

## 5. The Proposed Development

### Introduction

- 5.1 This Chapter, prepared by Waterman Infrastructure & Environment Limited (Waterman), provides a factual description of the Development, as defined by the Planning Applications. Reference is made to the planning application forms, detailed planning application drawings, Parameter Plans, relevant floor area schedules and accommodation schedules together with the Design and Access Statements (DAS) and Design Code, all of which are submitted in support of the Applications. It should be noted that the Parameter Plans and Design Code are relevant to the outline component of the hybrid planning application only. The Parameter Plans, together with a selection of relevant planning application drawings some illustrative images of the Development are presented in **Volume 2: Figures**. It should be noted that the illustrative images show one way the outline element of the Development could be built out within the parameters applied for. Their inclusion is a helpful visual aid to the reader of this ES, however, they have not been assessed within the Environmental Impact Assessment (EIA) process, which considers the reasonable worst-case scenario in terms of environmental impact.
- 5.2 A description of the anticipated demolition, alteration, refurbishment and construction programme is outlined separately, within **Chapter 6: Development Programme, Demolition, Alteration, Refurbishment and Construction**.

### Overview of the Development

- 5.3 As noted in **Chapter 1: Introduction**, the Applicant is seeking planning permission for two Planning Applications which, together with the Section 278 (S278) highways works, collectively comprise one comprehensive redevelopment proposal, which for the purposes of the EIA (as reported in this ES) is the Development. An overview of the Development, as defined by the planning applications forms is provided as follows.

### Application A: The Hybrid Planning Application

- 5.4 As described in **Chapter 1: Introduction**, Application A is a hybrid application for the demolition of the majority of buildings and structures within the Site (with the exception of the Maltings and the façades of the former Hotel and Bottling buildings) and the redevelopment of the majority of the former Stag Brewery. This is described in the planning application form for Application A as follows:

*“Hybrid application to include the demolition of existing buildings to allow for the 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 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 service 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 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 highway works.”*

## **Application B: School Planning Application**

- 5.5 Application B is a detailed planning application for the construction of a six-form entry secondary school located to the west of Ship Lane in the area of the Site that is not covered by Application A, with the exception of roads to the north and east of the school building which forms both part of Applications A and B. It is described in the relevant planning application form as follows:

*“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.”*

## Detailed Planning Application Drawings and Parameter Plans

- 5.6 The full list of planning application drawings submitted for approval is set out in the Planning Statements, however a selection of detailed planning application drawings and Parameter Plans are presented in **Volume 2: Figures**. A list of the Parameter Plans is provided in **Table 5.1**.

Table 5.1: Parameter Plans Included in the ES (relevant to Application A)

Building	Reference	Title
13 - 21	C645_Z2_P_PR_001	Block Footprint and Horizontal Lines of Deviation One to Three Storeys
13 - 21	C645_Z2_P_PR_002	Block Footprint and Horizontal Lines of Deviation Four Storeys
13 - 21	C645_Z2_P_PR_003	Block Footprint and Horizontal Lines of Deviation Five Storeys
13 - 21	C645_Z2_P_PR_004	Block Footprint and Horizontal Lines of Deviation Six Storeys
13 - 21	C645_Z2_P_PR_005	Block Footprint and Horizontal Lines of Deviation Seven Storeys
13 - 21	C645_Z2_P_PR_006	Proposed Block Heights and Vertical Lines of Deviation
Site wide	C645_Z2_P_PR_007	Proposed Building Levels - Ground Floor
13 - 21	C645_Z2_P_PR_008	Proposed Land Use Distribution Ground and Upper Levels
13 - 21	C645_Z2_P_PR_09	Proposed Land Use Distribution - Basement
13 - 21	C645_Z2_P_PR_010	Proposed Basement Maximum Depth and Extent
Site wide	C645_Z2_P_PR_011	Demolition and Retention Plan
13-21	C645_Z2_P_PR_012	Proposed Active Frontages
13-21	C645_Z2_P_PR_013	Block Footprint and Horizontal Lines of Deviation Eight Storeys
13-21	P10736-00-004-120	Hard and Soft Landscape Parameter Plan
13-21	P10736-00-004-122	Landscape Principles Parameter Plan
13-21	P10736-00-004-123	Open and Playspace Parameter Plan
13-21	P10736-00-004-124	Vehicular Circulation Parameter Plan
13-21	P10736-00-004-125	Outline Application Circulation Plan - Cycle
13-21	P10736-00-004-126	Outline Application Circulation Plan - Pedestrian

## Illustrative Images

- 5.7 As noted earlier in this Chapter, **Volume 2: Figures** presents some illustrative images of the Development, as set out within **Table 5.2**. These illustrative images show how the Development could look based on the parameter plans presented in **Table 5.1**.

Table 5.2: Illustrative Images of the Development Included in the ES

Building	Reference	Title
Site wide	C645_MP_P_00_001	Proposed Masterplan Ground Floor Level
Site Wide	C645_MP_P_TY_001	Proposed Masterplan Typical Floor Level
Site wide	P10736-00-004-GIL-0100	Proposed Site Wide Landscape Rendered Masterplan

- 5.8 To re-iterate, the illustrative images (excluding the Accurate Visual Representations) have not been assessed within the EIA process, or within this Environmental Statement (ES).

### Structures to be Demolished and Structures to be Retained and Altered or Relocated within the Site

- 5.9 As indicated by **Parameter Plan C645\_Z2\_P\_PR\_011**, Application A seeks planning permission to demolish the majority of buildings, equipment and structures within the Site, with the exception of the Maltings, and the façades of the former Hotel and Bottling buildings which would be altered and refurbished to suit modern building requirements. The Maltings building acts as part of the flood defence wall, which would be modified as required. The existing Site boundary walls would be removed and / or modified as required and new flood defence walls would be provided. Modifications to the boundary wall include lowering the wall and inclusion of handrails and an up to 1.1 m high glass balustrade on the top of the wall. The memorial plaques and brewery gates to the south of the Site would be re-located on-Site.
- 5.10 **Table 5.3** sets out the structures to be demolished or retained and altered. **Table 5.3** should be read in conjunction with **Figure 3.1**.

