ONE BATTERSEA BRIDGE

DESIGN & ACCESS STATEMENT

October 2024
Revision 02

FARRELLS

This document has been produced by Farrells on behalf of Promontoria Battersea Limited (The Applicant). The report illustrates the design proposals for the comprehensive re-development at 1 Battersea Bridge Road, London, SW11 3BZ

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1

Introduction

Executive Summary

This document has been produced by Farrells on behalf of Promontoria Battersea Limited (The Applicant). This Design and Access Statement (DAS) illustrates the revised proposals (referred to as 'the Proposed Development) for the comprehensive re-development of the Site at 1 Battersea Bridge Road, London, SW11 3BZ .

This Design and Access Statement supersedes the original DAS document submitted in March 2024 in respect of original proposals which have since been updated into what is now the Proposed Development.

The Site is referred to as One Battersea Bridge throughout the document. The plot is located is a prominent urban location marking the entrance into the London Borough of Wandsworth from Battersea Bridge.

The Proposed Development comprises the comprehensive redevelopment of the Site to include demolition of existing building and erection of a part 10 storey, part 28 storey building (plus ground floor and basement levels) comprising residential use (Class C3), office use (Class E), community use (Class F2), and a restaurant (Class E), with associated car parking, cycle parking, public realm, landscaping and other associated works.

The Proposed Development will also provide significant, high quality public realm, including public realm improvements to the Thames Path.

This Design and Access Statement supports this Application and should be read alongside the associative material submitted as part of this Application.

This Design and Access Statement complies with the legal requirements in explaining how the design principles and concepts have been applied to the development and how issues relating to access have been dealt with.

Site

Project Objectives

The key objectives of the project has been set to develop the Site in a sustainable manner and to create a viable long term vision for regenerating the Site, currently known as The Glassmill. These key aims have been fundamental in driving all design decisions throughout the development process. One Battersea Bridge represents a unique opportunity to deliver a new high-quality residential-led development which will enhance the existing public realm, and positively contribute to the existing character of the area.

OPTIMISING BROWNFIELD SITE

Optimising development** potential of an underutilised brownfield Site in a key gateway location through the delivery of a **sustainable, high-quality development.

NEW HOMES

***Significant contribution** towards borough's **housing target** through provision of high-quality homes in a range of unit sizes.*

*Provision of **50% of homes as affordable,** all of which would be social rented tenure, exceeding both adopted and emerging policy.*

100% AFFORDABLE WORKSPACE

*Provision of high-quality, **flexible workspace, all of which will be affordable** and suitable for start-ups and SMEs, contributing positively to the surrounding **creative quarter.***

COMMUNITY SPACE

*Provision of a f**ree-to-access community space** serving the local community which is to be provided to a charity on peppercorn lease.*

ACTIVE GROUND FLOOR

*Provision of a **ground floor restaurant** serving the local area and activating this section of the Thames Path.*

*An **improved street-scape and pedestrian experience** along Battersea Bridge Road.*

ENHANCED PUBLIC REALM

*Significant **upgrades along the Thames Path**, delivering multifunctional public realm and enhanced pedestrian and cycle routes.*

Ongoing engagement with RCA regarding provision of space on the Thames Path to provide an outdoor sculpture co-designed with RCA students on rotational basis.

LOW ENVIRONMENTAL IMPACT

Promotion of healthy travel options through the provision of extensive cycle facilities which will cater to all age groups and levels of mobility.

WIDER BENEFIT

*Increased local expenditure each year resulting from the Proposed Development, including **increase in jobs** during construction and in operation.*

*Significant **Community Infrastructure Levy (CIL) and Section 106 contributions** to assist in the provision of infrastructure improvements for the Borough.*

Project Team

Promontoria Battersea Limited (The Applicant) have engaged a highly experienced Design Team to develop proposals for the Site.

The appointed Design Team members are as follows:

FARRELLS

ARCHITECT

DP9

PLANNING CONSULTANT

CONCILIO

STAKEHOLDER AND COMMUNITY ENGAGEMENT

EXTERIOR ARCHITECTURE

LANDSCAPE ARCHITECT

MONTAGU EVANS

TOWNSCAPE & HERITAGE

gia

DAYLIGHT AND SUNLIGHT CONSULTANT

VELOCITY

TRANSPORT & WASTE CONSULTANT

RIDGE | BUILT ENVIRONMENT CONSULTANCY

SUSTAINABILITY CONSULTANT

EOC

STRUCTURAL & CIVIL ENGINEERING

TATE CONSULTING

MEP & ENERGY

ASHTON | FIRE

FIRE CONSULTANT

C

VISUALISATIONS & VISUAL IMPACT ASSESSMENT

2

Site Analysis

We have worked closely throughout the design process with the Heritage and Townscape advisors to fully understand the character and nature of the surroundings so that our proposal optimises the potential of the Site and integrates with the surrounding context.

The full character assessments can be found in the Townscape analysis report by Montagu Evans.


Battersea Park
Falcon Park
Clapham Junction
London Borough of Wandsworth
BATTERSEA
Albert Bridge
Albion Riverside
RCA
Lombard Wharf
Montevetro
St Mary's Church
Battersea Bridge
Site
CHELSEA
Chelsea Harbour
Chelsea Waterfront
Worlds End Estate
Imperial Wharf Station
Royal Borough of Kensington and Chelsea

Site History

Learning from history to plan for the future

Built on a historic crossing point going back to Roman times, Battersea Bridge is the first pedestrian bridge downstream after Wandsworth Bridge, located 2 km upstream.

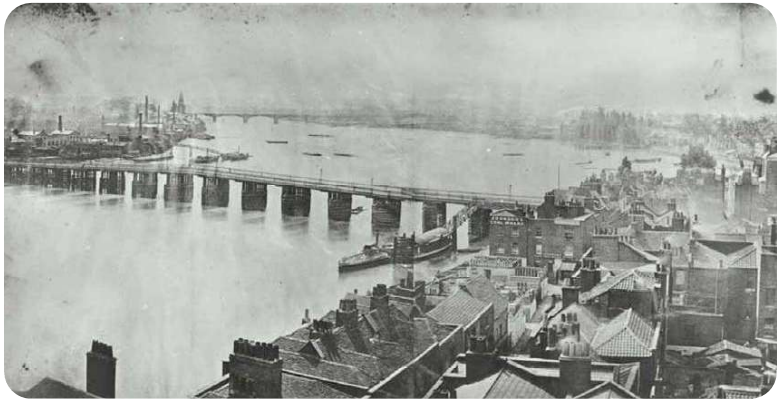
It is also one of the narrowest points of crossing on the Thames in Central London. It's location on a sharp bend in the River Thames presents a hazard to navigation and place of numerous accidents. From a navigation perspective, it would represent the best location for a lighthouse and or key element identifiable within the local townscape and the mental map of the area.

However it is exactly this unique location and nature which create a special pedestrian experience.

Battersea Bridge was the first Thames bridge to be lit by oil lamps in 1799 and to form key link between Battersea and the wider area of Chelsea and Fulham to the North.

Historic Map- 1895

Chelsea old Battersea Bridge and Chelsea Old Church, with Albert Bridge beyond (seen in reverse), Whistler 1879



View of the old Battersea Bridge c. 1875

The Horizontal Mill, 1815

Site History

A unique location along the River Thames

The historic varied townscape of towers, sails, spires and industrial buildings hints at a somewhat chance encounter of different shapes and uses to create a unique setting and a memorable location forming the local identity.

The Old Battersea Bridge was the last surviving wooden bridge on the Thames in the London area and it was considered an important landmark.

Over time, many artist were inspired by this unique setting and represented Battersea Bridge and the surrounding character.

Visible in this painting are the Chelsea Old Church in the middle, the imposing rotunda of the Malt Mill marking the bridge, and the old structure of Battersea Bridge Road.

Fowler's Mill was an 'air mill' and rotated around a vertical shaft. It was erected near the river bank in 1788 by Thomas Fowler, an oil and colour merchant. He used the mill to grind linseed. The mill was designed by Captain Stephen Hooper of Margate, in Kent, who had designed smaller versions at Margate and at Sheerness.

Battersea Bridge from Cheyne Walk, Daniel Turner, c. 1804

Site Location & Context

The Site is located within the London Borough of Wandsworth, marking the **entrance point at Battersea Bridge.**

Located within **5 minutes' walk to Battersea Park,** the Site context along the River Thames is varied with a **combination of low, medium and high rise buildings** on both the north and south bank of the River Thames.

The **location provides a variety of uses,** combining residential, office and educational uses in the area.

The Site is in the **proximity of listed assets**, such as **Battersea Bridge**, and conservation areas, including Wandsworth, Kensington & Chelsea, and Hammersmith & Fulham conservation Areas.

Battersea Bridge became a Grade II listed feature in 1983, and represents a **key connection towards Chelsea** as it is the last pedestrian bridge before the crossing at Wandsworth Bridge - located over 1.5 miles away.

- Site
- Conservation Areas
- Listed Buildings
- Tube and Train links

Planning Policy Context

This section provides a summary of the planning policy context relevant to the Site and the Proposed Development. The planning policy and guidance context comprises three levels– national, regional and local. Within each level, there is both planning policy and guidance which combine to provide the framework for consideration of the Proposed Development.

National Planning Policy and Guidance

The National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications. Last revised in December 2023, it sets out the government's overarching planning policies for England and how they are to be applied. At the heart of the NPPF is a presumption in favour of sustainable development (Paragraph 11), with three overarching objectives: economic, social and environmental.

Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) states that the determination of planning applications should be in accordance with the Development Plan unless material considerations indicate otherwise. The adopted Development Plan for the London Borough of Wandsworth ('LBW') is as follows:

- London Plan (2021)

- LBW Local Plan (2023)

Supplementary Planning Guidance

A range of Supplementary Planning Documents (SPDs) prepared by the GLA and LBW have been taken into consideration in developing the Proposed Development, particularly the GLA Housing Design Standards LPG, adopted June 2023.

Site Designations

The Site is subject to the following designations, as defined by the LBW Proposals Map:

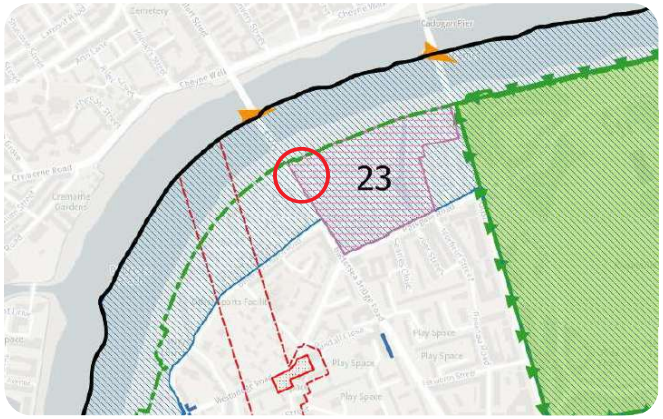
- Area Strategy - Wandsworth's Riverside
- Focal Point of Activity – Ransome's Dock
- Mid Rise Building Area
- Archaeological Priority Area
- Thames Policy Area
- Flood Zones 2 and 3a

Having regard to the above designations, and the key objective of both the London Plan and LBW Local Plan which focus on the delivery of new homes on brownfield Sites in suitable locations, it is considered that the Site represents a fantastic opportunity to deliver a substantial number of new homes (including affordable homes) towards the borough's housing stock.

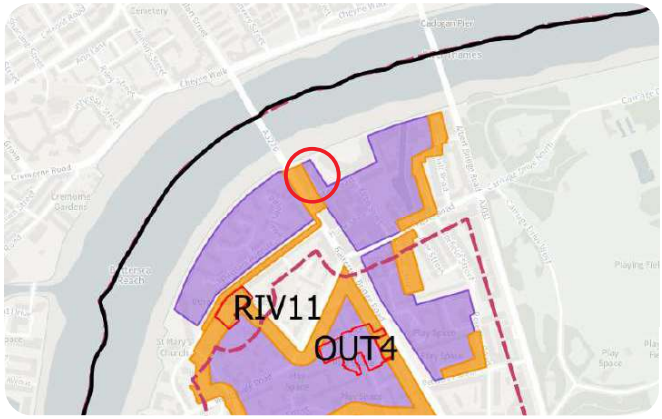
A detailed assessment of the Proposed Development against planning policy is set out within the Planning Statement, prepared by DP9, which is submitted in support of the Application.

Wandsworth Local Plan Adopted 2023

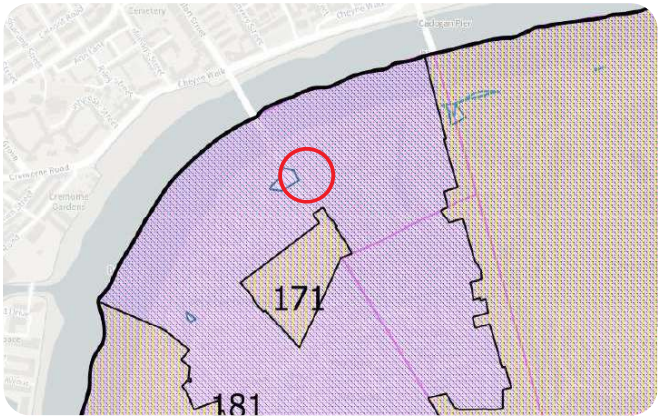
Policies Map 1



Policies Map 2



Policies Map 3



Note: Extract from Wandsworth Local Plan Adopted 2023 - Site circled in red.

