



Landscape Design and Access Statement: Application B

For Reselton Properties

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INTRODUCTION

This Landscape Design and Access Statement has been prepared by Gillespies LLP on behalf of Reselton Properties Limited (“the Applicant”) in support of two linked planning applications (“the Applications”) for the comprehensive redevelopment of the former Stag Brewery Site in Mortlake (“the Site”) within the London Borough of Richmond upon Thames (LBRuT).

PROPOSALS

The Applications seek planning permission for:

Application A:

“Hybrid application to include the demolition of existing buildings to allow for comprehensive phased redevelopment of the site:

Planning permission is sought in detail for works to the east side of Ship Lane which comprise:

- a) Demolition of existing buildings (except the Maltings and the façade of the Bottling Plant and former Hotel), walls, associated structures, site clearance and groundworks
- b) Alterations and extensions to existing buildings and erection of buildings varying in height from 3 to 9 storeys plus a basement of one to two storeys below ground
- c) Residential apartments
- d) Flexible use floorspace for:
 - i. Retail, financial and professional services, café/restaurant and drinking establishment uses
 - ii. Offices
 - iii. Non-residential institutions and community use
 - iv. Boathouse
- e) Hotel / public house with accommodation
- f) Cinema
- g) Offices
- h) New pedestrian, vehicle and cycle accesses and internal routes, and associated highway works
- i) Provision of on-site cycle, vehicle and servicing parking at surface and basement level
- j) Provision of public open space, amenity and play space and landscaping
- k) Flood defence and towpath works
- l) Installation of plant and energy equipment

Planning permission is also sought in outline with all matters reserved for works to the west of Ship Lane which comprise:

- a) The erection of a single storey basement and buildings varying in height from 3 to 8 storeys
- b) Residential development
- c) Provision of on-site cycle, vehicle and servicing parking
- d) Provision of public open space, amenity and play space and landscaping
- e) New pedestrian, vehicle and cycle accesses and internal routes, and associated highways works”

Application B:

“Detailed planning permission for the erection of a three-storey building to provide a new secondary school with sixth form; sports pitch with floodlighting, external MUGA and play space; and associated external works including landscaping, car and cycle parking, new access routes and all other associated works”

Together, Applications A and B described above comprise the ‘Proposed Development’.

BACKGROUND TO SUBMISSION

The Applications follow earlier planning applications which were refused by the Greater London Authority. The refused applications were for:

- a) Application A – hybrid planning application for comprehensive mixed use redevelopment of the former Stag Brewery site consisting of:
 - i. Land to the east of Ship Lane applied for in detail (referred to as ‘Development Area 1’ throughout); and
 - ii. Land to the west of Ship Lane (excluding the school) applied for in outline (referred to as ‘Development Area 2’ throughout).
- b) Application B – detailed planning application for the school (on land to the west of Ship Lane).
- c) Application C – detailed planning application for highways and landscape works at Chalkers Corner.

The LBRuT (the Council) originally resolved to grant planning permission for Applications A and B but refuse Application C.

Following the LBRuT’s resolution to approve the applications A and B, the Mayor called-in the applications and became the determining authority. The Mayor’s reasons for calling in the applications were set out in his Stage II letter (dated 4 May 2020) but specifically related to concerns regarding what he considered was a low percentage of affordable housing being proposed for the Site and the need to secure a highways solution for the scheme following the LBRuT’s refusal of Application C..

Working with the Mayor’s team, the Applicant sought to meaningfully respond to the Mayor’s concerns on the applications. A summary of the revisions to the scheme made and submitted to the GLA in July 2020 is as follows:

- i. Increase in residential unit provision from up to 813 units to up to 1,250 units;
- ii. Increase in affordable housing provision from (up to) 17%, to 30%;
- iii. Increase in height for some buildings of up to three storeys;
- iv. Change to the layout of Blocks 18 and 19, conversion of Block 20 from a terrace row of housing to two four storey buildings;
- v. Reduction in the size of the western basement, resulting in an overall car parking spaces reduction of 186 spaces and introduction of an additional basement storey under Block 1;
- vi. Internal layout changes and removal of the nursing home and assisted living in Development Area 2;
- vii. Landscaping amendments, including canopy removal of four trees on the north west corner of the Site; and
- viii. Alternative options to Chalkers Corner in order to mitigate traffic impacts through works to highway land only and allow the withdrawal of Application C.

Application A was amended to reflect these changes. Notwithstanding this, and despite GLA officers recommending approval, the Mayor refused the applications in August 2021.

The Mayor’s reasons for refusal in respect of Application A were:

- ix. height, bulk and mass, which would result in an unduly obtrusive and discordant form of development in this ‘arcadian’ setting which would be harmful to the townscape, character and appearance of the surrounding area;
- x. heritage impact. The proposals, by reason of its height, scale, bulk and massing would result in less than substantial harm to the significance of several listed buildings and conservation areas in the vicinity. The Mayor considered that the less than substantial harm was not clearly and convincingly outweighed by the public benefits, including Affordable Housing, that the proposals would deliver;
- xi. neighbouring amenity issues. The proposal, by reason of the excessive bulk, scale and siting of Building 20 and 21 in close proximity to the rear of neighbouring residential properties in Parliament Mews and the rear gardens of properties on Thames Bank, would result in an unacceptable overbearing and unneighbourly impact, including direct overlooking of private amenity spaces. The measures in the Design Code would not sufficiently mitigate these impacts; and
- xii. no section 106 agreement in place.

