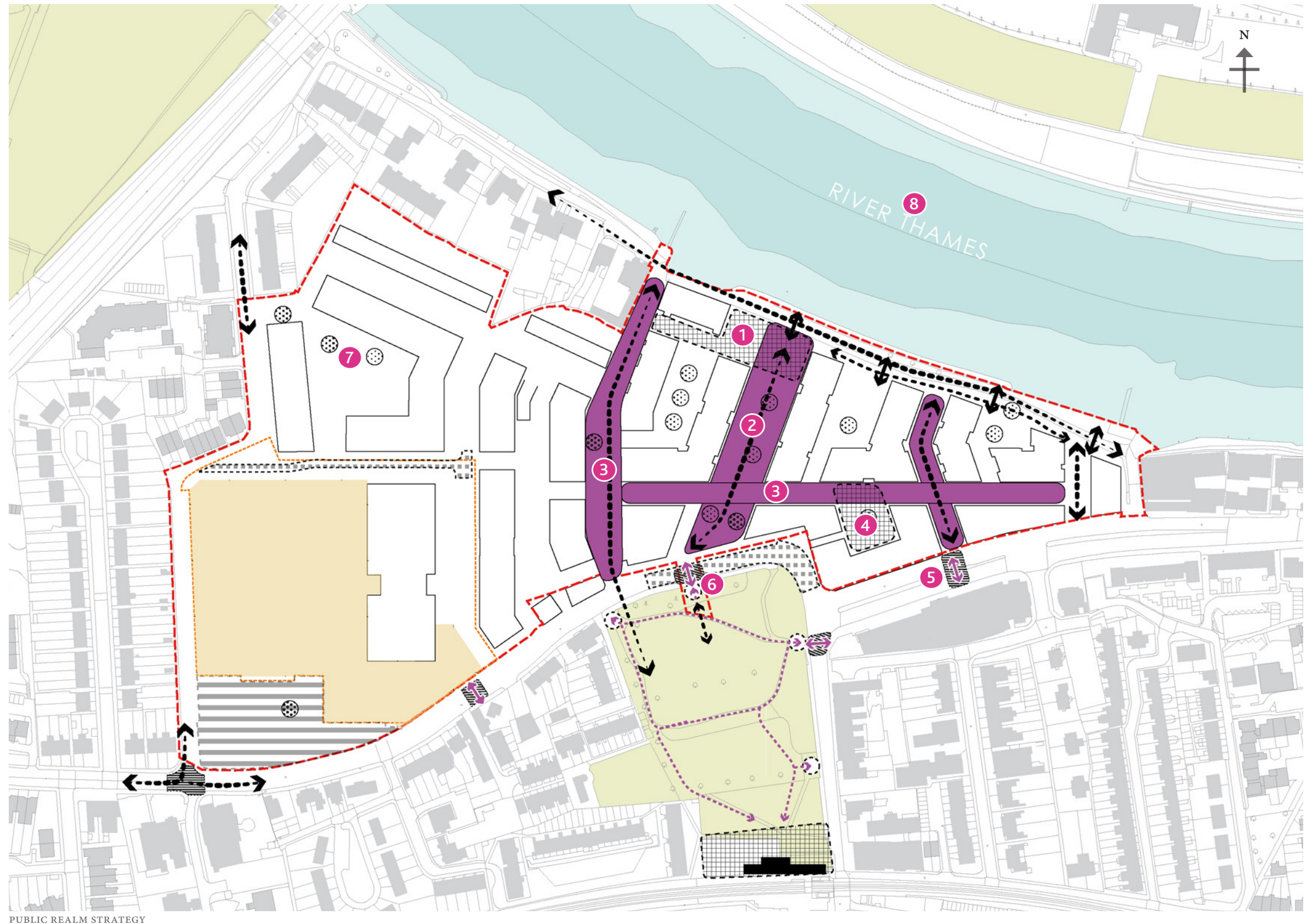


PUBLIC REALM / LANDSCAPE APPROACH

LEGEND

1. Maltings Plaza - Defined high quality public space
2. Green Link
3. Main St. & Ship Lane - Unit paving / Shared surface | Widen footways | Introduce street trees | Introduce street parking
4. Bottleworks Square - Defined high quality public space
5. High St. - Unit paving | Widen footways | Introduce street trees | Introduce street parking | Traffic calming zone | Raised tables at threshold
6. Mortlake Green - Upgrade entries and widen paths in parkland | Reinforce tree and shrub planting (proposal only: all works to Mortlake Green are shown indicatively in the application.)
7. Play Area - Coherent play strategy throughout the site.
8. Thames Path - upgrade

- Strategic Connections
- Access Points To Towpath From Riverfront
- New / Improved Paths
- New / Improved Crossing Points
- Plazas & Squares
- Feature Streets
- Traffic Calming Zone
- Raised Table
- Arrival Points
- Play
- Neighbourhood Parks
- School Open Space/Play Facilities
- Site Application Boundary
- School Application Boundary

