

WELCOME

01

Welcome to the first exhibition on the emerging proposals for the redevelopment of the Stag Brewery site in Mortlake.

At this exhibition you will see the proposals that the project team have been developing over the past several months. We are very keen to hear your feedback on the proposals shown here today.

The Stag Brewery played an important role in the local community, and represents a rich heritage stretching back over 500 years. The brewery finally ceased production at the end of 2015 following AB InBev's decision to move operations to Wales.

Reselton Properties Ltd acquired the site in 2015 and Dartmouth Capital Advisors, who have a long history with development in the borough, have been appointed to bring forward proposals for the site.

There will be further consultation with the community in the coming weeks and months. Please leave your details with us here today if you would like to be kept updated.

We hope you find today's event informative. Please do ask any member of the team here today any questions you have.



Aerial image of Stag Brewery, Lower Richmond Road

At the end of the exhibition please don't forget to complete a feedback form. The feedback you provide will be analysed and help to develop the next stage of the proposals. All information displayed here today will be made available on our website after the exhibition closes.

PROJECT TEAM

02

RESELTON PROPERTIES LTD.



Teddington Riverside

RESELTON PROPERTIES LIMITED

Reselton Properties Limited is a wholly-owned subsidiary company of City Developments Limited (CDL), a Singapore-listed international real estate operating company.

The CDL Group is building a significant portfolio of development projects in Greater London, including the Teddington Riverside at the former Teddington Studios site.

Reselton Properties Limited looks forward to applying its expertise in sustainable development and creating transformative spaces to live, work and play in.

DARTMOUTH
CAPITAL ADVISORS



Richmond Bridge

DARTMOUTH CAPITAL

Dartmouth Capital Advisors Limited is a private advisor that is exclusively retained by CDL.

Dartmouth Capital provide development management services to projects primarily in West and South West London. They specialise in residential developments, and have recently worked with Reselton Properties to deliver Teddington Riverside.

Other residential developments that Dartmouth have delivered locally include new homes at Richmond Bridge.

SQUIRE & PARTNERS



Chelsea Creek

SQUIRE AND PARTNERS

Squire and Partners is an architecture and design practice with experience spanning four decades, earning it an international reputation for architecture informed by the history and culture of where it is placed. Their award winning portfolio, for some of the world's leading developers, includes masterplans, private and affordable residential, workspace, retail, education and public buildings.

Squire and Partners designed the new dockside residential development Chelsea Creek, and new housing as part of the Chelsea Barracks masterplan.

CONSULTANTS

GERALD EVE

Gerald Eve LLP is the third largest partnership of chartered surveyors and property consultants in the United Kingdom. They have exceptional experience and an excellent track record advising on complex projects throughout London and across the UK.



GILLESPIES

Gillespies is an internationally acclaimed and award-winning landscape architecture and urban design practice with over 50 years' experience in masterplanning, urban design, landscape design and environmental planning. The practice is experienced in designing for a wide range of sectors including residential, commercial, education, health, leisure, retail and transport.

GILLESPIES

PETER BRETT ASSOCIATES

PBA are an independent practice of engineers, planners, scientists, and economists delivering major development and infrastructure projects. For over 50 years, they have used their technical skills to deliver development and infrastructure projects.



SOUNDINGS

Soundings has a strong track record in public consultation and engagement. The firm draws experience from planning, architectural and communications backgrounds to ensure a full understanding of the issues and the ability to communicate with consultees clearly. Soundings has worked on some of the most challenging projects in London including Chelsea Barracks.



HISTORY OF THE SITE

03



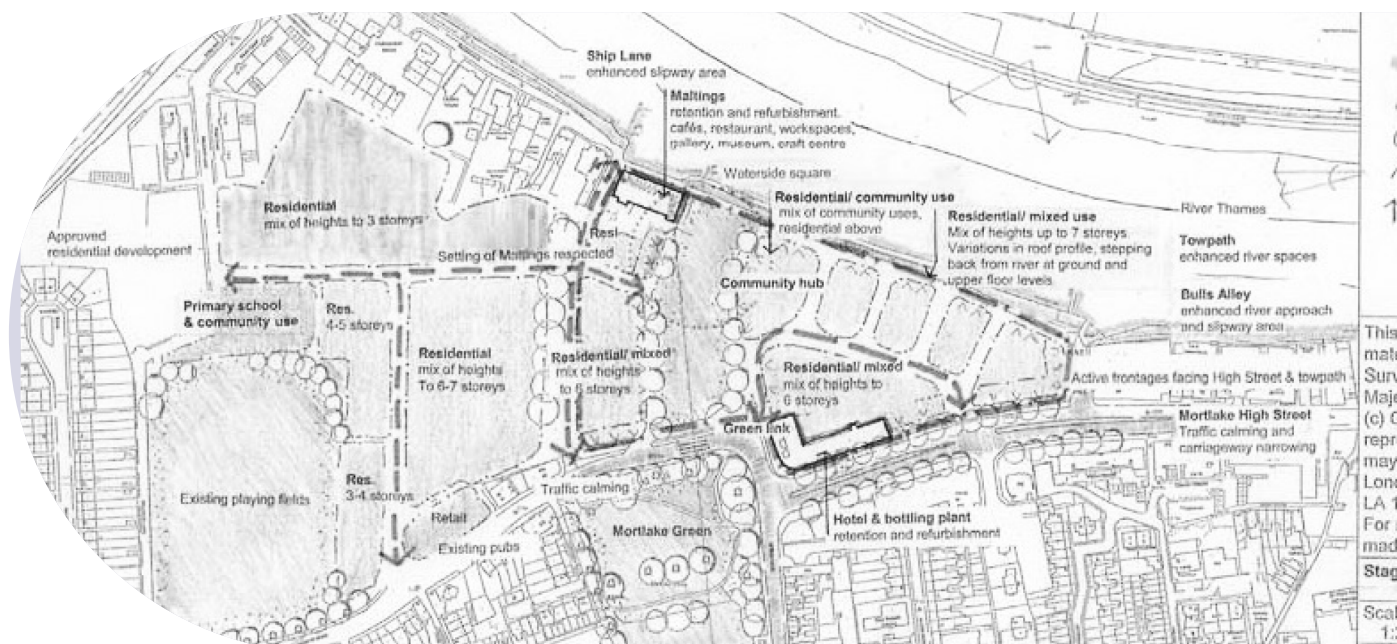
Mortlake Tapestry works founded in 1619, above.

Cambridge powers to victory over Oxford
to achieve the largest winning margin in
The Boat Race's history.



1932 Mortlake Brewery

Anheuser-Busch InBev began operating
on the site - most notably they brewed
Budweiser here.



2011 London Borough of Richmond upon Thames Stag Brewery SPD

Budweiser ceases to be brewed on site.
Reselton Properties Limited buy the site.

Consultation on the future of the Stag
Brewery gets underway.

1086

Mortlake is recorded in the Domesday Book as having a 'very large' population of 110 households.

1487

Mortlake Brewery was founded.

1839



Oxbridge Boat Race

1889

James Watney & Co. buy the Mortlake Brewery and build the Maltings building in 1903.

1940

The Brewery was bombed during the Blitz. Records indicate that several direct hits were made.

1995



Stag Brewery gates

2009

Anheuser-Busch InBev announce intention to leave the site to expand their operation in South Wales.

2011

Following consultation with residents an SPD for the Stag Brewery site is adopted by the Council.

2015



Budweiser signage on the Brewery walls

2016

Project team engages with stakeholders, including Richmond Council.

