



## **Stag Brewery, Mortlake**

### **Masterplan and Detailed Design and Access Statement**

For Reselton Properties

March 2022

**Document History**

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## 1.0 Introduction

1.1 This Design and Access Statement has been prepared by Squire and Partners 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).

### 1.2 Proposals

The Applications seek planning permission for:

#### Application A: Mixed Use

“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 9 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 other associated works”

- 1.3 Together Applications A and B described above are the ‘Proposed Development’.



Illustrative Birds Eye View of Proposed Mortlake Brewery Site Masterplan

#### 1.4 Background to Submission

The current applications follow the refusal of earlier planning applications which were refused by the Greater London Authority (GLA). 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.

1.5 The London Borough of Richmond Upon Thames (the LBRUT) resolved to grant planning permission for Applications A and B but refuse Application C.

1.6 Following LBRuT’s resolution to approve the Applications, 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.

1.7 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.

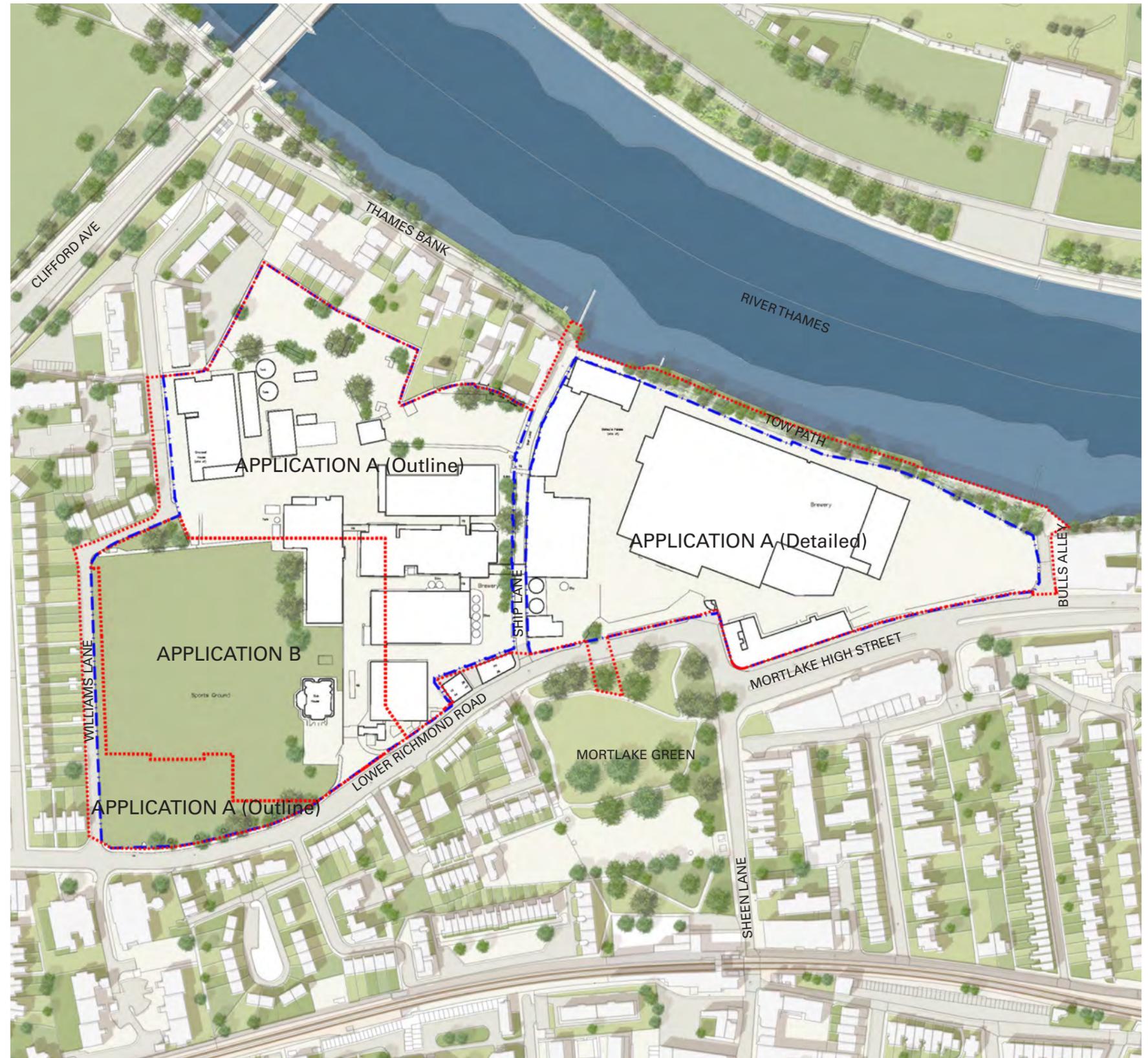
1.8 The application was amended to reflect these changes.

1.9 Notwithstanding this, and despite GLA officers recommending approval, the Mayor refused the applications in August 2021.

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

- (i) 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;
- (ii) 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;
- (iii) 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
- (iv) no section 106 agreement in place.

1.11 Application B was also refused because it is intrinsically linked with Application A and therefore could not be bought forward in isolation without Application A.



Existing site plan, indicating location of Application A and B



The now Proposed Scheme from the riverside.

### The Proposed New Scheme

- 1.12 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 LBRuT.
- 1.13 The amendments can be summarised as follows:
- i. A revised energy strategy is proposed in order to address the London Plan (2021) requirements;
  - ii. 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 LBRuT;
  - iii. 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
  - iv. Chalkers Corner light highways mitigation works.
- 1.14 The school proposals (submitted under 'Application B') are unchanged, except for the implementation of the updated Energy Strategy. 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). Application B is described in a separate detailed Design and Access Statement.
- 1.15 Overall, it is considered that together, the Applications respond successfully to the concerns raised and feedback provided by stakeholders in respect of the previous schemes and during pre-application discussions on the revised Proposed Development, whilst also retaining elements of the previous scheme which were supported by stakeholders, including third parties and decision makers. As a result, the Applicant is confident that the Proposed Development presents a scheme that can be truly supported and brought to fruition at the Site.

#### 1.16 Client and Professional Team

This Application has been prepared by the same core project team of advisors as the previous Application:

Applicant	Reselton Properties Ltd.
Development Manager	Dartmouth Capital
Architect and Masterplanner	Squire and Partners
Planning Consultant	Gerald Eve
Landscape Consultant	Gillespies
Transport Consultant	Stantec
Community Consultation Services and Environmental	Soundings
Structure and Drainage	Hoare Lea
Environmental Statement	Watermans
Daylighting /Sunlighting	Watermans
Fire Consultant	EB7
	Hoare Lea

#### 1.17 Structure of Design and Access Statement

This document includes in Section 2.0 the Site analysis and following this in Section 3.0, a summary of the planning context and consultation carried out. In Section 4.0, the masterplan vision and key principles are described, which remain consistent with the Original Applications. This document then proceeds to the current proposals in the Masterplan DAS, giving an overview of the whole site proposals. Landscaping and Public Realm Strategy is summarised in Section 6.0. A Detailed Design DAS, with more in-depth information regarding Development Area 1 is provided in Section 7.0. An Access Statement and Technical summary are included in Sections 8.0 and 9.0 with Section 10.0 contains the appendices.

A Design Code document has also been prepared to in respect of the outline component of the Application.



Aerial photograph of existing site from the north



Aerial photograph showing the Site in the wider context of the River Thames



Aerial photograph of existing site location



Aerial photograph of existing site from the south

## 2.0 Site and Context Appraisal

### 2.1 Site Location

The site is located in the Mortlake area within the London Borough of Richmond upon Thames (LBRuT) between Lower Richmond Road and the River Thames. The site is immediately adjacent to Williams Lane to the west, Lower Richmond Road and Mortlake High Street to the south, the River Thames to the north and Bulls Alley to the east.

The site has been used as industrial land and served as a brewery until 2015. The site ownership boundary is bisected into two parcels of land that are separated by Ship Lane, which runs between the parcels in a north-south axis.

The existing site incorporates a private turfed playing field. An associated sports pavilion sits alongside and both served as a means of recreation for brewery employees. The playing field is protected under Local Plan policy as 'Other Open Land of Townscape Importance' but is not designated as 'Public Open Space', as public access is currently restricted.

A Planning Brief was prepared by the Borough in 2011 to provide guidelines on future uses, layout and design for the redevelopment of the site. The Site is now subject to an adopted Site Allocation (SA 24) under the LBRuT Local Plan (2018).

Small parts of the site fall within the Mortlake Conservation Area. The parts that are included within the Conservation Area contain existing Buildings of Townscape Merit (BTMs).

The site is currently composed of a series of industrial buildings associated with the brewery use. Three of these existing buildings are of historic importance. The former Maltings building that sits on the waterfront, the former Hotel building and the former bottling building on Mortlake High Street are Buildings of Townscape Merit ('Locally Listed'). There are also statutory Listed Buildings and other BTMs adjacent to the site.

The existing context consists of a mixture of buildings of varied use, including commercial, retail and primarily residential use. Small elements of commercial and retail use are currently distributed along Lower Richmond Road and Mortlake High Street.

## 2.2 Site Description

The site is roughly triangular in shape with its perimeter following the path of the Thames to the North, Lower Richmond Road and Mortlake High Street bounding the Site to the South, Bull's Alley forming the eastern boundary and William's Lane forming the western boundary. The site measures 9.24 Ha.

Existing points of gated entrance to the site exist off Lower Richmond Road (at Sheen Lane junction and opposite Walbeck Road) and William's Lane as well as from Ship Lane. There are currently no Public Rights of Way or public access across the site.

The site slopes gently downwards away from the river Thames by a maximum of 1450mm and varies by a maximum of 700mm in an east – west direction.

A flood defence wall exists along the northern perimeter of the site and is formed by a combination of building walls as well as site boundary walls. Any proposed alterations/ disruptions to the wall must comply with Environment Agency requirements which are:

- Location and Site Boundary
- Topography and Landscape
- Environmental Issues
- Heritage and Conservation Issues

The Application boundary for Masterplan includes the site ownership but also Bull's Alley to the east, Ship Lane, running through the site, Williams Lane to the west, the tow path to the north and a crossing over Lower Richmond Road to the south.

## 2.3 Site Photographs

The character of the existing buildings on the Stag Brewery Site is mixed and includes buildings from various different eras, the most significant of which are the former Maltings building and the former Hotel and Bottling Building, which are Buildings of Townscape Merit. The majority of the remainder were built in the 20th century and are considered to be structures of no heritage significance. They are however unattractive and extensive in terms of footprint and massing.

The footprints of the buildings, combined with secure fencing and gates currently limit access to the rivers edge to occupants of the site only. A large area of the Site that is not occupied by the buildings is currently hard- standing. It is not accessible to the public.



Existing view of site from Chiswick Bridge



Existing view of site from Dukes Meadow



Existing view of site from Mortlake Green



Existing view of site from Lower Richmond Road



Existing view towards the Site from Mortlake Green by Mortlake Station



View of existing former hotel and bottling building and Mortlake High Street from Mortlake Green



View of existing industrial brewery buildings and private playing fields from corner of Williams Lane and Lower Richmond Road



Existing former hotel and bottling building



Existing north elevation of former bottling and hotel building.



Date stone on existing South elevation of former bottling building



Decorative element on South elevation of existing former bottling building

In summary, only the former Maltings and Hotel/ Bottling buildings are considered to contribute to the visual amenity of the area as demonstrated within the relevant townscape chapter of the Environment Statement. The other buildings are either neutral or detrimental to the visual amenity of the context and especially the setting of the Listed Buildings on Thames Bank, as noted in the townscape assessment of the Environmental Statement accompanying this application.

In addition there is very little of ecological value on the Site, as most is impervious concrete surfaces or industrial buildings.

## 2.4 Existing Buildings

There is approximately 36,510 m<sup>2</sup> / 393,000 sq ft Gross Internal Area of existing accommodation on the Stag Brewery Site. This accommodation consists largely of industrial and administrative office buildings associated with the brewing process that was previously undertaken on the site.