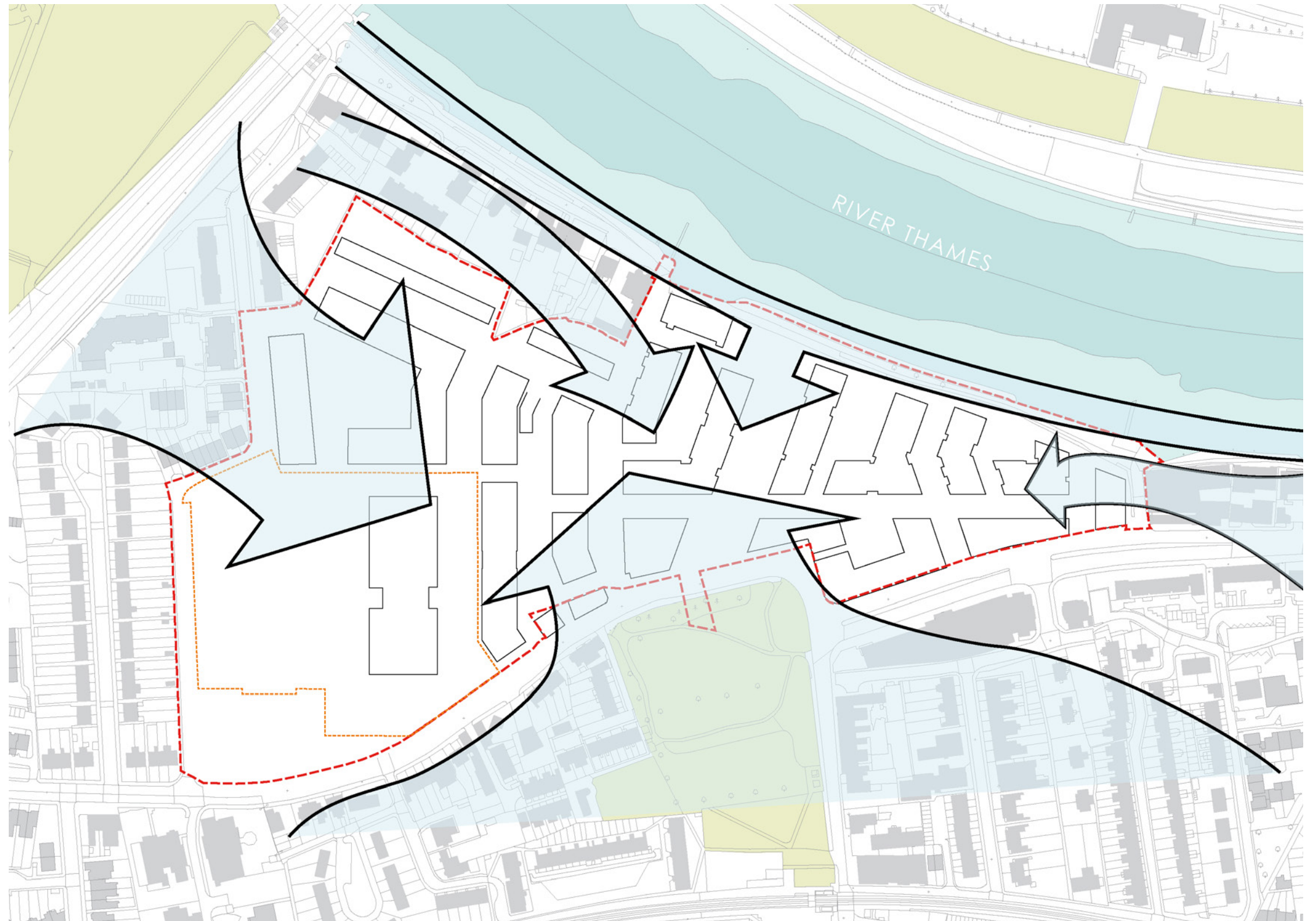


PUBLIC REALM STRATEGY

ENGAGING WITH MORTLAKE

PUBLIC REALM AND LANDSCAPE APPROACH

The landscape and open space development of the former Stag Brewery site supports the principles outlined in the Stag Brewery Planning Brief document provided by LBRuT, drawing on the local context and key assets of the site to create a vibrant and sustainable new centre for Mortlake. The site contains a number of significant existing trees and benefits from proximity to Mortlake Green to the south and the River Thames along the northern frontage. The majority of existing trees have been retained and integrated into the landscape design. Using a series of surveys and contextual studies, including assessment of materiality and urban context, the relationship with the surrounding context of Mortlake has informed the design response. The resultant landscape features a predominance of hardscape and urban character areas, paving cobbles, stone and rendered walls, with ironwork fences and detailed cast elements and including limited but crucial elements of a varied range of planting, feature trees and green open space.



- Legend
- Engaging communities and visitors to site
 - Site Application Boundary
 - School Application Boundary

VISION / THE LANDSCAPE MASTERPLAN

MASTERPLAN DEVELOPMENT

The development of open spaces within the site is based on provision of a high quality landscape and public realm. The development includes a series of linked open spaces, paved access and circulation paths for pedestrians and cyclists, seating and play facilities distributed throughout the site, open grassed areas and planting and shade and feature trees. Pockets of planting and seating areas within the streetscape layout, a community park and various public squares and plazas are interspersed within the masterplan, accentuating activity zones and opportunities for gathering, outdoor recreation and public activities focussed on major community use areas and retained heritage buildings.

Each cluster of residential development centres on a large courtyard open space, providing recreational and visual amenity and additional permeability through the site to the river edge. A number of smaller open space areas, in the form of pocket parks or linear parks, are located throughout the masterplan, providing a range of open spaces for residents and visitors.

Provision of informal recreation facilities and more structured play facilities will be made, within residential courtyards and common open space areas across the site. Through provision of a network of green open spaces and street tree planting across the site, the masterplan contributes to the green infrastructure of the local area and creates new linkages and extensions of tree planting and open space facilities within the area.

The supporting diagrams indicate and quantify amenity and open space areas across the site. Amenity space of approximately 4.77 Ha (excluding Towpath) has been provided in the masterplan, including approximately 4.37 Ha of publically accessible open space.

The Outline Section of the masterplan is a more traditional layout of streets and building blocks wrapping around the school site, but retaining a priority of pedestrian and cycle access paths and routes as well as vehicular access.

PUBLIC AMENITY SPACE

The masterplan is founded on a concept of clusters of built form interspersed with a range of open space amenity areas, configured in a traditional street and block alignment but with pedestrian priority as the focus of the public realm. Wide courtyards within building plots provide contrast to narrower 'street' spaces, and a broad linear green space through the centre of the plan links Mortlake Green to the river. Pedestrian access and circulation through a variety of routes builds on the traditional laneways and access ways found throughout Mortlake and in some cases, recreates lanes and streets formerly existing on the site.

GREEN LINK

The central green linear park provides the main entrance to the eastern portion of the site (detailed area) from Mortlake Green and functions as the primary link between Mortlake, through the site to the river. This link functions as a recreational space as well as providing outdoor dining and commercial opportunities, servicing, and pedestrian and cycle circulation.

MALTINGS PLAZA

At the river end of the Green Link, Maltings Plaza provides a major public open space with direct stepped and graded access to the river and Towpath. This mainly paved space acts as a forecourt to the re-purposed Maltings Building and the related public and commercial functions of this building and the adjacent commercial functions. The plaza includes a large paved multi-function activity area with a water feature, shade trees and seating areas with access provision for all users.

The water feature is proposed as a plan of the Thames River showing the Boat Race course and related bridges, etched into the pavement. A series of pop-jets along the course provide activation and child play opportunities and could potentially be linked to the Boat Race and celebrations.

BOTTLEWORKS SQUARE

This smaller public square relates to the retained heritage Bottling Plant and Hotel, along with other buildings framing the space and opens from Thames Street circulation space. Feature tree planting and seating areas frame a multi-use activity area, suitable for a variety of functions, relaxation and activities related to the retail and commercial developments.