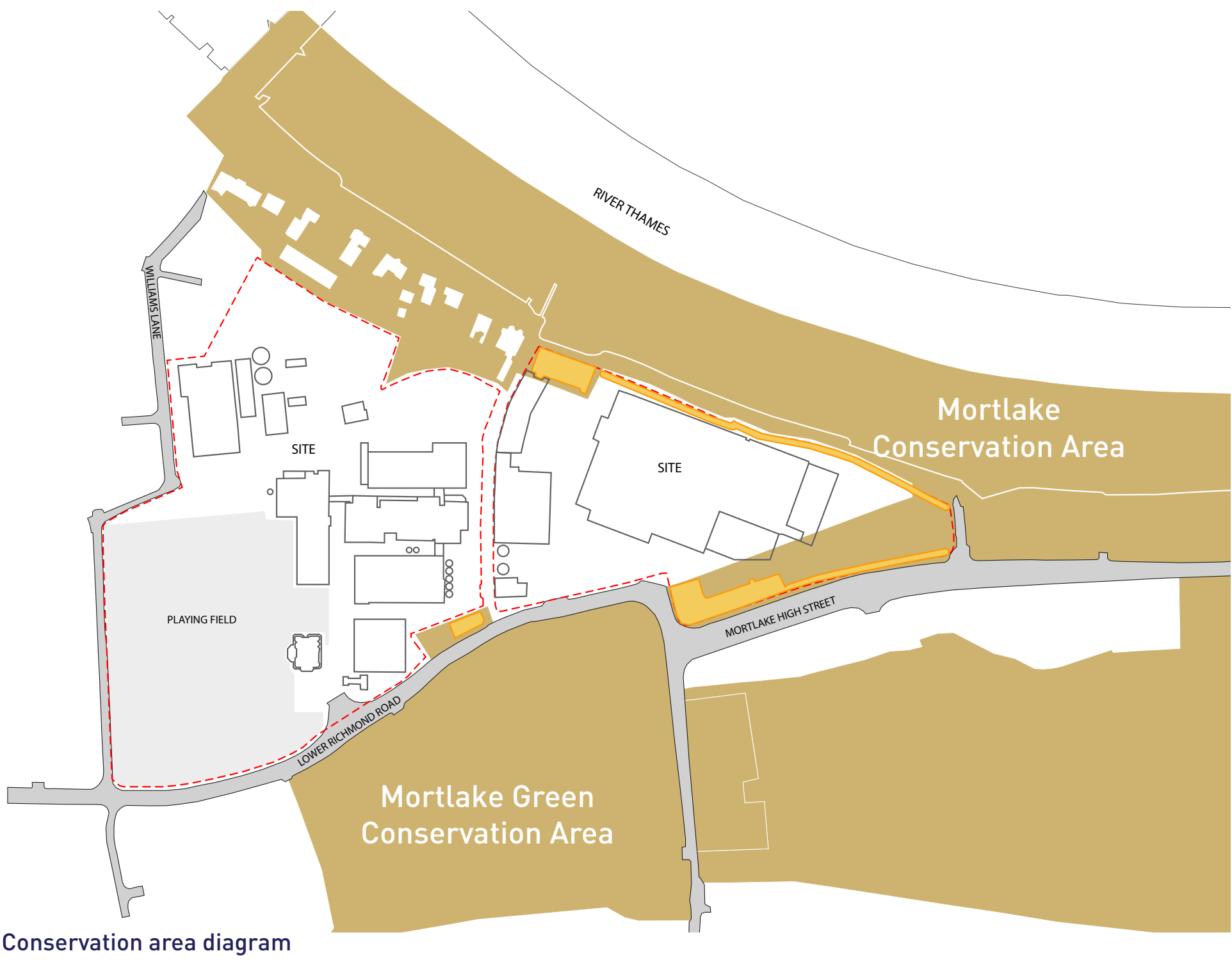
CONTEXT AND CONSTRAINTS

04

CONSERVATION AREA

Part of the site is located within the Mortlake Conservation Area, and is located adjacent to the Mortlake Green Conservation Area. Parts of the surviving boundary wall of the site contribute to the character of the Mortlake Conservation Area.

The proposed scheme will use the historical context to influence design, layout and form, ensuring the development responds appropriately to the character and appearance of the conservation area.



1960s Brewery

HISTORIC BUILDINGS

Whilst the site includes buildings that are not listed, they are recognised as Buildings of Townscape Merit (the Maltings building, former Hotel and Bottling Plant). These buildings and structures contribute to the character of the site, providing both physical and historic context for the development.

Significant thought is being given to maximise their role within the emerging masterplan.

ENVIRONMENTAL

An Environmental Impact Assessment (EIA) is being undertaken to assess the environmental impacts of the proposed development. The EIA process will comprise various technical studies for topics including socio-economics, transport and access, air quality, noise and vibration, water resources and flood risk, ground conditions and contamination, built heritage, archaeology, ecology, daylight, sunlight, overshadowing, wind microclimate, townscape and visual.

FLOOD RISK

A Flood Risk Assessment (FRA) will be required for this development which will review the flood risks to the site and adjacent properties. This includes how they may change as a result of the development. The FRA will also specify mitigation measures where they are required. The work is being prepared in consultation with the Environment Agency and the borough council.

The plans shown here today include replacing the existing flood defence wall with a new wall and embanked area within the site, providing a much improved flood defence for the surrounding area.



Existing flood barrier wall

2011 SPD

05

In July 2011 Richmond Council, in consultation with local residents, adopted a Supplementary Planning Document (SPD) for the Stag Brewery site. The SPD provides guidance for any proposals brought forward on the site.

The document sets out the key ambitions for the site which is to:

- Create a new village heart for Mortlake
- Provide public realm of the highest quality

- Respect the heritage and history of the area
- Provide a new recreational and living quarter, a mix of uses
- Create vibrant links between the River and Station

The SPD includes a Masterplan vision (pictured below) which broadly sets out the proposed location of different elements of the site, heights and links.

SPD INDICATIVE MASTERPLAN



SPD Zonal masterplan layout

KEY

- Residential housing
- Commercial Use
- Conservation buildings
- School
- Public square
- Green space

PROPOSED LAYOUT

06



Proposed zonal masterplan layout

The illustration above shows the proposed layout of the masterplan being currently under development.

The layout above shows the proposed location of the school, residential units, High Street, retail space, offices, and open space.

Among the key features are:

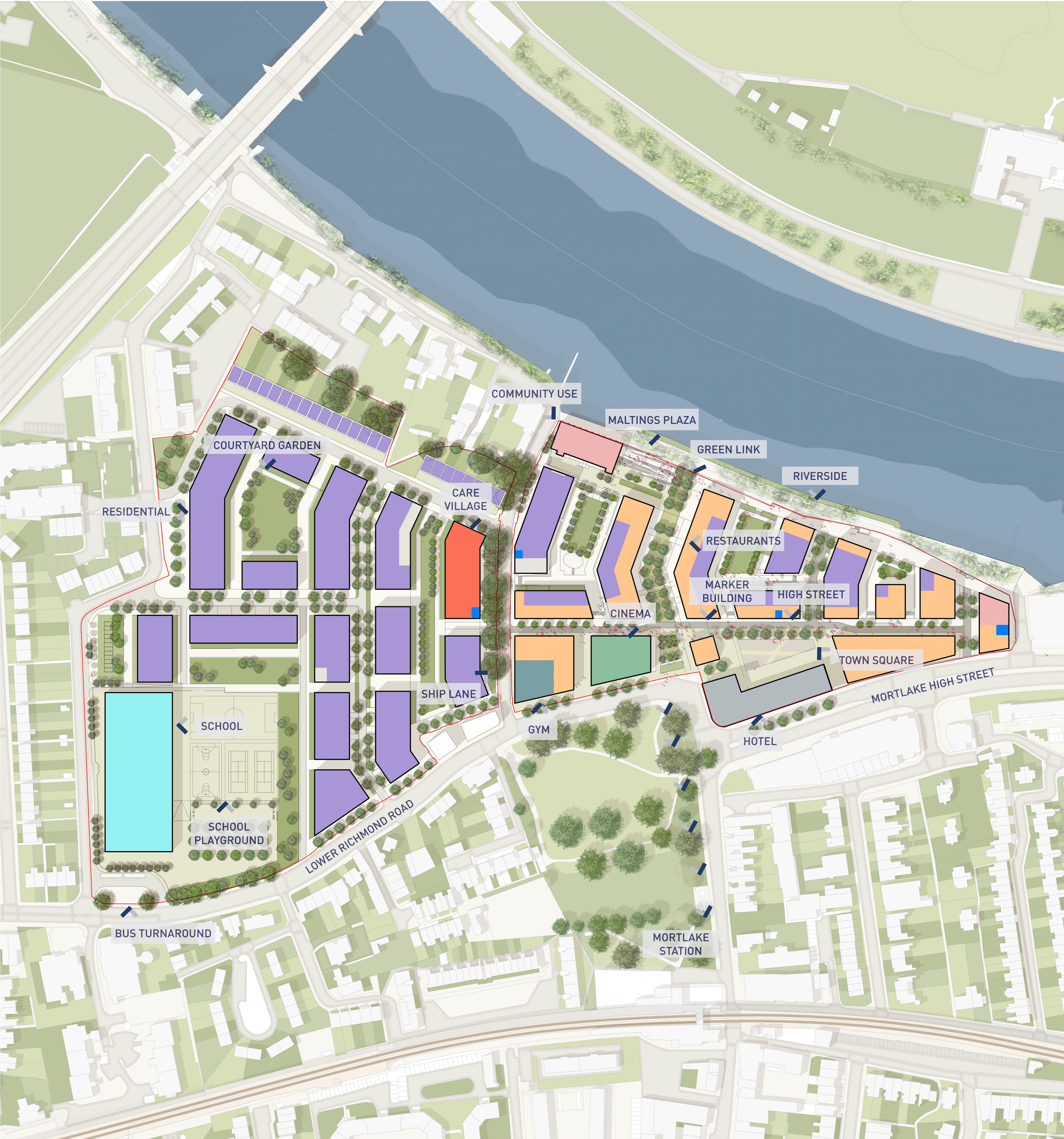
- The provision of a mixed-use residential-led scheme.
- A new green link between the Station and the Riverside.
- A new village heart and retail area.
- Open space throughout the site.
- Retention and refurbishment of important historical buildings.

KEY

- | | | | |
|---------------------|-------------------|------------------------|-----------------|
| Residential housing | Commercial use | Conservation buildings | Marker building |
| School | School playground | Cinema | Open space |

PROPOSED MASTERPLAN

07



Proposed masterplan layout

Key

- | | | | |
|---------------------|----------------|----------------|---------------|
| Residential housing | Commercial use | Hotel building | Care village |
| School | Cinema | Gym | Community use |

KEY AREAS

08



Character area and key area map

MIXED USES

09

The emerging masterplan proposes a range of uses across the site including, retail, office, residential, community, recreational, educational and many more.



NEW HOMES

Approximately 980 new homes across the site including 190 Extra Care Units and affordable housing.



LINEAR PARK

A green Linear Park total 2,140sqm in area through the site, connecting the station and the River.



COMMERCIAL AND RETAIL

Commercial and retail space for 40 units.



LEISURE

New restaurants, a cinema and gym for the whole community to enjoy.



OPEN SPACE

25% of the area will be green space, with many new public spaces to enjoy.



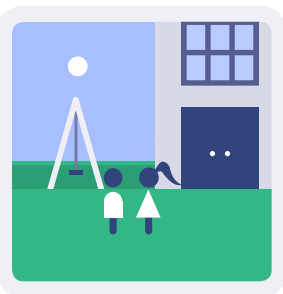
HOTEL

A new 96-room hotel.



OFFICE

Approximately 2,900sqm of new office space.



EDUCATION

A new Secondary School.



