



Landscape Design and Access Statement

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# STAG BREWERY LANDSCAPE DESIGN AND ACCESS STATEMENT

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# INTRODUCTION

## LANDSCAPE MASTERPLAN SUMMARY OF CHANGES

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

### PROPOSALS

The Applications seek planning permission for:

#### Application A:

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

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

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

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

- a) The erection of a single storey basement and buildings varying in height from 3 to 8 storeys
- b) Residential development

- c) Provision of on-site cycle, vehicle and servicing parking
- d) Provision of public open space, amenity and play space and landscaping
- e) New pedestrian, vehicle and cycle accesses and internal routes, and associated highways works”

#### Application B:

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

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

### BACKGROUND TO SUBMISSION

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

- a) Application A – hybrid planning application for comprehensive mixed use redevelopment of the former Stag Brewery site consisting of:
  - i. Land to the east of Ship Lane applied for in detail (referred to as ‘Development Area 1’ throughout); and
  - ii. Land to the west of Ship Lane (excluding the school) applied for in outline (referred to as ‘Development Area 2’ throughout).

- b) Application B – detailed planning application for the school (on land to the west of Ship Lane).

- c) Application C – detailed planning application for highways and landscape works at Chalkers Corner.

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

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

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

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

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

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

- 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.

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

### THE PROPOSED NEW SCHEME

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

The amendments can be summarised as follows:

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

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

Overall, it is considered that together, the Applications respond successfully to the concerns raised by stakeholders in respect of the previous schemes and during pre-application discussions on the revised Proposed Development. As a result, it is considered that the scheme now represents a balanced development that delivers the principle LBRuT objectives from the Site.

# INTRODUCTION

## LANDSCAPE DESIGN

### A NEW HEART FOR MORTLAKE

This report outlines the vision, principles and concepts which have guided the design of the landscape and public realm for this mixed use residential project on the Stag Brewery site. Gillespies worked closely with the design team led by Squires and Partners Architects, Dartmouth Capital and the London Borough of Richmond upon Thames, to ensure an integrated and holistic approach to the development of this comprehensive urban infill. The landscape and public realm has developed in response to the site conditions, the unique history of the site and Mortlake itself, and to the various aims and functions embedded in the redevelopment project for this key site.

The landscape and public realm vision for this comprehensive mixed use development is founded on providing an accessible, sustainable and functional setting to complement the design of the built form, and to facilitate a vibrant mix of active ground floor retail, commercial and residential populations, including residents, workers and visitors to the precinct. A principal aim is to create a range of external spaces that contribute to the setting and use of the various buildings, and maximise the enjoyment of and connection to the wider context, by providing engaging, innovative and freely accessible public spaces with improved connectivity to the wider townscape and to the River Thames. The public and private spaces are developed to maximise the recreational and relaxation benefits for the resident population and to provide broader open space and recreational benefits to the wider community.

The design draws on the complex and evocative history of the local area, the river based industrial past and the prevailing residential character of Mortlake. Mortlake has a particular outer urban context and character with a long history of industrial and service uses focussed around the railway and river. The precinct has begun to transform over recent years and this project will help to transform the precinct into a vibrant residential based and diverse community.

The site development incorporates significant improvements in connectivity and permeability through the site to the river, with provision of an entrance plaza and central linear park, and provision of step-free pedestrian access and circulation within a shared use public realm. Managed access to this public realm and circulation of service and emergency vehicles, together with provision for cyclist access and parking, provides priority for pedestrians and cyclists within the entire complex, allowing public access throughout.

The landscape is developed to provide a sustainable and biodiverse softscape within the masterplan, creating a range of ecosystems and micro-climates amongst and surrounding the building complex. The planting palette has been carefully developed to include a range of native and adapted plants suitable to the location and the proposed environment. Consideration has been made for the site population's uses and intentions for external areas, as well as the micro-climatic effects of wind and

shade resultant from an intensive urban development. Extensive use of roofscapes has been made, with a range of green and brown gardens, combined with plant and equipment related to the building functions.

This Landscape and Public Realm section of the report is divided into three main parts, the first describing the Design Approach and Contextual Analysis of the site, followed by the Illustrative Masterplan and detailed study of the various character areas within the public and private realm. The final part describes a series of strategies that demonstrate an integrated and holistic approach to public realm and open space. These strategies demonstrate that the Development has been designed to new constraints, opportunities, decisions and feedback from local consultation.

### PLANNING POLICY

The following Planning Guidance has been used to inform the Landscape Design for the site.

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

### FORM OF APPLICATION

The landscape and public realm elements of the Stag Brewery Redevelopment Planning Applications, including public open space, amenity and play space, and landscape works, are submitted in two parts as outlined below:

- 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).

The Hybrid Application (A) includes Parameter Plans illustrating the proposed development requirements and restrictions to the Outline Area of the site and outlining the key elements of the application in regard to access, movement, scale, use and layout. A series of Design Codes are also provided to establish standards to guide the development of the landscape and public realm associated with the Outline Area of the site, in general accordance with the Design and Access Statement.

### PROPOSED DEVELOPMENT

The residential-led development will replace existing factories and industrial buildings with a mixed use development including commercial and retail, office, community, recreational and educational uses, together with a range of residential apartments and a secondary school. The aim of the development is to deliver a new village heart for Mortlake neighbourhood through regeneration of the site, retention of elements of history and heritage and active green and open spaces throughout.