RIVER TERRACE

The River Terrace runs along the frontage of the residential blocks and provides an alternative riverfront access route through the site at the higher level from the Towpath. The ground floor of each building along this space is proposed as commercial and outdoor space is provided to relate to these functions, as well as providing pedestrian circulation and space for maintenance and service and emergency vehicles.

COURTYARD GARDENS

Each Building complex provides ground floor residences with private outdoor space, enclosed by fences, walls and / or hedges to maintain privacy. Access and amenity open space and play space for upper floor residents is also provided within each courtyard. Public access for all is facilitated with steps and graded walkways (max. 1:21 grade) from either side of each courtyard to allow free access through these spaces and to the river edge.

PRIVATE GARDENS

Private gardens area provided to ground floor apartments as noted above and to the front and rear of the townhouses in the Outline area of the development.

COMMUNITY PARK

A Community Park is included between the proposed School playing field and Lower Richmond Road, with open grassed recreation areas, shade and feature trees, seating and playground facilities. This park retains the existing trees along the frontage of the current open space and opens the area to public use as a benefit to the residents and the wider community.



CHARACTER AREAS

PROPOSED CHARACTER AREAS

The Development Area 1 has been divided into a series of character areas related to the functions and design intentions for these areas and related closely to the built form developments around them.

Each of these is described in more detail and the intended materiality and character illustrated through the use of material palettes and precedent imagery.



CHARACTER AREAS



Green Link



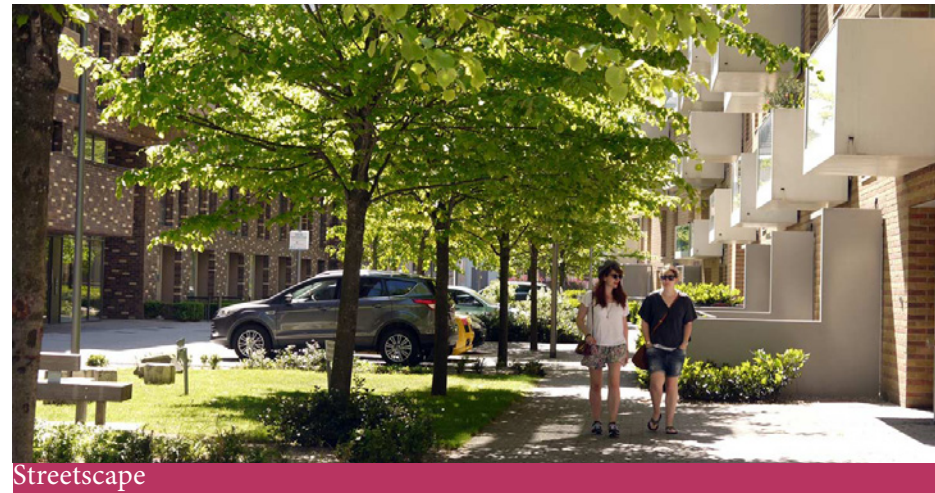
Green Link



River terrace



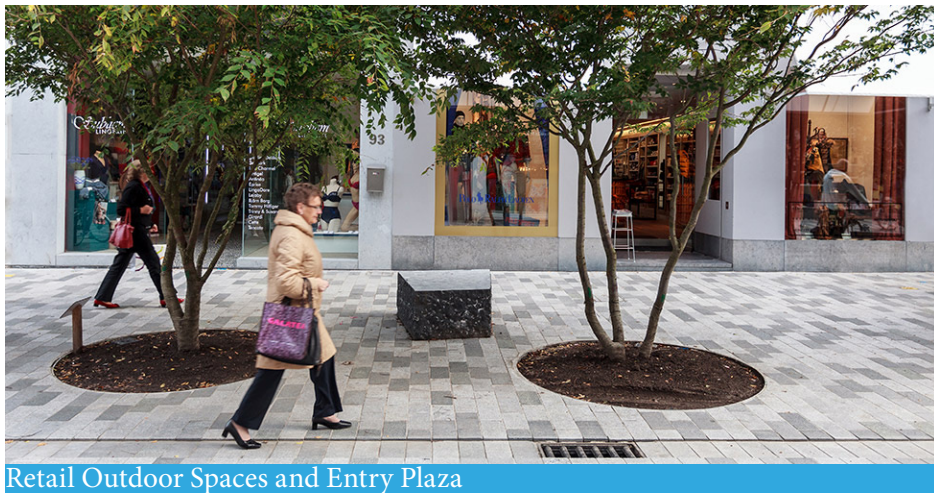
Residential Courtyards and Private Terraces