Table 5.3: Structures to be Demolished and Structures to be Retained and Altered

Structures to be Demolished	Structures to be Retained and Altered or Relocated within the Site
P.O.B (office)	Maltings
Brewhouse	(Former) Hotel (façades)
Process Building	(Former) Bottling Building (façades)
Chip Cellar	Railway tracks, paving and moorings
Finishing Cellar	Memorial plaques
Power House	The brewery gates
Powder Store	Historic walls
Effluent Treatment	
Packaging	
Stable Court	
Sports Club	
East Gatehouse	
West Gatehouse	

Chimney Stack

Elements of the existing flood defence wall

- 5.11 Further detail regarding the structures to be retained and altered or relocated are provided later in this Chapter.

## Floor Areas and Accommodation Schedules

### Application A: The Hybrid Planning Application

- 5.12 The proposed floorspace of the detailed component of Application A (east of Ship Lane within the Site, also referred to as 'Development Area 1') is set out in **Table 5.4**.

Table 5.4: Proposed Floorspace of the Detailed Component of Application A

Land Use	Floorspace Area (m <sup>2</sup> )	
	Gross External Area (GEA)	Gross Internal Area (GIA)
Residential	68,321 (558 units)	60,718 (558 units)
Office	5,019	4,547
Cinema	1,937	1,606
Flexible Uses - Restaurant / bar / retail / community / boathouse	5,699	4,839
Hotel	1,937	1,765
Car parking spaces	14,552 (408 spaces and 43 motorbike spaces)	14,139 (408 spaces and 43 motorbike spaces)
Cycle parking spaces	1,428 spaces	1,428 spaces
Private amenity space*	874 (at ground level) 5,268 (above ground balconies)	Not applicable
Publicly accessible open space**	11,442	Not applicable
Play space***	3,982	Not applicable

Notes:

\* Excludes ground floor residential courtyards which are publicly accessible.

\*\* Includes public open space and courtyard open space for residents. Excludes towpath.

- 5.13 Regarding the flexible uses outlined in **Table 5.4**, the maximum floorspace per land use within the overall flexible use space (4,839 m<sup>2</sup> GIA) would not exceed the following:
- Retail: 2,200 m<sup>2</sup>;
  - Financial and Professional services: 220 m<sup>2</sup>;
  - Cafes/restaurants: 2,400 m<sup>2</sup>;
  - Drinking establishments: 1,800 m<sup>2</sup>;
  - Offices: 2,200 m<sup>2</sup>;

- Community Use: 1,300 m<sup>2</sup>; and
- Boathouse: 380 m<sup>2</sup>.

5.14 The proposed maximum floorspace of the outline component of Application A (west of Ship Lane within the Site, also referred to as 'Development Area 2') is set out in **Table 5.5**.

Table 5.5: Proposed Maximum Floorspace of the Outline Component of Application A

Land Use	Floorspace Area (m <sup>2</sup> )	
	Up to Gross External Area (GEA)	Up to Gross Internal Area (GIA)
Residential	56,359 (Up to 527 units)	51,234 (Up to 527 units)
Car parking spaces	3,077 (Up to 93 spaces and up to 5 motorbike spaces)	2,990 (Up to 93 spaces and up to 5 motorbike spaces)
Cycle parking spaces	Up to 1,090 spaces	Up to 1,090 spaces
Private amenity space	5,093	Not applicable
Publicly accessible open space	12,358	Not applicable
Play space	3,488	Not applicable

Notes:

\* Ground level only, above ground level not confirmed given outline nature.

5.15 The residential provision of the detailed component of Application A is set out in **Table 5.6**. The affordable element and unit mix of the outline component of Application A has not yet been determined and is subject to viability discussions, however for the purposes of the EIA, it is assumed that up to 22% of habitable rooms could be affordable.

Table 5.6: Residential Provision of the Detailed Component of Application A

Tenure	Number of Units				
	1-bed	2-bed	3-bed	4-bed	Total
Private	89	274	140	7	510
Affordable	27	21	0	0	48
<b>Total Residential Units</b>	<b>116</b>	<b>295</b>	<b>140</b>	<b>7</b>	<b>558</b>

## Application B: The School Planning Application

5.16 The floorspace proposed by Application B is set out in **Table 5.7**.

Table 5.7: Proposed Floorspace of Application B

Land Use	Floorspace Area (m <sup>2</sup> )	
	Gross External Area (GEA)	Gross Internal Area (GIA)
School	11,430	9,319 (including 249m <sup>2</sup> plant and storage)
Car parking	15 spaces	15 spaces

Cycle parking spaces	179 spaces	179 spaces
Publicly accessible open space*	15,624 (outdoor) 840 (indoor)	Not applicable
Rooftop playspace not accessible to public	1,030	Not applicable

Notes:

\* Includes external school play space and schools sports hall and activities studio – all accessible to residents under community agreement. Excludes school rooftop play space not accessible to residents.

## Application A + Application B (The Development)

5.17 The consolidated maximum amount of floorspace and residential provision proposed by the Development (Application A and B) is set out within **Table 5.8**.

Table 5.8: Proposed Floorspace of the Development

Land Use	Floorspace Area (m <sup>2</sup> )	
	Gross External Area (GEA)	Gross Internal Area (GIA)
Residential	Up to 124,680 (Up to 1,085 units)	Up to 111,951 (Up to 1,085 units)
Office	5,019	4,547
Cinema	1,937	1,606
Flexible Uses* - Restaurant / bar / retail / community / boathouse	5,699*	4,839*
Hotel	1,937	1,765
School	11,430	9,319
Car parking spaces	Up to 516 spaces and up to 48 motorbike spaces	Up to 516 spaces and up to 48 motorbike spaces
Cycle parking spaces	Up to 2,697 spaces	Up to 2,697 spaces
Private amenity space**	Up to 5,967 (at ground level) 5,268 (above ground balconies in Development Area 1)	Not applicable
Publicly accessible open space***	Up to 39,424	Not applicable
Play space****	Up to 17,631	Not applicable
Rooftop playspace not accessible to public	1,030	Not applicable

Notes:

\* Refer to paragraph 5.13 in respect of the flexible floorspace strategy for the detailed component of Application A.

\*\* Excludes ground floor residential courtyards which are publicly accessible.