Maltings Plaza illustration



Linear Park illustration

LANDSCAPING AND OPEN SPACE I

10



Public realm plan

A key principle of the masterplan is to create a new village heart for Mortlake. The masterplan draws on local context and the key historic buildings. It creates an appropriate development that respects the ambition of the SPD and goes further in creating a vibrant and sustainable new centre for Mortlake.

The proposals distribute open space throughout the site (something that the SPD proposals didn't) and will provide quiet amenity for residential dwellings as well as active public spaces.

The open space has been carefully integrated into the masterplan. While the provision of open space differs from the SPD in some areas, a much higher provision of

open space is achieved across the site, distributed within the proposed masterplan layout.

As a key part of the masterplan the location of the school is important and has been determined to minimise the impact on its use and the amenity of the surrounding development. The flexible use of the open space around the school will bring increased benefits to the local community and will improve both what is existing and what was shown in the SPD.

LANDSCAPE AND OPEN SPACE II

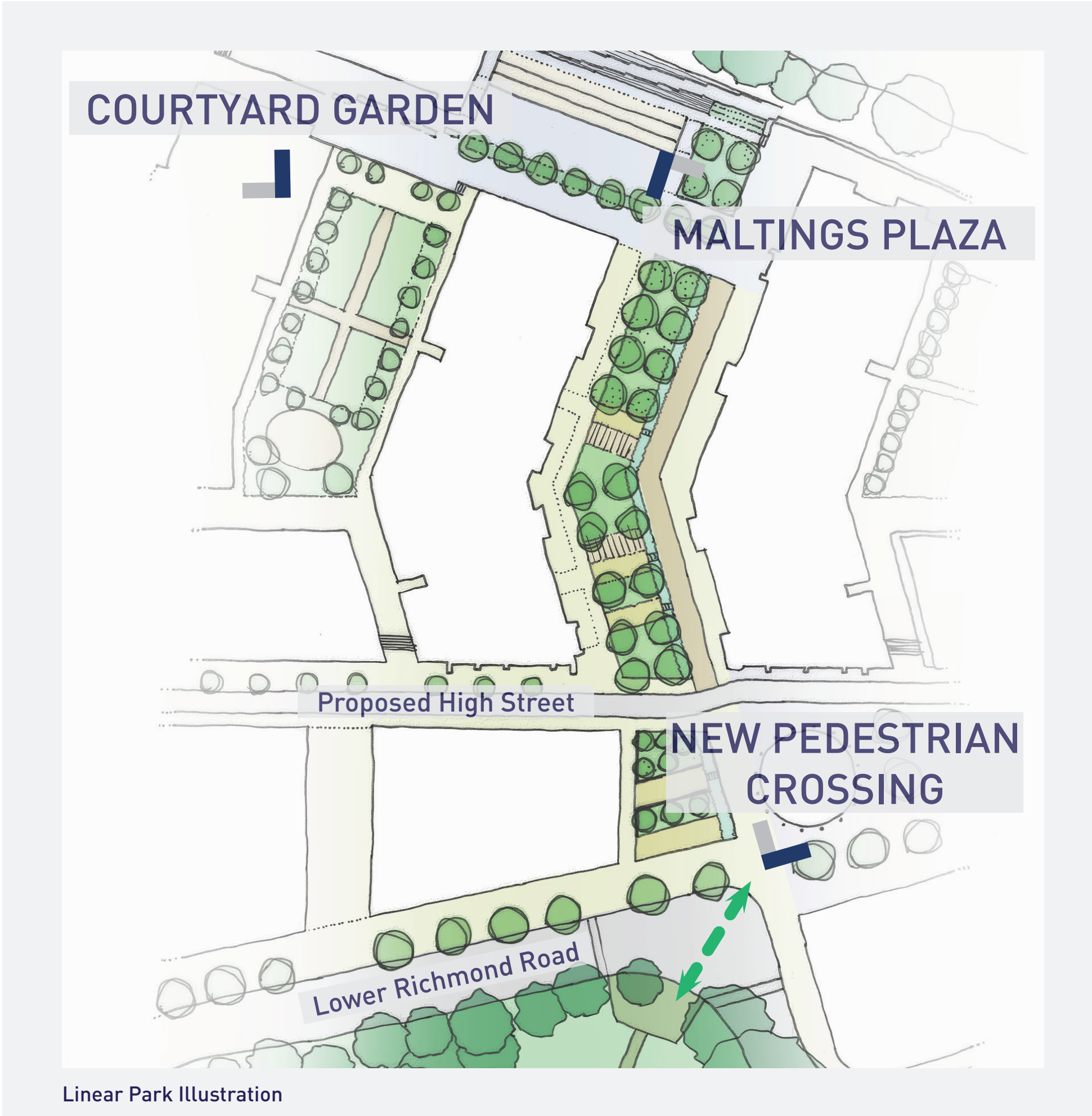
11

LINEAR PARK, COURTYARDS AND SQUARES

The proposed linear park connecting Mortlake Green with the River is 2,140 sqm in area, providing grassed open space areas, feature trees and planting, as well as service vehicle access and paved outdoor spaces for seating, dining and relaxation.

The residential courtyards, which open to the river are wide spaces that provide 6,145sqm of open space. These courtyards are developed with planting areas, pathways, play facilities and recreational spaces.

The two public squares are designed as paved multi-functional spaces with areas of planting, grass and feature trees. All these areas amount to 4,215sqm.

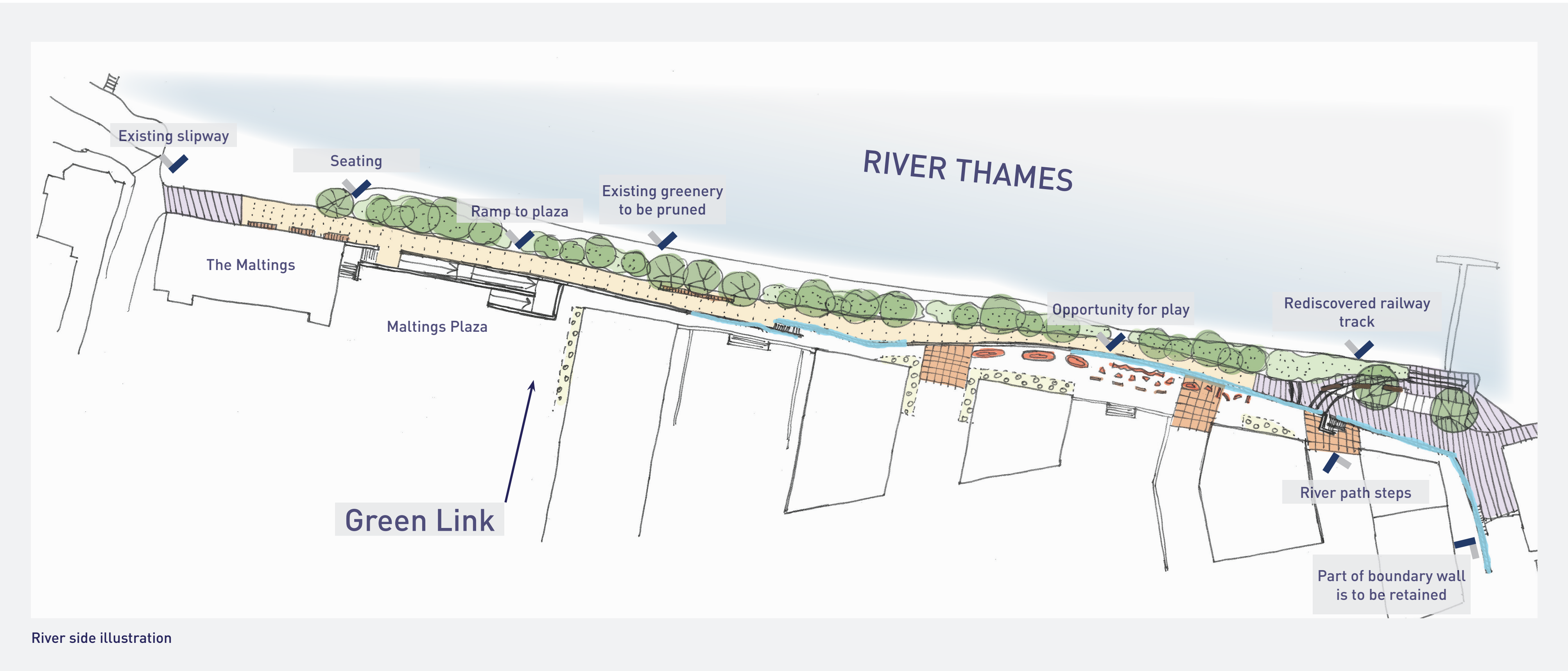


KEY FACTS

- Green space is distributed throughout the site, totalling 21,682 sqm
- 25% of the total development is green space
- Improvements to open space across the site that will benefit the entire community
- The creation of a vibrant and sustainable new village heart for Mortlake

RIVER TOWPATH IMPROVEMENTS

The Tow Path along the river edge is proposed to be upgraded and connected into the site, this would provide a significantly improved access to and along the river. Heritage elements are to be retained and integrated into the public space along the Tow Path.



SECONDARY SCHOOL

12

POLICY CONTEXT

The adopted 2011 SPD identified a requirement for a primary school as part of the mix of uses for the site.

Richmond Council has a statutory requirement to ensure that there are enough schools planned across the borough and therefore the original requirement for a primary school has been changed to a six-form entry secondary school, plus a sixth form.



Example school currently being built in Richmond

Originally, the 2011 Planning Brief stated that a primary school was needed as part of any redevelopment. However, in October 2015, the requirement was changed to a secondary school. The council states two reasons for this. Since the Planning Brief was agreed, the Council has enabled an additional 195 reception class places in the east of the borough. At the same time, the need for secondary school places has increased.