Streetscape



Retail Outdoor Spaces and Entry Plaza



Retail Outdoor Spaces and Entry Plaza








Bottleworks Square

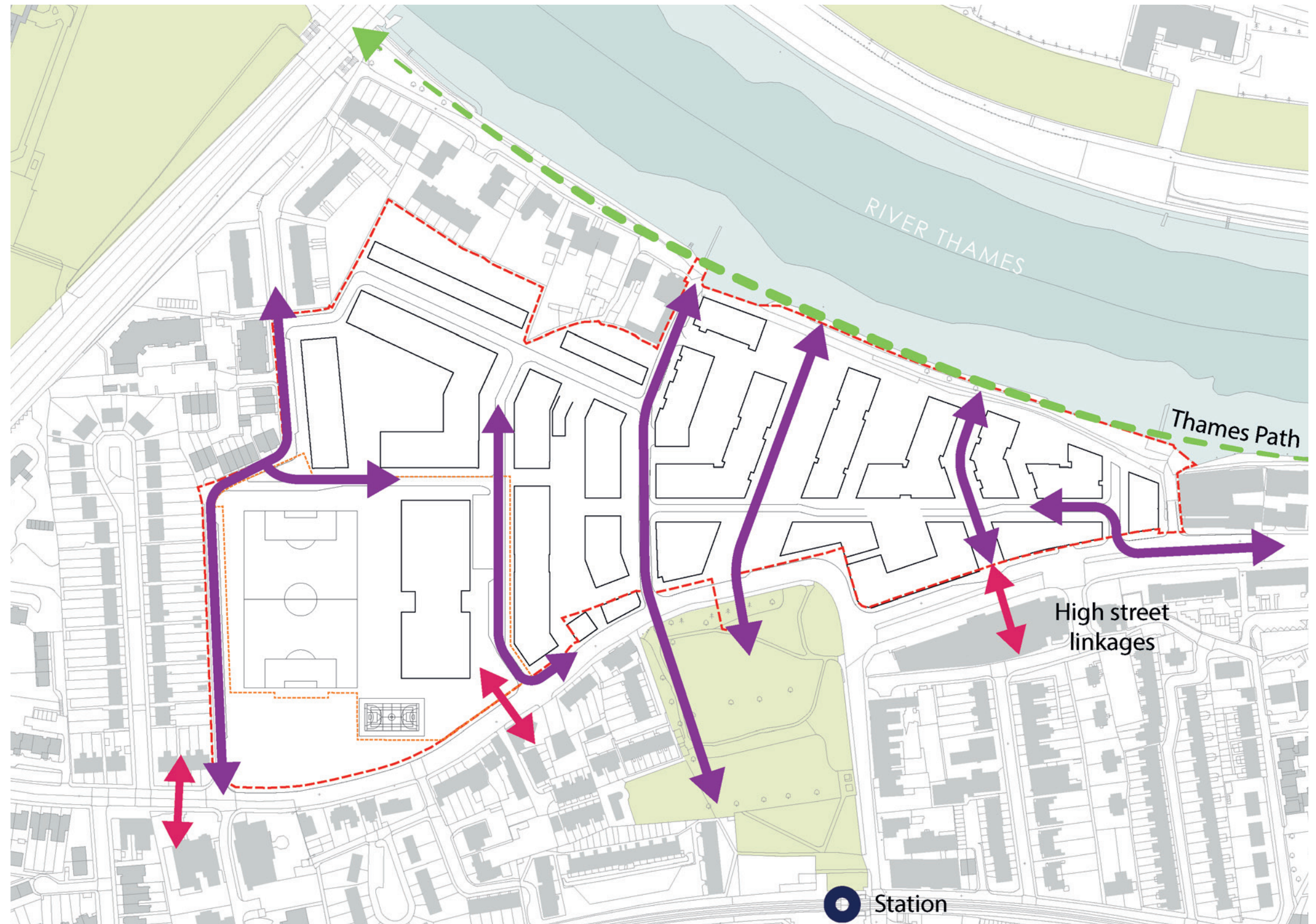


Raingarden

LINKAGES AND PERMEABILITY

A fundamental element of the masterplan is to provide additional links into and through the site to access the river and Towpath. The proposed layout and built form integrates a number of 'street' links through the site from Lower Richmond Road and Mortlake High Street and public access is also provided through the building plots and residential courtyards between the buildings.

- Legend
-  Pedestrian Crossings
 -  High Street Linkages
 -  Thames Path
 -  Site Application Boundary
 -  School Application Boundary

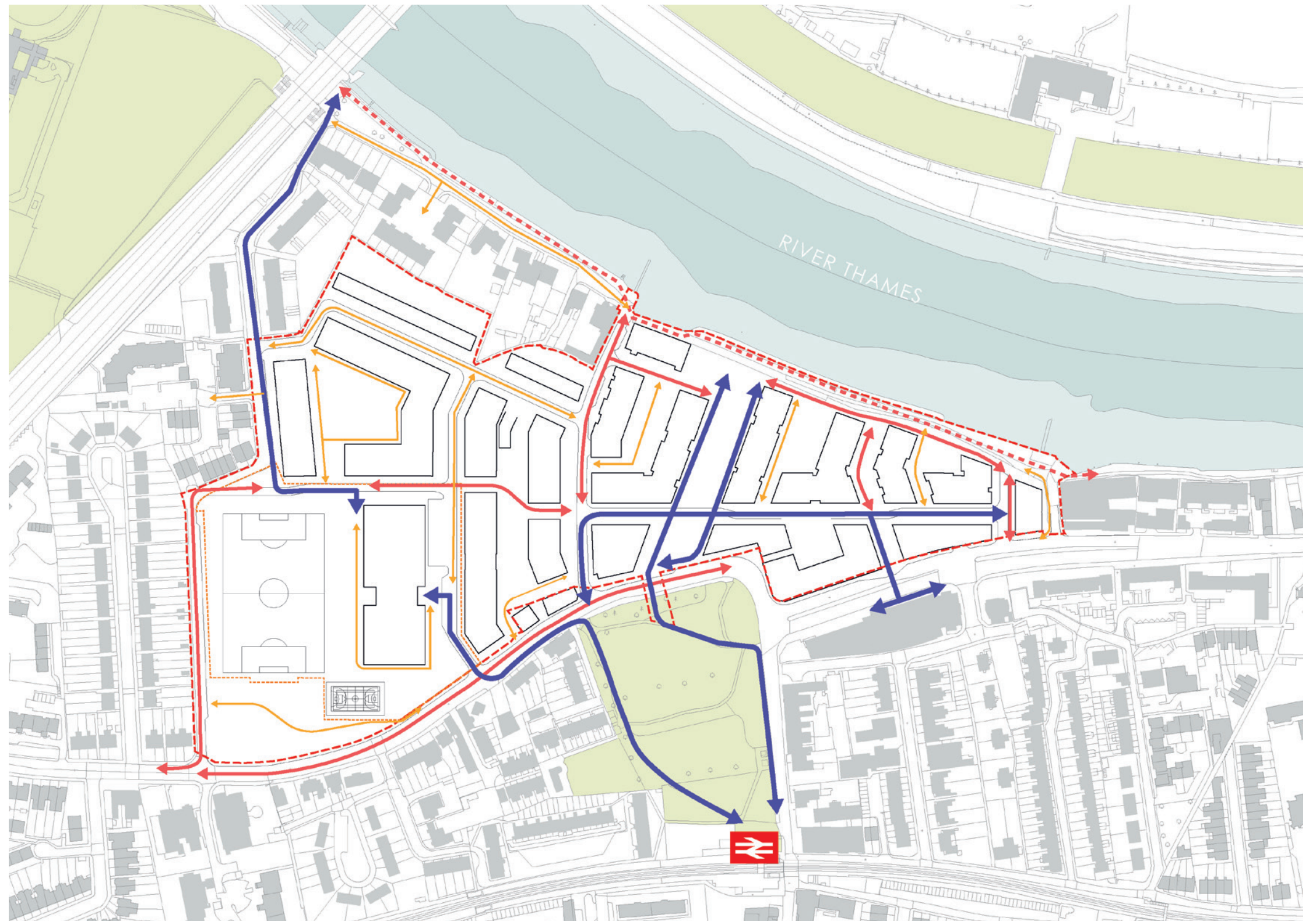


CIRCULATION AND ACCESS







PEDESTRIAN CIRCULATION

Consideration has been given to the principle of maximising pedestrian access and circulation within and beyond the site, affording residents and visitors the opportunity to move through this site and connect to the surroundings in a way that has not existing for hundreds of years. Connection with the existing street network, riverside path, open space and surrounding development has been paramount in the establishment of a new masterplan. Permeability through the site creates opportunities for creation of exciting and active spaces and provides connection to the Thames River - a major asset to any London site.

