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**A vision for Chiswick**

**The Quintin Boat Club + Rugby Pavilion, Hartington Road, Chiswick**

**Design and Access Statement**

On behalf of the Quintin Hogg Trust + Quintin Hogg Memorial Fund Trustees

28th September 2018

Architecture  
Design  
Strategy  
Narrative  
Communication

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\* Planning Context to be read in conjunction with Planning Statement



The Polytechnic Sports Ground 1939



## Part 1: Context + Narrative

## 1. Executive introduction:

The Quintin Hogg Memorial Sports Ground, owned by the Quintin Hogg Trust (QHT) and the Quintin Hogg Memorial Fund (QHMF), is a unique legacy to be preserved and maintained for the benefit of students of the University of Westminster and young people within the wider community.

Together the two Trusts have the ambition to create a centre of sporting excellence for athletes of all abilities, with modern 21st century facilities, fit for purpose and fully accessible to all. To achieve this, the Trusts are developing a comprehensive masterplan for the whole site from the river to the railway.

Phase 1 is the site to south of Hartington Road, home to the Quintin Boat Club (QBC) founded in 1907 to allow the 'non gentlemen' rowers of the Regent Street Polytechnic (now the University of Westminster) to row at the Henley Regatta.

This project is based on the founding principles of the two Trusts of effecting social change through education and sport for the betterment of the lives of University of Westminster students and young people across the community.

Our professional team has considered the condition of the existing buildings on the site, studied the Club's rowing year and the needs of the students of the University. Together with the Trustees it has been agreed that the following objectives would guide the project:

1. To create a centre of sporting excellence for the whole community welcoming athletes of all ages, but particularly young people, of all abilities – male and female and those with disabilities.
2. To revitalise rowing within the University and QBC
3. To re-introduce rugby to the site and create a home ground for University Rugby
4. To create a new outreach agenda across the community working with partner clubs, schools, the Local Authority and others to broaden the appeal of Rugby and Rowing to groups who do not currently have the opportunity to participate in either sport.
5. To continue the work of Quintin Hogg of improving life chances through sport (initially rowing and rugby) – nurturing talent with the possibility of scholarships to the best Universities – including Westminster.

6. To create a new landmark building on the Thames, part of the continual narrative of boat houses and boating architecture providing modern facilities that are fit-for-purpose

Through a programme of community engagement and a series of pre-application meetings with Officers at the London Borough of Hounslow, we have shaped the project brief to provide facilities that both expand sporting uses on the site and will assure the continuation of rowing from the site into the future.

These proposals will grow the membership of QBC, invigorate the University Rowing Club, provide a permanent home for University Rugby and create a new modern sporting facility within the London Borough of Hounslow with opportunities for the Trusts to work with other education providers and sporting organisations to establish a wider outreach programme to young people across the community.

Godfrey Cole

Chairman of the Quintin Hogg Trust and the Quintin Hogg Memorial Fund

*“Amateur sport helped to define the Polytechnic while enabling it to establish a meaningful presence in suburbs far removed from Regent Street, notably at Chiswick, site of the boathouse and the Quintin Hogg Memorial Playing Fields”*

*Dr Dilwyn Porter, De Montford University*

*Application submitted on behalf of:*

**QH** *Quintin Hogg Trust*  
*Quintin Hogg Memorial Fund*  
*Since 1903*

**UNIVERSITY OF  
WESTMINSTER** 

**STUDENTS'  
UNION**

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## 2.0 Our Client: Quintin Hogg Memorial Fund and Quintin Hogg Trust

The client for this project is two separate but related charitable trusts represented by the same group of Trustees, namely

The Quintin Hogg Trust QHT, and  
The Quintin Hogg Memorial Fund (QHMF)

Both of these charities own land included in the application.

The Trustees have delegated day to day responsibility to a dedicated project group of four Trustees with the appropriate skill set all of whom are Trustees of both charities.

The history of these two trusts, and of sport at the University of Westminster, underpins the project brief and the ambition of QHT and QHMF to create a centre of sporting excellence for the University, and to generate through partnership an outreach programme which spans across the London Borough of Hounslow and beyond.

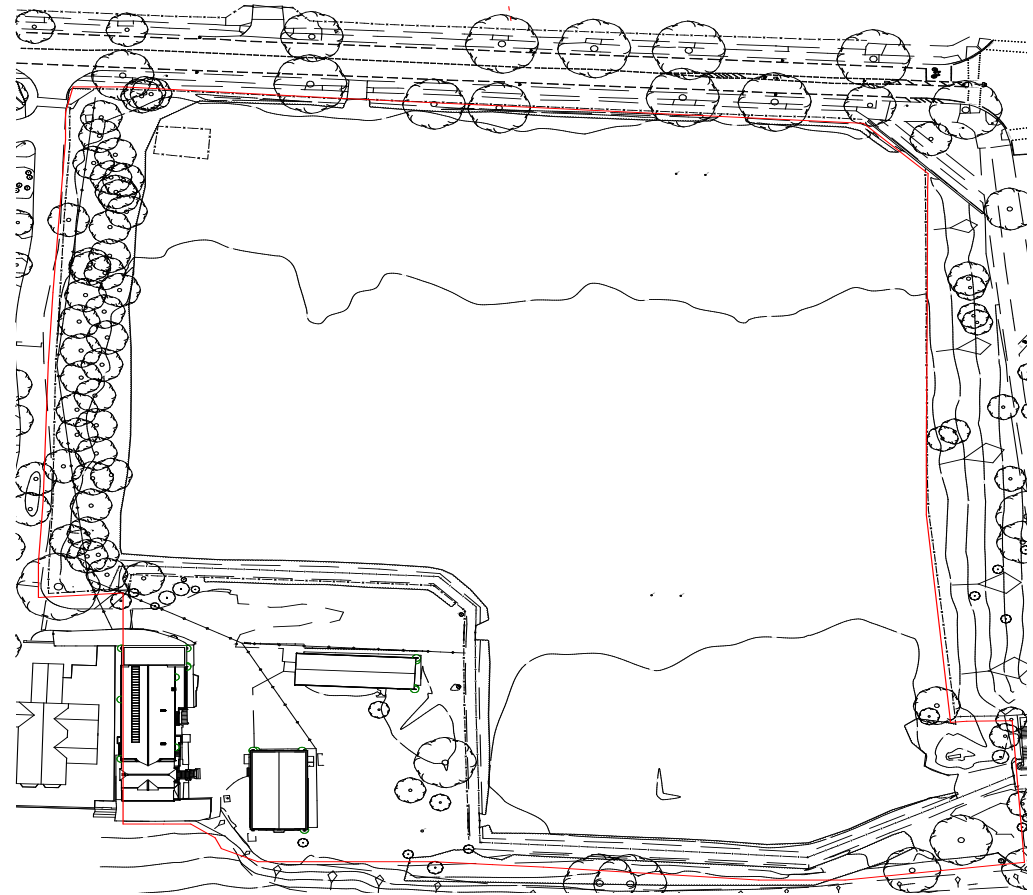
The belief that participation in sport by young people is linked to attaining academic and personal growth, wellbeing and health sits at the heart of both Trusts, in particular in relation to their founder Quintin Hogg (born 14th February 1845 died 1903) a philanthropic merchant, passionate about sport, and in particular football and rowing.

Quintin Hogg was the seventh son of Sir James Hogg 1st Baronet. He became a successful merchant working in South America to revolutionise the sugar trade, where he amassed his own fortune.

He spent his early life in the heart of London, during a period where the population growth and the industrial revolution had swamped the city, leading to appalling living conditions for many. Education, religion and health through sporting activity were all at the core of his beliefs.

He set about his life's work helping others less fortunate through these core beliefs, in particular establishing a "ragged" school in Covent Garden, which eventually moved to St Johns Wood and became the Quintin Kyanston School, and setting in motion his most important legacy the Young Men's Christian Institute (later the Regent Street Polytechnic) which opened on Regent Street in September of 1881 and The Women's branch which followed suit as a joint enterprise in 1888.

The two were known together as the Regent Street Polytechnic, a further education "University" at which the ordinary men and women of London could gain a higher education and vocational and professional qualifications.



Application boundary (redline) NTS



Application boundary (redline) showing land in control of the applicant (blue line) NTS



## 2.0 Our Client: The Quintin Hogg Memorial Fund and Quintin Hogg Trust

For Quintin Hogg sport and religion played a key role in both academic success, physical and mental wellbeing through education. It was his love of sports that led him to purchase land at Merton in south west London in 1880 for the use of the Hanover Athletic Club, an amateur sporting association connected to the original Young Men's Christian Institute.

These sports and playing fields were later given over to the students of the Polytechnic. This land was sold off by Quintin Hogg for development in 1902. The Polytechnic Athletics Club, which catered for all sporting disciplines from football to hockey, water polo and rowing, moved to the Paddington Recreation Ground sports fields, before the sudden and untimely death of Quintin Hogg at just 58 years old in 1903.

*"Following his death an appeal was launched at the Poly to finance a sports ground in his memory and, three years after he was laid to rest, the Quintin Hogg Memorial Ground was opened in the West London suburb of Chiswick. The Memorial Ground was presented as a testament to the huge contribution of Quintin Hogg to the development of sports at the Polytechnic, and also a fitting tribute to his life's work and his values."*

*Mark Clapson An Education in Sport*

The Polytechnic Sports Ground at Chiswick was bought with the funds from this "crowd funding" effort by former students, graduates and past associates. Its location chosen to link with the existing Hanover Rowing Club, now the Polytechnic Rowing Club on the bend at Ibis, purchased by Quintin Hogg in 1888. His legacy was bequeathed to the Regent Street Polytechnic which became the University of Westminster in 1992.

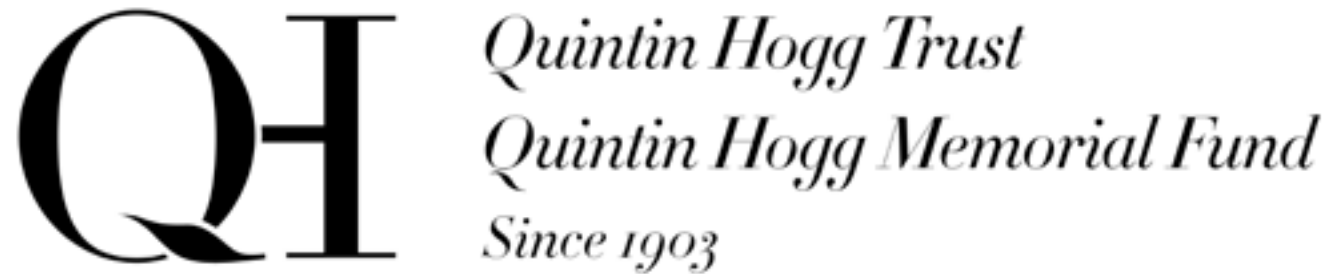
The Quintin Hogg Trust owns the 6.7 acres of playing fields to the south of Hartington Lane. The Quintin Hogg Memorial Fund owns the Sports Ground north of Hartington Road, the Rowing club and the adjacent 0.9 acres.



The opening in 1905 of the Cricket Pavilion



Clearing the land in 1903



*(1) The object of the trust is the advancement of education.*

*(2) The trustee may allow the land and buildings belonging to the trust described in part 2 of the schedule to this Scheme to continue to be appropriated either wholly or in part for use for the purposes of the University of Westminster.*

*Object. The object of the Charity shall be to promote the education of the students of the University of Westminster by the provisions of facilities for their recreation and such other facilities for the advancement of every aspect of their education and subject thereto, the education of other young persons as the Trustees think fit.*

*Use of property. (1) The land belonging to the Charity and the buildings thereon shall continue to be appropriated as a recreation ground and for other uses ancillary thereto in furtherance of the object of the Charity for as long as the Trustees think fit.*

*(2) The Trustees may provide buildings on that land for the better attainment of the object of the Charity and may meet the cost out of capital or income of the Charity.*



### 3.0 History of Sport at the University of Westminster

- 1880 - Quintin Hogg leases land at Barnes for sports
- 1883 - The Hanover Harriers are formed
- 1883 - Land at Merton Hall bought for the use of sports clubs
- 1887 - The Polytechnic Athletic Club is formed
- 1888 - The Polytechnic Boathouse is opened
- 1889 - The Studd trophy is awarded for the first time for best annual performance by a Poly athlete
- 1900 - Merton Hall ground sold for development
- 1903 - Quintin Hogg dies far to soon....
- 1906 - The Quintin Hogg Memorial Sports Ground is opened over 40 acres of sports fields for the use of the Poly athletes
- 1907 - Quintin Boat Club formed
- 1908 - The London IV Olympic Games held at White City 27 Poly athletes compete
- 1909 - The Polytechnic Marathon is held for first time - its runs until 1996
- 1912 - The Stockholm Olympic Games 12 medals are won by Poly athletes
- 1920 - The Antwerp Olympic Games 9 medals are won by Poly athletes
- 1920 - new QBC is built
- 1921 - The Rowing Tank opens in memorial for fallen comrades from the QBC
- 1924 - The Paris Olympic Games 2 medals are won by Poly athletes
- 1928 - The Amsterdam Olympic Games 4 medals are won by Poly athletes
- 1932 - The Los Angeles Olympic Games 4 medals are won by Poly athletes (including a first ladies medal)
- 1936 - The Berlin Olympic Games 5 Poly athletes compete
- 1938 - The QHMF Polytechnic Sports Ground is extended and the grandstand is built - its design is radical + innovative
- 1939-45 QBC bombed and part destroyed by fire (back of building rebuilt in 1950's)
- 1948 - The London XIV Olympic Games 5 medals are won by Poly athletes
- 1952 - The Helsinki Olympic Games 4 medals are won by Poly athletes
- 1956 - The Melbourne Olympic Games 8 Poly athletes compete
- 1960 - The Rome Olympic Games 2 Poly athletes compete
- 1964 - The Tokyo Olympic Games 1 medal is won by a Poly athletes
- 1968 - The Mexico City Olympic Games 5 Poly athletes compete
- 1972 - The Munich City Olympic Games 1 medal is won by a Poly athletes
- 1976 - The Mexico City Olympic Games 3 Poly athletes compete
- 1992 - The Polytechnic becomes the University of Westminster

Top left - The Stadium built in 1938  
 Middle - The Boat House in 1929  
 Bottom left - Alan Pascoe 400m Hurdles 1978  
 Bottom Left - Polytechnic Javelin sportswoman

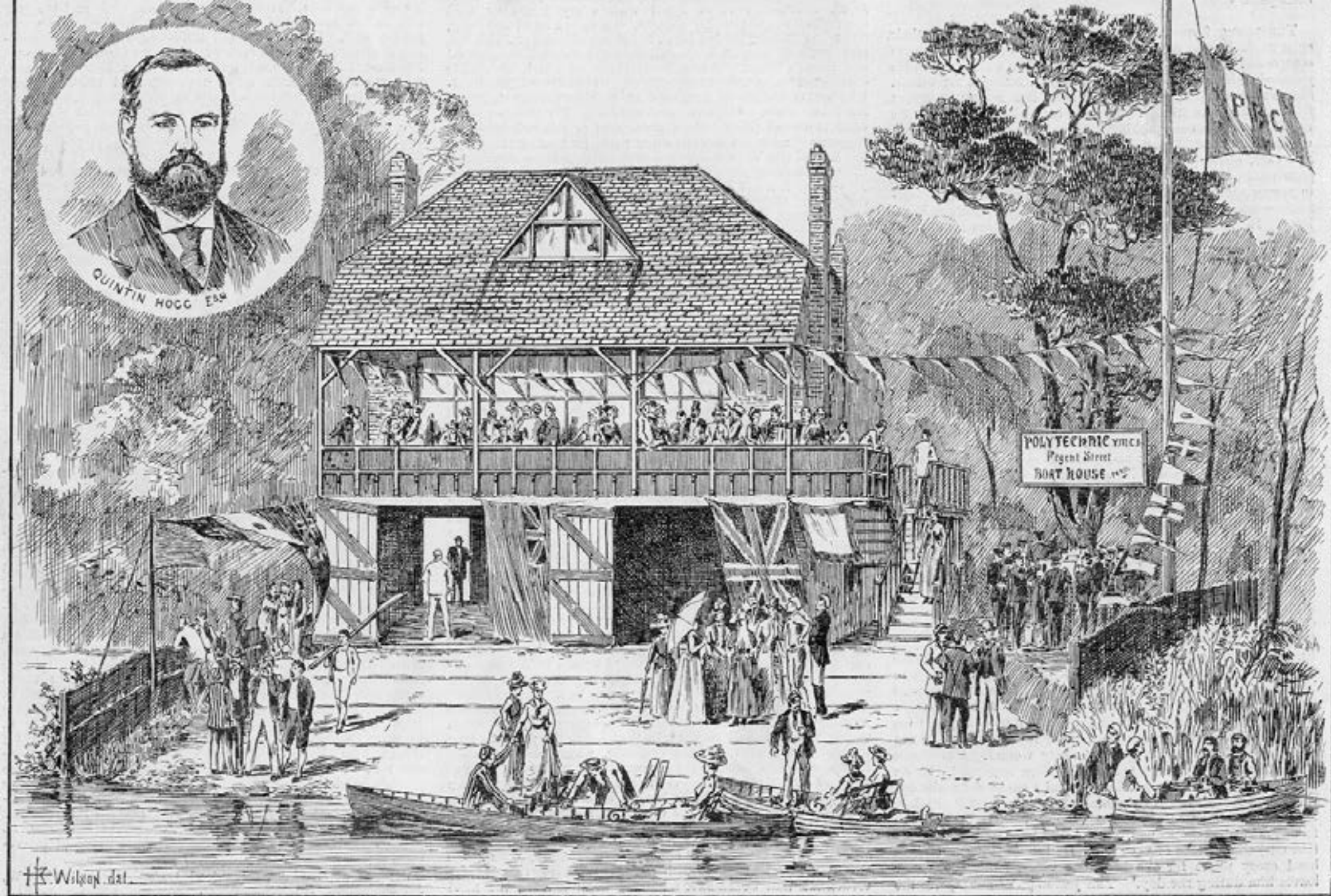


### 3.0 History of Sport at the University of Westminster

The University of Westminster, and before it the Regent Street Polytechnic, has a glittering past in sporting achievement that spans the period from 1880 to 1976. The acquisition of the Memorial Sports Ground and the later development of the Polytechnic Stadium in 1938 led to a golden age of sport for the Poly.

Between the 1908 London Olympic Games held at Wembley, where 27 athletes from the Polytechnic Athletics Club took part, to the 1976 Munich games where Alan Pascoe won the 400m for team GB, over 155 Polytechnic Athletics Club members competed, and 44 medals were won.

The Polytechnic Athletics Club, the Polytechnic Rowing Club and the Quintin Boat Club co-existed for over a century on the Polytechnic Sports Ground and the land south of Hartington Road. The achievements of the separate sports clubs over that period established the Polytechnic as central to UK sport, with the Stadium to the North being the home of UK athletics for over 35 years.



THE POLYTECHNIC INSTITUTE ROWING CLUB.—OPENING OF THE NEW BOATHOUSE.

## 4.0 History of The Quintin Boat Club

The Rowing Club at Chiswick, the heart of this project, sits alongside Mortlake and Anglian Rowing Club, formerly Ibis Rowing club, which was once the boat house of Grove Park Manor, built 1850 (circa).

In 1888 Quintin Hogg purchased the land adjacent to the original wooden structure from the Duke of Devonshire's estate at Chiswick House, and funded the opening of the Polytechnic boathouse on the River Thames.

*"Hogg had paid for the construction of the boathouse, and also to have it stocked with rowing boats. Such generosity was rewarded with a flow of hurrahs and expressions of thanks."*

*Mark Clapson, An Education in Sport*

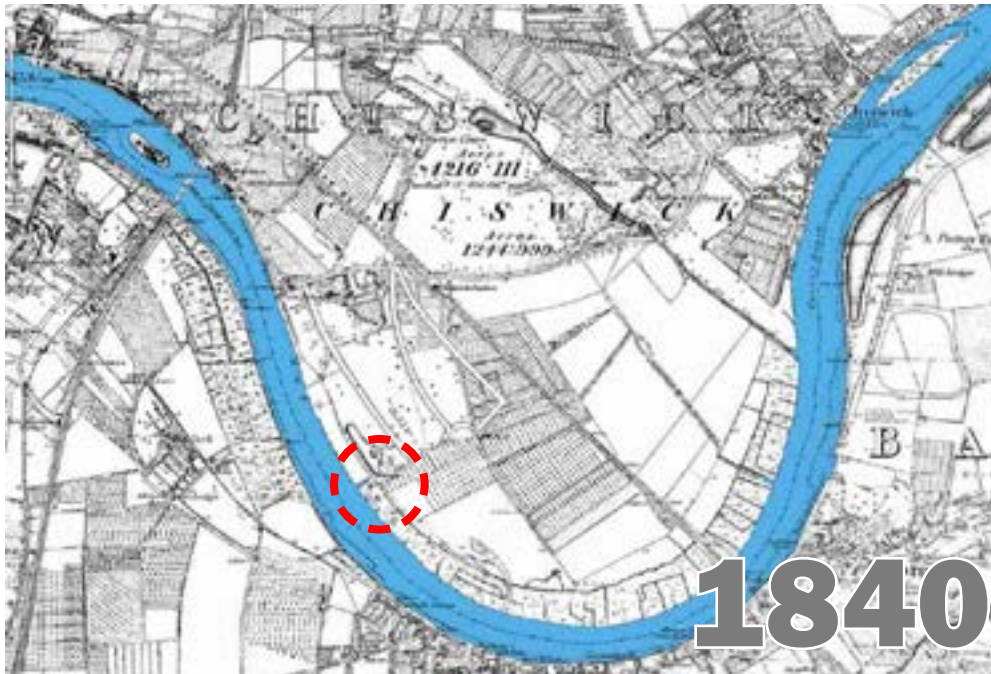
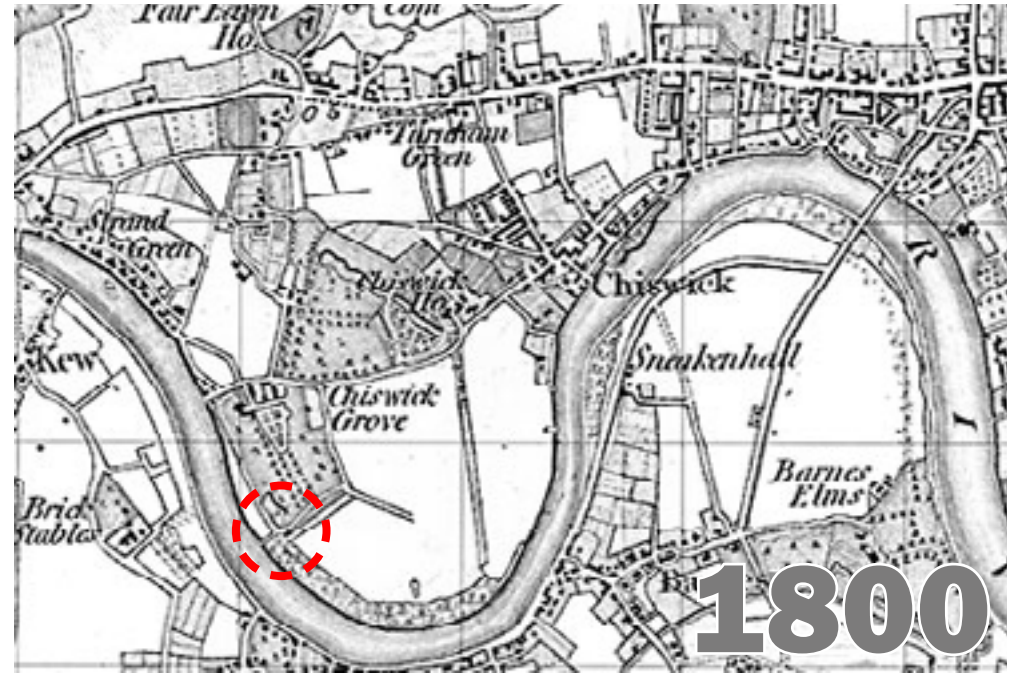
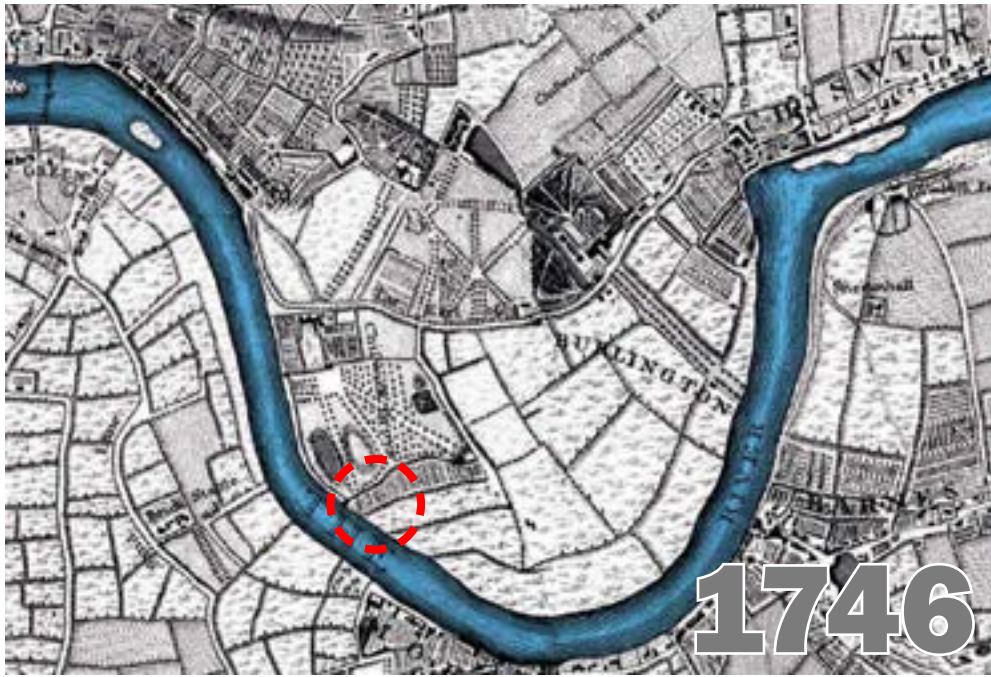
The opening of the boathouse in 1888 was one of the most celebrated events at the Poly, and in Victorian Rowing. In addition to members of the Polytechnic Rowing Club, participants from other clubs and societies went along to celebrate the inauguration of the boathouse, and to take in a fine day of rowing and sport. Many sportsmen and sportswomen also attended to catch a glimpse of some amateur competitors of the later Victorian years.

*"The investiture of the boathouse saw boating races, amusing tub races, processions of illuminated boats as the sun set, fireworks, a military band and a concert. Opening ceremonies are usually opportunities to bring together old acquaintances and to demonstrate elite connections, and this ceremony was no exception. The reflection of the boathouse on the surface of the Thames was given an extra glint by the reflected glories of Eton and Oxbridge..."*

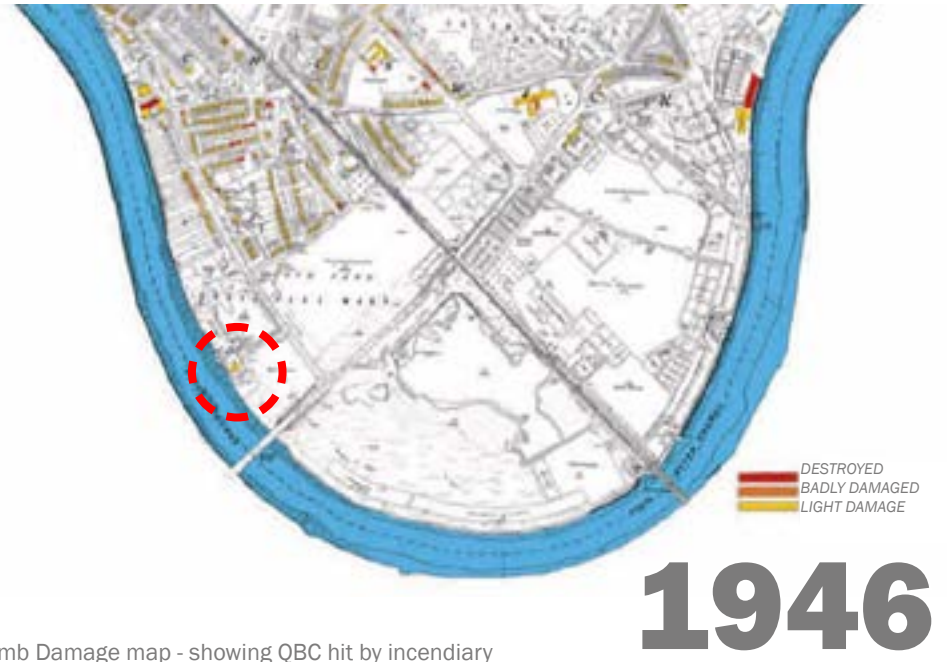
*Mark Clapson, An Education in Sport*

Left - The opening of the first Polytechnic Rowing Club on the site of the current boat house in 1888.

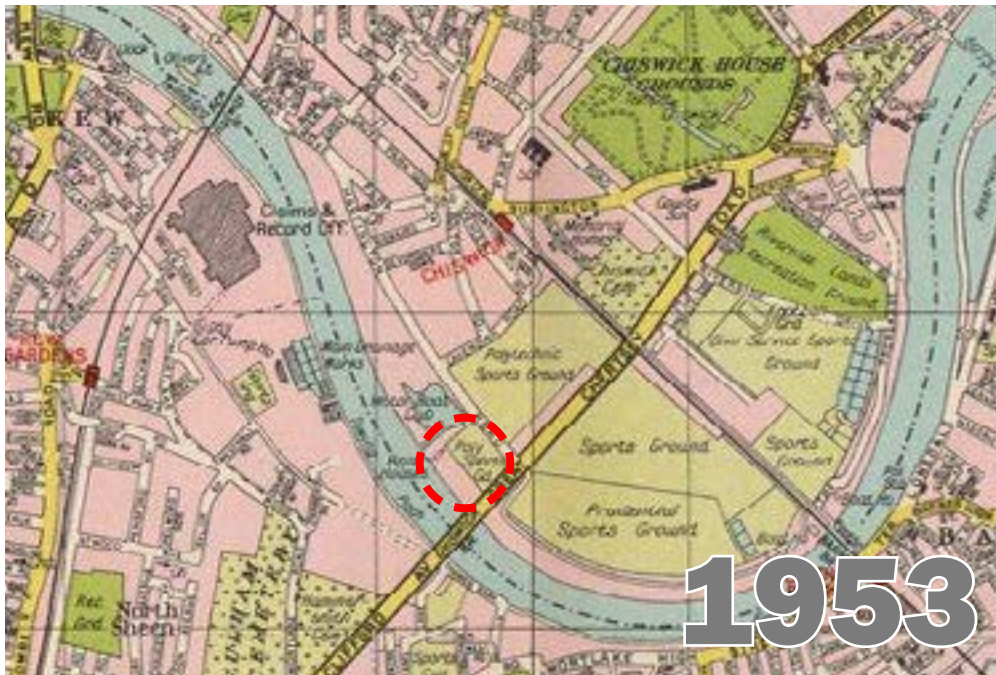








Bomb Damage map - showing QBC hit by incendiary





1899 Regatta from the Polytechnic Boat Club



## 4.0 History of The Quintin Boat Club

At the heart of the establishment of the rowing club, was an act of subversion. The Polytechnic Rowing Club was in fact a merger/renaming of the Hanover Athletic Rowing Club, a more elite ex-Etonian group. The name Quintin would be a further 30 years in waiting, but all three were set up to allow rowing to be an “access for all” sport. The education and Christian principals of the Polytechnic extended to the River and Quintin Hogg’s love of rowing is clear from this commitment and investment.

