

## 2.12 Transport and Movement

The Site has good public transport connections with access to Mortlake Station which is within five minutes walking distance.

There are bus stops on the perimeter of the site and the immediate area of Mortlake. These connect to Richmond and Hampton to the South West, Hammersmith and West Brompton to the North East and Roehampton to the South. The existing transport links give the Site a PTAL rating of predominantly 2 with a PTAL rating of 1 at the western corner of the Stag Brewery component of the Site

The existing road routes to the South of the Site are already considered to be significantly congested with frequent tailbacks occurring at the junction of Mortlake High Street and Sheen Lane. This is largely due to issues with restrictions at the existing junction at Chalkers Corner and the level crossing by Mortlake Station.

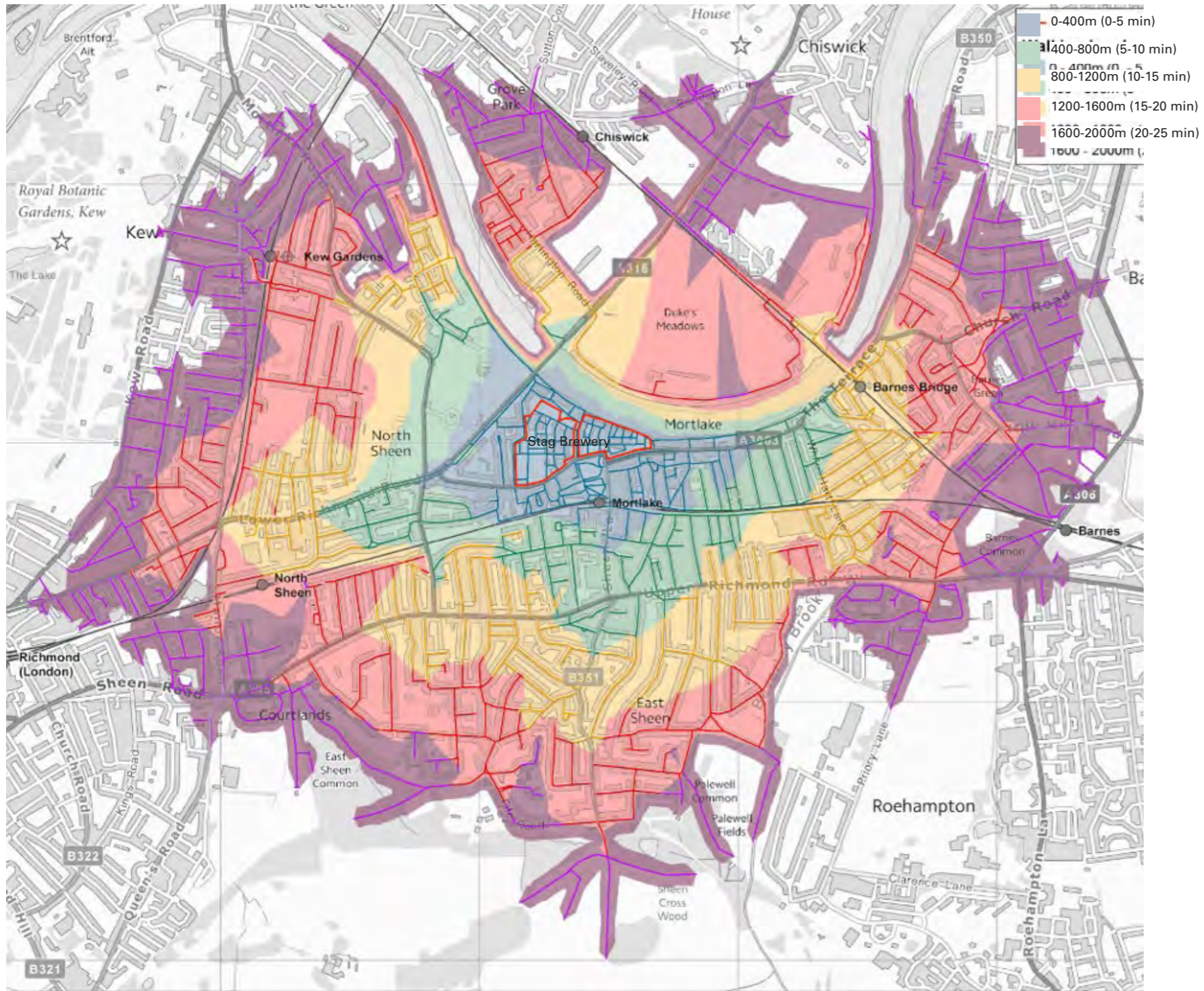
The current arrangement of vehicle movement and parking around the site has been provided to suit its previous industrial use. Deliveries and site access currently exit through entrances off Lower Richmond Road and Mortlake High Street. Since the use as a brewery is no longer proposed, access has been re-considered. Continued and increased volume of use by vehicles of the main eastern access off Mortlake High Street (close to Sheen Lane) is likely to have considerable impact on traffic flow and safety so it is not proposed that this vehicle access is used by the future development.

In order to alleviate the impact of the proposed development on existing traffic flow, a detailed Transport Assessment and modelling have been undertaken by Stantec, which forms part of the applications.

There is no existing pedestrian and cycle movement through the site, as it is secure at it's boundary and the existing routes from Lower Richmond Road and Mortlake High Street to the River are poor. Ship Lane has one fairly narrow pavement with car parking and very high walls giving an uninviting and claustrophobic effect. Bulls Alley is poorly maintained and has refuse containers hampering access. There are no official cycle routes in the immediate context of the site. Improving pedestrian and cycle accessibility and permeability of the site is a key objective of the LBRuT Planning Brief.



Aerial view showing distribution of underground and overground rail stations in the vicinity of Mortlake



Walking Isochrone Diagram

### 3.0 Planning Context, Consultation and Community Involvement

#### 3.1 Summary of Planning Context including Previous planning Applications

Despite being now over 10 years old, the primary planning policy for the Stag Brewery site remains The Stag Brewery Planning Brief (dated July 2011). The Planning Brief formed the basis of the Original Application to LBRuT (ref: 18/0547/FUL and 18/0548/FUL), both in terms of layout and distribution of spaces.

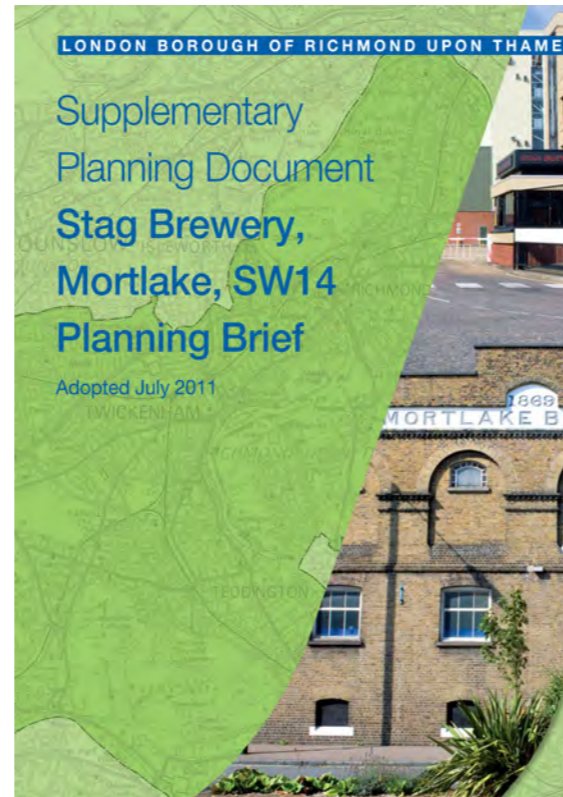
The key aspects of the vision are that a scheme should;

- Prevent piecemeal development
- Create a major new green space linking Mortlake Green to the River and riverside
- Provide a mix of vibrant uses
- Lead to viable re-use of buildings identified as contributing to the character of the Conservation Area
- Make the Riverside an attractive destination during the day and evening for local people and the wider community and increase permeability and waterfront activity
- Recognise importance of historic Oxford versus Cambridge Boat race by integrating a boat house or river-related facilities
- Achieve high quality, sustainable and inspirational design of both buildings and open space with variety across the site
- Reduce and mitigate any adverse impact on the wider area, including on the transport network and parking
- Be financially viable and commercially deliverable

The Planning Brief also provided a plan of the vision for the site. The plan shows a wide green link from Mortlake Green to the riverside, massing broken into blocks or plots with permeability through in both directions and with heights varying from 3 to 7 storeys, with the majority of the areas being 6 storeys or over.

The Planning Brief although it contained many important principles which the current Masterplan has followed did limit the heights and general massing of buildings. Respecting the Planning Brief limited the opportunities for the original application and it did not optimise the density of the site, reducing the overall level of housing and therefore providing less affordable housing.

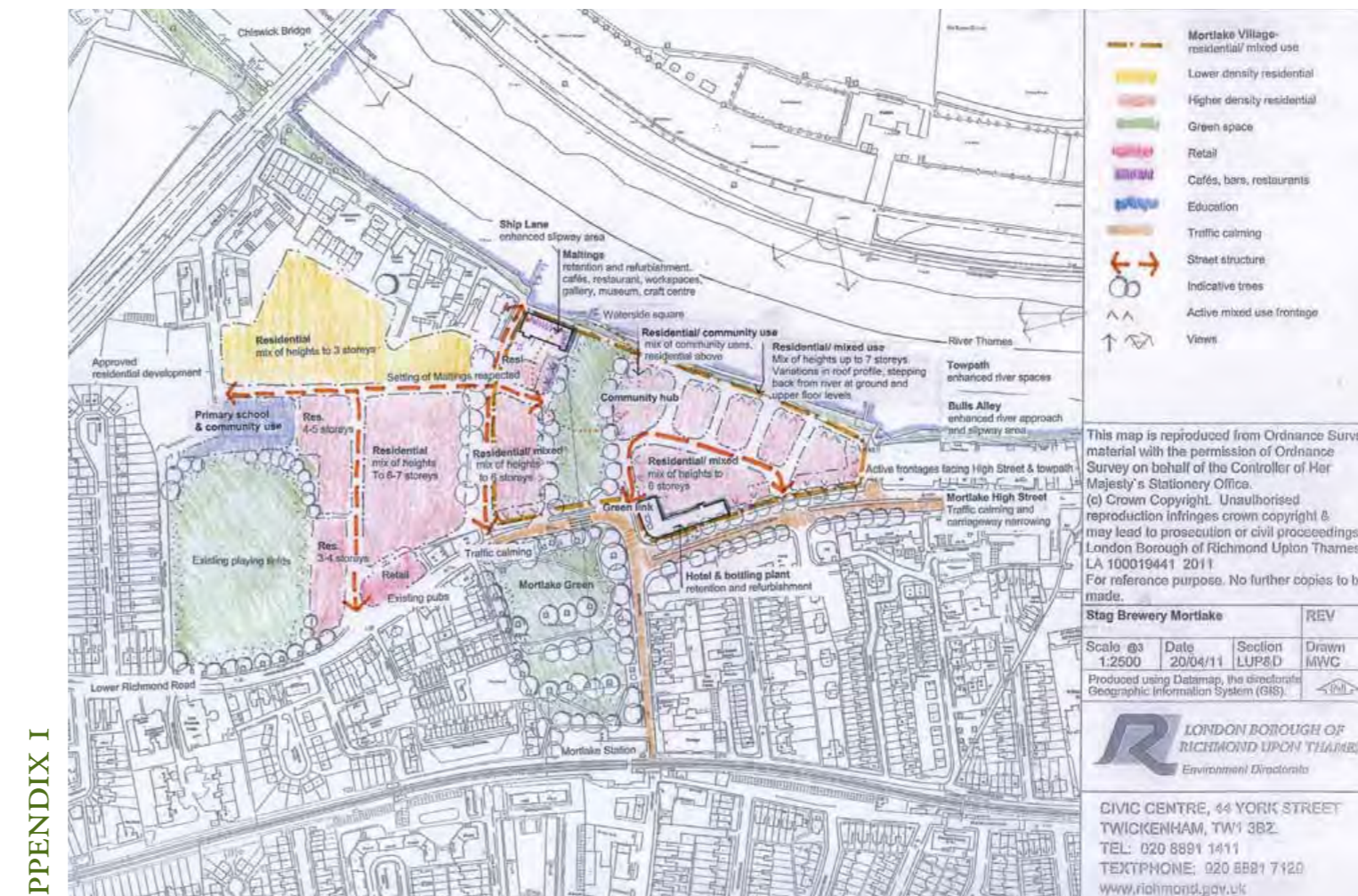
The Planning Brief also did not contain a secondary school which was subsequently included in the site allocation in 2017. This had a significant effect on the development of the masterplan and the focus of opposition in public consultations.



The LBRuT adopted Planning Brief



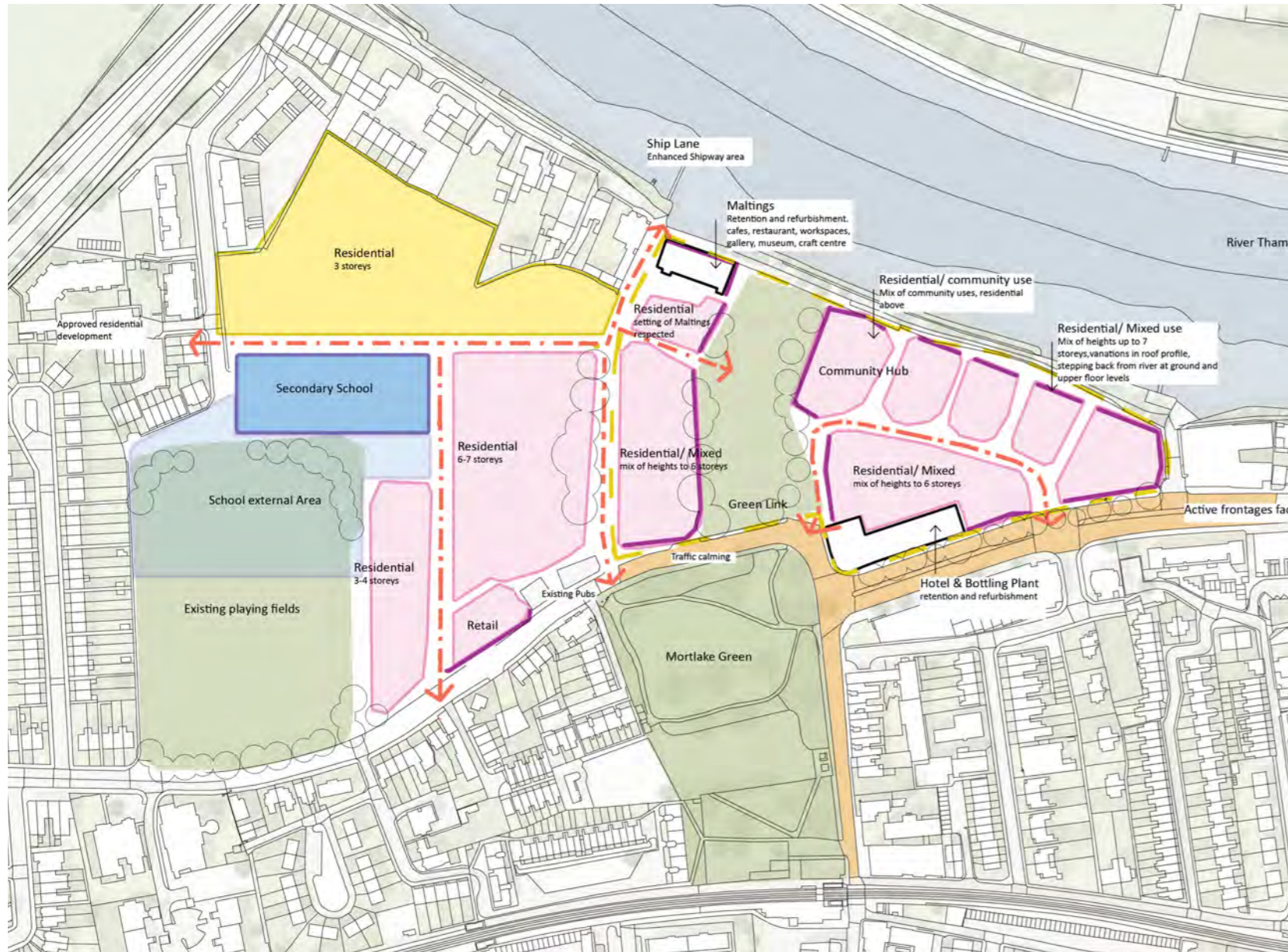
The LBRuT adopted Planning Brief - illustrative photograph from the document