The Existing Building

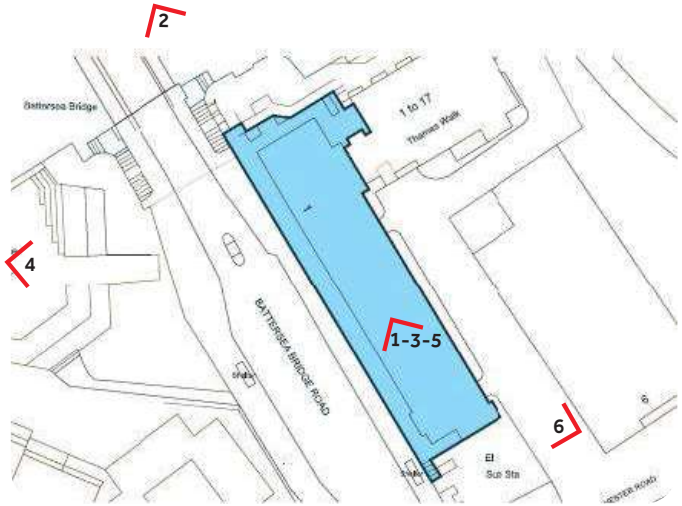
The Site, currently known as **'The Glassmill'**, was completed in 1984 and is currently **amongst** the **oldest commercial properties** within the Ransome's Dock Area.

It represents older, **secondary tier, office accommodation**, which is **not energy efficient**, and is quickly becoming functionally redundant. At present, only 7% of the building is leased at commercial office rates, whilst the remaining floorspace is either vacant or let on non-commercial terms to cover rates, utilities and service charges only. As such, it is considered to be surplus to requirements.

Externally, the existing building is of **poor architectural quality,** suffering from **extensive inactive frontages** and **detracting from the appearance of the surrounding area**.

At six storeys, the **building fails to optimise the development potential** of a prominent Site within a key strategic location within the borough.

- The Site extends to **0.28 acres (0.115 hectares)** and includes **prime river frontage** and **uninterrupted river views** from its north-western aspect.
- The existing building on Site is a **ground plus five storey building** (One Battersea Bridge Road), providing **4,877.1 sqm** (52,497 sq ft, GIA) of office accommodation.
- The property is **not listed, nor is it located within a Conservation Area**, although it is located adjacent to Battersea Bridge which is a Grade II listed structure.
- Site slopes down from Battersea Bridge to create raised landscape with steps to southern end of Site. Road to the rear then drops further to allow an existing basement containing **33 car parking spaces**.



1. Existing office building interiors

2. View of the Site from the North Bank of the River Thames

3. Existing office building interiors

4. View from the West along Thames Path

5. Existing office building interiors

6. View of the rear of the Site, looking at the service street

The Existing Building

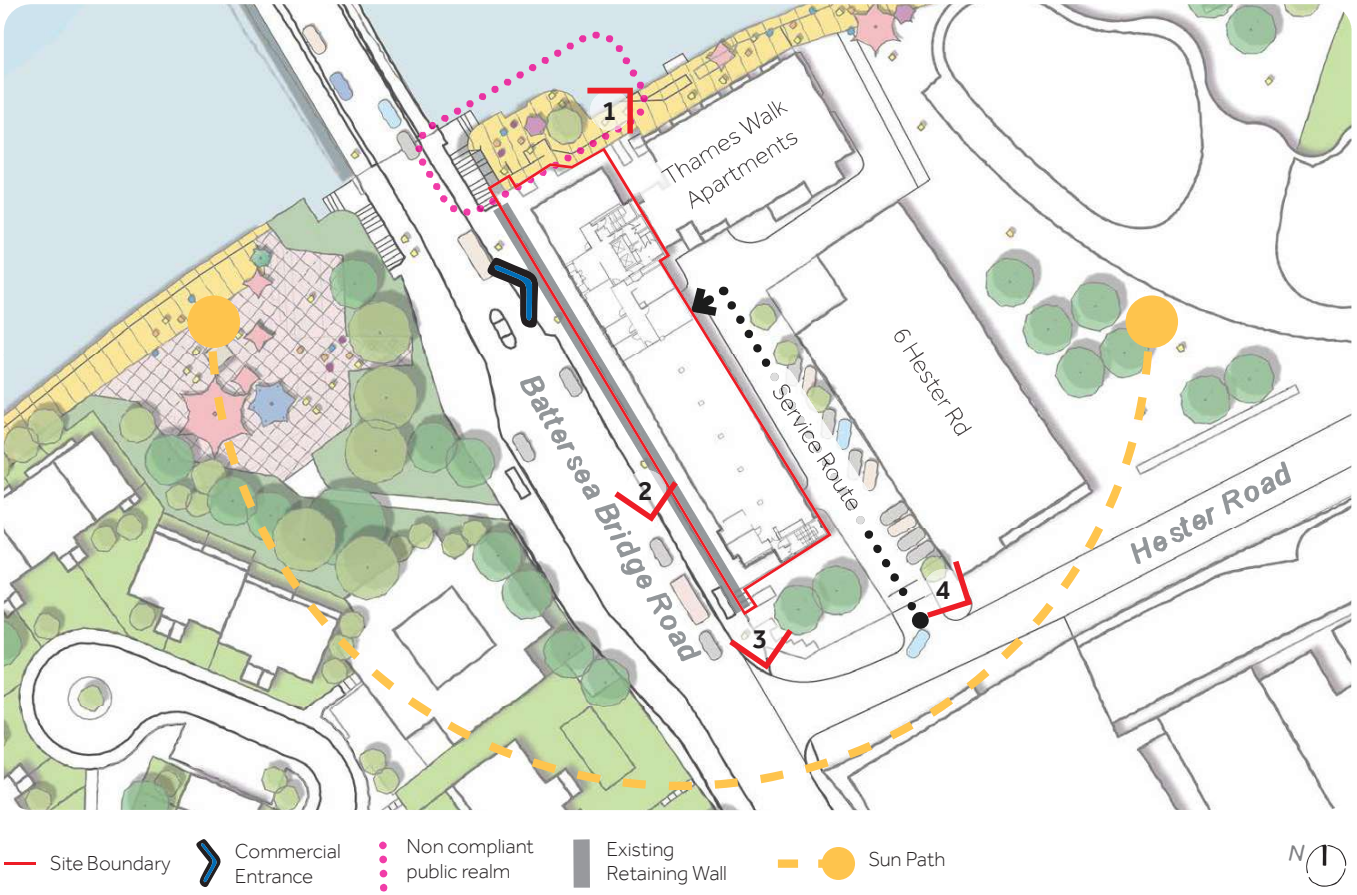
Located at this **key gateway point** within the LB Wandsworth, the existing building lacks interaction with the surrounding context.

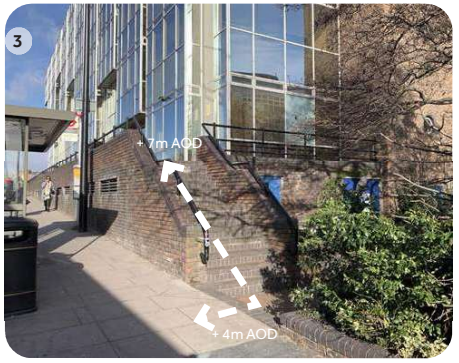
The Site existing topography slopes down from Battersea Bridge, located at approx. +7m AOD, towards the junction between Battersea Bridge Road with Hester Road, located at approx. 4m AOD.

The existing ground floor layout, use, and features present a **series of challenges** that can be summarised as follows:

1. To the north of the Site, the **existing River Walk** connecting Battersea Bridge to Albert Bridge features **non compliant public routes via steep stairs and ramp.** The **existing building does not open towards the River**, resulting in an **unused space** fronting the River Thames.
2. Along Battersea Bridge Road, the **building does not engage with its surrounding.** A brick retaining wall bounds the existing building, creating a **visual and physical impermeability** which reaches 2m height towards the junction between Battersea bridge Road and Hester Road.
3. The set of stairs located at the rear of the Site, provide access to the building while **detaching the ground floor from the street** level.
4. **Service access** along the rear of the Site and **underused pocket space** at the junction with on the Hester Road.

The redevelopment of the Site provides the opportunity to create a significantly enhanced space along the River Thames which contributes positively to the Thames Path, whilst creating a vibrant and active ground floor which activates Battersea Bridge Road through extensive active frontage and vastly improved public realm.






Wandsworth Riverside Character
CHELSEA
Beaufort St
Chelsea Embankment
Chelsea Embankment Gardens
Cadogan Pier
Albert Bridge
Cheyne Walk
Chelsea Yatch & Boat
RIVER THAMES
Battersea Bridge
Thames Path
Albion Riverside
Site
Hester Road
Ransome's Dock
Battersea Park
Parkgate Rd
Albert Bridge Road
RCA
RCA
Battersea Bridge Road
Battersea Church Road
Ransome's Dock Area
Wandsworth Riverside Area Strategy Boundary
BATTERSEA

Wandsworth Riverside Character

Medium and high rise building form a varied townscape along both the south and north bank of the River Thames

The five miles stretch of Wandsworth's Riverside plays a key role in defining the **distinctive character of the borough** collecting a variety of building typologies and offering places to socialise, rest, live, work, and enjoy the views of the Thames.

The **Site is located** within the **Battersea Riverside stretch.**

Originally developed for industry, during the second half of the twentieth century, along this stretch wharves and warehouse Sites offered the opportunity for large redevelopments.

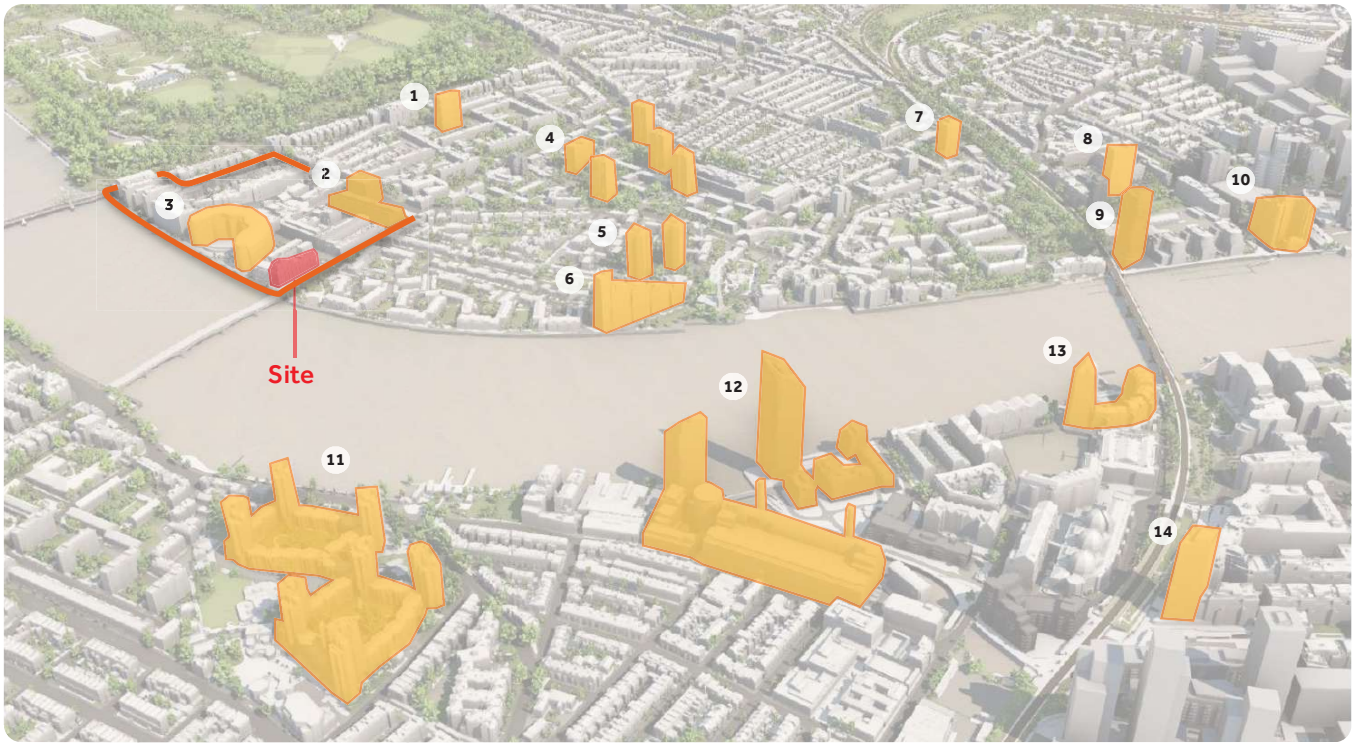
Today, this part of the riverside collects a **variety of building typologies** including large scale buildings, trading estates and historic elements such as the Ransome's Dock. **Previous and current proposals** provide **mixed use environments** which include new homes, commercial and cultural uses contributing to the economy of the borough.

Building height ranges from **low to high rise** proposals, creating a **varied townscape along the River Thames** which forms a **distinctive and recognisable character along the River**.

The area is characterised by a **coarse urban grain.** Points of interest and gathering are limited, and there is a lack of functional public realm and open spaces, with part of the public routes along the Thames Walk public being not compliant nor accessible.

The Vision for **Wandsworth's Riverside** looks to **create a thriving area of remarkable public realm,** creating a coherent network of links which increase the opportunity for people to enjoy the riverside. It promotes **residential-led developments** contributing to the vibrancy of the place though a mixed use approach supporting leisure and river-related activities (see Wandsworth Adopted Local Plan 2023-2038).

The diagram to the right highlights mid and high rise buildings along the north and south bank of the River Thames which contribute to the varied skyline described above.