### CONSULTATION

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

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

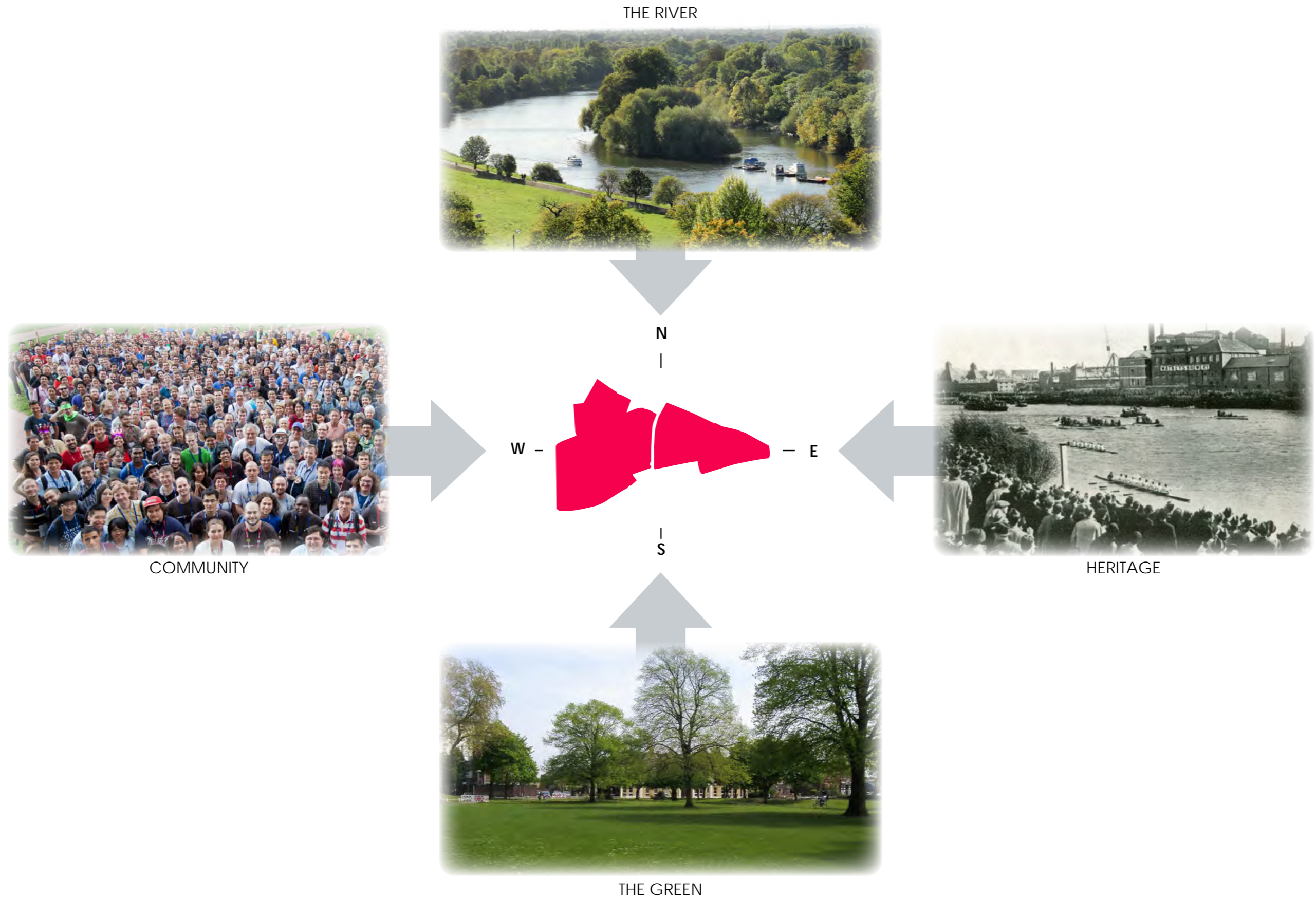
Consultation with statutory referral agencies has also been undertaken, including:

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

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

In particular, the Towpath Group were consulted directly and assisted in developing a strategic approach to proposed upgrade and development of the Towpath.

# A NEW HEART FOR MORTLAKE



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# WIDER URBAN CONTEXT

## URBAN CONTEXT

Located in the southwest London Borough of Richmond upon Thames, the former Stag Brewery site is adjacent to the River Thames to the north, in close proximity to Kew Gardens and walking / cycling distance to Richmond Park. Mortlake Railway Station is just a few minutes' walk south of the development with the current commercial activity centred on Sheen Lane and Upper Richmond Road. A number of buses serve the existing community around the site, along Lower Richmond Road; and the cycle network and Thames Path provide further connection and circulation for pedestrians and cyclists in the area.

The masterplan is designed to reflect and link to the current street network and draws references from the existing character and scale of the surrounding urban context. Improved permeability and linkages into and through the site from the surrounding streets will facilitate connections between Mortlake and the river, and link the new residential population as part of the community of Mortlake. Access to the river, especially from the areas around Mortlake Green and beyond the railway station will be significantly improved in comparison with historic use and containment of the brewery site.

The site is located in a relatively flat area with more obvious level changes close to the river, relating to the existing Towpath along the bank of the Thames River. Consideration of potential flooding has been made and following consultation with Environment Agency (EA), suitable site and building floor levels and flood prevention walls have been included into the design.