Application B was also refused because it is intrinsically linked with Application A and therefore could not be bought forward in isolation.

THE PROPOSED NEW SCHEME

This 3rd iteration of the scheme seeks to respond directly to the Mayors’ reasons for refusal and in doing so also addresses a number of the concerns raised by the LBRuT

The amendments can be summarised as follows:

1. A revised energy strategy is proposed in order to address the London Plan (2021) requirements;
2. Several residential blocks have been reduced in height to better respond to the listed buildings along the Thames riverfront and to respect the setting of the Maltings building, identified as a Building of Townscape Merit (BTM) by the LBRuT;
3. Reconfiguration of layout of Buildings 20 and 21 has been undertaken to provide lower rise buildings to better respond to the listed buildings along the Thames riverfront; and
4. Chalkers Corner light highways mitigation works.

The school proposals (submitted under ‘Application B’) are unchanged. The Applicant acknowledges LBRuT’s identified need for a secondary school at the Site and the Applications continue to support the delivery of a school. It is expected that the principles to be agreed under the draft Community Use Agreement (CUA) will be the same as those associated with the refused school application (LBRuT ref: 18/0548/FUL, GLA ref: GLA/4172a/07).

5.0 Forward - Landscape Design

Forward

This Landscape Design and Access Statement has been prepared by Gillespies LLP in support of Application B and should be read alongside the Squires & Partners' Design and Access Statement: Secondary school design.

The new Stag Secondary School will form a campus for approximately 1200, years 7-11 students and sixth form. The school will be situated off Lower Richmond Road and sport facilities for the whole school, available for community use through a community use agreement, will be adjacent to the school building.

The landscape team envisioned a green and biodiverse space that will promote leisure activities and healthy living within the school premises. Existing trees were retained where possible and new tree planting increased canopy coverage on site by approximately 110%. Moreover, native small trees will be located in a grove in the pocket park below the school, providing community access and educational opportunities for students. Furthermore, the soft landscape strategy will provide resting places, shade and seasonal colour celebration.

Additionally, as part of Application A, a Community Park is proposed between the proposed School playing field and Lower Richmond Road, with open grassed recreation areas, shade and feature trees, seating and playground facilities. This park retains the existing trees along the frontage of the current open space.

Planning Policy

The following Planning Guidance has been used to inform the Landscape Design for the application:

- » National Planning Policy Framework (NPPF) (2021)
- » London Plan (2021) and associated Supplementary Planning Guidance documents
- » London Borough of Richmond upon Thames Local Plan (2018 and 2020) and associated Supplementary Planning Documents

More specifically the team has considered the following policies and strategies:

- » Policy G1 of the London Plan states that green infrastructure should be planned, designed and managed in an integrated way to achieve multiple benefits. Policy G4 sets out that development proposals should (1) not result in the loss of protected open space and (2) where possible, create areas of publicly accessible space, particularly in areas of deficiency.
- » Also as per Policy G1 the public realm has sought to take cues from the history of the Site and the local area.
- » In line with the Site Allocation (SA 24) and Local Plan Policy LP 1 (5), the approach to public realm has sought to increase permeability to and through the Site and improve public access.
- » LBRuT's Strategic Vision (as set out within the Local Plan) encourages the development of an attractive public realm which encourages walking and cycling. This Vision is supported by Local Plan Policy LP 1, the Design Quality SPD (2006) and the Public Space Design Guide (2006).
- » Urban greening is promoted and encouraged as a fundamental element of site and building design (Policy G5); major development proposals should also be designed to include roof, wall and site planting, especially green roofs and walls where feasible (also Policy G5). For developments which are predominantly residential, the Mayor recommends a target Urban Greening Factor (UGF) score of 0.4 (Policy G5(B)).
- » Strategic Objectives: Protecting local character (Par.2.3.1, point 5) of the Local plan (2018) promotes the protection and enhancement of the borough's biodiversity, including trees and landscape, within open spaces.
- » Policy 16 of the Local Plan(2018) requires landscape design and materials to be of high quality and compatible with the surrounding landscape and character.
- » Policy 16 of the Local Plan requires the protection of existing trees and the provision of new trees, shrubs and other vegetation of landscape significance that complement existing, or create new, high quality green areas, which deliver amenity and biodiversity benefits.

Consultation

Consultation with various stakeholders and community groups has been undertaken through a comprehensive program by the Consultant Team, an outline of which is provided elsewhere in this application (refer Community Consultation section).

Liaising with the London Borough of Richmond upon Thames Planning Department, Landscape and Parks management, as well as Tree Officers and Urban Design advisors has provided valuable understanding of the requirements of the council. Consideration of issues raised and adjustment of the design have been undertaken as a result of this process.