1. Ethelburga Tower
Height: 47m (17 st)

2. RCA Extension
Height: 32m

3. Albion Riverside
Height: 37.8m (11 st)

4. Gardiner, Macey, Cranmer & Compton House
Height: 55m (21 st)

5. Selworthy and Sparkford House
Height: 62.3m (22 st)

6. Montevetro Building
Height: 61.2m (19 st)

7.Shuttleworth Road
Height: 47.4m (17 st)

8. Totteridge House
Height: 63.2m (24 st)

9. Lombard Wharf
Height: 88.4m (26 st)

10. Hotel Rafayel
Height: 55.4m (17 st)

11. Worlds End Estate
Height: 55.4m (20st)

12. Chelsea Waterfront
Height: 121.4m (37 st)

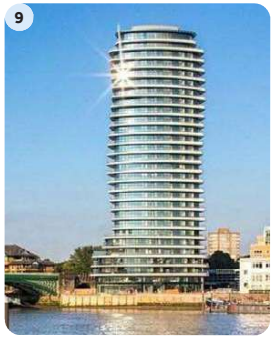
13. The Belvedere
Height: 67.3m (20 st)

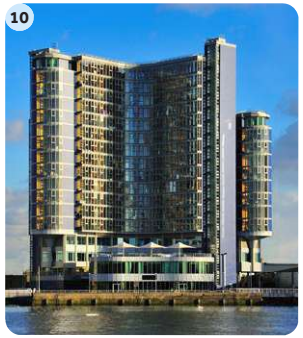
14. Countess House
Height: 76.1m (25st)

Local tall buildings

Site

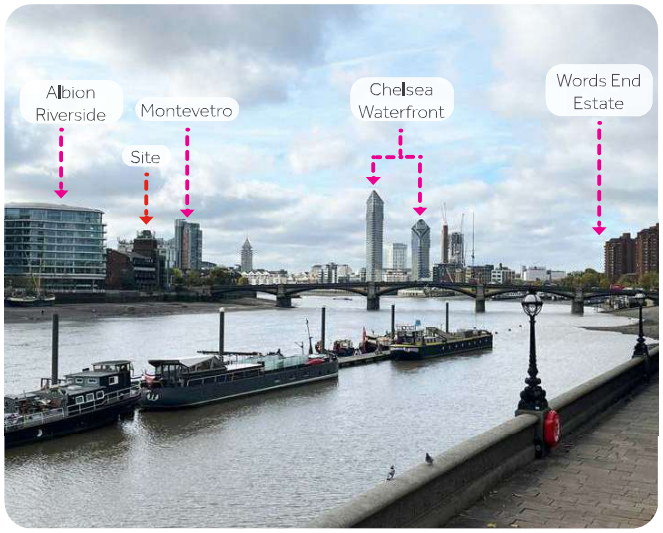
Ransome's Focal Point of Activity





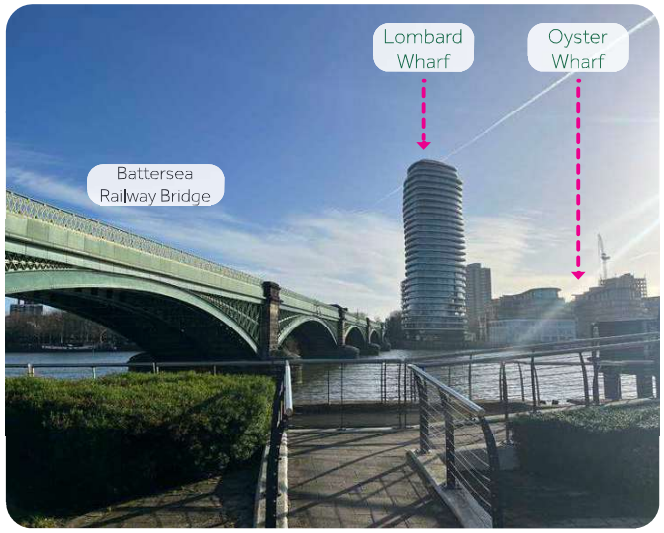
Wandsworth Riverside Character

Medium and high rise building form a varied townscape along both the south and north bank of the River Thames



1. View from the north bank of the River Thames looking East

2. View from the north bank of the Thames looking south-west towards Site



3. View from the north bank of the Thames looking south towards Lombard Wharf

4. View from Cremorne Gardens Pier, north bank of the Thames , looking towards the south bank

Key Plan

Ransome's Dock Focal Point of Activity

The tight urban grain of Battersea typified by the historic enclaves of Georgian/Victorian residential grain between Battersea Park Road, Prince of Wales Drive and Surrey Lane **breaks down west of Battersea Park,** except for Westbridge Road and Battersea Park Conservation areas, into late C20/21 coarser urban grain of mid-rise residential blocks and cul-de-sac gated residential communities with a distinctly different character.

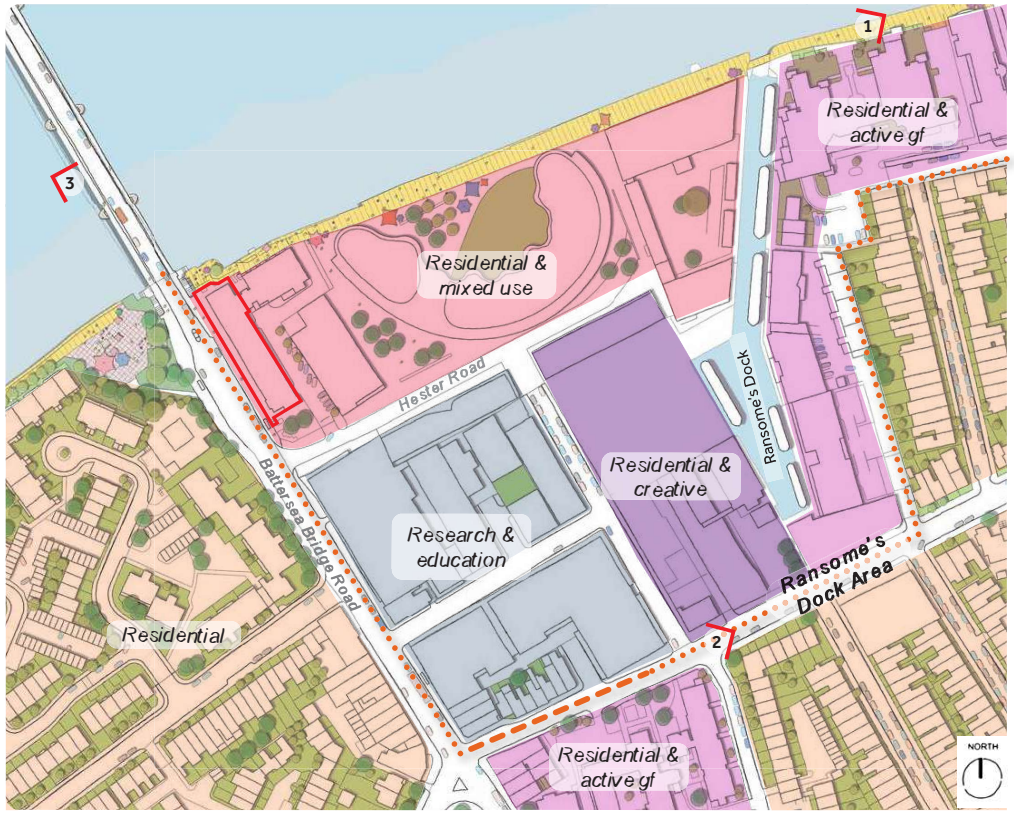
The immediate location of the Site bounded by Ransome Dock, Parkgate Road and Battersea Bridge Road is **typified by larger scale commercial / residential development** on larger urban plots. The area features the RCA Battersea Campus and offices, the historic Ransome's Dock and a mix of residential and office uses.

The Site falls within the Wandsworth Riverside Character Area and particularly within the **Ransome's Dock focal point of activity**, an area of **strategic significance,** providing opportunity to **build a creative quarter** in and around the riverside.

The Council recognises the **opportunity for growth within the Focal Points of Activity, including the scope for tall buildings.**

Proposals should **optimise the opportunity for mixed use buildings**, with a **vibrant and active ground floo**r contributing to the attractiveness of Wandsworth Riverside. In order to create a coherent approach along the whole riverside Sites within the focal point of activities, developments should **optimise connectivity,** provide **affordable workspace and create opportunities for public art and creative engagement.**

One Battersea Bridge (the Site) **lies in an unique and prominent riverside location** on the bend of the River Thames, marking the **gateway into the Ransome Dock** Focal Point of Activity within the LB Wandsworth.



3

The Planning Journey

Summary of Engagement & Consultation

Engagement with LBW & other bodies:

The Team has engaged with officers at the LBW, with the GLA, TfL, Historic England and the Environmental Agency, and have held 2 public consultations

Feedback and comments received during these meeting have been taken in consideration and have been incorporated into the final proposal for One Battersea Bridge.

Key topic of discussion with the Local Authority and other bodies include: Site optimisation, land use principles, building height and form, architectural design and landscape and public realm.

To date, key advice given includes:

- The Council supported the principle of redevelopment, noting that the existing building is of poor quality and does little for the local environment.
- The Council supported the principle of a residential led mixed-use development, with ground floor activation and encouraged ground floor uses to respond to the local context.
- The Council supported the principle of loss of office floorspace, subject to supporting marketing justification.
- The Council supported the principle of the Site being a gateway to the borough / on a bridgehead.
- The Council supported the principle of improvements to the Thames Path.

The Team has had:

- 11 Pre-Application meetings with the LBW planning team
- 2 sessions with the Wandsworth Design Review Panel
- 1 Meeting with the GLA
- 1 Meeting with TfL
- 1 Meeting with Historic England
- 1 meeting with the Environmental Agency

Overview of pre-application documents

2022 | 2023 - 2024

Public Consultation

Three consultation events were organised to engage with the local community and other key stakeholders and gain their valuable feedback regarding the Site and the emerging proposals.

Key feedback are summarised in the following pages and further information about engagement and consultation is set out in the Statement of Community Involvement prepared by Concilio , and the Statement of Community Involvement Addendum prepared by DP9, both of which support this application.

September 2022	54 In-person event attendees	20 Survey responses received
November 2023	159 In-person event attendees	194 Survey responses received
October 2024	126 In-person event attendees	

Pre-Application Engagement

Back in November 2018, a formal written pre-application response issued by LBW stated:

- The existing 1980's building detracts from the setting of the listed bridge and the Battersea Bridge Road street scene.
- A tall building in this location next to Battersea Bridge - a gateway to the borough - would act as a landmark and reference point.
- The proposed building, even with greater height than the existing, if well designed with an enhanced public realm, could improve the setting of the bridge.

Since then, the Team has engaged with LBW in 11 pre-application meetings. The images on this page collect a summary of the key design evolution developed as part of the pre-application engagement.

April 2023: The team has presented a proposal for a GF+12 building with a GF+35 tower element located to the River side. Other uses include: 2 levels of office space, a restaurant occupying the space to the rive side, and a community space activating the corner along Hester Road.

Officers accepted that the Site is a gateway to the borough/ on a bridgehead and this is a key townscape consideration when seeking to justify a tall building. They believed that further consideration was needed on the height of the lower building and on the massing expression of the tower element.

September 2023: The team responded to key comments received by reducing the height of the shoulder of the building reduced to match heights in the immediate context (1), further refining of the mass by splitting its facade along Battersea Bridge Road and unifying the tower (2), and splitting the top of the tower to further refine the massing.

The design team presented initial ideas on facade treatment and materiality. Key features included an arched base relating to Battersea Bridge, horizontal facade design and warm brick materiality.

Officers welcomed the changes to the massing subject to further townscape assessment. The use of arches on the base of the building to reflect the listed bridge was welcomed, and they questioned the horizontality of the façade and wondered whether brick is the right choice of material for a building of this height.

October / November 2023: During pre-application meeting and workshop with LBW, the Team discussed the revised height (a) of the tower block (GF+38), the revised materiality and facade design, and apartment layouts and unit mix.

Officers welcomed the arches design of the base and the revised material palette featuring reflective terracotta panels. Residential unit layouts & mix were discussed and progressed with the LBW Occupation Therapist.

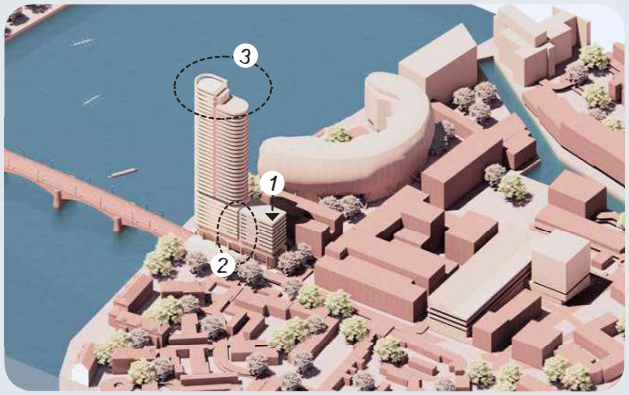
Further townscape static and kinetic views were presented to show the revised building height.

Elevation along Battersea Bridge Rad - brick warm palette

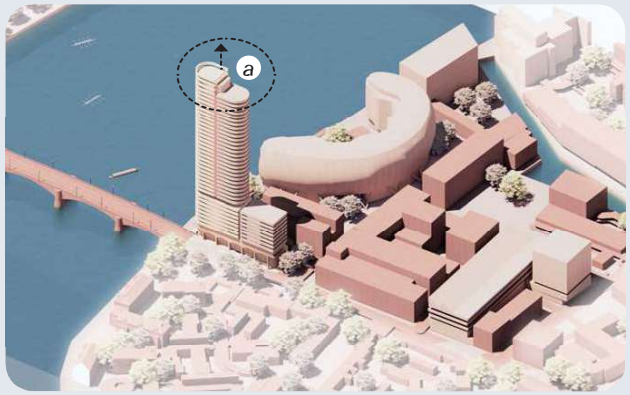
Elevation along Battersea Bridge Road Study - Terracotta colder palette

Apr 2023: GF+35 Tower Element & GF+12 Shoulder Block

Sept 2023 - GF+35 Tower Element & GF+09 Shoulder Block



Oct / Nov 2023: GF+38 Tower Element & GF+09 Shoulder Block



Design Review Panel

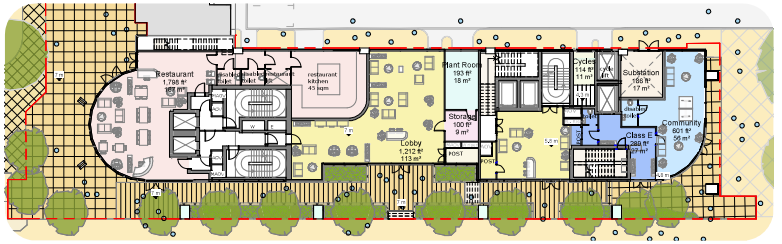
DRP 1 held on the 13th December 2023

During the DRP session, the Panel provided helpful feedback on several key principles. This feedback has been summarised below, with responses from the design team provided for each.