A new school will ensure that many local children will not have to travel out of the area to go to school. Council statistics shows that in March 2017, 85 children from this part of the borough have either been offered secondary school places in the western half of the borough or haven't yet been offered places at any school.

The Council's forecasting shows that in future years the numbers of children due to transfer from primary to secondary school will substantially increase. The capacity in the current three secondary schools in the east of the borough will not be enough.

A secondary school of this size requires a greater area of land than a primary school and so an alternative location within the site has been identified having regard to a number of factors including:

- The western part of the site is the preferred location for an education use (Planning Brief)

- The height and footprint of the proposed school is an outcome of Education Funding Authority (EFA) requirements and the Council's capacity requirements
- Play and sports provision must be linked with the school (to meet EFA requirements and accord with the Planning Brief)
- Other locations on the western part of the site have been considered for the school but have been found to be unsuitable for various reasons including conflicts with land uses in the Planning Brief, space constraints, the need to respect surrounding buildings and land uses and retaining open views into the site from the surrounding area
- The position of the school in the south-west corner of the site provides easier and safer access for 1,200 children, next to a bus drop-off point and avoiding excessive trips through the site and increasing safety

The EFA, who will be funding the school, has strict guidelines about how schools should be built. The image above shows a typical EFA school design.

The Council's final public consultation on the local plan closed on 15 February and subject to final amendments, will be submitted to the Secretary of State in Spring/Summer 2017.

You can find more information about the proposed location of the school at www.richmond.gov.uk/stag_brewery_alternative_school_sites

NEXT STEPS

A second public exhibition will be held in late spring 2017 prior to a planning submission that will be made later in the year.

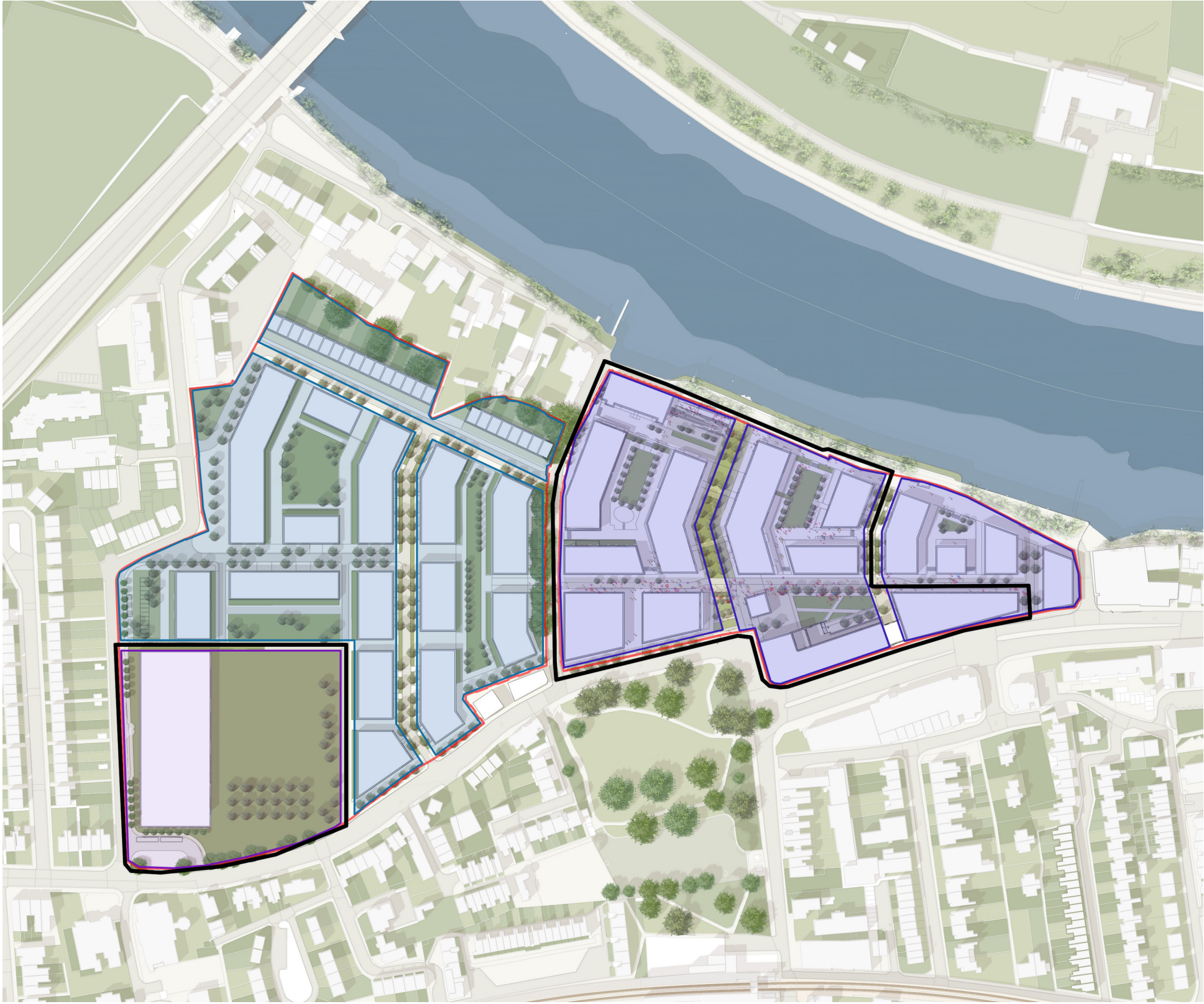
The planning application will be made in ‘hybrid’ form. This means that a fully designed scheme will be submitted for parts of the site (land to the east of Ship Lane plus the school) and the remaining parts will be submitted in outline.

We hope that you will be able to attend the next exhibition, and to provide the project team with further feedback prior to the planning application.

KEY

Outline planning area

Detailed planning area



Planning application outline diagram

CONSULTATION PROCESS



Local stakeholder meeting



Local neighbour meeting



Newsletter sample



STAG BREWERY REGENERATION

Key members of the project team are here today to answer your questions and listen to your feedback. Please do come and speak to us.

Feedback forms are also provided and we would be grateful if you could complete one once you have seen the exhibition.

We will be holding further meetings and events later in the year and you can find further details at this exhibition.

CONTACT DETAILS

Stag Brewery Consultation, Soundings,
148 Curtain Road, London, EC2A 3AT

T: 0800 304 7035 and ask for Rowan or Janet

E: info@stag-brewery.co.uk

W: www.stag-brewery.co.uk

TRANSPORT CONTEXT

OVERVIEW

A common theme to emerge during the early consultation were concerns surrounding traffic congestion and parking. Dartmouth took this on board and appointed Peter Brett Associates to carry out extensive modelling of the existing traffic on Lower Richmond Road, and testing of potential traffic solutions that may be delivered through the redevelopment.

PETER BRETT ASSOCIATES

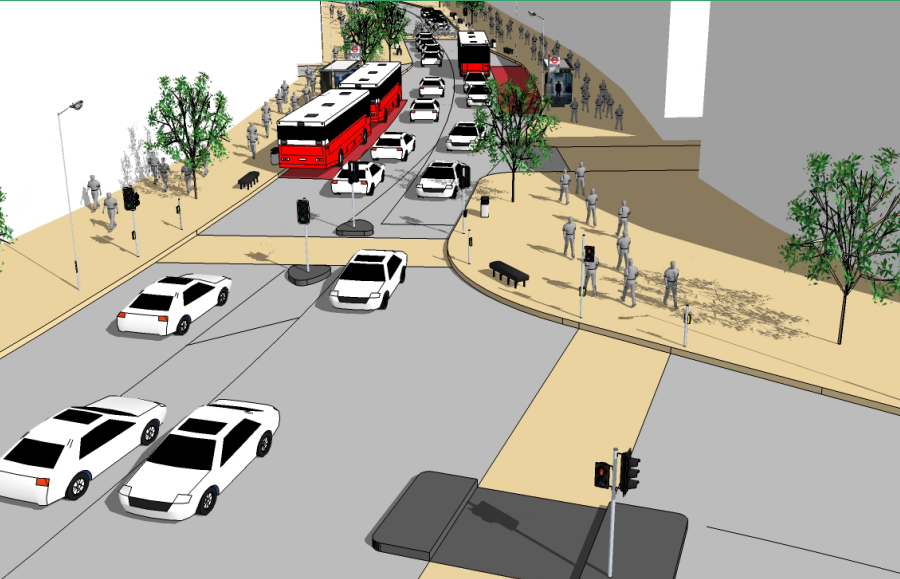
PBA are an independent practice of engineers, planners, scientists, and economists delivering major development and infrastructure projects. They have used their technical skills to create value for clients by delivering development and infrastructure projects for over 50 years.

PBA have extensive experience in the Borough over a number of years which has involved close working with the Council and other stakeholders. Project examples include:

CASE STUDIES



St James Sorting Office



Twickenham modelling

ROYAL MAIL, TWICKENHAM:
Transport planning services to help secure planning permission for this site which is currently being built out. This work required resolution of key transport issues including parking and vehicle access.

DUKES MEADOWS TRANSPORT AND ACCESS STRATEGY:
PBA developed a comprehensive transport and access strategy for this large recreational ground and sports park on the northern bank of the Thames close to the Stag Brewery site. The strategy included proposals to improve the walking and cycling links to and through the park as well as improved access to local bus services.