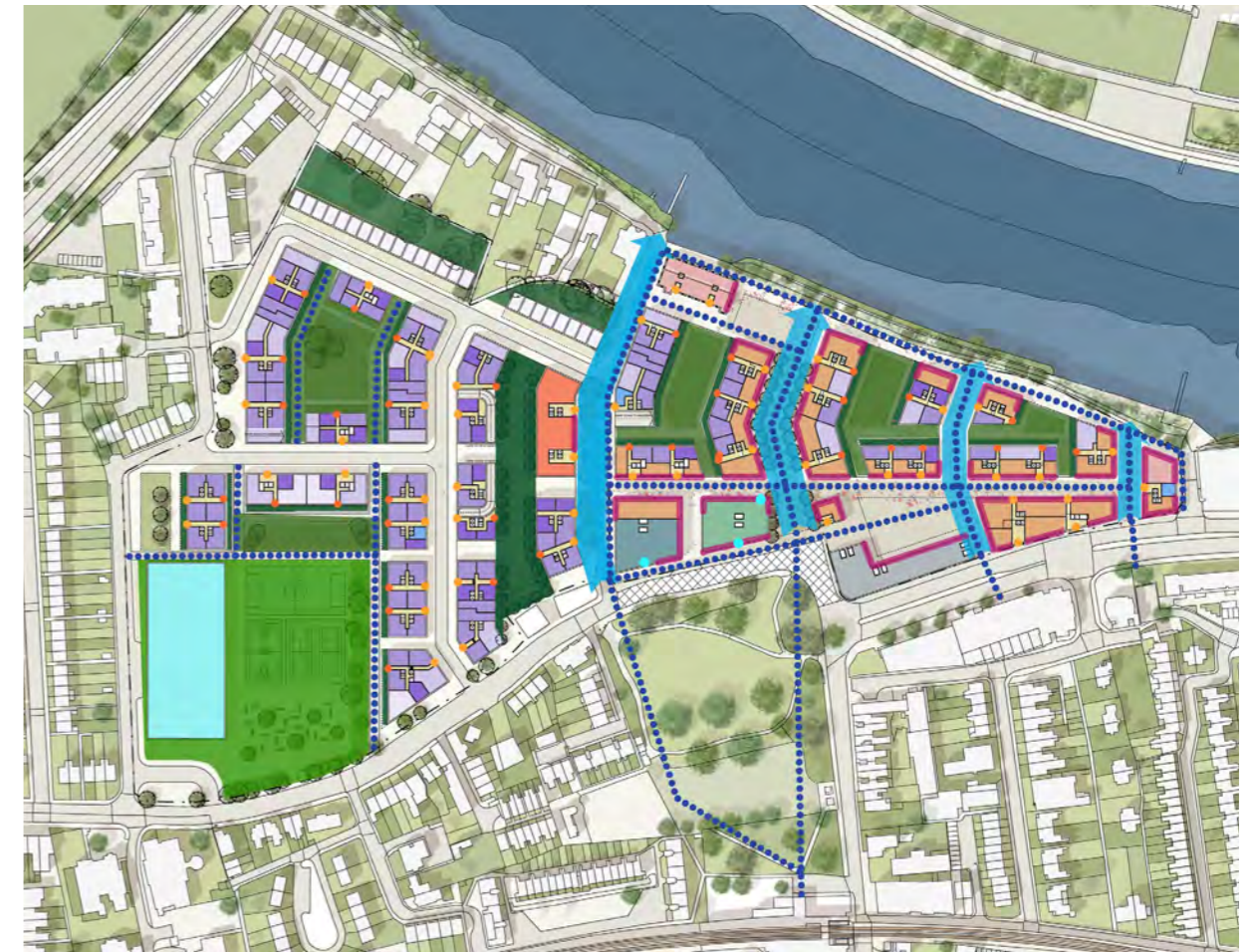
APPENDIX I

Plan 1: Council's Vision

Stag Brewery Planning Brief - Appendix 1 - LBRuT Vision for the Site



Stag Brewery Planning Brief updated to show a secondary school on the site in a similar location to the Primary School



Initial Masterplan response to the Planning Brief with links and connections through the site

The Original Applications were amended following the GLA's decision to become the determining Authority. The amendments were submitted to the GLA in June 2020 and subsequently up to September 2021. The amended scheme took a more flexible approach to the design principles set out in the Planning Brief, in light of the new London Plan. It was therefore able to deliver a greater number of homes and habitable rooms than the Original Application, improving the viability of the scheme and the proportion of affordable housing. These changes to height and density were made while maintaining high design standards and without detrimentally impacting on the surrounding townscape context.

The revised Original Application were refused by the Mayor of London as they were considered to not be appropriate to their context in terms of massing and their impact particularly on Buildings of Townscape Merit and statutory Listed Buildings.

The current Application reassesses the approach to distribution of height and massing and aims to address the concerns expressed regarding the proposal's relationship with significant local buildings, included Listed Buildings. As part of this reassessment we have consulted thoroughly with the planning, design and conservation officers at LBRuT and also with the LBRuT Design Review Panel (DRP), presenting to the DRP on two occasions (30 September 2021 and 2 February 2022). The DRP has provided key comments on appropriate changes to the scheme, which would address the concerns expressed regarding massing and context, while still improving the optimisation of the site for provision of housing, in comparison with the Original Application. The comments have been taken on board as noted in following sections below.

These changes have been reviewed against, and designed to conform with, all relevant statutory planning policies including

- Adopted Planning Policy Framework (NPPF and NPPG)
- Statutory Development Plans (The London and Local Plans)
- Local and Regional Supplementary Planning Guidance
- Conservation Area Guidelines
- The London View Management Framework
- Fire Safety and High-rise Residential Buildings Planning Gateway One

The following chapters will describe the changes that have been made to the scheme submitted to the GLA and defining



Photograph of First Public Exhibition held at Stag Brewery in 2017



Early sketch of the Green Link



View along Lower Richmond Road with the 'campanile' as shown in the first exhibition scheme.



View of secondary school in its initial position as shown at the first exhibition



Initial masterplan as presented at the first public exhibition

### 3.2 Consultation Process

#### Original Application

The pre-application process prior to and following submission of the Original Application in February 2018 was extensive. Two public exhibitions and numerous meetings with community groups, key locals and council members were held during this time, with the key events and responses noted below:

#### First Public Exhibition (March 2017)

A number of display boards and a scale model of the proposal were put on display at the first public exhibition. Comment sheets were provided to offer the opportunity for the local community to make suggestions and raise concerns anonymously.

In total 1350 people attended the exhibition, including local councillors, members of local amenity groups and residents and business owners from the immediate and surrounding areas. 723 comment sheets were completed and returned. Overall the majority of people were positive or neutral about the plans and accepted that development of the site was desirable and inevitable. Main areas of concern that were raised included:

- The inclusion of a secondary school and loss of playing fields.
- The Green Link was not wide enough
- The 'Campanile' building was an inappropriate height
- The general height of the buildings and density was too great
- The traffic impact would be too great and not mitigated

Following this exhibition the client brief and design of the development were altered to address the comments. These changes included:

- Different options for inclusion of a secondary school and compensate for the loss of playing fields by making the school playing fields accessible to the Community.
- The Green Link was widened from 22m to 32m
- The 'Campanile' building was removed
- The height at the edges of the site were generally reduced where close to neighbouring buildings.
- The traffic impact was considered and alterations to Chalkers Corner developed.

### Second Public Exhibition (July 2017)

The revised proposal was presented at a second exhibition and the response was generally more positive than at the first exhibition although issues of density, the school position and transport still remained contentious.

In addition to the above events, the project team has engaged with a Community Liaison Group (CLG) formed of various key Stakeholders, local councillors and local residents who had concerns regarding the future of the Site and the impact on the local infrastructure and community. Meetings were held at frequent, regular intervals during the entire pre-application process for the original Application.

During the original application process LBRuT expressed concerns regarding the relationship between buildings in the masterplan layout and their affect on daylighting and privacy in homes. The approach of the masterplan is to produce a hierarchy of street widths and generous courtyards. This was carefully considered and the first step taken to minimise this was to remove several of the narrower links between buildings both to the east and west parts of the site. This reduced the amount of overlooking and also created more cohesive forms for the courtyards. Following this the width of the new high street was reconsidered and widened from 10 m to 13.5m, which LBRuT considers to be the minimum acceptable distance to avoid overlooking in certain circumstances.

The issue of overlooking and daylighting has continued into the detailed design of the buildings, with layouts and building profiles adapting to create the best layout between buildings.

A further comment from LBRuT regarded the layout of the buildings at the riverfront. They asked that consideration be given to the distance from the river defence wall to the built form and whether this could vary along the length of the frontage. This was achieved with the blocks set back further adjacent to the 'green link', to facilitate access around the corner of the buildings and a variety of setbacks along the length of the frontage, with the Maltings building being the furthest forward and the most prominent.



Photograph of model at Second Public Exhibition



Photograph of the Second Public Exhibition held at Stag Brewery



Masterplan the Second Public Exhibition



- Residential
- Flexible Uses (retail, restaurant, services etc)
- Cinema
- Office
- Hotel
- Community Use
- Assisted Living apartments
- Nursing Care Home
- Secondary School

The masterplan submitted in the Original Application



View of the Refused Scheme submitted to the GLA showing massing in relation to the Listed Building and The Maltings

### 3.3 GLA Consultations and Refused Scheme

Since the original application, there has been continued dialogue with community groups and they have been consistently kept informed of the developments of the proposals. Consultation with the GLA and LBRuT continued throughout the original planning determination period and discussion with the GLA identified that there may be opportunities to better optimise the site capacity through the increasing heights of buildings and the density of habitable rooms, while making the scheme more sustainable, maintaining a considered contextual approach and upholding good design principles.

During consultations with the GLA, officers did raise concerns regarding the relationship of the proposed massing, specifically with regard to the Listed Buildings along Thames Path and The Maltings, a historic Building of Townscape Merit on the river front. In relation to the Listed Buildings, these concerns were addressed by breaking up the massing of the buildings in the background of the Listed Buildings, revising the Design Code for this area to reduce their impact when seen from views on Putney Bridge and on the north side of the River Thames. Around The Maltings, two buildings were lowered in height, improving the prominence the historic building. The Mayor of London however considered that the height increases were still too great and that they impacted too much on the sensitive buildings on the site and in the adjacent context. The now Proposed Development Application has been developed to address these concerns.

### 3.4 Now Proposed Development Application Consultation

Consultation has also taken place in the period since the Mayor's decision, with several meetings with LBRuT officers and the Richmond Design Review Panel (DRP). Following initial discussions with the planning officers, the Refused Scheme was modified by reducing the height to the western parts of the site and reverting to lower terraced houses adjacent to the Listed Buildings on Thames Bank.



This was then presented to the DRP in September 2021, which made the following comments regarding the proposals:

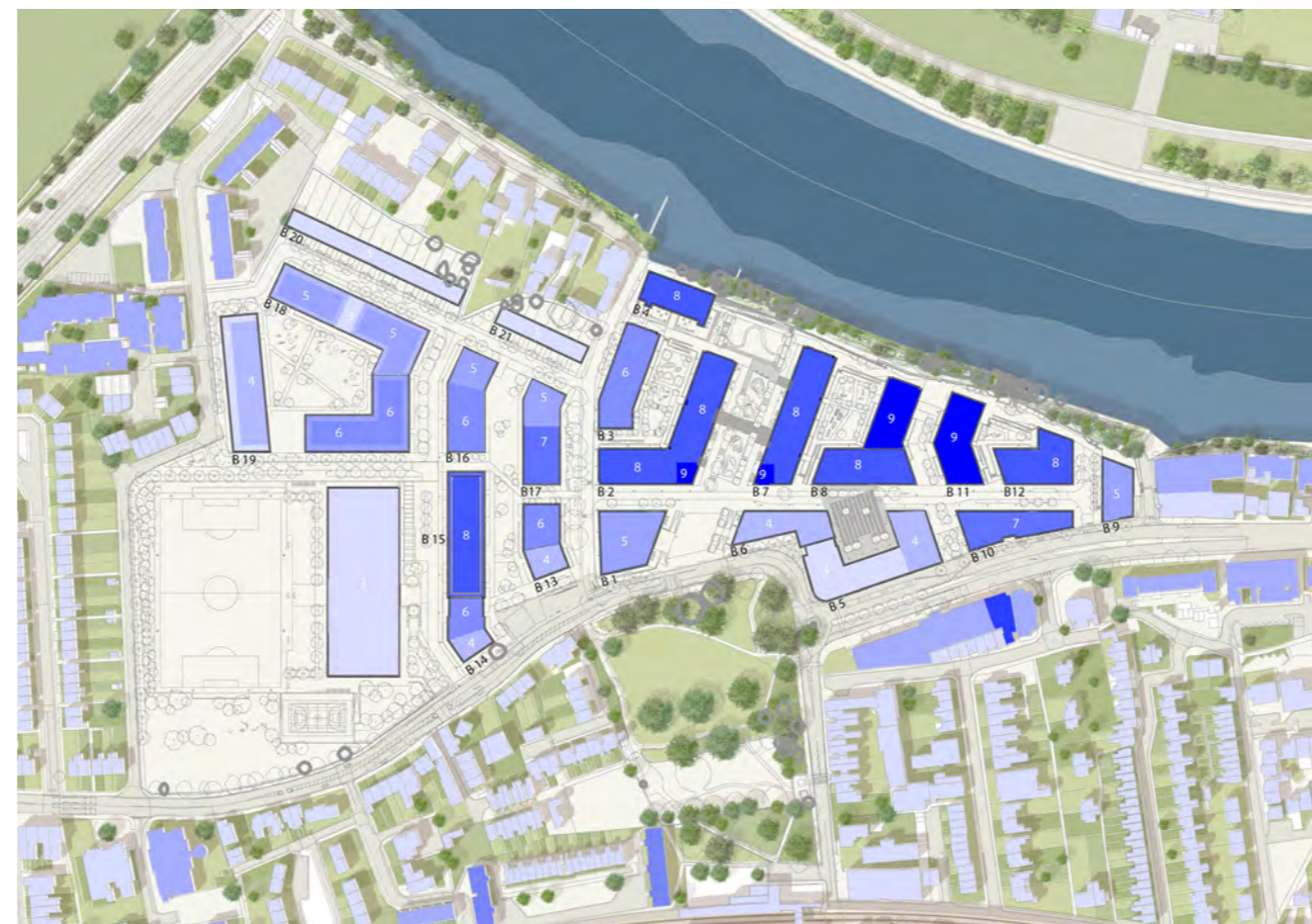
- Too great a dominance of built form over The Maltings building.
- Support for reduction in height of Buildings 20,21 and 22.
- Additional height to redistribute massing could be located towards the centre of Development Area 1, with more height to Buildings on Thames Street possible, in particular Buildings 8 and 10.
- Additional height to Cinema (Building 1) could be possible.
- Splitting Building 2 may give views of The Maltings from the green link to the river and connect the Cinema more to the rest of the masterplan.
- More variety required in the typology of the residential blocks.
- Very supportive of the Mansion Block Typology but encourage considering breaking up of massing and richness of detail.
- Re-examine Secondary School, with possibility of additional height and massing.
- Consider a healthy living agenda across the development.
- Support for the 'play on the way' and water play opportunities as presented.
- Landscaping too formal in the courtyard spaces.
- Clearer Green Roof Strategy for Development Area 2.
- A better pedestrian connection to and from Mortlake Station with the removal of the mini-roundabout and the view from the desire line to the River adjusted, cutting back Building 6.
- A clear and comprehensive management and maintenance strategy is needed.
- Increased sustainability with greater carbon reductions with details of how the Urban Greening Factor is to be achieved.