Over the fullness of time the Polytechnic Rowing Club became a route to rowing at the highest level for those from less aristocratic and wealthy backgrounds.

Even on that opening day the mission of the club was clear in its key members:

*“The fact that Robert Mitchell was on the podium with past members of the University is a powerful reminder of class-mixing in the ostensibly élite sport of rowing. Mitchell was from a skilled working-class background, and had been enthused by a Bible class held by Quintin Hogg in 1881, since when he had become a devout and hard-working member of the Institute.”*

*Mark Clapson An, Education in Sport*

Over the next 40 years the club did all it could to row at Henley Royal Regatta, bending the institutions strictest class-based establishment rules, an institution that did all in its power to stop non-amateur rowers competing.

By non-amateur, this did not refer to the payment of rowers for rowing, but for their payment by any means other than private means, no artisan or clerk could work and row to the highest level.

Quintin Hogg and the Polytechnic Rowing Club set out to unpick this rule, creating a club within the Polytechnic Rowing Club specifically to gain entry to Henley.

Various possible names were considered, including Quintinian Rowing Club, but in October 1907 Polytechnic Boat Club formally changed its name to Quintin Boat Club. This was in honour of Quintin Hogg, who had died in 1903, poisoned by fumes from a gas heater whilst in the bath of his room at the Polytechnic.

Eventually in 1920 the club rowed at Henley and continues to do so each year. 2020 is the centenary anniversary of the first team to compete. This is a major factor in the project’s timing.



The Quintin and Ibis Boat Club's in 1933

## 4.0 History of The Quintin Boat Club

- 1920 Quintin's first appearance at Henley Royal Regatta, in the Thames Cup. Quintin has had crews at every Henley since then, except for 1921. A rowing tank and a wooden building to house it were built by club members as a memorial to those who died in the Great War.
- 1924 The wooden boathouse boat house was destroyed by fire in 1920s and rebuilt 1920-24. Quintin took part in the first Head of the River Race. Quintin is one of a handful of clubs that have competed in every one.
- 1926 Quintin reached four Henley semi-finals in five years.
- 1931 First HRR appearance of our long-running president until his death in 2015, Dick Hylton-Smith. He rowed in the Thames Cup for Polytechnic Schools Boat Club. Freddie Peters retired as boatman after 45 years and was succeeded by his son, Tom. The Peters family are still members of Quintin and Toms son was born in the kitchen of the club.
- 1937 Quintin raced at a regatta in Paris, probably the club's first ever foreign trip.
- 1938 ARA and NARA clubs were at last allowed to enter each other's regattas. Although this removed the need to have Quintin Boat Club separate from Polytechnic Rowing Club, there seems to have been no immediate desire to merge the two clubs.
- 1944 The rear of the boathouse was hit by an incendiary bomb and over 50 boats were destroyed, including all the racing boats. The only boats that were salvaged and capable of repair were a tub four, a double sculling skiff, a gig scull and a "coach and pair". Luckily, the damage to the building was not as great as was first feared. Although the ground floor was burnt out, the first floor suffered much less damage and the structure of the building was relatively unscathed.
- 1951 Polytechnic Rowing Club amalgamated with Quintin Boat Club. The combined club took the name of Quintin Boat Club, which was now the more well-known club, rather than that of the older Polytechnic Rowing Club.
- 1950 After the wartime damage the boathouse was rebuilt. Apart from extending the boathouse at the rear, most of the work was internal. One of the two large windows at opposite ends of the clubroom was bricked up and replaced by the present fireplace and chimney. The refurbished clubroom also incorporated a bar.
- 1951 The boathouse was formally reopened in August 1951. John Peters (one of Tom's sons) won his first pot for Quintin, as a 12 year old cox.
- 1962 An annual eights race between Quintin and the University of London was instituted for the Canada Challenge Bowl. The bowl had originally been presented to Polytechnic Rowing Club in 1908. The race has not been held for many years.
- 1964 Having represented Great Britain as a sculler in the European Championships in August, Bill Barry was brought into the coxless four for the Tokyo Olympics in October. The four won the silver medal.
- 1966 Quintin's traditional racing tops (white zephyrs with a dark blue ribbon) were replaced by the present singlets of a slightly lighter blue with two diagonal white hoops.
- 1971 A Quintin coxed four won the national selection trials and represented Great Britain in the European Championships.
- 1973 Quintin's eight won at the National Championships.
- 1975 Graeme Mulcahy represented Great Britain in quad sculls at the World Championships.
- 1976 Sally Parsons (now Mrs Sally Peters) became only the second woman ever to compete at HRR. She was coxing Quintin's second Thames Cup eight, which was racing as Townmead RC. Graeme Mulcahy won the Wingfield Sculls.
- 1976 The wooden building housing the rowing tank had become increasingly dilapidated. It was demolished and replaced by the present brick and concrete structure, but leaving the tank unaffected.
- 1977 Graeme Mulcahy again represented Great Britain in quad sculls at the World Championships.
- 1991 Bobby Thatcher represented Great Britain in the world junior championships in both years, winning gold in the coxless four in 1992. In later years he raced at senior level in the Olympics and World Championships. In 1992 Alistair Lees-Jones also represented Great Britain in the world junior championships.
- 1997 Internal rebuilding of part of the boathouse removed the committee room and creation of a women's changing room.
- 2001 Quintin Head started.
- 2009 'Learn to row' courses started. Raw recruits had previously been taught on an ad hoc basis.
- 2012 The rowing tank was boarded over and the building was converted into a gym. The tank had been out of bounds for some years prior to this, after being declared a safety hazard by the University of Westminster.



J.M.W Turner's River Thames from the North Bank; Kew Bridge and Grove Park

The Boat House over time:

The existing site of QBC was purchased by Quintin Hogg in 1888 for the construction of a simple wooden boat house with a timber frame, much the same as the many boat houses that dot the river Thames from Greenwich to Henley and beyond. The Thames-Cam-Isis-Axis of clubs that could compete at Henley under the ARA rules all had boat houses, of a roughly similar nature. The original structure was destroyed by fire in the early 1900's and rebuilt in 1920-4. The back half of the boat store was then destroyed by a German incendiary in World War II and subsequently replaced in the 1950's.

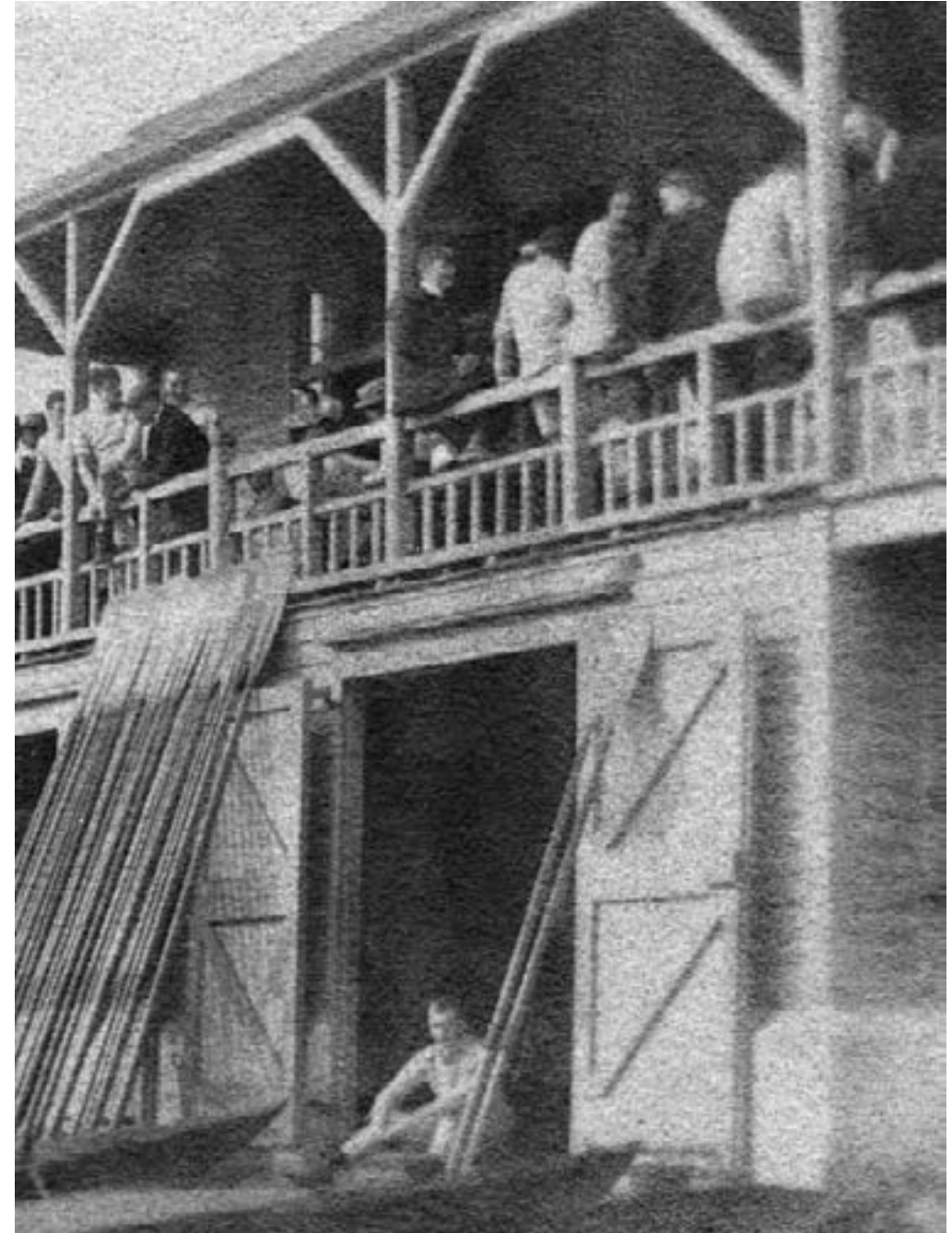
The larger site around the club, to the south of Hartington Road was purchased at sometime after 1888 and formed a large grass playing field for both football and rugby, this site has not been altered over time and has always lacked the facilities of the North site in terms of changing and storage.

Arranged over two storeys with a balcony on the river frontage for spectators; the boat house was symmetrically proportioned with a hipped roofline and large double height space containing a club or committee room.

There is no record of the interiors of this space, but it is safe to assume this was a social club for the rowers who had ventured west from the campus at Regent Street, a good hours carriage or horse ride away, however it is more likely that the club members would have travelled here by boat.

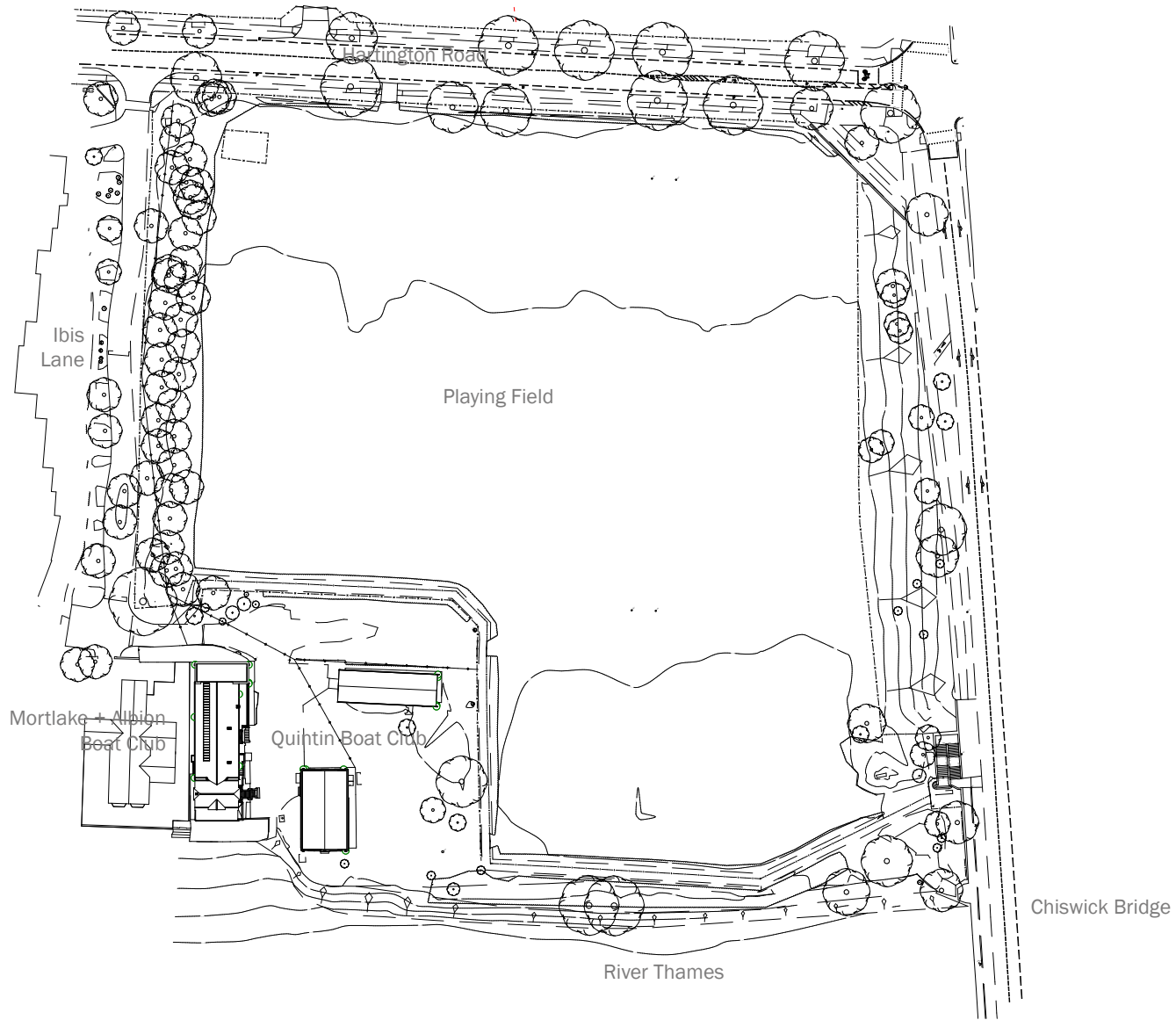
Boat storage at the time was limited to less than 10 or 20 boats which were larger and of timber construction.

The traditional timber construction of the first Boat House was sympathetic to the rural setting. By 1888 this was changing, the pastoral landscape can be seen in the few photographs of the time, and is perhaps best shown in the work of J.M.W Turner who painted the Thames at Kew Bridge just ½ a mile north of the site in 1805 (left) The scene shows Grove Park House further down river, and the smoke from the new railway at Chiswick Station.



Right - The Boathouse in 1890





Existing site layout

The original boat house was replaced with an almost exact facsimile of the existing, a two-storey structure of the same proportions, but this time of brick and mortar.

The building is in fact a very modern structure using steel and concrete to create a light frame, with a considerable amount of glazing to the river frontage now allowing a fabulous vista of the bridge at Chiswick, which at the time had not been constructed, so the view was of the few houses and brewery on the opposite bank at Mortlake and across to the fields and trees to Richmond.

During the rebuild, the rear of the structure was enlarged, above a narrow boat house. The concrete frame was again, clad in brickwork, using Crittall style windows, modern at the time, for light in both. The upper storey of the rear was dedicated to changing rooms and a small flat, comprised a kitchen living room and two small bedrooms along a spine corridor parallel to the changing rooms and accessed from the bar, as well as an outside access stair and porch.

The design of the new boat house, while very much a copy of the general form of the former timber structure, is arts and crafts in nature, the brick work is expressive but simple, it is not a fussy building but has been built with generous spaces wrapped in a well-considered envelope of local red brick.

The balcony or veranda is timber framed on a concrete cantilevered base, and the painted wood work is domestic in scale, similar to that found on homes built at the same time aping the rustic style favoured on large country estates across the land in Edwardian period.



The Boathouse in 2017





The boat houses of Quintin, Mortlake (formerly Ibis) and the existing Gym

## 5.0 Existing Site and buildings

The historically significant QBC committee room was lit from all sides with large steel framed windows, wood panelled with a barrel vaulted ceiling under a slate roof. Commanding and club like, the space had a bar and a long table for rowing matters to be debated.

The committee room is still accessed from the veranda, itself accessed from the symmetrical stair which branches to access the flat. The room has purpose and feels both nostalgic and establishment. It is slightly forbidding, and while the walls are lined with memories of the clubs success, the victories are sometimes so long ago that new members cannot connect with them. The lack of young faces, new blades inscribed with the names of a victorious crew, or the prow of a winning boat from a recent Henley Royal Regatta is a symptom of the relative decline of the club since the 1980/90's.

The chimney to the west of the room was added later, and replaced a large arched window echoing east gable which commanded a view up to Kew. The proximity of the Ibis Boat Club, now Mortlake & Anglian Boat Club, meant that window no longer had a river view and was replaced with a much need fire place in the 1930's.

In terms of current condition, the boat house is in a very poor state of repair with many major elements at the end of their life, from structure to windows and the roof. In the front part of the building, all major windows are now rotting (some of these frames are no longer safe and are not fixed into the window opening securely) while the walls of the rear part of the block are of poor brickwork. The roof structure is too light to cope with self-loading and is leaking badly in many areas.

The facilities are poor, with no lift access for those who are unable to walk or have impeded movement, There is a serious issue over gender and junior/senior split changing as well as a lack of storage. There is no accessible WC provision on the upper floors. The accessible WC on the ground floor is outdoor and has a step at the threshold.

The main roof to the front part of the building is original slate and is in fair order, but not thermally insulated. The brickwork walls and steps are in places deteriorating due to flooding which is historic. Since the opening of the Thames barrier the site has not flooded.

Finally there is a structural crack in the short elevation of the front building, which is being monitored and may require underpinning.

Overall the quality of the front portion of the building, the original pre-war boat club room and access, is excellent in design terms. It is of local merit and has landmark status on the river. The team have worked from the outset to treat this building as being of significant value architecturally and historically.



Above - the committee room in 1900

Below - the post war fire place (1930's)



Below - memories of QBC since 1888





Space behind Gym



Gym adjacent to River Thames



Existing Boat Storage



View from veranda

## 5.0 Existing Site and buildings

During the inter-war period the boat club members raised money and built a 'rowing tank' in a wooden shed in memory of the fallen from the Great War, this was later upgraded in the mid 1970's to a brick enclosure as seen today. (See illustrations to left).

The single storey tank has not been used for a decade or more due to the weight of water pushing the whole concrete base structure into the river over time, leading to a structural failing in the tank wall meaning that the water had to be drained. The enclosure is single leaf concrete block walls and a flat roof. Both are prone to leaking. At present the space is kitted out for use as a gym with a small ancillary storage area given over to blades and a small workshop space.

Finally, a single storey metal shed is used for boat storage and a large area of the site is laid grass used for overspill parking and launch storage. The existing Boat House and other buildings are arranged in a loose grouping around a poorly defined yard. Fundamentally each is in the wrong place; the gym (the former rowing tank) sits too close to the boat store and club house leaving a narrow access route to the river. The storage shed is located perpendicular to the existing boat house and as such blocks off the top corner of the site from the boat house and restricts the use of the site to the north of it.

Finally a footpath, part of a 2006 S106 agreement, which is not a public right of way but is a right of access, which runs around the perimeter of the site between two high fences, over grown trees/shrubs which in effect cuts off the access to the wider site, acting as a visual and physically barrier.

This tunnel like pathway is equally off-putting to dog walkers and pedestrians in the summer evenings as during the winter months due to it's "funnel" like nature.

An agreement dated 15 March 1999 entered into between Hounslow Council, the Owner and the University of Westminster and made pursuant to Section 106 of the Town and Country Planning Act 1990 (the Section 106 Agreement) is listed on the title. The Section 106 Agreement was varied by a deed dated 18 July 2001.

*Section from Title search - Farrer & Co Solicitors 2018*

*5.2 The Section 106 Agreement contains various provisions in connection with planning permission granted in 1997 over both this title and the land falling within the larger northern site. The permission related to the installation of floodlighting, hockey pitches, the erection of a sports and fitness centre and related car parking and landscaping. The relevant conditions that continue to affect the land on Plan A are:*

*5.2.1 a riverside walkway should have been (and continue to be) provided as per the route highlighted yellow on Plan B (which appears to fall within the land tinted blue on Plan A). The path is described as being between Chiswick Bridge and Ibis Lane and;*

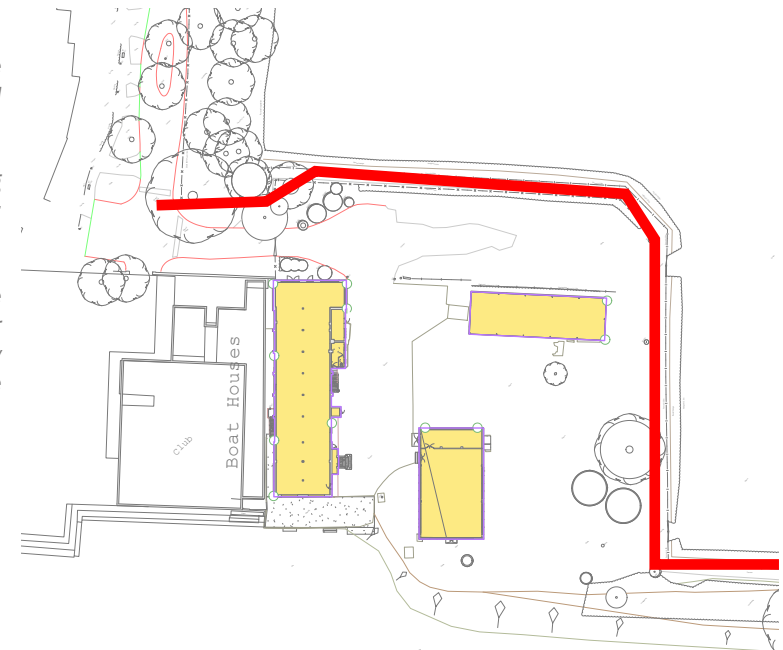
*(a) the walkway should not be less than 1.8 metres wide throughout its length unless otherwise approved by the Local Planning Authority.*

*(b) the Owner should permit the public access to and along the riverside walkway at all times (other than Christmas Day); and*

*(c) if within 25 years (i.e. prior to 15 March 2024) the Council serves a written request on the Owner, the Owner shall dedicate the riverside walkway as a public highway maintainable at public expense, to which the public should be entitled access at all times.*

Root of footpath shown to right in plan.

Existing site areas						
	sqm	acres	hectares			
QHT/QHMF/UK	200	0.05	0.02	n/a	n/a	n/a
QHMF	3656	0.91	0.37	n/a	n/a	n/a
QHT	26800	6.70	2.68	n/a	n/a	n/a
Application Site	30656	7.66	3.07	n/a	n/a	n/a
Existing Buildings	GEA		GIA		NIA	
	sqm	sqft	sqm	sqft	sqm	sqft
Boat Club	800.00	8611.92	689.00	7417.02	n/a	n/a
Gym	205.00	2206.80	189.00	2034.57	n/a	n/a
Boat Store	165.00	1776.21	163.00	1754.68	n/a	n/a
TOTAL	1170.00	12594.93	1041	11206.261		







Aerial Photograph of the application site (red) and Polytechnic Sports Ground (blue)

*“Refurbishment and redevelopment of new sports and recreation facilities on the site to include; Demolition of rear section of boat house, gym structure and boat shed; Refurbishment of retained section of boat club building and reconstruction of rear section; Two new sports pavilions; New 3G pitch for dual rugby and football use, new junior 3G pitch with running track; New access road and circulation drive for vehicle and pedestrian movements, car, cycle and motorbike parking; Floodlighting to playing pitch; associated landscape works”.*





Current Boat Storage at QBC



The client vision was established at the outset of the project with an RIBA stage 1 report, this set out a number of options for the physical works and then generated some key objectives which are then answered by the built form, and social inclusion/outreach strategy proposed;

1. To create a centre of sporting excellence for the whole community welcoming athletes of all ages, but particularly young people, of all abilities – male and female and those with disabilities.
2. To revitalise rowing within the University and QBC
3. To re-introduce rugby to the site and create a home ground for University Rugby
4. To create a new outreach agenda across the community working with partner clubs, schools, the Local Authority and others to broaden the appeal of Rugby and Rowing to groups who do not currently have the opportunity to participate in either sport.
5. To continue the work of Quintin Hogg of improving life chances through sport (initially rowing and rugby) – nurturing talent with the possibility of scholarships to the best Universities – including Westminster.
6. To create a new landmark building on the Thames, part of the continual narrative of boat houses and boating architecture providing modern facilities that are fit-for-purpose

The professional team have undertaken design work sufficient to seek planning consent from London Borough of Hounslow for a development on land owned by the QHT and QHMF at Hartington Lane.

This development will entail a new 3G artificial grass sports pitch (RFU global standards) pitch to be dual marked for both Football and Rugby Football Union. Adjacent to this will be a well-designed robust pavilion building wholly on land owned by the QHT for the use of the students of the University of Westminster as changing, gym, treatment, WC, domestic kitchen and social events space associated with the above sports. Facility will be fully accessible and designed to allow use by schools and wider community as well as by all users of the southern site (including Quintin Boat Club and University Rowers).

As part of this application works will be undertaken to create a new highway access point and parking for circa 40 cars, drop off and parking for 3/4 coaches allowing access to the south for QBC vehicles (large vans with 18+ m trailers) for rowing.

The Project will also ensure the future of rowing on the site by ensuring the existing facility for QBC is brought up to modern standards in an economically efficient manner refurbishing the fabric to a quality appropriate for the local heritage value of this building. Refurbishment will allow for the provision of access for all and changing facilities of a modern standard for all gender definitions across youth and adult rowing.

A final part of the project will see provision of a new boat house for 130 single, double, fours and eight boats with changing, WC, studio/training rooms and a large dedicated indoor rowing and cardio fitness space.

A secure courtyard will be created between the two rowing facilities, and this will in turn link to a site fence designed to allow security of the Rugby 3G sports pitch and all three buildings.

A lower security fence (post and rail) will be provided around the parking along Hartington Road and connecting across the site at the Rugby Pavilion with the existing wall at Ibis Lane. The design of this will allow for the existing right of way between the two land holdings to be aligned safely through the site in a passively supervised manner and for the route along the foreshore to be opened up when the club sees fit and it is safe to do so.

Finally Floodlighting and ball stop fences will be provided if required to the pitch and will form part of the planning application.

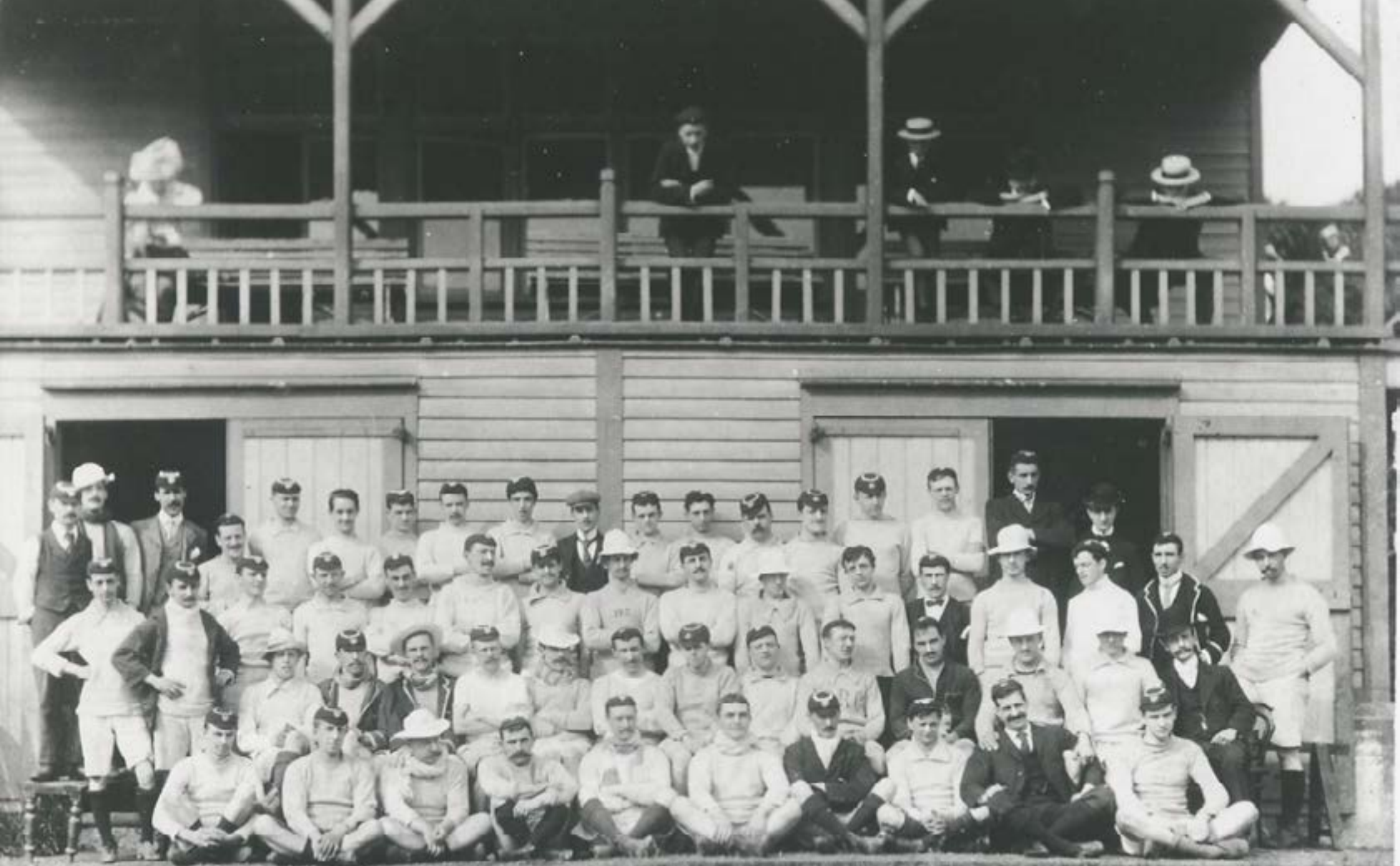
1. A 3G artificial sports pitch
2. New Access Road and car parking, as shared surface
3. New build Rugby Facility of circa 1178 sqm over two floors with associated landscape/external works and banked grass for 200+ spectators.
4. The refurbishment, extension and renovation of the existing QBC, with the front pavilion retained and renovated to the highest quality heritage standards. Rear parts will undergo external envelope redesign, uplift to modern standards of thermal and energy performance, internal layout changes, new access lift and other works associated.
5. A new build boat storage facility of 1829 sqm to match the architectural language of the Rugby pavilion, this to house boats and ancillary uses for rowing.
6. All landscape and site related works, including external flood lighting and lighting for buildings (terraces/external spaces)
7. Security fences and boundary treatments



Early CGI concept image of the triptych at Quintin Boat Club

## Part 2: Concepts + Evolution





The men of the Quintin Boat Club (Polytechnic Boat Club) in 1905



To be granted an opportunity to work on the River Thames is an honour for our practice, the call for this project was both unexpected and a source of pride and delight for the team at AST\*.