\*\*\* Includes public open space, courtyard open space for residents, school open space, excludes school rooftop play space and towpath (42,398 m<sup>2</sup> including towpath).

\*\*\*\* Includes external school play space and schools sports hall and activities studio – all accessible to residents under community agreement. Excludes school rooftop play space not accessible to residents.

## Arrangement of Buildings

- 5.18 The Development would comprise a total of 22 buildings (including the proposed school building), as shown of **Figure 5.1**. Accordingly, the buildings would be located as follows (refer to **Figure 5.1**):
- Buildings 1 - 12 would be located to the east of Ship Lane in the Site (Development Area 1);
  - Buildings 13 - 21 would be located to the west of Ship Lane in the Site (Development Area 2); and
  - the secondary school building and playing field would be located west of Ship Lane in the south-west part of the Site.

## Above Ground Massing

- 5.19 The height and massing of the proposed buildings have responded to planning guidance, consultation with the London Borough of Richmond upon Thames (LBRuT) and other statutory bodies including the Greater London Authority (GLA), feedback from the Community Liaison Group (CLG) and public consultation attendees (refer to **Chapter 4: Alternatives**).
- 5.20 Such factors have resulted in a low to mid-rise massing of proposed buildings ranging from 3 to 9 storeys. The height and number of storeys for each proposed building is set out in **Table 5.9**. The maximum heights for buildings 13 - 21 (West of Ship Lane within the Site, Development Area 2) are shown on **Parameter Plan C645\_Z2\_P\_PR\_006**.

Table 5.9: Building Heights

Building	Relevant Application	Maximum Height* (m AOD)	Maximum Number of Storeys
1 (Cinema)	Application A (detailed component)	24.65	4
2	Application A (detailed component)	34.93 (40.43 turret)	8 (9 storey turret)
3	Application A (detailed component)	27.93	6
4 (Maltings)	Application A (detailed component)	As existing (32.85)	8
5 (former Bottling Building)	Application A (detailed component)	19.9	3
6 (former Hotel Building)	Application A (detailed component)	24.98	5
7	Application A (detailed component)	34.93 (40.43 turret)	8 (9 storey turret)
8	Application A (detailed component)	38.23	9
9 (Boat house)	Application A (detailed component)	24.98	5
10	Application A (detailed component)	31.58	7
11	Application A (detailed component)	34.93	8
12	Application A (detailed component)	34.93	8



Building	Relevant Application	Maximum Height* (m AOD)	Maximum Number of Storeys
13	Application A (outline component)	28.6	6
14	Application A (outline component)	28.6	6
15	Application A (outline component)	36.6	8
16	Application A (outline component)	28.6	6
17	Application A (outline component)	32.6	7
18	Application A (outline component)	28.6	6
19	Application A (outline component)	22.6	4
20	Application A (outline component)	18.67	3
21	Application A (outline component)	18.67	3
School	Application B	16.805 (to parapet of building) 19.67 (to top of play area enclosures).	3

Notes:

\* Height to the top of the roof parapet.

## Below Ground Structures

- 5.21 A single storey basement is proposed underneath the majority of the detailed component of the Site, east of Ship Lane (Development Area 1). The bottom of the proposed basement slab within the east part of the Site (east of Ship Lane, Development Area 1) would be set at 0.76m AOD (with the basement Finished Floor Level (FFL) set at 1.76 m AOD)). Building 1 (cinema) in Development Area 1 has an additional basement level, creating a two-level basement extending down to -1.64m AOD.
- 5.22 A single storey basement is proposed west of Ship Lane in Development Area 2, located in the north-east section of this part of the Site. The maximum extent of the proposed basement within the west part of the Site (west of Ship Lane), would be set at 2.45m AOD, as shown on **Parameter Plan C645\_Z2\_P\_PR\_010**.

## Distribution of Land Uses Across the Site

### East of Ship Lane (Application A, Detailed Component)

- 5.23 To the east side of Ship Lane within the Site, the Development would be characterised by a mix of land uses and would be the most commercial area.
- 5.24 The existing Maltings building (Building 4) would be retained and refurbished to provide flexible use at ground floor. The new buildings along the riverside (Buildings 7, 8, 11 and 12) would incorporate ground floor flexible uses, allowing for a combination of shops and retail outlets, professional services, food and drink, drinking establishments, and community uses with residential use above. The ground floor of Building 9 would provide flexible use space including

the potential for use as a boathouse with club room, training and office uses with residential use above.

- 5.25 A new high street (named Thames Street) is proposed on the east part of the Site (east of Ship Lane, Development Area 1) running east to west and would be surrounded by a mixture of restaurants, cafés, retail, community, boathouse and convenience spaces. The new high street would be pedestrianised, except for servicing and emergency access.
- 5.26 To the south of the new high street, the former Bottling and hotel buildings (Building 5) would be redeveloped behind retained façades to provide offices, community use space and a small hotel (up to 15 bedrooms).
- 5.27 A new 4 screen cinema would be located within the ground level and first basement level of Building 1 with office use on the floors above, adjacent to the proposed public open space and new green link.
- 5.28 To the east of Ship Lane in Development Area 1, the Development would provide 558 residential units which would generally be delivered in mixed use buildings, aside from Building 3 which is residential only.
- 5.29 As noted previously, a single storey basement would be provided beneath the majority of the Site in Development Area 1, to the east of Ship Lane (apart from under Building 01 where a double-storey basement is proposed). This would offer car and cycle parking for the residential and non-residential together with refuse storage space and plant.

### West of Ship Lane (Application A, Outline Component and Application B)

- 5.30 A total of up to 527 residential units would be provided to the west of Ship Lane within the Site in Development Area 2, within Buildings 13 to 21. Up to 23 of these residential units would be townhouses with private gardens (Buildings 20 and 21).
- 5.31 In addition to the above, a new six form entry secondary school with sixth form would be provided to the west of Ship Lane in the Site. This would accommodate approximately 1,200 students. Associated play facilities would be provided which include roof play facilities, an indoor sports hall, an external Multi Use Games Area (MUGA) and a full sized sports pitch (3G sports pitch) and associated spectator spaces (refer to the detailed **Planning Drawing P10736-00-004-GIL-0101**). To the south of the school and sports pitch, north of Lower Richmond Road, it is proposed to provide a new public community park.
- 5.32 As already noted, a single storey basement would be provided beneath part of the Site west of Ship Lane in Development Area 2. This would offer car and cycle parking for the residential land uses associated with the outline component of Application A, alongside refuse storage space and plant.