DRP Key Feedback	Design Team Response
The size of the lobby to the market flats compared to the restaurant space facing the river was highlighted as a concern as this leaves little opportunity to celebrate the riverfront and create an attraction for the wider area. We feel a more generous restaurant area opening upriver views could be explored. Also, permeability through the ground floor is important, as it helps creating a more welcoming environment on both sides of the building.	The Ground Floor has been refined as follows: • The market lobby has reduced in favour of the restaurant area. • The relationship of the restaurant to the public realm and river has been reviewed and improved in the round. The building line has been pulled back to create a more generous space outside the restaurant which will aid in celebrating the riverfront. This change will also allow for the provision of an area of outdoor sculpture. • Access has been consolidated where possible. • Picking up on comments regarding a welcoming environment on both sides of the building , the lobby for affordable housing has been modified to increase its size and ensure views through the building.
We are aware of the difficulties of achieving dual aspect flats in a long building and note how these are not compliant with the GLA guidance on Housing Design Standards. We are concerned that the affordable element of the proposal, in the shoulder block, may have a lower proportion of dual aspect units than the stated average, but this information was not available in the meeting. We urge a review of this, and that equity is sought in the provision	It is noted that the DRP acknowledged the difficulties in meeting the dual aspect element of the London Plan Housing Guidance June 2023. Notwithstanding, the proposal has maximised Dual aspect provision and will provide 78% dual aspect units in the market tenure of the development and 50% dual aspect units in the affordable tenure.
1. Transferring the bridge typology out of the water and onto the building is not convincing. We feel there is something jarring in the repetition of the bridge arches above ground level and think the relationship between the base and the bridge needs more careful understanding to inform the development of the base architecture 2. Furthermore, the arches are not uniformly wrapping around the base, resulting in a less interesting rear elevation which in our view should be more celebrated in equal manner as the front façade.	1. The proposed design for the base of the building provides a balanced composition at ground floor and successfully grounds the proposed building in its context. The reference to existing and historic nearby fabric is a trusted tool for placemaking and will be a positive contribution to the area. 2. The north and southern interfaces of the Site and proposed building are distinct; it isn't agreed that these elevations should be treated in the same way. The rear elevation has a different role and relates to a different context. The elevation should be treated in a simpler way, further studies have been carried out and are illustrated in this document.
Further consideration needed to avoid disparities between the market and affordable housing.	The proposal will provide excellent quality accommodation in both market and affordable tenures.
The crown of the tower will be an important element and further studies are needed to better celebrate it.	Please see the design studies within this document which illustrated studies of the Crown of the Tower.
Advice to explore the building rendered in different materials, at different times of day and night in different weather conditions	The proposal will incorporate high quality materials, the materials have been chosen as an integral part of the design of the building. Consideration has been given to the performance of the material in all aspects of the design.

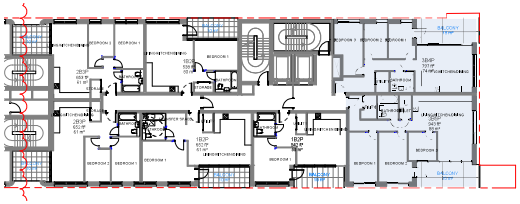
Ground floor plan Presented at DRP 1 on the 13th December

Refined ground floor plan

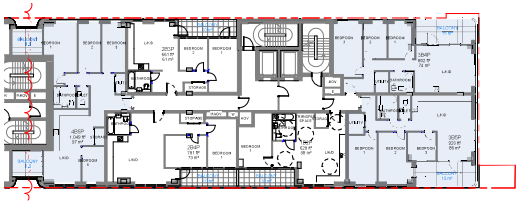


Dual Aspect Unit provision increase of +11%

Typical floor-plan presented at DRP 1 on the 13th of December



Revised typical floor-plan, providing +11% of Dual aspect units across the scheme



Note: Project design evolution is shown in Appendix Section at the end of this document,

Design Review Panel

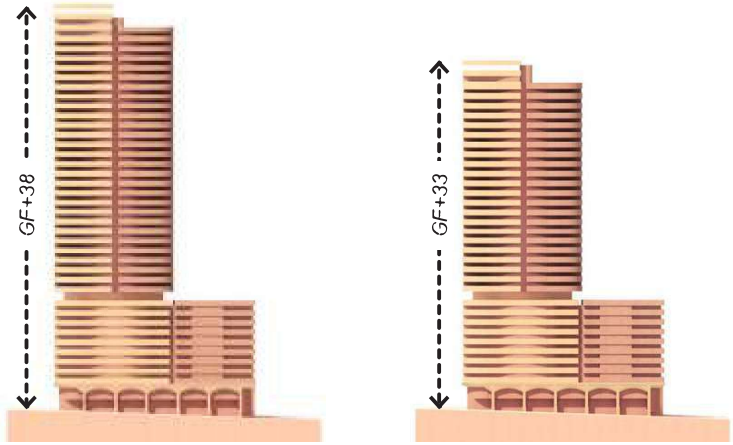
DRP 2 held on the 16th February 2024

During the DRP session, the Panel provided helpful feedback on several key principles. This feedback has been summarised below, with responses from the design team provided for each.

DRP Key Feedback	Design Team Response
The DRP is not convinced the public benefits offered as mitigation are sufficient to outweigh the proposed building height.	The Proposed Development will be delivered alongside a comprehensive package of public benefits, as set out within the Design and Access Statement, which is considered to far outweigh the perceived harm.
The Panel remains unconvinced that marking the bridge is an argument for a tall building in this location.	As evidenced within the Design and Access Statement, there are numerous instances of landmark buildings successfully marking important crossing points along the river, including within Wandsworth itself.
The added forked columns on river frontage introduce a new architectural expression which jars with the rest of the building.	The proposed design has been revised to introduce a more robust column to the base of the building on the river frontage, enhancing the relationship with the arches of Battersea Bridge.
The amended layout feels more pressured than the previously presented layout.	Given the relatively small footprint of the proposed building, and the number of uses within the proposed building, the ground floor layout is required to accommodate a number of entrances and lobbies. However, this is considered to represent a key benefit of the proposed design, providing a vibrant and active ground floor level which will activate the public realm whilst vastly improving the relationship with the surrounding street scape.
On the eastern façade, the openings onto the service road are for access to refuse storage, cycle parking and substation only, giving it a more utilitarian appearance.	The proposed eastern elevation at ground floor level does indeed serve as the main service entrance to the Site, served by an existing service road, and therefore represents the most logical location to provide access to refuse storage, cycle parking and the substation. The floors above would benefit from expansive glazing into the proposed lobby spaces at ground floor level to provide further activation and visual permeability.
Some evolution has been made on the articulation of the crown and whilst the Panel welcome the improvements, it is still not convinced this is making a strong visual statement, it feels too flimsy.	The proposed design approach with regards to the crown is intentionally simple, reflecting the simple, pure form of the tower whilst serving as a functional addition to the building.
The long steady slope along Battersea Bridge Road results in a long detour for less ambulant users.	The new compliant access will now be wide enough for two buggies, wheelchairs, bikes being pushed to pass each other in oppoSite directions. The length of the ramp means that users of all ability will now be able to access the Thames Path, which is very much not the current situation.

Note: Project design evolution is shown in Appendix Section at the end of this document.

Tower Height Development



The design has evolved to respond to the longer distance perception of the tower.
Tower heigh has decreased of 5 levels to reduce the visibility from the surrounding context.

Design evolution of the River front columns

The team explored a variety of options for the riverfront columns to ensure a coherent architectural expression of the podium design.
Image no. 4 shows the design selected for the final proposal.

Design Review Panel

DRP 2 held on the 16th February 2024

DRP Key Feedback	Design Team Response
Re-modelling the public realm along the river frontage making it more accessible for wheelchair users and buggies and including sitting spaces is positive, but the design could be simplified, as it feels slightly overworked.	The design has since been rationalised and simplified yet the focus has always been on providing access for all, which the scheme now does. The combination of paving types and variation in tones and colours has also been simplified to make a more harmonious and legible public realm that will appear seamless from the red line of the demise of the property to the River Wall across the adopted highways land.
The Panel strongly advise against using planting such as trees in the landscape for wind mitigation as this needs to be shown to be resolved fully in the architecture.	The tree locations, species and sizes have not been selected for wind mitigation purposes.
The large stone-faced planters stepping down Battersea Bridge Road create a visual and physical barrier for pedestrians.	The stone clad planters to the Battersea Bridge Road as a result of the DRP are now stepping down along the Road, so as the passer by walks adjacent to these planters they will be no higher than 1m from the back of the footpath level.
The design of the landscaped play area on top of the podium, the Thames Garden, seems to have moved forward well, but the Panel feel that the single storey under-croft has an inherent meanness and shadiness to it.	The proposed under-croft would be 2.7 metres in height and would provide a generous shaded amenity space for future residents to relax, whilst functioning as additional play space for children. The internal space would benefit from extensive glazing, ensuring a bright and welcoming space.
The 3m high balustrade around the perimeter of the play-space as regards to the security measures in place for the children playing there, as well as the materiality of the scree	The proposed balustrade is required to ensure the safety and security of children using the play-space at podium level. The balustrade will be constructed in metal, representing a discreet and lightweight addition to the building.
The level of enquiry around the fire strategy is important and should be resolved, especially around locating the fire exit through an enclosed car park.	The Application is supported by a robust Fire Safety Strategy which demonstrates that the proposed means of escape is compliant with fire regulation requirements

Design evolution of the planters along Battersea Bridge Road

DRP2 Proposal

Revised proposal

Note: Project design evolution is shown in Appendix Section at the end of this document.

Public Consultation

The first Public Exhibition took place at the Site on 27th & 29th September 2022.

54 In-person attendees and on the 4th December 2023, 20 people responded to the online survey.

A summary of the feedback is as follows:

Existing Building

- The majority of attendees agreed that the current Site was underutilised and of poor quality.

Public Realm

- The majority of attendees welcomed public realm enhancements and were supportive of plans to improve the Thames Path walk.

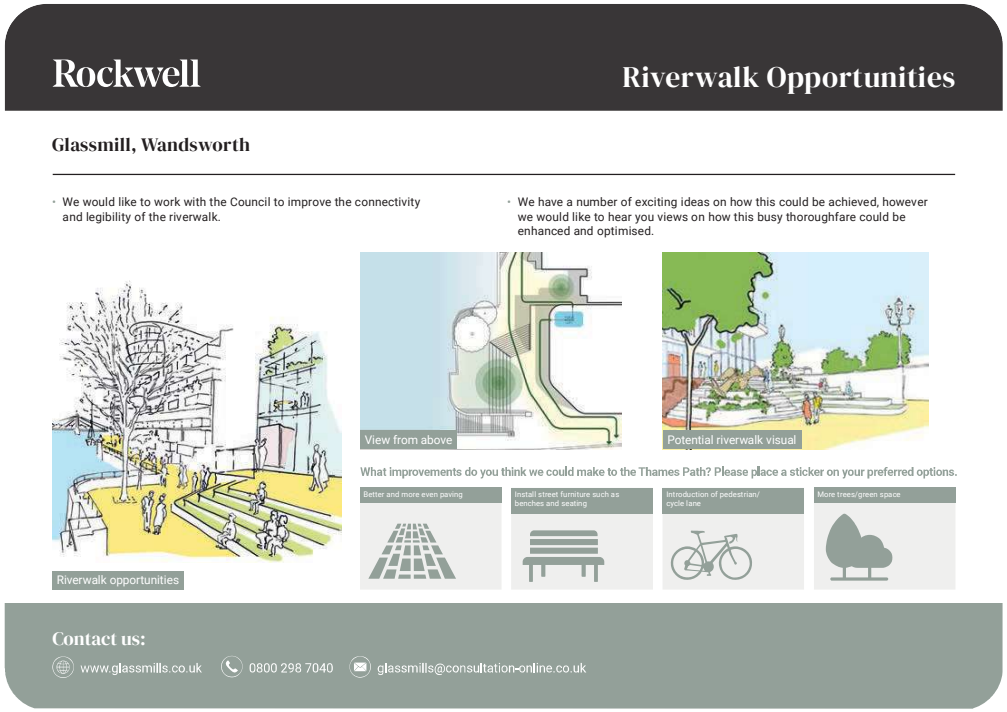
Height

- The majority of attendees asked about height, scale and mass, seeking clarity on the Applicant's aspirations.

Land Use

- The majority of attendees supported residential and commercial uses on the Site.
- Attendees welcomed the opportunity for a community hub.
- Attendees supported a restaurant use.

Example of Consultation Boards



Note: Full consultation boards included in Appendix Section at the end of this document,

54
In-person event attendees

20
Survey responses received

Public Consultation

The second public exhibition took place at the Site on the 22nd and 25th of November 2023. The team hosted also a online webinar on Monday 27th November 2023.

We had 159 In-person event attendees and on the 4th December 2023, 144 people responded to the survey.

A summary of the feedback is as follows:

Existing Building

- Most respondents agree on the need to redevelop the current building as it is currently underutilised and not fit for purpose.

Public Realm

- Many responses indicate a desire for the new development to include areas that are open to the public, such as cafés and restaurants, particularly those with river views. Overall, positive attitudes towards the ground floor approach
- The importance of the development being welcoming and inclusive, catering to the needs of the local community

Building Height

- A predominant theme is the height of the proposed building and its relationship with the surrounding context.