The site has been used by various organisations as a brewery from as early as the 15th century up until brewing ceased in late 2015. Decommissioning works took place following the cessation of the brewery use. These were completed in late 2017.

The character of the existing buildings on the site is mixed and includes buildings from various different eras ranging from the second half of the 19th Century to the late 20th Century.

The oldest of these buildings is the former Bottling Building which is located on Mortlake High Street. Designated a Building of Townscape Merit, this building was built c1869 and adjoins a later built, former hotel building which is also a BTM. These two existing buildings were built to serve different purposes at different stages in the history of the site.

The three storey former bottling building was built using fair faced London stock brick laid in English bond and has a pitched roof hidden behind a parapet. It contained three open plan floorplates that contained machinery associated with the bottling process. The façades of the building incorporated a hierarchy of arched window openings. Two circular stone plaques are incorporated at high level and feature the letters P and W – standing for Phillips and Wigan, brewers at the time of construction. A date stone is also incorporated, with an inscription of '1869 MORTLAKE BREWERY'.

The rear of this building is of much poorer quality, with blocked windows and none of the detailing or features of the front

The late 19th century hotel building, located at the junction of Sheen Lane and Mortlake High Street, followed the curve of the road and contained four storeys of accommodation (including a basement level). It was constructed using fair faced London stock brick laid in Flemish bond with fenestration in the form of double hung timber sliding sash windows. The pitched roofs are finished in artificial slates and are configured around an external light well. Originally built to serve as a Victorian era inn, the building has more recently served as an office and canteen to the brewery.

The former Maltings building which sits to the northernmost part of the site, overlooking the River Thames, is also designated as a Building of Townscape Merit. This building was built circa 1902, as a place to malt barley for the ultimate purpose of brewing beer. The brick building originally contained nine floor levels that were used to lay out the barley to germinate. The floor to floor height was very shallow - approximately 2.4m – in order to avoid floors being overloaded with heavy piles of malting barley. The building fell into disrepair after the brewery ceased preparing their own malted barley and the shell is currently being supported structurally by the existing steel structure with the addition of scaffolding which is contained inside the building. There are only two remaining floors within the building at ground and basement level of the building. The brick façade incorporates a series of regularly spaced arched head window openings.

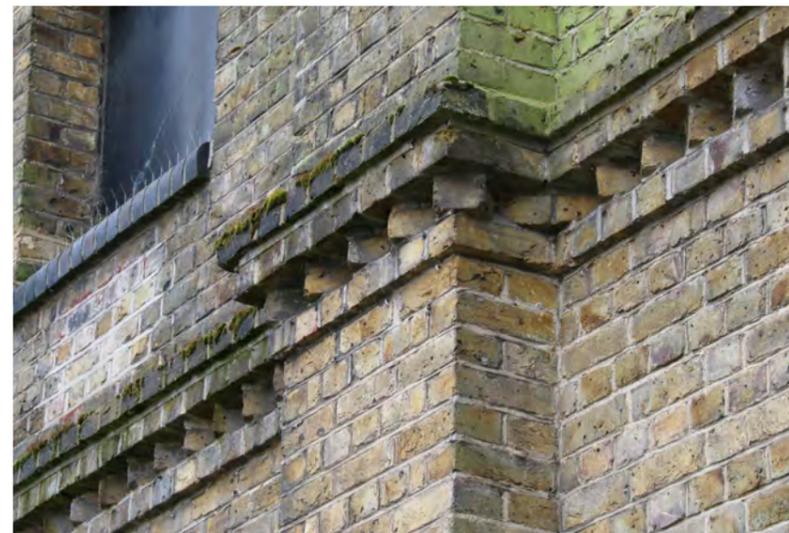
The remainder of the buildings on the Site are of little historic or visual importance since they were built using utilitarian materials and to inappropriate scales, for an industrial purpose that no longer exists. The LBRuT Conservation Area Statement comments that these buildings are ‘not considered to contribute to the significance of the adjacent Conservation Areas’. These buildings include the following:

- Reception and Office Block
- Club House
- Brew House
- Chop Cellar
- Workshop
- Stable Court
- Power/Boiler House
- Bottling Halls

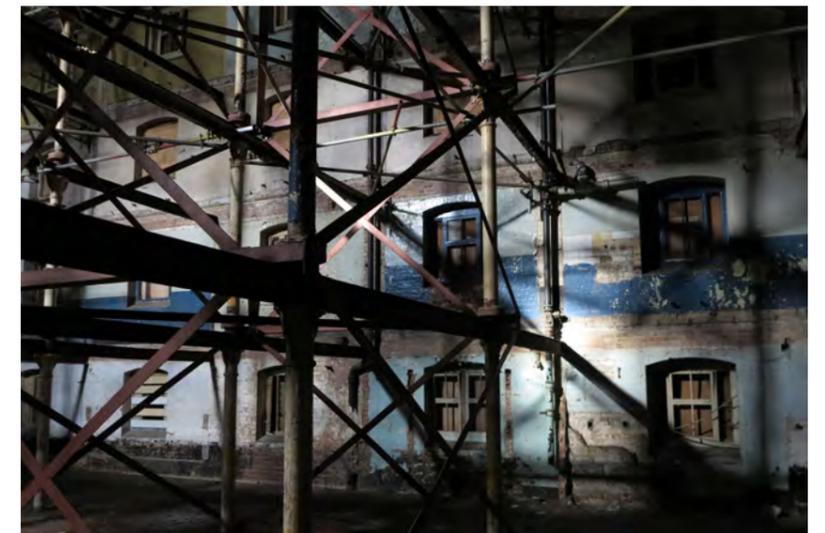
The heights of these buildings varies, from single storey reception buildings to the Brewhouse which is approximately 29m high.



Existing former Maltings Building



Dog tooth brick detail to Maltings facade



Scaffolding inside former Maltings Building



Existing office block



Existing power/ boiler house



Existing Sports Club building



Existing Brew House industrial buildings

The Powerhouse has an adjacent chimney which is visible from a considerable distance due to its height. Sections of historic brick walls, formerly forming parts of the elevations of buildings which are now lost, fronting the High Street and the towpath are also located within the Mortlake Conservation Area.

More detailed descriptions of these buildings are included within the Heritage Statement and Townscape Assessment which accompany this Planning Application in the Environmental Statement. The three Buildings of Townscape Merit are considered to be Heritage Assets and are considered to 'contribute in varying degrees to the significance of the Conservation Area'.

Several other elements exist on the site that are of historic significance and are proposed to be re-used or incorporated within the proposal. They comprise the following:

#### Stag Brewery Sign

A cast concrete sign is incorporated close to the site entrance at the junction of Lower Richmond Road and Sheen Lane. The sign features a stag with an 'art deco' decorative relief behind. This could be utilised as an interesting memory of the site's brewing history.

#### Memorials

There are currently two memorial plaques on the site. One is commemorating members of the Mortlake Engineers Department who died rescuing a colleague in the former brewery. The other is for Brewery employees who lost their lives in the First and Second World Wars. These memorials must be re-instated within any new proposal for the site.

#### Stag Brewery Gates

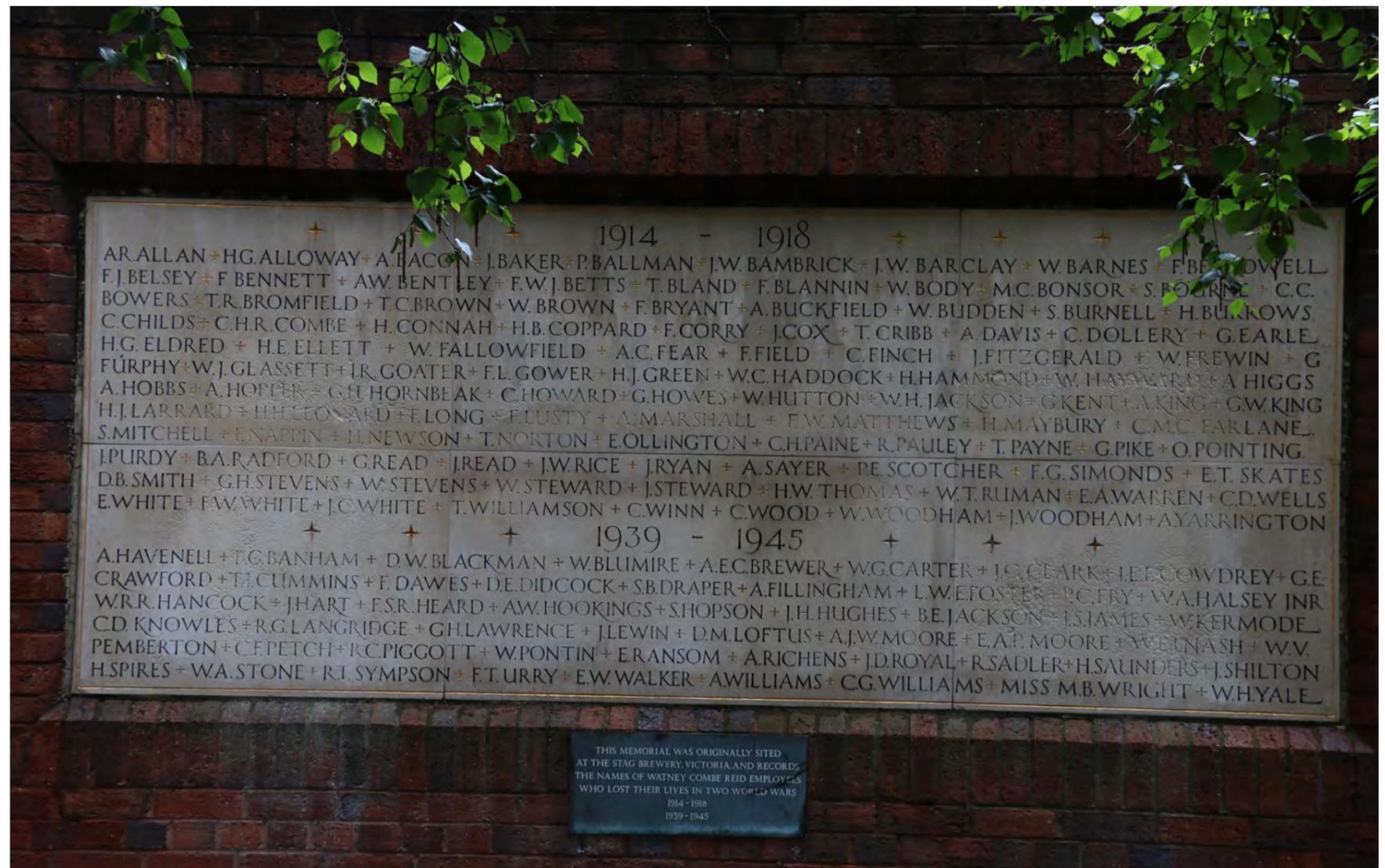
A pair of early 20th century metal gates with the letters 'Watney's Brewery' and 'The Stag Brewery' integrated into the top section currently exist on the Western boundary wall. These are of historic interest relevant to the former use of the site as a brewery and could be incorporated as an interesting feature within future proposals.