### Retention and Alteration

- 5.33 Building 5 (the former Hotel and Bottling buildings) would have retained façades, with some alterations. The Maltings (Building 4) would be retained in its entirety with some external and internal alterations proposed. Historic structures on-Site, including the brewery gates and

memorial plaques would be retained and re-located on-Site. The historic boundary walls of the Site would be retained and modified as required.

### The Maltings

- 5.34 The proposed works to the Maltings (Building 4) relate to the conversion of the building to residential apartments and flexible use / community space. The proposals involve the removal of the horizontal I-beams and the original stairs to the interior of the building. New staircases would be inserted within the floorspace to provide access to the apartments. The existing columns would be re-located within the ground floor entrance to the community use space.
- 5.35 New floors would also be inserted, to create seven floor levels within the building. These would largely be consistent with the floor levels that existed historically, albeit that two of the floors would be double height. The upper floors would be partitioned to create apartments.
- 5.36 Externally, the overall appearance of the building would be largely retained. Existing windows would be replaced on a like-for-like basis and some new windows inserted in existing blind openings. Several existing windows are proposed to be elongated on the north, east and west elevations and a new large glazed opening is proposed to the east elevation. In addition, external features that contribute to the aesthetic value of the locally listed building would be retained, such as the cast iron tie-rod pattress plates and decorative brick bands.

### Former Hotel

- 5.37 The Development would reinstate the historic use of the former Hotel building (western part of Building 5). A restaurant / bar and reception area would be provided in the western part of Building 5 on the ground floor, with en-suite hotel bedrooms on the upper levels directly above. Only the façade of the building would be retained (no floorspace) and a new building would be constructed behind the retained façade.
- 5.38 Externally, the appearance of the former Hotel building would remain largely unaltered and the character of the curved façade would overall be retained. The existing windows would be replaced on a like-for-like basis, with a new doorway inserted on the south elevation at ground floor level to replace an existing window as a fire escape exit for the flexible use and office space at lower ground level.
- 5.39 The Development would involve the insertion of new doors and windows to the east elevation. It is proposed to remove the modern lean-to structure on the north elevation.

### Former Bottling Building

- 5.40 The former Bottling building (eastern part of Building 5) would include flexible use at ground floor level and office space on the upper floors directly above. Only the façade of the building would be retained (no floorspace) and a new building would be constructed behind the retained façade.
- 5.41 It is also proposed to add an extension to the building on the north side of its eastern end, to accommodate further flexible use space. New windows and doors are proposed to the north and east elevations. A slate pitched roof is proposed to enclose the roof plant.

### Other structures to be retained

- 5.42 It is proposed to retain the existing railway tracks and granite paving within the north east corner of the Site along the towpath. The existing granite setts would be cleaned and any new granite setts in this location would be to match the existing. The railway tracks would also be retained and refurbished and a section of the historic boundary wall would be retained adjacent to these structures.
- 5.43 As part of the Development, the memorial plaques within the southern boundary wall and cast metal historic Watney's brewery gates would be retained and relocated within the Site as follows:
- the two memorial plaques are to be positioned on the east wall of the Maltings building facing Maltings Plaza;
  - the Stag sign is proposed to be positioned on the Bottling building;
  - the Watney brewery gates to be positioned to the opposite end of Thames Street; and
  - the two Stag brewery gates to Mortlake High Street (adjacent to the pedestrian crossing and entry to the Development between Buildings 5 and 10) and the northern end of the Green Link.

### Public Realm and Amenity Space

- 5.44 A maximum of 42,398 m<sup>2</sup> GEA of public amenity space (including the towpath, publicly accessible residential courtyards, and open space in the proposed school) would be provided throughout the Development. A new 'green link' running south to north would dissect the Site east of Ship Lane (Development Area 1) and provide a large public open space which would link Mortlake Green to the riverside.
- 5.45 The green link would culminate at a new large public square referred to as the Maltings Plaza (east of Building 4, the Maltings), which has been designed to connect to the surrounding buildings, the green link and the riverside. The Maltings Plaza would have heritage interpretation boards to provide an appreciation and understanding of the heritage assets on-Site.
- 5.46 It is also proposed to provide a new riverside walk protected from flooding by the new flood defence wall within the Site east of Ship Lane (Development Area 1), referred to as the River Terrace. This would reach from the Maltings Plaza to Bulls Alley, in addition to upgrading the existing towpath on the other side of the new proposed boundary wall (refer to later in this Chapter).
- 5.47 A new pedestrian high street (Thames Street) running east to west is proposed within the Site east of Ship Lane (Development Area 1). As described earlier, the high street would provide a mixture of restaurants, cafés, retail, community and convenience spaces and it is expected that some of these uses would provide outdoor seating areas. The new high street would link to the new secondary public space enclosed by the former Bottling building (Building 5).
- 5.48 As shown on **Parameter Plan P10736-00-004-123**, large areas of public realm would be provided between buildings to the west of Ship Lane in the Site. A new public community park would be provided to the south of the new school and north of Lower Richmond Road within the Site west of Ship Lane in Development Area 2.

## Private Realm and Amenity Space

- 5.49 Private amenity space would be provided in the form of private gardens, private balconies and terraces on upper floors. A maximum of 5,967 m<sup>2</sup> GEA of private amenity space is proposed at ground level.
- 5.50 Publicly accessible communal courtyards would be enclosed with 1.5m high hedge planting would be provided for residential units on the ground floor within the Site east of Ship Lane (Development Area 1). Private balconies and communal terraces would be provided for residential units above the ground floor.
- 5.51 The majority of residential units in the Site west of Ship Lane would have communal amenity areas, which include areas for children's play space (described further below). Communal courtyards would be provided for Buildings 13-19 whilst the townhouses in Buildings 20 and 21 would have their own private gardens.