The Design Team was conscious of the need to enable access throughout the site and have carefully designed public accessible spaces within each building complex and central courtyard to allow public access for all users. This level of permeability adds to the more obviously public network of 'streets' and open space links to maximise the access and circulation options.



Legend

-  Primary
-  Secondary
-  Tertiary
-  Towpath
-  Site Application Boundary
-  School Application Boundary

CIRCULATION AND ACCESS

CYCLE CIRCULATION

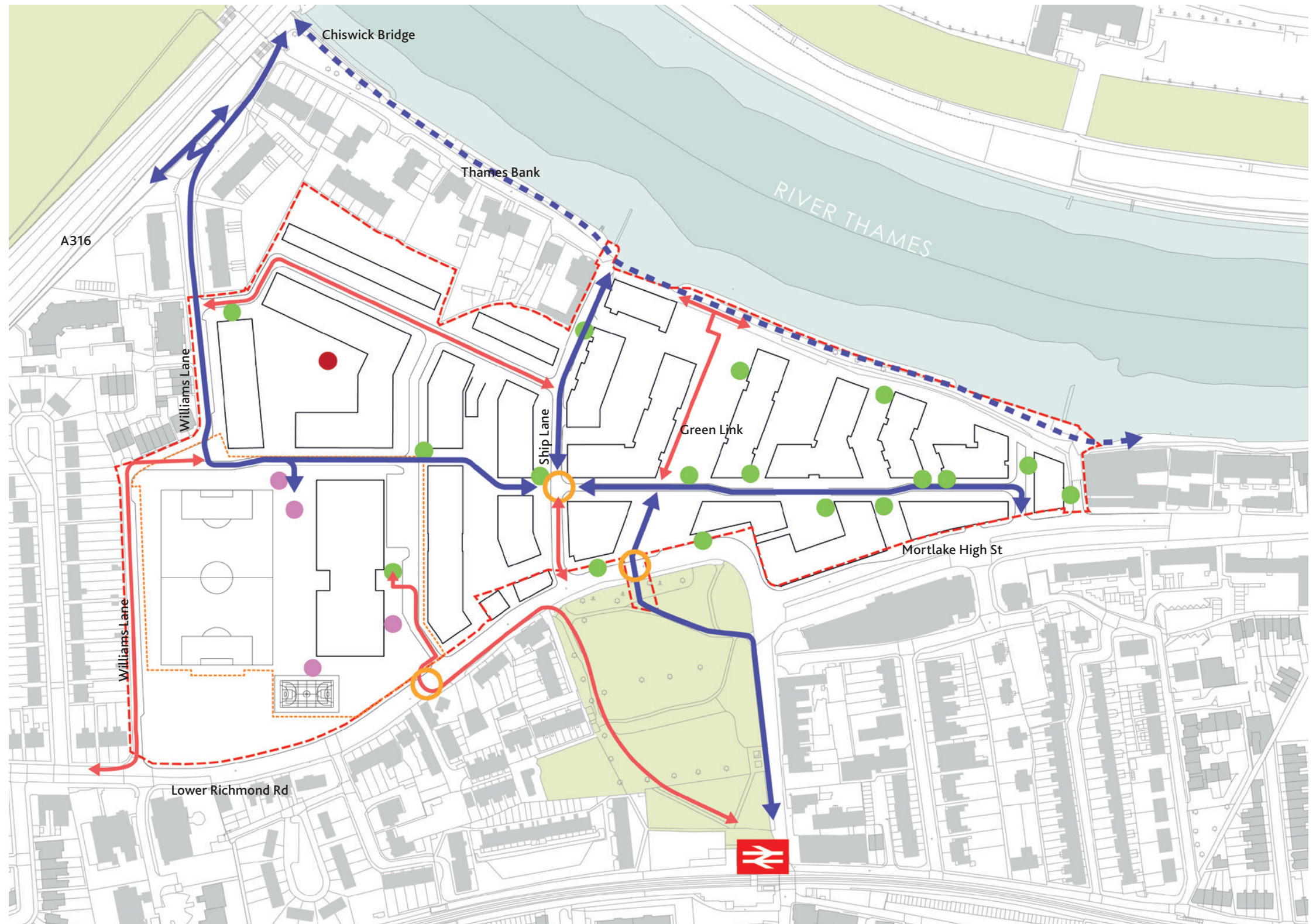
The site affords connectivity and circulation by cycles for residents, school children and visitors from the local area, with broad pavements and a series of connecting streets, paths and open spaces. The Cycle Strategy allows for cycle access throughout the site and connection to the wider network of streets and cycle paths at a number of points. This allows the site to provide a facility for safe quiet recreational cycling away from the busier roads. Following consultation with Cycle Access Group the design has been adjusted to enhance and define the cycle routes. These include amendments to the routes, signage landscape design.

The primary routes indicated connect the A316 and Chiswick Bridge along Williams Lane to the Secondary School and further into the Site along Thames Street, exiting onto Mortlake High Street between Blocks 5 and 10. Other primary routes link the River Thames to Mortlake Green via Ship Lane and Thames Street and the Green Link to the new crossing on Lower Richmond Road, with further planned improvements within Mortlake Green to further enhance this connection to the wider network as far as Richmond Park.










Secondary routes to the school are proposed from the A316 turning into Williams Lane and Lower Richmond Road. Other secondary routes include The Green Link to the River Thames, Ship Lane and the proposed streets and laneways within the Site designed to provide sufficient space to cater for cyclists as well as pedestrians.

Cycle racks for short term visitors are provided in a number of locations around the Site adjacent to facilities and function areas, as well as the required cycle parking for the school. Residents' cycle storage is provided within the basement, with direct link to lifts. A number of long stay secure cycle units are provided within Block 18 and 19 courtyard and adjacent streets.

The Towpath / Thames Path is wide enough to be shared with joggers and pedestrians and careful use of this facility will enable enjoyment by all.