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

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

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

5.1 Site Wide Landscape Masterplan



5.2 School Landscape Masterplan - Final

Policy G1 of the London Plan states that green infrastructure should be planned, designed and managed in an integrated way to achieve multiple benefits. Policy G4 sets out that development proposals should (1) not result in the loss of protected open space and (2) where possible, create areas of publicly accessible space, particularly in areas of deficiency.

The final masterplan for the school site has been designed to follow the original Concept Plan from LBRuT and maintain the open space character of the current site. The site plan includes a Multi-Use Games Area (MUGA), a Habitat Area associated with the school outdoor recreational facilities and, as part of Application A, the provision of a new Community Park along the Lower Richmond Road frontage. The all-weather 3G Sports Pitch extends north to the new street and west to Williams Lane, in a similar manner to the existing open playing field. The group of existing trees on the west end of the northern street have been retained and protected, maintaining the existing character and becoming a feature in the landscape at this north-west edge of the School grounds.

The northern street is proposed to function as a limited access zone for pedestrians and cyclists accessing the school and traversing through the site (east to west). Limited access is also given to service and emergency vehicles, and school buses travelling west (one-way street) towards Williams Lane. Subject to staging of the surrounding development, this street will provide a through connection for vehicles associated with the school that are leaving the site via Williams Lane to Lower Richmond Road. Once the remaining street network is constructed, it is intended that the School manages access to this northern street zone with retractable or removable bollards at either end. This will allow vehicles to traverse east into Ship Lane to exit the precinct, rather than circulating west via Williams Lane.

The new School building is situated adjacent to the new eastern street. The main entrance, bus setdown and carparking area are arranged along this street. Two bus bays are provided for school use and will also be used by refuse vehicles collecting from the bin store adjacent to the entrance to the school. The carpark provides five (5) disabled accessible bays and ten (10) standard bays for staff and visitors.



School Landscape Masterplan Final

- | | |
|-----------------------|------------------------|
| ① Green Link | ⑧ Public amenity space |
| ② Maltings Plaza | ⑨ Community park |
| ③ Entry Plaza | ⑩ Car park |
| ④ Courtyard garden | ⑪ Coach parking |
| ⑤ New park entrance | ⑫ MUGA |
| ⑥ School Entry Court | ⑬ Habitat area |
| ⑦ School sports field | ⑭ Private garden |

5.2 School Landscape Masterplan - Interim

The northern street will be constructed in the first stage, along with the school building and surrounds, providing one way access (west) from the eastern street to Williams Lane and out to Lower Richmond Road. This street will also allow for loading and unloading of buses for school excursions and circulation of cyclists from Williams Lane and north to the cycle path network on the Chiswick bridge and Thames Path on the river edge and south of the site, via Lower Richmond Road.

Two bus parallel parking bays and a small carpark - including a minimum of 10 standard bays and five disabled bays with required circulation space - are provided adjacent to the school's eastern edge. A third bus stop is proposed within the northern shared access zone and will be controlled by the school.

Within the Development Area 2, further street network construction will provide connection of the eastern street across to Ship Lane. This will result in the closure of the northern street and controlled access through it, while maintaining cycle and pedestrian access and circulation.

The shared cycle and pedestrian connection east west to Ship Lane and the Development Area 1 will also be built at this time to connect the extended network through the site to Mortlake Green, Lower Richmond Road and Mortlake High Street and beyond to the east and south.

- ① Green Link
- ② Maltings Plaza
- ③ Entry Plaza
- ④ Courtyard garden
- ⑤ New park entrance
- ⑥ School Entry Court
- ⑦ Temporary grass verge
- ⑧ School sports field
- ⑨ MUGA
- ⑩ Habitat area
- ⑪ Existing sports field retained
- ⑫ Car park
- ⑬ Coach parking
- School Application Boundary
- School Ownership Boundary
- Future Bus Terminal Location Boundary
- Application A Site Boundary



School Landscape Masterplan Interim

5.3 Tree Retention

One of the Strategic Objectives: Protecting Local character (Par.2.3.1, point 5) of the Local plan (2018) is to protect and enhance the borough's biodiversity, including trees and landscape, within open spaces.

This diagram shows existing trees from the Tree Survey (refer to Watermans drawing 18671-102-WIE-ZZ-XX-DR-L-7703) that are retained or removed as a result of the proposed school masterplan development.





A qualitative assessment, based on the tree survey and the allocated category of each existing tree, informed the decision on which trees to retain or to remove. Adjustments to the masterplan have enabled the retention of the majority of Category A and B trees.

Pavement treatment of paths and paving adjacent to or within the Root Protection Zone has been adjusted to avoid excessive excavation or disturbance of root zones or future compaction of this area.

For full tree removal list please refer to Stag Brewery Landscape Design & Access Statement Application A.



Diagram is based on Arboricultural Survey WIE18671-102-R-6-2-1-AIA

-  Tree to be removed
-  Tree to be retained
-  School Application Boundary
-  Application A Site Boundary