We had been established only a few months when we won this project in competition but have worked together over the last decade as colleagues at larger practices.

There is a timeless quality about the river at Mortlake, its historic pastoral landscape seems closer, feels stronger, than at other places on the river further downstream.

The mature trees along the banks, the open spaces and greenery of Dukes Meadow, the Cemetery and Crematorium and the Polytechnic sports ground create a man made, but green landscape which seems timeless.

Formerly the grounds of both Chiswick House and Grove Park, the land that makes up the Polytechnic sports ground has changed little in over a century, but its impact on rowing and sport has been radical.

The buildings and sports fields centred around the Arts and Crafts Boat House at Ibis Lane are from a confused historic period.

The end of a Victorian era, was the beginning of a more global world, but one held in the grip of European political strife, the slaughter of the Somme a recent memory. The terrors of the next World War were already on the horizon and would soon to take so many more lives.

When the men of the Quintin Boat Club posed for those group photos (see illustration left) in 1905 it was in a time when class and gender were foremost in the minds of all social groups. A time when one simply had a “place” in life that was prescribed by birth, wealth or lack of it, and by class not by achievement.

The Amateur Rowing Association (ARA) was a deeply class based sporting elite. The exclusion of the ordinary man was not unique to rowing, most sporting bodies were there exclusively for the wealthy and well educated to enjoy.

For the time the educational and sporting vision of a man like Quintin Hogg was radical. He wanted to push down class barriers for both men and women and to deal with the issue head on.

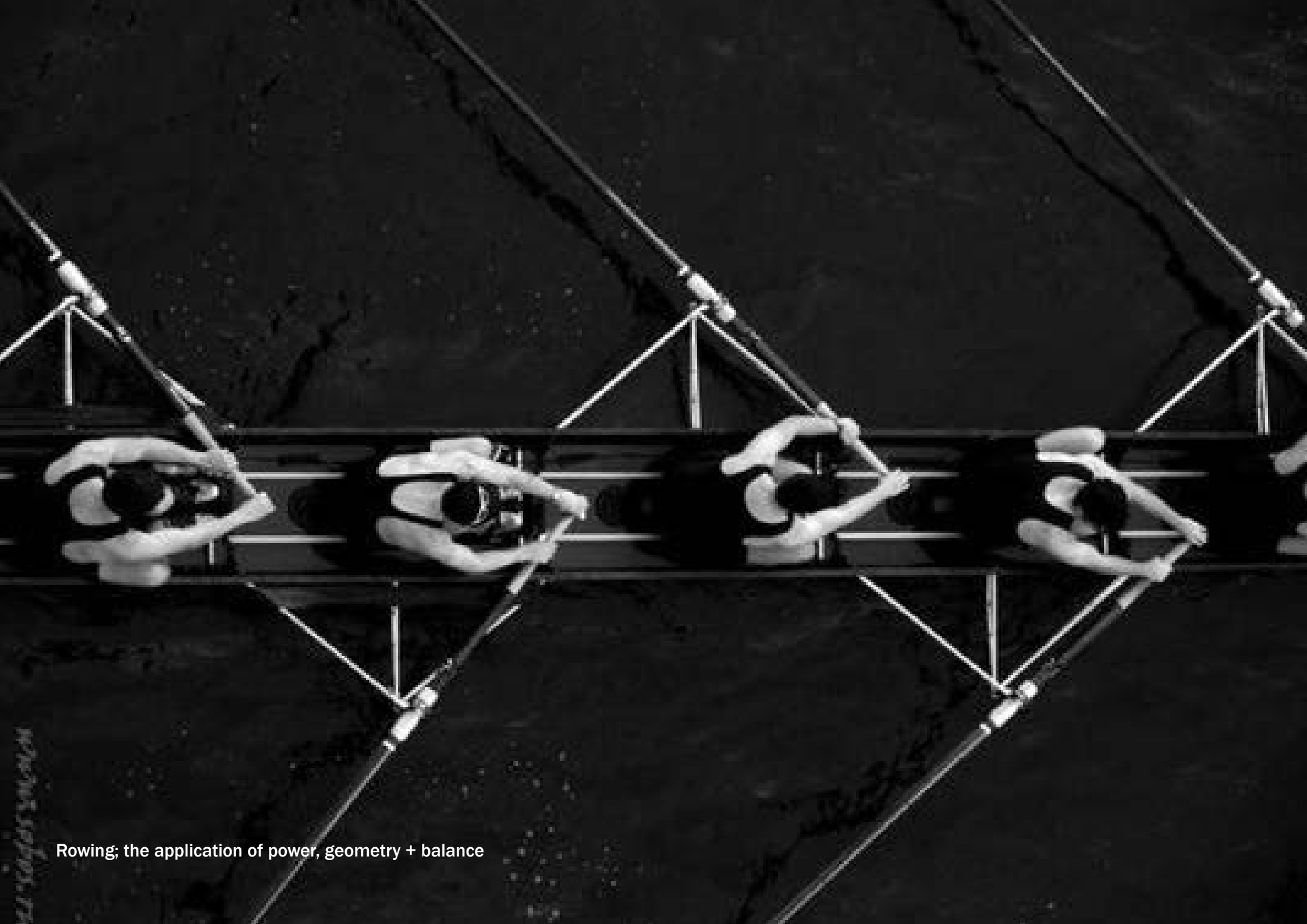
A wealthy man with ideals and morals of the highest regard, he set out to subvert the rules and bring rowing to the young people who studied and prayed with him at the Polytechnic Rowing Club.

The legacy of Quintin Hogg lives on in the institution of the University of Westminster, but to most who pass through the marble halls of 139 Regent Street, this seems a distant memory compared to the modern, multi-cultural, academic teaching establishment that the University has become. However it was exactly this outcome to which Quintin Hogg dedicated his life.

Here on the River Thames there is a moment frozen in time, rowing is a sport which has changed little in its traditions or format since Edwardian times, it is close knit and welcoming as we found out.

The elite level of the sport is more open than it was, thanks to Quintin Hogg, whilst attainment in sport is still linked closely to attainment in life as it has always been.

This project is about what a building can do, not just through its good design, but by means of its place in the social fabric of the city, how it will enable activity to flourish and how it can change lives.



Rowing; the application of power, geometry + balance

www.royalcanin.com

The design of the new facilities proposed here are aspirational and modern. They link closely to the part timbered boat sheds and ornamental boat houses of the river, and are deeply rooted in a modern vernacular with expressed structure, patterned decorative brick work and a roof clad in blackened timber on an elegantly finished concrete base.

The team are keenly aware of the nature of the area in planning terms, as protected metropolitan open land (MOL) the site is seen as being equal in standing to green belt and is part of the soft green cushion around London.

In terms of use and the development of the site for sport, the Polytechnic Sports Ground is critically located on the river. For both rowing and other sports it sits amidst a varied and developing sports district for London. The recent application and consent at Dukes Meadow (00503/B/S1) will bring further sporting investment which establishes the areas sporting credentials for the next 100 years.

The sport of rowing is about simplicity, weight and power. Geometry and physics play a role in the creation of the beautiful light weight skulling boats which glide across the water, razor sharp hulls pushing forward, oars cutting patterns in the surface as the boat moves. We have drawn influence from the boats, the rigging and from the rowers themselves, the patterns they create and their love of the light weight, but with muscular solidity in their human engines.

We are not building luxury or “show” facilities, instead each of the buildings is a simple utilitarian series of spaces connected to the sport they support;

- The Boat House extended over the existing boat store will be of charred timber over a pre-fabricated plywood SIPS panel on steel work structure.
- The Rugby and Boat House will both be of charred timber over a pre-fabricated plywood SIPS panel on exposed glu-lam structure. Interiors are exposed plywood and block work walls, details are simple and avoid fussiness.
- These new buildings are both specifically required to support the sporting efforts of their users, they are well proportioned, well executed and in their simplicity, they will be of the highest design quality.



Chiswick Quay

The Polytechnic Sports Ground

Ibis Lane

Hartington Lane

Great Chertsey Road

MABC

Playing Fields

QBC

The River Thames

Duke Meadows

Chiswick Bridge + Clifford Avenue

The Application site





## 8.0 Planning Context/Constraints + opportunities

The Planning Statement prepared by Arthurs Planning and Development outlines the key site constraints. The detailed report is contained within the appendices.

The main governing principles are those expressed within both the National Planning Policy Framework (NPPF) and Hounslow Local Plan Policies:

In addressing the site's constraints we have to consider the wider context in which it is situated. The application site is entirely bounded within Metropolitan Open Land (MOL) within the Thames Policy Area. This it also sits within the Grove Park Conservation Area and is opposite the Mortlake Conservation Area. Chiswick bridge adjoins the site on the south-eastern edge and is a listed structure.

Set against the NPPF and Hounslow Local Plan, this unique context prompted a number of key drivers which have ultimately guided our architectural proposal and the wider landscape design. These key policy issues are focused on: improvement to existing sports and recreation provision; development in the MOL/Green Belt; design in the setting of listed buildings and conservation areas; sustainability; built development impact upon open space; new car parking provision, as well as access and road safety, flood control, archaeology, landscape conservation, protection of trees/hedgerows/biodiversity or ecology; contamination.

Due to the constraints imposed on Green Belt development; exceptions are considered if the development provides appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport and outdoor recreation; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

In respect of this definition, the scale of the buildings and their relationship with both the River Thames and surrounding recreational land were key aspects, particularly during pre-application discussions with the LPA (refer to pages 54-81).

In respect to the Local Development Plan Hounslow (LDP) is defined as 'Outer London', which aims to provide for significant growth in new housing and jobs to meet resident's needs, whilst requiring high quality sustainable development that protects the unique characteristics and historic assets of the borough that the local communities value. It will guide investment in new buildings and important infrastructure and prioritise transformation and regeneration, while protecting and enhancing valuable metropolitan open land, green belt and open space.

The key influencing policy constraints outlined in the HLP upon the application have been distilled into a number of key areas and include:

- Metropolitan Open Land
- Conservation Area
- Grade II Listed Building (Chiswick Bridge)
- Thames Policy Area
- Advert Special Control Area

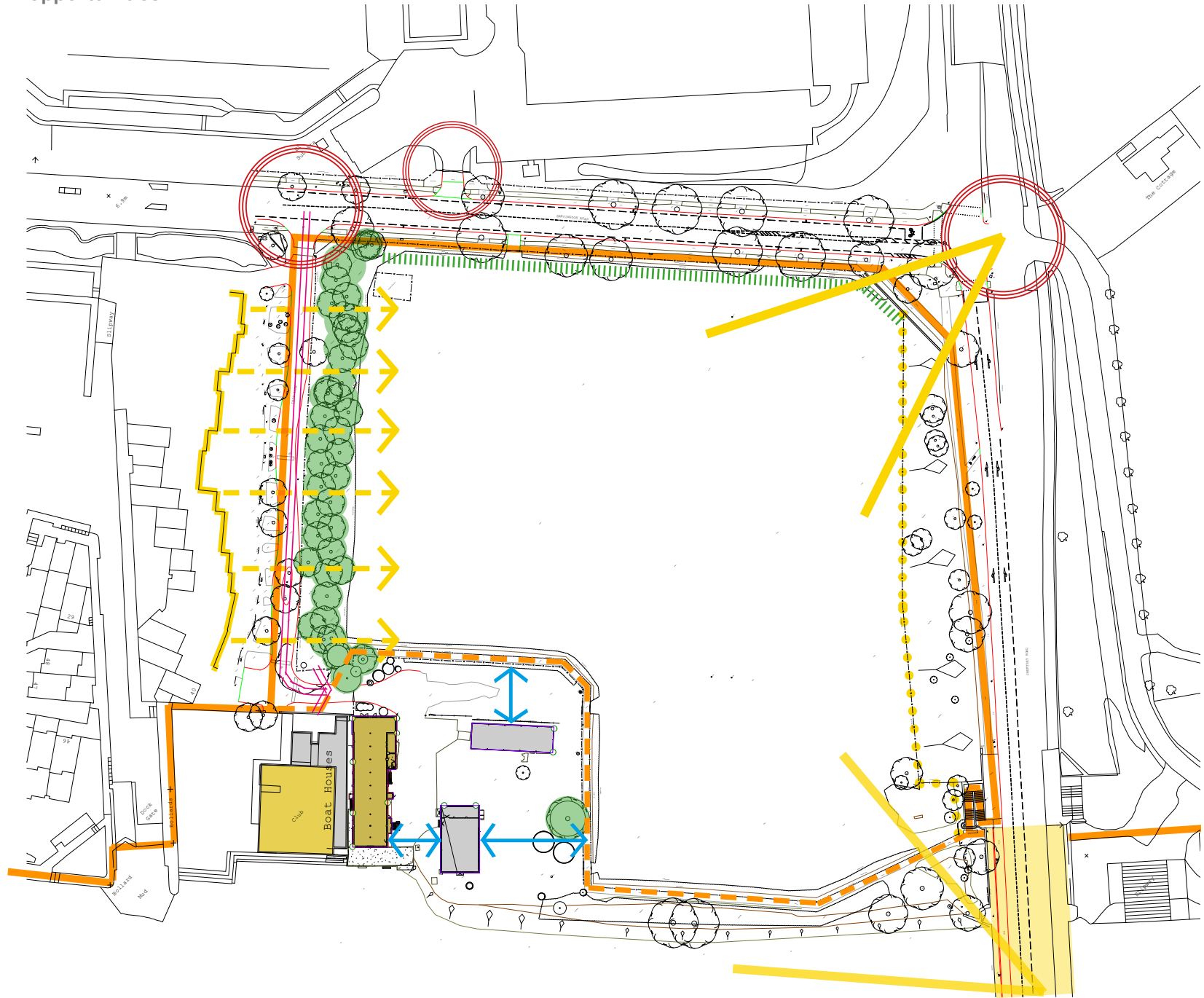
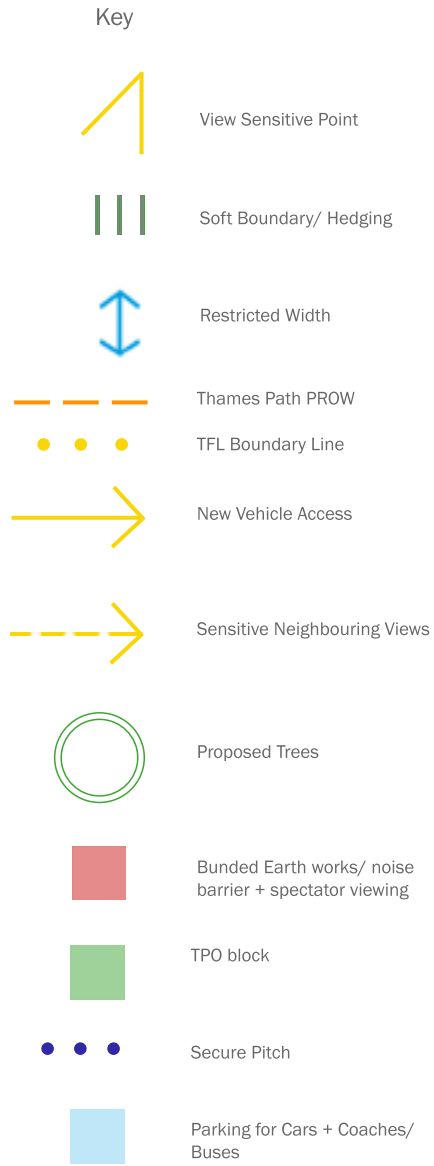
Accumulatively, these policy constraints defined the design boundaries and are outlined in greater detail within the Planning Statement. In August, a pre-planning consultation explored the proposals in the context of these constraints and highlighted a number of key areas which influenced the final application submission detailed in this Design and Access Statement.

In summary the conclusions and recommendations from this were as follows:

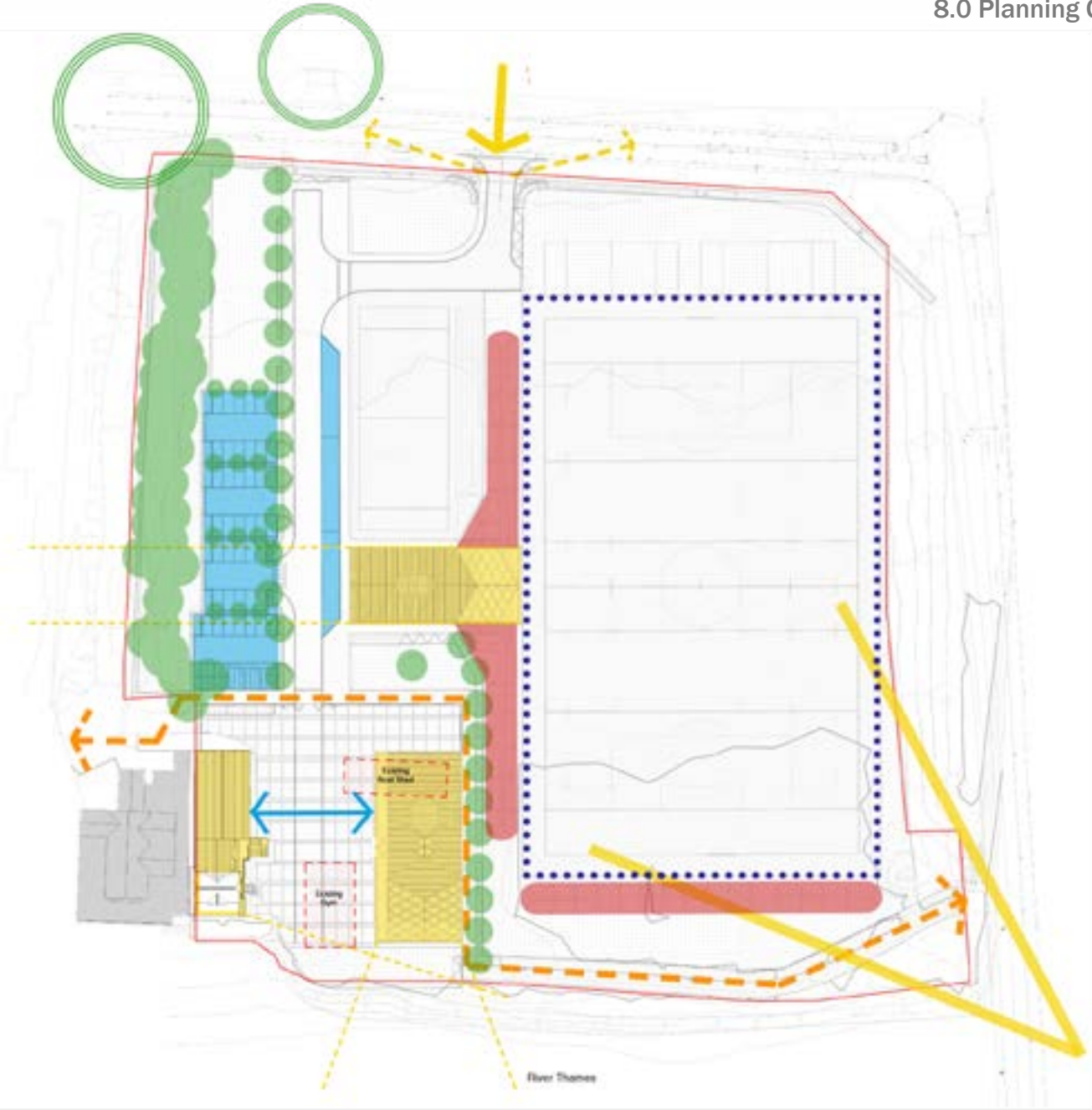
1. MOL Principle & Openness - Consideration given to reduction of scale of new building and provision of a more open relationship to reduce bulk and open views up across the site. 3G pitch and floodlighting acceptable in principle. Car parking in overflow area to be reduced and space to have a dual function.
2. Design and Conservation – General support for form and design of new buildings but as above they were to be scaled back if possible to allow more 'openness' and courtyard area to have more open feel. Views agreed and car parking to be reduced.
3. Neighbours – Distance would reduce impacts from noise and loss of amenity. Lighting assessment for flood lighting required.
4. Transport - The Transport Assessment should include assessment of present use and impacts of future activity, visibility splays and swept paths for vehicles, cycle parking and pedestrian routes all provided and justified.
5. Ecology – Ecology assessment undertaken and bat survey.
6. Consultation – With Sport England, GLA and Members suggested.

Above all - the constraints imposed on the application and the respective design solution have been weighed against the need for new, modern facilities in promotion of sports and recreational use in the local community. The promotion of recreational use is therefore justifiable when set against the guiding principles of the NPPF and local plan in as much that if no investment were permitted on the site then the facilities would deteriorate, rendering sports and recreational use defunct or further reduced; thereby running contrary to the planning framework that governs the use and development on the site.

## 8.0 Planning context/Constraints + opportunities



8.0 Planning Context/ Constraints + opportunities



- Key
-  View Sensitive Point
  -  Soft Boundary/ Hedging
  -  Restricted Width
  -  Thames Path PROW
  -  TFL Boundary Line
  -  New Vehicle Access
  -  Sensitive Neighbouring Views
  -  Proposed Trees
  -  Bunded Earth works/ noise barrier + spectator viewing
  -  TPO block
  -  Secure Pitch
  -  Parking for Cars + Coaches/ Buses





Existing Built form on site

- QBC 1920 Boat House
- 1920/25 Gym (tank)
- 2005 Store Shed
- Empty pitch spaces (non sports use)

The location, massing, elevation, composition, and materiality of each building on the site and the relationship between each has been arrived at with careful consideration of many factors. We have set out a diagrammatic breakdown of our design logic process in the following pages:

Existing context:

The new build blocks are set out to create a secure space between existing and proposed, a grouping of two new build forms harmonised with the existing extended boat house.

The footprint of each has been located over/near to the existing footprint of built form where possible and placed for ease of access from the highway, by pedestrians and to maximise the width of the access route to the river, as well as regain lost space behind the existing gym by moving the new building closer to the boundary between the QHMF and QHT ownerships.

The existing group TPO on Ibis lane is not affected, and is in fact enhanced with new tree planting. Trees/landscape

Access/Road:

Placing the access road on the periphery of the QHT owned land adjacent to the protected tree grouping allows for the maximisation of the available pitch area and the placement of the rugby pavilion directly on the access road avoiding excessive access road construction.



Demolition

- remove rear part of QBC 1920 Boat House
- remove 1920/25 Gym (tank)
- remove 2005 Store Shed
- Empty pitch spaces (non sports use)



Access

- create new access route from Hartington Road
- create new parking and secure courtyard
- create bus/coach drop off and turn areas
- permeable surface/shared surface



#### New rear to QBC

- create new access route from Hartington Road
- create new parking and secure courtyard
- create bus/coach drop off and turn areas
- permeable surface/shared surface
- plant new trees to create mini forest

### 10.0 Concept Development: Layout + Massing

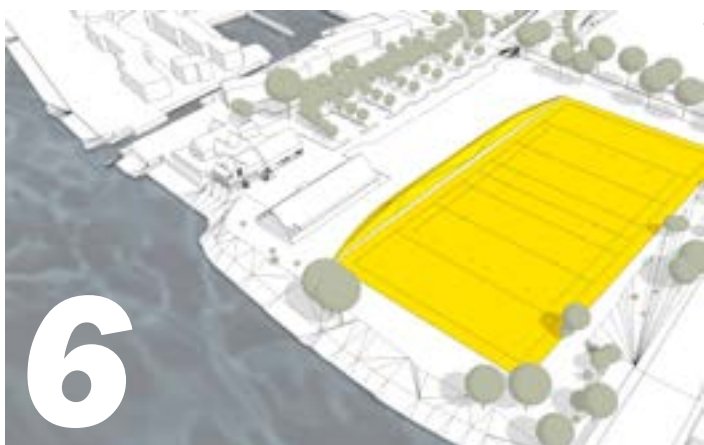
As part of a larger site wide masterplan being considered by the Trusts and University to improve access, parking, and to integrate the site with the Polytechnic Sports Ground, the placing of the new access road axial aligns with the rear of the Grade II listed stadium to the north of Hartington Road.

A shared surface pedestrian connection is created and the area will be well lit and open to the public when in use.



#### New Boat House

- single storey boat storage
- upper level multi use spaces + changing
- terrace overlooking Thames
- creates secure courtyard space
- gable creates harmonious grouping of built forms
- spacing between buildings driven by "VII" boat length
- removal of one TPO tree



#### 43G artificial surface pitch

- mixed surface capability
- reuse of existing site pitch for modern games
- home for rugby at the University of Westminster
- all weather for community use
- Earth bund banking for spectators and noise mitigation
- Match controlled flood lighting (operational hours TBC)



Extend facility to create Rugby Club

creates a wall of development  
 better viewing aspect  
 poor response to setting  
 Thames path obstructed

Initial studies focussed on creating a more efficient single building that would accommodate both the QBC expansion, partner schools and a new rugby club with seating.

This solution was deemed to be unsuitable as it blocked the views across the site, and blocked the path of the ROA Thames pathway.,

The spaces between each building, are critical to the volumetric relationship of the existing to the proposed. The width of the space between the two Boat Houses will allow for better views through the site and enhanced functionality aiding users on a daily basis.



Turn 90 deg to pitch

break down wall  
 create grouping of built form  
 gable to houses on Ibis lane - narrowest elevation  
 seating under cover overlooks pitch  
 Thames path now part of development approach

New buildings are placed to allow maximised spacing between each allowing landscaped buffers between activities.

The proposed removal of a single low quality TPO tree (see justification in landscape/arboricultural) allows the new build Boat House to be positioned to facilitate boat movements, and to make the new yard as wide as possible in order to function more effectively. (see diagram on right)

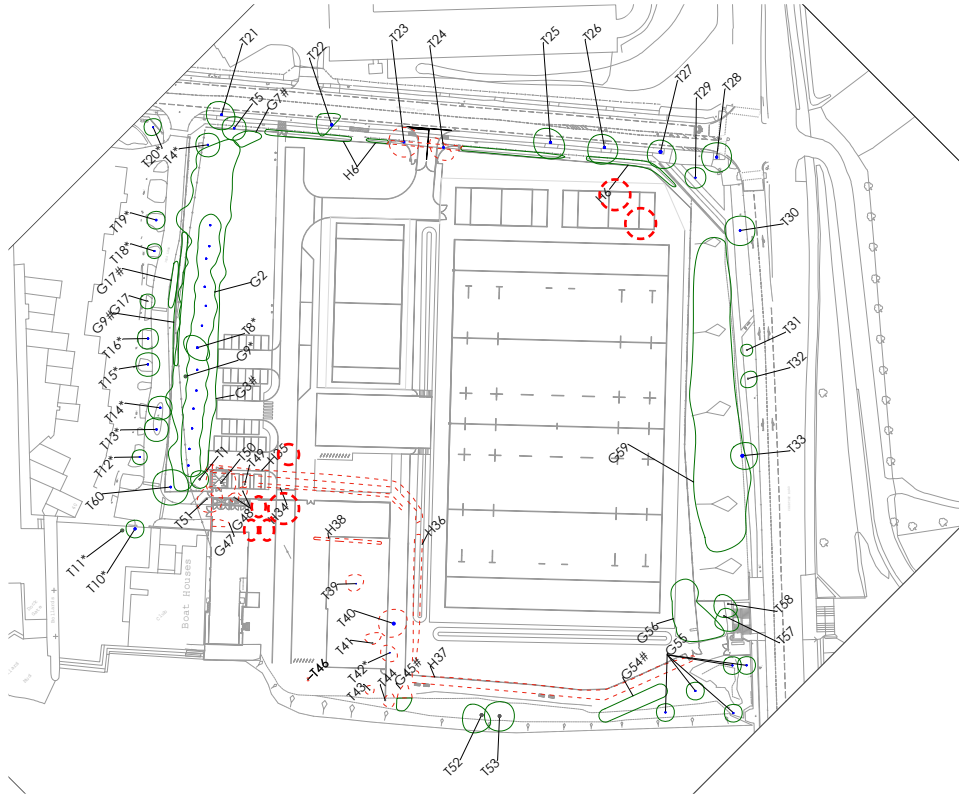
Finally a wall is set between the boat yard and the parking area to create a sense of enclosure and privacy, while a pathway can be accessed by the public on event days.



A new home for sport at the University of Westminster + Quintin Boat Club

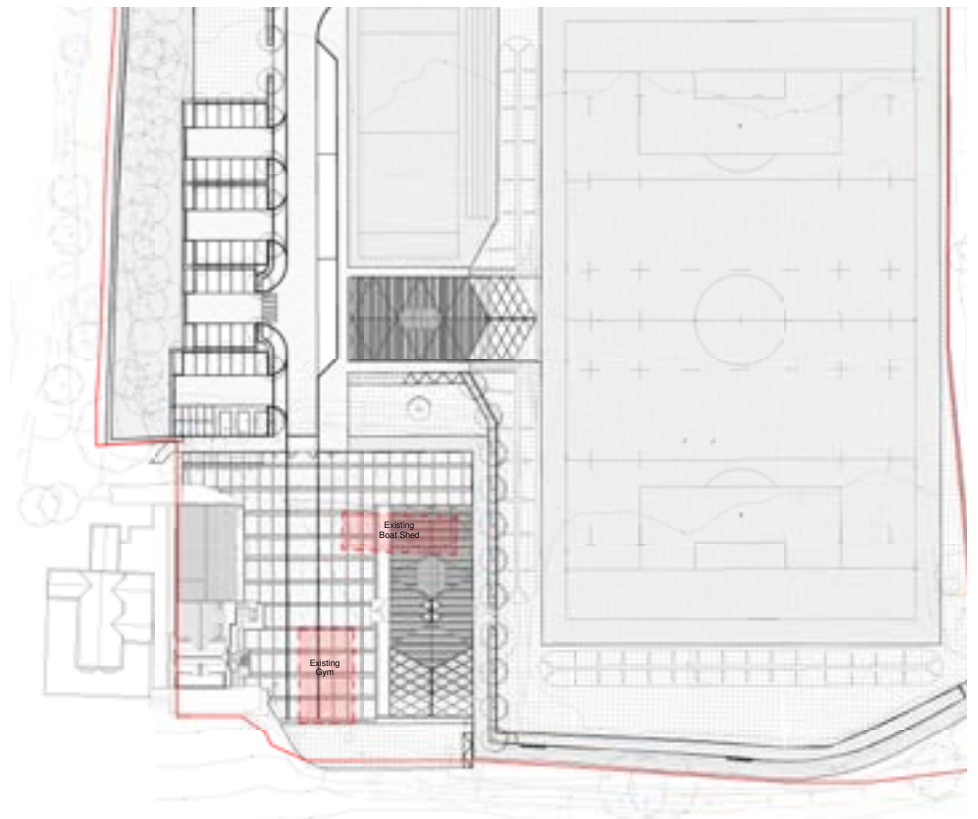
clear logical approach to plan form  
 expressive section  
 details and decoration  
 creates safe environment for Thames Path  
 provides match and event parking  
 removes access issues on Ibis Lane  
 responds to setting in a sensitive manner





The removal of a small number of poor specimen trees including one TPO tree will allow the development to create a functional area between existing and proposed.