Stag Brewery Sign



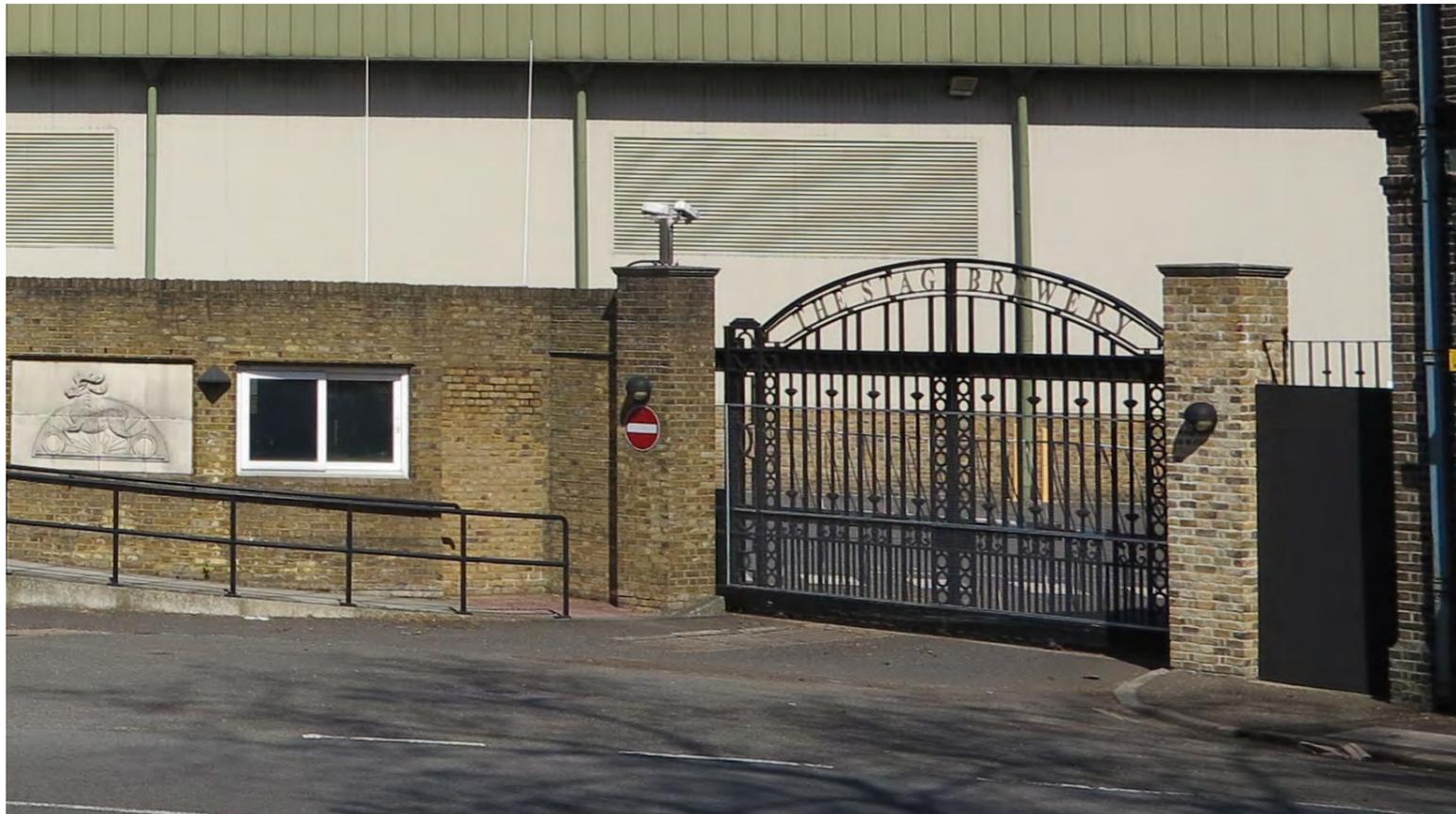
Memorial to former brewery employees



War memorial for former brewery employees

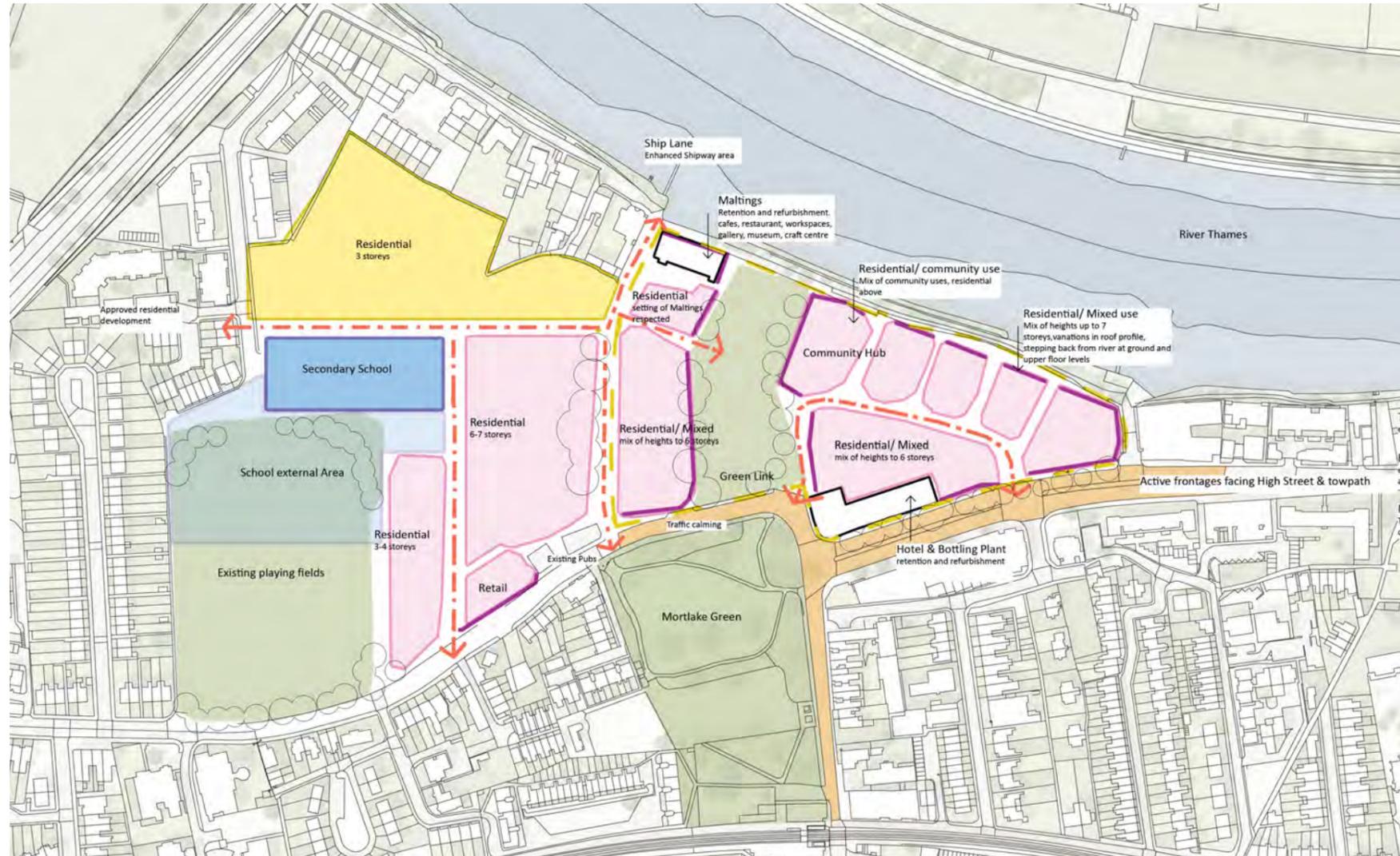


Early 20th century Watneys Brewery gates



20th century Stag Brewery Gates and Stag Brewery sign





Squire and Partners interpretation of Stag Brewery Planning Brief (including secondary school rather than primary)

#### Open Space

The private playing field within the Site is designated as 'Other Open Land of Townscape Importance'. The Council seeks to protect and enhance this open space within its existing location and make it more accessible for public use.

In addition to the playing field, the council seeks to improve access to the River from Mortlake Green through the creation of a new open green link. In addition to these amenities informal and formal open recreation space including for children's play should be provided for.

#### Access/Linkages

The Planning Brief recognises that there are constraints presented by the existing site layout that prevent both permeability and linkages through the site that could enable public enjoyment of the River Thames and its riverside.

#### Amenity

Impact on amenity of surrounding residents must be considered particularly where the site adjoins existing residential properties.

#### Flood Risk

The majority of the Site sits within the defended Flood Zone 3 and areas outside the flood defence, on the tow path to the north, flood regularly. The north western section of the Site is located within Flood Zone 2, as it is slightly higher. As a consequence of site levels, a Flood Risk Assessment has been provided as an appendix to this application and the Environment Agency have been consulted.

## 2.6 Historical Development of the Site

### Early History

Mentioned in the 1083 Domesday Book, Mortlake began as a Surrey village owned by the Archbishops of Canterbury. The area evolved to incorporate a series of small industries including carpet manufacturing, pottery works, a sugar refinery and a brewery that was recorded as being located on the Application Site in 1487. A manor house used by the landowning Archbishop of Canterbury existed on the western part of the site until around 1700.

### The 19th Century

By the mid-nineteenth century, a number of buildings associated with the brewery had been built near the junction of Thames Street and Mortlake High Street. These buildings subsequently spread to the West to include various buildings including the former Bottling building and former Hotel buildings. Until 1859 Mortlake Green existed as an open space that was used for parking brewery wagons. In 1859 this space was gifted to the public for recreational purposes.

### The 20th Century

In the early 20th century brewery buildings spread along the River Thames to create a continuous wall of three to nine storey buildings that included the former Maltings building. By the middle of the 20th century a cricket ground had been incorporated to the west of the site for the benefit employees. In addition to this, some built semi-detached worker housing had been provided along Watney Road to the west of the site. In the late 20th century a number of substantial new brewing and office buildings were introduced across the site and a new sports club building was introduced adjacent to the cricket ground which latterly became two football pitches. In the interim period approximately during the 1960s two buildings encroached in to the playing field area. During this period, a number of alterations were also made to the existing hotel and bottling buildings to adapt the use of these buildings. A large new building was also introduced to the riverside elevation in the 1950s. This building replaced the former silo building that was attached to the Maltings building. Its elevation exceeded the height of the former Maltings building.

Evolution of Northern boundary wall



1902 painting of site by John Varley



1868 OS Map



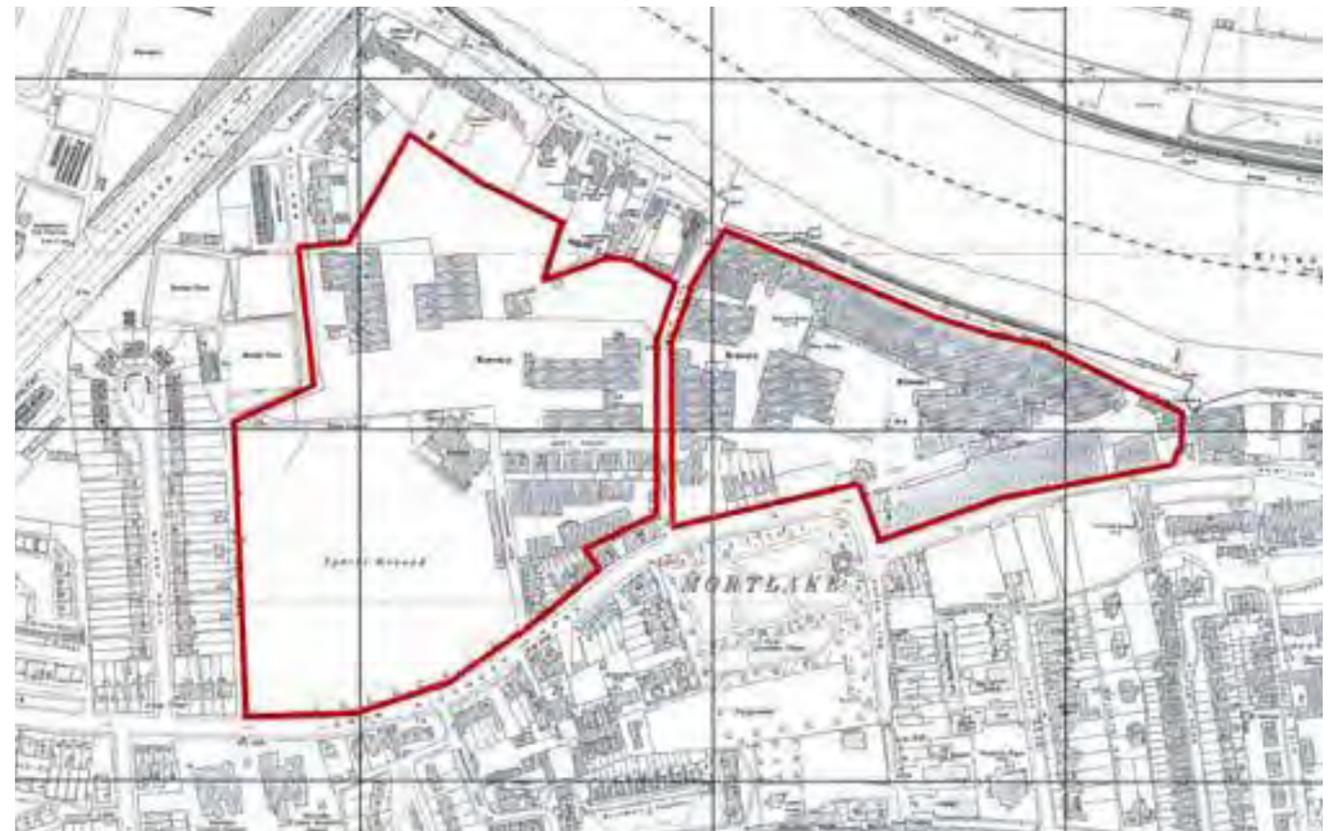
Early 1900s from the North West of the site



1962 aerial view showing structures built on playing field



1935 OS Map



1960 - 68 OS Map showing structure built on playing field

The photographs and drawings opposite provide a timeline of the history of the Northern riverfront elevation of the site.