### Legend

#### Stations:

01 Mortlake 02 Barnes Bridge 03 North Sheen 04 Richmond 05 Kew Gardens 06 Chiswick 07 Barnes

- - - - National Cycle Route
- - - - Local Cycleway
- Cycling Distance/Time
- Town Centre
- Accessible Green Space

# LOCAL CONTEXT

## EXISTING SITE

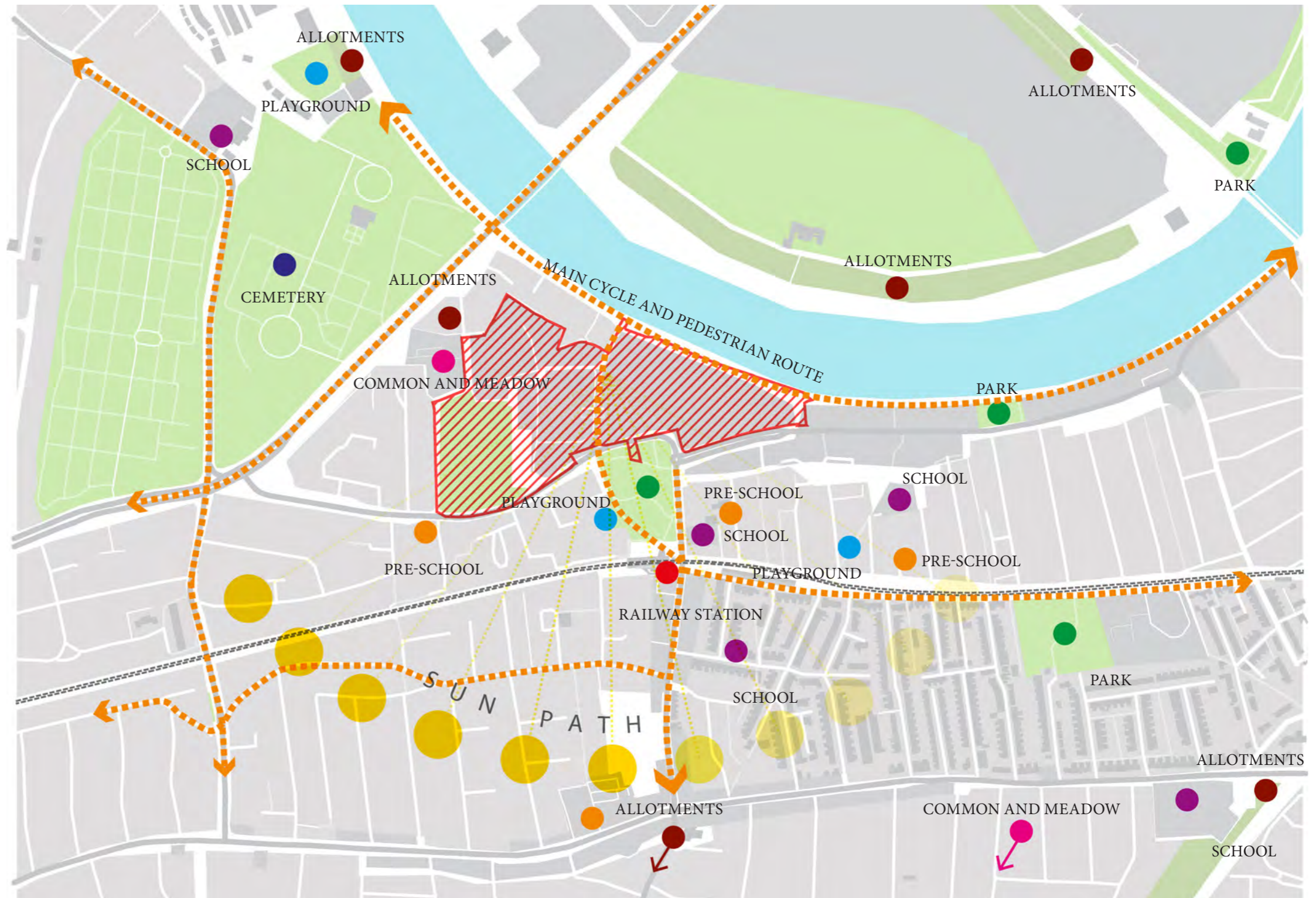
The existing site of the previous Stag Brewery extends from Bulls Alley in the east to Williams Lane in the west, and between the Thames River frontage to Lower Richmond Road and Mortlake High Street.

Three Buildings of Townscape merit, the former Hotel, former Bottling Building and Maltings building are retained and re-purposed on site, along with section of the perimeter brick wall.

The site is generally flat and falls gradually towards the southwest from the western side of Ship Lane. Ship Lane itself falls towards the northern (river) end.

A number of existing trees have been surveyed on the western half of the site and these have been assessed in the following Arboricultural report and retained where feasible. Measures have been taken in the layout of the site plan to ensure the majority of good quality trees are retained and integrated into the layout.

Treatment to the existing Towpath running along the river frontage of the site is included in this application and additional connections from within the site added to improve connectivity. Some upgrades of the Towpath and river edge are proposed and coordinated with further works being planned by the responsible agencies, as outlined in the following detailed section.