The new footprints of each building are set out to reduce GEA, and to follow the setting of the current Gym/Store. All the building on the site is outside the PLA controlled river bank.







## 10.0 Concept Development: Layout

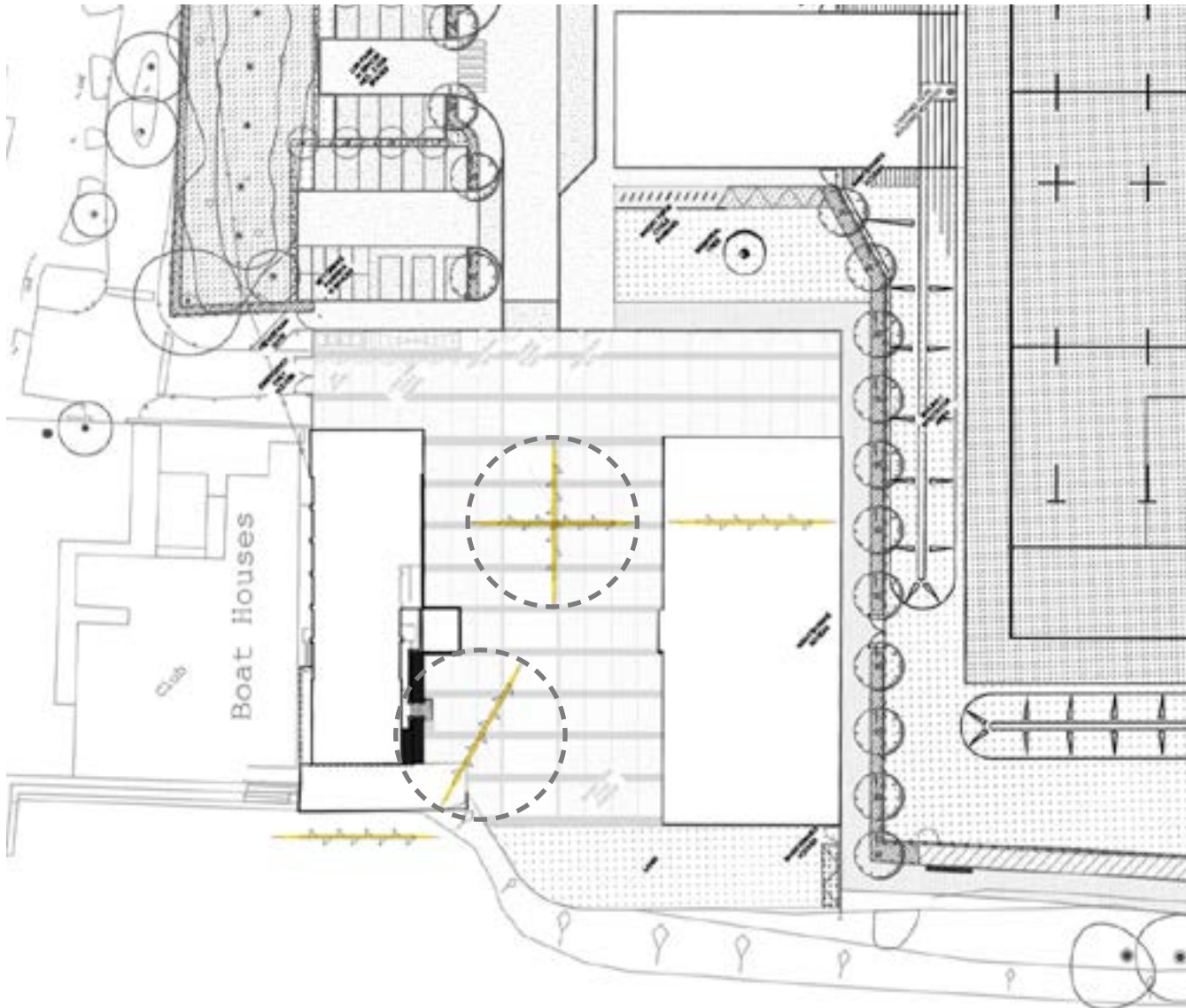
### Function/Adjacency:

The Boat Houses at Ibis lane were located here because of the naturally occurring beach allowing easy access to the foreshore from the higher banks, and in the late Victorian period this would have been affected by tidal movement even more than today and as such access to the river was critical to the boat men.

The new boat store (as part of the new boat house) naturally sits closest to the river of the new buildings, with its short gable turned to face the water.

The building is positioned here to allow for the new boat bays to face the existing building, turned 90deg to open into a space between the two buildings created as a boat yard. The distance of separation is a little over 30m allowing for the careful movement of the larger VIII boats (which are over 20+m long) from their bay onto trestles located in the yard for rigging. The placement of this building also allows the beach access to be as wide as possible.

The Rugby Pavilion sited to the north of the yard and is fixed in position by the centre line of the pitch allowing the club room and integrated stand to be equally spaced from the two H posts. Its position to the north of, but in close proximity to, the new Boat House is in part due to the centre line, and in part due to the need for both buildings to create adjacencies and to allow for shared Gym and change facilities.





## 10.0 Concept Development: Massing + form



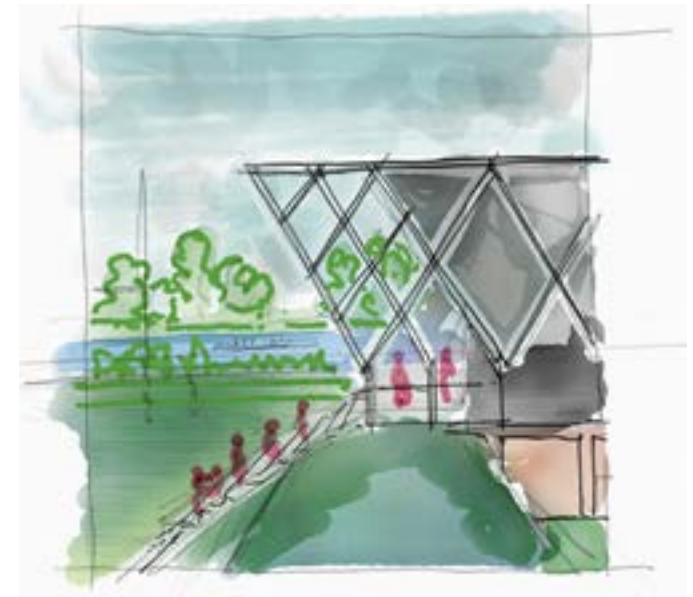
The Boat House from the River

Development Sketch, digital watercolour. June 2018



The Boat House from the Boat Yard

Development Sketch, digital watercolour. May 2018



The Rugby Pavilion from the banking

Development Sketch, digital watercolour. April 2018

## 10.0 Concept Development: Massing + form

As we set out to develop a design for the group of buildings, the team considered the moments of a day in the life of a boat yard, placing ourselves into the lives of those who will use the facilities, the sports men and women, the coaches and the staff.

The facilities are practical and logically planned, while their spirit is clear in expressive detailing and careful material decoration.

Each has been created to define memories, to capture historic moments acting as a backdrop to sporting participation and success:

- The Boat House, seen from the river as part of the continuation of river side architecture, sitting as the third building of a triptych composed of Mortlake (formerly Isis) and Quintin. The open gable end positively terminates with an expressed glu-lam edge support, over a lattice of glu-lam sub-structure with translucent polycarbonate infill panels. This covers a small outdoor space connected to the “Ergo” cardio vascular rowing and cycle machine room, and orientation space for larger groups of young rowers. The veranda wrapping round the boat yard for spectators and family to observe and applaud.
- From the Boat Yard, the simple timber roof turns down to meet the concrete frame boat store below and a double height entrance porch draws users up to changing rooms and classrooms, through a plywood lined cut in the building, with expressed concrete walls at low level. Utilitarian benches, Wellington boot racks and pegs for rowers line the walls. The space is semi external and large-scale timber doors can close this off at night. A cold crisp morning in the half light of dawn as the rowers set out to the River.
- The Rugby Pavilion seen from the pitch cuts back dramatically to cover the seating, and create views up and down the touchline, seating is merged into the landscape allowing for formal and informal spectators. The new club room is double height overlooking the centre line, with a small bar and kitchen to serve the University Team and their visiting opponents after the match. This new building turns its gable to Ibis lane to minimise visual and noise impact on neighbours.

## 10.0 Concept Development - Continuity

The boat houses of the Thames stretch from the banks at Henley and Marlow, to the East End at Greenwich. There is no set vernacular for a boat house, but they were typically wooden framed, like the boats, and set on the bank with a good access to the water.

The pages here show the variety of styles and periods reflected in the boat house genre over the 4 miles from Putney Bridge to Chiswick, a very significant stretch of the river for Rowers.



Cygnets/Civil Service RC + Emanuel School RC



St Pauls School RC



Furnival RC



Mortlake + Anglian/QBC



Thames Tradesmen RC



Kings College School RC



Tideway Scullers RC



Putney Town RC



Vesta RC





Latimer School RC



Corinthians RC



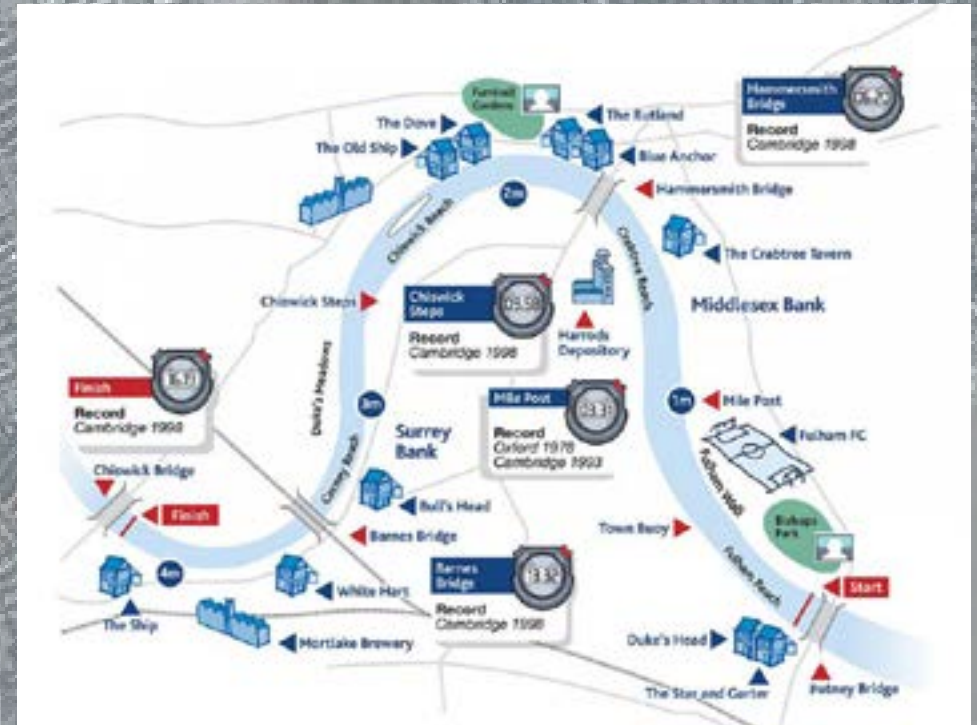
British Rowing HQ



London RC



Imperial University RC



The River Thames is home to dozens of Boat Clubs, each with their own cultural and social narrative, from the elite schools to the working tradesmens clubs, it was common once for banks, insurance brokers and even the civil service to have a rowing club with a small boat house on the Thames.

The highlight of the rowing year is of course the Oxford and Cambridge Boat Race, at present sponsored by Mellon Investments and gifted each year to the charity Cancer Research, The race runs from Putney to Chiswick Bridge and each year the spectacle of the race ends on the beach at Quintin, with the twin clubs of Mortlake and Quintin acting as back ground to the whole event.

The provision of new facilities here at Quintin, where over the last decades the BBC have set up home, will ensure that the high profile global audience will see, and learn about the work that will be undertaken here at QBC by the QHT/QHMF and the University of Westminster.

## 10.0 Concept Development



Aerial View West - pre-app 003



Aerial View South (Chiswick Bridge) - pre-app 003

### Visual Impact on Protected Metropolitan Open Land

Visual impact has been a key aspect of the design process, and the team are grateful to the LBH Planning officers for their assistance with the views and massing as a result.

### The plan

To create a centre of sporting excellence for the whole community welcoming athletes of all ages, but particularly young people, of all abilities – male and female and those with disabilities.

To create a new landmark building on the Thames, part of the continual narrative of boat houses and boating architecture providing modern facilities that are fit-for-purpose form was arrived at following a process of diagram studies, each evolving from the last, to create a broken footprint, maximise gaps between buildings to create views through to the TPO tree group beyond and to create a sense of unfolding in the view from Chiswick Bridge in particular.



Breaking down massing

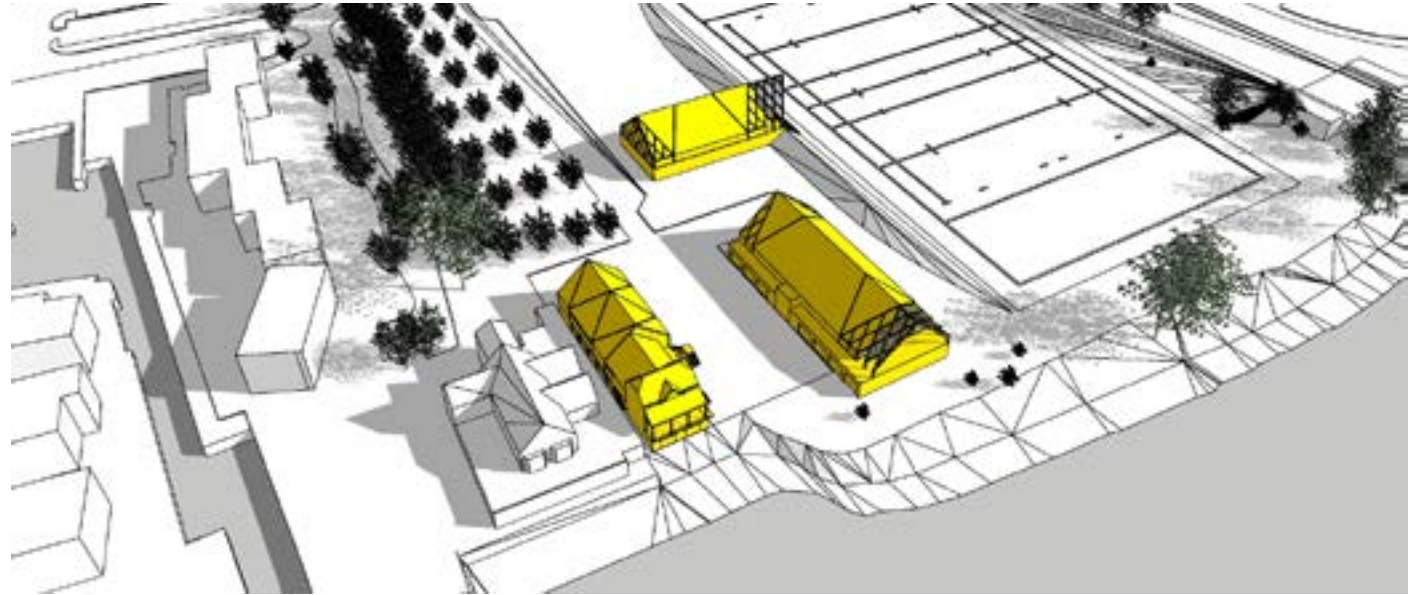
The massing of the scheme has been carefully considered in alignment with the Townscape Visual Impact Assessment carried out by Urban Green. The views selected were checked with the LBH Planning officers and subsequently used by AST\* to develop their approach.

The apex gable block was originally designed to be a single building that ran from the QHT site south to the river presenting a long elevation to the pitch and short to the river. The more efficient form was deemed too long, and too “wall like” blocking views across to the tree grouping on Ibis Lane. The development would have been too intrusive on the views across the site.

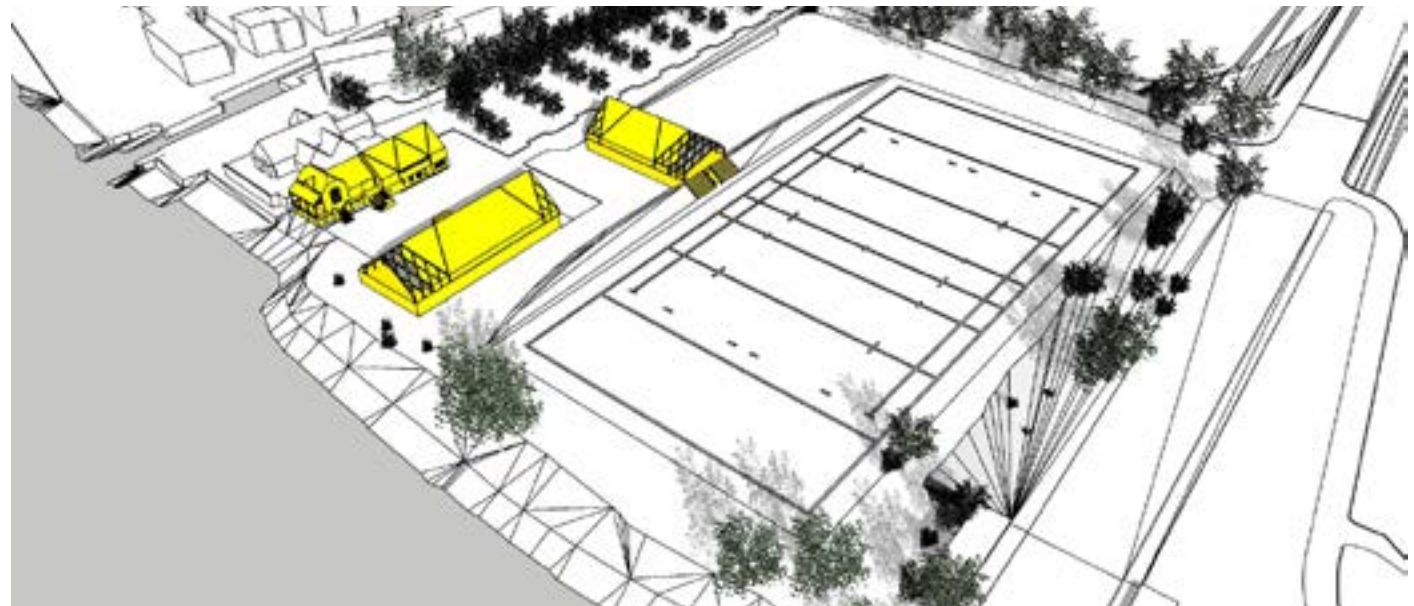
As such the block is split and rotated 90deg to sit perpendicular to the pitch, the accommodation is the same and the massing the same. (see pre app documents as submitted)

Following comments from the planning officers at LBH changes were made to the massing to reduce the form and to come into alignment with the heritage and design officers comments.

The final form is lighter in structure with fewer solid panels in the end gables, more open lattice and increased space between the buildings.



Aerial View West - revised proposal



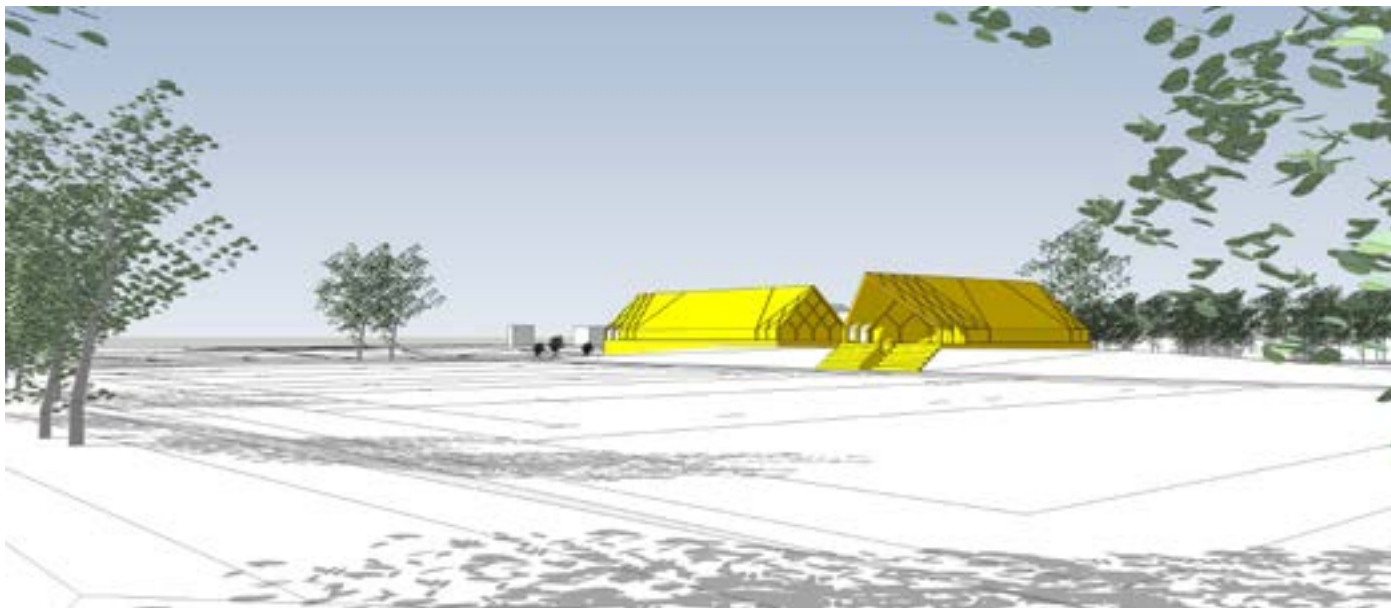
Aerial View South (Chiswick Bridge) - revised proposal



## 10.0 Concept Development



Aerial View East (crossing Clifford Ave / Hartington Road) - pre-app 003



View from Junction Clifford Ave / Hartington Road - pre-app 003

### Scale

The scale of the existing structure is used as an envelope guide for the new extended boat house and changing areas on first floor. The height and volume of the existing is echoed by the new build extension to the rear (north) of the Boat House, with a cross section based on the pitch of the A frame of the new Boat House and Rugby Pavilion, which in turn share the same section detail allowing for repetition of the key super structure and cladding details.

The forms are apex gables and echo the Boat Houses of the River Thames from Greenwich to Henley-on-thames, steep sided roof section creates a modern interpretation of a traditional form. The roof dominates the massing, sitting lightly on its base of exposed in-situ concrete wrapped in brick where thermally required.

Function/Adjacency:

The limited footprint means that space is at a premium. Given that the site is adjacent to a Conservation area, and forms the North Bank setting of a listed structure (Chiswick Bridge) as well as being in protected metropolitan open land we are limited in the area we can cover with built form, and activity.

The decision to go to two storeys was not taken lightly but with a target uplift in boat capacity of circa 150% over all and a footprint of over 1000sqm already in that one space. The key to creating a successful facility is the provision of distinct gender/age separate changing rooms in both QBC and the new Boat House. This requirement generates significant area and is accommodated in the upper volume.

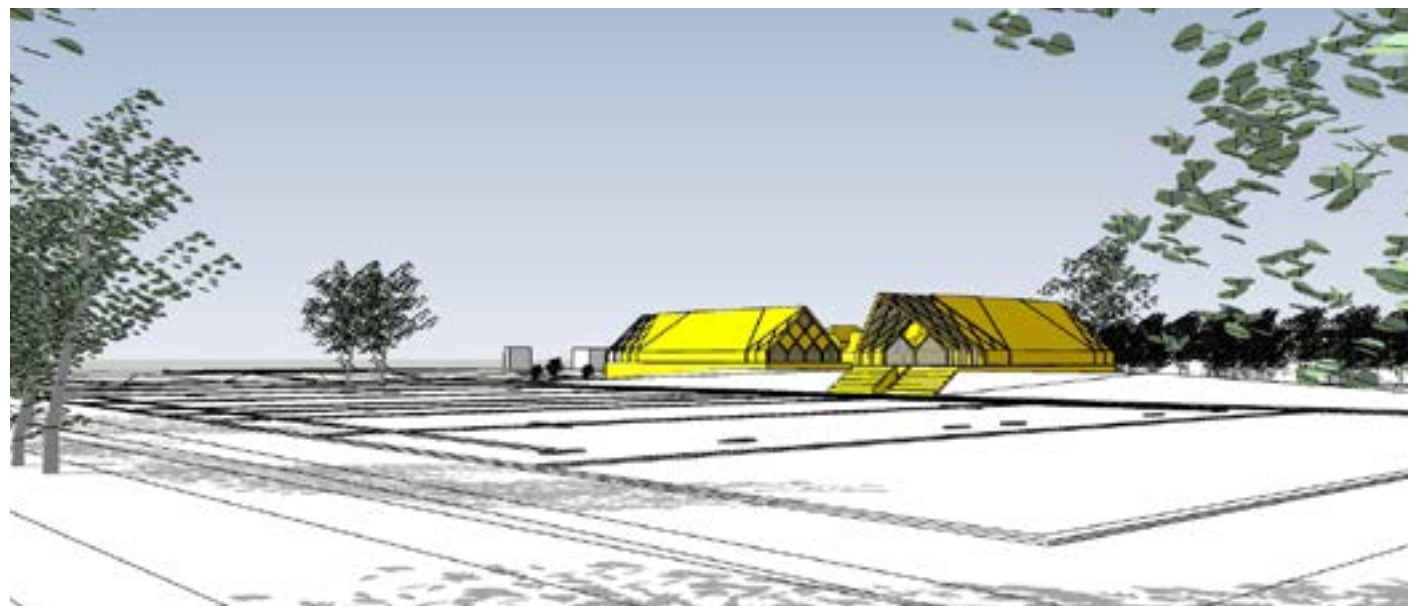
The ancillary classrooms and exercise/indoor rowing space are then served by “super loos” and a storage space for equipment and furniture to offer total flexibility,

User/Sports:

The decision to go up to two storeys on the Rugby Pavilion was made in order to make best use of the upper floor and bunded grass mound link created by using on site spoil from the 3G pitch. The upper floor is given over to a club room to create a new home for the University Sports teams who use the facility, whilst giving students and users to a cardio facility gym and weights room.