## Play Space

- 5.52 Up to 7,470 m<sup>2</sup> GEA would be children's play space for future residents. A total of 17,631 m<sup>2</sup> GEA including the sports pitch, outdoor MUGA, indoor sports hall and activities hall (excluding the roof top play space which is not publicly accessible) would be provided as part of the proposed school, but would also be available for use by the community outside of school hours. Play facilities for different age groups are positioned within residential courtyards, parks, plazas and open space areas throughout the Development, to achieve the required areas of play and the distribution related to residential units, as set out below:
- up to 3,156 m<sup>2</sup> GEA of Doorstep Play (0-4 years) within 100 m of residential units;
  - up to 3,441 m<sup>2</sup> GEA (4,395 m<sup>2</sup> including school contribution) of Local Play space (5-11 years) 400 m of residential units;
  - up to 873 m<sup>2</sup> GEA (2,823 m<sup>2</sup> including school contribution) of Neighbourhood Space (12+ years) 800 m of residential units; and
  - Play on the way (all ages).
- 5.53 Play elements and facilities would be provided in a range of forms within the public and private realms of the Development, including designated and fenced playgrounds, unfenced but contained play spaces with a range of play elements and carer seating, topographic variation and play opportunities in the landscape (within planting areas) as well as 'play on the way' elements within public realm areas. Refer to **Parameter Plan P10736-00-004-123** for the location of play space provision in the outline component of the Development and the Design and Access Statement for the detailed component of the Development.
- 5.54 The proposed school would provide 1,030m<sup>2</sup> of semi enclosed play space at roof level, an indoor sports hall (690m<sup>2</sup>) and activity studio (150m<sup>2</sup>) on the first floor, external play space surrounding the school on ground level, an outdoor MUGA to the south of the school building and a full sized artificial all weather sports pitch with spectator facilities to the west of the school building. This would include acoustic fencing around the MUGA and along the northern and western perimeter of the sports playing field (refer to **Chapter 4: Alternatives** for further detail).

- 5.55 The Applicant (and the Education and Skills Funding Authority (ESFA) who would deliver Planning Application B) have committed to a Community Use Agreement which would enable local groups, teams, clubs, organisations and bodies the opportunity to use the sports pitch, indoor sports hall, activity studio and MUGA of the school out of school hours.
- 5.56 In addition, the Development would provide access to river based activities such as rowing or canoeing.

### **Highway Improvements**

- 5.57 As set out earlier in this Chapter, highway works are proposed at Chalkers Corner and Lower Richmond Road as part of S278 works. In summary, the works include amendments and reconfiguration to the Chalkers Corner junction to alleviate the transport and traffic impacts associated with the operation of the Development within the Site. The reconfiguration of the Chalkers Corner junction, as shown on detailed planning application drawing 38262-5514-021, would introduce a new left-hand turn from Lower Richmond Road onto the A316, resulting in three lanes on Lower Richmond Road. This would involve moving the road 4.2m closer to properties 137-171 to the south of Lower Richmond Road (refer to planning drawing 38262-5514-021) and the following changes to the road layout:
- relocation of stop lines on A205 closer to the junction;
  - introduction of advanced stop lanes on Mortlake Road and Clifford Avenue South; and
  - widening of the area between junctions by relocating the stop line by 2m.
- 5.58 It will also involve the reconfiguration of the informal parking area used by residents at this location on Lower Richmond Road, resulting in the loss of approximately six undesignated parking spaces.
- 5.59 In addition to the improvement works proposed for the Chalkers Corner junction described above, further highways works are proposed including:
- Improvements to Ship Lane, which would continue as a public highway but would be enhanced as a pedestrian route through the provision of a wider footway on the west side and a new footway (3 m) on the east side;
  - A new pelican crossing at the southern end of the Green Link along Lower Richmond Road directly north of Mortlake Green. The existing signalised crossing point adjacent to Ship Lane would be relocated to align better with the Green Link;
  - A new crossing provided just to the west of the new access road to the school to improve access for pupils needing to cross Lower Richmond Road. This is currently shown as a zebra crossing but could potentially be upgraded to a pelican crossing; and
  - Provision of a new zebra crossing to serve a desire line to the eastern portion of the Development.
- 5.60 Full details are provided within the Transport Assessment, which summarises further highways works associated with the Development that would be secured through the S278 agreement. In addition, some of the bus stops and bus stands on Mortlake High Street would be relocated to allow for the new access points and the new crossing.

## Pedestrian, Cycle and Vehicular Access, Circulation, Parking and Servicing

- 5.61 Pedestrian and cycle access routes would be created throughout the Site, which would link the eastern part of the Site to the western part of the Site (and beyond), Mortlake Green, the Thames Path and from Mortlake. Primary pedestrian and cycle access routes would be via the existing three access points to the main part of the Site along Lower Richmond Road and Mortlake High Street as well as new access points along Ship Lane (centre of the Site) and Williams Lane (west of the Site, north of the proposed school). As discussed in **Chapter 6: Development Programme, Demolition, Alteration, Refurbishment and Construction**, a temporary access route is proposed whilst the school is operational, and the remaining phases of Application A are being built. Once the buildings in the outline component of Application A are in operation, this road to north of the school would become a controlled access only route.
- 5.62 A total of up to 493 car parking spaces and up to 2,697 cycle spaces (2,413 long-stay and 284 short-stay cycle parking spaces) are proposed for the Development. 408 car parking spaces would be provided in the basement to the east part of the Site, of which 330 would be for residents and 78 for commercial. In addition, there would also be 43 motorbike space with this basement. Vehicular access and egress to the eastern basement would be via Ship Lane in the south of Building 3 and Mortlake High Street in the centre of Building 10.
- 5.63 A total of up to 70 car parking spaces and up to 5 motorbike spaces would be provided in the basement to the west of Ship Lane in the Site. Vehicular access to the west basement would be via Ship Lane as shown in **Parameter Plan P10736-00-004-124**. A total of up to 23 spaces for the proposed townhouses (Buildings 20 and 21) would also be provided at ground level on the north-western part of the Site.
- 5.64 No basement car park is proposed to be connected to the school. A total of 15 car parking and secure cycle parking would be provided at ground level to the east of the school building along with hard and soft landscaping. Three bus parking spaces and a parent drop off / pick up area will also be provided for the school on a new road to the east of the proposed school.
- 5.65 A total of 1,428 cycle spaces would be provided in the eastern detailed part of the Site, which would be made up of 1,204 secure long stay spaces within the basement and 224 short stay spaces at ground level within sight of building entrances. The main cycle access to the basement parking would be via the main car park ramps, with provision to use at least one of the lifts. This would be the same across both basement car parks.
- 5.66 Up to 1,090 cycle spaces would be provided in the western outline part of the Site, which would be made up of 1,049 long stay secure spaces within or immediately adjacent to buildings and 46 short stay spaces to be provided at ground level within sight of building entrances. A further 179 cycle spaces would be provided for the school in the western detailed part of the Site (165 long stay and 14 short stay cycle spaces).
- 5.67 A new cycle feeder lane would be provided on the Lower Richmond Road approach arm to link with the existing cycle facilities along the A316 corridor, as part of the S278 works. The highway improvements at Chalkers Corner would benefit cyclists and help TfL to improve the existing route along the A316 corridor by creating:
- advance cycle stop lines at the main junction;