Legend

-  Primary (Quiet Route)
-  Secondary
-  Towpath
-  External Cycle Rack Location
-  Secured Long Stay Cycle Rack Locations for School
-  Secured Long Stay Cycle Rack Locations
-  Crossing Treatment
-  Site Application Boundary
-  School Application Boundary

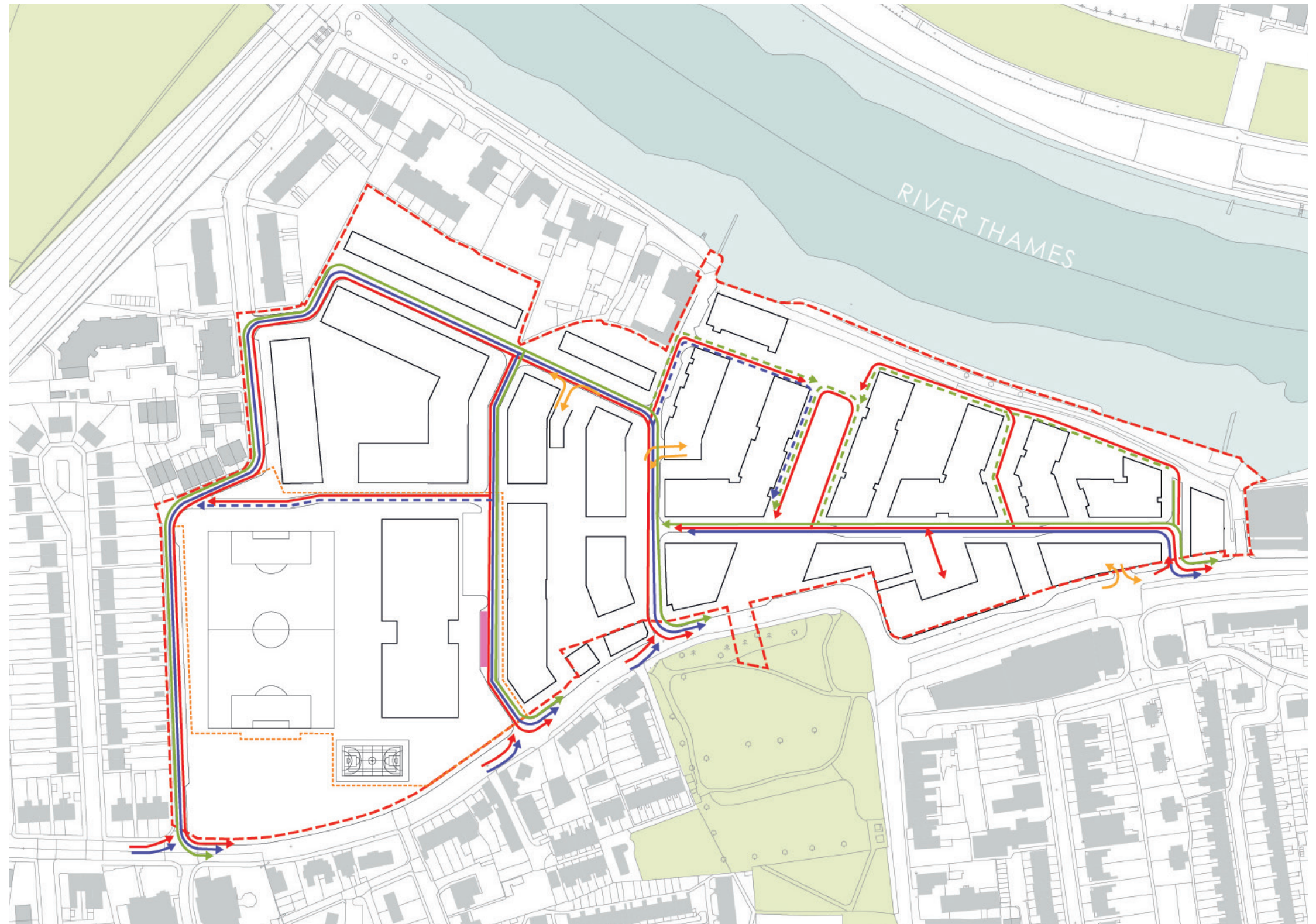
CIRCULATION AND ACCESS

VEHICLE CIRCULATION AND ACCESS










The Detailed area of the masterplan is largely car free, with a basement under almost the full extent of Development Area 1, accessed at two points - in Ship Lane and Mortlake High Street. Beneath the outline are, Development Area 2, a reduced size basement is also proposed with access from the Northern Road. Smaller delivery van access (max 2.3m ht clearance) and commercial parking (Cinema etc) is also provided in the basement, with major deliveries, taxis, service and emergency vehicles provided access to the ground level via a bollard controlled access points to or from Ship Lane (Thames Street and adjacent to Maltings Building) and Mortlake High Street onto Thames Street from the west. All vehicular access to the basement or ground level will be managed by on-site Facilities Management and / or carpark management. On-street parking on Williams Lane will include 20 parking spaces. Five on-street parking spaces including three Car Club spaces, will be provided on Ship Lane.

The Outline Area consists of a more traditional street configuration as shown and connections with existing streets are provided at Williams Lane, Ship Lane and Lower Richmond Road. This provides access and circulation for all vehicles.

The street north of the School is proposed to be a controlled shared zone for school access (pedestrians and cycles) and occasional school bus pick up / drop off. This one way route will be controlled with fixed and removable bollards and will be designed to an adoptable standard, with wide footpaths, street trees, seats and cycle stands. (refer School Application for additional details)



Legend

-  Fire Tender
-  Waste Collection
-  Waste Collection intermittent access required
-  Delivery
-  Delivery intermittent access required
-  Passenger (Residential/Retail)
-  School Bus Stops
-  Site Application Boundary
-  School Application Boundary