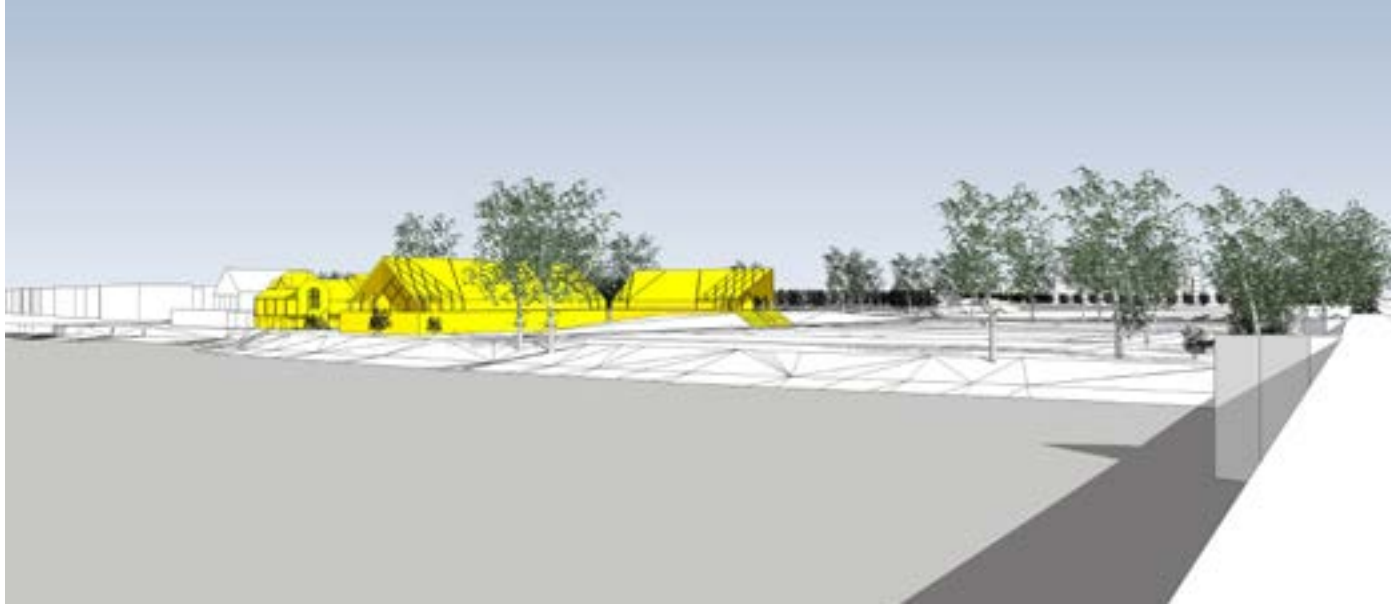
Aerial View East (crossing Clifford Ave / Hartington Road) - revised proposal



View from Junction Clifford Ave / Hartington Road - revised proposal



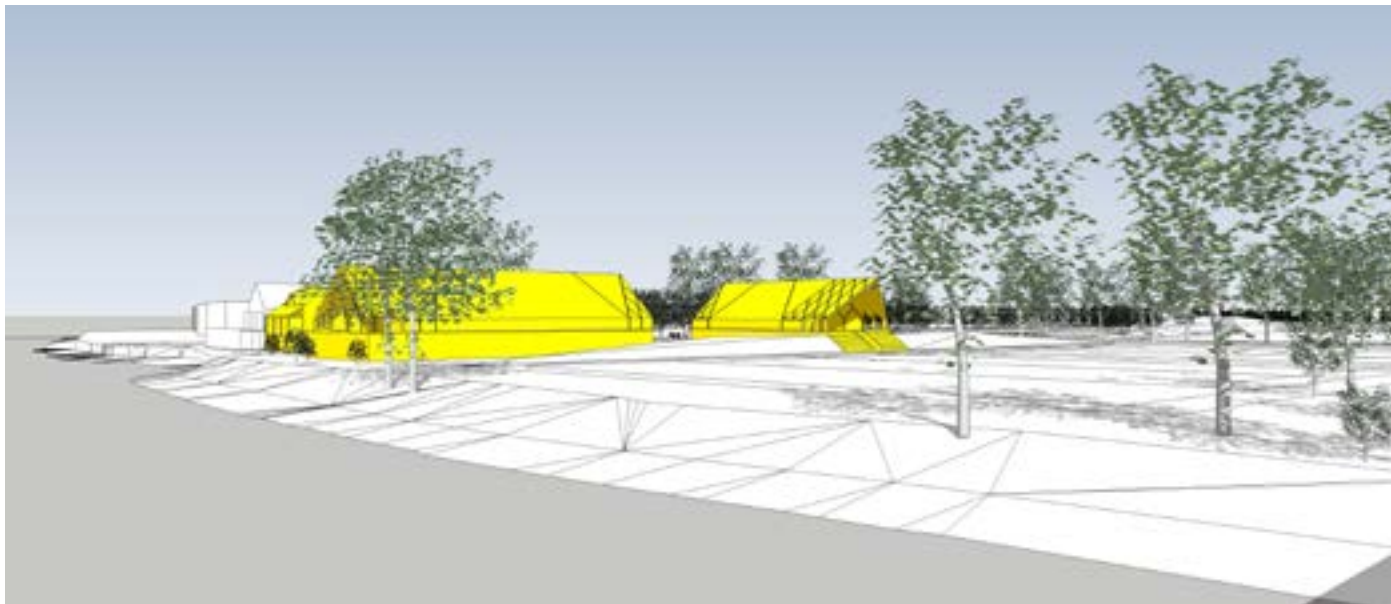
## 10.0 Concept Development



View from Chiswick Bridge (south embankment) - pre-app 003

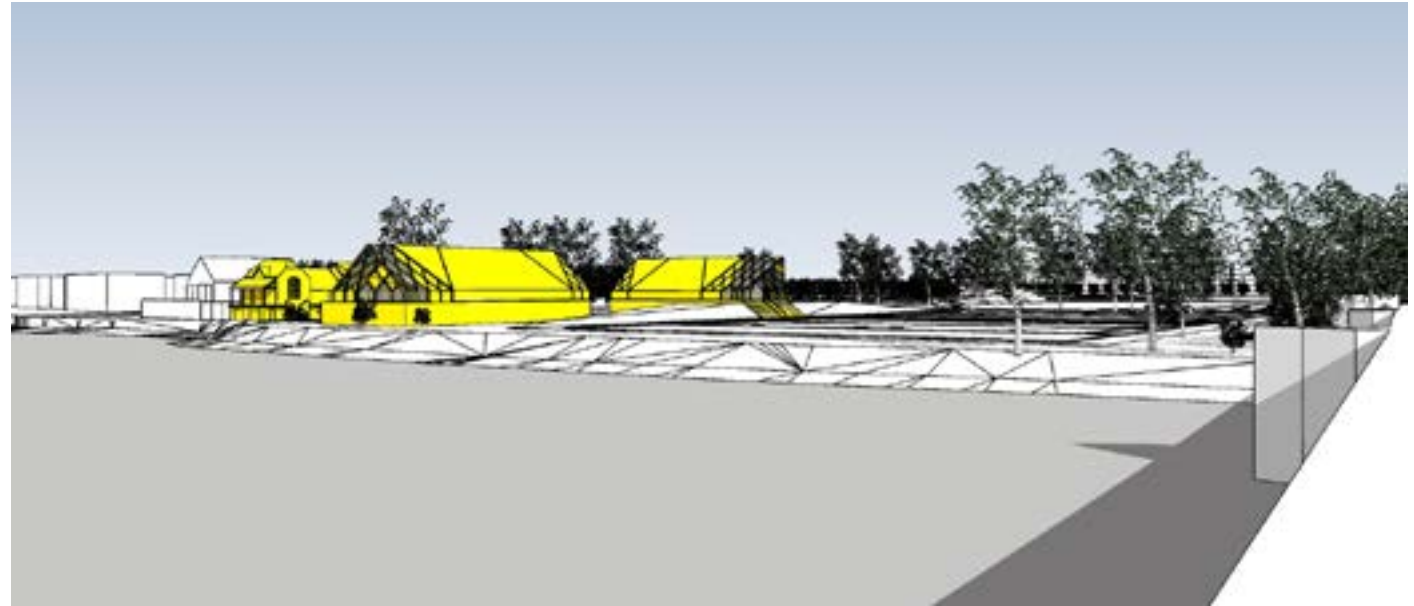
The unfolding view across the River Thames to the application site from Chiswick Bridge is of considerable importance to the setting of the Grade II listed structure. When the team met with planning officers and design/heritage officers over the course of the spring and summer the views were discussed and agreed (primarily for the TVIA) and these images were created to demonstrate the massing in context.

The images to the left are from Pre App 003 on 27th June 2018 and then amended in Pre App 004 on the 1st August 2018.

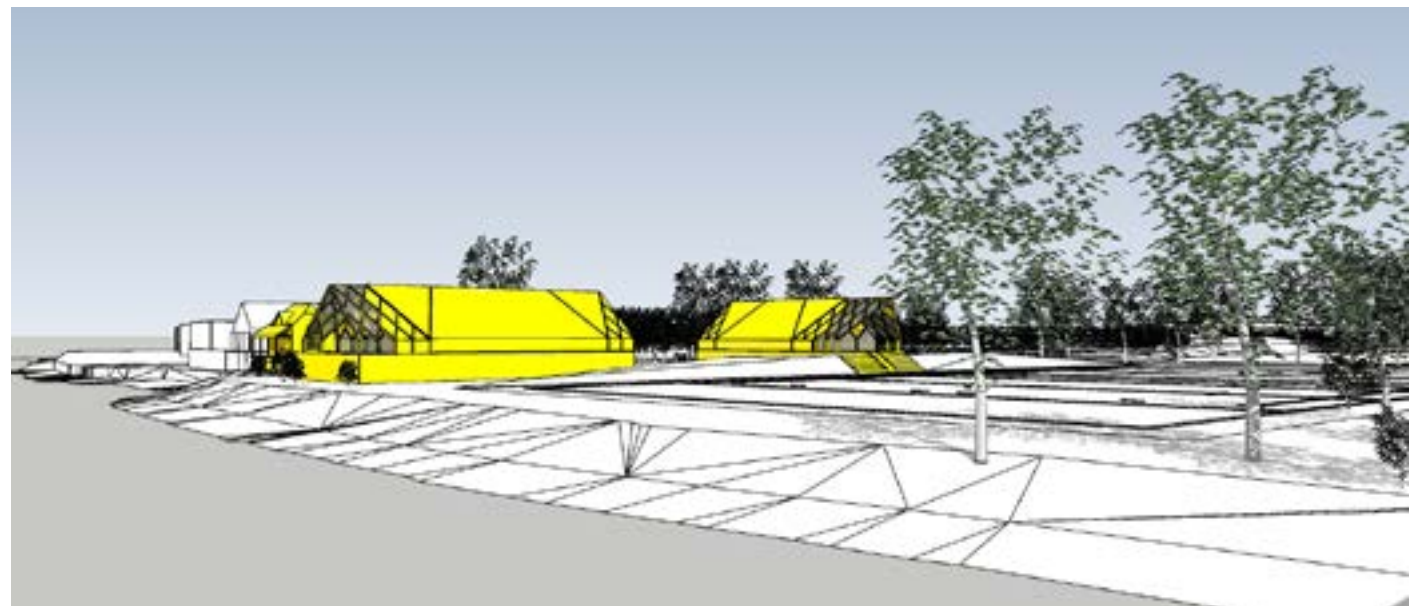


View from Chiswick Bridge (north embankment) - pre-app 003





View from Chiswick Bridge (south embankment) - revised proposal



View from Chiswick Bridge (north embankment) - revised proposal



The view from Chiswick Bridge of QBC



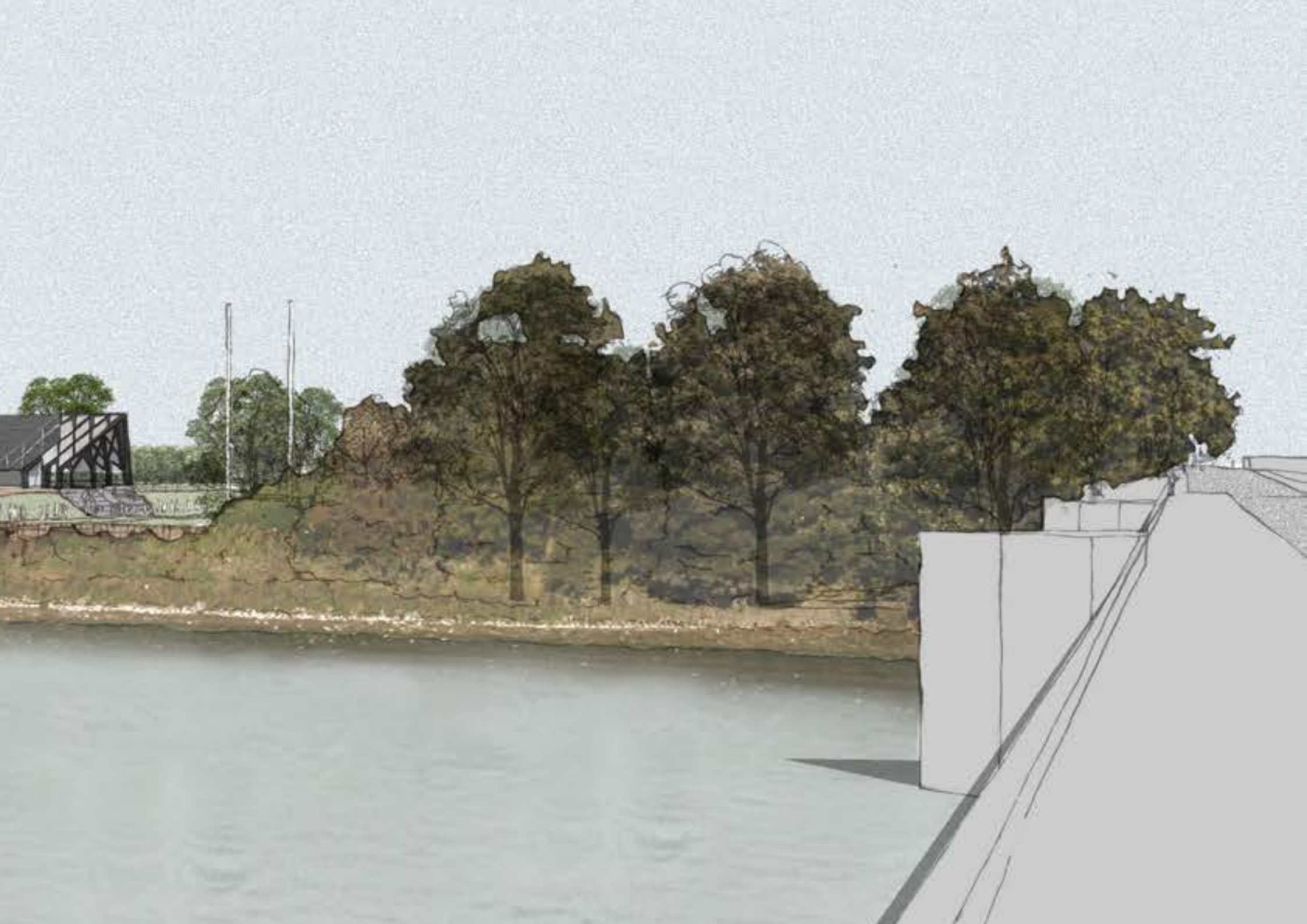


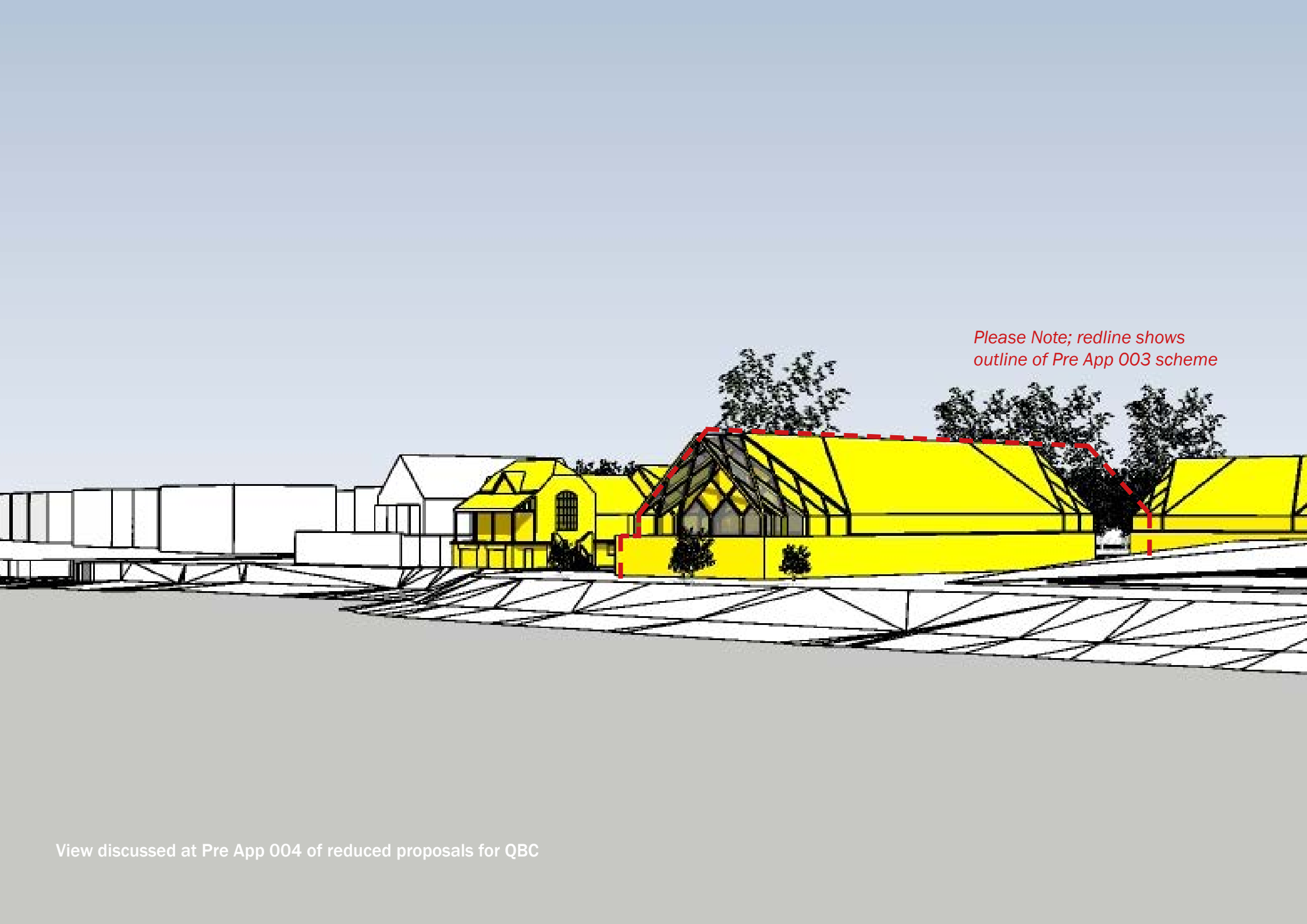




View discussed at Pre App 003 of proposals for QBC



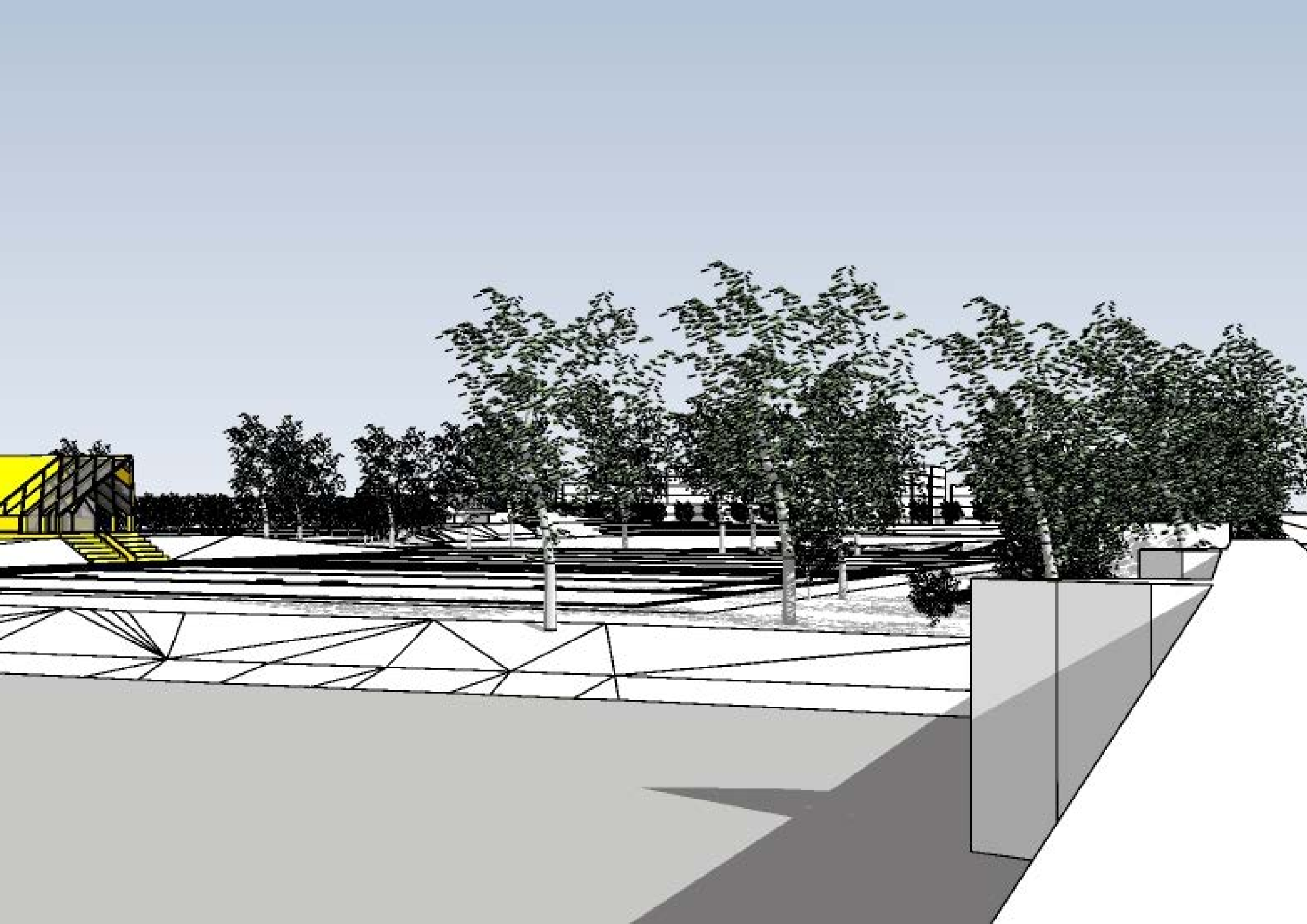


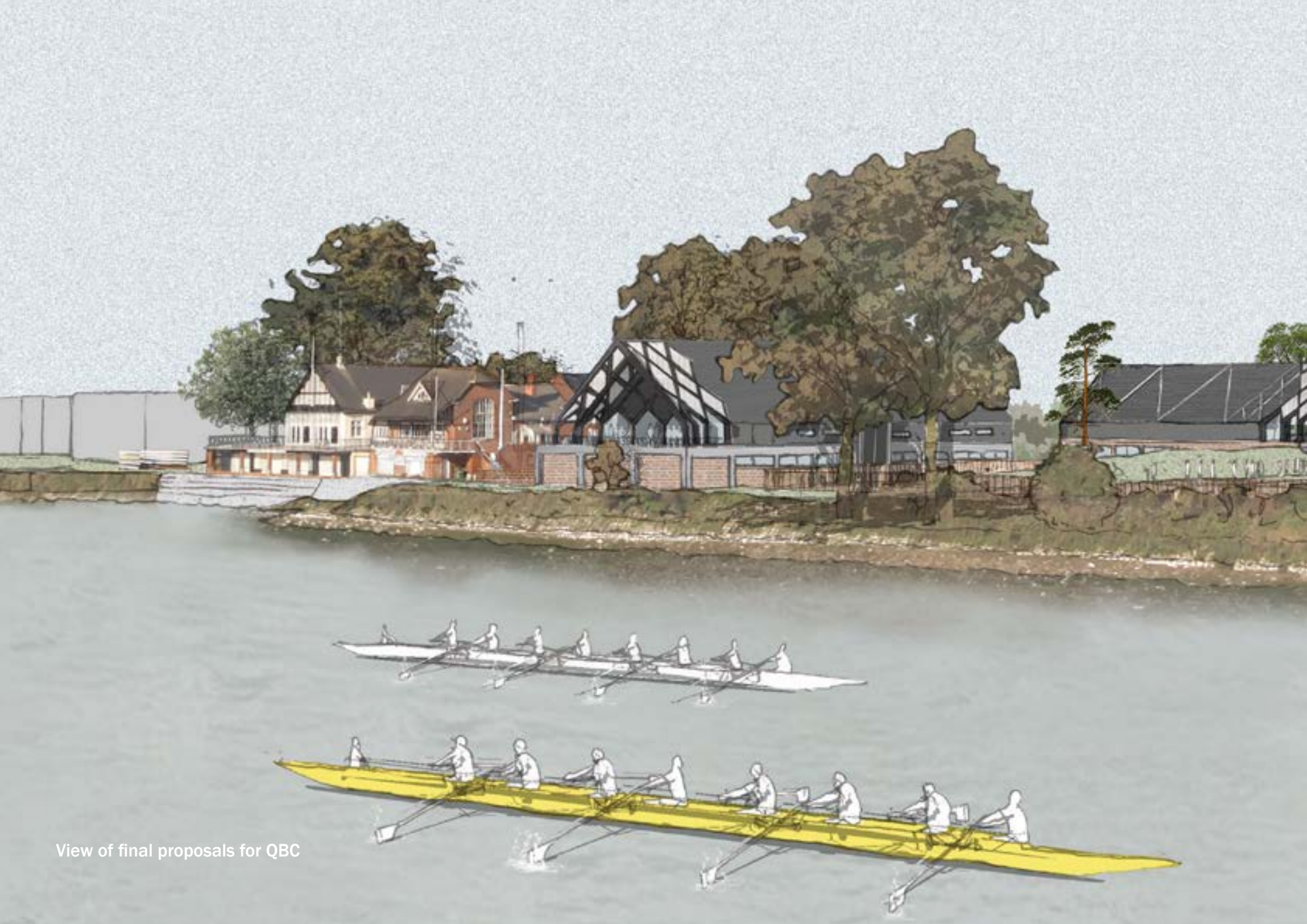


*Please Note; redline shows  
outline of Pre App 003 scheme*

View discussed at Pre App 004 of reduced proposals for QBC

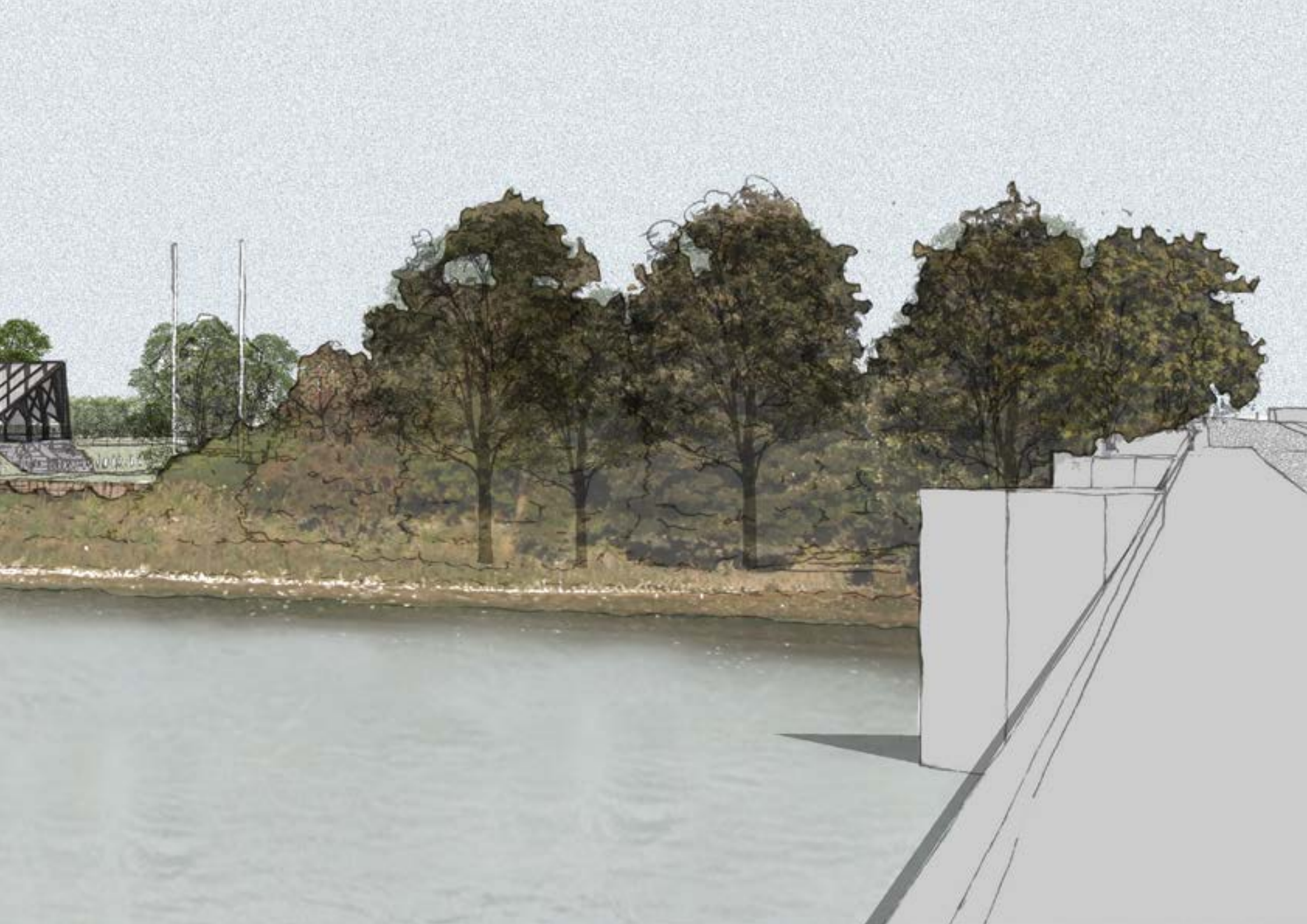






View of final proposals for QBC









View from Hartington Lane across the fields to QBC







View discussed at Pre App 003 of proposals for QBC + Rugby Pavilion







View discussed at Pre App 04 of reduced proposals for QBC





*Please Note; redline shows outline of Pre App 003 scheme*





View of final proposals for QBC







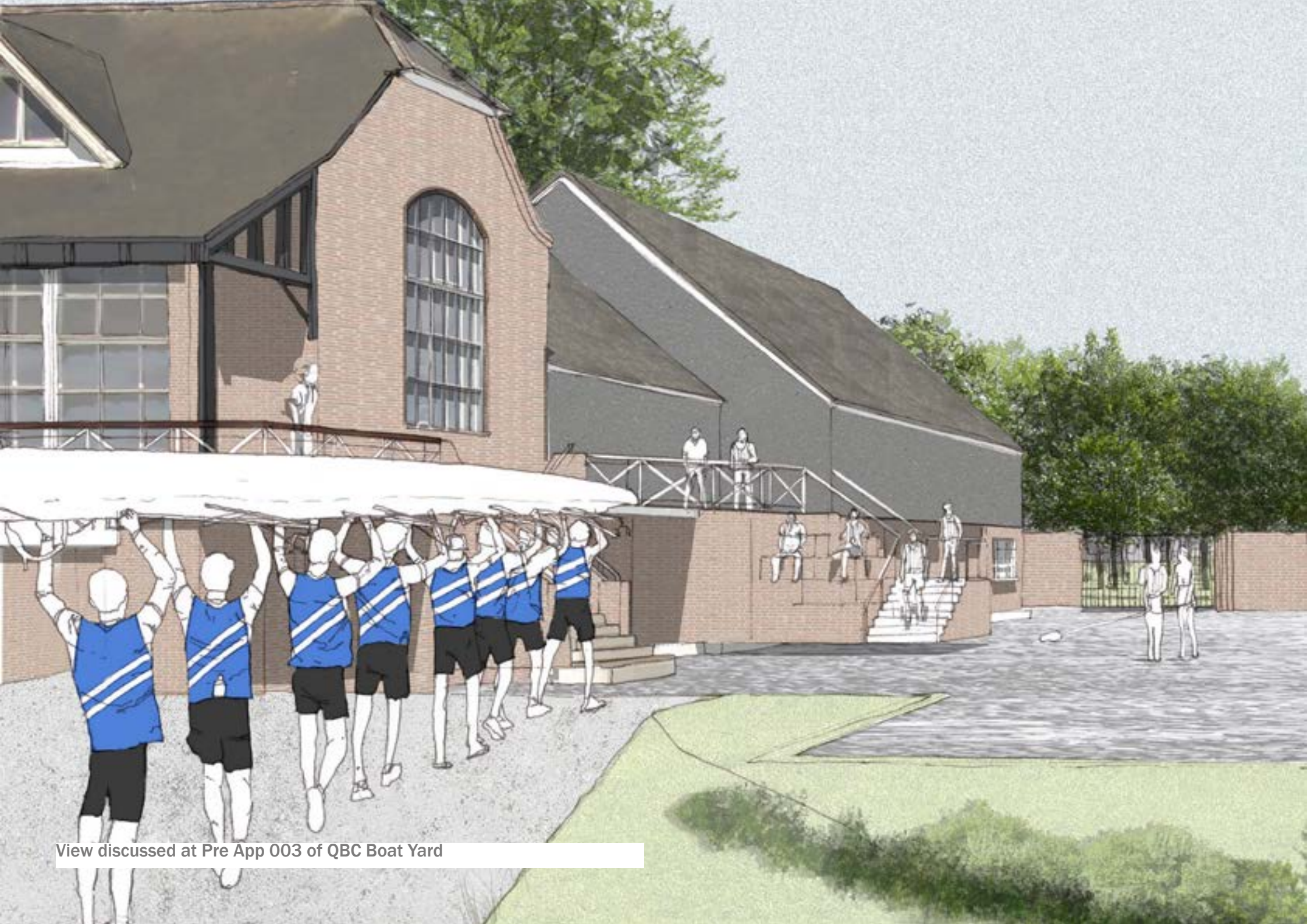


View of the QBC present day, gym block to RHS









View discussed at Pre App 003 of QBC Boat Yard









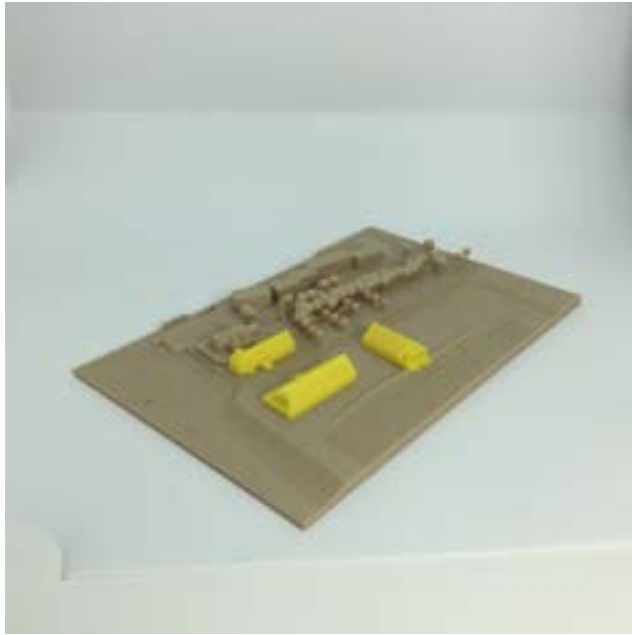
View of final proposals for QBC







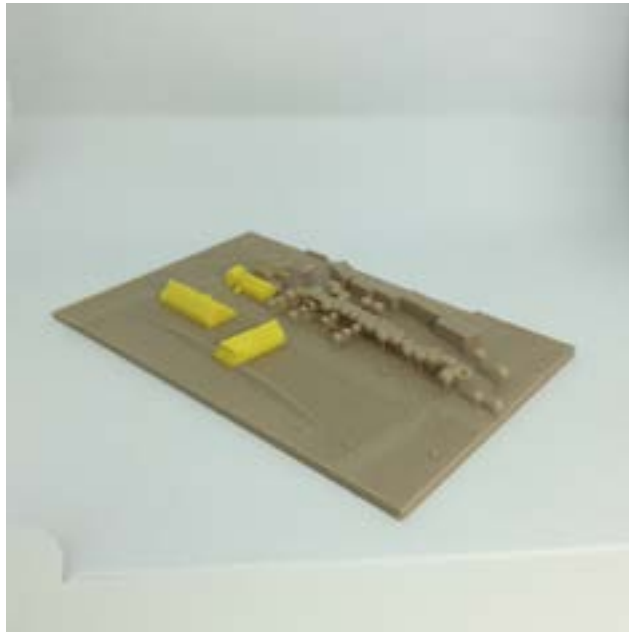
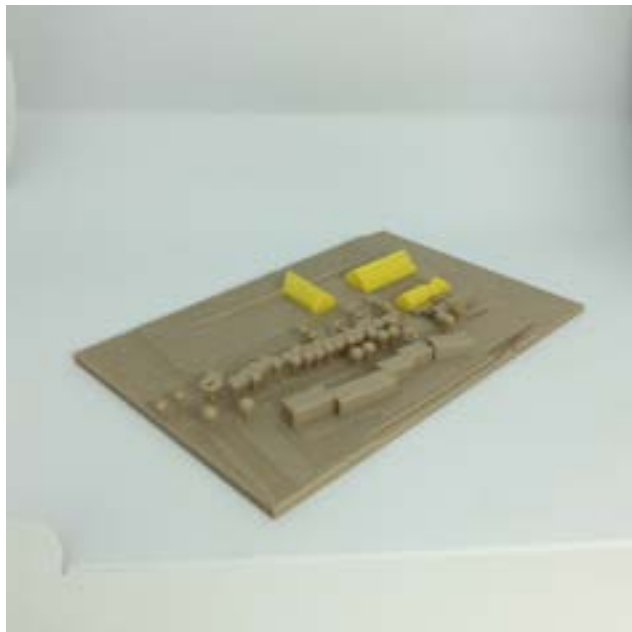
## 10.0 Concept Development