- wider islands to make them suitable for cycle use; and
- improved cycle links into Lower Richmond Road.

## Servicing and Deliveries

- 5.68 An Outline Delivery and Servicing Plan (DSP) has been submitted as part of the Transport Assessment. The Development has been designed to ensure that delivery and servicing activity can take place safely, efficiently and away from the public highway. The on-Site facilities management team would be responsible for ensuring that the agreed delivery and servicing regime is implemented.
- 5.69 For the detailed component of Application A (east of Ship Lane in Development Area 1), the majority of service vehicles would enter the Site from Mortlake High Street onto the new high street via a controlled access. The new high street would be one-way (east to west) and would have restricted access controlled by bollards. Four off-street loading zones would be located along this road to provide delivery and servicing bays to the various land uses.
- 5.70 A Delivery Management System (DMS) would be used to manage the loading bays. This would encourage suppliers to forward plan and pre-book deliveries with the estate management company as much as possible. This would ensure the number of delivery slots are controlled and allocated, and where necessary limited by vehicle dwell time and turn over to avoid conflicts occurring.
- 5.71 Provision has been made for parking coaches associated with the proposed school (Application B) within the west part of the Site.
- 5.72 Residents would be encouraged to consider the use of services such as Click and Collect and local collection points when ordering goods for home delivery. This would be achieved through promoting such services through the DSP and the Travel Plans. This can help reduce the number of missed deliveries (particularly during the day) and subsequently reduce delivery vehicle trips.
- 5.73 A concierge service would potentially be available to residents 24/7, located within each building. The concierge would be able to take receipt of deliveries on behalf of residents and store them in the delivery storage.
- 5.74 The commercial uses at the Site would receive some deliveries out of hours; where possible suppliers would be encouraged to deliver out of hours to help avoid network peaks.

## Flood Defence

- 5.75 The existing Site boundary walls would be removed and / or modified as required and new flood defence walls would be provided. The new boundary wall would tie in with the corner of the Maltings building, which acts as part of the flood defence wall. The lowest sill on the northern elevation of the Maltings Building would be raised from +5.89m AOD to +6.73m AOD, matching the level of the rest of the window sills on this façade, as previously agreed with the Environment Agency (EA). Sections of the boundary wall along the northern part of the Site would be lowered to a minimum finished level of 6.70 m AOD, with a 0.42 m high balustrade on top in some areas to allow for the addition of a handrail. In parts, the wall would be lowered to 6.13 m AOD but would be topped by a 1.1 m high glass balustrade. The northern façade of Building 9 (Boathouse) would



have a raised ground floor terrace incorporated into the flood wall as a passive flood defence measure (as previously agreed with the EA).

- 5.76 The new boundary wall would be formed of a sheet pile wall behind the existing boundary wall with an in-situ reinforced concrete capping beam. The toe level of the sheet pile wall would be set at -1 m AOD, as shown on detailed **Planning Drawing WIE-10667-SA-04-1006**.

## Landscaping and Ecological Enhancement

- 5.77 A mixture of soft and hard landscaping is proposed throughout the Development. A mix of evergreen and deciduous trees are proposed across the Site, which includes up to 342 new trees, with 62 ornamental trees bringing a total of 404 new trees and up to 99 individual and 3 tree groups retained. All residential courtyards on ground level would be enclosed with 1.5 m high hedge planting.
- 5.78 The existing towpath along the northern boundary of the Site would be enhanced, including additional seating and pruning of understorey vegetation to open key views. At Bulls Alley, within the north-east corner of the Site, it is proposed to provide new granite setts paving, with the existing granite setts cleaned and retained. The historic railway tracks along the towpath within this location would be rediscovered and form part of the landscaping. Steps would be provided to link the proposed river terrace walk behind the improved flood defence walls to the existing towpath.
- 5.79 The Development would provide the following ecological enhancements (refer to **Chapter 13: Ecology** and **Appendix 13.1** and **13.2** for further specifications):
- a minimum of 10 bat boxes would be incorporated in the Development located east of Ship Lane (note, number of bat boxes within the outline component of the Site would be determined following the reserved matters application);
  - provision of 20 bird nesting boxes, including 5 bird boxes suitable for swifts and 15 for other bird types in the Development located east of Ship Lane in Development Area 1 (note, number of bird boxes within the outline component of the Site would be determined following the reserved matters application);
  - subject to a suitably worded planning condition, a peregrine falcon nest box would be incorporated into the proposed Development on the roof of the Maltings (Building 4);
  - use of native species, or species of benefit to wildlife throughout the Development. This would include littoral plant species in areas close to the river edge responding to existing riverside vegetation and grove trees located in the community park south of the proposed school;
  - incorporation of deadwood features within landscape areas, to provide opportunities for a range of invertebrates; and
  - of biodiversity roofs, including a mix of green and brown roofs. Green roofs would include a wildflower and native grasses mix whilst brown roofs would incorporate photovoltaic (PV) panels in some areas and would be seeded with plant species collected from the Site or nearby, including log piles, slabs and twigs gathered from the local area. Where possible, the substrate depth would be varied to provide opportunities for small pools of water to collect on the roof.

## Materials, Façade Treatment and Finishes

- 5.80 The design of buildings across the Development would conform to three typologies:
- cinema;
  - warehouse; and
  - mansion block.
- 5.81 As discussed earlier in the Chapter, Building 5 (the former Bottling building and the former Hotel) would have retained façades, with some alterations whilst Building 4 (the Maltings) would be retained in its entirety with some internal and external works proposed.