### Legend

- School
- Playground
- Allotments
- Common and Meadow
- Pre-school
- Park
- Cemetery
- Railway station
- ➔ Local Cycleway

PHOTO SURVEY



MORTLAKE GREEN PARK



MORTLAKE GREEN PARK



LOWER RICHMOND ROAD



JOLLY GARDENERS PUB (SITE SURROUND)



LOWER RICHMOND ROAD / SHEEN LANE ROUNDABOUT AND HOTEL



SHIP LANE MEETS TOWPATH (SITE SURROUND)



RIVER THAMES (VIEW FROM CHISWICK BRIDGE LOOKING EAST TO THE SITE)



SHIP LANE (SITE SURROUND)



TOWPATH (BEYOND SITE)

## EXISTING TREES

### ARBORICULTURAL SURVEY

A detailed survey of existing trees has been developed for the site and three areas beyond the site boundary, namely the wooded Towpath to the river edge, Mortlake Green and Chalkers Corner, where additional highways mitigation works are proposed. This survey has enabled consideration of these site features in the layout of the Masterplan and related works and retention of a large proportion of existing trees.

(Refer to Appendix for: Tree Retention and Protection Plan – Applications A and B (Drawing ref. 18671-102-WIE-ZZ-XX-DR-L-7703) and Tree Retention and Protection Plan – S278 Works (Drawing ref. 18671-102-WIE-ZZ-XX-DR-L-7704))

#### BREWERY SITE

The main site includes a range of trees, concentrated on the western half of the site, and the species, size and condition of each has been documented. Following comparison with the proposed masterplan layout, and site inspection, a number of trees are proposed to be removed to allow for buildings or roads. The majority of existing trees however, are retained and integrated within the landscape masterplan, as indicated on the accompanying diagram.

The substantial group of mature Plane trees along Ship Lane are preserved and integrated into the new streetscape, following demolition of the existing brick walls. Detailed analysis of existing tree positions relative to proposed buildings, walls and pavements will be undertaken at the next detailed stage of development and further consideration of measures for retention and protection of existing trees will be completed at that time.

#### MORTLAKE GREEN

The Tree Survey included Mortlake Green as the concept design provides for future connection from the site through this area for pedestrians and cyclists, as part of the overall integration of the site with the surrounding area. Some shrub planting will be removed as part of the new connection of the site into Mortlake and will be replaced as part of the overall pedestrian pathway. The implementation of these works will be coordinated with LBRuT Parks Department, but no trees in Mortlake Green are proposed to be affected. Pavements within Tree Protection Zones of existing trees in the park will be designed and detailed to avoid deep excavation and limit impact on existing root systems from construction works and future pedestrian traffic.

#### TOWPATH

As part of proposed upgrade and integration of the perimeter of the development site and following consultation with the relevant authorities and community groups, the Towpath trees were surveyed to guide future development.

It is not proposed to remove any trees in this area, apart from some minor understorey removal of regrowth and suckers. The Design Team have liaised with Port of London, Environment Agency and LBRuT regarding the Towpath and understand various maintenance and upgrade works by responsible agencies are proposed to the Towpath in the foreseeable future.

### SCHEDULE OF SPECIES REMOVED

Reference	Species	Condition	Category
T5	London plane (Platanus x acerifolia)	Good	B1
T6	Fastigate Hornbeam (Carpinus betulus 'Fastigiata')	Good	B1
T7	London plane (Platanus x acerifolia)	Good	B1
T8	London plane (Platanus x acerifolia)	Fair/Good	B2
T9	London plane (Platanus x acerifolia)	Fair/Good	B2
T10	London plane (Platanus x acerifolia)	Fair/Good	B2
T11	London plane (Platanus x acerifolia)	Fair/Good	B1
T12	Sycamore (Acer pseudoplatanus)	Fair	C1
T14	London plane (Platanus x acerifolia)	Fair/Good	B2
T15	London plane (Platanus x acerifolia)	Fair/Good	B2
T16	Sycamore (Acer pseudoplatanus)	Fair	C2
T17	Sycamore (Acer pseudoplatanus)	Fair	C1
T22	Whitebeam (Sorbus aria)	Poor	U
T24	Wild Cherry (Prunus avium)	Fair/Good	C1
T25	London plane (Platanus x acerifolia)	Good	B1
T26	London plane (Platanus x acerifolia)	Fair/Good	B1
T27	London plane (Platanus x acerifolia)	Fair/Good	B1
T28	Ash (Fraxinus excelsior)	Fair	U
T29	London plane (Platanus x acerifolia)	Good	A1
T30	Whitebeam (Sorbus aria)	Fair	C1
T31	London plane (Platanus x acerifolia)	Good	B1
T32	Swedish whitebeam (Sorbus intermedia)	Poor/Fair	U
T33	London plane (Platanus x acerifolia)	Fair	C1
T34	London plane (Platanus x acerifolia)	Good	B1
T35	Ash (Fraxinus excelsior)	Poor	U
T37	Sycamore (Acer pseudoplatanus)	Fair/Good	C1
T38	Apple (Malus spectabilis)	Fair	C1
T45	Golden rain tree (Koelreuteria paniculata)	Fair	C1
T46	Holly (Ilex aquifolium)	Good	C1