CIRCULATION AND ACCESS

SERVICE / EMERGENCY VEHICLES

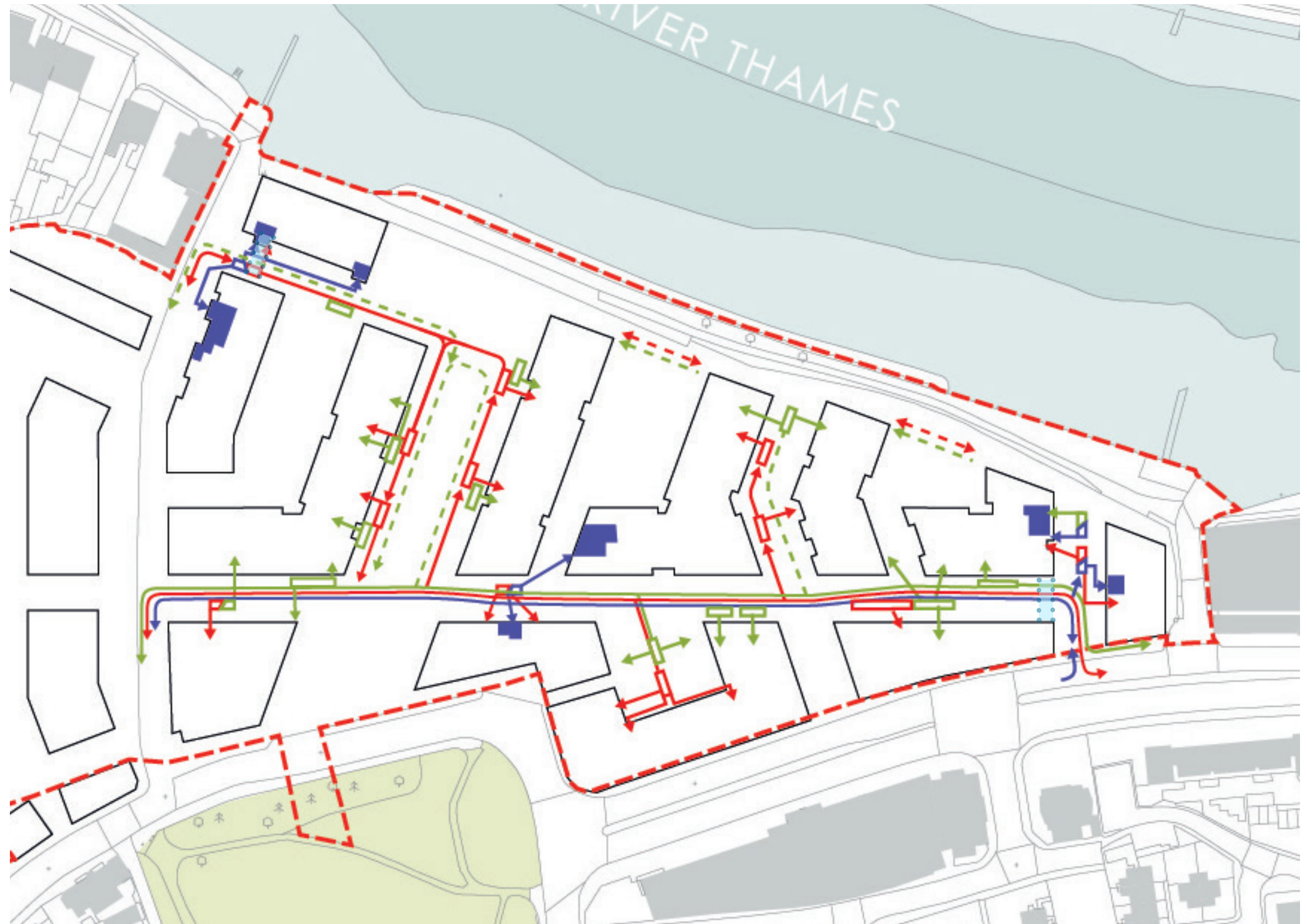
Service and delivery vehicles access into Development Area 1 is controlled, with removable / retractable bollards at each of three entry points, managed by the on-site Facilities Management team / Concierge. Entry points include from Mortlake High Street at the eastern end of the site, with a proposed one way (westbound) circulation of vehicles along Thames Street, exiting onto Ship Lane at the western end. A secondary entry point provides access to Maltings Plaza and via the Green Link back onto Thames Street and Ship Lane.

Vehicle circulation and shared or dedicated loading bays are indicated adjacent to commercial facilities and residential bin stores.










Fire Tender access is provided to all buildings and core locations containing dry risers.

Deliveries to residential and commercial properties will be provided via the basement (max. 2.3m headroom) or ground level access, subject to Facilities Management approval.

Service and emergency vehicles strategy for outline area will be provided in its detailed design stage. For further information relating to vehicular access for emergency services and deliveries please refer to Stantec drawings 38262/5514/005 and 38262-5501-136.



Legend

-  Fire Tender
-  Waste Collection
-  Deliveries
-  Access
-  Intermittent Access (4m clear)
-  Shared Loading Bay
-  Bollard Location
-  Site Application Boundary
-  School Application Boundary