### Cinema Typology

- 5.82 Building 1 (the cinema) would comprise a standalone building type to reflect its different use and prominent position within the Development. The cinema typology draws on the heritage of cinema design and in particular the art-deco era in the 1930s. As such, this building comprises a grand entrance and horizontal canopy. The canopy is continued around the whole of the building and above there is a wall with distinctive scalloped bays, breaking up the massing of the building. The massing is further broken up by the inclusion of window elements in the scalloped bays and below the canopy line.

### Warehouse Typology

- 5.83 The warehouse typology uses reference to the historic industrial context of the Site. These buildings (Buildings 6, 9 and 10) are mostly located along the southern part of the Site by Mortlake High Street.
- 5.84 The warehouse typology draws on the heritage buildings on the Site as well as a more typical warehouse façade. This typology comprises vertical stacks of wider windows with solid brickwork walls between, punctuated by punched-hole windows with a vertical orientation.

### Mansion Block Typology

- 5.85 The mansion block buildings are a contemporary interpretation of the traditional mansion block, common to other riverside locations in the wider area. This building typology would exhibit characteristic features such as bay windows with balconies between, gables, dormers and chimneys at roof level with predominantly brick facades. Turret elements are included on Buildings 2, 7, and 8 to provide a hierarchy of window openings at the top of the buildings.
- 5.86 These buildings (Buildings 2, 3, 7, 8, 11 and 12) would be located to the north of the detailed element of the Site, adjacent to the river frontage with three courtyards facing the river.

### Landscape Materials

- 5.87 The principal landscape materials would include:
- powder coated mild steel;
  - Corten steel;
  - stainless steel;

- Natural York Stone;
- Natural granite;
- precast concrete paving slabs and furniture elements;
- Dutch / London brick – wall facings and paving; and
- Fair-faced in-situ concrete – for low walls and seating elements.

5.88 The surrounding landscape features would be largely comprised of stone paving and rendered wall, with ironwork fences and detailed cast elements in addition to the elements of vegetation and green open space. The proposed sports pitch would be made of 3G turf (artificial grass).

### **Lighting Strategy**

- 5.89 The Lighting Strategy has been prepared for planning and specifically developed to ensure that the environmental effects of artificial light are minimised. The Institution of Lighting Professionals (ILP) Guidance to Light Pollution<sup>1</sup> has been adopted and would be adhered to. This includes reducing light pollution, minimising energy and mitigating effects on ecology.
- 5.90 Lighting has been configured according to use after dark, with emphasis placed on elements that contribute most in terms of wayfinding and added character to spaces and buildings. More focus and feature lighting would be placed in the proposed commercial areas, whilst residential areas would have muted lighting to allow for privacy for residents.
- 5.91 Ambient (warm white) light would be used to provide a safe and secure environment and to provide general illumination to the various routes and spaces using bespoke lighting columns. Lighting would be optically controlled to prevent light spill into adjacent properties and glare shields would be used to ensure that all lamp sources are hidden from view.
- 5.92 Accent lighting would highlight surrounding architectural structures, play areas and key landscape features, including strategic routes such as the Thames Street, Maltings Plaza and the River Terrace. This would be achieved through a combination of bespoke lighting columns, architectural lighting and uplighting. The River Terrace would incorporate low level lighting by either bollards or luminaires recessed within the retaining boundary wall. A small amount of light would be provided to the steps that lead down to the towpath for safety reasons and would be carefully focussed on the step treads with no glare or upward spill. The towpath would remain unlit.
- 5.93 The sports pitch would be illuminated by floodlights. Although the final design is not fixed at this stage, an assessment of light trespass as a result of these floodlights has been provided to ensure light emission is controlled to a maximum lux levels of 120 lx. This is in line with FA Guidance and requirements.

### **Drainage**

- 5.94 A surface water drainage strategy has been developed for the Site. The S278 works highway land drainage and surface water run-off will be addressed as part of the wider highways drainage and would be discharged to the sewer as existing, which would be the responsibility of the local highway authority.

- 5.95 Surface water runoff from the north-east part of the Site would discharge by gravity to the River Thames (adjacent to the northern boundary of the Site) via three outfalls. Appropriate treatment would be incorporated into the drainage system to ensure that the quality of water discharged to the River Thames is acceptable. This would be achieved through the incorporation of Sustainable Drainage Systems including green roofs, rainwater harvesting, rain gardens and permeable paving, in addition to underground attenuation tanks.
- 5.96 Foul flows from the Site would discharge by gravity to the Thames Water sewer network. The Drainage Strategy (refer to **Appendix 12.2**) confirms that surface water runoff from the Site can be managed sustainably to ensure that flood risk is not increased elsewhere.
- 5.97 Further detail on the drainage strategy is provided in **Appendix 12.2**.

## Utilities

- 5.98 A number of new substations would be provided at ground floor level around the Site. These substations would connect to the existing High Voltage (HV) network and serve the Low Voltage (LV) supplies within the Development.
- 5.99 Connections to BT and other communication services would be requested after planning permission has been granted. Due to the location of the Site and the existing services, it is highly likely that there would be sufficient capacity within the existing networks for the Development.
- 5.100 New water supplies would be required to serve cold water storage plant in each phase of the Development. Each retail unit would be provided with their own mains water supply. Commercial buildings (e.g. cinema, office, school, community centres) would also each have their own water supply. Each phase would require its own fire supply to serve sprinkler plantrooms. Further information on the potable water supply is provided in **Chapter 12: Surface Water Drainage and Flood Risk** and within the Foul Sewage and Utilities Statement.

## Energy and Sustainability

### Energy Strategy

- 5.101 Air Source Heat Pumps would be provided at roof level on Building 5 to serve the energy demand of the detailed application area, whilst further heat pumps on Buildings 15 and 18 will serve the outline application area. PV panels would also be provided on the roof areas throughout the Development. A total area of up to 515 m<sup>2</sup> would be provided in the outline component of the Development and 1,855 m<sup>2</sup> would be provided in the detailed component of the Development (up to 2,370 m<sup>2</sup> across the whole Development in total). PV panels are not proposed to be located on the school building as the roof area would be used for play space and plant allocation.