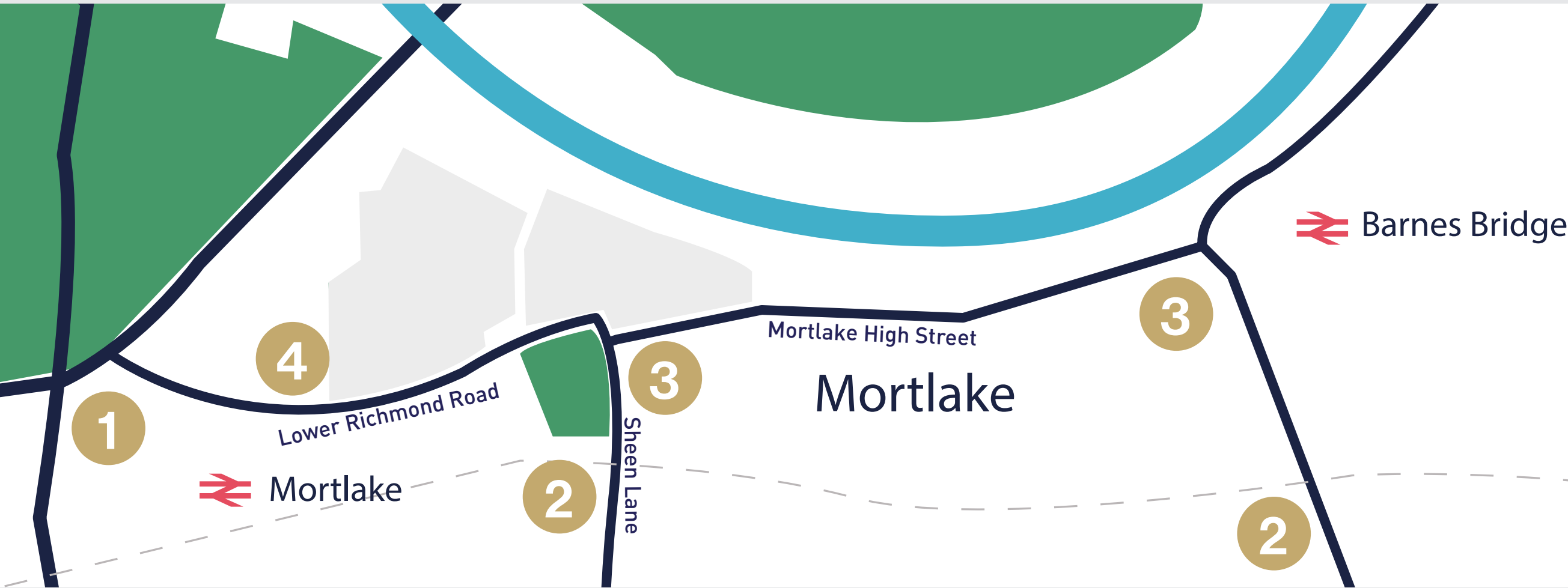
TWICKENHAM TOWN CENTRE AREA ACTION PLAN:
A preferred streetscape and traffic management scheme was developed based on on a general traffic gating strategy to discourage through traffic. Assessment of the schemes impact on the local highway was tested using VISSIM while those on the strategic network used the South London Highway Assignment Model.

BARNES BRIDGE & BARNES STATION ACCESS & INTERCHANGE STUDIES:
A major study to establish the issues affecting access to Barnes Bridge Station and Barnes Station from the wider area which included the nearby Hospital site and University campus. Scheme development and approvals

ISSUES

LOCAL HIGHWAY NETWORK

- Key constraints related to the local road network in Mortlake that exacerbate levels of congestion and create a poor environment for pedestrians include:
- 1 Inefficient junction geometry at Chalkers Corner
 - 2 Irregular railway level crossing down times
 - 3 Blocked roundabout junctions at Sheen Lane and White Hart Lane
 - 4 Poor pedestrian crossing environments



CHALKERS CORNER JUNCTION

- Key problems with the Chalkers Corner junction include:
- 1 Poor utilisation of traffic lanes on the Lower Richmond Road (Mortlake) approach
 - 2 Limited stop line capacity to discharge traffic onto the A316
 - 3 Insufficient internal storage area on the A316
 - 4 Poor pedestrian and cycle crossing environments