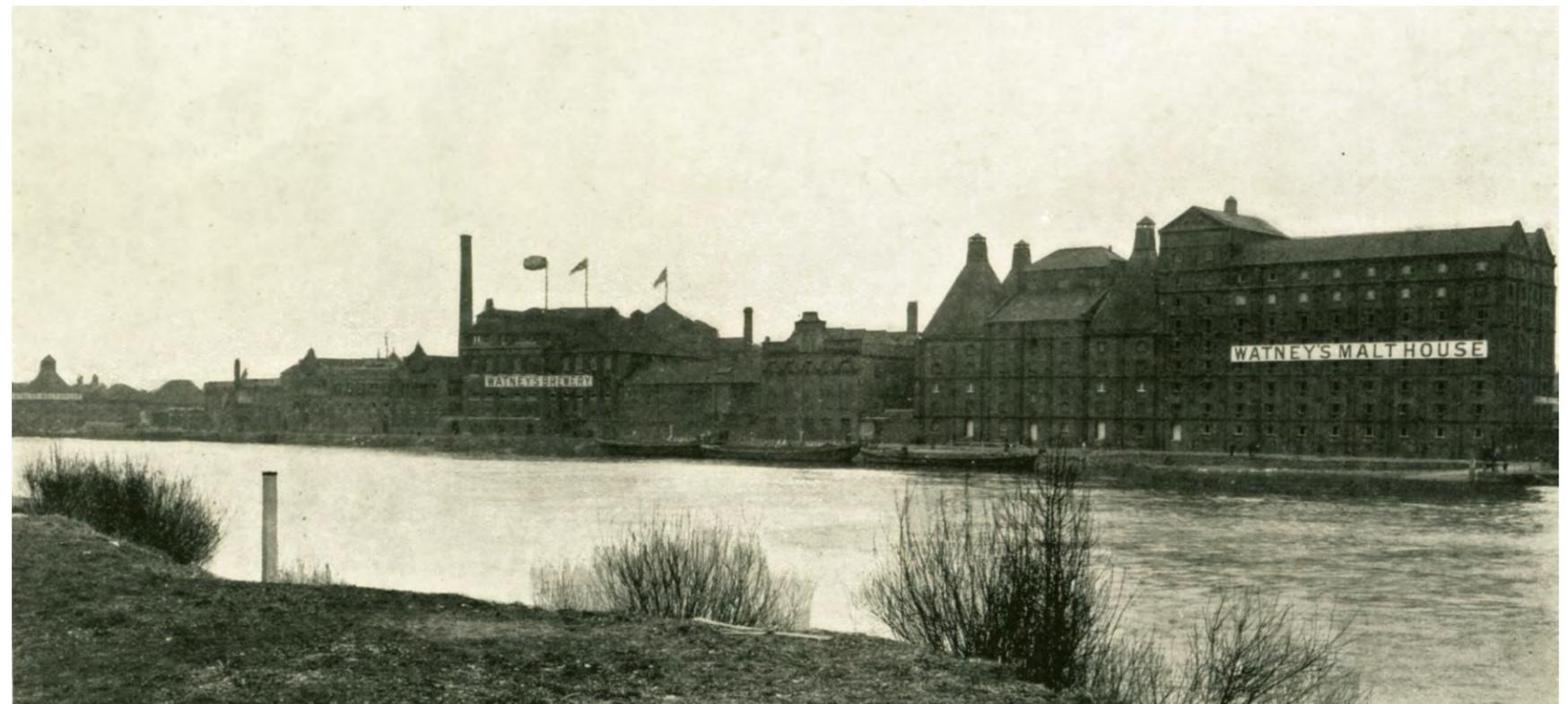
From these images it is clear that historically, the development of this edge of the site consisted of a series of attached buildings that clung to the site boundary to the River without any set back and forming almost completely continuous development along the waterfront.

The building heights along the river's edge varied from 4 to 7 storeys and were of a similar massing, or in one case taller than the Maltings building.

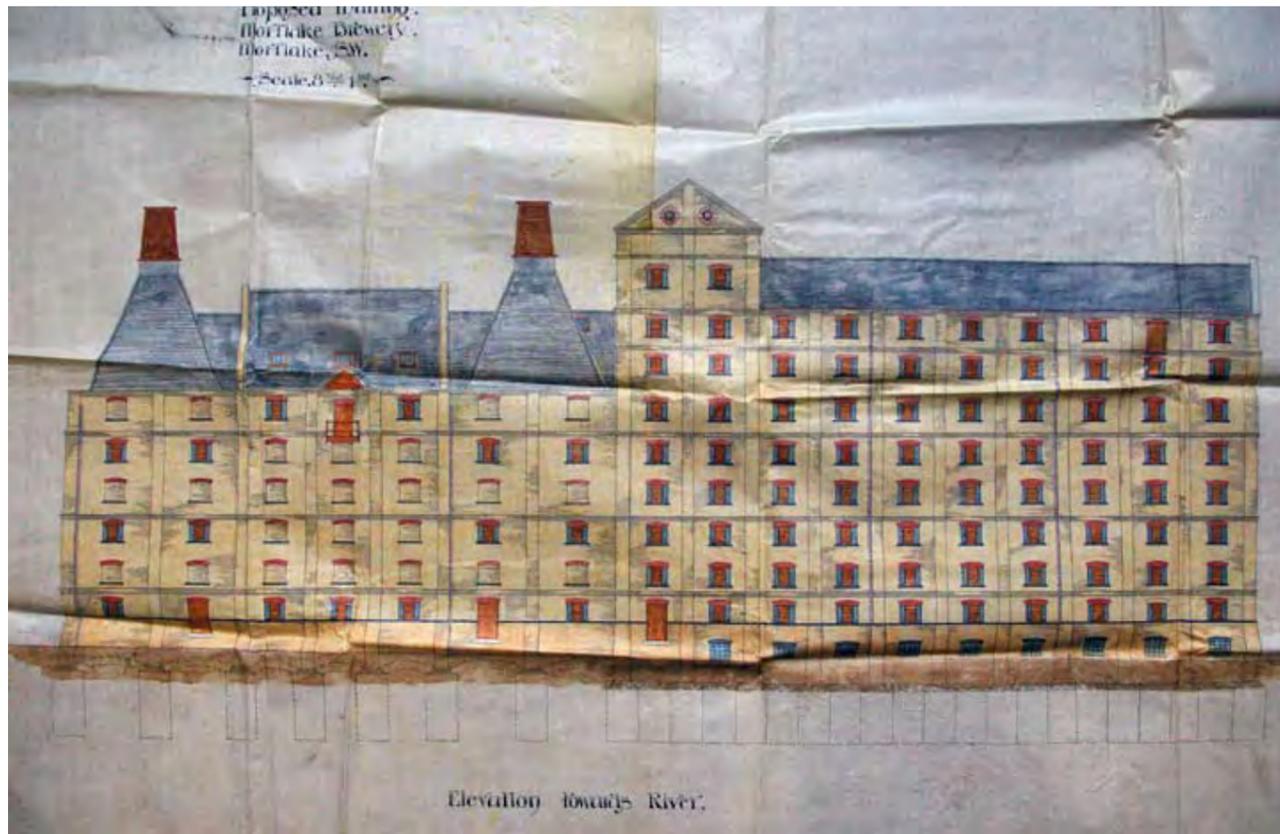
The buildings evolved in this abrupt manner in order to optimise the site area and to utilise the river as a means of transport. For example, a jetty used to exist to the North of the Maltings building and this was used as a means of loading and unloading goods such as barley and beer from cargo boats on the river.



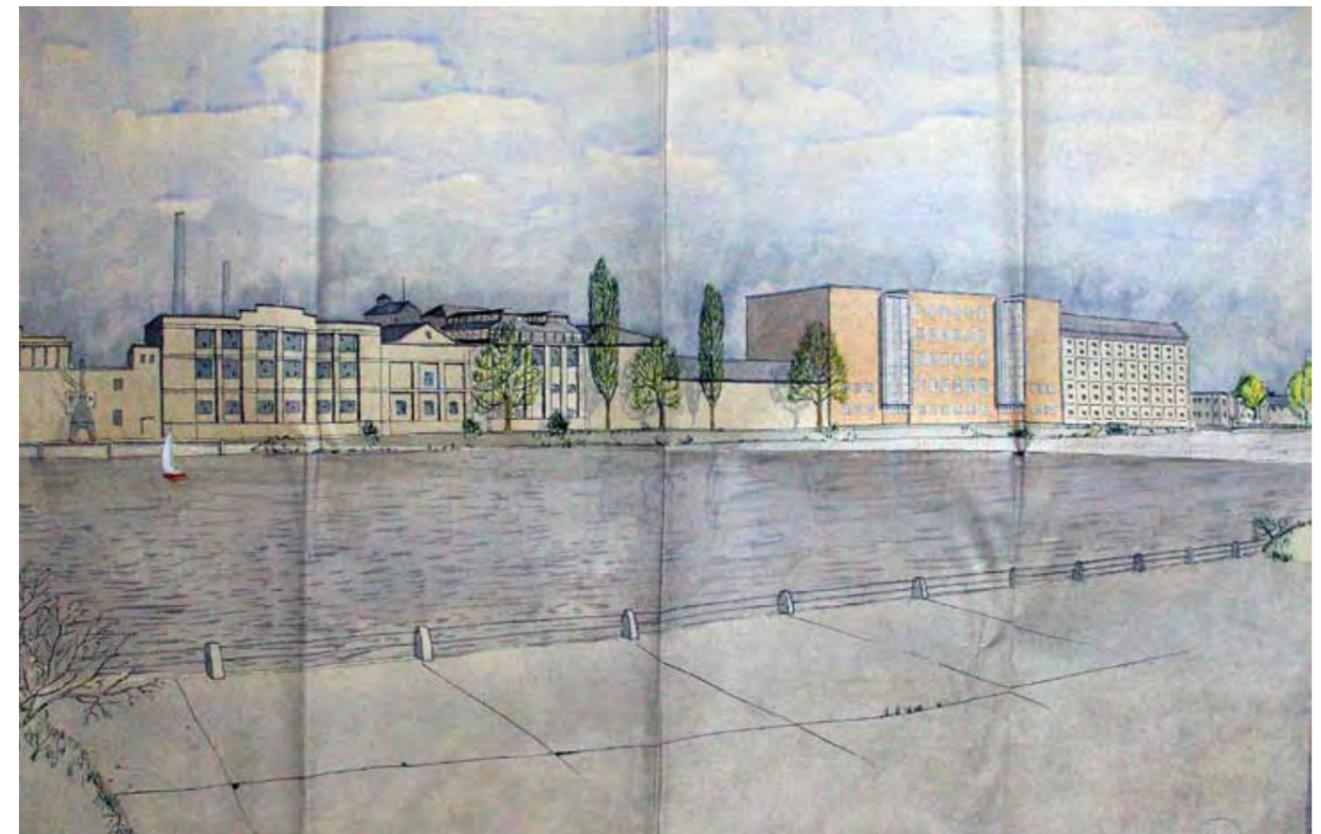
1870 illustration of Brewery from the North



1931 view of site



1902 drawing of Maltings elevation and adjoining silo building



1954 Perspective view of new building



1937 view of site



1972 view of site showing mid 20th Century building to East of maltings building

## 2.7 Existing Context Land Use and Amenities

The Site surroundings contain a diverse mix of land uses including light industrial, education, retail but primarily residential. The majority of light industrial use within Mortlake is concentrated within the existing Site, however there are a few other scattered sites in the vicinity.