### Sustainability

- 5.102 The Development is targeting a BREEAM 'Excellent' rating through the incorporation of a number of features to ensure high environmental performance. These sustainable features include the following (refer to the Sustainability Statement for further information):
- the energy strategy is designed to achieve regulated CO<sub>2</sub> emissions reductions, with the Development targeting a reduction of 73% for Application A and 66% for Application B beyond

the Site-wide baseline. This works out as 1,169 and 69 tonnes of regulated carbon dioxide emission saving per year respectively;

- use of ASHPs would result in zero emission of air quality pollutants on-Site;
- luminaires will be selected with suitable output to direct lighting appropriately to minimise light pollution;
- suitable internal and communal waste storage facilities will be provided for the segregated of recyclable materials;
- water efficient devices would be installed to target a reduced water consumption in the non-domestic areas;
- Sustainable Urban Drainage Systems (SuDS) would be provided, such as green roofs and underground attenuation tanks, in order to limit the run-off of rainwater surface;
- re-use of the main building façade, structure and floors would be undertaken for The Maltings, the former hotel and the Bottling building. Where new materials are introduced they would be specified where possible and practicable to be sustainably sourced, recycled or re-used building materials;
- recyclable waste storage would be provided for the occupants to manage their operational waste;
- native tree species or species of benefit to wildlife will be incorporated throughout the Development;
- secure cycle storage and facilities would be provided to encourage the use of bicycles; and
- all occupied spaces of the Development would achieve compliance with the Building Regulations Part L 2013 Criterion Three requirements<sup>2</sup>. The risk of overheating would be mitigated by the inclusion of features such as internal blinds, g-value of the glazing, an appropriate glazing ratio and mechanical ventilation rates in excess of the minimum requirements of building regulations.

## Waste Management

- 5.103 To the east of Ship Lane within Development Area 1, bin stores would be located beneath ground level. Refuse would be collected at basement level but brought to bin stores at ground level of each building cluster by the on-Site facilities management team, where it will be removed by refuse vehicles on the designated collection days. As required by LBRuT, all collection points within the Site east of Ship Lane in Development Area 1 would be located within 20 m from where the rear of the refuse lorry can safely stop. Refuse vehicles would be able to access the bin collection points along the new high street (Thames Street). A reversing manoeuvre may be required to access the bin store at Building 12.
- 5.104 To the west of Ship Lane, with the exception of the school, the Site is in Outline only and so the delivery and servicing regime is not yet fixed.
- 5.105 The school would have its own separate waste storage area and would be serviced by a separate refuse truck. A specific school loading bay would be used to carry this out. Again, servicing trips would be managed in order to avoid school pick up and drop off times.

5.106 The on-Site facilities management team and LBRuT refuse team would liaise to co-ordinate the refuse collection process and agree the collection days, times and process. Waste and recycling would be collected on the same day, with two collections per week to be made. Commercial waste collection would be subject to a separate regime to residential waste but would be controlled by the estate management company to ensure that it operates efficiently and that collections are timed to avoid peak traffic hours. In addition, on sensitive parts of the Site, waste collection would occur early in the day to minimise conflicts with pedestrians and cyclist's times.

### Climate Change Resilience Review

5.107 The following potential climate hazards relevant to the proposed Development have been identified:

- Overheating & Building Materials Selection;
- Flood Risk and Surface water drainage; and
- Microclimate & Landscape design.

### Overheating & Materials Selection

5.108 Overheating studies have been undertaken for the residential units for the current and future climate to confirm thermal comfort levels would be achieved for the detailed component of the Development. Similar studies would be undertaken as the detailed design of the outline component of the Development comes forward.

5.109 The Development has been designed in accordance with the overheating checklist and cooling hierarchy from the 2021 London Plan to minimise cooling demand and limit the likelihood of high internal temperatures. Mitigation measures such as suitable glazing ratio and g-value, appropriate ventilation levels and minimisation of internal heat gains will be implemented. Through these measures, the relevant areas of the Development will achieve compliance with Criterion 3 of the Building Regulations Part L (2013). It is not anticipated that active cooling will be provided for the residential areas of Development Area 1.

5.110 The design and selection of building materials will be chosen for adaptability and durability (using BREEAM guidance as a framework) to account for climate change and extreme weather events, such as higher thermal stress, increased wind speeds, and heavier precipitation events. The BREEAM credit for 'Wst 05 – Adaptation to Climate Change' is targeted for all BREEAM assessments included in Development Area 1 of Application A and Application B (School). A BREEAM report will be prepared listing climate change mitigation measures to be included in the design of the Development. The same mitigation measures will apply to the outline component of the Development.

### Flood Risk and Surface Water Drainage

5.111 The Flood Risk Assessment (FRA) (**Appendix 12.1**), accounts for the effects of climate change including the possibility of a storm (1 in 100 year event) and an increase of 40% rainfall intensity due to climate change, which allows for a design life of over 100 years. The Development will be protected up to the 1 in 1000 year standard until 2100 by the River Thames flood defences. Ground levels and floor levels will be raised as part of the Development to ensure users of the

Sites are protected from overtopping or a breach (failure) of the flood defences in the event of an extreme storm surge.

- 5.112 The drainage strategy (**Appendix 12.2**) is also based on rainfall estimates incremented by 40% to account for climate change over the lifetime of the Development.

### Microclimate & Landscape Design

- 5.113 The Development will provide ecological enhancement including native species or species of benefit to wildlife. New planting will be incorporated close to the river edge, responding to the existing riverside vegetation.
- 5.114 The species selected for soft landscaping and green/brown roofs will aim to reduce supplementary watering while still being in keeping with the native ecological environment. Drought resistant planting would also be considered for the landscaping and green roofs of the outline component of the Development (Development Area 2 of Application A).
- 5.115 Wind tunnel testing has been undertaken and mitigation measures identified in the landscape design that are required to create comfortable wind conditions for pedestrians within the Site.

## References

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- 1 Institution of Lighting Professionals (2021); 'Guidance Note GN01/21: The Reduction of Obstructive Light'.
- 2 Department for Communities and Local Government (2014); 'Conservation of fuel and power: Approved Document L', amended 2018.