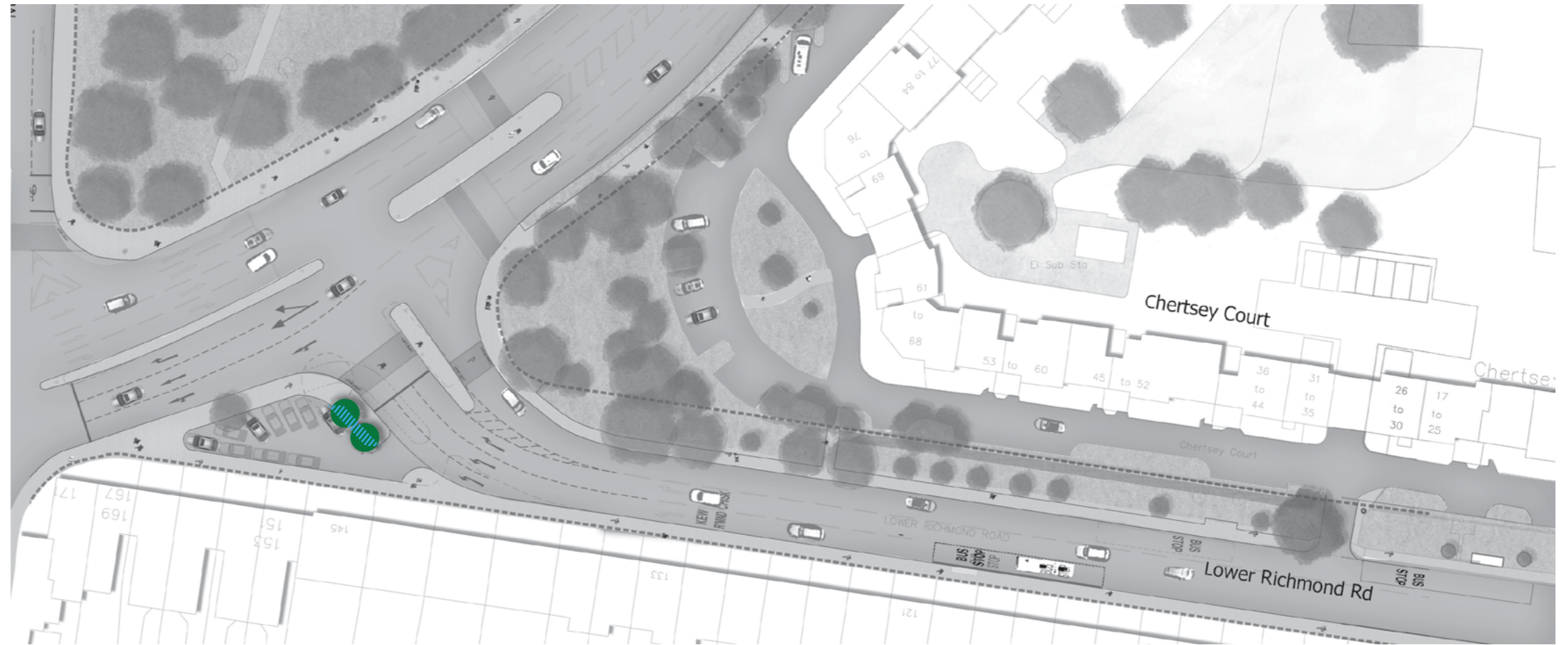
OPTIONS 2 AND 4

LANDSCAPE STRATEGY

The planting strategy for options 2 and 4 at Chalkers Corner have a number of aims, the compensation of a single tree removed by junction re-alignment and improvements, maintaining streetscape character and visual amenity for users and residents.

It is proposed to compensate for the removal of this tree by planting two trees under planted with low growing shrub and ground cover species as close as technically feasible to the original. Locating the proposed trees close to the original will also be beneficial in the continuation of the character and amenity experienced at Chalkers Corner.