Following consideration of these comments, revised proposals were presented to the DRP on 2 February 2022. These included the following changes:

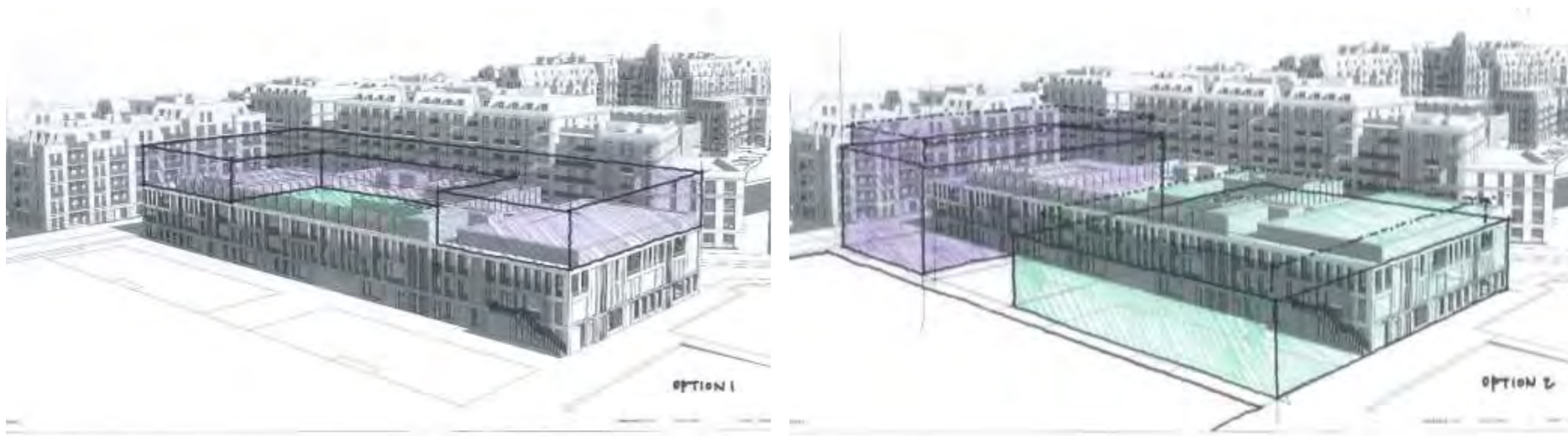
- The buildings around The Maltings was lowered, while the height of Building 10 was raised by 1 storey
- The Cinema Building 1 was considered to be an acceptable height, having been raised previously from the height of the original Application.
- Splitting building 2 was investigated but proved not to achieve what was anticipated by the DRP.



Masterplan heights as presented to the DRP in September 2021



Masterplan heights as presented to the DRP in February 2022



Secondary School options considered for the second DRP presentation

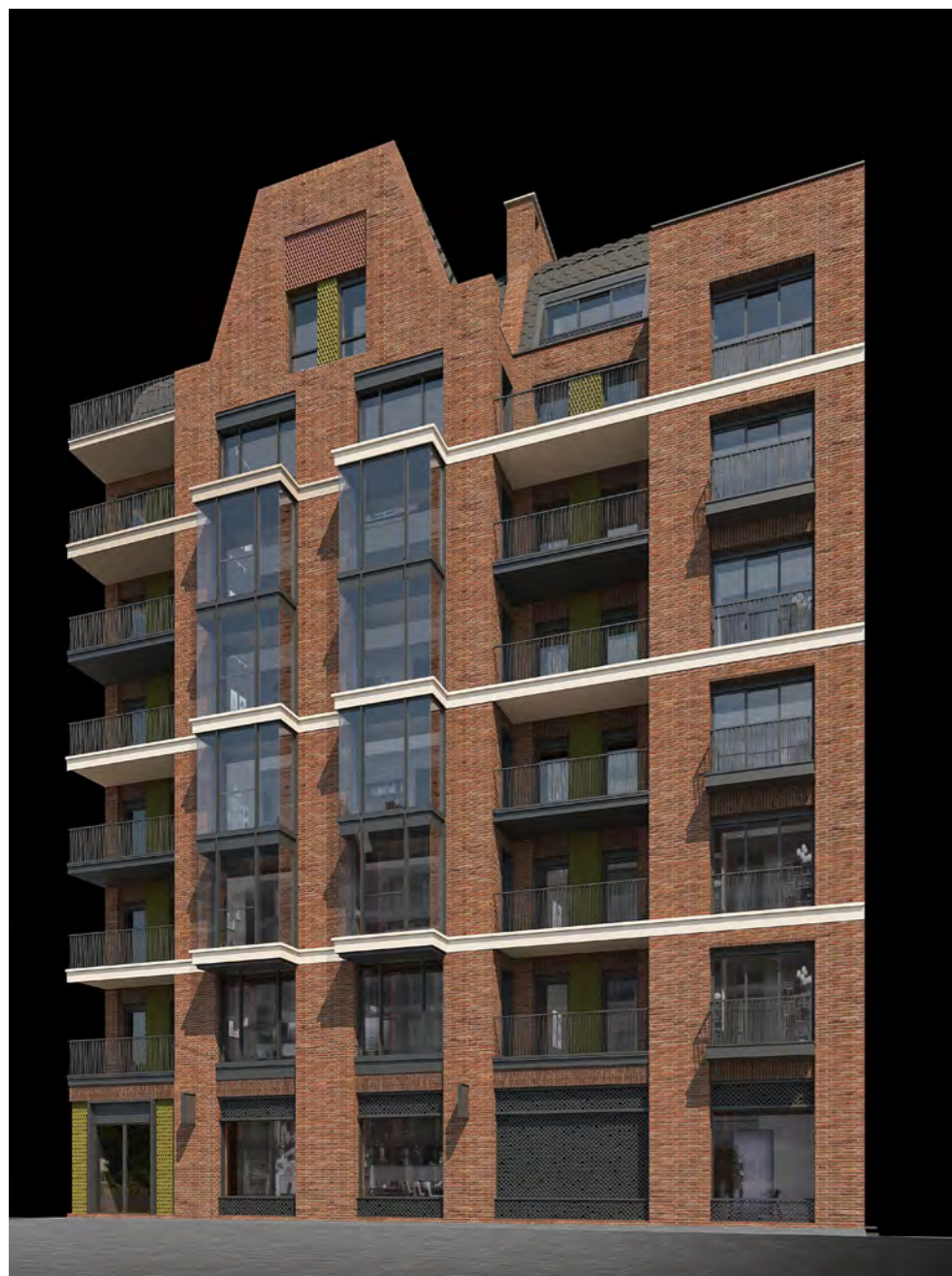
- More detail regarding the Mansion Blocks were presented.
- Investigations regarding Secondary School massing were presented showing that alternatives did not work.
- Further information regarding healthy living agenda, sustainability landscaping, green roofs and pedestrian routes were presented.

The DRP was generally supportive of the masterplan as presented on 2 February 2022; it's height and massing and distribution of height across the site, with the exception of Building 10. The DRP made further points at the presentation which not been made in the previous meeting in September 2021, as outlined below:

- Structure and hierarchy of the masterplan is not clear.
- Flexible uses should be clustered more effectively
- Urban Greening Factor should be higher
- There should be a maximum of 8 units per core
- The Mansion Block and Warehouse Typologies was limiting and rather formulaic.
- Concern that the Mansion Blocks seem out of place in this location and as presented did not have the elegance or variation that the historic precedents show.
- Concern at the quality and quantity of single aspect dwellings

Although there was not the opportunity to respond to these comments in the meeting, they are responded to in this Design and Access Statement, which clearly sets out the development, hierarchy and structure of the Masterplan, the justification and description of the Mansion Block typology and the layout of buildings and apartments including issues of privacy and aspect.

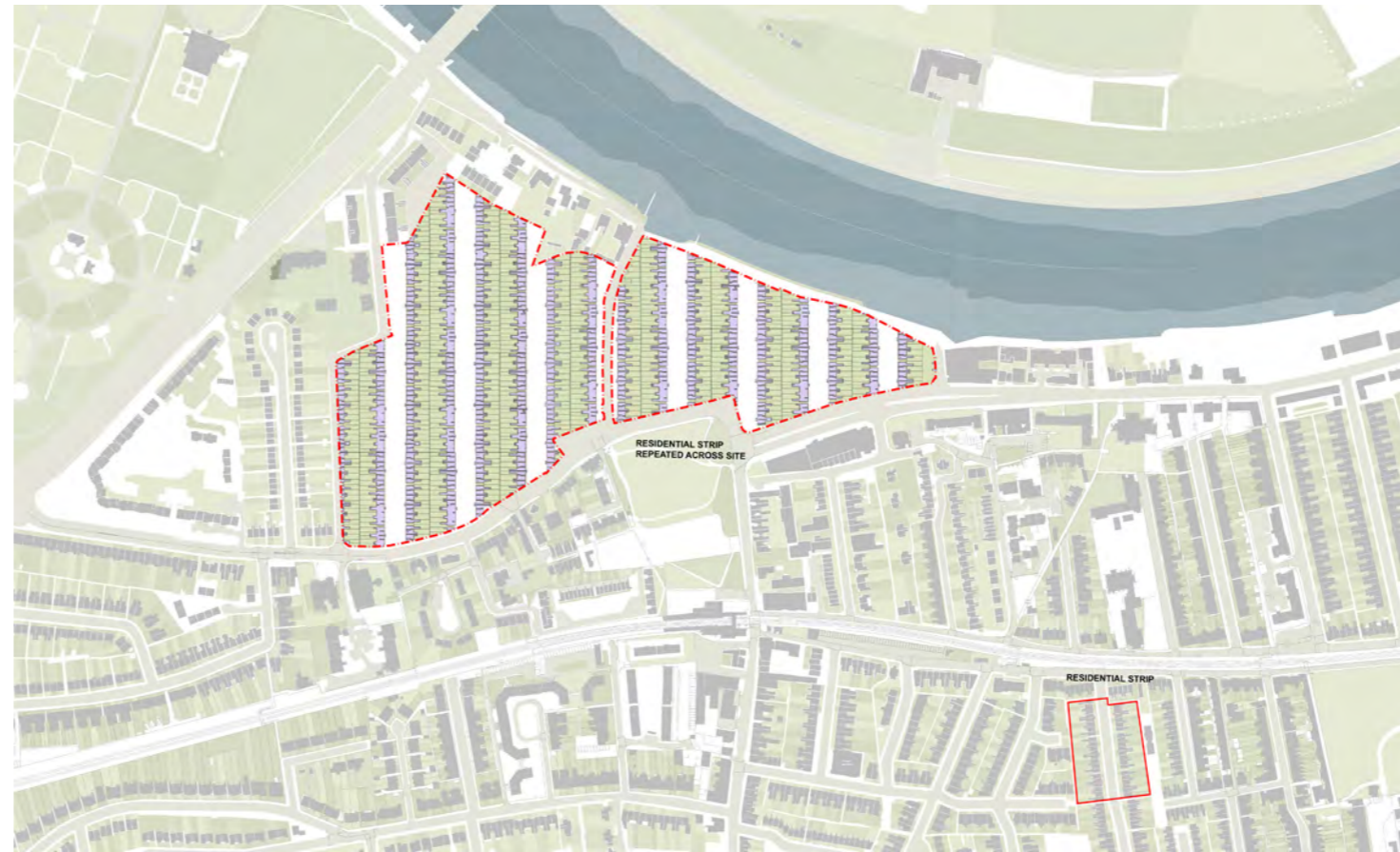
However, design changes have been made to address the points above since the presentation. The layouts of Building 10 and Building 2 have been modified to reduce the number of north facing single aspect apartments and increase the number of dual aspect dwellings. The number of cores with more than 8 apartments on each floor has also been reduced. More exploration of the detailing of the Mansion Block typology has been achieved. The Urban Greening factor has been increased and this is described more fully in the Landscaping Statement.



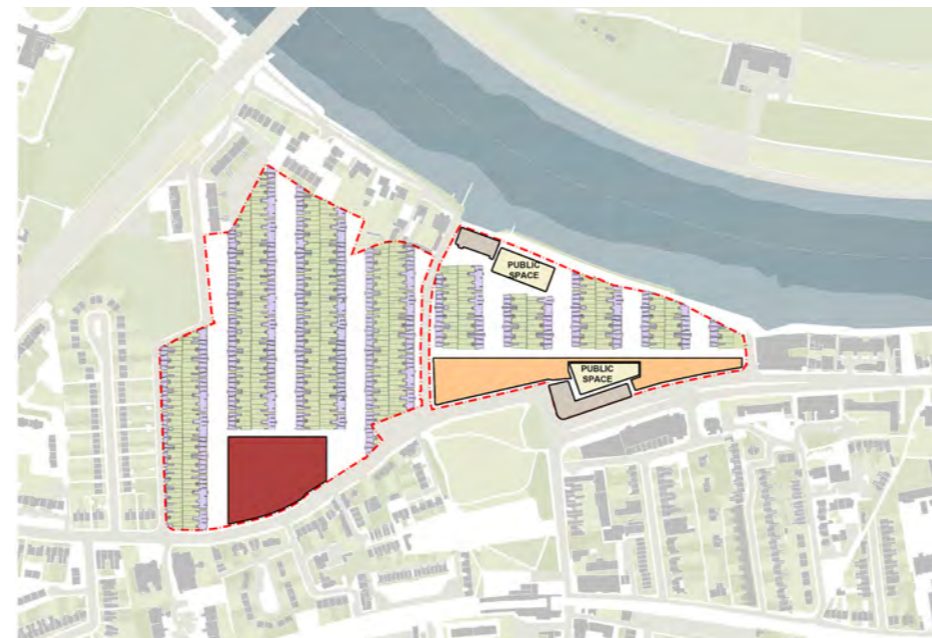
Mansion Block Bay Study shown in the second DRP presentation

The proposals were also presented to community groups and the wider public through two webinars which also took place before submission on 26 and 27 January 2022. The response to the Application A proposals as a whole were mostly positive but with concern still regarding the massing of the development.

The responses to the DRP reviews and the public consultation are reviewed in Section 4.4, which describes changes made with consideration of the comments made.



The initial masterplan concept developed from an overlaying of the local street pattern on the site to give a sense of scale and to extend the existing street pattern down to the River.