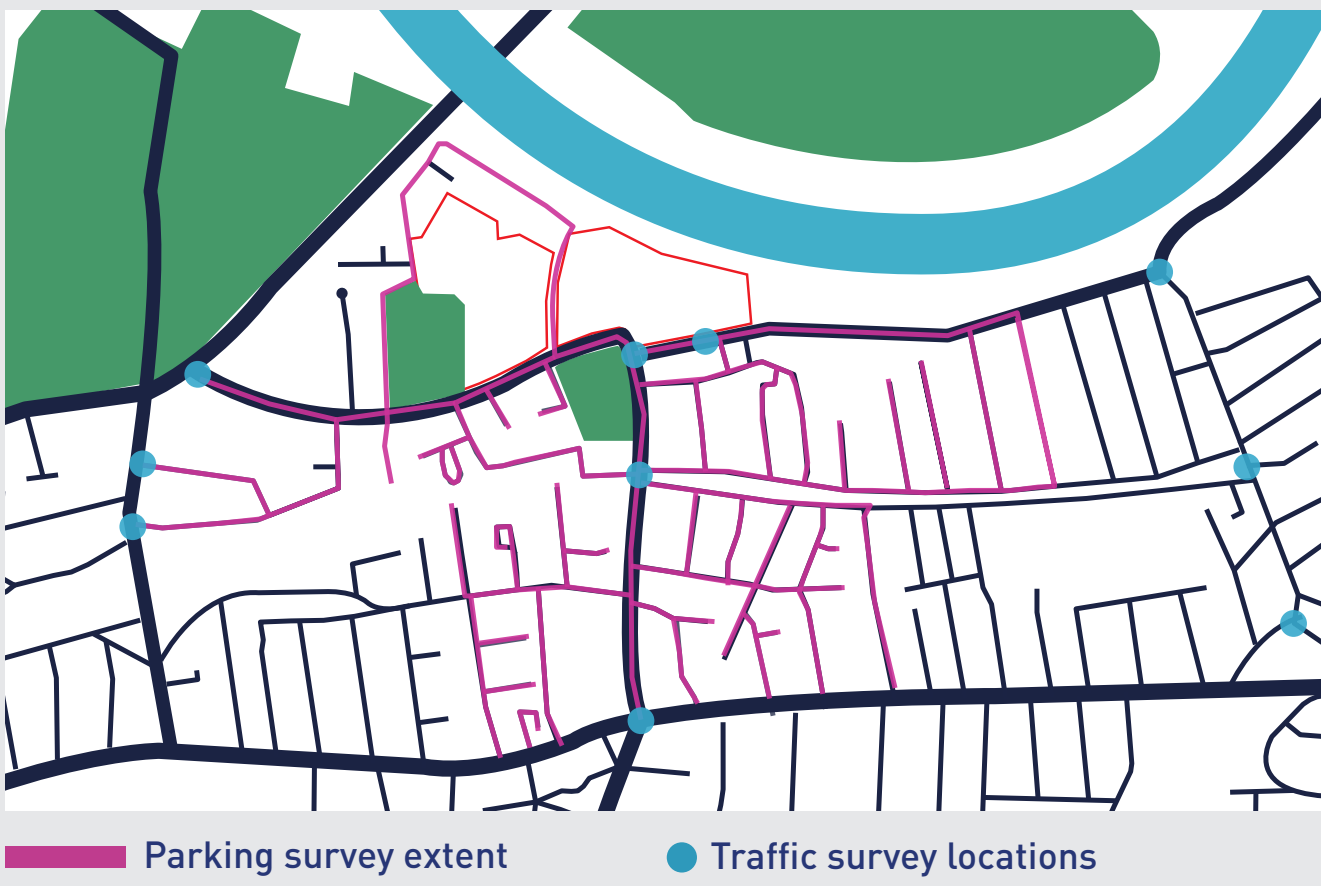


HISTORIC TRAFFIC

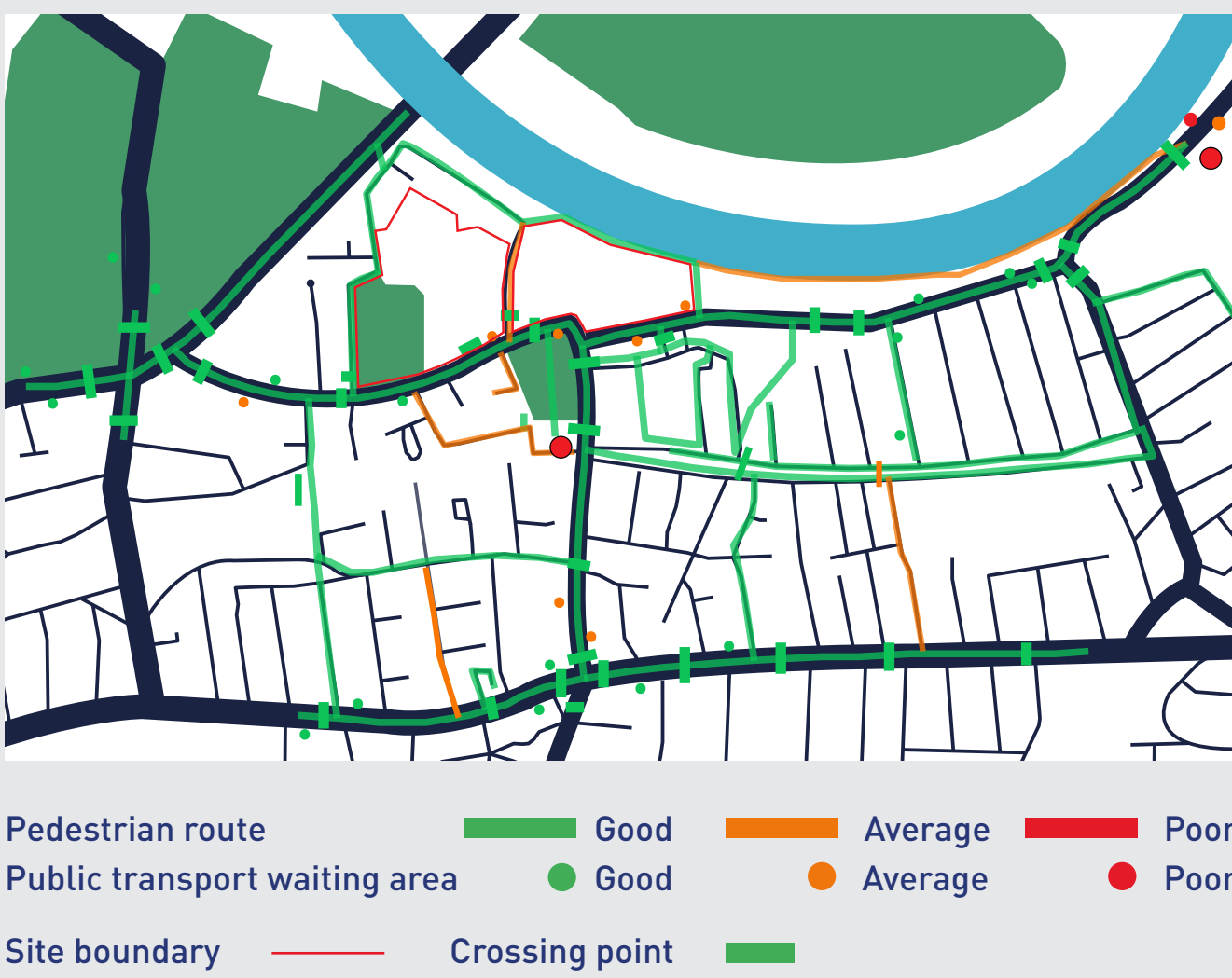
The site was an operational brewery until December 2015 generating significant volumes of traffic. This included a large number of Heavy Goods vehicle movements. It is understood that on a typical weekday when the brewery was in full production this generated approximately:

WEST GATE	EAST GATE	SPORTS CLUB	SHIP LANE
250	350	30	200

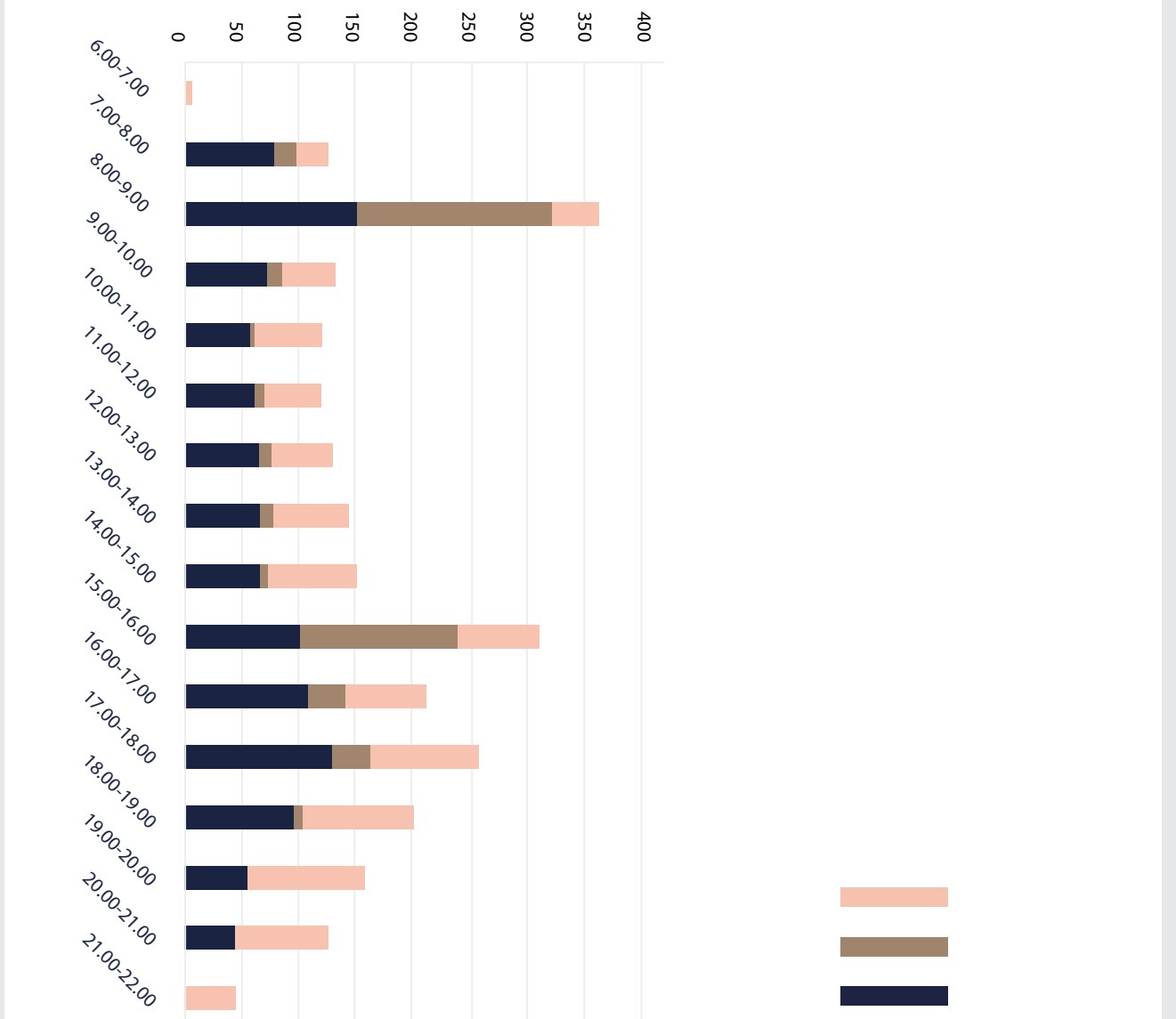
RESEARCH ACTIVITIES



TRAFFIC & PARKING SURVEYS
Extensive traffic surveys were undertaken to understand the performance of the existing highway network. This included the collection of traffic flow, vehicle turning counts, level crossing timings and parking occupancy data.

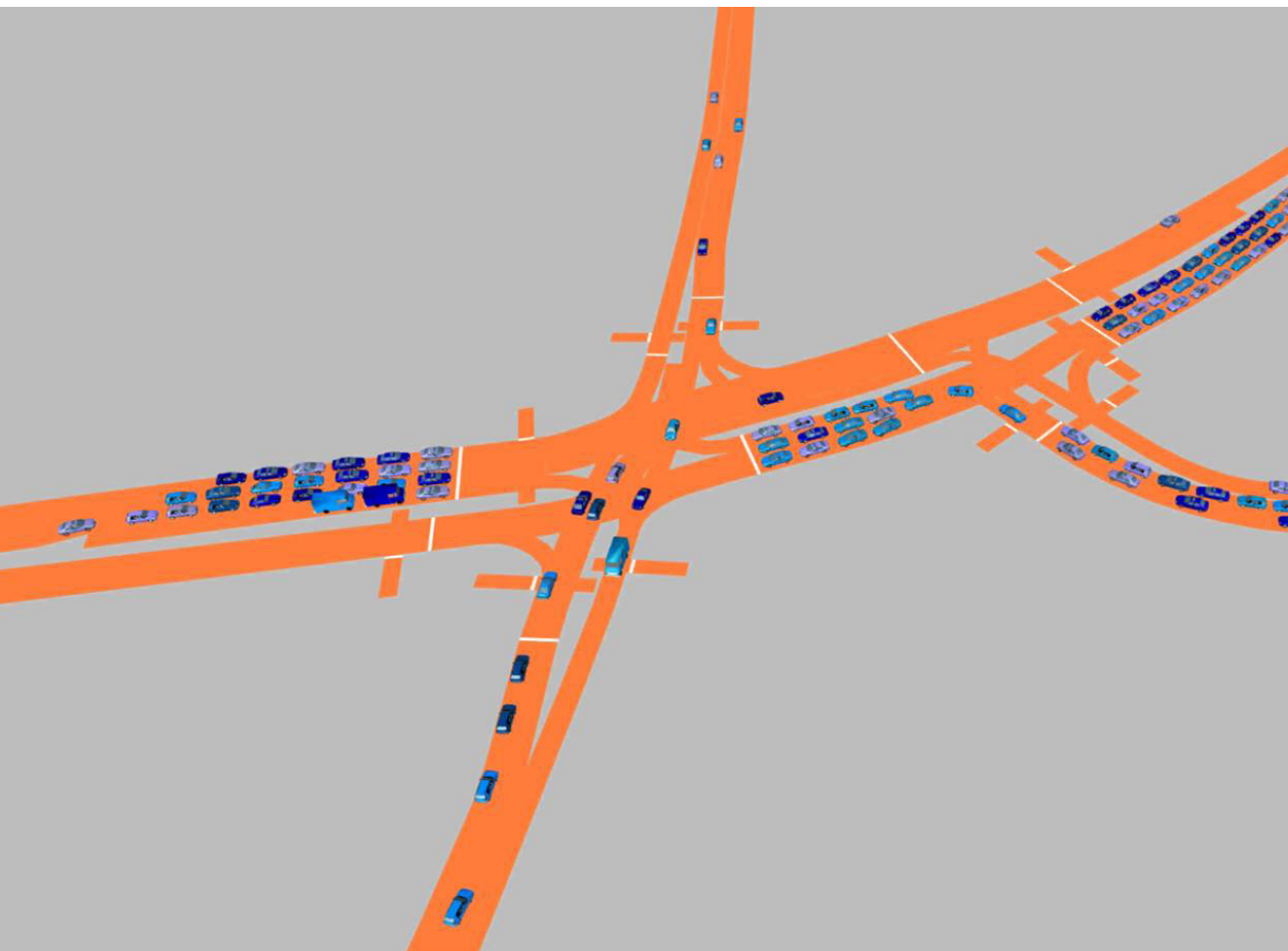


PEDESTRIAN ENVIRONMENT AUDIT
A comprehensive street audit of the Mortlake area was undertaken to establish the quality of the pedestrian environment and identify areas for improvement. The PERS audit was compliant with TfL best practice guidance which separately assesses footways, bus stops, crossings and public open spaces.