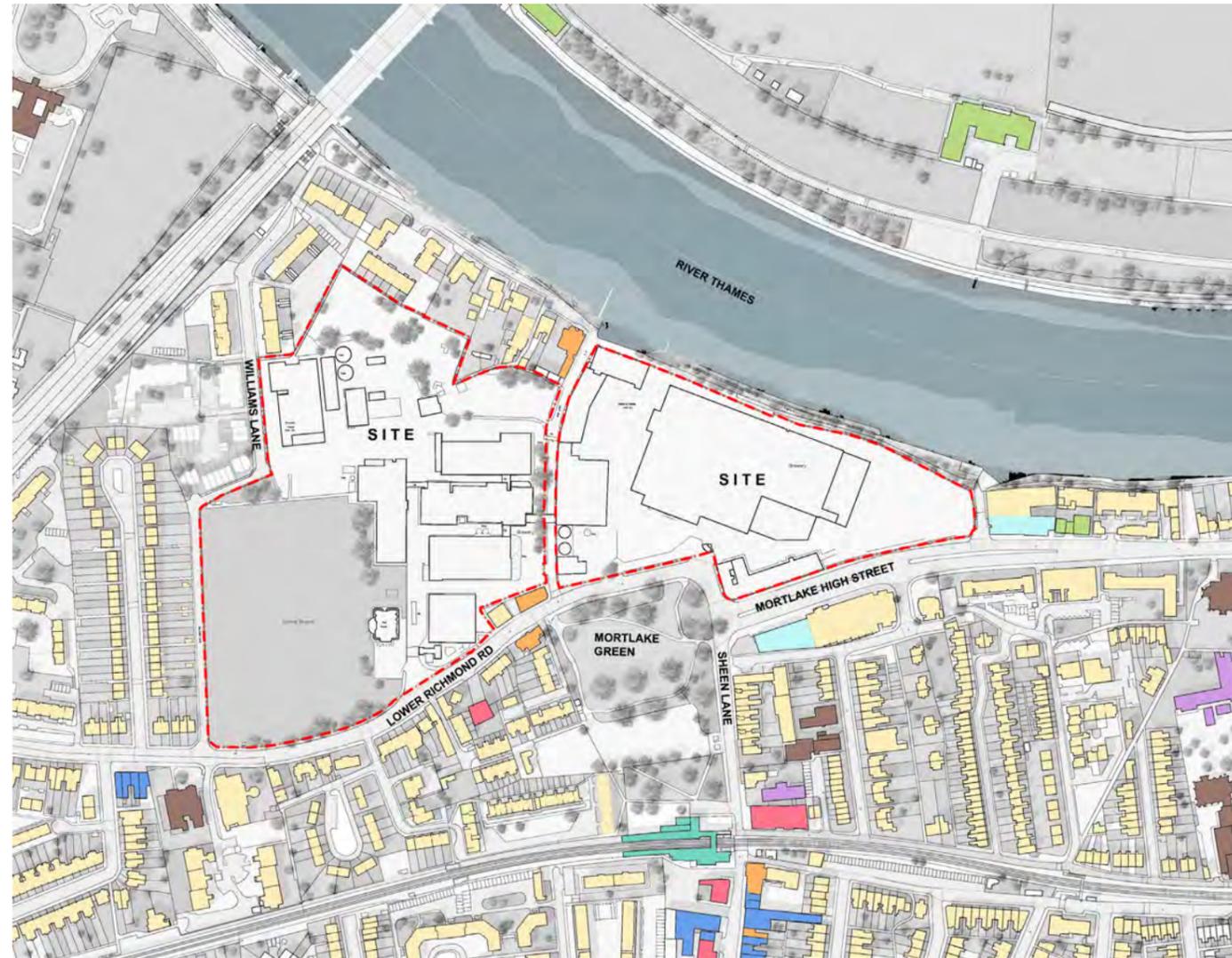
The Site is within 5 minutes walking distance of Mortlake Station, which sits on the southern edge of Mortlake Green. A cluster of retail and other community amenities can be found walking another couple of minutes south of the Station along Sheen Lane. There is a primary school, Thompson House, also on Sheen Lane and a GP surgery further down this road.

More extensive public amenity is provided in nearby Richmond and East Sheen – which can both be easily reached by public transport.

Mortlake Green and the towpath along the River Thames provide easily accessible landscape amenity. Various landscape amenities are accessible in the wider context including the following:

- Dukes Meadows
- East Sheen Common
- Barnes Common
- Richmond Park
- Kew Gardens

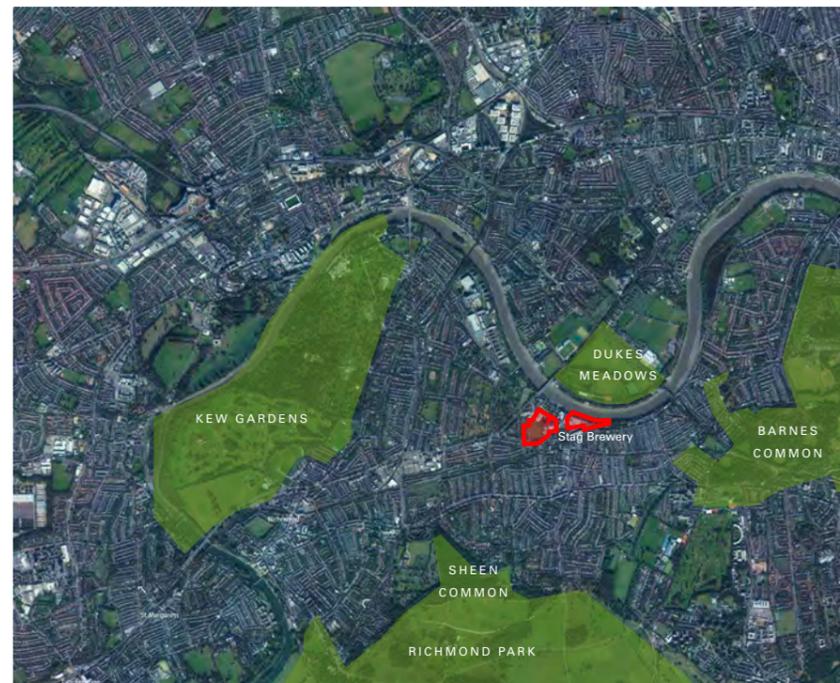
A full assessment of the existing socio-economic conditions is provided in the Environmental Statement, identifying the current education, health and other facilities in the local context.



KEY:

- Residential
- Office
- Train Station
- Shop
- Leisure
- Community/ Church
- Garage/ Light Industrial
- School/ Nursery
- Pub/ Restaurant

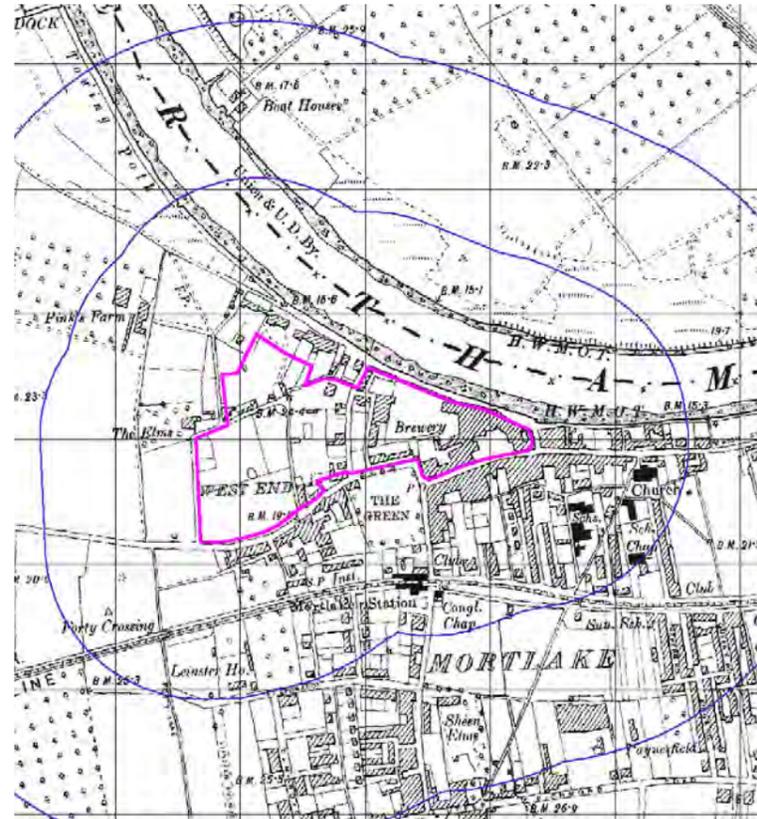
Existing context map showing uses in the surrounding area



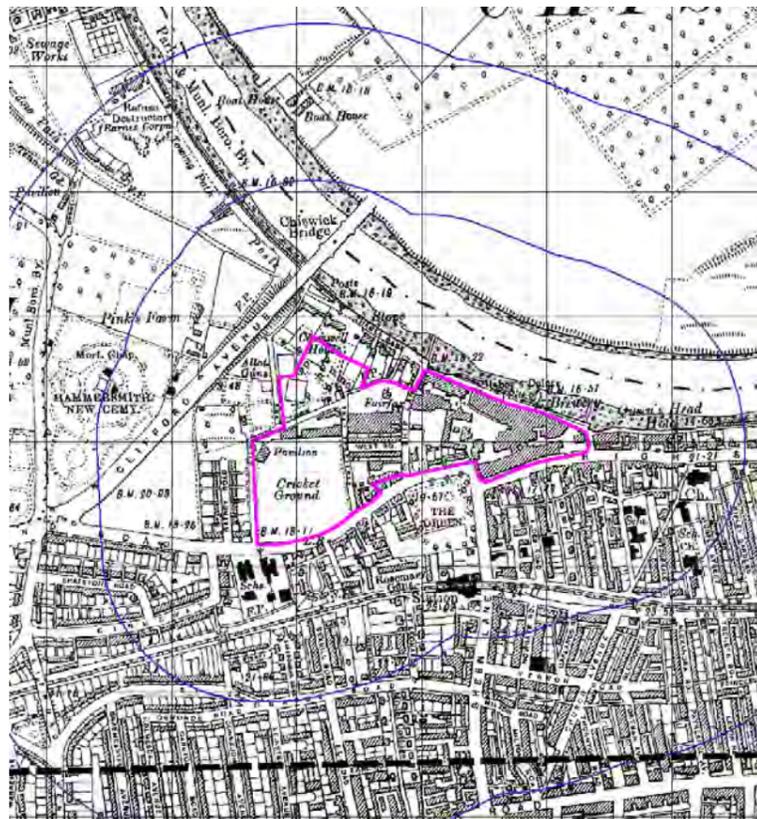
Distribution of major local landscape amenity



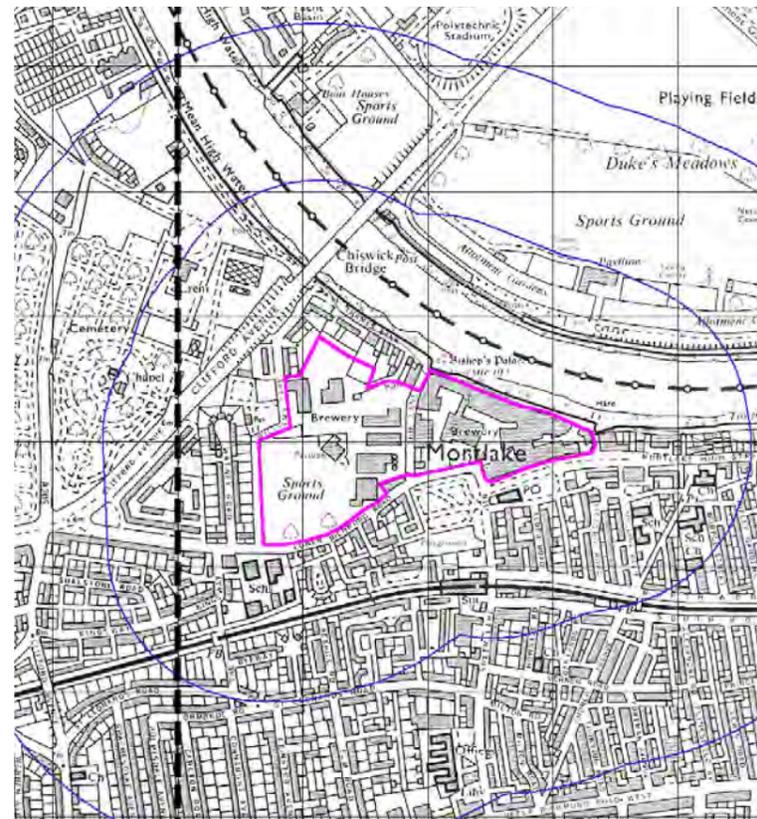
1871-1874 OS Map



1896 OS Map



1933 OS Map



1975-1976 OS Map

## 2.8 Structure and Grain

The urban grain of the site and surrounding area has largely been defined by the development of the existing routes through the area. These have been informed by the historic traffic and waterway routes that have evolved over the last three centuries. The maps opposite explain the historical development of the streetscape configuration.