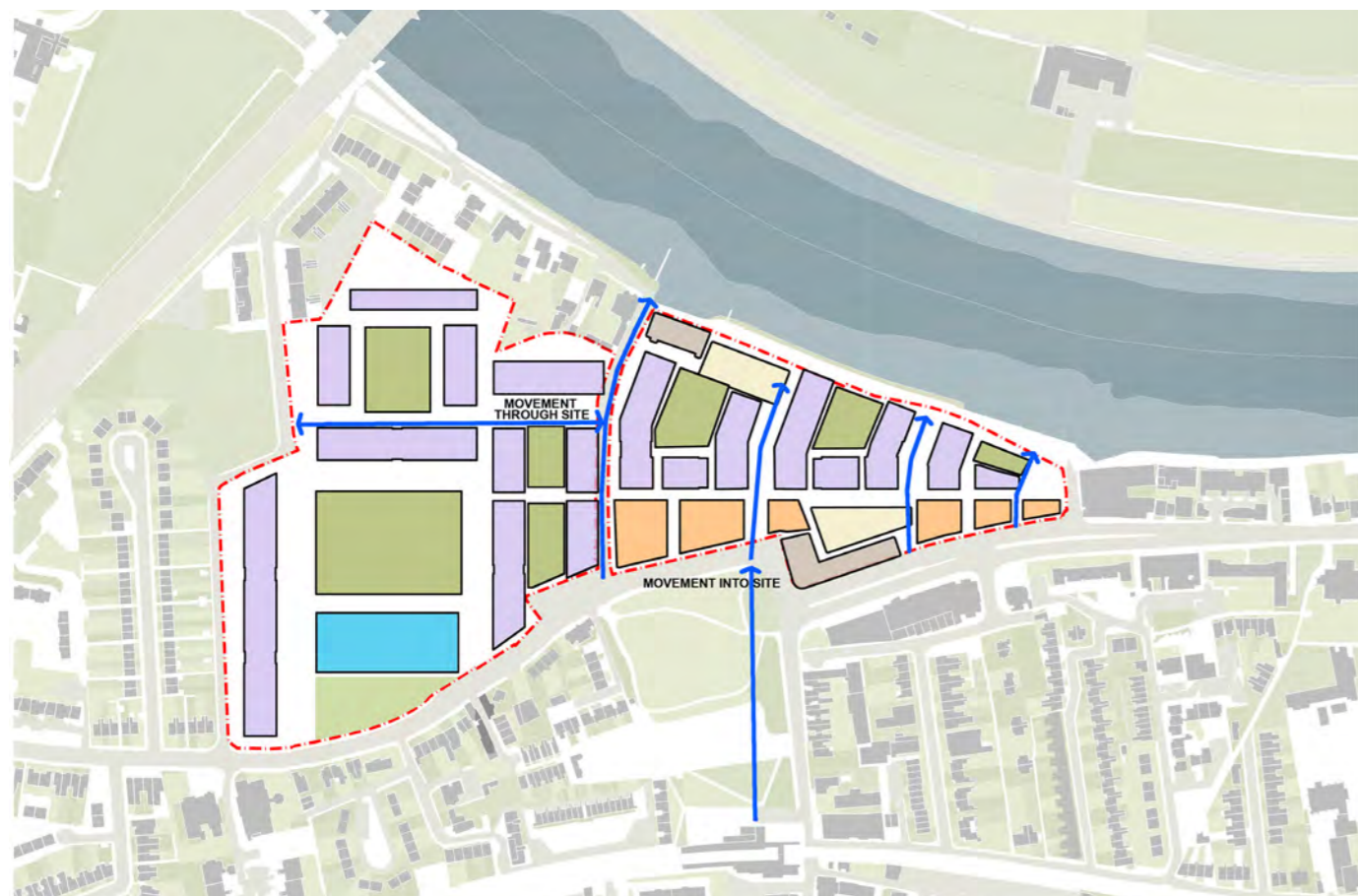
The initial masterplan was then developed by adding public spaces and the new Thames Street transversely to create a new high street.



The initial masterplan was further evolved by the introduction of green spaces and then the building forms were orientated to these, to form courtyard blocks with routes between connecting Mortlake with the River.



View of the now Proposed Scheme from Mortlake Green, showing key Green Link to the river



The initial masterplan concept plan, with permeable routes, heritage buildings, a new high street, a secondary school and playing field, public squares and garden courtyards

#### 4.0 Review of Masterplan Objectives and Potential Revisions

##### 4.1 Masterplan Vision and Key Concepts

The vision for the Stag Brewery Masterplan is to create a new heart for the urban village of Mortlake, with a range of town centre facilities including shops, offices and a cinema to complement a range of residential accommodation. The proposals will provide a new high street, public squares, and a green link from Mortlake Green to the River Thames, giving access to riverside activities.

The scheme is to be mainly residential led with a mixture of retail, cafes and restaurants but with buildings incorporating office, hotel and cinema uses. The Development Brief also recognised that the Planning Brief included a school on the site and that this and other community uses needed to be further defined. The Development Brief took account of the Site Allocation (SA24) in the new LBRuT Local Plan. A key driver was that the masterplan should create a well designed sustainable community, that was not just a 'dormitory' but included facilities that would make it a lively and vital place throughout the day, into the evening and through the week.

A central aspiration of the development brief was to create a place with a distinct character, with buildings and landscaping integrated, relating to its context and reflecting its unique location next to the River Thames.

##### 4.2 Design Vision and Objectives

Vision, objectives and principles of the masterplan were informed by a thorough socio-economic and environmental analysis of the site and context, as outlined in the original Application.

The key elements of the masterplan are:

- Creating a vital and lively heart for Mortlake
- Respecting the heritage buildings on the site and the heritage aspects of the context
- Creating a permeable and publicly accessible, clear layout of a variety of streets and courts, squares and gardens
- Responding to the flood risk in determining floor levels
- Managing servicing, parking and transport issues both on-site and in the wider area
- Creating excellent architecture which responds to its location
- Provision of high quality architecture with a clear strategy and character.

### 4.3 Masterplan Design Principles

The design principles originate from a response to the Planning Brief and its objectives. The principles that have been drawn from this, which have guided subsequent design decisions are as follows:

#### Permeable routes through the site

Following the urban grain of much of the surrounding context, it was considered that streets should be formed to connect the rest of Mortlake with the River Thames, at as many points as possible while allowing sensible plots between for built form.

The most important of these routes, as defined in the Planning Brief, is the 'green link', a wide landscaped space with activity to both sides and down its length, leading to the riverside. Other routes through the site are of differing widths, reflecting their greater or lesser importance and their level of activity. The widest streets have the greatest activity while the routes used only to access courtyards have much less width.

This provides the masterplan with a clear and legible structure with a hierarchy of routes through the site.

#### Retaining and respecting the heritage of the site

The three Buildings of Townscape Merit (The Maltings, the former Hotel Building and the former Bottling Building), are retained in their outward appearance but redeveloped within to bring new uses to them. They become the focus for new public squares sited adjacent to them, as well as maintaining their prominence and significance in the local context and Conservation Areas. The heritage of the site as a brewery is re-presented in the relocation of the memorials associated with the brewery and in the design through references to the processes and materials associated with the brewery and materials associated with the brewery and the wider history of Mortlake.

#### Creating a mix of uses on a new high street and public squares

It was recognised that the existing Mortlake High Street is limited in its ability to become a new hub of activity due to its width and traffic. A new street, parallel and linking east - west across the site could provide this function and its sustainability and success could be better secured by the location of key new attractors along its length, including a cinema, hotel, offices as well as shops, workspaces, cafes and restaurants. With the introduction of public squares, located next to the historic buildings, the new active uses are clustered around



Urban structure principles defined by permeability through the site



Permeable routes separating residential courts

these to ensure they are well used a focal points within the masterplan.

#### **New secondary school and playing field**

A major feature in the evolution of the masterplan is the inclusion of the secondary school and a playing field for its use and the use of the local community. The Stag Brewery Planning Brief had originally identified a site allocation for a new primary school but was unclear as to where the playspace for a primary school was to be located, as the area shown on the plan as school was too small to include adequate playspace as well as building.

The LBRuT Cabinet Committee subsequently changed the requirement to a large secondary school in late 2015 and the site was allocated in the Local Plan as SA24. The locating of the school in the western element of the site required extensive investigation and a balancing of the issues that a school of this size brings. Full details of the various options for the location of the school are set out in the accompanying Open Space & Playing Fields Assessment and in Application B for the school.

#### **Creating residential courts**

To create a variety of public spaces, between the street formed by the routes from the village to the river, courtyards are created. These either open out to the riverside or are garden squares. They are at a higher level allowing a differentiation between more public and active frontages to the street and more domestic frontages to the courts. Each has a differing identity although using a similar architectural language, providing greater legibility.

#### **Creating a new distinctive place at the heart of Mortlake**

Through the creation of sensible and coherent urban space, lively and imaginative landscape design of streets, gardens and parks and finally the considered design of high quality architecture which seeks to create buildings rooted in the vernacular of similar Thames-side locations, the new neighbourhood will have a distinctive character and identity which will make it both an attractive place to live, work, study and visit. Following the Planning Brief and the vision to create a centre to the local area, it is appropriate that the heart of Mortlake has greater massing than is generally found around it.

These principles, developed in response to the Planning and Development Briefs, guiding the formation of an initial concept and the development of the masterplan and subsequent revisions to the masterplan.

#### 4.4 Potential for Increased Residential Provision

In the original application initially the heights proposed ranged from three to seven storeys and were generally in accordance with the planning brief. In some locations, the heights were even less than those suggested as maximums in the development brief. This was due to insistence of conservation officers to follow the existing datum of adjacent, much lower scale buildings as well as the buildings of townscape merit on the site. In townscape terms, the scheme resulted in a new townscape form that would rise very gently in height from the surrounding context and would not exceed the height of the existing Maltings Building on the waterfront.

Since the original Application, proposed heights have been reviewed across both Development Area 1 and 2 to ascertain where heights could be increased to an acceptable height in terms of townscape and without causing detrimental impact in terms of daylight, sunlight, overshadowing and rights of light. Opportunity has been identified at the middle of each of the development areas. By increasing heights to buildings at the centre of the site, heights can be increased to a maximum at the centre of the site and remain at a lower height at the perimeters of the site, to meet the surrounding context. This would maintain the approach of the original scheme but would optimise the height of the development.

Buildings adjacent to the former Bottling Building had been constrained to a height that is closely related to the existing parapet line. There is potential to slightly increase heights around this building to provide a better transition in height from the lower surrounding scale to the proposed higher elements at the centre of the site.

Heights along the edge of the river Thames are limited by the height of the existing Maltings Building due to the specific requirements of the Planning Brief. This was perhaps misguided considering the historic height of warehouse buildings on the riverside in this location in the past. While the original adhered to this principle, it would still be possible to locate additional building height away from the Maltings Building, ensuring it would remain as the most prominent building frontage on the river's edge. This would allow an uplift of residential area without negative townscape impact on the Building of Townscape Merit.

#### 4.4 Response to Initial Comments from Design Review Panel and LBRuT officers.

The comments made by the DRP in September 2021 were considered in detail and responded to as follows:

- Buildings 2, 3 and 7 have been reduced in height by one storey to reduce the backdrop to the Maltings when seen from River views, especially from the bridge.
- Buildings 20 and 22 remain as lower, terraced houses.
- Additional height has been added to buildings on Thames Street, in particular one storey to Buildings 10 and part of Building 12. Building 8 has been increased in part by one storey which returns it to the height it was in the GLA submission.
- Additional height to Cinema (Building 1) was considered but not increased as it had already been increased in the Refused Scheme.
- Splitting Building 2 to give views of The Maltings from the green link to the river and connect the Cinema more to the rest of the masterplan was considered but was found not to provide views through to The Maltings.
- The variety already in the typology of the residential blocks is considered sufficient with a variety of brick and metalwork types.
- Breaking up of massing of the Mansion Blocks was considered but this did not accord with the principles of the masterplan which encourage permeability down to the River. Further explanation and development of the mansion block details will show their richness, as shown in Section 6.6 below.
- The Secondary School height and massing were considered but not changed: the funding model for the school requires that it is no higher than 3 storeys and is restricted in its plan form. Building residential accommodation above the school was considered but again this would have required cores and structure through school which could not be accommodated because of the layout and efficiencies required by the Education and Skills Funding Agency (ESFA).
- The healthy living agenda is already part of the scheme with use of the school sports facilities by the community and cycling encouraged with the designation of routes through the site.
- Landscaping design is considered varied and relaxed in the courtyard spaces and will not be changing.
- The Green Roof Strategy for Development Area 2 is included in the application.
- The desire line and route from Mortlake Station was carefully considered and consulted on previously and the

crossing point chosen for safety and highways design. The crossing point does not require changes to Block 6 and paths in Mortlake Green will lead directly to the crossing. Removal of the mini-roundabout is also not possible due to Highways design considerations.

- A comprehensive management and maintenance strategy is understood to be discussed as part of the Section 106 agreement.
- The proposals will provide greater carbon reductions and details are provided regarding the Urban Greening Factor below (Section 5.0).

The comments made by the DRP in September 2021 were considered and responded to as follows:

- The explanation of the structure of the masterplan, which has been well considered and has evolved overtime, is more fully explained in this Design and Access Statement as the DRP appeared not to have appreciated the rationale behind the urban structure and how it related to the Planning Brief and local context.
- The height of Building 10 was considered and was not changed as it was considered that it was closely aligned to the Planning Brief and its massing, separated from the Bottling Building by a tree-lined street, did not impose significantly on the Building of Townscape Merit. This is also explained further in this DAS.
- Building 10 and Building 2 were replanned to provide less north facing single aspect apartments and more dual aspect ones. A fuller explanation of the detailed design of the apartments and how they achieved good outlook and aspect, as well as other quality indicators has been included in this DAS.
- Further development of the detailing of the Mansion Block typology was undertaken to show how the typology could be developed to refine and add delight to the building facades, more akin to the historical precedents.
- The Urban Green Factor was increased by providing more intensive planting to areas and adding some new areas of greening.



View of The Maltings in Refused Scheme



View of The Maltings following reduction in building heights in now Proposed Scheme



View of Thames Bank with Listed Buildings in Refused Scheme



View of Thames Bank following reduction in building heights in now Proposed Scheme



View of Mortlake High Street in Refused Scheme



View of Mortlake High Street with additional height to Building 10 in now Proposed Scheme

#### 4.5 Key Revisions Proposed in this Application

The key revisions to the proposals have been developed as a response to the comments made by LBRuT and the DRP, as well as further consideration of wider planning policy changes. The scheme provides more residential accommodation than the original Application but has reduced heights and massing generally when compared to the GLA submission. The following key revisions have been made:

- There has been a reduction in height to Buildings 2, 3, 5, 7, part 8, 9, 16, 17, 18, 20 and 21 in comparison with the GLA submission. This returns Buildings 3, 16, 17, parts of 18 and all of 20 and 21 to the heights they were in the original Application
- There has been an increase in height to part of Buildings 8 and 12 and across all of Building 10, in comparison with the GLA submission.
- Buildings 20 and 21 have been returned to one terrace of 3 storey houses, as the original Application.
- The energy strategy has been revised to include air-source heat pumps at roof level. These have been incorporated into the upper floor of Building 5, reducing the overall height and appearance of the building, producing a more sympathetic addition to the existing historic fabric of the building below.
- There has been further development of the roof design and facade detail as described below in the detailed design section.



**5.0 Proposed Masterplan**

5.1 Use and Amount

5.1.1 Uses

The Planning Brief anticipated a mix of appropriate uses on the site including employment use, retail leisure, education and community use as well as residential use. The rich mix of varied uses has been maintained throughout the application process, making this a truly mixed-use development.

While residential use still predominates, the cinema use, office use, the community uses and the flexible use for retail, services or restaurants all contribute to the Planning Brief's objective of creating a new heart for Mortlake. All commercial and flexible uses are located in Development Area 1. Affordable housing is located in both Development Areas, although most is located in the western part of the site, adjacent to the school.

There are also a number of community uses identified. There will be a boat house facility in Building 9, which could provide rowing facilities for club members and local school children. There is flexible use space in the Bottling Building which could be used as a community facility for meetings or events. Finally there is the access arrangements which would be put in place to give the community the opportunity of using the school indoor and outdoor sports facilities out of school hours.