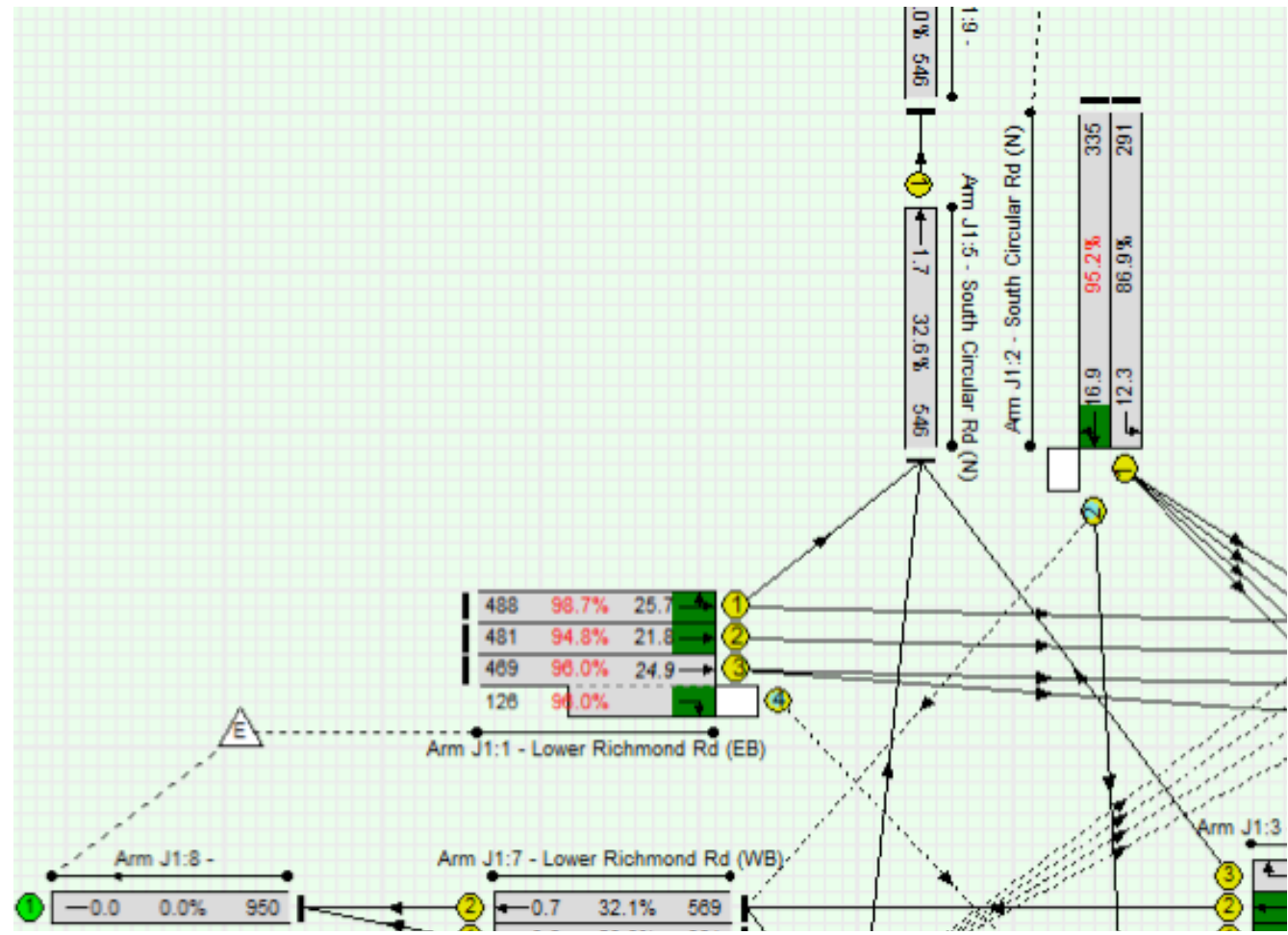


TRIP GENERATION
The trip generation has been determined using a number of different data sources. PBA also carried out surveys at several sites in the local area to best determine the likely level of trips generated by the proposed development. This work was supported by travel plan information of local schools supplied by Richmond Council, and the reasonable trip rates calculated have been agreed with the Council and TfL.

MICROSIMULATION



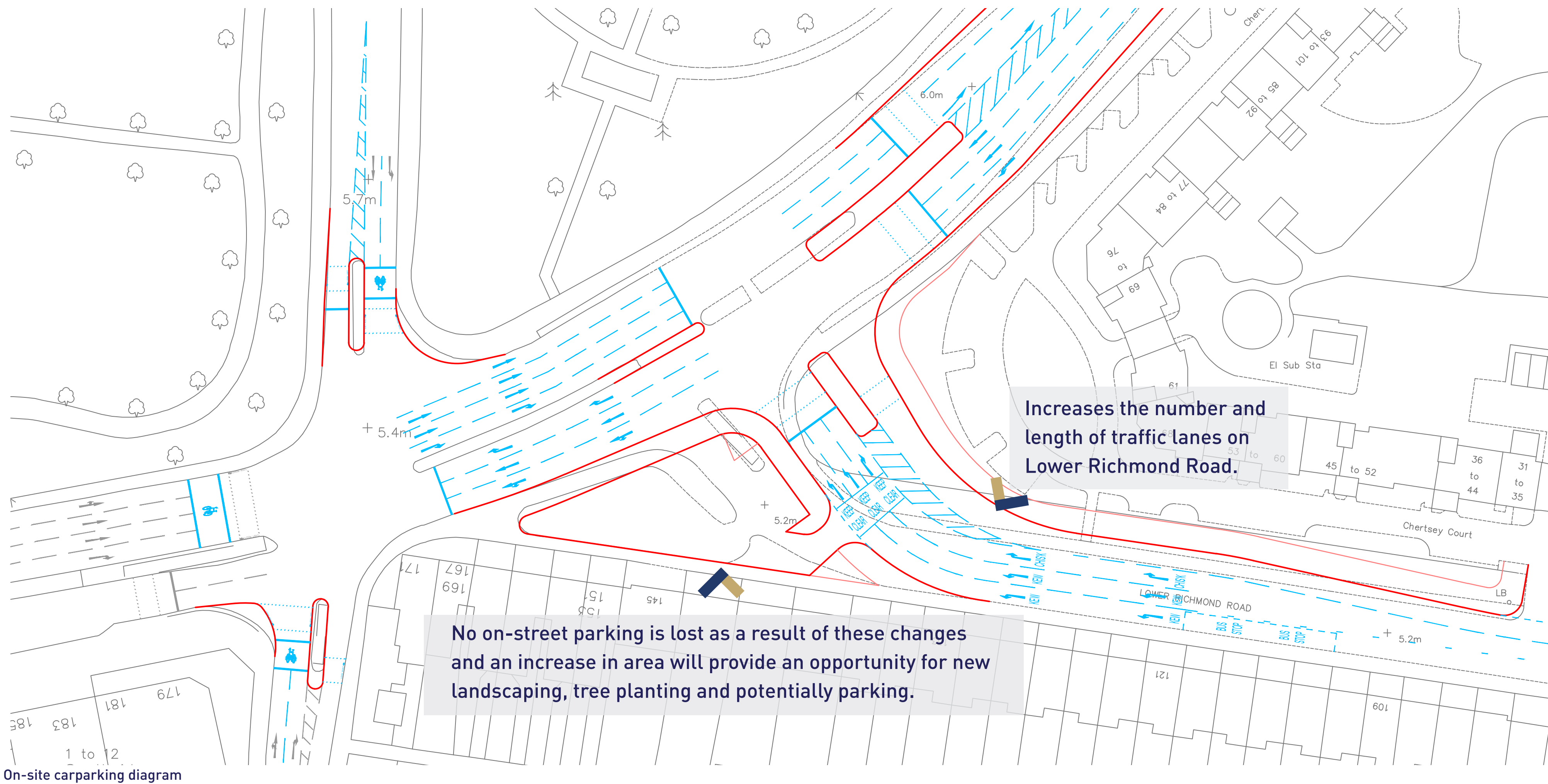
ROAD CAPACITY MODELLING (LINSIG)