Testing Roof Patterns



Early model prototypes of Boat Houses



Testing Rugby Pavilion Canopy

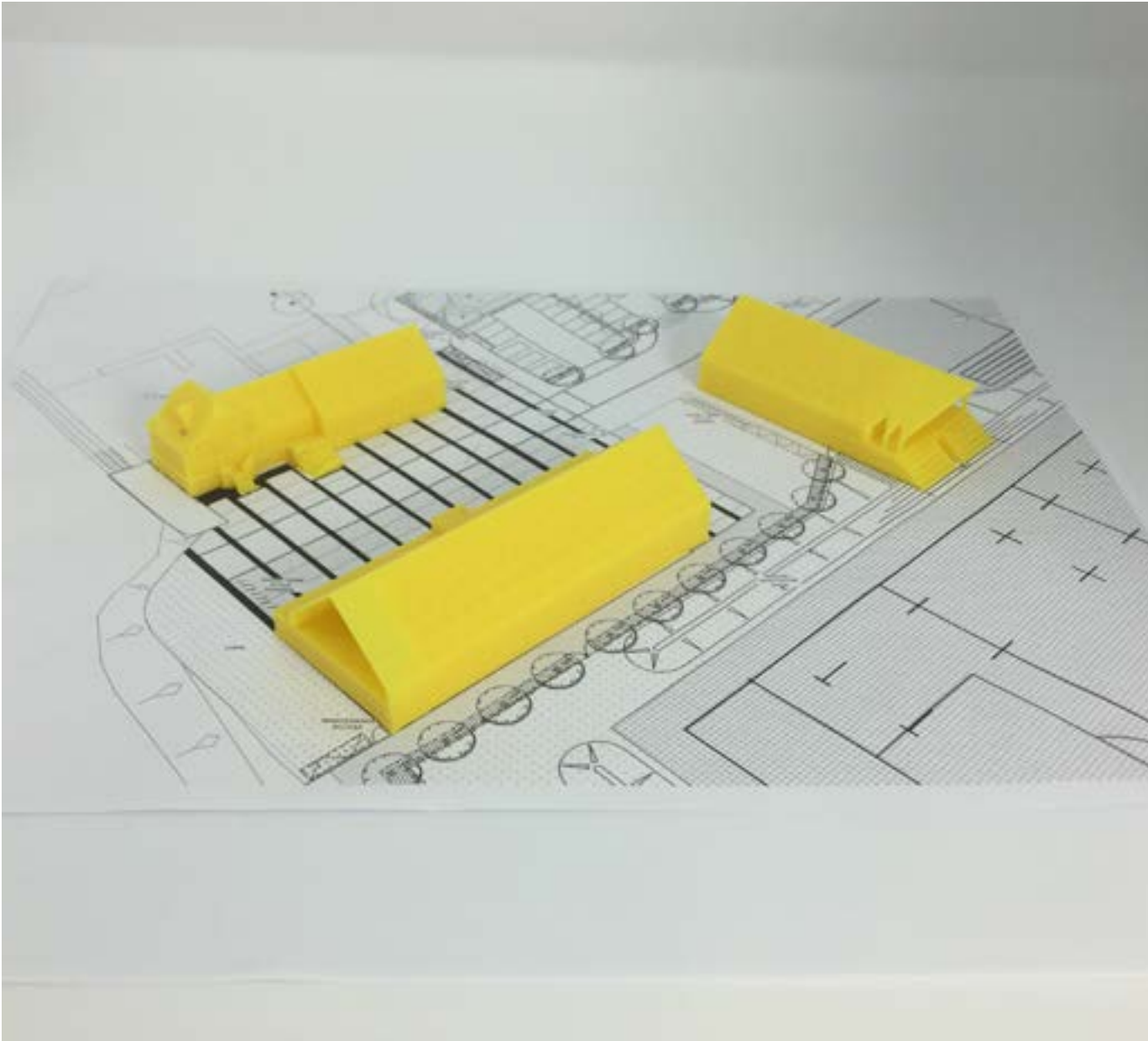


Testing Boat house length/footprint

Aerial Views of the site - Early Model

## 10.0 Concept Development

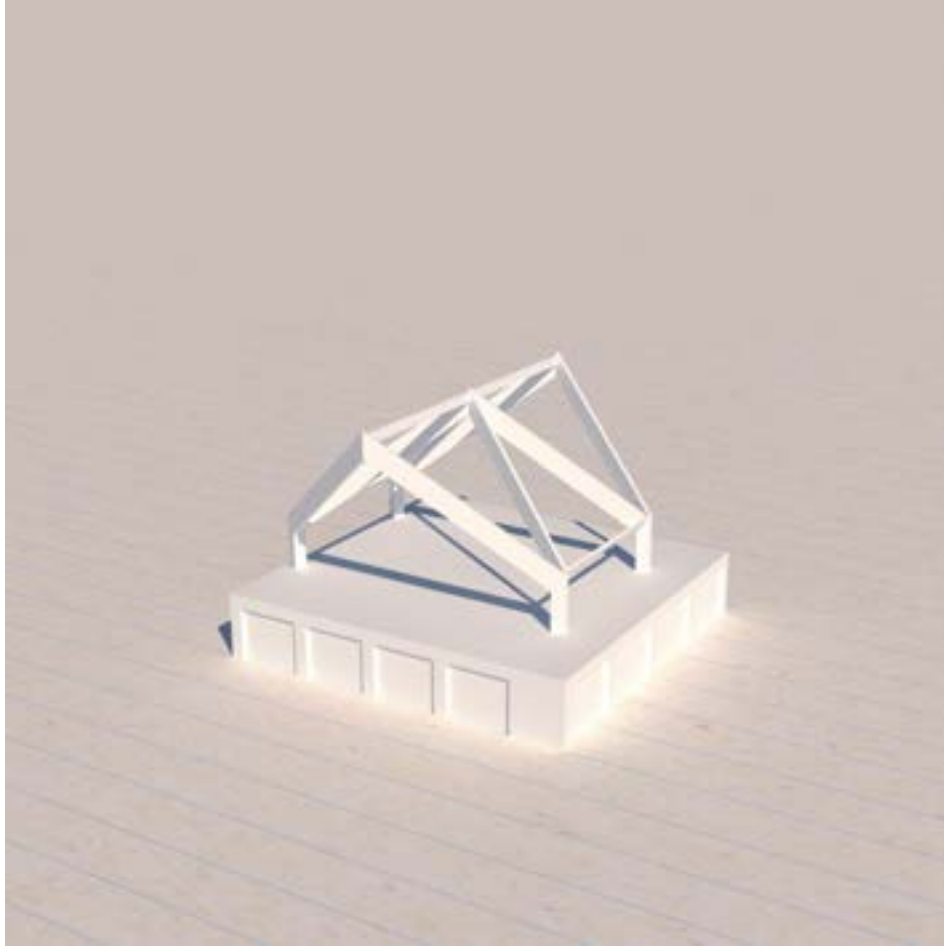
Throughout the design process we have used three dimensional models to explore both the massing and the form of the building. Using digital printed technology we can prototype the blocks and have developed multiple options for both the section and end details of the forms, as well as different roof profiles as alternative internal functions were considered.



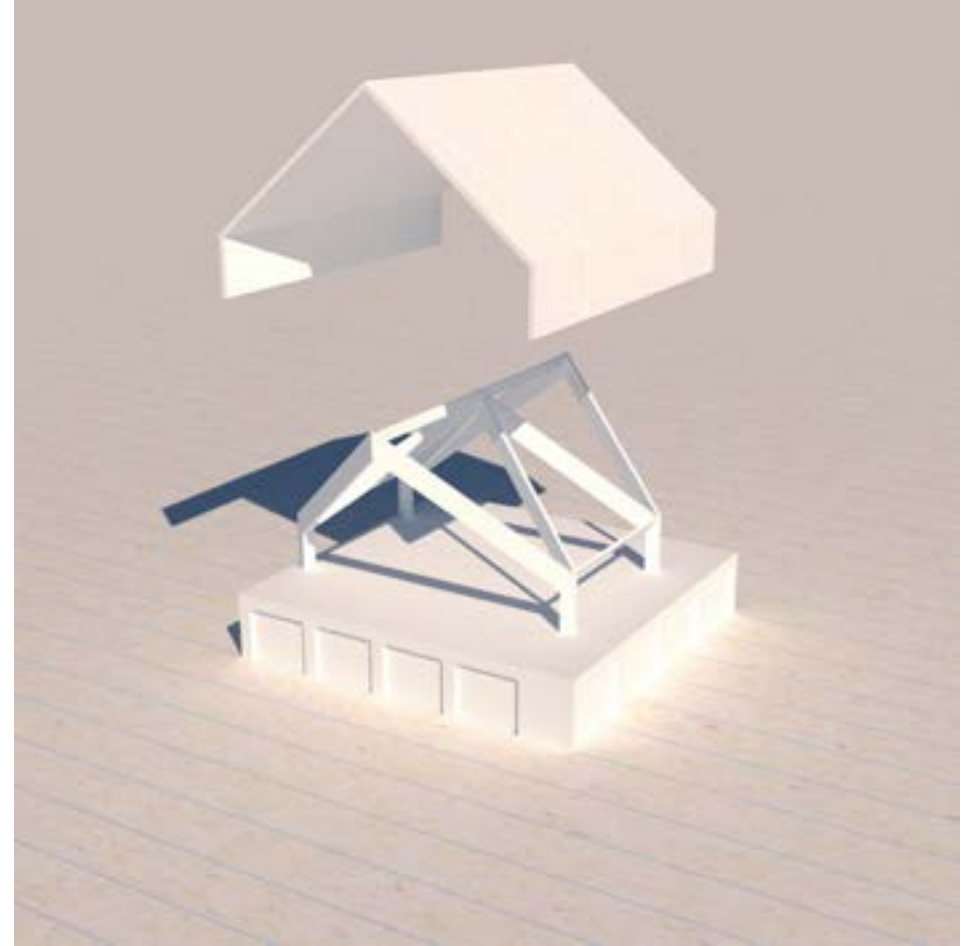
Detailed model development.



## 10.0 Concept Development

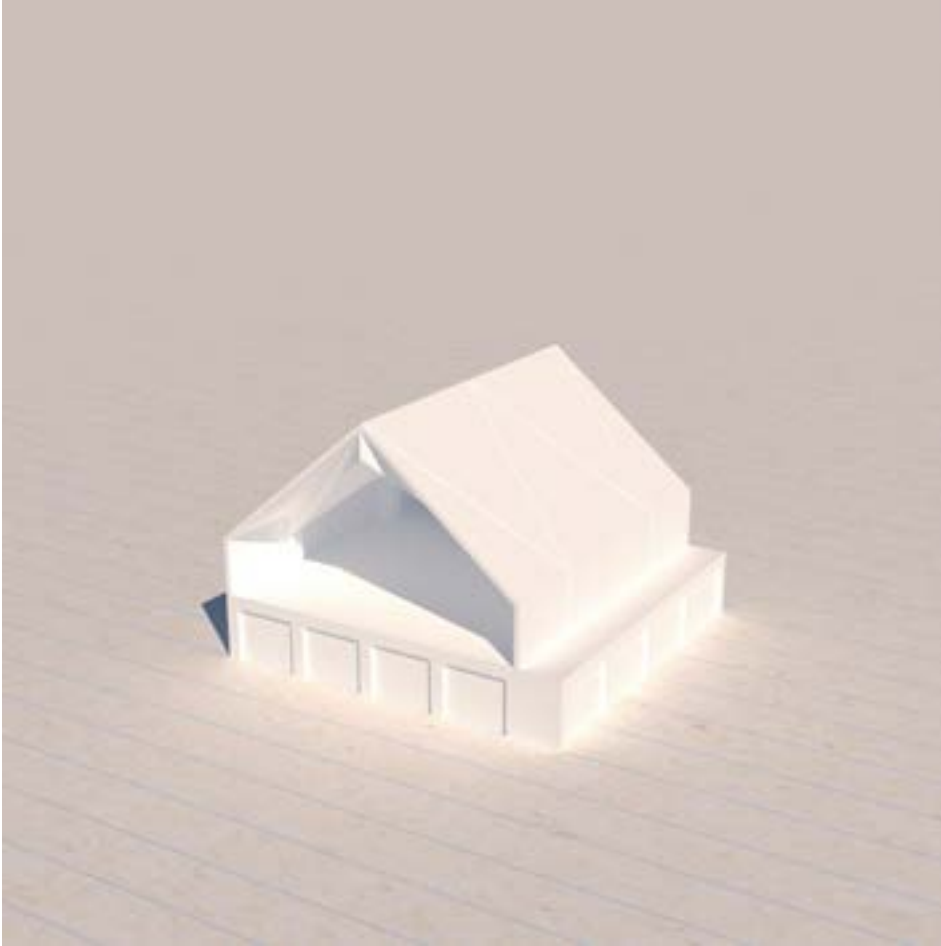


The complete bay structure, concrete base with upper parts in timber,



The SIPS roof and charred timber cladding are used to stiffen structure

## 10.0 Concept Development



The complete bay is then repeated to reduce costs and time on site

The two new buildings share a common structural logic, with a concrete ground floor frame, exposed on the boat house as it is not thermally controlled, brick clad on the rugby pavilion where the changing rooms are located in a thermally controlled ground floor area.

The concrete frame then supports, by means of shaped upper floor columns, a frame work of glu-lam beams which create X frames crossing from grid line to grid line at 45deg supporting a secondary light weight timber roof.

The upper floors are then stiffened using a SIPS plywood panel system, sealed and then covered with rainscreen of charred black timbers.

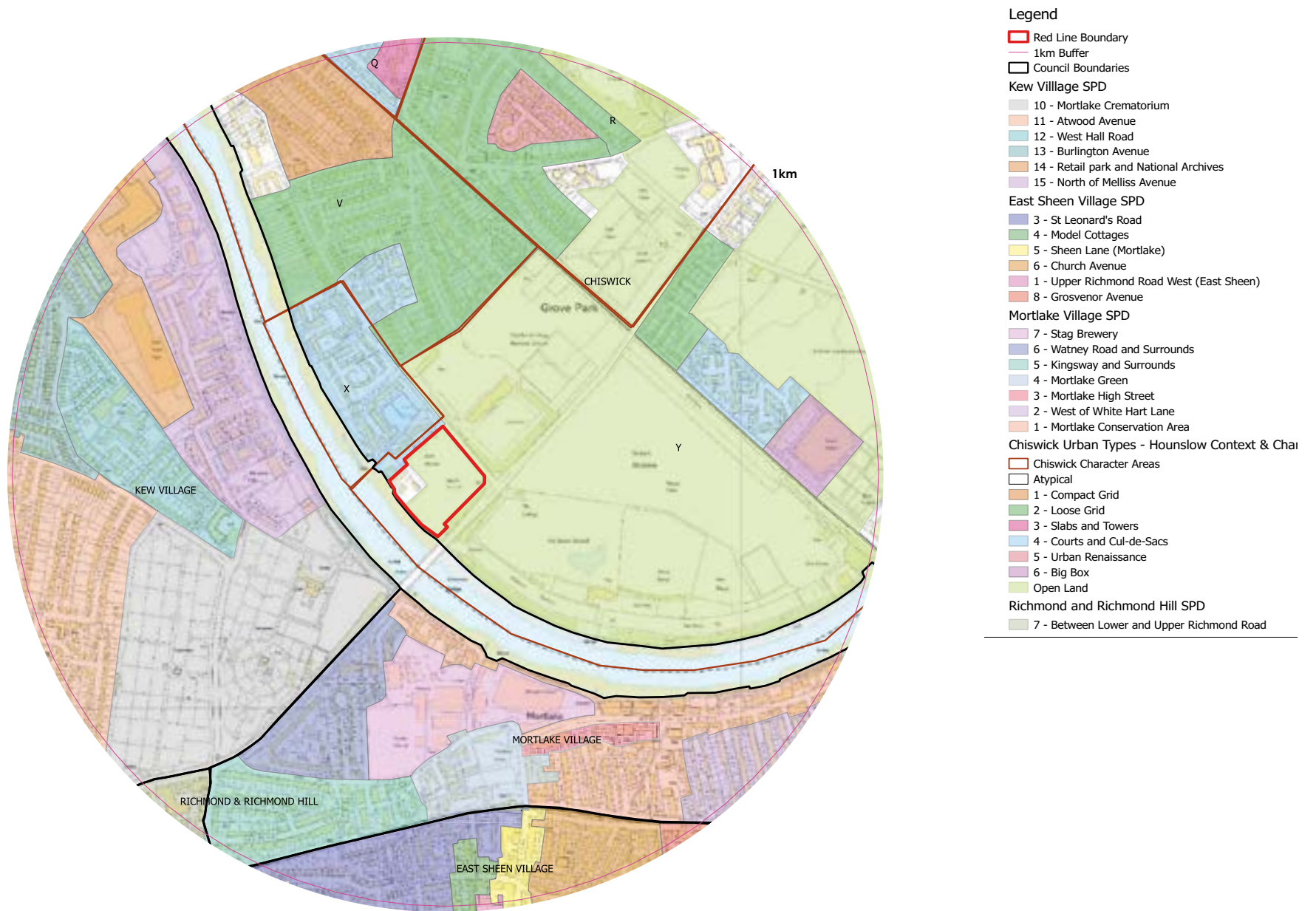
These timbers require little ongoing maintenance and will be off set/hit and miss to create screening offering a varied level of “free area” over plant areas.

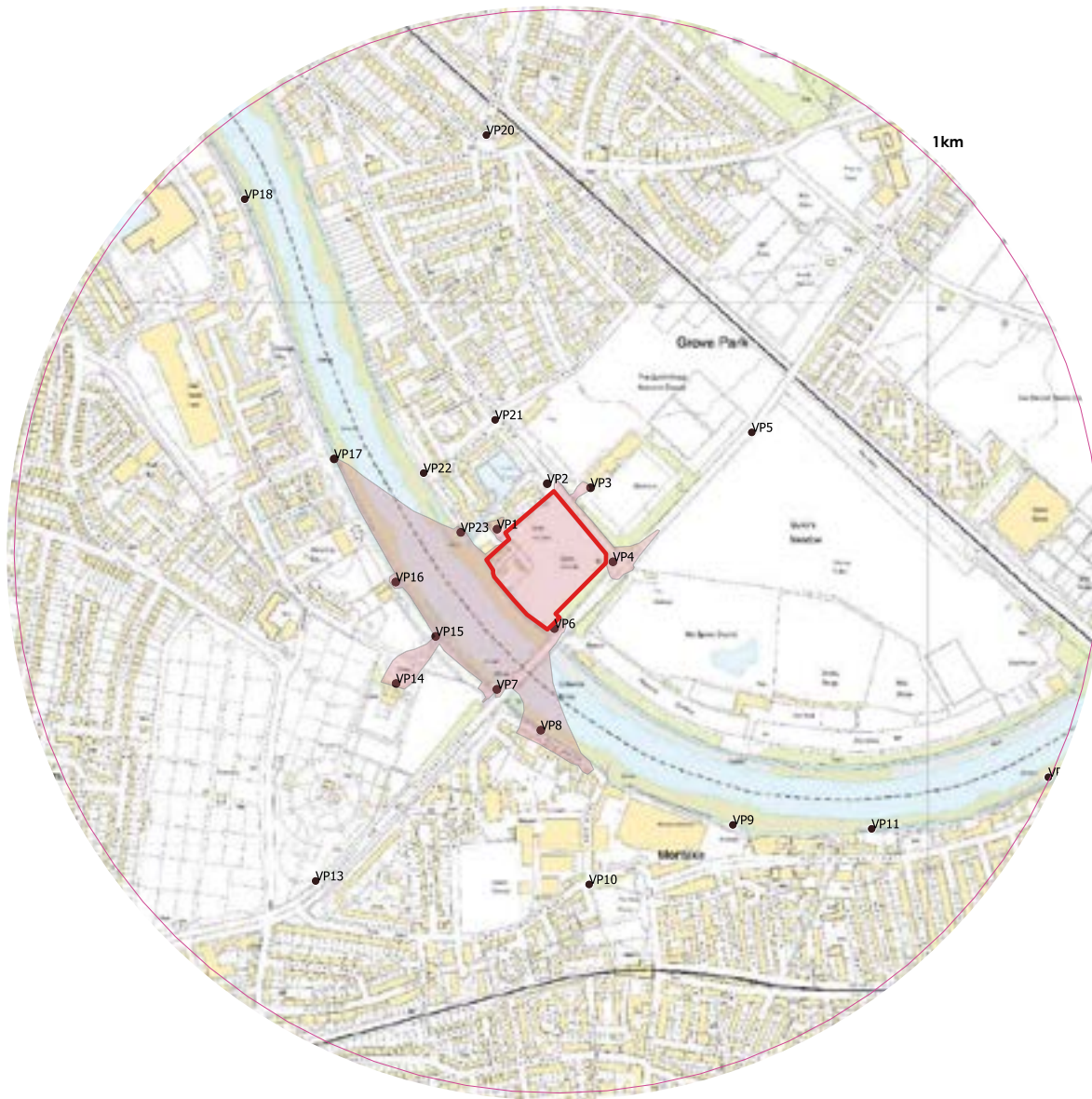
The whole bay is then repeated on each building with a “special” bay at the end overlooking the Thames and the 3G pitch which are clad not in timber but in polycarbonate panels allowing diffuse lighting of the terraces underneath for spectators.

The repetition is both cost effective, and reduces time on site as the elements can be prefabricated using modern methods of construction to fabricate off site SIPS (Structural Insulated Panel System) and to then pre-install certain MEP items/trunking. This controls quality and reduces site time.



# 11.0 TVIA Executive Summary





Legend

- Red Line Boundary
- 1km Buffer
- Viewpoints
- ZTV

A full Townscape Visual Impact assessment has been undertaken by Urban Green, and the views for this were agreed early on with London Borough of Hounslow planning officers.

The document can be found in the appendices and should be consulted alongside this design and access statement.





The Quintin Boat Club Rowing Centre




## **Part 3: Design Proposal + Digital Impressions**

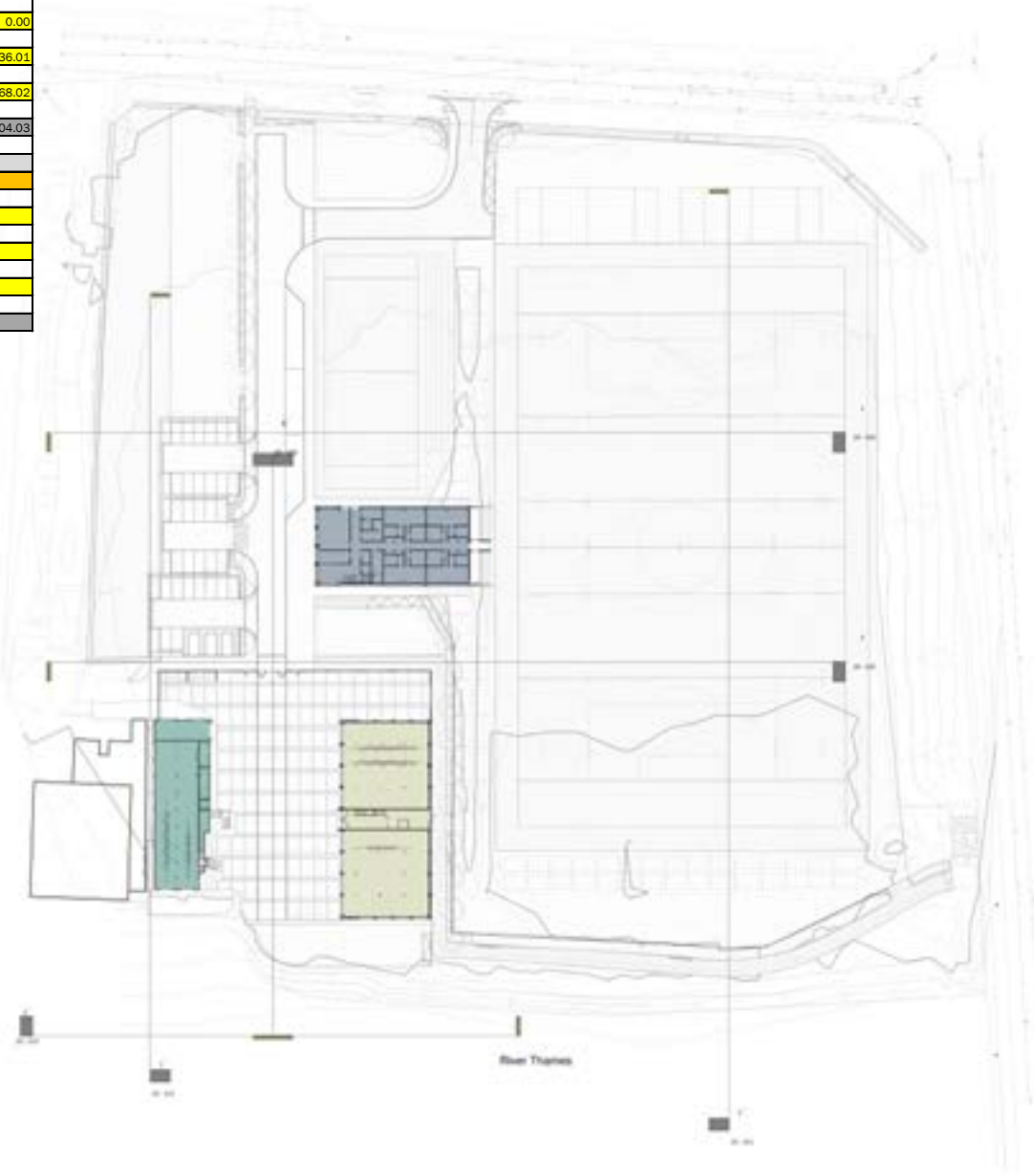


## 12.0 Design Proposals: Site Plans

Proposed Buildings	GEA	GIA	NIA			
	sqm	sqft	sqm	sqft	sqm	sqft
Boat Club	894	9623.82	743.00	7998.32	0.00	0.00
Boat Store	1829	19689.00	1520.00	16362.65	1276.00	13736.01
Rugby Club	1178	12681.05	1014.00	10915.61	991.00	10668.02
<b>TOTAL</b>	<b>3901.00</b>	<b>41993.87</b>	<b>3277</b>	<b>35276.5773</b>	<b>2267.00</b>	<b>24404.03</b>
Pitches/Parking	GEA	GIA	NIA			
PROPOSED	sqm	sqft	sqm	sqft	sqm	sqft
Rugby Field	11990.00	129071.15	n/a	n/a	n/a	n/a
Parking (hard)	2500.00	26912.25	n/a	n/a	n/a	n/a
Parking (grasscrete)	850.00	9150.17	n/a	n/a	n/a	n/a
<b>TOTAL</b>	<b>15340.00</b>	<b>165133.57</b>				

### Key

-  Rugby Pavillion
-  New Boat House
-  Existing Boat House



Site plan 1:500 Figure Ground (showing section lines refer to sections on pages 96-97)



Coloured Site plan 1:500 (@ A1) Roof Plan



## 12.0 Design Proposals: Site Plans

Masterplan for whole site, showing new access and parking, new pitches and training surfaces (3G) and enclosures thereof. New Build Rugby Pavilion with terrace seating, covered canopy over.