Reference	Species	Condition	Category
T59*	English oak (Quercus robur)	Good	B1
T60*	Norway Maple (Acer platanoides)	Fair	C1
T62	Himalayan Birch (Betula utilis)	Fair	C1
T64	London plane (Platanus x acerifolia)	Good	A1
T89	Golden rain tree (Koelreuteria paniculata)	Fair/Good	B2
T90	London plane (Platanus x acerifolia)	Good	B2
T93	Golden rain tree (Koelreuteria paniculata)	Fair/Good	B2
T94	London plane (Platanus x acerifolia)	Fair/Good	B2
T95	Manna Ash (Fraxinus ornus)	Fair/Good	B2
T96	Manna Ash (Fraxinus ornus)	Fair	C2
T97	Golden rain tree (Koelreuteria paniculata)	Good	B2
T98	London plane (Platanus x acerifolia)	Good	B2
T99	Golden rain tree (Koelreuteria paniculata)	Fair/Good	B2
T100	Manna Ash (Fraxinus ornus)	Fair/Good	B2
T152*	Norway maple (Acer platanoides)	Good	C1
T303	Holly (Ilex aquifolium)	Fair	C1
T304	Golden rain tree (Koelreuteria paniculata)	Fair	C1
T322*	Norway maple (Acer platanoides)	Good	C1
T323*	Pear (Pyrus communis)	Good	C1
T333*	Pear (Pyrus communis)	Good	C2

#### NOTES:

\* TREES ARE OUTSIDE OF PLANNING BOUNDARY AND SUGGESTED TO BE REMOVED BY LANDSCAPE ARCHITECTS. IT IS SUBJECT TO CHANGE AS PART OF S278 WORKS POST PLANNING.

REFER TO THE ARBORICULTURAL IMPACT ASSESSMENT WIE18671-102-R-6-2-1-AIA FOR LIST OF RETAINED TREES (EXCLUDING THE ABOVE).

# EXISTING TREE SURVEY & ASSESSMENT

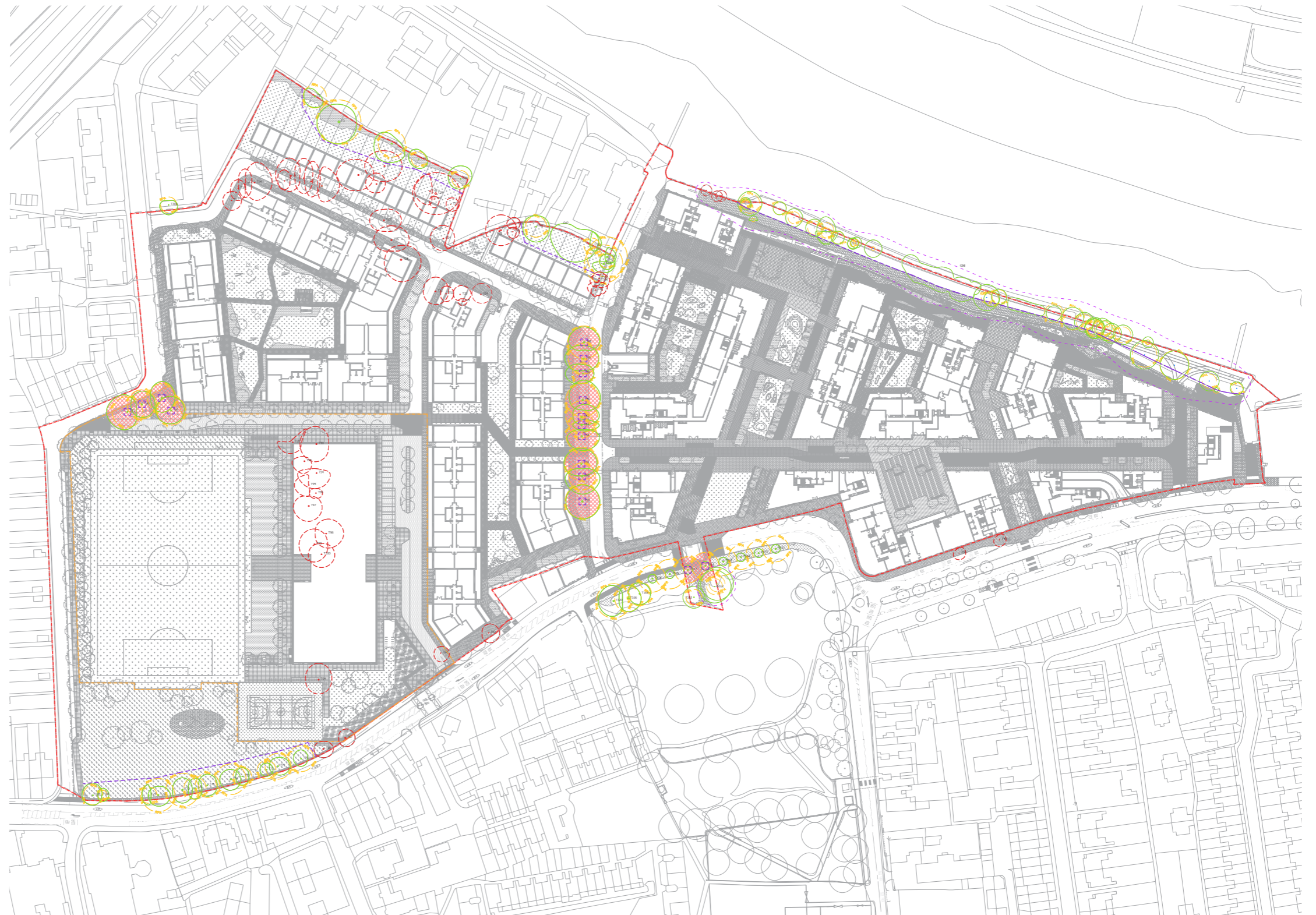
## TREE SURVEY

A Tree Survey was undertaken by Waterman Infrastructure and Environment in March 2016, updated in April 2017 with some additional areas added to the original scope, including the Towpath and Mortlake Green. The tree survey was then undertaken again in December 2021. From this information, an Arboricultural Report was developed with assessment of the species, size, condition and relative merit of all trees surveyed and categorisation of tree quality based on BS5837:2012.