CHALKERS CORNER TRANSPORT SOLUTION

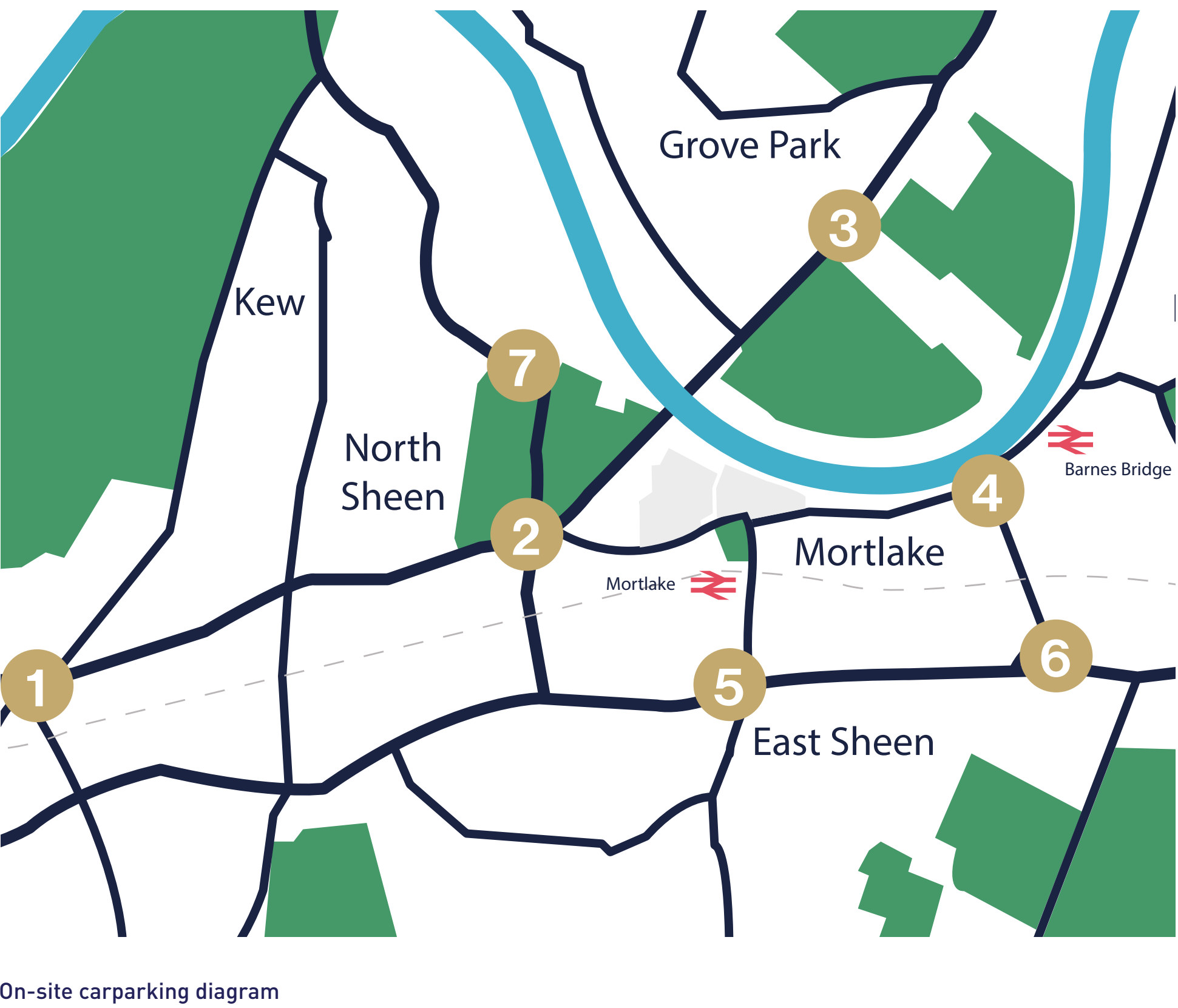
PROPOSED ROAD LAYOUT

The proposed road layout for the Chalkers Corner junction moves the Lower Richmond Road arm towards Chiswick Bridge, thereby increasing the internal storage area between the two junctions on the A316.



PBA have conducted traffic modelling that includes projected traffic from the site after it is developed, and the proposed changes to Chalkers Corner. It suggests that general traffic journey times improve by up to 3 minutes between the White Hart Lane roundabout and Chalkers Corner and up to 2 minutes between the Sheen Lane junction with the South Circular and Chalkers Corner.

LOCAL HIGHWAY IMPACTS



Changes at Chalkers Corner increase the capacity of the junction by allowing more traffic to exit Lower Richmond Road onto the A316 during each traffic signal green. This produces wider road network benefits to the Mortlake area as demonstrated in the VISSIM models. (See screen)

Journey	Existing		Proposed*	
	AM	PM	AM	PM
1-2	6.0	3.4	5.3	3.1
2-1	2.5	2.7	2.6	2.7
2-3	3.5	2.3	3.9	2.4
3-2	2.5	7.5	3.6	10.1
2-4	2.9	2.9	2.9	2.9
4-2	7.4	6.3	4.1	3.8
2-5	4.6	4.2	6.2	4.2
5-2	7.4	7.4	5.0	4.8

*These are estimated based on preliminary traffic model output

DETAILED TRANSPORT SOLUTIONS

CAR PARKING

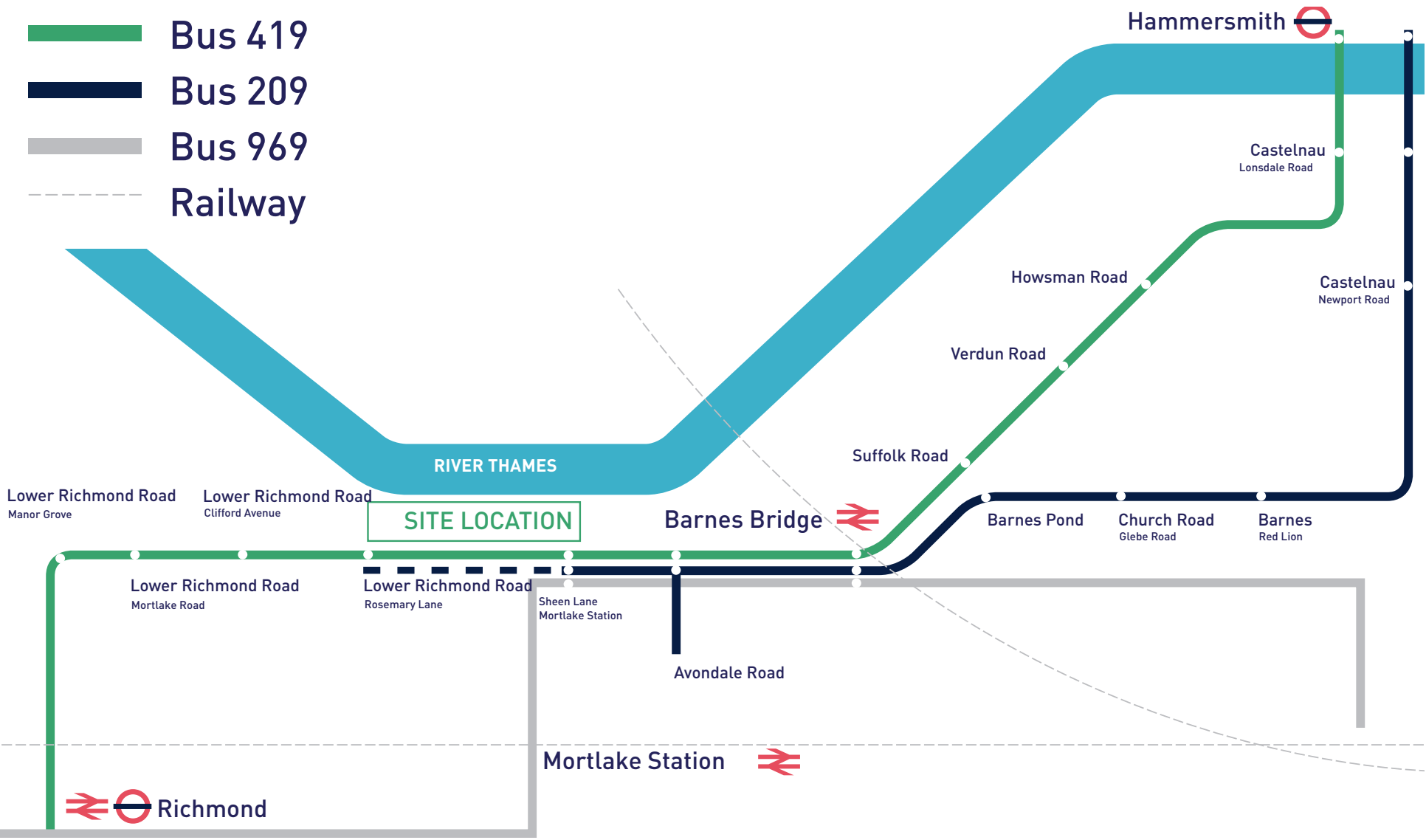
CONTROLLED PARKING ZONE (CPZ)

The development will contain approximately 640 residential parking spaces and 200 shorter stay parking spaces to accommodate the retail and commercial elements of the development. These spaces will be provided by an underground car park.

Should parking in the wider area require more active management then there is an option to extend the Controlled Parking Zone to the area shown in the map. The extents and restrictions associated with any new CPZ will be dependent on survey results.



PUBLIC TRANSPORT



BUS FREQUENCY (MINUTES)

JOURNEY	WEEKDAY	SATURDAY	SUNDAY
419	15 - 20	15 - 30	15 - 30
209	4 - 8	10 - 12	10 - 12
969	2 x Week	N/A	N/A

To improve access to public transport services the bus route 209 could be extended from Avondale Road to the western side of the development. This bus route provides a frequent service to Hammersmith for onwards connections to Underground and other bus route services.

The extension of route 209 services would help to improve the public transport accessibility level across the development site. The project team are currently in discussions with TfL about the potential route extension.

For rail travel there are South West Train proposals to introduce new longer trains at Mortlake Station which will help to reduce overcrowding.

The project team are also in discussions with South West Trains regarding the length of time the level crossing barriers are closed.

WALKING AND CYCLING

- Improvements will be made to the Thames Path and routes through the development to create better access to the River.
- The public realm along Mortlake High Street and Lower Richmond Road will be improved as part of the development proposals.
- Cycle parking within the development will be to the standards set out in the London Plan, encouraging the use of cycling to and from the development.