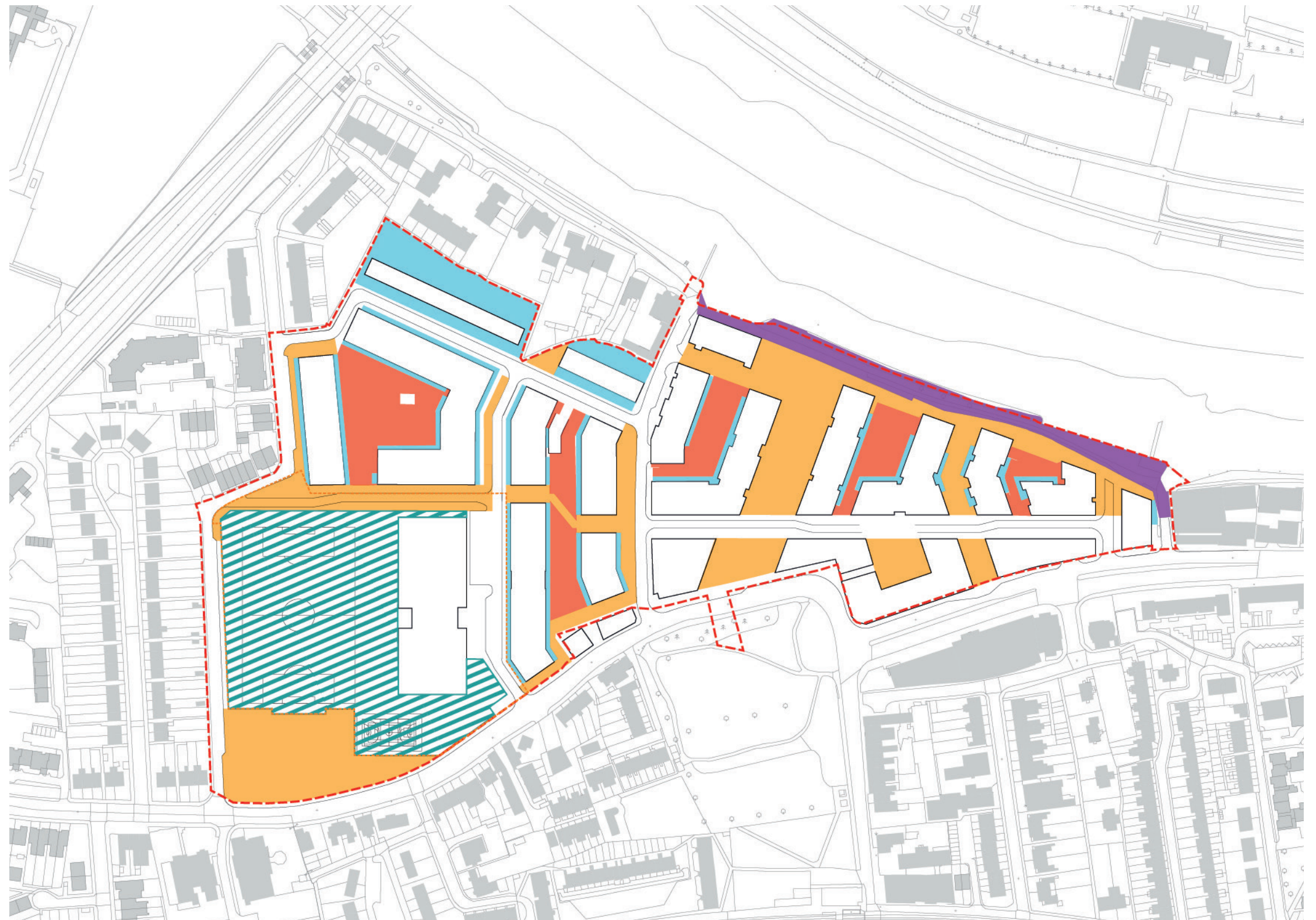
OPEN SPACE STRATEGY

AMENITY OPEN SPACE

The changes to amenity open space, in relation to the Refused Scheme, are primarily due to changes in Blocks 20 and 21, which are now townhouses not apartment buildings.

The Landscape Masterplan has been developed to provide a suitable setting for the built form and circulation of vehicles and pedestrians, as well as creating a hierarchy of large and small open spaces for use by the residents of the site, visitors and the broader community of Mortlake.

The diagram opposite illustrates the provision of all public, semi-public and private open green space across the site, including the Outline Area and Secondary School, providing a total of 4.84 hectares (including the towpath) of amenity space, including 3.93 hectares of publically accessible open space.



Legend

- Public Space
- Courtyard Space
- Private Space
- School Open Space
- Towpath
- Site Application Boundary
- School Application Boundary

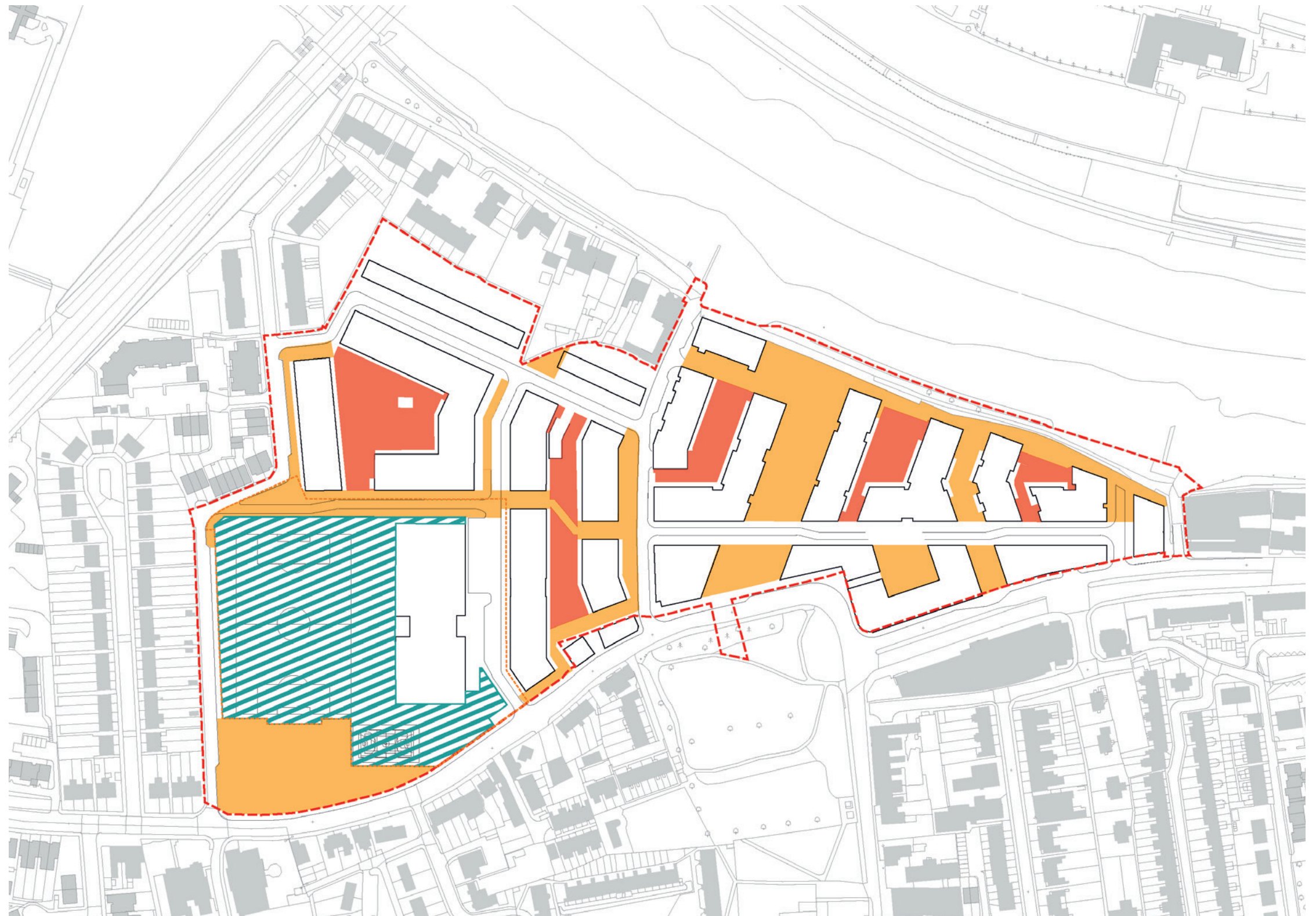
OPEN SPACE STRATEGY

PUBLICALLY ACCESSIBLE OPEN SPACE

The following series of diagrams indicate proposed Green and Open Space areas, public and private open and green spaces across the site, including both Detail and Outline areas of the masterplan.

Distinction has been made between publically accessible open spaces and private open space associated with the town houses in the outline portion of the development. The majority of other open space areas are publically accessible, including semi-public courtyards within each residential building cluster. This is part of the overall strategy to ensure public access and permeability throughout the site masterplan.

The changes to publically accessible open space, in relation to the Refused Scheme, are primarily due to changes in Blocks 20 and 21, which are now townhouses not apartment buildings.



Legend

- Public Space
- Courtyard Space
- School Open Space
- Site Application Boundary
- School Application Boundary