Proposed masterplan showing ground floor uses

Key

1B2P	Studio	??
2B3P	1B2P SR	BIKE STORE
2B4P	2B3P SR	CAR PARK ENTRANCE
3B4P	2B4P SR	CINEMA
3B5P	3B5P SR	FLEXIBLE USE
3B6P	3B6P SR	GAS METER ROOM
4B6P	4B6P SR	HOTEL
		LV SWITCHROOM
		OFFICE
		REFUSE STORE
		SCHOOL
		SUBSTATION

## Summary Of Units and Habitable Rooms

Unit type	Potential Affordable Social Rent		Potential Affordable Intermediate		Private		Total (%)	
	units	hab rooms	units	hab rooms	units	hab rooms	units	hab rooms
Studio	-	-	-	-	48	48	48	48
1 bedroom	12	24	27	54	243	486	282	564
2 bedroom	63	189	21	63	396	1,188	480	1,440
3 bedroom	84	336	0	0	165	672	249	1,008
4 bedroom	6	30	0	0	20	111	26	141
<b>Total</b>	<b>165</b>	<b>579</b>	<b>48</b>	<b>117</b>	<b>872</b>	<b>2,505</b>	<b>1,085</b>	<b>3,201</b>
<b>% by hab room</b>	<b>22%</b>				<b>78%</b>			

Now Proposed Development Residential Unit Mix and Habitable Room count for the entire masterplan

## Summary Of Areas

### Whole Scheme - Gross Internal and Gross External Areas

Use Type	Total Areas			
	GEA		GIA	
	m2	ft2	m2	ft2
Cinema	1,937	20,850	1,606	269,154
Residential	124,680	1,342,051	111,951	1,205,044
Flexible Use	5,699	61,343	4,839	52,085
Hotel	1,937	20,855	1,765	18,998
Office	5,019	54,028	4,547	48,940
School	11,430	123,029	9,319	100,311
Car Park	26,015	280,027	25,005	269,154
<b>Total</b>	<b>176,717</b>	<b>1,902,183</b>	<b>159,032</b>	<b>1,963,687</b>

Now Proposed Development GIA/GEA area schedule of all uses in entire masterplan

## 5.1.2 Amount

The total number of homes proposed across both Development Area 1 and 2 is up to 1,085, of which it is proposed up to 213 units (20%) will be dedicated to affordable tenures. In terms of habitable room count, the mix equates to 22% affordable provision (3,201 habitable rooms in total, 2,505 private and 596 affordable).

The original application included up to 813 units (including 150 units of either assisted living or residential). The Refused Scheme increased this overall number of units to 1,250. The current proposals are between these with a more moderate increase of 301 more the original scheme.

The total potential affordable housing across both Development Areas is proposed as 23% intermediate units and 77% social rent by unit numbers and 17% intermediate units and 83% social rent by habitable room count.

London Plan Policy H10 does not state that boroughs should set prescriptive dwelling size mix requirements for market and intermediate homes, but rather preferred housing size mix, therefore the mix of these units has been established with the aim of meeting market demand. This mix and size of units has been optimised within this context to improve the number of habitable rooms.

The mix of social rent units has followed the Local Authority guidance, to achieve targets to meet identified need.

In comparison with the original application, the Refused Scheme uses changed slightly with the Cinema use reducing by 514m2 GIA, flexible use increasing by 360m2 GIA and dedicated office use increasing by 3,108m2 GIA. In the Refused Scheme the basement to Development Area 2 was significantly reduced to decrease build cost, with a reduction of 6,456m2 GIA.

Other uses within the scheme have again changed to a limited extent since the Refused Scheme and a comparison is provided overleaf. The most significant change is that there has been a reduction in office space of 985m2 GIA due to the introduction of air-source heat plant for Development Area 1 which has been located in the upper levels of Building 5. Flexible Use has decreased slightly by 44m2 GIA in comparison with the Refused Scheme and the car park overall has remained approximately the same size at 25,005m2 GIA.

## 5.2 Layout

The key features of the original scheme, which drew on the Planning Brief, have been retained throughout and in the current proposals generally the building footprints remain as proposed in the original Application.

The distances between buildings purposefully varies across the masterplan with the Green Link being the widest at a 30-38m, the courtyards from 24-31m and the new high street being 13.5m. This gives a hierarchy to the spaces and streets and interest in the streetscape.

Where there have been changes this has been to address the comments regarding proximity of new buildings in relation to adjacent existing buildings, especially to the west of the site. The main changes are in Development Area 2, the outline component of the application. For the Refused Scheme changes were made to Buildings 18 and 19 to improve daylight and overshadowing. Building 20 was replaced with two buildings with a slightly deeper floor plate which placed it closer to the site boundary. The current proposals retain the changes made to the layout of Building 18 and 19 but have returned to the provision of terraced houses for Building 20, reducing the impact on surrounding buildings to the north and west, some of which are Listed.

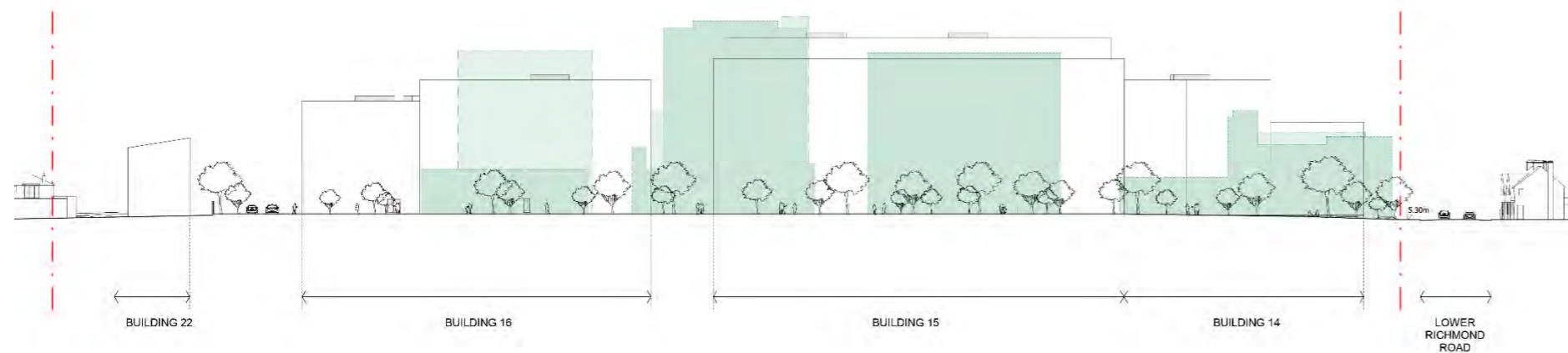
The current internal layouts of the residential buildings are generally as the Refused Scheme except where they have been adjusted at upper levels where roofs heights have been modified. The layouts are designed to meet or exceed the minimum space standards established by London Plan Policy D6. The sizes of the units within the Outline Application will be determined through future reserved matter applications but indicative residential floorspace and housing mix layouts have been applied and figures assume that units will be fully compliant with space standards.



Proposed masterplan showing residential layout



Proposed masterplan showing distances between buildings



Section through proposed Development Area 2 showing diminishing heights to perimeter of the site

### 5.3 Heights and Massing

#### 5.3.1 Height

The proposals accord with the general principal in the Planning Brief that height should be greatest in the centre of the site and that height of new buildings should preserve the preeminence and character of the heritage buildings, in particular The Maltings. The site sections clearly show that the proposals rise to the centre of the site and drop significantly to the edges of the site to the east, south and west.

Due regard has also been given to the London Plan Policy D9 in designing the layout and height of buildings, considering their impact on the riverfront and surrounding context, as described below.

With regard to the relationship of height and the river frontage, the Brief suggests that the height of buildings should 'diminish towards the perimeter of the site and the riverside' and that buildings along the riverside should avoid continuous development and should not 'dominate the towpath and the riverside environment'. Buildings should 'create physical and visual permeability; and allow daylight and sunlight onto the towpath and riverside setting. While on most of the perimeter (to the east, south and west) the proposed buildings do diminish to the boundary with the local context, to the north adjacent to the riverside, they do not step down significantly but rather address the river frontage. This has been a conscious decision based on the analysis of the historic use of the site, precedents in similar locations on The Thames and an assessment of the townscape views. There are several reasons for this which justify a departure from the Planning Brief in this area, as outlined below:

**The historic riverside** - the history of the site is one of industrial use and the buildings that have been on the site by the river were often of considerable height at the riverside, as shown in Section 2.6. This is shown in the last remaining building, the Maltings, which rises 28m from the rear of the tow path. Historically, the Maltings has been one of a number of brewery buildings of a similar scale, including a late 20th century building which was a very similar height to the Maltings. While the proposals do not want to have buildings that dominate the river frontage, it must be recognised that the historic condition of this area was not one of buildings diminishing to the path or riverside.



The historic riverside frontage



The river frontage in 1972 showing mid 20th Century building to east of The Maltings

**Mansion Block Precedent** - As part of developing a typology for the buildings within the masterplan, it was important to look at previous successful approaches to addressing the riverfront with apartment buildings. While there many modern examples of buildings that both stepped back from the riverside at ground floor and then stepped back further at the upper levels, these were not successful in producing a sense of place and an appropriate sense of enclosure at the riverside. What was much more successful were the riverside mansion blocks, described more fully below. These stepped back enough not to overshadow the riverside but were prominent enough to bring character to the river frontage. The modelling of the historic riverside mansion block's facades breaks down the massing of the frontages to the river. The elevations of the proposed buildings is also detailed to include setbacks, bays, balconies and other modelling which break down their massing.



Historic mansion block by the river at Ranelagh Gardens



Contemporary precedent at Fulham Reach



Less successful diminishing form at Battersea Reach

**Contemporary Precedents** - There have also been more contemporary developments that have successfully located buildings with height close to the riverside. In particular, the development at Fulham Reach, which is in relatively close proximity to the site and in a similar context. This has both contemporary buildings and buildings with a warehouse character close to the rear of the riverside path and they extend to seven storeys with a further storey set back. This does not overpower the path on the river front but instead creates a variety of spaces adjacent to the path which allow the vibrance and activity that the Planning Brief anticipates. We consider this as a particularly positive approach when considered in relation to other recent developments which have stepped buildings back from the riverfront such as Battersea Reach. This stepping approach does not produce any particular benefits for the waterfront but does introduce a quite alien building form that has no link to traditional riverfront architecture.

**Building Design** - While the proposed buildings do not diminish to the river to the extent that The Planning Brief suggests, we consider that there are elements of the design of these buildings which are successful in reducing the impact on the river front. Firstly, the buildings avoid a continuous line of development, as requested by the Planning Brief, and allow relief along the path with access to residential landscaped courtyards and a public square as well as routes through the site to Mortlake High Street. The effect of this is that the majority of the frontage is open without buildings. Secondly, the buildings do have variety of height along the frontage and differing roof and facade forms which visually reduce the impact on the river front. These do step away at the upper levels and ensure the massing recedes at this level. Finally,



Proposed building design avoids a continuous line with set back courtyards and varying roof line



Proposed masterplan showing proposed heights in storeys above ground level



the frontage of the buildings has been modified following consultation with LBRuT to create more variety of frontage line and better circulation between the buildings and the river wall. It should also be remembered that although dimensions are considered to the boundary wall, beyond this there is considerable additional distance to the river's edge, in many places over 20 metres.

The heights of buildings in the current application have reduced in overall range compared with the Refused Scheme and are now between 3 and 9 storeys. There have been reductions in height to both Development Areas. The tallest elements of the masterplan are still proposed around the centre of Development Area 1, along the new Thames Street. More height has been moved away from the backdrop of The Maltings with Buildings 2, 3 and 7 all reducing by one storey compared with the Refused Scheme. As suggested by the LBRuT DRP, and without compromising townscape views, an additional storey has been added to Buildings 10 and an extension of the current height of Building 12, which was part 8 storeys previously in the Refused Scheme. The heights proposed are higher than shown in the Planning Brief but align with the principles of the brief. The heights do not compromise the streetscape to the existing Mortlake High Street.

The buildings heights to Development Area 2 have been reduced for Building 18, 20 and 21 by one storey, while maintaining the reduction in mass in Building 18 by retaining the division of the massing on upper levels introduced in the Refused Scheme. These changes significantly reduce the impact of these buildings on the enclosure to the adjacent buildings and the views of the Listed Buildings on Thames Path when seen from the River.

5.3.2 Massing

There has been significant alterations to the massing seen in the current proposals when compared with both the original application and the Refused Scheme. The massing in Development Area 2 and particular Block 18 has been carefully considered with the massing of that block being divided by a void at upper levels and the cutting back of the top level being pulled back to the western edge to reduce massing next to the adjoining buildings on Williams Lane. This also improves the backdrop to the Listed Buildings on Thames Bank, with the height overall being suppressed but also the form being reduced at upper levels and separated to appear less monolithic.

The massing of the buildings in the backdrop of The Maltings has also been altered to further improve the prominence of the Building of Townscape Merit. This is taken further than the lowering of heights undertaken during the Refused Scheme consultation, with more buildings being reduced in height and the form of the 'cupolas' at the corners of Buildings 2 and 7 has been altered to have less impact in sensitive views.

There have been other smaller changes to massing to Buildings 6, 10 and 14, where the top level has been reduced in extent, pulling back from lower buildings adjacent to reduce their impact.

In addition to the above and as described further below, the building design of the Detailed and Outline components of the masterplan are proposed to be carefully refined to clearly articulate the massing, breaking it down and creating variety, to avoid the buildings appearing overbearing in appearance.

#### 5.4 Response to Local Context and Views

The urban context was the starting point for the development of the original masterplan. Noting the stipulation in the Planning Brief that consideration of the urban grain and scale was a key issue. In the local context, the grain and scale of the local terraced streets, that run generally north - south, are typical of much of Mortlake.

The initial response in the original Application was to apply the pattern of these streets across the site to show the scale of the site and also to show that although the pattern of street-building-garden created a hierarchy which could be developed on, there was also the need for other spaces, more appropriate for the village heart. The initial street pattern suggested in this way was then developed into creating the new routes from the existing village to the riverside, creating the permeability that had been limited by the brewery enclosure. This street pattern which was fully developed in the original Application has remained generally unchanged.

The analysis of building heights in the local context showed that there was a variety, with many local buildings being 3 storeys but also many on Mortlake High Street to be 4 storeys. It was also noted that one of the most prominent buildings in the area was still the Maltings Building. In the current proposals, while buildings do extend to a height similar to The Maltings, they avoid dominating the heritage assets. The proposed roof levels create a variety of building heights



View of the massing of the Refused Scheme, with taller buildings in the background of The Maltings and the Listed Buildings on Thames Bank.



Now Proposed massing has been reduced around The Maltings and block layout and height changed behind the Listed Buildings on Thames Bank.



View of the massing of the now Proposed Scheme, indicating it sitting comfortably at the riverfront and set away from The Maltings which retains prominence.



View of the massing of the now Proposed Scheme seen from Sheen Lane by Mortlake Green, showing the proposals massing stepping up gradually in the local context.

but also mark the new neighbourhood as the new centre and deliver the mix of uses aspired to.

The urban context has also had an important impact on the development of the design, through careful assessment of the proposals from agreed local viewpoints from surrounding the site. This ensured that the proposals sat comfortably with the local context and in relation to neighbouring buildings.

The environmental conditions of the local context have also been considered and affected the design proposal. One of the initial considerations in the design of the masterplan was the flood risk level set by the Environment Agency (EA). The levels have been designed to take into account the EA's reference level to allow for flood levels in the year 2100 which is 6.03 AOD, with higher water levels. This resulted in the setting of a level for the river defence barrier at 6.03m AOD, routes through the site to non-flooding areas of generally at least 6.03m AOD and a minimum level for residential accommodation of 7.03m AOD. Access to car parks is above the 6.03 AOD reference level or has flood barriers in place to allow for breach condition flooding.

Revised townscape views have been prepared to compare the original application, the subsequent Refused Scheme and the current proposals to fully understand the relationship of the proposals with the existing context. A Townscape and Heritage Addendum, included within the Environmental Statement, has been provided to accompany this application.

The revised views demonstrate that the proposed massing has much less impact than the Refused Scheme and also has improvements in massing to the original application. The proposed massing does not abruptly rise above the level of the adjacent townscape and sits at a height very similar to the existing industrial buildings and the historic Maltings building, while avoiding being overbearing to it. The roofscape and level is more varied now, with a wider variety of parapet lines and these are animated with a diverse series of single bays, single gables and double gables of varying heights. This prevents the development appearing monotonous.

This variety and interest will be continued in due course in Development Area 2, where the Design Code document has been deliberately refined to ensure that any forthcoming detailed proposals for this area are designed to as high a level of architectural quality and employ specific architectural techniques to break down the appearance of the massing and create variety and interest in those buildings.



## 5.5 Density

The Planning Brief itself, although it does not identify an appropriate density or number units, does indicate a possible diagrammatic layout and acceptable heights. From this, a hypothetical scheme compliant with the Planning Brief can be developed which indicates that a total unit number of 700 units would be quite possible, producing a density of up to 900 HR/Ha. Given the heights indicated as acceptable (a range of 3-7 storeys), it is implied that it was anticipated that the density would be above that of the immediate context but appropriate to a local centre and the heart of a village.