Provision of Affordable Homes

- A recurring theme during both the in-person events and through the online surveys is the need to provide more affordable homes for the local area. There is a general understanding of the need of new homes and a mention from respondents on the need to maximise the provision of affordable homes for this development.

Example of Consultation Boards

Note: Full consultation boards included in Appendix Section at the end of this document.

159

In-person event attendees




Post Submission Public Event

The third public event took place at the Site on the 12th October 2024. The team hosted also a online webinar on Monday 14th October 2024.

We had 126 In-person event attendees

A summary of the feedback is as follows:

Existing Building

- Overall understanding of the existing building being underutilised and of poor quality and positive attitude towards redevelopment of the building.

Public Realm

- Overall, attendees were very supportive of enhancements to the Thames Path, with a particular emphasis on better and more even paving. They also welcomed the inclusive design of the proposals.
- Attendees mentioned that they welcome the greening and activation of Battersea Bridge Road.

Building Height

- A predominant theme as per the previous event was the building height and its relationship with the surrounding context. The proposed reduction in height was welcomed by some attendees.

Provision of Affordable Homes

- Overall, attendees were supportive of providing new housing in Wandsworth,

Example of Consultation Boards

126

In-person event attendees

4

Optimise Site Capacity

Existing Building Capacity

The existing building provides approx. 4,880 sqm GIA of office space, over 6 levels (including ground floor). At present, only 7% of the building is leased at commercial office rates, whilst the remaining floorspace is either vacant or let on non-commercial terms to cover rates, utilities and service charges only. As such, it is considered to be surplus to requirements.

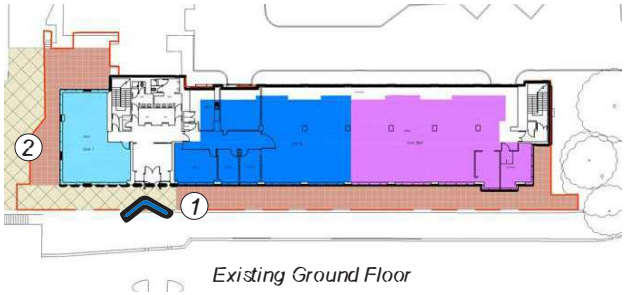
A series of design explorations were carried out to assess the best development strategy for the Site optimising its potential.

The first study explored the opportunity to change the use of the existing office building and convert it into residential.

Overall the study highlights that the retrofit of the existing office building does not optimise Site capacity in relation to both housing delivery and public realm improvements, and would result in a poor residential quality.

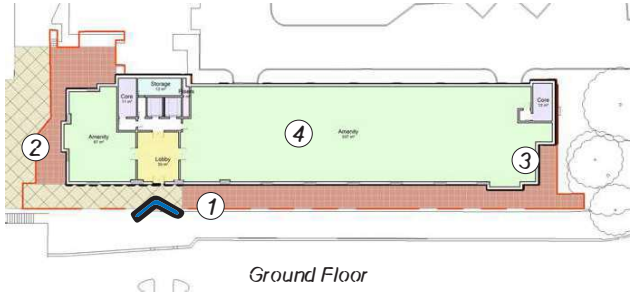
The next page summarises the proposals and our approach to optimise the Site potential.

Existing Building



Existing Ground Floor

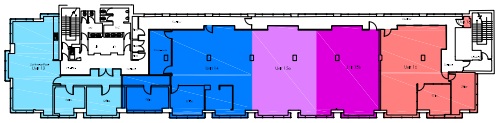
Retrofit Study



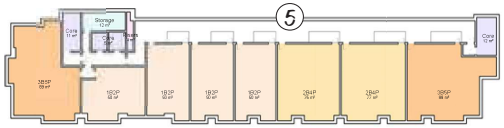
Ground Floor

Due to the building footprint and Site constraints, there are minor opportunities to enhance the ground floor permeability. In particular:

1. The existing access level and retaining wall will be kept compromising **Site accessibility and visual permeability.**
2. The existing building footprint is built around the red line boundary leaving minor space around it. To the northern edge, towards the River Thames, there is a small portion of public realm available for improvement.
3. Activating the southern edge of the building, at the junction between Battersea Bridge Road and Hester Road, would be challenging given level difference and retaining structures.
4. Most of the ground floor area will be occupied by private amenity space which will require a level of privacy, and will therefore limit any visual permeability from the road.



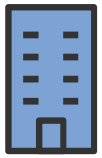
Existing Office Floor



Typical Residential Floor

5. Using the existing floor plan, the typical residential floor will range between 5-8 units with deck access resulting in an approximative residential capacity of **30 units** - subject to the mix.

- Providing **separate access for each tenure would be challenging.**
- Any **affordable provision** will be **subject to viability**.



Office Space

30 New Homes

% Affordable Provision subject to viability

Optimising The Opportunity

1. The existing Site has **limited development capacity.**

   Retrofitting the existing building or redeveloping the Site by keeping the existing building height, would **limit housing delivery** and **its affordable provision** - which would be subject to viability.

2. The Proposed Development seeks to **optimise the Site capacity** and **contribute to the delivery of homes in Wandsworth,** providing a **50% of affordable homes** provision all of which would be social rented tenure.

3. From a **planning policy perspective, whilst the Site is not located within a designated tall building zone,** in line with the recently published Local Plan, **this does not preclude the delivery of a tall building on the Site.**

4. **One Battersea Bridge Proposal** provides an opportunity for a **Metropolitan Marker as it lies in an unique and prominent riverside location** on the bend of the River Thames, **marking the gateway into the Ransome's Dock Focal Point of Activity** within the London Borough of Wandsworth.

5. **In accordance with the Vision for Wandsworth's Riverside,** the ground floor and landscape proposals will contribute **to create a thriving area of remarkable public realm,** creating a coherent network of links which increase the opportunity for people to enjoy the riverside.

Illustrative sketch of the proposal

The Opportunity for One Battersea Bridge

The following land use quantum & mix of uses has been proposed for this Application, as developed with LBW over the course of the Pre-Application Process.

110 New Homes

Towards Wandsworth's housing stock in a range of unit sizes.

189 sqm / 2,034 sq ft

of Restaurant facilities along the Thames Path.

Greener street-scape

along the Battersea Bridge Road and River Path to improve pedestrian experience.

50% Affordable Housing

All of which would be social rented tenure, exceeding both adopted and emerging policy.

535 sqm / 6,082 sq ft

of Affordable Workspace with River Views located at level 01.

Low Environmental Impact

New Amenity Space

Private and communal amenity facilities for residents providing purpose-built play space to accommodate families' needs.

274 sqm / 2,949 sq ft

split over 3 levels of Community space available to local charity.

238

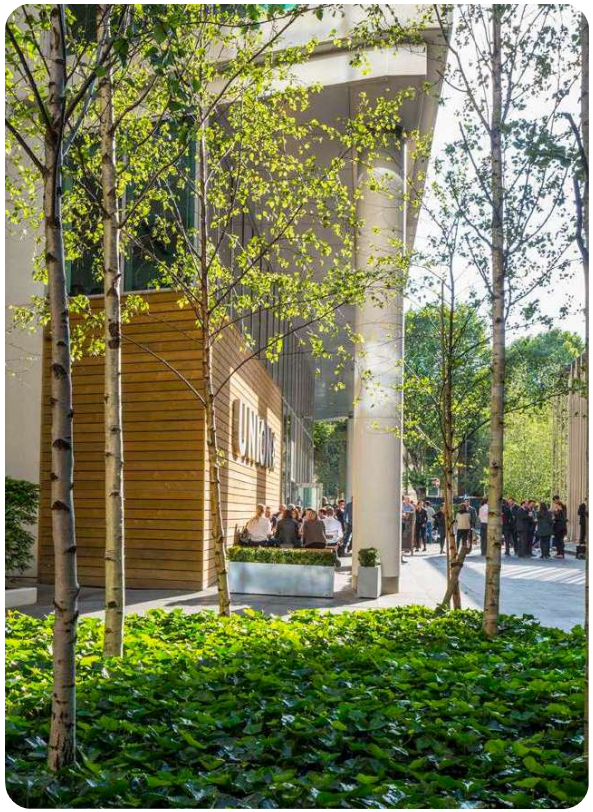
Cycle parking spaces to contribute towards sustainable, active travel measures.

Vision for a Mixed Use Building

The proposal will provide a mix of uses, including retail / restaurant uses and community / creative space on the ground floor, affordable workspace at first level and residential uses above.

The proposal seeks to provide a sense of vibrancy and activity in order to create a sense of place at this unique, gateway Site.

The below images show precedents projects that have driven the design vision.



Vibrant and active public realm with places to gather and share

High Quality housing providing views towards the River Thames and the City. Private amenity and roof terrace with adjacent internal amenity spaces

Design Response

5

Tall Building Strategies

City-wide Strategies for a Legible City

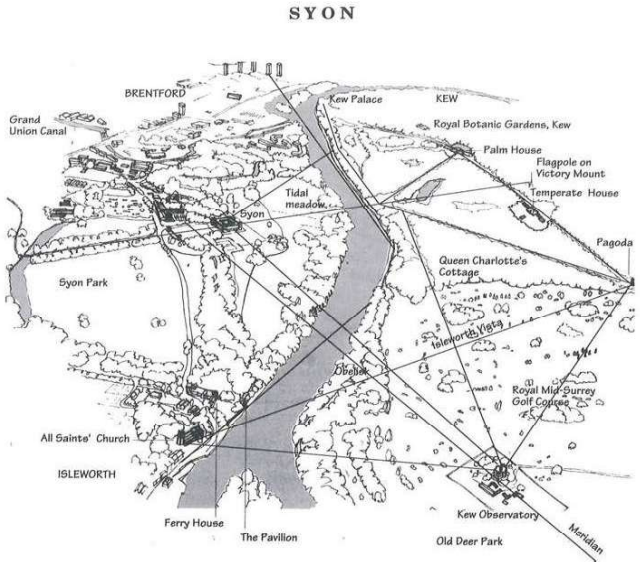
The diagrams on this page demonstrate the key elements which contribute to the **quality of a city** and are part of our design toolkit for the project.

The Image of the City, by Kevin Lynch, has informed the analysis and design journey. Working within the five qualities of a City, **One Battersea Bridge Site aims to become a marker within the legibility and character of the Ransome's Dock Quarter and wider Battersea area.**

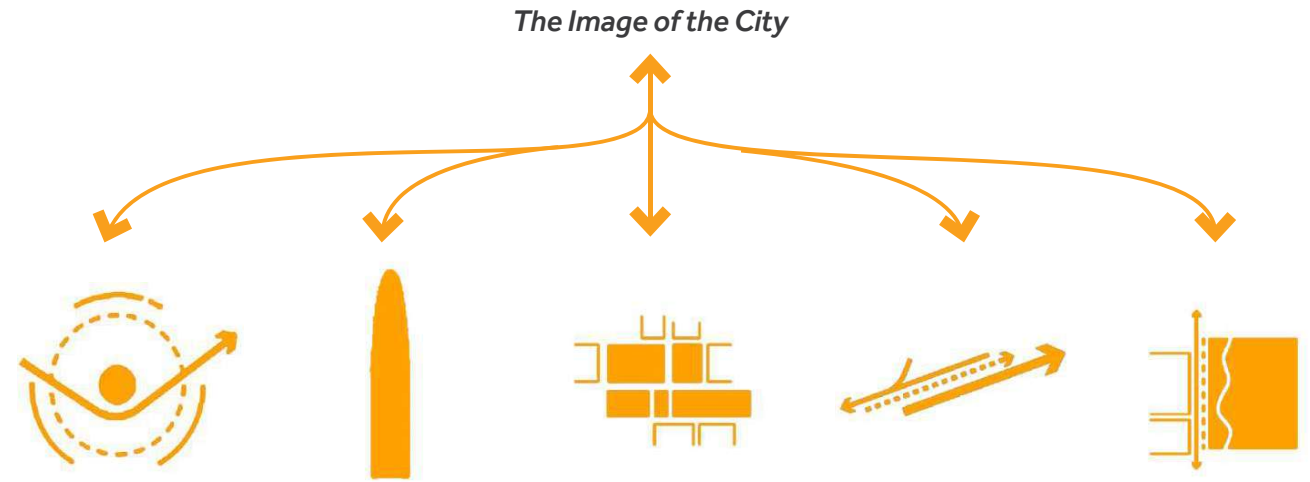
Similarly, the **Thames Landscape Strategic** has guided the **relationship between buildings across the River Thames**.

Led by landscape architect and urban planner Kim Wilkie, the strategy presented a proposal for **a line of vistas and connecting avenues** which were based on the idea that the seemingly natural rural Thames was, indeed, a controlled landscape.

The Thames Landscape Strategy promotes **proactive strategic concepts for planning London's future**, all based on c**onnecting elements of the city** and its landscape/urban underlying history and character.



Kim Wilkie, Thames Landscape Strategy, 1994
Vistas lines that connect Syon to Kew Observatory, Kew Palace and the Pagoda in Kew Gardens, and All Saints' Church to Kew Observatory and Pagoda, among others.



Nodes

Nodes are strategic points of urban confluence which can be either prominent or discreet. They are points of connection and diversion within larger urban networks.

Landmarks

At the urban scale select buildings can transcend their role as urban markers becoming icons that represent the cities, societies and cultures that they are part of.

Districts

A rich tapestry of unique neighbourhoods and streetscapes, create an urban framework of distinct and varied character that encourages unique and memorable experiences.

Links

Urban environments are physical nodes within societal networks composed of people, goods and information. Links facilitates physical and virtual interactions.

Edges

Edges are formed at many scales between systems within the city or at interfaces with larger topographical change of conditions and natural networks.