New Build Boat House with first floor changing, classrooms and activity space.

Extensive refurbishment of existing boat house with extension over first floor including new changing rooms and club room.

For landscape materials and concepts please refer to appendices Landscape Design







## 13.0 Design Proposals: Site Elevations

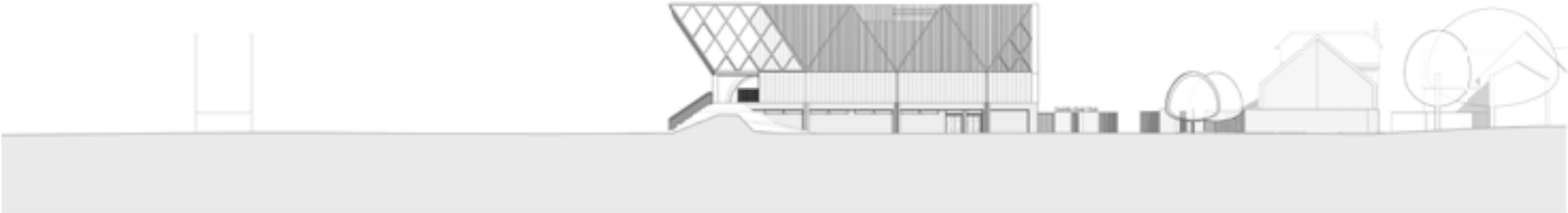


Elevation looking South East



Elevation looking North West





Elevation looking South West



Elevation looking South East





## 13.0 Design Proposals: Site Elevations



Section/Elevation from the Boat Yard looking North West



Section/Elevation from the Boat Yard looking South East



Elevation from the River Thames

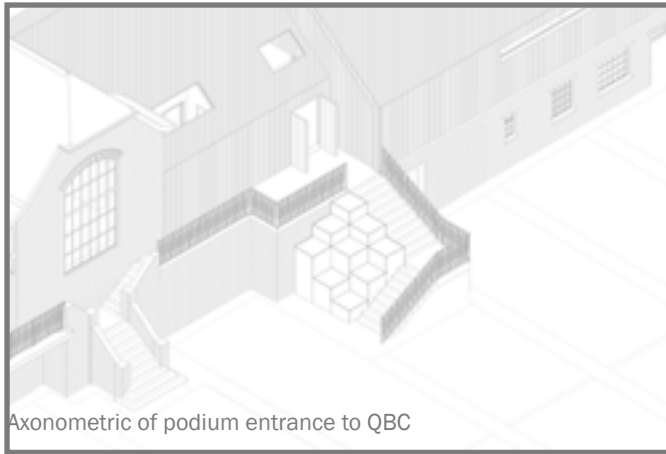


## 14.0 Design Proposals: Site Axonometrics

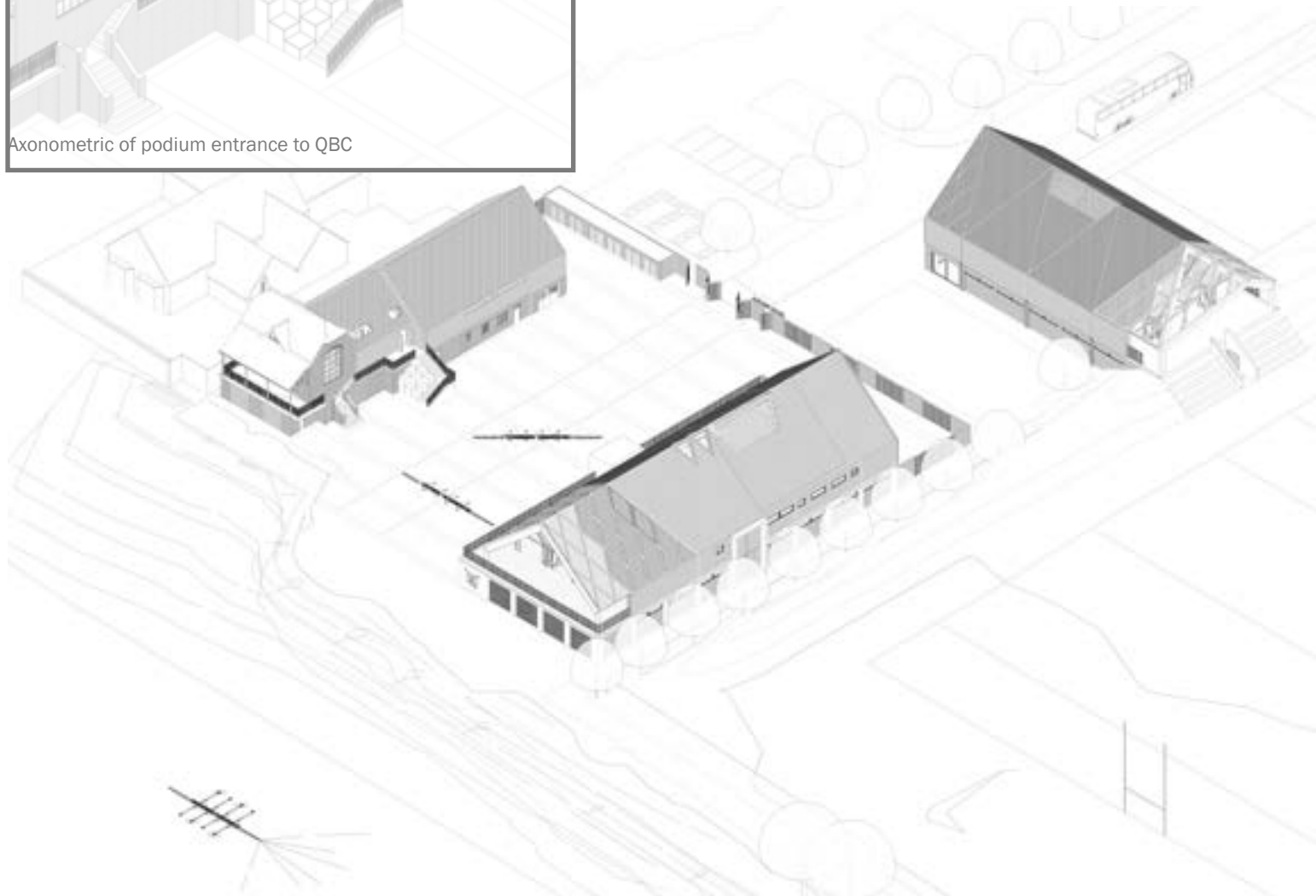
Site Axonometric looking northwards from the banks of the River Thames.

This view provides a clear illustration of the new external 'courtyard' space which is formed between the existing and proposed boat houses. At its focal point a new podium is moulded from concrete; slotting neatly within the footprint of the external stairs. These in turn provide entry up onto the existing balcony spaces and changing facilities within the original boathouse.

The additional space immediately in front of this allows for adequate manoeuvring of boats in and out of the ground floor stores (as depicted).



Axonometric of podium entrance to QBC



Axonometric of the Boat Yard and Rugby Pavilion from the South



## 15.0 Detail Design Proposals: Existing Building



Existing plans of Boat House (QBC)

## 15.0 Detail Design Proposals: Existing Building

The Existing Boat House will be re-formed to provide a more modern facility whilst also maintaining its historical 'frontage' which is one of the defining elements of the site and the most prominent aspect of the building when viewed from the River Thames.

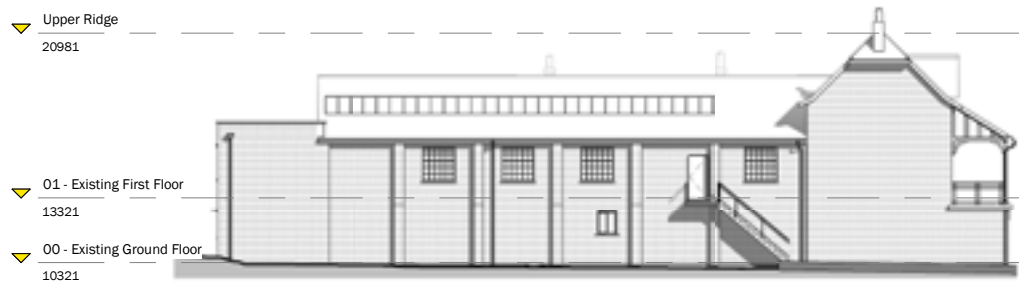
This 'front section' will be retained but brought up to modern, sustainable standards through the replacement of the main windows for example. The concept is to upgrade the existing fabric in line with current building regulations whilst also maintaining the building's pre-war aesthetic.

The rear portion of the boat house will essentially then be split - with the ground floor storage area retained and upgraded but with the upper floor being re-constructed. This approach is two-fold; on the one hand it allows for a direct connection with the other proposed buildings on the site helping to knit the architectural language together. Whilst on the other hand it will also help simplify the rather cluttered, assymmetric facade thereby becoming more subservient to the existing club room helping to define this as a focal point.

The adjacent elevations illustrate the existing building in its current form.



Existing Section/Elevation from the Boat Yard looking North West



Existing Section/Elevation from Mortlake & Anglian RC Yard looking South West



Existing Short Elevations looking South West and North East

# 15.0 Detail Design Proposals: Existing Building



Proposed plans of Boat House (QBC)



# 15.0 Detail Design Proposals: Existing Building



Section/Elevation from the Boat Yard looking North West



Section/Elevation from Mortlake & Anglian RC Yard looking South West

- 1 Blackened charred timber rainscreen cladding to roof with expressed 10mm gaps between members. Increased spacing above plant-room for passive ventilation.
- 2 Blackened charred timber rainscreen cladding to upper walls with expressed 10mm gaps between members.
- 3 Large steel framed 'timber match-boarded' entrance doors with integrated passdoor.

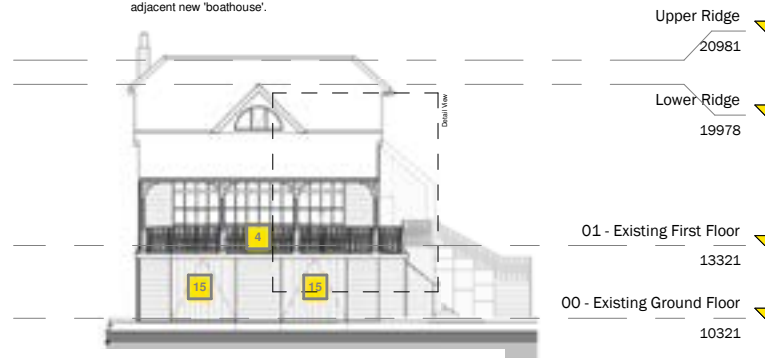
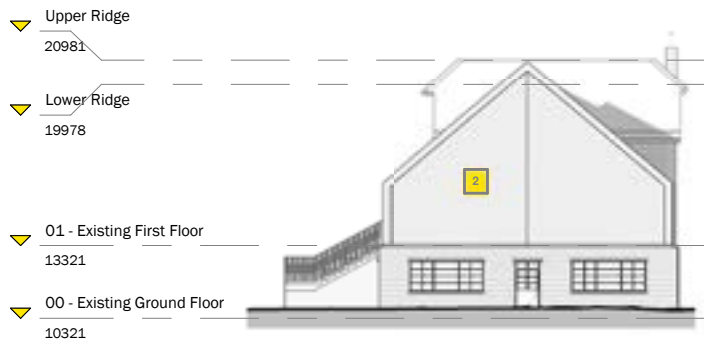
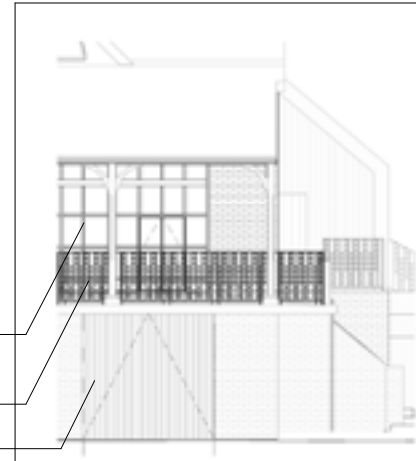
\* Materials Key

- 4 Black PPC aluminium 'vertical rail' balustrading to external terraces.
- 5 Black timber matchboarded external bi-folding doors to boat stores.
- 6 Blackened charred timber infill panels formed between roof lattice structure.
- 7 Translucent polycarbonate infill panels formed between lattice roof structure.
- 8 Exposed structural concrete framework with expressed slotted channel to horizontal framing. Debossed 'QBH' logo formed within concrete wall to South Elevation.
- 9 Feature lattice brickwork panels formed between concrete structural framework.
- 10 Double glazed external bi-folding doors.
- 11 Openable glazed louvred panels to upper light to provide natural ventilation.
- 12 Exposed structural Glulam beams to support roof.
- 13 Black PPC aluminium framed curtain wall consisting of toughened double glazed units and charred timber infill panels.
- 14 Black PPC aluminium double glazed window units.
- 15 Black timber matchboarded external 'garage' doors.
- 16 External exposed concrete terracing - steps graded to adjacent grass mound/ bund.
- 17 Brick base with expressed vertical reveals for positioning of inset cast aluminium RWP's as indicated.

Existing 'curtain wall' to be replaced with a new and upgraded steel framed double glazed unit to match the existing colour and profile.

Proposed new 'feature balustrade' formed in black PPC aluminium.

New 'garage' style doors to infill existing openings. Doors to be finished in black vertical matchboarded timber to match adjacent new 'boathouse'.



Short Elevations looking South West and North East

15.a Artist Impression: New Boat House



The Boat House at dawn, as the student team at University of Westminster set out for a training session on the river.

## 15.0 Detail Design Proposals: New Boat House

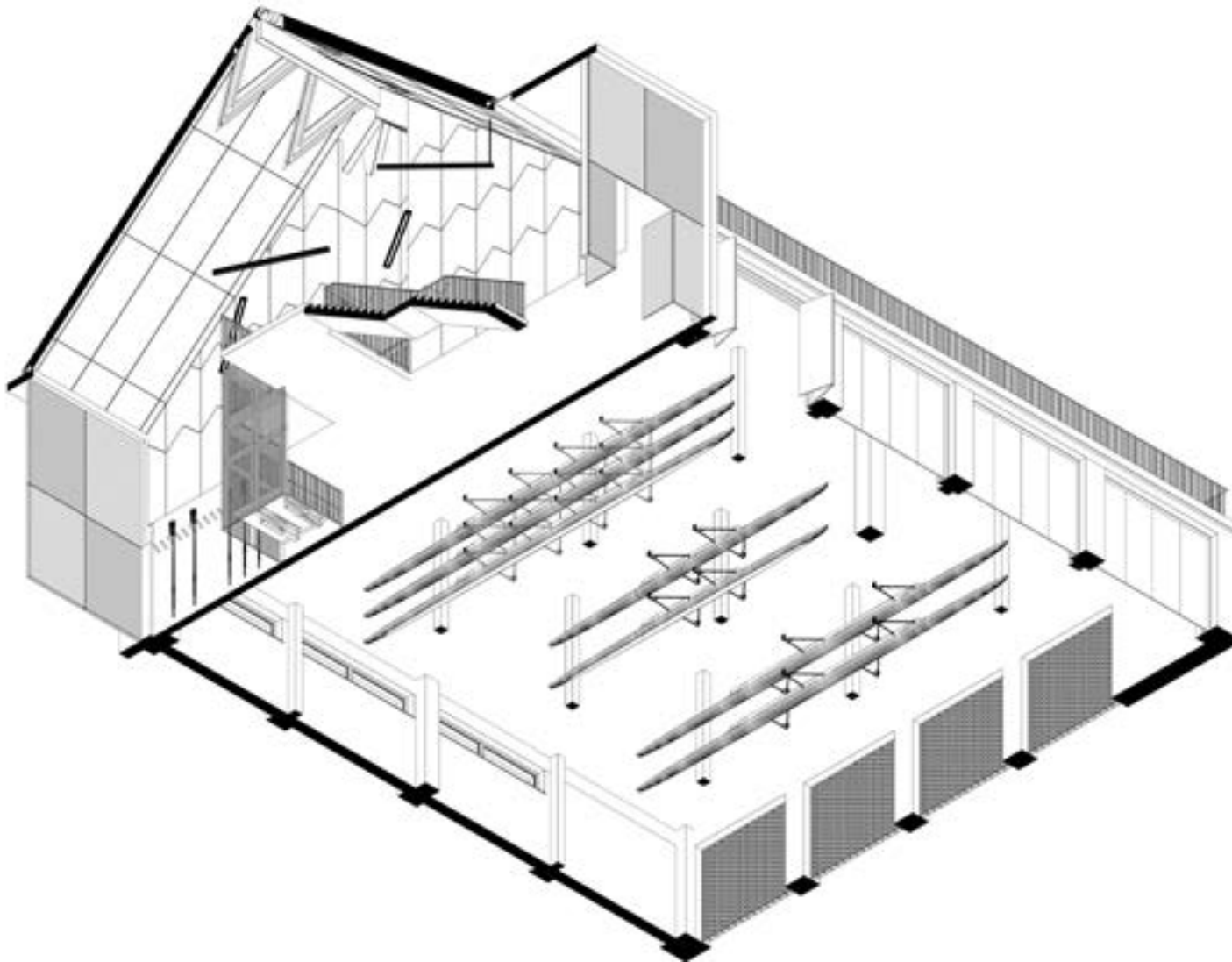
The entrance space to the Boat House is a double height space, accessed via a pair of double height doors, with a small “submarine” pass door.

The entrance aligns with the steps and podium of the historic QBC, and is framed with an exposed concrete arch. The internal space is simple exposed concrete up to first floor level where the upper parts are lined in plywood.

A stair sits along the wall, and at the back of the space is an accessible lift in a cage (to allow heavy lifting of gym/rowing machines to the first floor).

The space behind the stair is lined with a bench, under which metal grills support wellington boots with drying racks and hooks allowing for schools/partners to hang class rowing kit for use by others. Oars are stored here on wall mounted clips.

The Boat store to the lower level is designed to allow maximum racking and will be subdivided by users with chain link fencing strung to the u/s of the first floor.



Up Axonometric of Boat House Entrance and Boat Bays



15.a Artist Impression: New Boat House



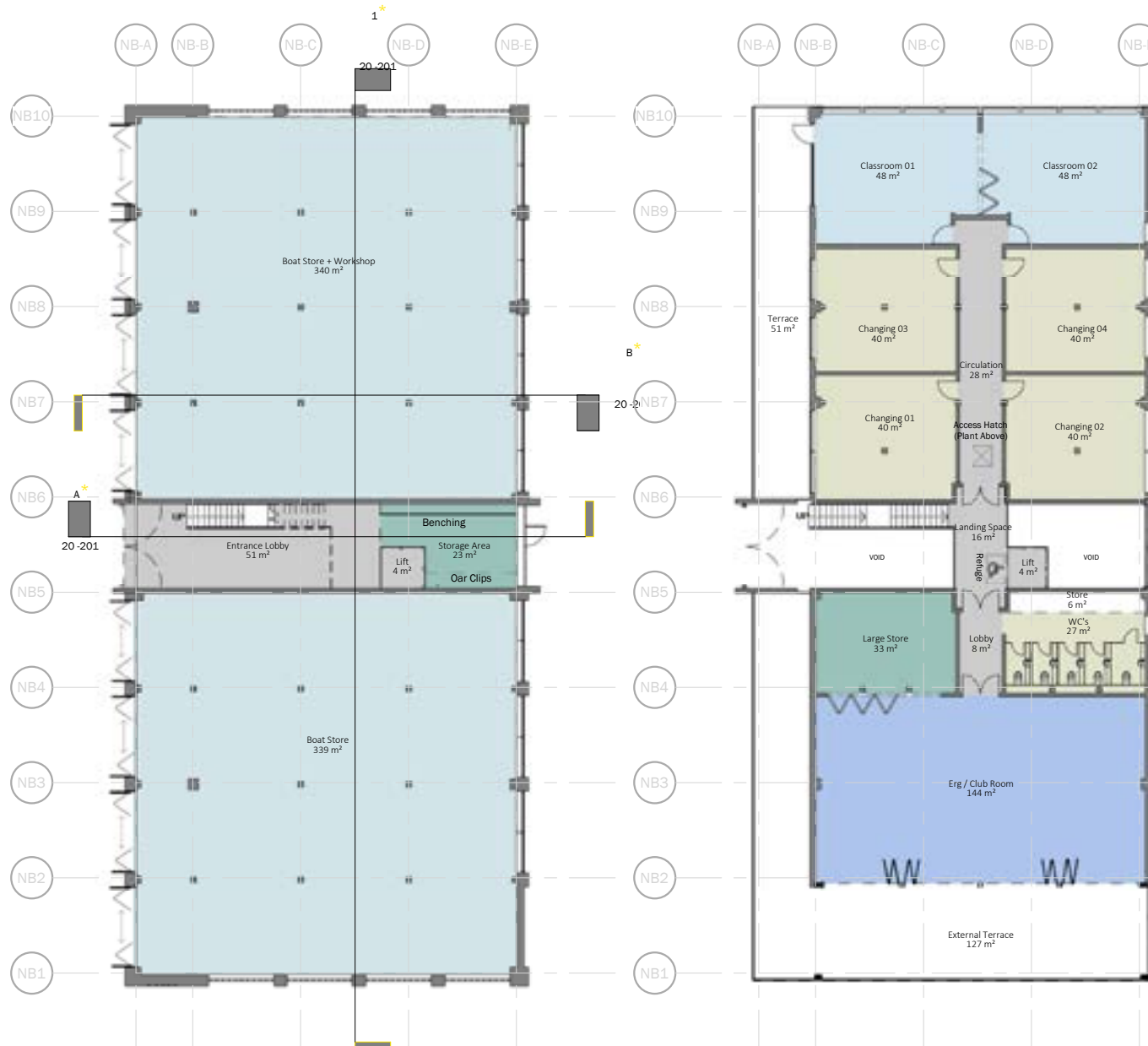
The Boat House on a cool Autumn evening, as solo rower skulls toward Chiswick Bridge, and the University of Westminster Rugby training session can be heard from the pitch.

## 15.0 Detail Design Proposals: New Boat House

The new Boat House, storage for over 100 boats on racking up to 5 deep. The central aisles have been laid out to accommodate launches used for coaching purposes and officials during regattas, while spaces along the back wall will be used for work benches and storage.

The upper floor is given over to four unisex changing spaces which can be marked by gender as required, and allocated for youth change for schools to give adequate safe guarding. Two classrooms are connected by a folding part height screen/curtain, which gives some visual privacy or separation.

A large space with river facing views is designed for use as an “ergo” rowing machine room, with other cardio kit to be used by senior/University and elite rowers. Storage and WC’s are adjacent.



Proposed Buildings	GEA		GIA		NIA	
	sqm	sqft	sqm	sqft	sqm	sqft
Boat Club	894	9623.82	743.00	7998.32	0.00	0.00
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Parking (hard)	2500.00	26912.25	n/a	n/a	n/a	n/a
Parking (grasscrete)	850.00	9150.17	n/a	n/a	n/a	n/a
<b>TOTAL</b>	<b>15340.00</b>	<b>165133.57</b>				

Ground Floor and First Floor plans of New Boat House

15.a Artist Impression: Rugby Pavilion



An evening Rugby match is underway with loyal University of Westminster Dragons fans gathered on the terraces.

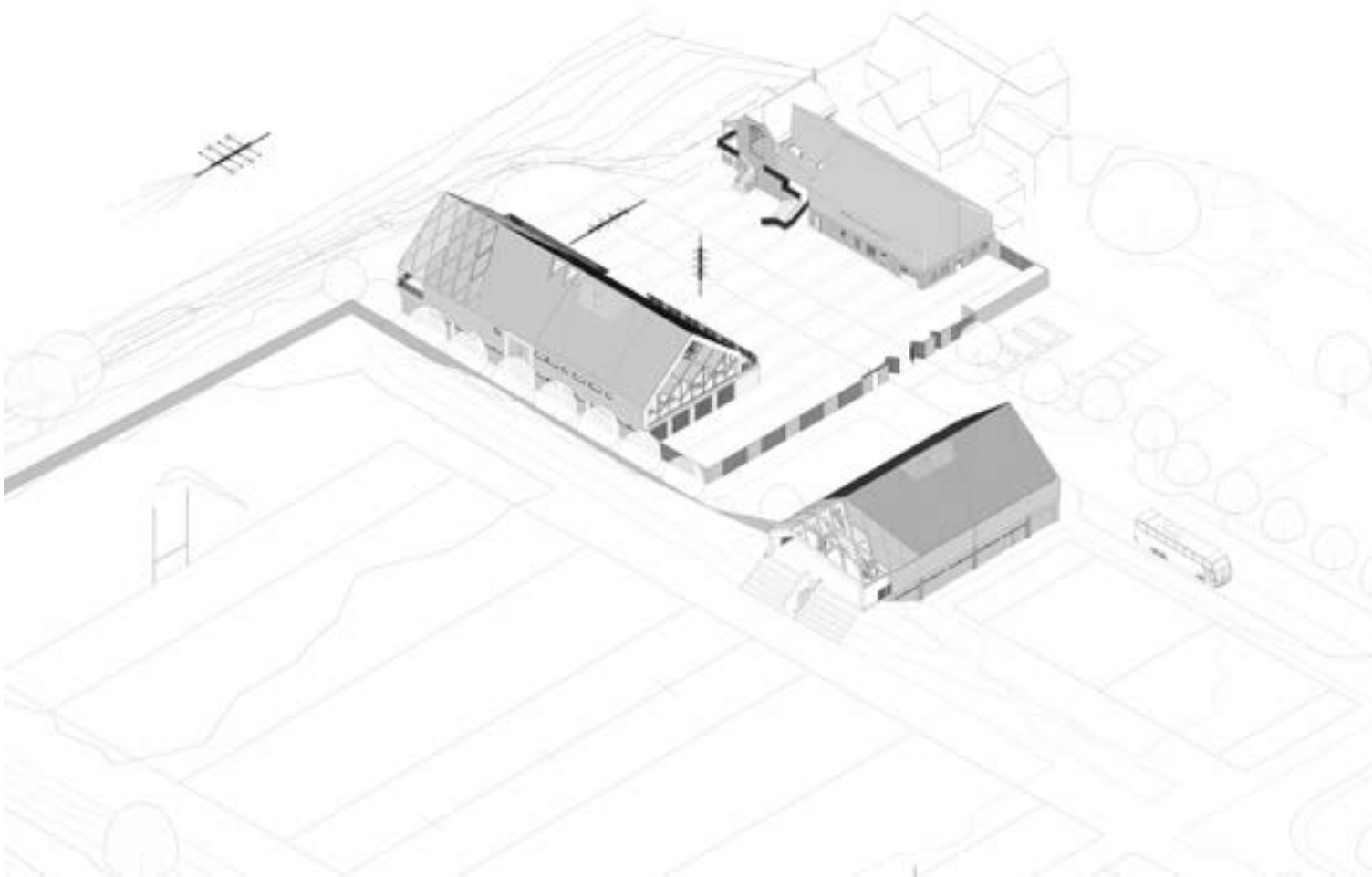


## 15.0 Detail Design Proposals: Rugby Pavilion

Site Axonometric looking westwards from the rugby pitch.

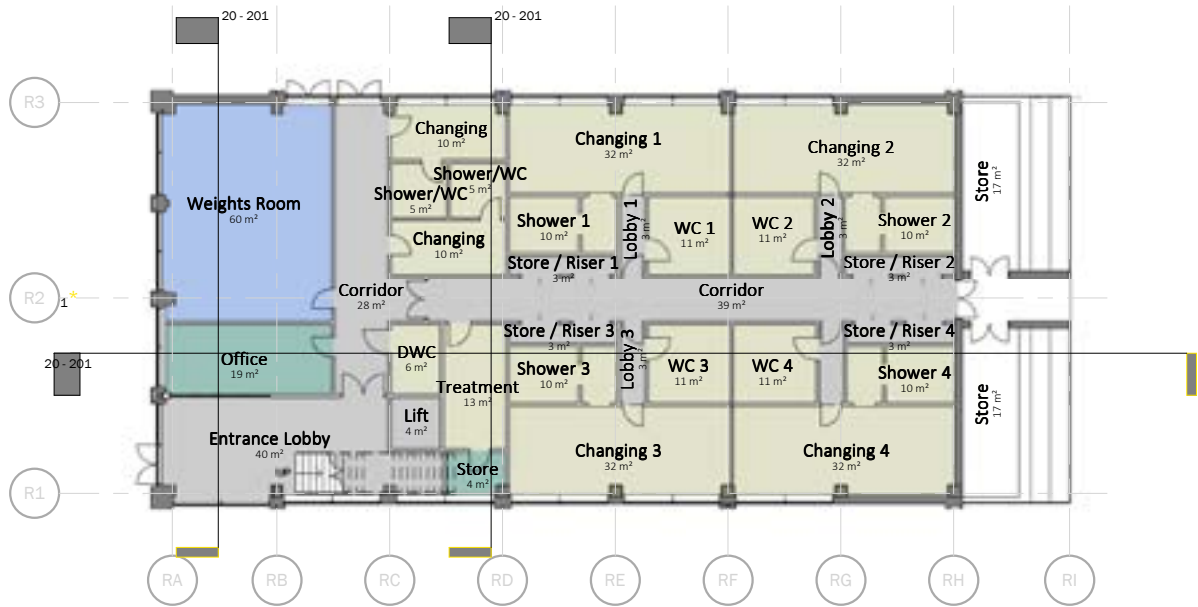
Orientated at 90 degrees to the boat houses; the Rugby pavillion adopts a prominent position sitting central to the main pitch. A set of terraced steps blends into a landscaped grass bund which rises gradually from the existing landscape creating a seamless relationship and interface with the terrace and clubroom.

The building adopts the same form as the new boat club but varies slightly in its lattice canopy - which projects out over the viewing terraces affording greater protection from the elements to spectators.