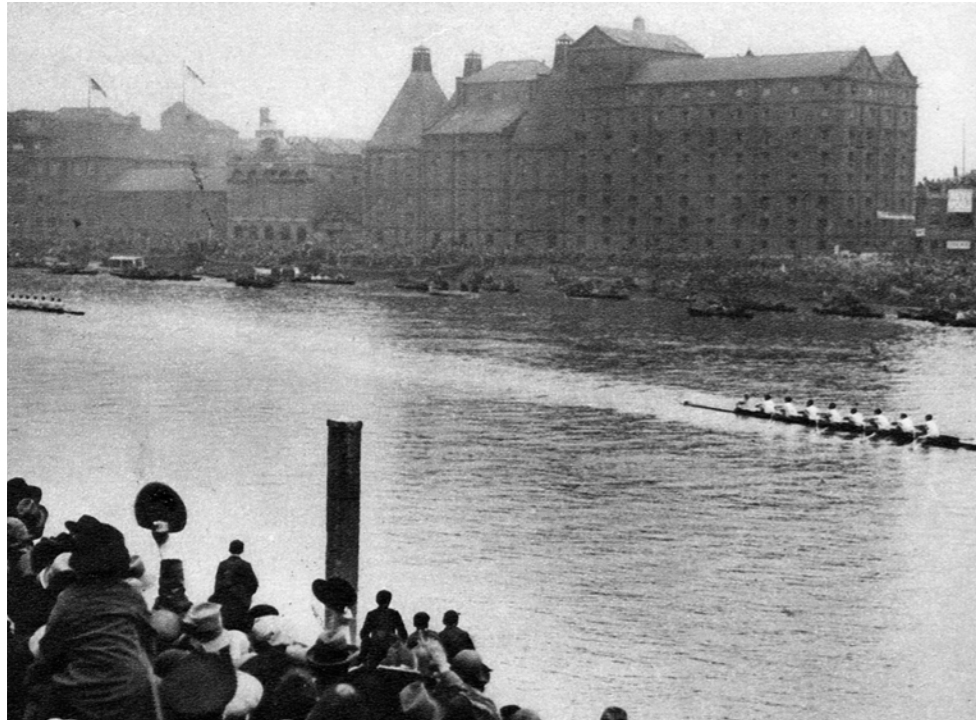
Proposed amendments to the layout, heights and massing of the proposal will contribute to an increase in overall density when compared to the original application but a reduction from the Refused Scheme. The density of the original application was 305 HR/Ha and the Refused Scheme increased to 420 Hr/Ha (based on a total site area of 8.6 Ha). This has now reduced in the current application to 381 Hr/Ha. This is within the appropriate range for a site with a PTAL of 2. The proposed Floor Area Ratio is now 1:1.7 and the Site Coverage Ratio is 1:0.3, showing the high proportion of public realm in the scheme. The design-led approach which has been followed to increase the density from the original Application, is consistent with the policy principles in the London Plan Policy D3, which seeks to optimise site capacity and ensure the creation of sustainable communities.



Hypothetical Planning Brief Compliant Scheme



Riverview Mansion Blocks in Barnes have a similar density to that proposed



View of brewery warehouse buildings in the 1930s



Warehouse typology precedent on the River Thames.



Globe Wharf - adapted former warehouse



Mansion Block typology precedent on the riverside in Hammersmith.

- 5.6.1 The building typology has developed from the early concept of character areas based on location and uses. The building typologies draw on and develop these concepts in particular for the detailed element of the planning application, while the outline section of the application is considered at a more strategic level.
- 5.6.2 The building typologies reference those common to other riverside locations in the wider area, rather than just buildings on or around the site. These typologies have been chosen for their appropriateness to the character, uses and scale of the buildings indicated by the Planning Brief.
- 5.6.3 The Warehouse typology was chosen because of the older industrial warehouse buildings on the site and the ability of this building form to be able to be used both for commercial and residential layouts. Warehouse buildings have historically been located on the site and achieved a greater scale than local existing buildings and in this way it is a typology which can meet the aspirations of the Planning Brief.
- 5.6.4 The Mansion Block typology was chosen because it was developed to provide good quality residential accommodation providing good aspect with abundant glazing and amenities such as balconies. It is therefore well suited to the intent of the Planning Brief to introduce more height to the location. Although there are no examples in the immediate context and it is more prevalent in more central areas of London, there are very good examples of mansion blocks along the Thames in the vicinity as outlined below and it is therefore a good typology to explore for this location.
- 5.6.5 Since the original Application, for the detailed element of the site (Development Area 1), there have been three clear building typologies: 'Warehouse' buildings, 'Mansion block' buildings and separate to these two main types, the third is the cinema building which has its own typology and character.
- 5.6.6 **Warehouse Typology** - These buildings are mostly located along the southern part of the site by Mortlake High Street. They draw on the heritage buildings on the site as well as a more archetypal warehouse modulation of the facade into vertical stacks of wider windows with solid brickwork walls between, punctuated by punched-hole windows with a vertical orientation. Traditionally, warehouse buildings would often have a more open base and a defined parapet cornice, frequently with panels for building names. They have the same principles traditionally whether three storeys or ten. These buildings contain a mixture of uses but are mostly

residential above ground level with a mixture of retail, office and community uses at ground level.

5.6.7 **Mansion Block Typology** - These buildings are located to the north of the detailed element of the application. They relate directly to the river frontage and the three courtyards created open up to the River. They draw on a number of prominent examples along the river such as, Digby Mansions at Hammersmith Bridge, Ruvigny Mansions, Putney Hurlingham Court, Fulham and Riverview Gardens in Barnes. These exhibit characteristic features of mansion blocks such as bay windows with balconies between, gables, dormers and chimneys at roof level and predominantly brick facades. They use modulation of the facade and roof line to reduce the impact of massing, breaking up heights of between five and six storeys, although the mansion block form can often be found with up to 9 storeys.

5.6.8 The mansion block buildings within the detailed application area are a contemporary interpretation of the traditional mansion block but retain the elements identified above. The typology allows for variation and modulation across the facade which allows greater flexibility in relating the facade and internal layouts of apartments.

5.6.9 Since the original Application the typology has been developed and elaborated in terms of the language of the different buildings. This consistency of approach to all blocks in the typology has been counterbalanced by the introduction of distinctive features between the three different courts. Each set of buildings around a landscaped courtyard will have a different brick colour while all remaining in a red tone. Each will have correspondingly different detailing to feature brickwork panels and decorative balustrades. This will add richness and give each court a clear identity while remaining within the overall mansion block typology.

5.6.10 The proposed distribution of building typology has remained unchanged in the revised detailed proposal for Development Area 1. The detailed design of the typologies and individual blocks has however been further refined to address the height changes across the site and to ensure the articulation of the facade accommodates the additional height. More definition of the hierarchy of the mansion buildings is now proposed to break down the building massing to have a clearly defined bottom, middle and top. This helps prevent the increased heights of the buildings appear overbearing. The scheme seeks to ensure the ground floor levels of the buildings respond positively to the streetscape and provide active frontage.

5.6.11 **Cinema Typology** - This unique feature of the masterplan,



Location of Mansion Block precedents in relation to the Stag Brewery



1. Hurlingham Court, Fulham



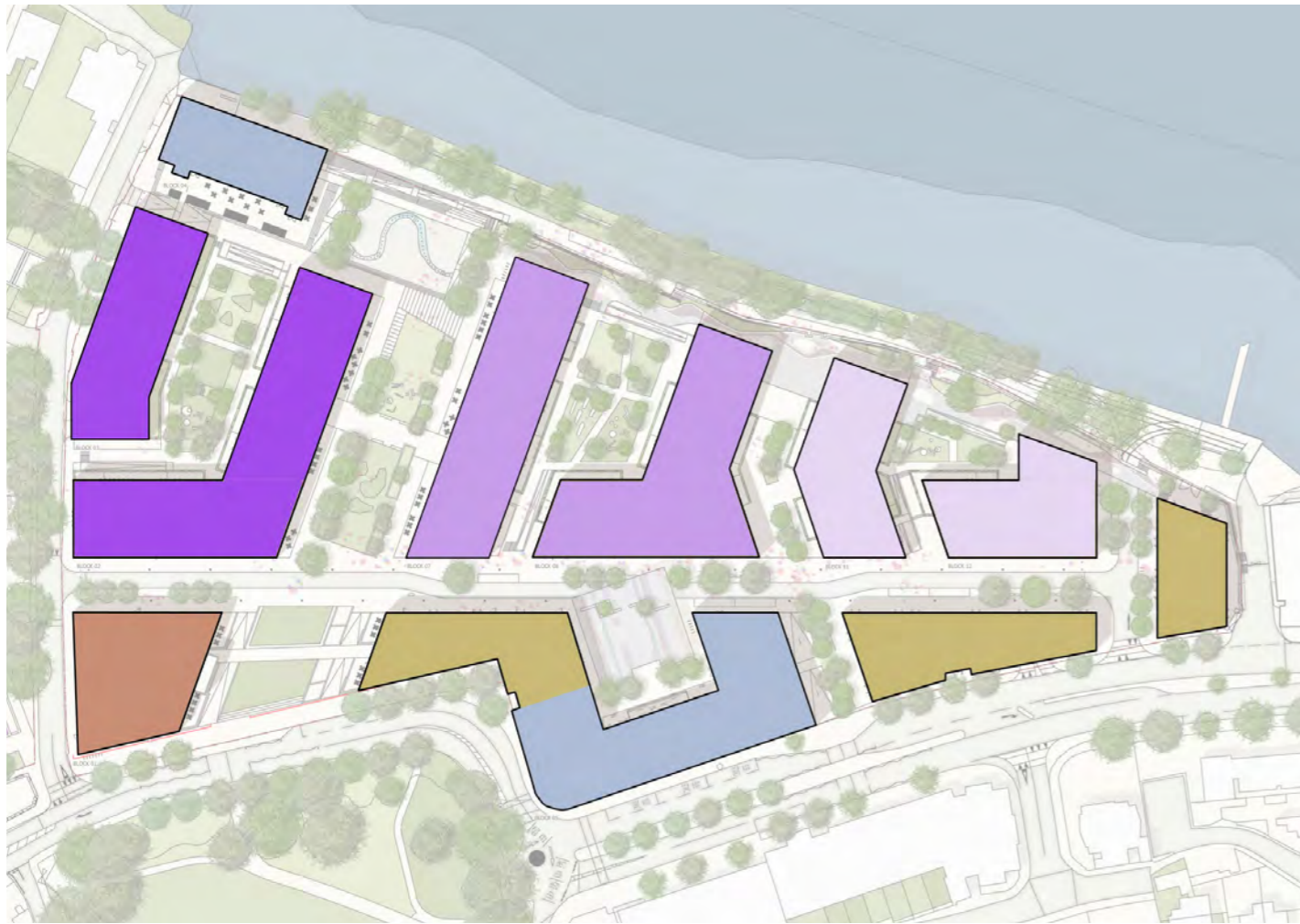
3. Riverview Gardens, Barnes



2. Ruvigny Mansions, Putney



4. Digby Mansions, Hammersmith



Building typologies with Mansion Block in purple, Warehouse in buff, the Cinema in orange and the heritage buildings in grey.



Aerial View showing the Mansion Block typology towards the River, with the Warehouse typology along Mortlake High Street.

although only one building, has a separate typology which reflects its quite different primary use and implications on facade treatment. It is also in a very prominent position in the layout of the masterplan, located at the corner of the green link down to the riverside and addressing the entrance piazza at it's threshold.

5.6.12 Although the building now incorporates office space as well as cinema use, it is still predominantly a cinema building and the typology has adapted but still follows the following principles.

5.6.13 The building draws on the heritage of cinema design and in particular the art-deco heyday in the 1930's. These cinemas often with white or cream render or faience tile, feature grand entrances with variations on proscenium arches and horizontal canopies with signage. They have more restrained and often solid side elevations, where the auditoria are located.

5.6.14 The proposed typology follows this precedent, with a grand entrance and horizontal canopy. This horizontal is continued around the whole of the building and above this there is a wall of distinctive scalloped bays, breaking up the massing of the building. The massing is further broken up by the inclusion of as many window elements as possible in the scalloped bays and below the canopy line.

5.6.15 **Development Area 2** - The building typologies for Development Area 2, developed from the early Character Areas into the guidance set out in the Design Code document. These defined areas have distinct characters and are identified in the Design Code as: The Community Park Residential Square and Street Buildings, Street Facing Townhouses and Garden Courtyard Buildings. The building typologies for each Character Area are defined in the Design Code but are complimentary to the building typologies in Development Area 1 and the surrounding context.



An example of an Art Deco Cinema, a precedent for this typology



View of the Cinema Typology in the Original Application from Lower Richmond Road



View of current Proposed Cinema Typology from Lower Richmond Road



View of now Proposed refurbished Hotel Building brought back to it's original use.



View of the now Proposed reconstructed north facade of the Bottleworks Building addressing the new public square.



View of now Proposed Maltings Plaza showing the revitalisation of the building and the location of the memorials.

## 5.7 Heritage Buildings and Items of Historic Significance

5.7.1 The three heritage buildings (Buildings of Townscape Merit) on the site, which are The Maltings, the former Hotel and the former Bottling Works building, are retained and re-used but with new internal structure. This will allow them to function in their new uses while retaining their external appearance. Their facades will be repaired and enhanced except where of very poor quality, such as the rear of the Bottling Buildings and the lower part of The Maltings east facade. Interventions are proposed and these are defined more fully below. The plaques and memorials on the existing site which are items of historic significance have been retained and have new locations in the main public spaces of the masterplan, on the side of the Maltings Building facing onto the new Maltings Plaza.

### 5.7.2 Former Hotel and Bottling Building

The main change in the current Application is that while the Hotel Building remains as hotel use, the former Bottling Building is now proposed to contain a mix of flexible use and office at ground and below with further office at first floor level upwards. There have been small amendments to the elevations as a consequence but they are very minor. The Bottling Building now also incorporates the air-source heat pump plant area for the whole of Development Area 1. This has resulted in small loss of office area. This includes the glazed element of office which was identified by LBRuT officers as being unsympathetic to the historic fabric below. This is now replaced by a roof plant enclosure which is more in keeping with the building below and similar in form to the roof on the Hotel Building.

### 5.7.3 The Maltings

There has also been a minor change in the use at ground floor of The Maltings Building which is now to be flexible use. This will not change the external appearance of the building which will be fully restored and repaired.

### 5.7.4 Memorials, Plaques and Gates

The relocation of the plaques, memorials and former brewery gates from the existing site have been retained in the same location as the previous Applications within the public areas as described in the Landscaping Strategy.