### Prior to 18th Century

Prior to the 18th century, records describe that a manor house –the ‘Bishop’s Palace’ - occupied part of the site to the east of Ship Lane. Built as early as 1099, the house was used by the Archbishops of Canterbury who were the Lords of the Manor until it was granted to Thomas Cromwell in 1536. A second large Medieval house that was occupied and named after Thomas Cromwell (Cromwell House) was located in the north-western portion of the Site.

### 18th Century

It is believed that the Bishops Palace was demolished in the early 18th century and Cromwell House had become ruinous and surrounded by a number of additional buildings, as well as a series of routes including one that would seem to align with Lower Richmond Road. The immediately surrounding buildings are recorded as having been used as breweries. Ship Lane appears to have existed as a route of access to the River Thames.

### Early – mid 19th Century

Cromwell House is recorded as having been demolished in 1857. An 1865 plan for Mortlake road works shows the introduction of Thames Street – to the North of and parallel with Mortlake High Street. On the First Edition Ordnance Survey (dated 1868), the site is depicted in detail, with Lower Richmond Road, High Street and Ship Lane shown in similar alignments as existing. Thames Street is shown parallel to Mortlake High Street, linking from Mortlake Green to the public quay at Bull’s Alley. Terraced housing is shown fronting onto Lower Richmond Road and Mortlake High Street. At this time the land to the west remains undeveloped land.

### Late 19th Century

By 1896 Thames Street has disappeared and the Brewery buildings have extended. The former sites of the Bishops Palace and Cromwell House have not yet been built on and terraced housing has been introduced to the West of Mortlake Green. Bulls Alley has been introduced as a route connecting Mortlake High Street with the river Thames.

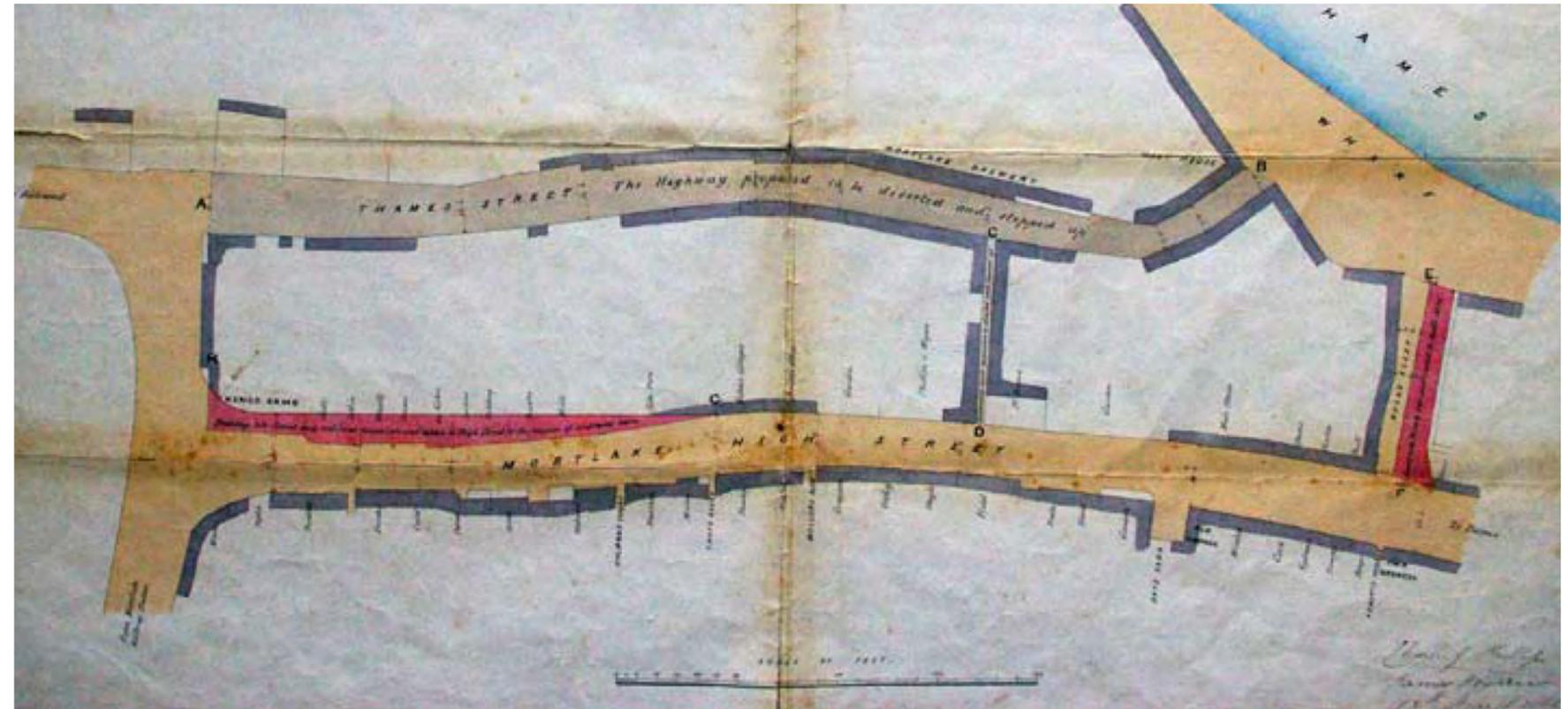
Mortlake is now sandwiched between the river Thames to the north and the railway to the south.

#### Early 20th Century

By 1913 the brewery buildings have occupied the majority of the eastern part of the site and a number of semi-detached houses and allotments have been introduced to the site west of Ship Lane. Development of terraced houses has continued West along Lower Richmond Road and south of the railway to become the predominant urban form in the area.

#### Mid to late 20th Century

By the mid to late 20th century a new residential development had been constructed to the West of the Watneys Brewery housing on Watney Road and a series of residential apartment buildings and a post office building had been constructed along the south side of Mortlake High Street opposite the former hotel and bottling building. The resulting urban structure is dominated by transport routes and terraced streets. This dense grain is broken in parts by larger apartment buildings and industrial or commercial buildings. The orientation of most of these residential streets is perpendicular to the principal transport routes running east / west.



1865 plan for Mortlake roadworks showing the former Thames Street.

## 2.9 Scale, Character and Materials

The existing context is varied in terms of scale, character and materials as a consequence of the gradual historic evolution of the area and the mix of residential and industrial uses.

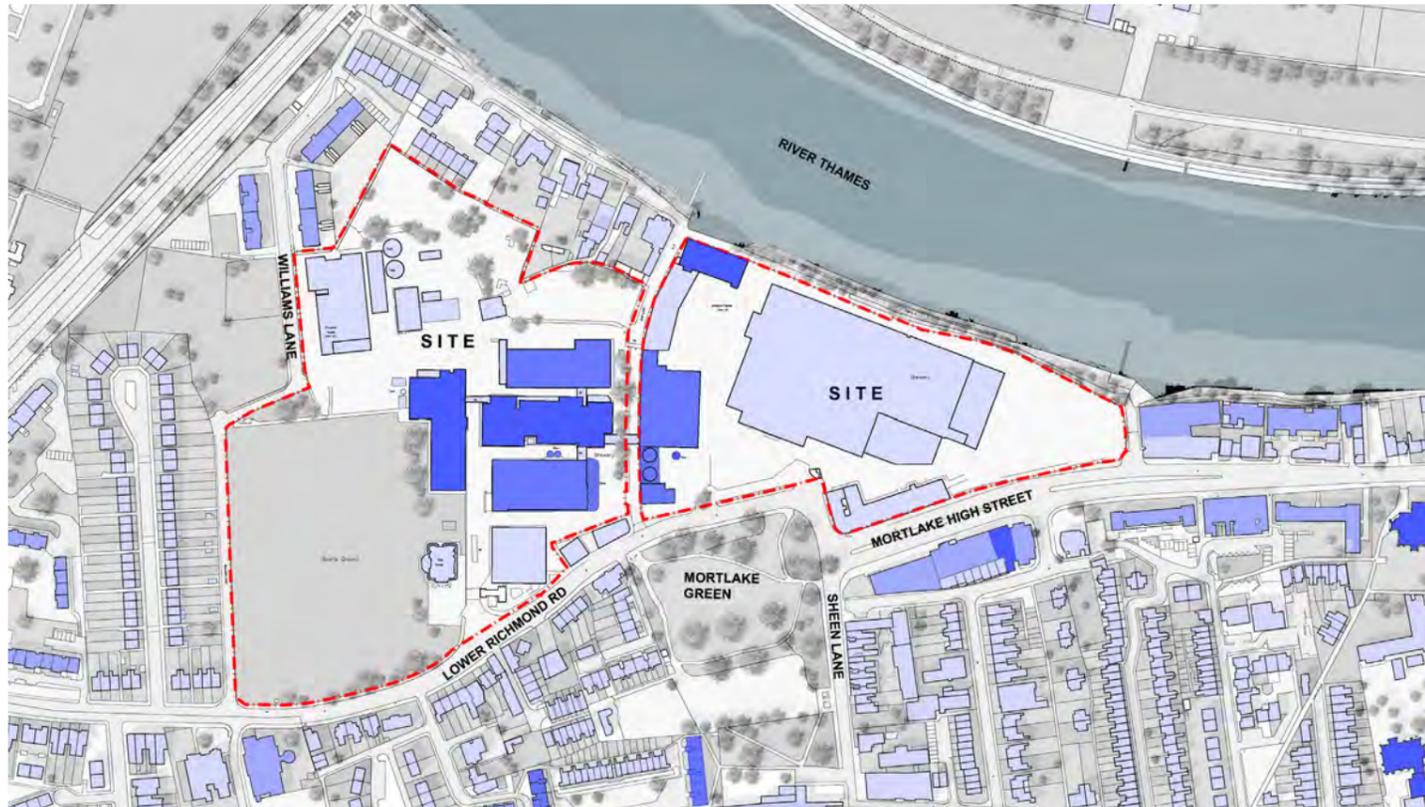
While generally the predominating height in the wider context is that of two storey residential properties, there are notable exceptions to this. There are a number of apartment buildings of 4 storeys or more in the vicinity of the site; at Chertsey Court, Rosemary Gardens and Rann House on Mortlake High Street. There is also Vineyard Heights on Mortlake High Street which is a 9 storey residential conversion of a previous office building.