Kevin Lynch – Qualities of a City

Bridges along the River Thames: Townscape Analysis

Townscape Case

The built form along the River Thames is varied, and each **section of the Thames has a unique character** defined by a series of **buildings of significance**.

T**he many bridges** located within the central stretch of the River Thames, from Hammersmith Bridge to Tower Bridge, **are identified by 'markers' and /or 'landmark'** buildings which contribute to **marking crossing points** and **celebrate** the **architecture of the bridges**.

The composition of these elements **emphases and reinforces vistas**, continuously **links the townscape** and **defines River Thames areas and identity**. They also **contribute to people's orientation**, creating **reference points within the city**.

Planning Case

From a planning policy perspective, **whilst the Site is not located within a designated tall building zone, in the adopted Local Plan, this does not preclude the delivery of a tall building on the Site**.

In this instance, **any tall building proposals must be assessed** against the **wider requirements of both London Plan Policy D9 and LBW Local Plan Policy LP4** in relation to design, townscape, environment impacts and consideration of wider public benefits.

A robust assessment of the Proposed Development against Policy D9 and Policy LP4 is set out in the Planning Statement prepared by DP9, which is submitted in support of the Application.


Southwark Bridge - Centurion Building

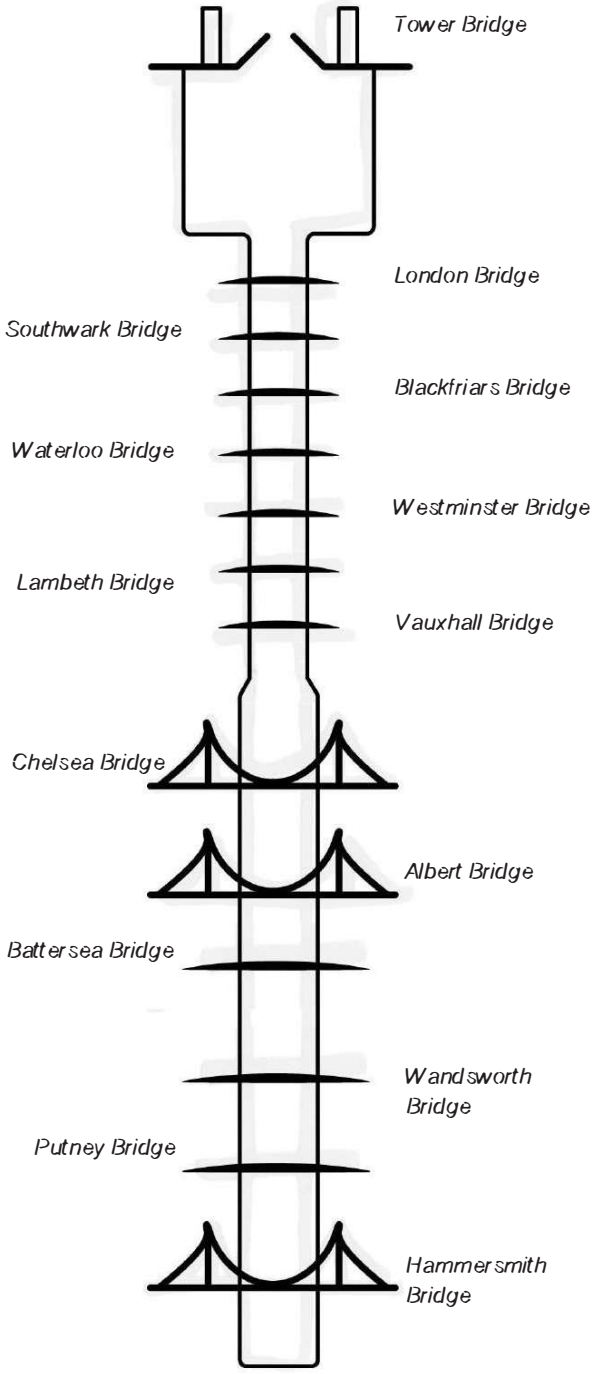

Waterloo Bridge - Royal Festival Hall


Lambeth Bridge - Westminster Tower

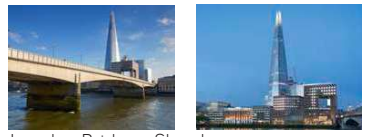

Chelsea Bridge - Battersea Power Station


Battersea Bridge - No landmark building


Putney Bridge - Putney Wharf Tower




Tower Bridge - Tower of London


London Bridge - Shard


Blackfriars Bridge - One Blackfriars


Westminster Bridge - Big Ben & Westminster


Vauxhall Bridge - MI6 Headquarters


Albert Bridge - Battersea Park


Wandsworth Bridge - Ascensis Tower


Hammersmith Bridge - Riverside Studios

A Metropolitan Marker: One Battersea Bridge

Working at different scales - from street-scape to city-scale

The Site has the opportunity to **become part of the existing varied townscape and skyline along the River Thames**.

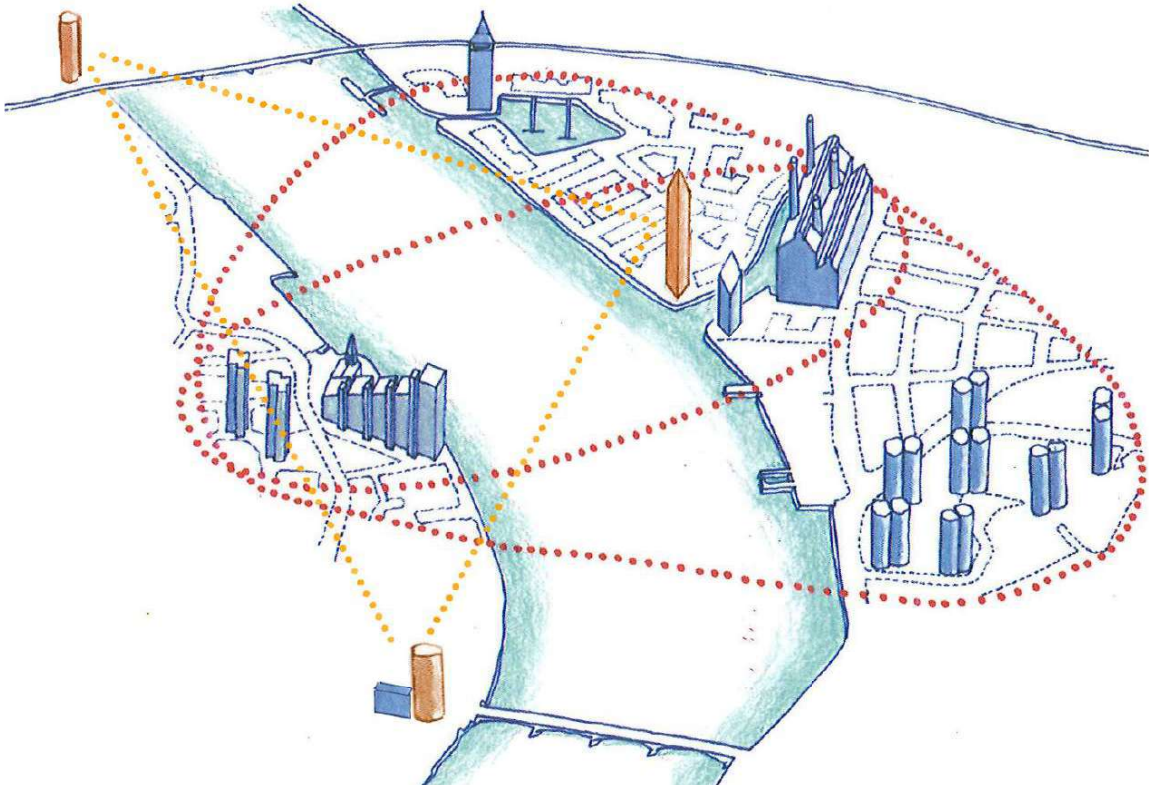
Along the Wandsworth Riverside, there is a **variety of mid and high rise building**. **Taller elements are generally located towards the River Thames identifying points of crossing**; **mid-rise building relate to surrounding context height, framing vistas and key connections**.

The unique location on the bend of the River, within the Ransome's Dock Quarter, and the proximity to Battersea Bridge suggest the opportunity **to create a marker building**, which relates to the surrounding context by **combining mid and high rise**

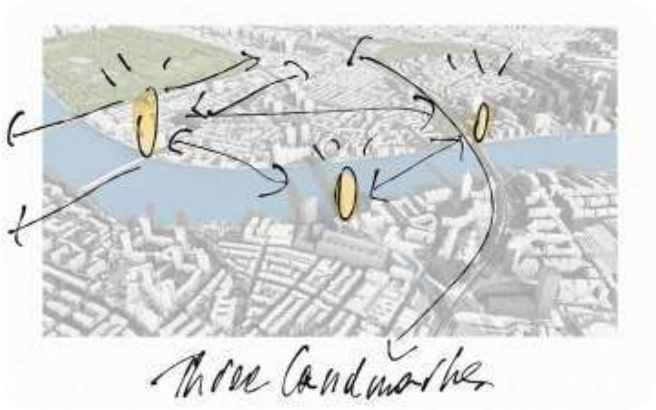
Considerations of identity, townscape, and urban legibility suggest an **opportunity to create a composition** comprising of a **mid-rise shoulder block** building that **relates to the mid-rise buildings** of the surrounding context, and **a taller elements towards the River Thames which relates to the taller elements of the area**.

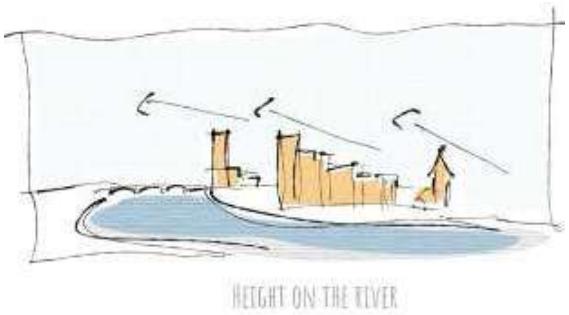
The proposal will **connect to the wider context**, **create a reference point and a dialogue between the elements** - river, metropolitan markers, medium rise buildings, bridges and open space - giving this project a unique narrative and creating **a coherent and legible response for the Site**.

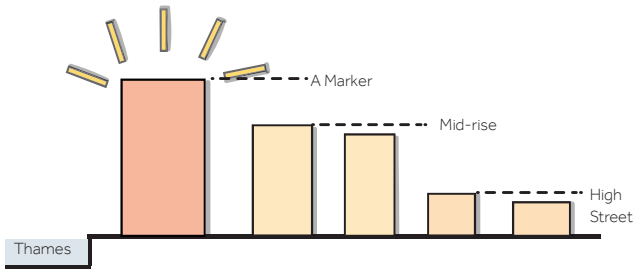
Sketch showing the relationship of key elements in the wider local area



Three urban landmarks, part of the same family working together with their distinct identities to create a dynamic relationship and contribute to the mental map and urban legibility of the area.







Design Principles: Increase height towards the River

6

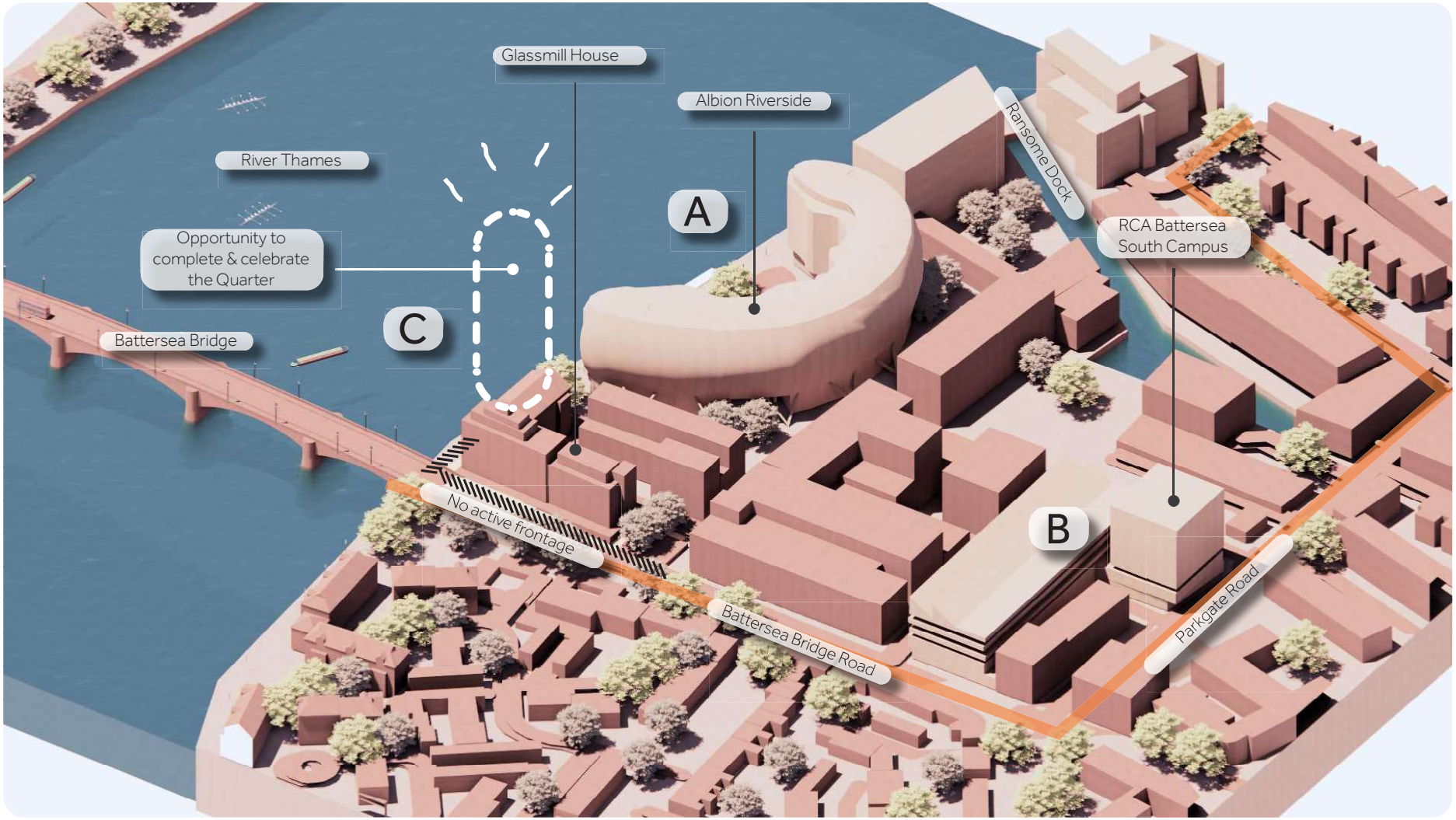
Height , Form & Proportion

The Local Context

The existing context showing the existing building in its immediate surroundings.