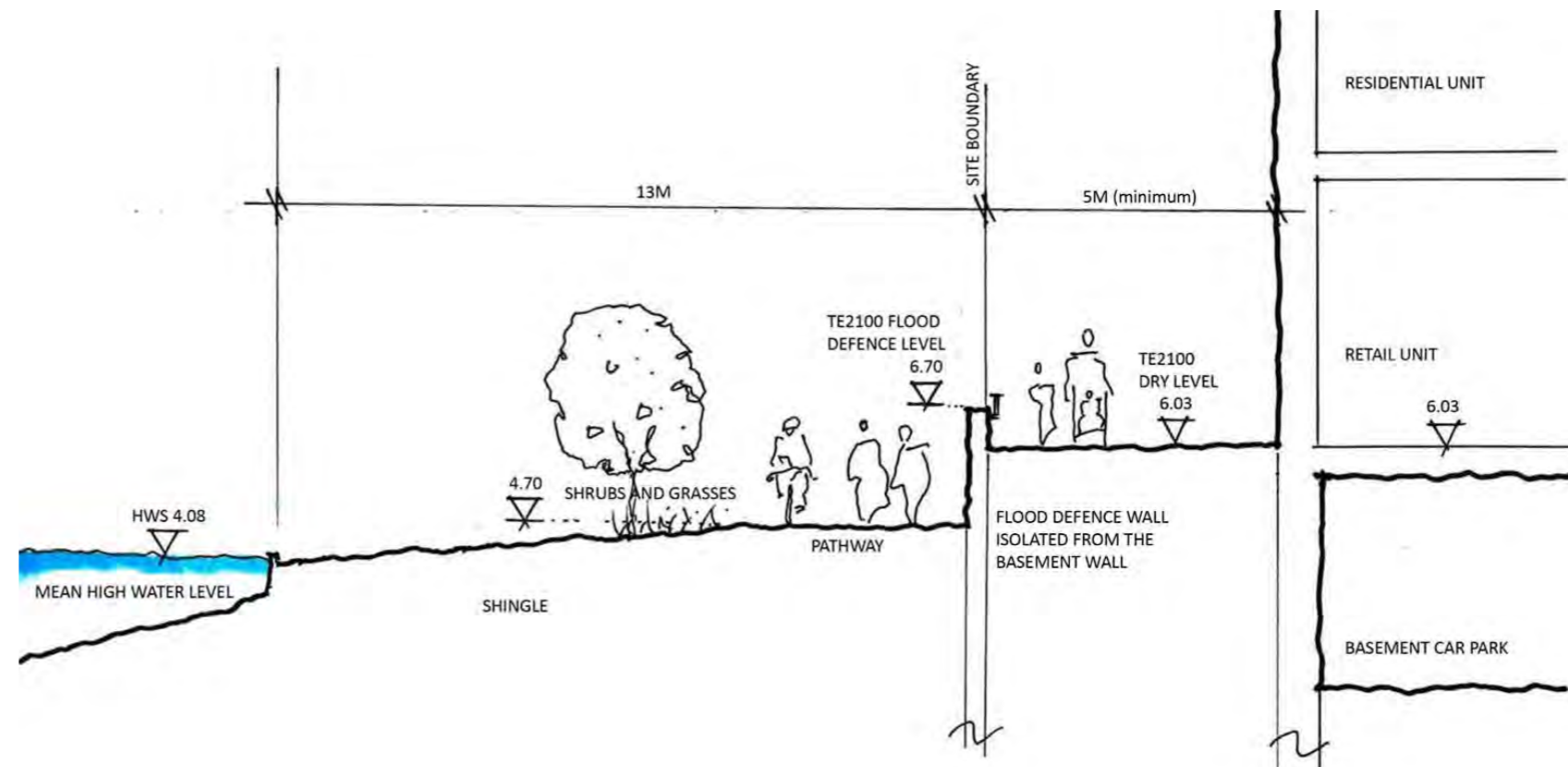
5.7.5 Existing boundary walls

Another significant existing attribute is the site boundary, (and within the Mortlake Conservation Area) which consists of a series of historic sections of brick walls. These boundary structures are considered by the Stag Brewery Planning Brief 'to contribute, in varying degrees to the significance of the Mortlake Conservation Area'. The Brief also recognises that they 'create a barrier to visual and physical permeability of the site'. The boundary to the South of the site is proposed to be largely retained within the proposal for the Hotel/ Bottling building. The other significant boundary structures to the North and East are proposed to be retained and altered to suit the new site configuration and use.

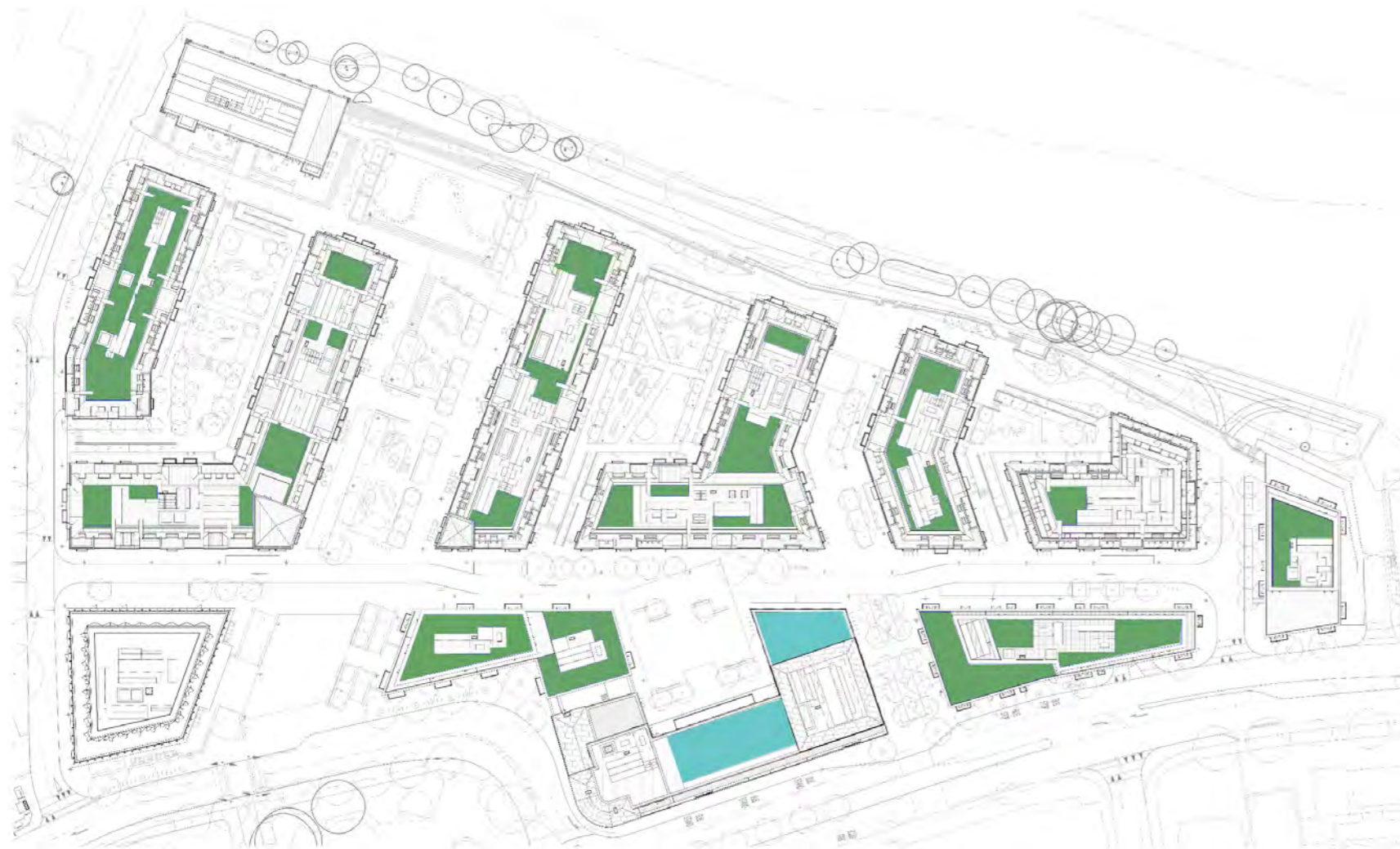
The Northern boundary currently consists of five different sections of wall that serve to separate the brewery site and the public towpath. This boundary will be reduced in height to provide views from a new public promenade that runs alongside the towpath at a higher level within the Stag Brewery site. Limited sections of wall will be removed entirely in order to facilitate the connection of a new Green Link with the existing towpath and where new ramped and stepped access is proposed to connect the existing towpath with the new higher level promenade. The function of this wall as a flood defence mechanism has been carefully considered and proposed new structures and landscape levels will serve to mitigate the flood risk to the site and surrounding area. The brickwork boundary structure to the east nearest Bulls Alley is proposed to be retained and altered in a similar manner to provide a lower wall enclosing an area in front of the proposed new Boat Club that will be incorporated within the ground floor level of Building 9.



Photograph of existing Northern boundary wall



Sketch illustrating strategy for provision of new raised public pedestrian route alongside the existing towpath with the retention of the lower part of the boundary wall



Green Roofs now proposed for Development Area 1 (Development Area 2 will have a similar provision) shown in green with air-source heat pump location shown in blue

## 5.9 Key Sustainability and Energy Commitments

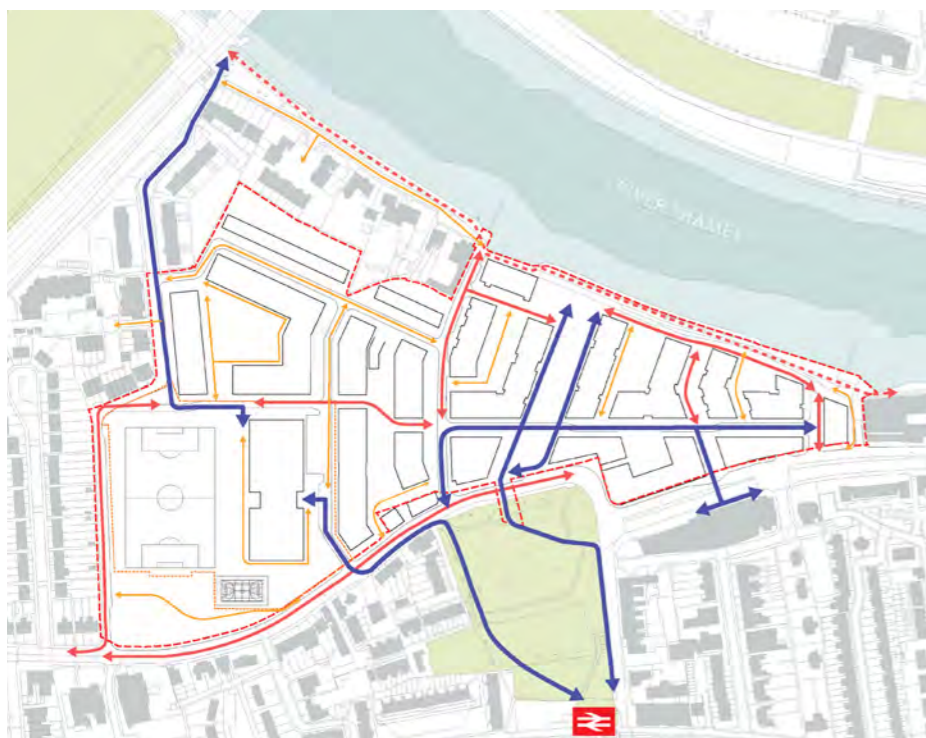
The following features have been incorporated in order to maximise the energy efficiency and reduce the carbon emissions of the proposal:

- Adopt passive design measures through specification of glazing, insulation and air permeability in order to avoid heat loss.
- Adopt energy efficiency measures including efficient and carefully controlled space heating systems, efficient low-energy lighting, efficient mechanical ventilation with heat recovery, appropriately insulate pipework and ductwork and provide variable speed pumps and fans.
- Benefit from a new energy strategy based on Air-Source Heat Pumps (ASHPs), significantly reducing carbon emissions.
- Provide a solar PV system at roof level of the buildings to further reduce CO2 emissions.
- Include a significant amount of green roofs
- Waste recycling will comply with statutory standards.
- Water efficient fittings provided in all apartments.
- Responsibly sourced materials will be utilised wherever possible.
- Energy efficient white goods and equipment will be specified
- Ecological enhancements will be incorporated, including more green space and more trees.
- A BREEAM rating of Excellent is being targeted.

## 5.10 Access, Parking, Servicing and Refuse

5.10.1 The proposals have carefully considered access for pedestrians, cyclists and vehicles to ensure ease of access for all and avoidance of conflicts. There are many pedestrian access points, with the introduction of permeable routes through the site. The principal connection into the site is at the Green Link with a new large crossing of Lower Richmond Road but there are also crossing points further to the east and west to link with the other primary routes from Mortlake High Street to the riverfront. There, crossings over Lower Richmond Road and Mortlake High Street will allow this previously isolated area to be accessible and allow unobstructed access to the river. The main cycle route also passes through the Green Link and uses the new crossing with other secondary routes defined.

5.10.2 Vehicles can enter the area at the existing roads on Ship Lane and Williams Lane but also the new road opposite Walbeck Road and at the end of the new Thames Street (with controls).



Pedestrian access through the masterplan



Vehicular access through the masterplan



5.10.3 There are three basement car park entrances, located at Mortlake High Street, Ship Lane and in the Development Area 2 off the new road. Vehicles are generally restricted within Development Area 1, which is a pedestrian dominated environment. However, within this zone there will be controlled access for service and delivery vehicles, refuse vehicles and emergency vehicles. The routes of these vehicles have been defined in the Landscaping and Transport Statements and these also provide further details of the controls on traffic within the site.

5.10.4 Nearly all of the parking is provided at basement level, accessed by three ramps across the masterplan, which distributes traffic more equally. Parking has been removed from Ship Lane but replaced by parking at a widened William's Lane. Servicing is at surface level with access routes minimised and access controlled to minimise vehicle access to the mostly pedestrian areas. Refuse is collected at basement but brought to bin stores at ground level of each building cluster, where it is removed by refuse vehicle.

5.10.5 The parking within the basements has not been increased to relate to the uplifted residential provision, compared with the Original Application. The total number of parking spaces has reduced to 478. Furthermore, the parking, refuse, plant layouts and area below the cinema at basement level have been adjusted to provide adequate provision relative to the uplifted residential unit numbers and mix.

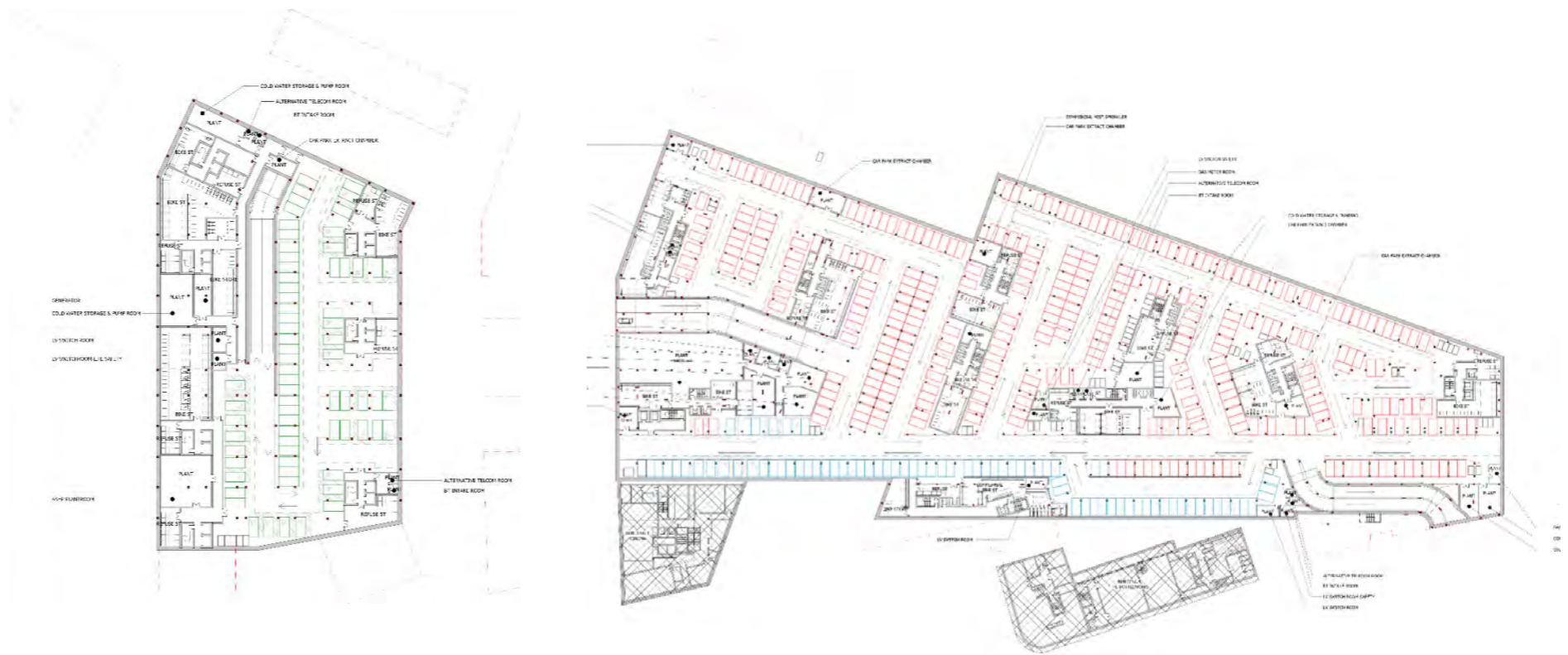
5.10.6 The Development Area 2 basement has been reduced compared to the Original Application to minimise impacts on surrounding traffic and reduce cost impact on the Financial Viability Assessment, the aim being to enable a larger proportion of affordable housing.