The scale and character of the area is defined in the statements for the two Conservation Areas directly affecting the site; Mortlake Conservation Area and Mortlake Green Conservation Area:

**Mortlake Conservation Area** – This covers part of the Site and its context along the waterfront – is described as having been derived principally from its 'relationship with the River Thames' and is composed of three distinct sub-areas:

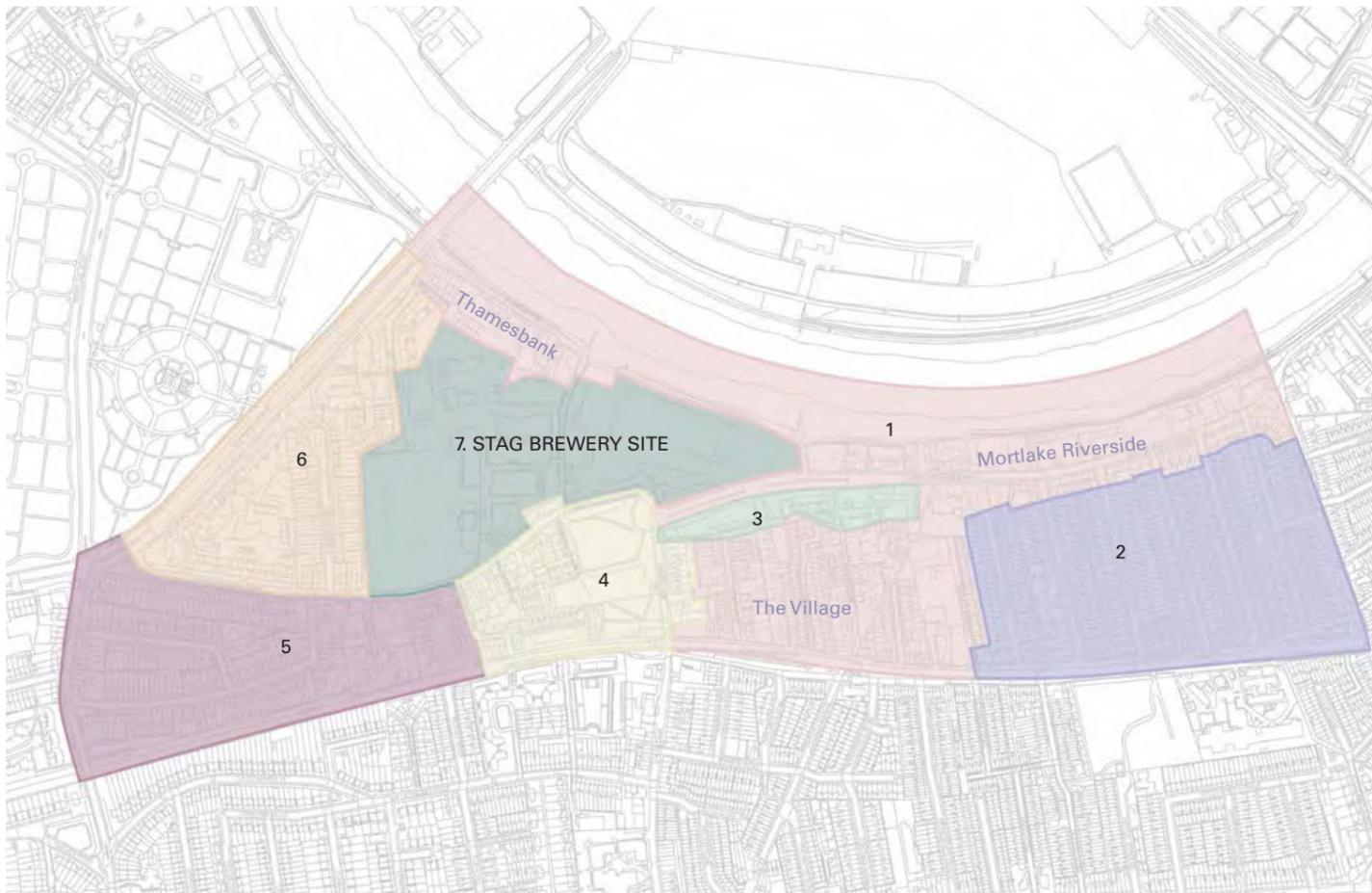


1972 view along Mortlake High Street (prior to post office and apartment buildings) towards large former silo building



- 6+ storeys
- 4-6 Storeys
- 3-4 storeys
- 1-2 Storeys

Existing heights



1. Mortlake Conservation Area
2. West of White Hart Lane (Character Area)
3. Mortlake High Street (Character Area)
4. Mortlake Green Conservation Area
5. Kingsway and surrounds (Character Area)
6. Watney Road and surrounds (Character Area)
7. Stag Brewery Conservation Area

Mortlake Village Planning Guidance SPD - Character Area Plan

'Thamesbank' occupies the river frontage between Chiswick Bridge and Ship Lane and is characterised by a fine cohesive group of 18th century houses as well as some more recent 2-3 storey buildings that respect the style and domestic scale of the overall group. Houses are predominantly two storeys in height with mansard or dormer windows in steep pitched roofs. The majority are stucco rendered and some are brightly painted in contrasting colours.

'Mortlake Riverside' is the area to the east of 'Thamesbank' stretching to Barnes Railway Bridge and includes the BTM Maltings building, a number of other uses including residential, commercial and shopping as well as the waterfront perimeter of the Site. Its character is described as having been derived from its 'earlier and busier commercial activities along the waterfront' and although older brewery buildings have been demolished 'the boundary walls remain and are an important reminder of the area's industrial heritage'. The Maltings Building and the boundary wall are predominantly buff London Stock brickwork, darkened with age.

The Mortlake, Mortlake Green & Queen's Road Conservation Area Study also describes the existing Stag Brewery Site as 'other structures providing a hard edge to the river front' and 'the high brick walls of these sites onto the narrow towpath are a characteristic feature of Mortlake'. This sub-area includes a group of buildings to the east of the Site that are between 3 and 5 storeys high and were built using a variety of materials, roof types and styles. These include Ye White Hart pub, Tapestry Court, Acacia House, Afon House, Suthrey House and Tideway. Further away from the site but 'of particular note in the group' is the Grade II\* listed 'Limes' which was built c1720 and from the garden of which Turner painted 'Mortlake Terrace – Summer Evening'.

'The Village' – the remaining part of the Mortlake Conservation Area that sits behind the High Street between White Hart Lane and Sheen Lane – is characterized 'by the survival of its extensive network of historic passages and footpaths' and is predominantly consisting of 19th century two storey terraces of cottages and more recent 20th century housing development.

Mortlake Green Conservation Area – This covers the area to the South of the Site surrounding Mortlake Green – is described as 'an area of late Victorian and early Edwardian buildings which have an identifiable industrial character although many are different in style'.

The scale of the buildings within this area is from 2 to 4 storeys. The buildings consist of predominantly residential terraced houses and cottages around the Green as well as a number of buildings of social and architectural importance including the railway station, Railway Tavern on Sheen Lane and the Jolly Gardeners and Tapestry public houses that form a 'gate' to the Green on Lower Richmond Road. The public house is a brick and stone building with a mansard roof.

In addition to the Conservation Areas there are a number of other buildings and developments that form immediate site context. These include the following:

- An 8 storey late 20th century commercial building and 3 storey Royal Mail Depot building opposite the Bottling building on Mortlake High Street.
- A two storey 20th century metal and glass clad office building adjacent to the Jolly Gardeners and has a more industrial aesthetic more aligned with the modern brewery buildings.
- Buildings to the East of the Site (along Mortlake High Street) consist of a variety of mid 20th century 4-5 storey brick apartment buildings and a number of two to three storey terraced houses and apartments.
- Three residential developments from the mid 20th century along Watney Road and to the west of Watney Road. The first was a development built by Watneys Brewery to house brewery employees and is currently managed by the Guinness Trust. The buildings are two storey semi-detached houses with generous front drives, brick and render facades, tiled hipped roofs and rear gardens (which back onto Williams Lane). A second development by Watneys was built to the northern end of Williams Lane. This is a postwar 3 storey apartment building with pitched roofs.
- The 1930s Chertsey Court buildings along Lower Richmond Road are 5 storeys high brick and render apartment buildings with pitched and hipped roofs.
- Finally, there has been a more modern development on William's Lane and Wadham Mews. This area was developed in the last 25 years and is 3 to 4 storeys.



The existing river frontage from the north showing the taller building on Mortlake High Street, the large and unattractive industrial buildings on the site and former Maltings Building to the right.



Thamesbank river frontage (with former Maltings building to the left)



Birds Eye view showing Mortlake Green Conservation Area and (The Village) part of Mortlake Conservation Area



View looking East along Mortlake High Street - with former Hotel/ Bottling building (to the left) opposite a 3 storey Royal Mail depot and 9 storey Vineyard Heights (on the right)



Boat Race House and other buildings on Mortlake High Street



Jolly Gardeners pub and 20th century office building



4-5 storey brick apartment buildings on South side of Mortlake High Street



View of junction of Williams Lane with Lower Richmond Road, showing former Watneys Brewery employees housing.



Aerial view showing Chertsey Court and Watney Road

### Listed Buildings

Within the immediate site context there are a number of Listed Buildings and structures including the following:

- Thames Cottage, Tudor Lodge, Thames Bank House, Leyden House and Riverside House, all Grade II listed and all located along Thames Bank, to the north west of the Stag Brewery site;
- The garden wall to the east of number 1 to 8 Riverside House and extending behind numbers 1 to 24 Reid Court which is Grade II listed and located along the north east boundary of the site, but not within the application boundary and will not be affected by the works;
- The gateway (formerly to Cromwell House), located at the northern end of Williams Lane, which is Grade II listed and directly to the west of the Stag Brewery site and again not affected by the works;
- Chiswick Bridge and attached balustrades, Grade II listed, situated to the north west of the site;
- 44 and 46 Victoria Road, Grade II Listed, to the south east of the site, beyond Bulls Alley
- Acacia House, 117 High Street, Suthrey House (with attached railings) (all Grade II Listed) and the Parish Church of St Mary (Grade II\* Listed) to the east of the Site, along Mortlake High Street.

The existing industrial buildings provide a poor setting and backdrop to the Listed Buildings on Thames Bank, over which they are clearly visible and dominant when seen from the River. Any new proposal must carefully consider the scale and massing of the context of the Listed Buildings.

Another historic element that must be considered in a future proposals is the existing boundary wall that exists along the northern boundary of the site and currently forms an edge to the riverside towpath. This boundary wall consists of various different elements of wall, some of which currently form or historically formed part of buildings (see 2.6.4 Evolution of Northern boundary wall). This wall is not Listed, but is considered by LBRuT to contribute to the character of the Conservation Area since it is a surviving element of the pre-nineteenth century brewery.



Photograph showing Thames Cottage, Tudor Lodge, Thames Bank House and Leyden House