Previous, recent and future developments in the area have created an emerging urban quarter bound by the River Thames to the North, Battersea Road to the West, Parkgate Road to the South and Ransome Dock to the East where Albion Riverside (A) and the new RCA buildings (B) form part of the character of the area.

The existing building (C) fails to contribute to this emerging context providing an unsatisfactory public realm, tired and dated architectural expression, lack of active frontage and does not relate positively to the listed Battersea Bridge. An opportunity exists to address this incomplete urban ensemble by creating a positive addition - the missing piece in the urban fabric.



Design Development

Options Explored

The proposal has been developed through an iterative design process, Site analysis and thorough review with LB Wandsworth and other bodies.

In order to **optimise the Site capacity** and **meet the project aspirations**, the team has **explored a variety of options** that makes the most of the Site in this key location within Wandsworth.

The scheme has evolved into **a building marking the unique location** of Battersea Bridge - **on the bend of the River Thames** - while relating to the historic and emerging context of the Ransome's Dock.

We have explored different design solutions for the project, taking into consideration the project brief, aspirations, and the location of the proposal.

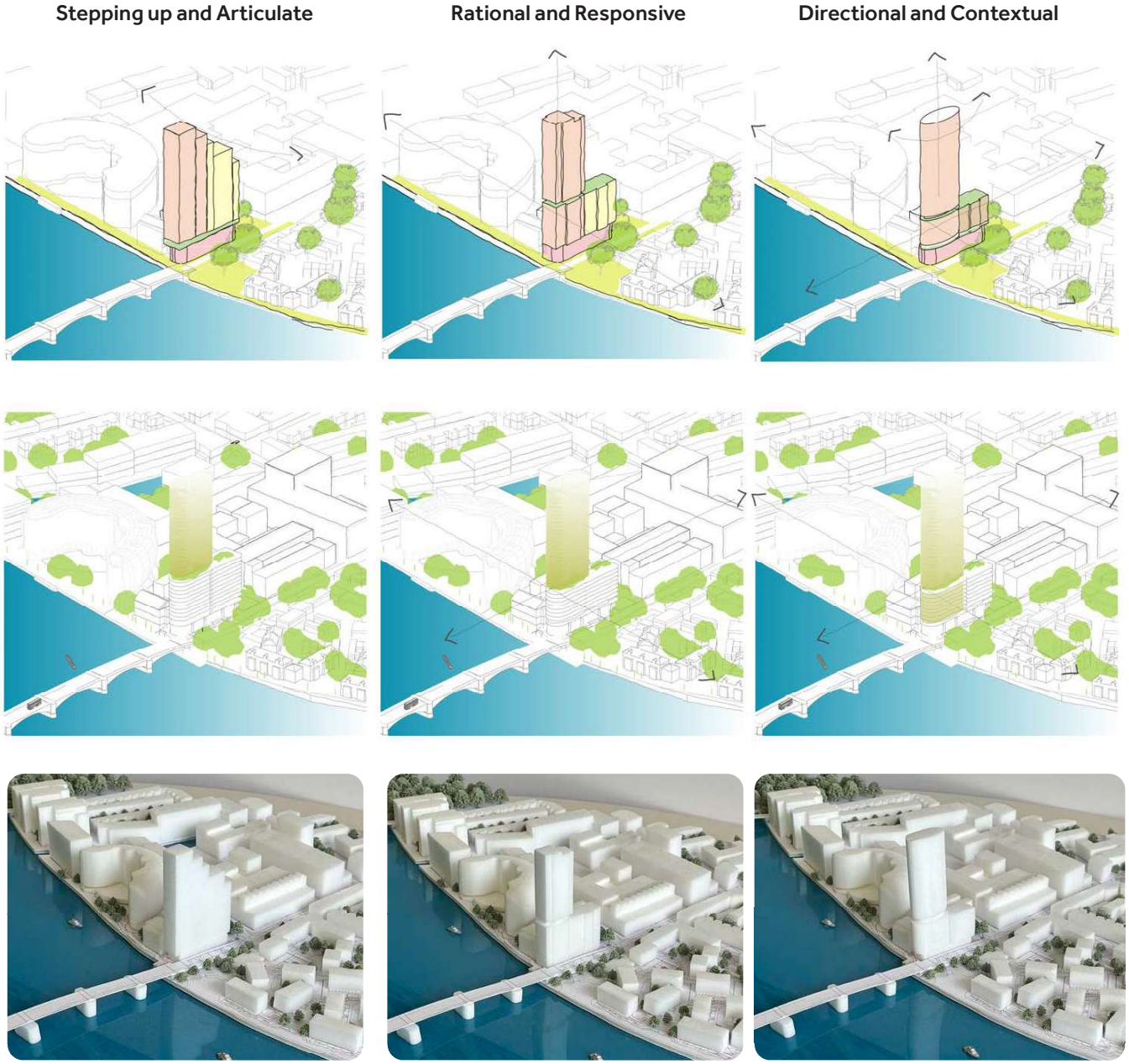
Following an in-depth analysis of the context along the River Thames, **the taller element has been positioned towards the River.** Its position on a subtle curve creates the opportunity **to terminate the view with a building that creates curiosity** as to what lies just beyond.

Initial studies explored a stepped building form, with the tallest part of the building located towards the River Thames, stepping down towards Hester Road.

In order to respond to the immediate context and wider townscape, the massing strategy has **evolved into two blocks**:

- A lower block that responds to the immediate context and heights of the Ransome's Dock area,
- And a taller element creating a Metropolitan Marker on the River Thames to signify the gateway into Wandsworth and the unique location of the Site.

The **directional and softer round shape** has taken inspiration from the surrounding buildings to create a **singular and unique response to the Site**.



Design Development

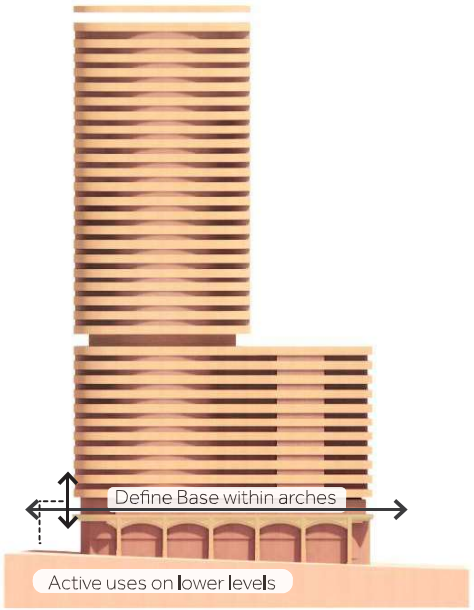
Massing development

The height and composition of the proposal has evolved in collaboration with officers at LB Wandsworth.

Below is a selection of images showing the evolution of the proposal:

Pre-app 3 - January 2023

GF+35 Storey

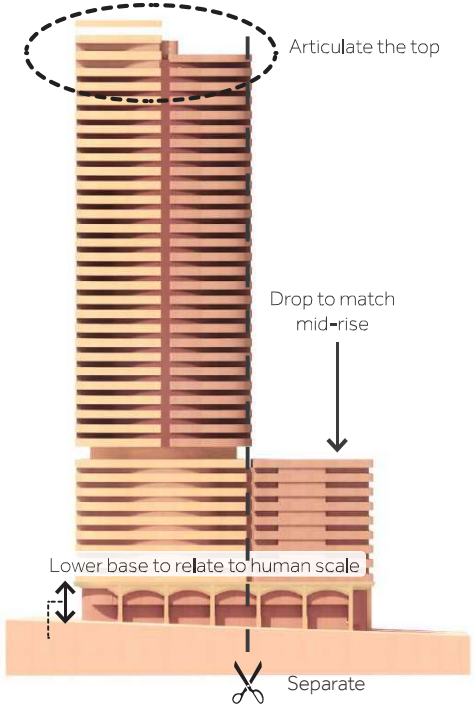


The emerging proposals as presented at Pre-app 3 consisted of 2 clear volumes - plinth of GF+14 storeys and a tower above of GF+35 storeys separated by an amenity level.

The lower levels collected the active uses, with the office re-provision located at levels 01 and 02. The arches design ensures a 'base' design that relates to the human scale and the listed Battersea Bridge.

Pre-app 8 & Workshop - Dec 2023

GF+38 Storey

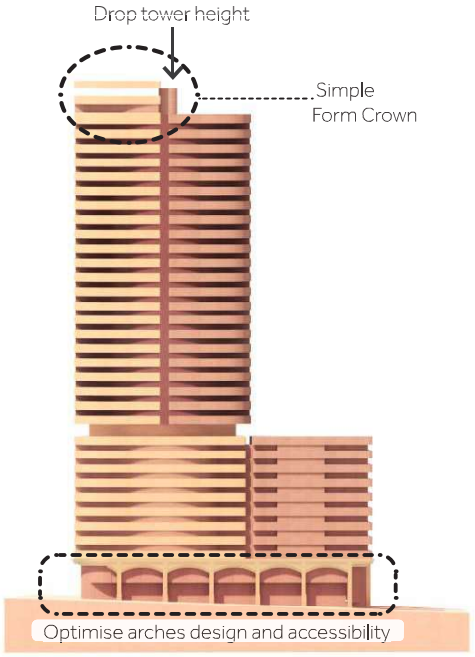


Following the feedback received at the pre-application meeting, the plinth element was amended to relate to the surrounding mid-rise key buildings in the area - the RCA Battersea South Campus and Albion Riverside.

The design has evolved to respond to the longer distance perception of the tower. Building height has increased and the top has been articulated and split to further refine the massing and expression of the architectural proposals.

Planning Submission - March 2024

GF+33



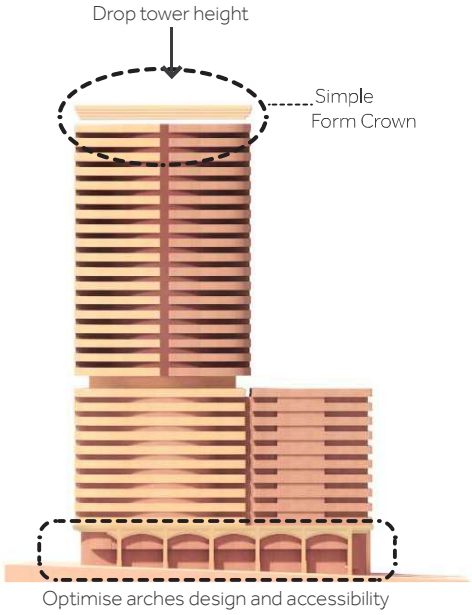
Following feedback received and further townscape analysis, the tower heigh has decreased of 5 levels to reduce the visibility from the surrounding context.

Crown studies have been discussed with LBW officers, resulting in a simple form design.

The architectural design & materiality of the arches has evolved to optimise entrances and accessibility.

Current Proposal - Oct 2024

GF+28



Following feedback received from key stakeholders, including the GLA and Historic England, during the public consultation process and further townscape analysis, the tower heigh has decreased of 5 levels to reduce the visibility from the surrounding context.

Crown studies have been discussed with LBW officers, resulting in a simple form design.

The architectural design & materiality of the arches has evolved to optimise entrances and accessibility.

Relationship between the Proposal & Battersea Bridge

The Bridge & the Tower - Proportions, slenderness and forms

As Marker for Battersea Bridge, the **design of the building** and its **proportions** have evolved i**n relation to the bridge itself** and the surrounding context.

The height of the building relates to Battersea Bridge. The tower height approximately relates to half of the length of the bridge, where the boundary between the London Borough of Wandsworth and the Royal Borough of Kensington & Chelsea lies.

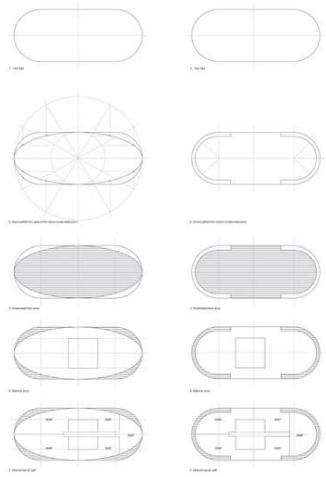
The **footprint of the building is also directly related to the bridge**. The length of the tower footprint equals the length of the biggest arch within the southern portion of the River within Wandsworth.

The slenderness and form of the tower have evolved in relation to the context. **Recent surrounding buildings feature soft edges, split building tops and reflective materiality** - as visible in the picture of the physical model below.

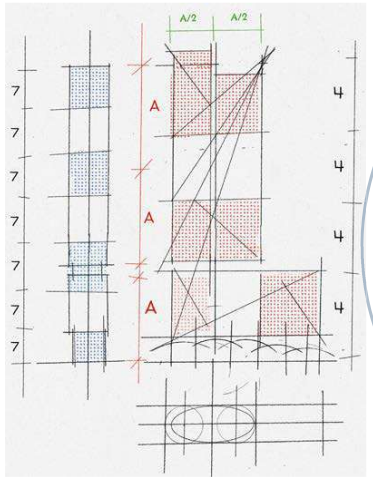
The architectural design and considerations are further described in section 10 of this document.