A Constraints Plan showing Tree Root Protection zones was also developed to guide revisions to ground levels or surface finishes adjacent to existing trees. This information was utilised to guide the retention and treatment of existing trees on the site.

A Tree Preservation Order (T0880 - 10 March 2016) was raised by LBRuT over all trees on the western half of the site and based on "...engagement with the proposed scheme, allowing for amendment following review of the trees on site."

Various engagement with LBRuT was subsequently undertaken during development of the masterplan, including with the Tree Officer and Landscape Architect, as well as the Planning Officer. With this information and consultation with council, a proposed Tree Retention / Removal Plan (see below) was developed to guide the masterplan and was presented to council at various stages, which has now been amended to reflect minor changes brought forward by the latest tree survey (Refer to Watermans drawing 18671-102-WIE-ZZ-XX-DR-L-7703, January 2022).



### Legend

-  TREES TO BE RETAINED
-  TREES TO BE REMOVED
-  ROOT PROTECTION AREAS (RPA)
-  INDICATIVE EXTENT OF GROUPED FEATURE
-  TREE PROTECTION FENCING
-  TREE PROTECTION BOXES
-  CONSTRUCTION WORKING AREA (CWA)
-  MASTERPLAN APPLICATION A BOUNDARY
-  MASTERPLAN APPLICATION B BOUNDARY

# PROPOSED TREE RETENTION

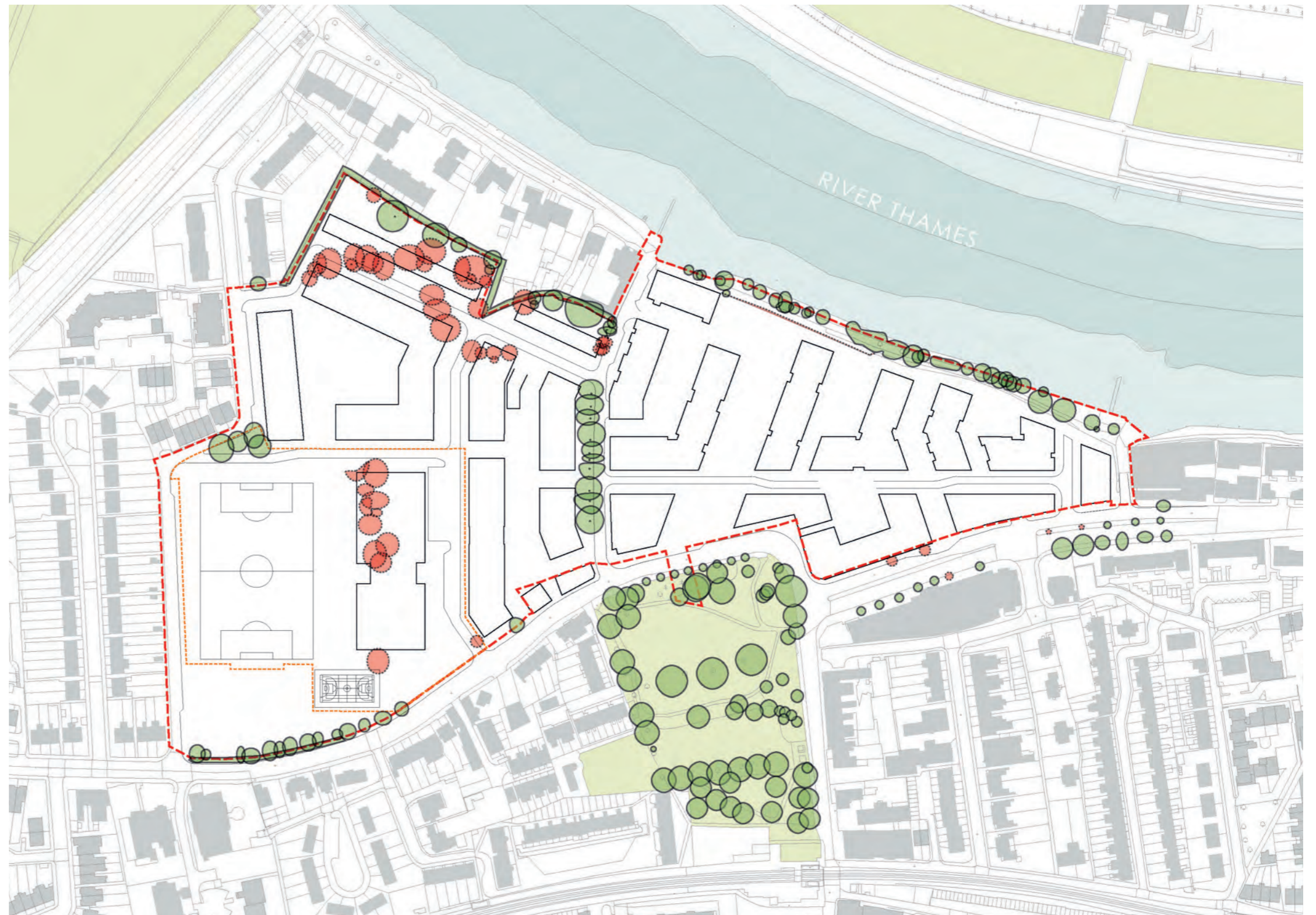
## TREE RETENTION / REMOVAL

This diagram indicates existing trees from the Tree Survey which will be retained or removed as a result of the proposed masterplan development.