Axonometric of the Boat Yard and Rugby Pavilion from the North

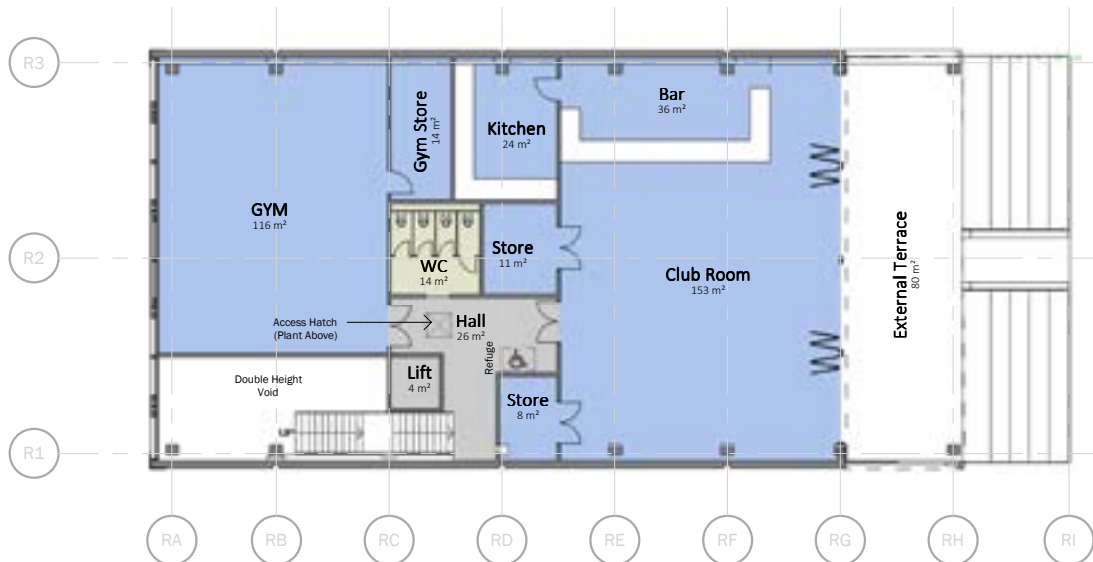
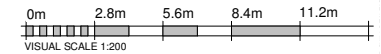
# 15.0 Detail Design Proposals: Rugby Pavilion



### Category / Uses

- Boat Storage
- BOH
- Circulation
- Class Room
- Sanitary
- Social

Ground Floor Plan of New Rugby Pavilion



First Floor Plan of New Rugby Pavilion



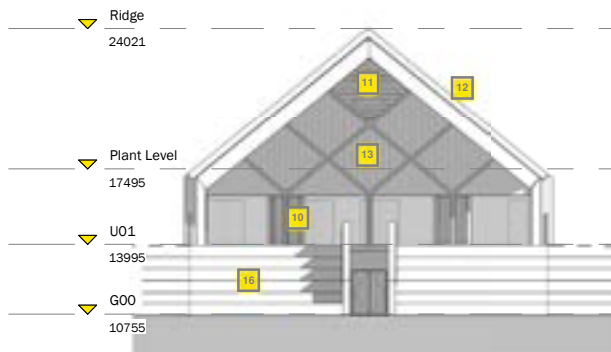
Rugby Club - North East Elevation



Rugby Club - South West Elevation



Rugby Club - North West Elevation



Rugby Club - South East Elevation

- 1 Blackened charred timber rainscreen cladding to roof with expressed 10mm gaps between members. Increased spacing above plant-room for passive ventilation.
- 2 Blackened charred timber rainscreen cladding to upper walls with expressed 10mm gaps between members.
- 3 Large steel framed 'timber match-boarded' entrance doors with integrated passdoor.

\* Materials Key

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- 7 Translucent polycarbonate infill panels formed between lattice roof structure.
- 8 Exposed structural concrete framework with expressed slotted channel to horizontal framing. Debossed 'QGH' logo formed within concrete wall to South Elevation.
- 9 Feature lattice brickwork panels formed between concrete structural framework.
- 10 Double glazed external bi-folding doors.
- 11 Openable glazed louvred panels to upper light to provide natural ventilation.
- 12 Exposed structural Glulam beams to support roof.
- 13 Black PPC aluminium framed curtain wall consisting of toughened double glazed units and charred timber infill panels.
- 14 Black PPC aluminium double glazed window units.
- 15 Black timber matchboarded external 'garage' doors.
- 16 External exposed concrete terracing - steps graded into adjacent grass mound/ bund.
- 17 Brick base with expressed vertical reveals for positioning of inset cast aluminium RWP's as indicated.



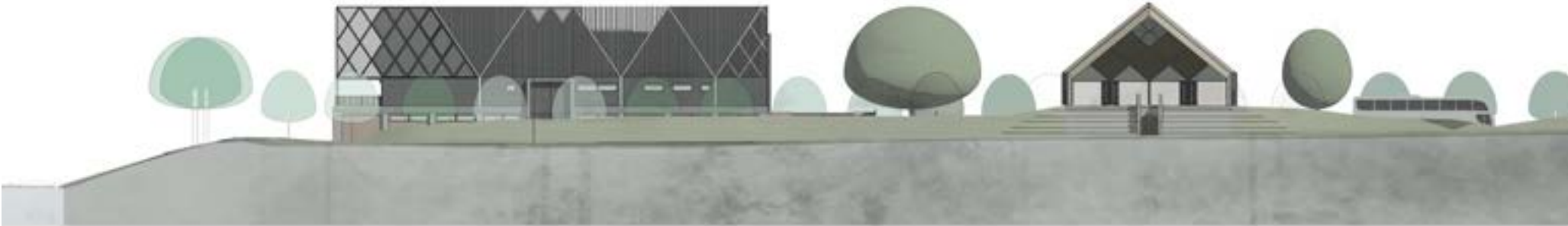
## 15.0 Detail Design Proposal: Colour Site Elevations



Elevation looking South West



Elevation looking South East



Elevation looking South East



Elevation looking North West

## 15.0 Detail Design Proposals: Colour Site Elevations



Section/Elevation from the Boat Yard looking North West



Section/Elevation from the Boat Yard looking South East



Elevation from the River Thames





Elevation Study of a Typical Boat House 'Bay'

## 15.0 Detail Design Proposals: Rugby Pavilion Elevation Colour Study



Elevational Study of Existing Boat House - Re-working of External Terrace and South West Elevation



Elevational Study of Rugby pavillion - External Viewing Terrace





Dawn breaks as the University of Westminster Rowing Team take to the water

## **Part 4: Strategy in use + Access**

## Strategy in use

Integrating this proposed group of existing and new buildings into a recreation focused landscape required some careful consideration of the relationship and adjacency of their uses, access and management therein.

We have worked with both our partners (QBC and University of Westminster) to develop an approach and with ATIS Sports Management who have advised on the future FM needs of the facility.

The team also undertook research visiting the state-of-the-art rowing and rugby club facilities across the UK; including the boat houses at Oxford University, Imperial College, Mortlake and Anglian, Tideway Scullers and Leander as well as Saracens Rugby Club, Uppingham School Sports Facilities and Surrey University Sports Campus.

The diagrams here set out the way that the buildings can be used, maintained, accessed and serviced.

There is a balance between the use of the site by the wider community and “public access” to the river and to the facilities

The boat yard and 3G pitch are not public, and they cannot be left open 24hrs a day.

As such security lines and boundary design play a considerable part in this project.

The factors to manage are:

- Boat movements / Rigging spaces
- Boat Storage
- Rugby Spectator movements
- Pedestrians (users)
- Pedestrians (non users)
- School use (security/safeguarding)
- Mixed age/gender balance changing
- Non Binary gender needs
- Club membership space
- Vehicles on and off site
- Parking
- Cyclists
- Maintenance
- Cleaning and FM
- Security
- DDA Access

Also of note are:

- Event scenarios
- BBC TV for The Boat Race



Diagram 1a - route of PROW and ROA

Diagram 1a - controlled access to foreshore





18. Public space + Landscape

a Public Right of Way route/Right of Access route

The Public Right of Way runs from the Riverside at Chiswick Bridge to Hartington Road and then down Ibis Lane to the Chiswick Quay.

An existing Right of Access (ROA) route along the edge of the QHMF owned boat yard site, is made up currently of a path of circa 1000mm width between two fences and heavy planting to both sides.

The path is defined by the ownership boundary and as such is placed in accordance with the existing 2001 S106 defined in the planning statement and referred to here on page 29.

The proposed path is placed as close as possible to this existing position but is no longer contained and now sits in a broad open landscaped area which surrounds the built form. The path enters from Ibis lane and hugs the new boat yard wall, with views into the yard through the metal work fence/brick piers.

To the north of the path is the car park and a new pedestrian route via shared surface that links to the Polytechnic Sports Ground, this space is open with a gated path from Hartington Road allowing access at all times. The Car Park is open and visibility is excellent across this from the road and Rugby Club.

The ROA then turns between the 3G pitch and its ball stop fences/bunding where it follows a route that is typically 8 – 10 m wide with good sightlines and then turns to follow

the river to Chiswick Bridge. CCTV will be used to monitor this route.

A gated access in the control of QBC allows access to the foreshore in events and links to the axial connection to the north.

(See diagrams 1a)

b Security

The team has worked with both the occupiers of the two buildings, as well as the on site FM team at the University of Westminster and the QBC members to develop an approach to fences and security which addresses current issues while responding to a more rationally designed series of buildings which themselves allow for better physical security. Secure lines are shown in diagram 1a.

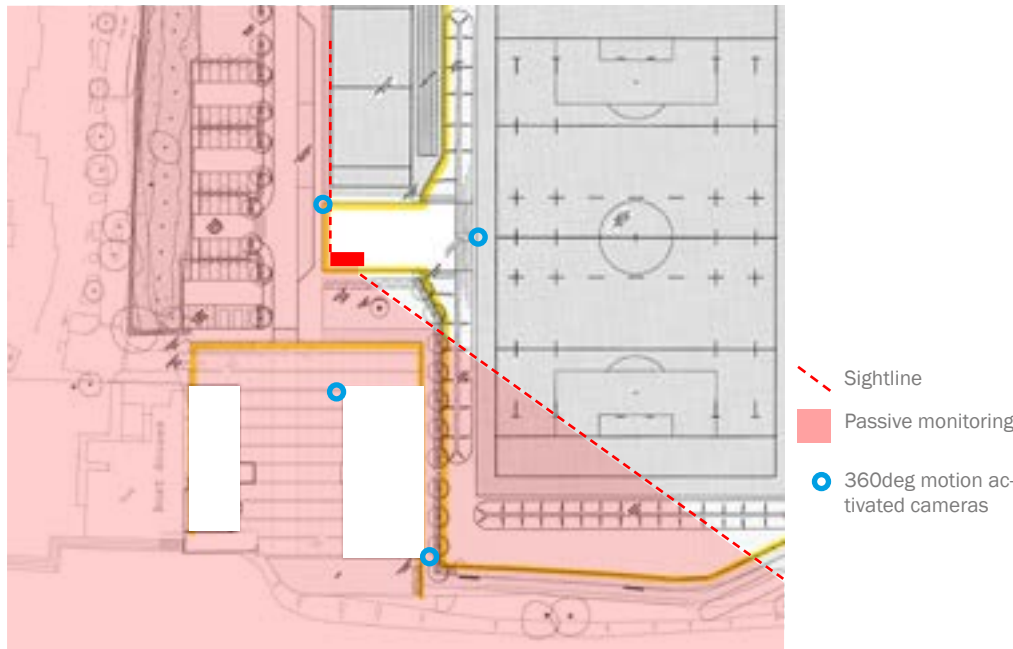
Sight lines have been considered to allow passive monitoring of much of the site from the manned office at the Rugby Pavilion. The rest of the site is covered by CCTV.

(See Diagrams 1b)



Diagram 1b - Secure enclosures (2.2m high)

Diagram 1b - Passive supervision from office



## Strategy in use

### 19. Parking + Bike storage

#### a Vehicle parking

Parking is provided for 44 cars  
3 bays are given over to disabled parking and spaces designed to allow access and egress from the site as easily as possible.  
9 bays are powered for the future installation of charging points.  
10 motorcycle bays are provided  
(see diagram 2a)

#### b Visitor parking

On match and event days there will be a need for overspill parking, with our calculations delivering a need for 60-70 cars overall. The scheme allows for on site parking for 100 vehicles in total with around 56 on overspill grass (reinforced with either grasscrete or plastic grass mesh) which allows for events where larger numbers of spectators will be arriving.

The day to day operation of the site will have fairly low vehicle numbers and as such permanent parking is allowed/provided with space for visitors as indicated in 2a.  
(see diagram 2a)

#### c Bike Parking (Secure + Visitor)

Long stay cycles are stored in a secure lockable "lean to" shed as part of the perimeter wall adjacent to the refuse store, this is in addition to visitor cycle hoops adjacent to the Rugby Pavilion and Boat House. The total bike parking allocation is - 20secure (covered long term) and 46 open air on hoops.  
(see diagram 2b)

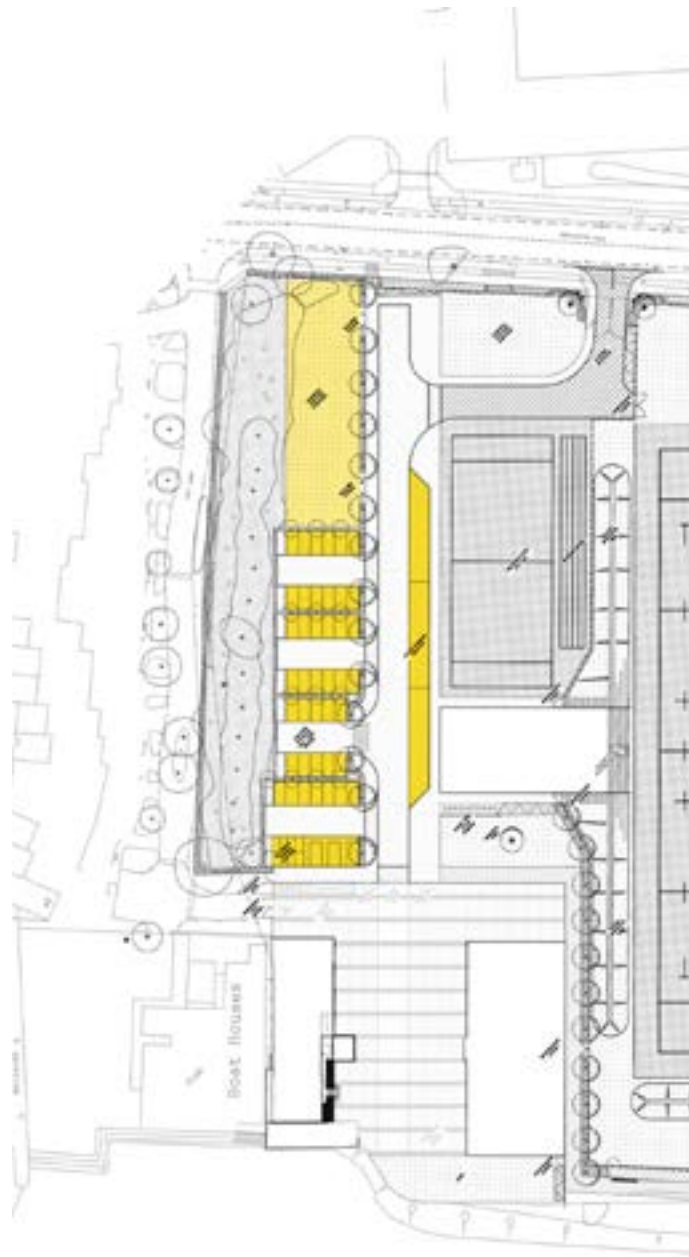


Diagram 2a - Parking

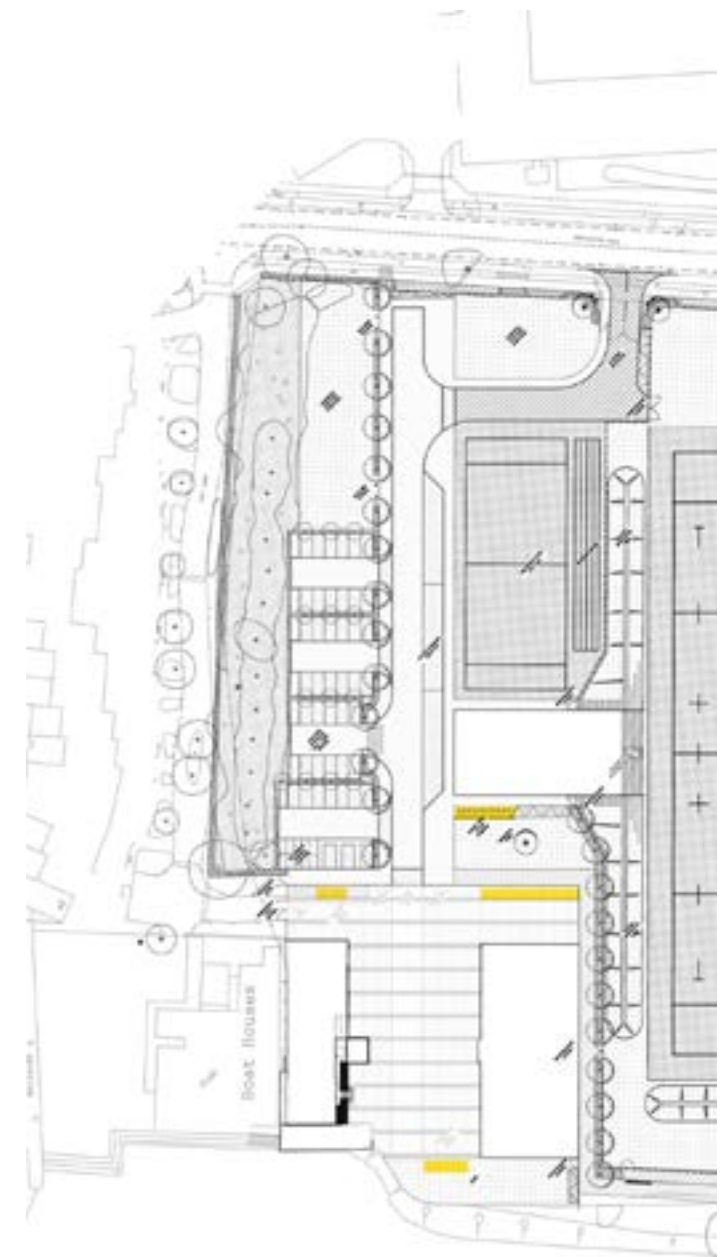


Diagram 2b - Parking

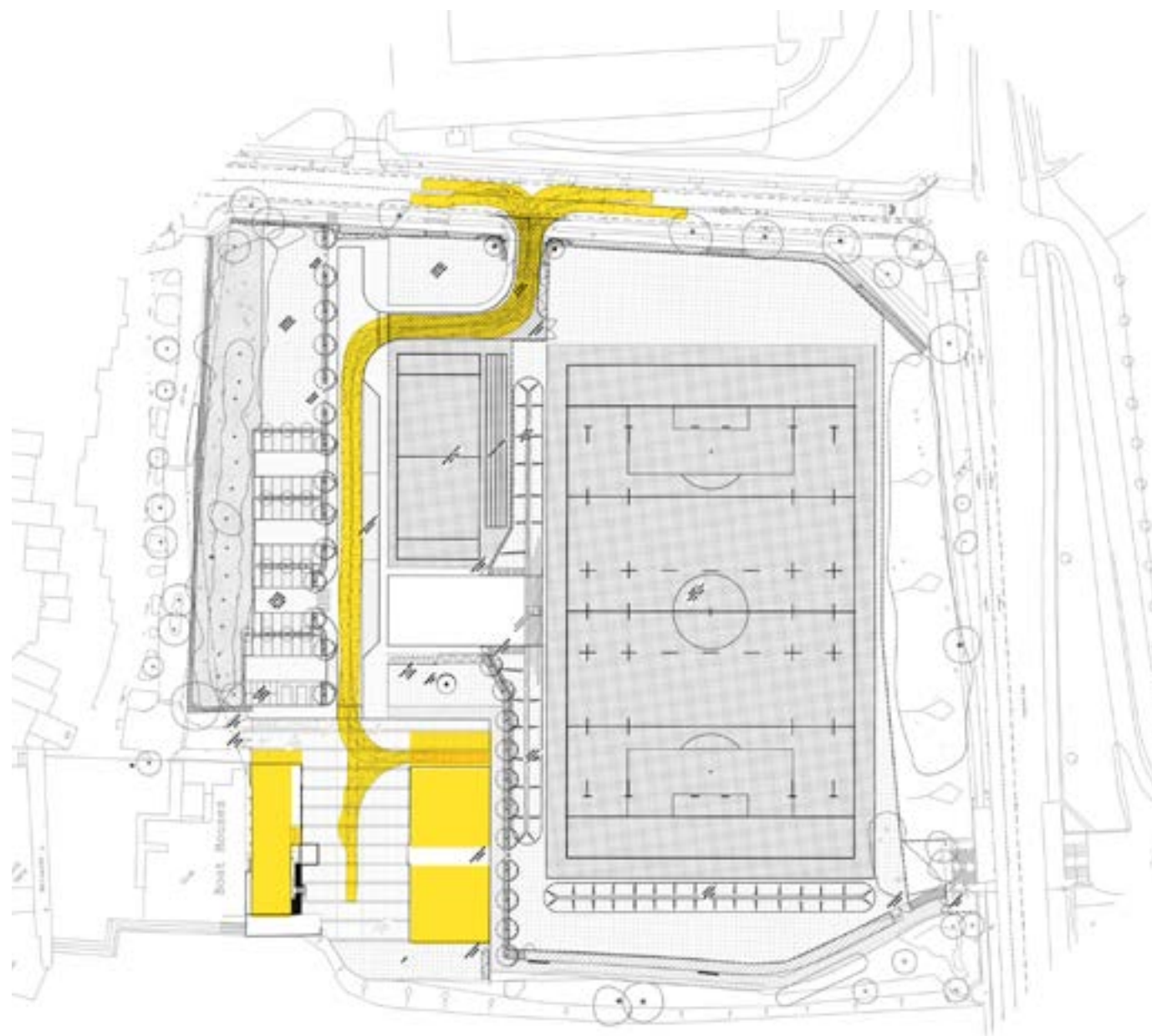


Diagram 2c - Boat Storage + Boat Trailer movement

d Trailer + Minibus Parking

Space is provided for 2 x boat trailers and 1 x trailer behind the existing and proposed Boat Houses within the enclosed secure line. (See diagram 2c).

b Boat trailer turn

Of note is the requirement to bring a large mini bus onto the site with a trailer loaded with boats (up to 7m long on the trailer) and to be able to safely move this trailer to unload and park up. The access and route to the boat yard is designed to allow this movement (see diagram 2c)

e Launch Storage

There is a single space for the storage of the clubs long launch mounted on wall brackets from the concrete piers and covered by a light weight roof/canopy. (See diagram 2c).

f Boat Storage

Finally the scheme has been designed around the accommodation needs of a series of partner schools, as well as QBC and the University of Westminster Rowing and Rugby clubs. The storage of boats is critical and in consultation with our future partners a target storage capacity was developed to allow for the maximum number of boats to generate “down time” which can then be traded for “rowing time” available to other schools/local community/Youth Schemes/Apprentices/college and UTC/FE students as well as other LBH schools where free time is created with the support of QBC and Partner school coaching. (See diagram 2c).



## Strategy in use

20 Access + Servicing

a New Road Junction

A new road junction is created with an adoptable standard access/egress onto Hartington Road. This has been designed in accordance with adoptable standards in line with comment from the Highways team at LBH. (see diagram 3a)

b Service road/turning head

The site service road will be shared surface and built to adoptable standards, capable of carrying both coaches and the BBC heavy equipment vehicles. The road will have generous pavements as integral surfaces and will access both the parking and the overspill grass area to the north. The road is designed to allow turning at both the north end and south using one parking spine. (see diagram 3a)

c Refuse collection

Refuse collection will be as currently managed from storage built into the perimeter wall of the Boat Yard and accessed from the Ibis Lane gates which are then closed and locked allowing refuse and emergency vehicles a tuning area on Ibis Lane that is not currently provided. (see diagram 3b)



Diagram 3a - Access Road + Turning Head

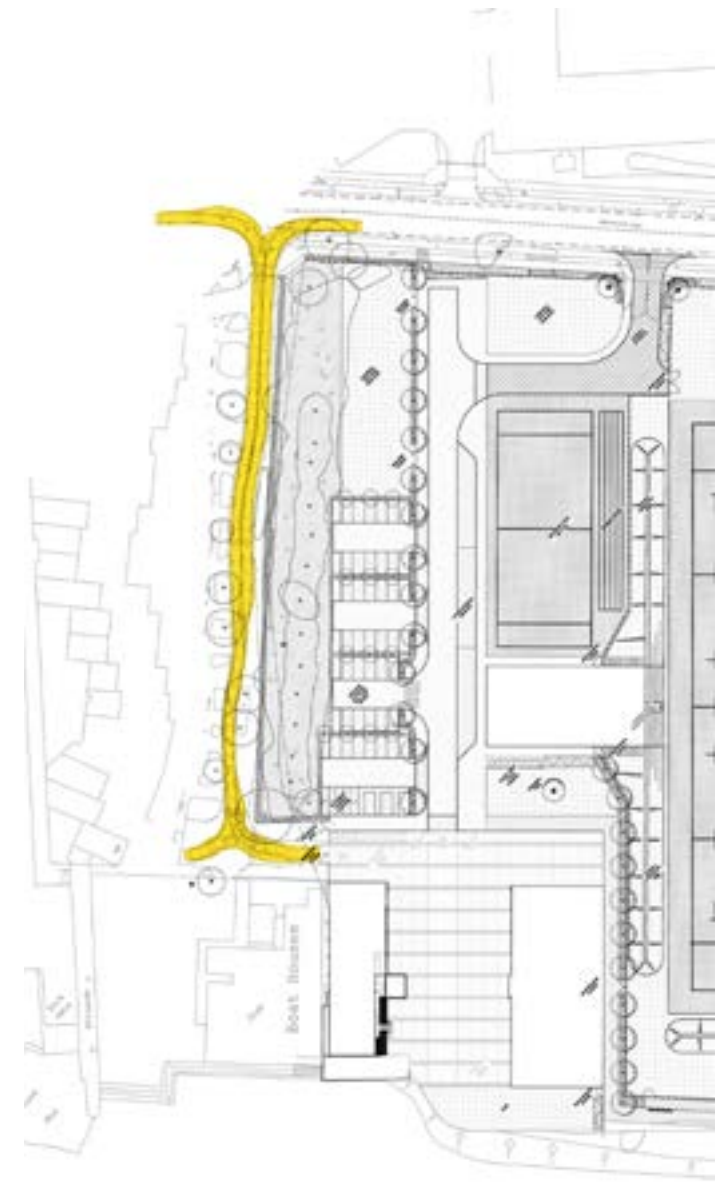


Diagram 3b - Refuse Route

21 Maintenance/FM

Maintenance of the site will be managed by on site FM team and the design allows for such access as follows:

a Rugby club

Maintenance access to Northwest/Northeast/Southwest façades and roof access via extend-able lifting platform. A hard standing route is provided.

From the pitch side (Southeast) a Mobile Elevated Working Platform (MEWP) on the 3G pitch will be used to access high level windows and the canopy.

Cleaning of all windows by extend-able pole and from terrace.

b Boat House (New build)

Maintenance access to Northwest/Northeast/Southeast façades and roof access via extendible lifting platform. A hard standing route is provided. From the river side (Southwest) a MEWP on the river grass area will be used to access high level windows and the canopy. A hard standing route is provided.

Cleaning of all windows by extendible pole and from terrace.

c Boat House existing

Access from all façades by means of MEWP and or static access platform, all windows cleaned by extendible pole/access from terraces.

See diagram 3c.

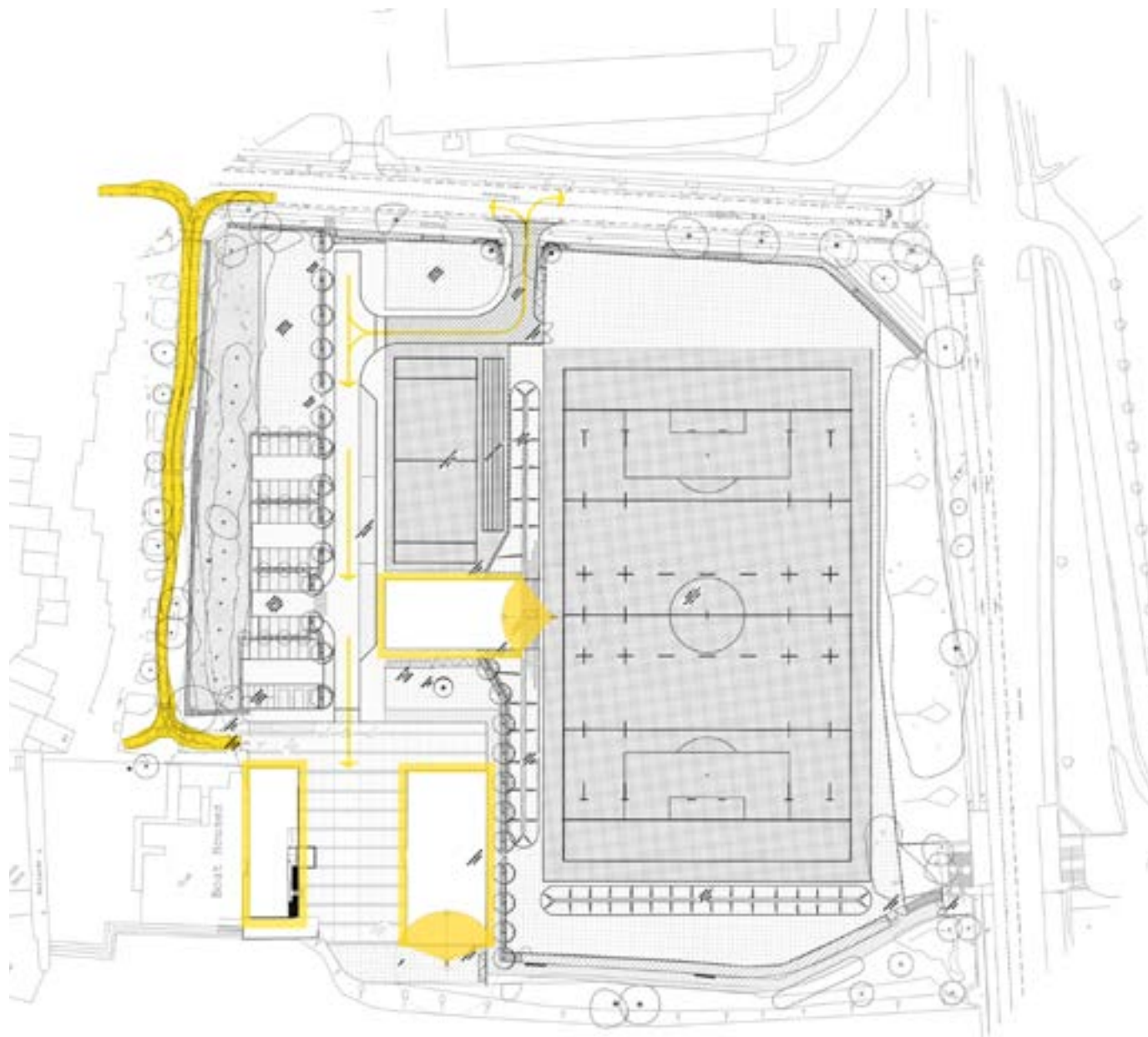


Diagram 3c - Maintenance Routes





The University of Westminster Rugby Pavilion



## Part 5; Appendices



**Appendices:**

- 1.0 Planning Statement
- 2.0 Statement of Community Engagement
- 3.0 Energy Statement
- 4.0 Highways Design (Transport Statement/Travel Plan)
- 5.0 Landscape Design (also see drawings)
- 6.0 Townscape Visual Impact Assessment
- 7.0 Ecology Report
- 8.0 Arboriculture Report
- 9.0 Floor Risk Assessment
- 10.0 Survey/Ground Investigation





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