To maintain to greatest extents possible, the character and visual amenity currently experienced at Chalkers Corner the habit, form and texture of the proposed trees will be closely aligned with the removed tree. The selection of under planting species beneath the proposed trees will introduce evergreen and season interest through foliage, flower and form. Additionally, this modest corner of planting will assist in positively disrupting a streetscape that otherwise may be viewed as only functional.



TREES REMOVED: 1
 TREES PLANTED: 2
 INCREASE IN TREES: 1

PROPOSED TREE SPECIES



TILIA PETIOLARIS
 SIZE: SEMI-MATURE. GIRTH: 50-60CM
 OVERALL HEIGHT: 7-9M
 ESTIMATED HEIGHT IN 2027: 10-12M
 CLEAR STEM: MIN 2M
 MAXIMUM HEIGHT: 25M +

PROPOSED SHRUB /GROUND COVER SPECIES



Sarcococca confusa



Libertia grandiflora



Carex divulsa



Helleborus niger



Iris foetidissima



Blechnum spicant

CHALKERS CORNER DESIGN

OPTIONS 2 AND 4 SUMMARY

- ① Extension of intersection queuing capacity
- ② Creation of improved pedestrian / cycle crossing
- ③ Creation of additional left turn lane
- ④ Existing trees retained
- ⑤ Tree and ground cover planting to compensate for the removal of a single tree



PROPOSED LANDSCAPE WORKS DIAGRAM



LEGEND

- TREES, GROUPS OR HEDGES TO BE RETAINED
Subject to detailed design in outline application areas.
- TREES, GROUPS OR HEDGES TO BE REMOVED
- ROOT PROTECTION AREAS (RPA)
- TREE PROTECTION FENCING or BOX
Refer to Detail.
Location of tree protection systems for retained trees subject to detailed design in outline application areas.
- CONSTRUCTION WORKING AREA (including Demolition)
Refer to notes for details.
Subject to detailed design in outline application areas.
- INDICATIVE EXTENT OF GROUPED FEATURE(S)
- SITE BOUNDARY
- TREES OUTSIDE OF SURVEY AREA

NOTES:

ROOT PROTECTION AREA
Root Protection Areas are calculated in accordance with BS5837: 2012. The precise morphology and disposition of roots may not be fully reflected by these areas, particularly where there are hard standings, however they provide a good indication of potential root constraint.

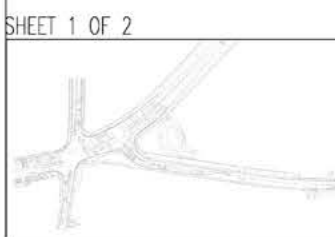
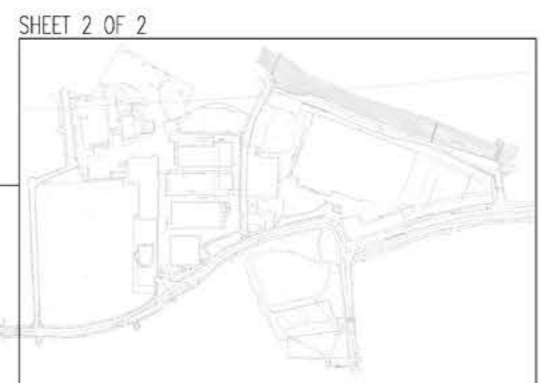
THIS DRAWING IS INDICATIVE AND SUBJECT TO CONFIRMATION OF S276 HIGHWAYS WORKS. PLEASE REFER TO THE WATERMAN ARBORICULTURAL SURVEY REPORT AND IMPACT ASSESSMENT FOR FURTHER DETAIL.

Rev	Date	Description	By
P01	04/04/20	PRELIMINARY ISSUE	DC

Project	STAG BREWERY
Title	TREE REMOVAL AND PROTECTION PLAN (SHEET 1 OF 2)
Client	Reselton Properties Limited



Drawing Status: PRELIMINARY				
Designed by	RA	Checked by	RH	Project No
Drawn by	DC	Date	APRIL 2020	WE15582
Scale: @ A1	1:500	Work Over No	100	
Work to square dimensions only				
Publiser	Zone	Category	Number	Revision
WE	ZZ	XX	7703	P01



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