5.10.7 The servicing strategy remains the same as the originally submitted proposal as set out in the transport statement.

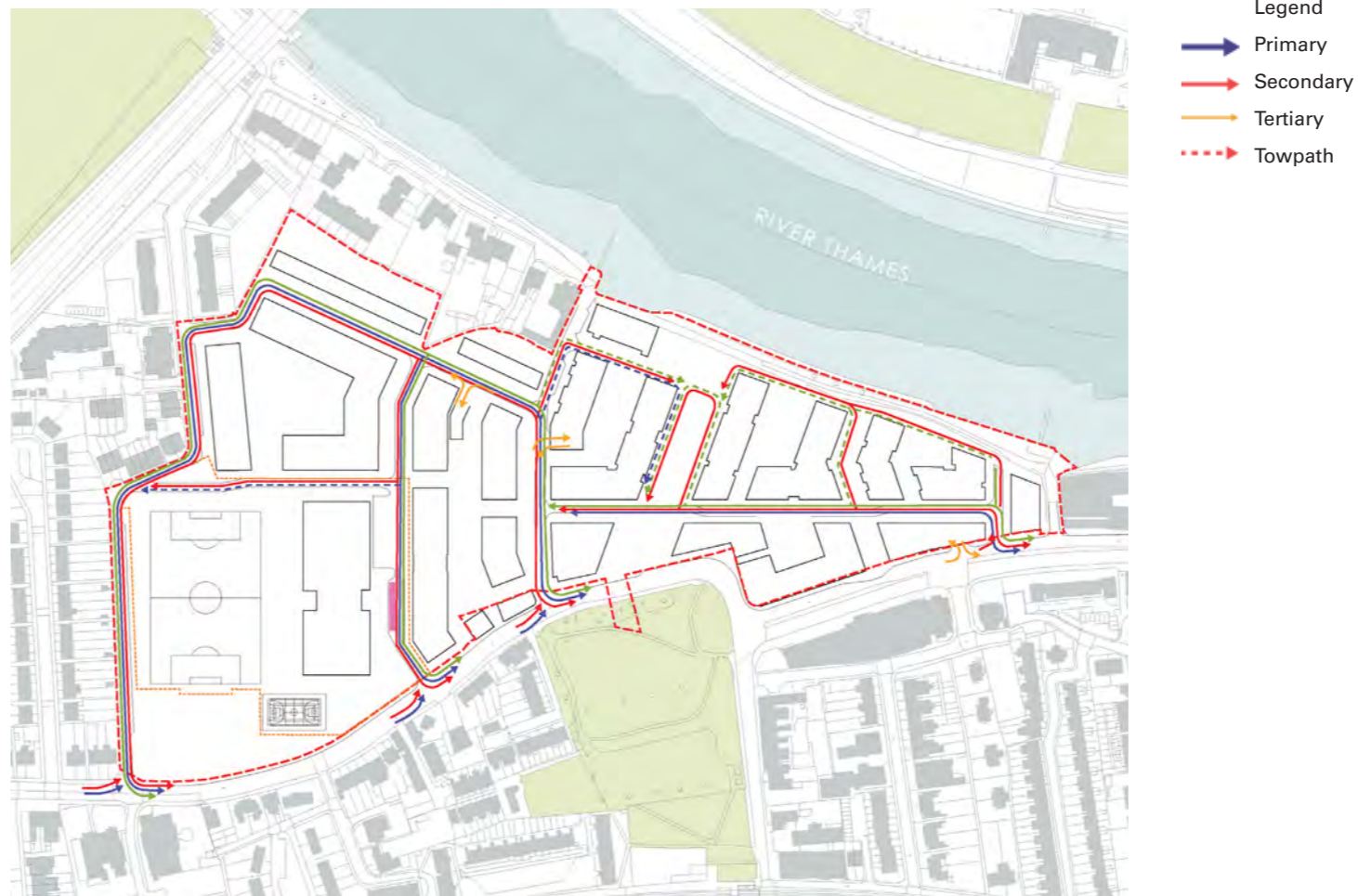
5.10.8 The current proposal has been adjusted to provide uplifted refuse provision across the site appropriate to the specific buildings.

**5.11 Site Management**

A site management office will be located to the eastern end of the new high street (within the area identified for Flexible Use space). This is easily visible and accessible for residents and visitors and can also monitor access for vehicles into the pedestrian controlled zone.



Now proposed basement plans for reduced Development Area 2 (on left) and Development Area 1 (on right)



Vehicular access through the masterplan



## 6.0 Landscaping and Public Realm

6.1 A comprehensive landscaping strategy has been produced by Gillespies which is attached as a separate Landscape Design and Access statement. The landscaping follows and amplifies the urban structure outlined above, reinforcing the character of the streets, squares and gardens.

A full assessment of open space, amenity and play space is addressed in the Landscape Statement as well as addressing heritage and sustainability issues.

## 7.0 Proposed Detailed Design for Development Area 1

### 7.1 Distribution of Uses

7.1.1 The Planning Brief established a clear indication for the range of uses that should be provided within any new development. This has been embraced by the Applicant and proposed uses include not only residential and retail uses but also office, cinema and community uses.

7.1.2 These uses have been distributed throughout the masterplan layout in a manner that responds to the context and ambitions in terms of movement through the site. The Green Link and Thames Street were perceived as a means of increasing permeability and providing significant new public open space. It is therefore considered appropriate that flexible use activity (for retail, restaurant cafe or workspace) should line these primary thoroughfares at ground floor level.

7.1.3 A stand-alone cinema and office building (Building 1) is proposed at the entrance to the Green Link on the junction of Ship Lane and Lower Richmond Road. The aim of this is to provide a welcoming public building facing the main routes of approach from the roads and railway station and marking the main route down to the riverside.

7.1.4 The courtyard blocks facing the River Thames (Buildings 2, 3, 7, 8, 11 and 12) benefit from attractive outlook directly on to the River and will be set away from the busier existing highways to the South (Mortlake High Street and Lower Richmond Road). The combination of these attributes lend themselves to residential dwellings that would benefit from the resultant shared amenity space of the garden courtyards between buildings at ground floor level. Where these buildings sit directly on the riverside terrace, they have flexible use units at ground floor which, as restaurants or cafes spill onto the public realm outside.

7.1.5 The adaptation of the existing Maltings (Building 4) and Bottling and Hotel (Building 5) buildings has been carefully considered to provide appropriate uses, with the original hotel use reinstated in the former Hotel Building. The rest of Building 5 is flexible space at ground and lower ground, with possible community use and office space above. The existing Maltings (Building 4) building has a repetitive rhythm of windows on both North and South facades. The floor to floor height of the existing building was limited to maximum approximately 2.4m



Masterplan Proposal for the Detailed Planning Application - Ground floor uses



Proposed Thames Street, with flexible use along its length

Development Area 1 - Residential Accommodation - Private

Building Number	Unit Type									Total
	1 Bedroom Units		2 Bedroom Units		3 Bedroom Units			4 Bedroom Units		
	S	1B2P	2B3P	2B4P	3B4P	3B5P	3B6P	4B7P	4B8P	
Building 2	0	22	25	38	0	0	33	0	0	118
Building 3	0	8	23	4	0	5	8	0	0	48
Building 4	0	0	2	13	0	0	5	0	0	20
Building 6	0	4	3	11	0	0	6	0	0	24
Building 7	0	19	17	30	0	9	12	0	0	87
Building 8	0	21	13	31	0	14	19	2	0	100
Building 9	0	0	0	6	0	0	3	4	0	13
Building 11	0	11	0	21	0	0	19	1	0	52
Building 12	0	4	11	26	0	1	6	0	0	48
Sub Total	0	89	94	180	0	29	111	7	0	
Total		89		274		140		7		510
Percentage		17%		54%		27%		1%		

Development Area 1 - Gross Internal and Gross External Areas

Use Type	Total Areas			
	GEA		GIA	
	m2	ft2	m2	ft2
Cinema	1,937	20,850	1,606	17,288
Residential	68,321	735,407	60,718	653,563
Flexible Use	5,699	51,261	4,839	52,085
Hotel	1,937	20,855	1,765	18,998
Office	5,019	54,028	4,547	48,940
Car Park	20,176	217,170	19,473	209,611
Total	103,089	1,099,571	92,947	1,000,486

Now Proposed Development: GEA/GIA of all uses in Development Area 1

Development Area 1 - Residential Accommodation - Potential Intermediate Affordable

Building Number	Unit Type									Total
	1 Bedroom Units		2 Bedroom Units		3 Bedroom Units			4 Bedroom Units		
	S	1B2P	2B3P	2B4P	3B4P	3B5P	3B6P	4B7P	4B8P	
Building 10	0	27	0	21	0	0	0	0	0	48
Sub Total	0	27	0	21	0	0	0	0	0	
Total		27		21		0		0		48
Percentage		56%		44%		0%		0%		

Now Proposed Development: Residential Accommodation in Development Area 1

due to its former use and need to prevent overloading of floors with malted barley. This floor to floor height does not lend itself to flexible uses, which typically require more substantial height, however it would suit a residential use, which can accommodate some internal spaces within a more limited floor to ceiling height. At ground floor of The Maltings there is more height available for flexible use which can relate to the new Maltings Plaza adjacent.

- 7.1.6 The current proposals have office use above the cinema in Building 1 and above the flexible use in Building 5. Office use has reduced slightly since the Refused Scheme due to the replacement in Building 5 of the upper floor of office with plant space for the development area ASHPs.
- 7.1.7 Another important feature of the current use distribution is that it is proposed that affordable residential accommodation is included in Development Area 1. It is proposed that affordable residential tenure is located in this area of the site to enable a more even distribution of private and affordable tenures across both Development Areas. Building 10 is proposed to contain intermediate affordable residential units.

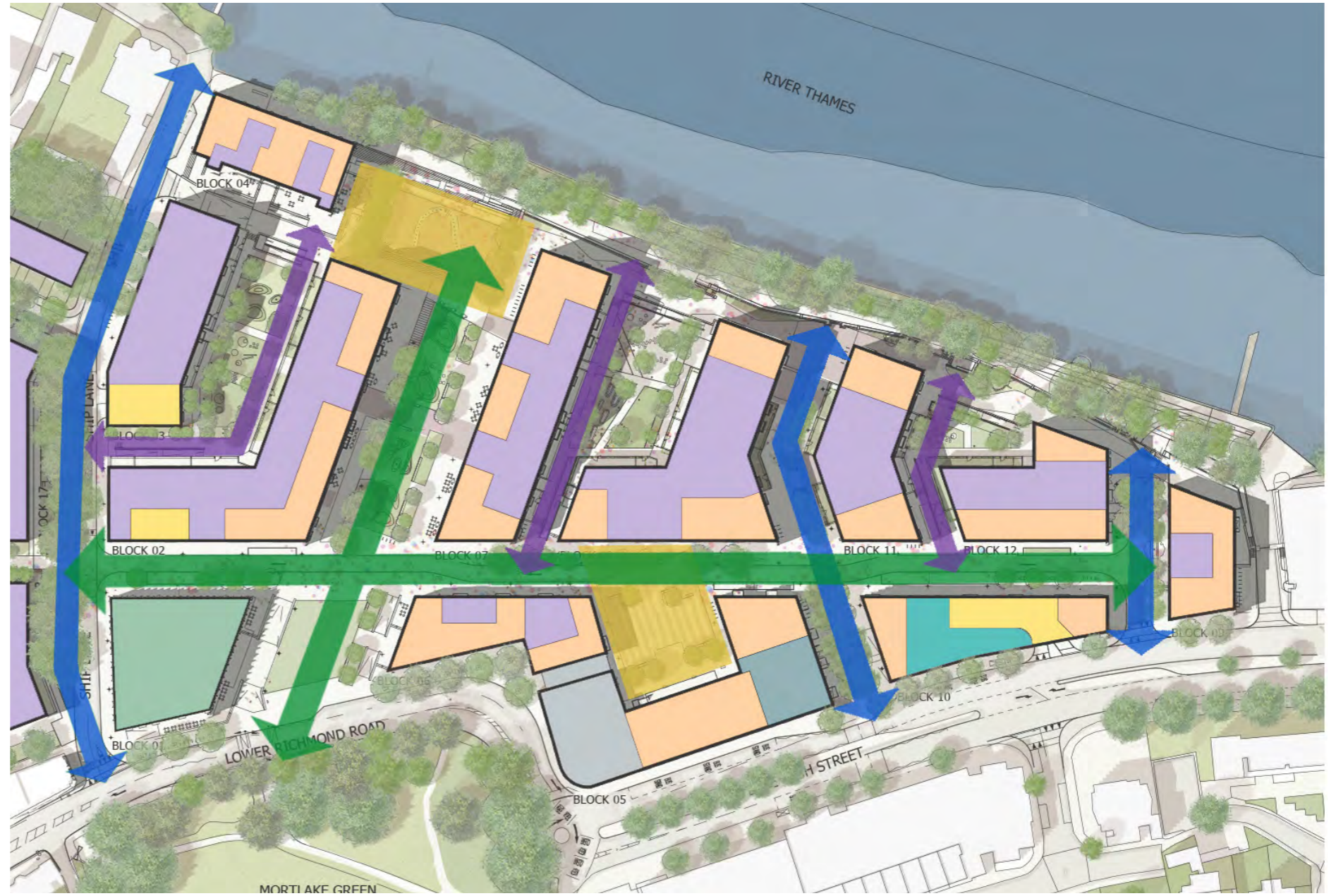
## 7.2 Amount

- 7.2.1 Development Area 1 consists of 12 new buildings that accommodate a variety of different uses. The residential buildings also accommodate a range of dwelling sizes and types, with the majority being family homes.
- 7.2.1 The number of residential units within these buildings has increased and adjusted in terms of range of tenure and mix. Within Development Area 1, in the original Application there were 443 units in total, this increased to 576 units in the Refused Scheme and is now 558 units in the current application.
- 7.2.2 The mix for the private and affordable units has remained largely as the mix agreed with the GLA and generally follows the same principles that had previously been agreed with LBRuT for the original Application. However, the proportion of Intermediate to Social Rent in the affordable provision has changed from the Refused Scheme. The current proposals target the LBRuT preferred split of 80% affordable rent and 20% Intermediate, with a larger proportion of smaller units in the Intermediate.

7.2.3 All of the homes will meet the National/London Plan Space Standards. 10% of units are provided as M4(3) wheelchair user dwellings in accordance with statutory requirements. For further information on this, a report is included in an appendix to this document. The tables here provide detailed description of the amount of development that is contained within the 12 proposed buildings in Development Area 1.

7.2.4 The approach has been to closely follow the sizes of apartments within the housing standards noted where possible in order to optimise the number of units and habitable rooms within the development. There are however still reasons why some units cannot be built at minimum standards and instead need to be above the minimum standards. These reasons are listed as follows:

- M4(3) wheelchair user dwellings require enhanced space provision to allow for wheelchair movements around furniture within dwellings.
- Upper level units within mansard roof contain some limited head height area (between 1500mm high and the recommended minimum 2500mm floor to ceiling height) - these areas cannot always be used for circulation space around furniture.
- All dwellings in the development require enhanced acoustic treatment and mechanical ventilation due to the sites' location beneath the Heathrow flight path. This results in a larger than usual requirement for service cupboards within units.



Structure and hierarchy of routes through now proposed Development Area 1