Qualitative assessment and allocated category of each tree has been taken into account in decisions to retain and or remove and where possible, adjustments to the masterplan have enabled the retention of the majority of Category A and B trees.

Allowance is made in the treatment adjacent to retained trees, for example on Ship Lane where demolition of existing brick walls and construction of new kerblines have been carefully adjusted to maximise the protection of these site assets. Pavement treatment of paths and paving adjacent to or within the Root Protection Zone has also been adjusted to avoid excessive excavation or disturbance of root zones or future compaction of this area.

- Legend**
- Remove
  - Retain
  - Site Application Boundary
  - School Application Boundary





# ADDITIONAL SITE ANALYSIS

## SURVEYS:

### a. Levels:

Levels - the existing site levels fall towards the east and the river. High points are at Mortlake Green and to the West, rising towards the crematorium.

### b. Walking times:

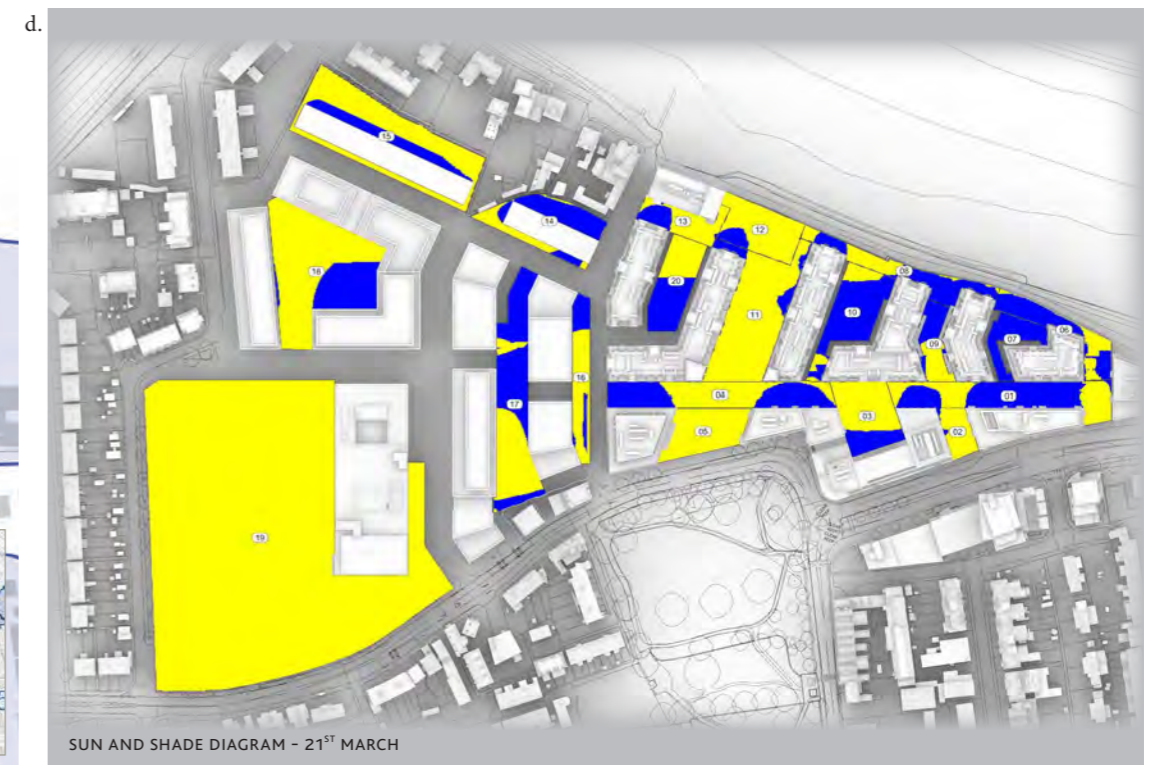
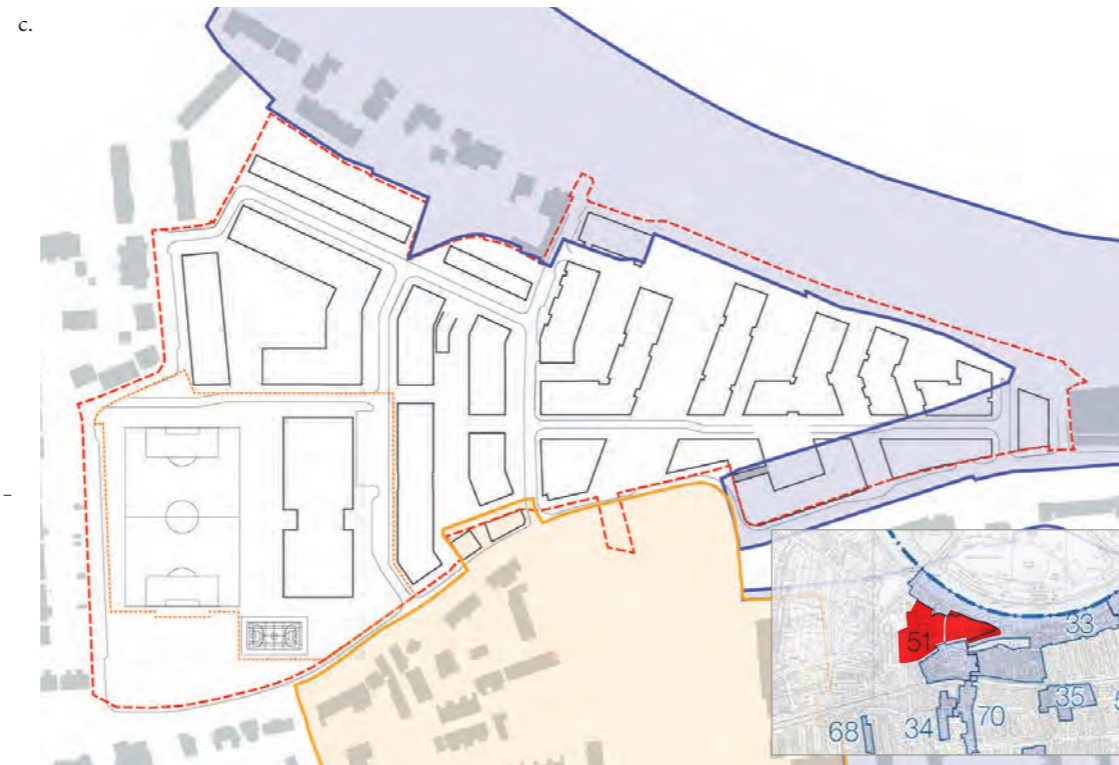
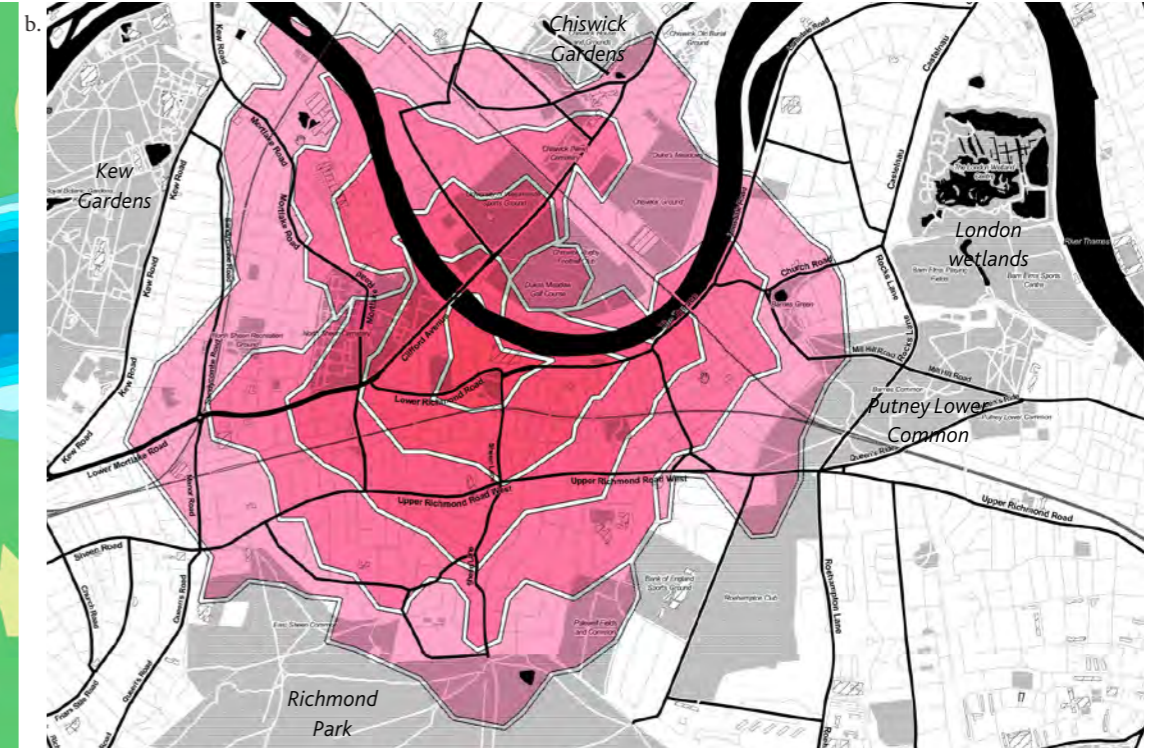
Walking times around the site are compromised across the river - good pedestrian linkages to the south offer conveniently walkable connections to the prime amenity of richmond park and its environs

### c. Conservation status:

Conservation area 33 bounds the site and encapsulates the maltings building and south eastern edge. Area 51, including the green is abutting the site immediately south

### d. Shade:

Shade analysis reveals pockets of shade where the buildings overlook the courtyards, and river front. Most open space areas are relatively light in their aspect.



### Legend