Mortlake Riverside elevation - showing Acacia House and Suthrey House



Photograph showing existing riverside wall on Northern site boundary



Chiswick Bridge

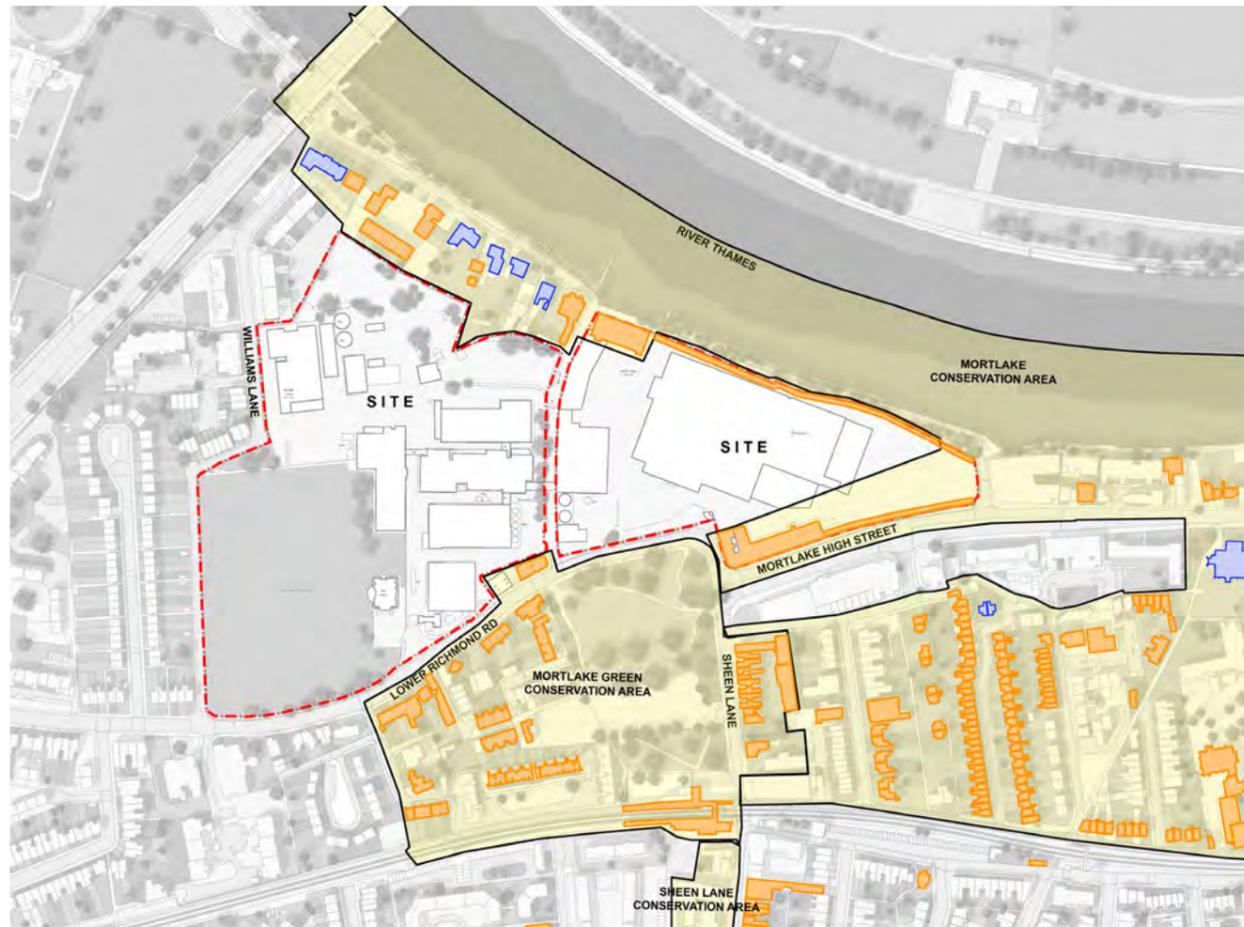


Diagram showing location of listed buildings

- Conservation Area
- Statutory Listed Building
- Building of Townscape Merit



Photograph of gate to old Cromwell House

## Cultural Context

### Oxford and Cambridge Boat Race

Another unique element of the site context is the annual Oxford and Cambridge boat race otherwise referred to as the 'Boat Race' or 'University Boat Race'. The Boat Race is an annual rowing race between the Oxford University Boat Club and the Cambridge University Boat Club, rowed between men's open-weight eights on the River Thames in London, England.

The race was established in 1829 and has been held annually since 1856 with the exception of during the First and Second World Wars. This annual event is held on a stretch of river running from Putney Bridge to the East of the site to Chiswick Bridge to the West of the site.

The Site sits as a backdrop to the latter part of the race and the proposed development of the site serve as an important place to obtain a vista of the event.

### Watneys Mortlake Brewery

The brewery has been a major influence on the life of the local area for over 100 years both physically but also culturally and socially as it was part of the identity of Mortlake. It is an important part of local memory of the area for many residents who are ex-employees of the brewery.



Image from front cover of 1863 Illustrated Sporting News showing illustration of the Boat Race



Photograph of Boat Race rowing teams



Boat Race Map



Watney's Beer had a cultural significance which lives on



1937 Boat Race (with Stag Brewery site in background)



1960 Boat Race (with Stag Brewery site in background)

## 2.10 Environmental Analysis

The following sections identify key issues relating to Noise, Wind, Sunlight and Ecology. Detailed studies have been prepared for each of these elements and are included within the Environment Statement that accompanies the Planning Applications.

### Noise

The Site is situated directly beneath the flight path to Heathrow Airport and noise from aircraft is intermittent and significant.

The Site is flanked by roads to the south, east and west and is also bisected by a road that runs in a north-south axis. Roads to the south (Mortlake High Street and Lower Richmond Road) are main roads connecting Mortlake with Barnes and Kew, and are the most likely sources of acoustic disturbance.

Roads to the East and West (Williams Lane and Bulls Alley) as well as Ship Lane are secondary/tertiary routes that connect the main roads to the riverfront and/or the Site and will have lesser acoustic impact on the proposal. Noise from both traffic and aircraft is proposed to be mitigated through appropriate building fabric specification and appropriate means of ventilation to both residential and commercial units.

### Wind

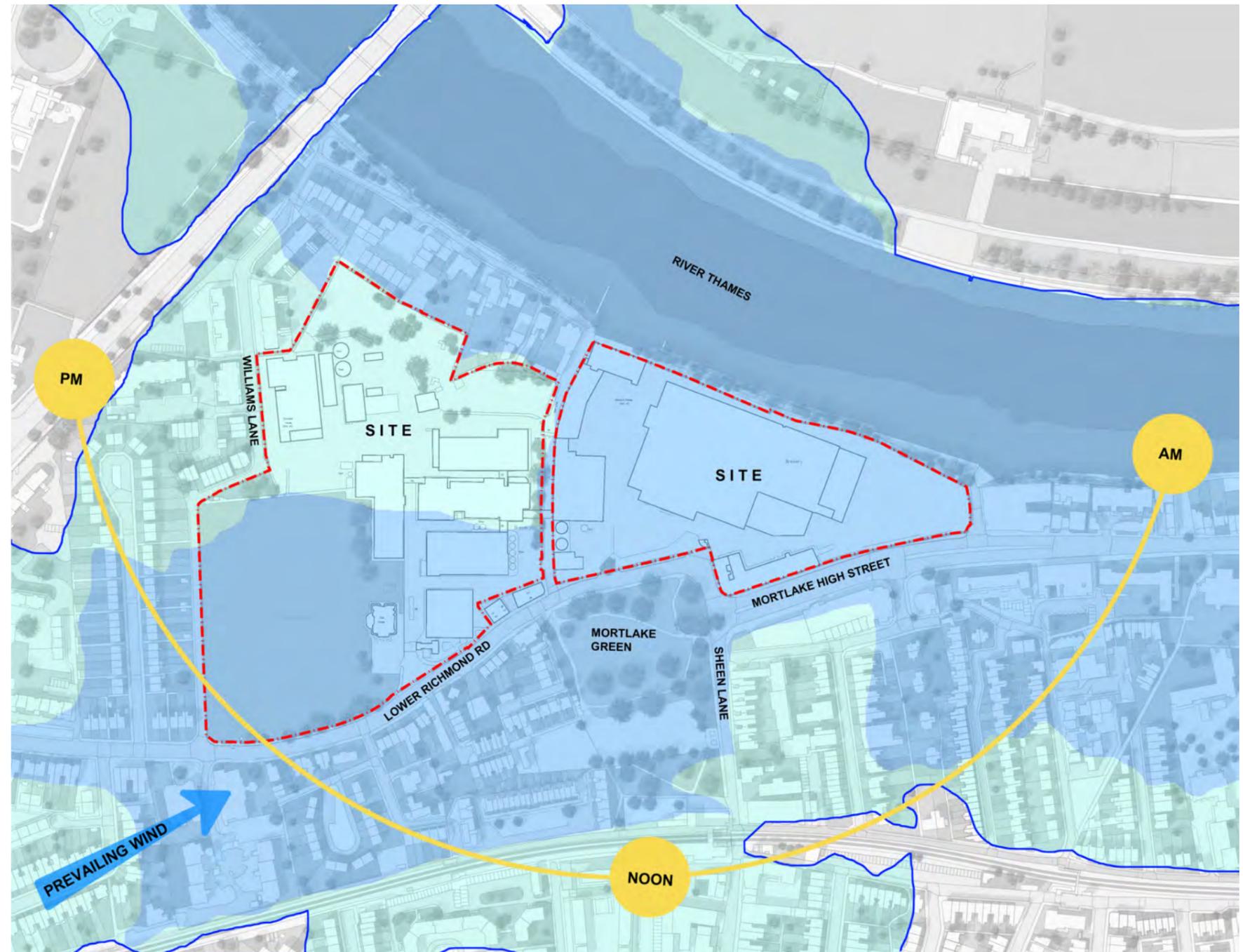
The prevalent wind direction is from the South-West. In order to mitigate disruption from the wind, built form and planting will be utilised to create sheltered areas of landscape.

### Sunlight

The southern part of the site is likely to receive good levels of sunlight since they overlook low level buildings and/ or a protected open space (Mortlake Green) and are unlikely to be overshadowed. Likewise, the Northern perimeter of the site consists of the river Thames and/or low level buildings that are set back from the perimeter of the site.

### Ecology

The industrial nature of the existing site means there is very little diverse ecology existing on the site with the exception of the playing field and a number of existing trees around its perimeter. The existing towpath to the North of the site is considered of ecological value as it has been generally left for plants to self-seed and undergrowth remains.



Plan showing environmental factors such as flood risk, prevailing wind and sun path around the site.

## Flood Risk

The site falls within defended Flood Zones 2 and 3 that are identified in the Environment Agency's (EA) Flood Map for Planning.

The flood risk is generally from tidal flooding of the Thames rather than fluvial (river flow downstream) flooding. Outside of the current flood defences there is regular flooding of the tow path and the north of Ship Lane. The current flood risk is kept in check by flood defences in several locations at the perimeter of the site:

- The Maltings and existing Brewery Wall
- Flood gate at Bulls Alley
- High point of Ship Lane (which is above the flood risk level and therefore acts as a flood defence of the land behind)

In a breach condition of the existing defences, different parts of the site would be flooded and the hazard would range from low to extreme.

Despite being located within an area at a medium to high probability of tidal flooding, the majority of the Site will be protected up to the 1 in 1000 year standard by the River Thames defences. The Thames Estuary 2100 Plan (TE2100), would ensure that the defences are not overtopped for the lifetime of any redevelopment on the Site.

The EA's mapping indicates that a small area in the east of the Site is not shown as benefiting from defences.

The proposal will therefore adhere with minimum A.O.D levels for different types of accommodation as per EA advice in order to mitigate risk of flooding, which is that the reference flood level for the site is 6:03m (AOD) for 2100. Finished flood levels for the non-residential development is at the level of 6:03m AOD generally but residential accommodation is located above this at a minimum of 7.03m AOD.

The basement, as it is for car parking and plant, can be below the reference flood level but will require entrance points to be above 6.03m AOD and to have escape strategies in place. A site wide Flood Emergency Plan is required for the site to ensure safe evacuation in the event of a breach of defences. Please refer to the relevant section of the accompanying Environment Statement for more detailed information.

## 2.11 Prospect, Aspect and Legibility

The site has some unique aspects due to the context, including a location next to a public 'Green' and the River Thames.

The site is and will be visible from the open space of Mortlake Green as well as from the opposite side of the River Thames. In addition to these aspects, the site will be visible from the two main routes of access along Lower Richmond Road and Mortlake High Street.

From these directions of approach, the site will be viewed in the context of the listed buildings highlighted in section 2.9 of this DAS. These are considered to importantly contribute to the quality of townscape and will need to be addressed in a sensitive manner.

Currently, the two sides of the site have two very different aspects: to the east of Ship Lane the site is very closed off with high walls or buildings continuously around the boundary. On the west of Ship Lane the site is more open and the openness between Lower Richmond Road and the playing fields is important to this stretch of road and the local context.

### Townscape Views

A series of townscape views were agreed with LBRuT during early pre-application discussions for the Original Applications in order to provide parameters for the design of the building's massing. The views remain relevant to the current Proposed Development. These views allow the impact of the massing of design proposals on the surrounding context and in particular the adjacent listed and locally listed buildings facing the Green and along the riverside, to be assessed and to guide the evolution of the proposals. The existing views, some of which are shown opposite, are provided within the Environment Statement that accompanies this Application.

The existing buildings on the site (with the exception of the BTMS) do not make a positive contribution in many of the views and due to the height and massing of the existing industrial buildings they have a negative impact on several views, where they are quite prominent.



Existing view - VP 04



Existing view - VP 05



Existing view - VP 06



Existing view - VP10



Existing view - VP 07