Physical Site Model

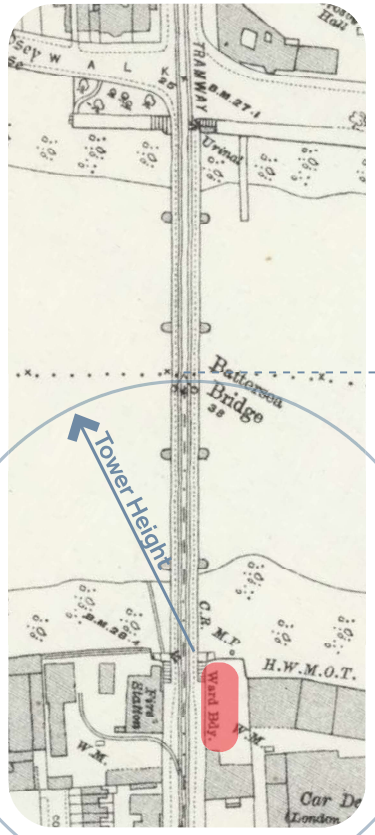
The Bridge Today



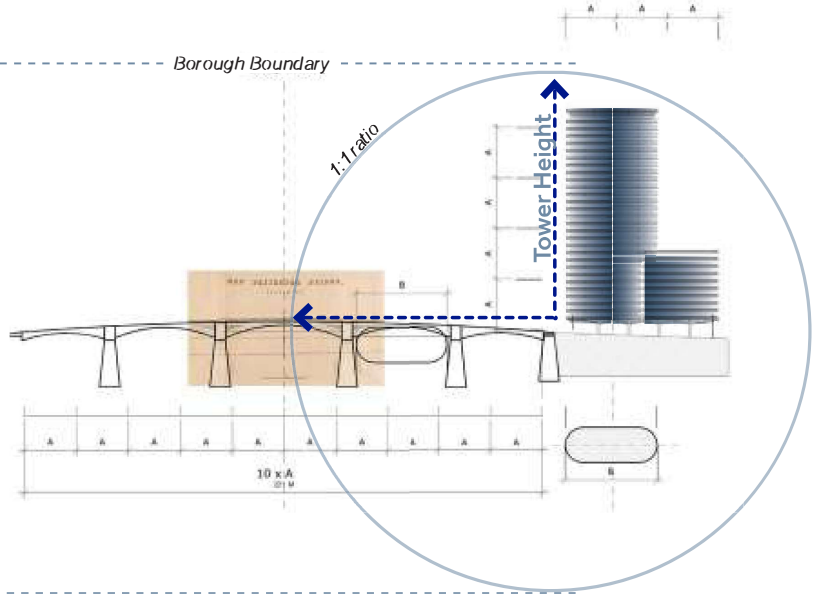
Tower footprint studies



Proportion Study Sketches



Map of Battersea Bridge



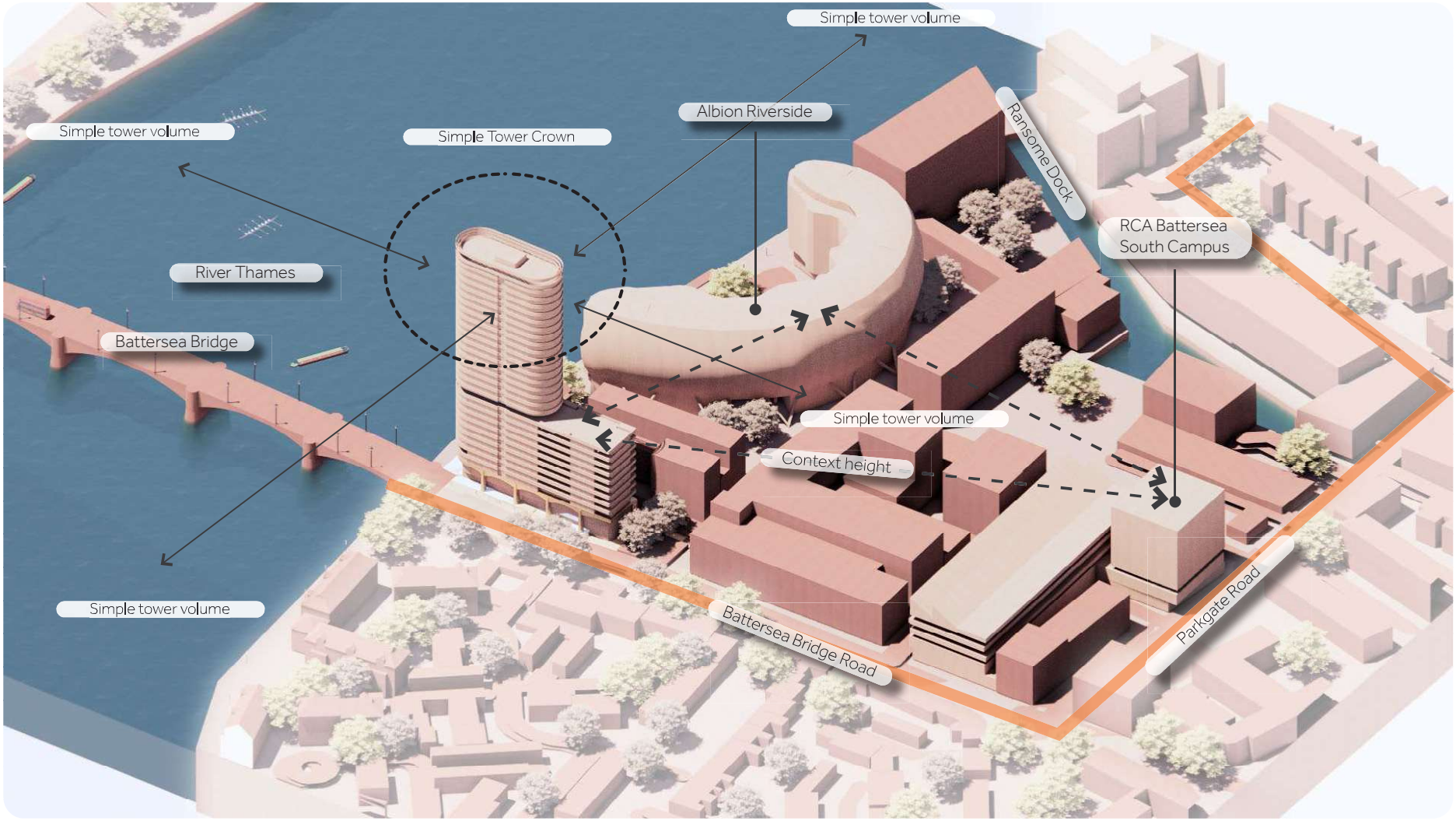
Proportion of the Tower in relation to the Bridge

A Marker for Battersea Bridge

Massing & Height

Working together with officers at LBW, the massing and height of the proposal has evolved has follows:

- A lower block building that relates to the height of the surrounding mid-rise context of the Albion Riverside and RCA - GF+10 storeys.
- A taller element located on the riverside, marking the location of Battersea Bridge of GF+28 storeys. The proposal completes the urban fabric and morphology of Ransom Dock to create a complete and memorable urban quarter.



Simple volume to fit townscape in long distance views

Mid-rise context height

A Marker for Battersea Bridge

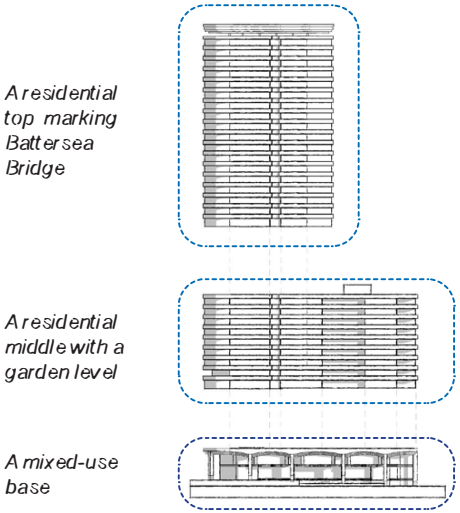
Sketches of the proposed building from a variety of locations surrounding the Site

The proposal for One Battersea Bridge is for a building marking the entrance into the London borough of Wandsworth from Battersea Bridge.

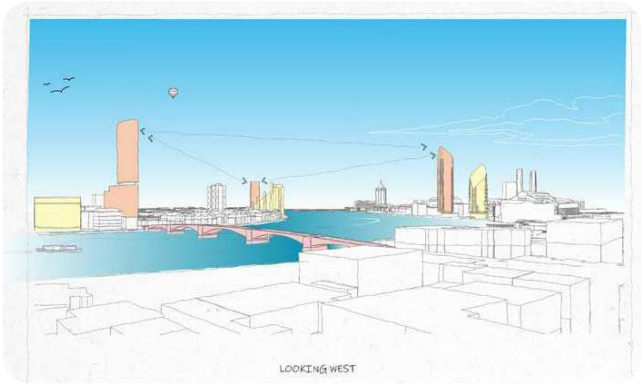
In line with the borough aspirations for the Wandsworth Riverside area and the Ransome's Dock Focal Point, **the proposal optimises Site's capacity with a mixed use building enhancing public connectivity and providing an a vibrant and active ground floor**.

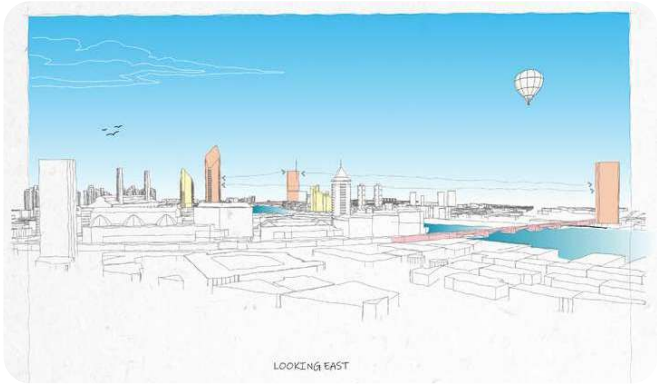
The proposed building uses, height and proportions have developed in relation to the surrounding context and can be split into three main portions:

- **The Base** - up to level 01 - collects the **mixed use component** of the building. In addition to the residential entrances and ancillary uses, it will host a restaurant, community space available to local charity and affordable workspace. The ground floor public realm and landscape design will **link to the surrounding context enhancing Site's connectivity & permeability**.
- **The Middle** - from level 02 to level 11 - provides **residential and a garden level** with play-space and amenity spaces. This mid-rise element **links to the height of the surrounding context** of the RCA and Albion Riverside.
- **The Top** - from level 12 to 28 - provides **residential use**. The taller element will act as a **Metropolitan Marker** for the area.



Sketch of the Site from the North Bank of the River Thames





Illustrative Sketches

7

The Base of the Building

Design Objectives

Creating an **active and accessible ground floo**r has been the key objective of the design team.

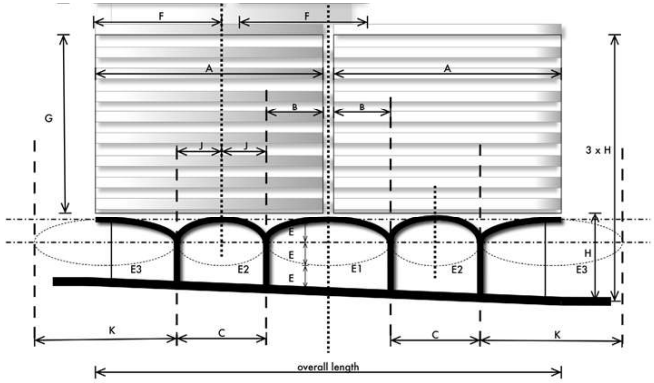
Working with the existing context and levels on Site, the building base will provide access to the residential lobbies and to their ancillary uses, and to the mixed use component of the building.

Working with the change of levels, the proposal is for a base that:

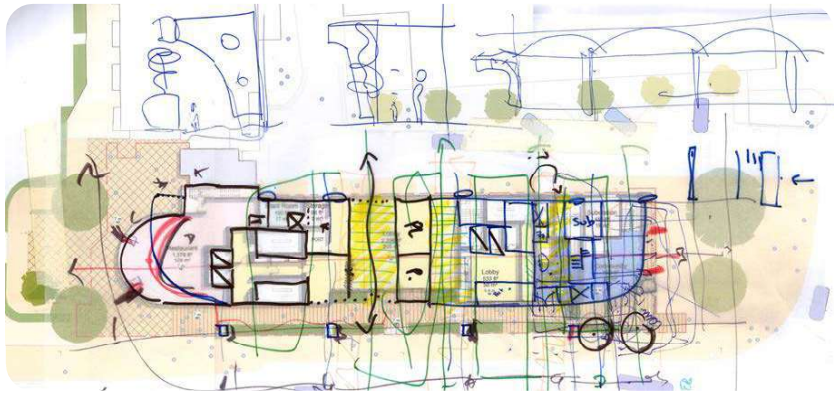
- **Activates the ground floor** with new active use on three out of four elevations.
- Provides highly sustainable **affordable workspace** with River Views located at level 01.
- **Animates the frontage along Battersea Bridge Road, the Thames Path and Hester Road,** with entrances to restaurant, residential, office and community space.
- Involves local stakeholders such as the **RCA to contribute to public realm design**.
- Provides a **clear access and service strategy** that does not overlap with the main entrances.
- **Optimises pedestrian connectivity** end ensures compliant routes throughout.
- Redefines the public realm along the River Thames **to create a 'new place'**.
- Brings new uses to the Site, with a new Restaurant with River Views.

Collection of design development sketches for the base

View of the Site from Battersea Bridge Road

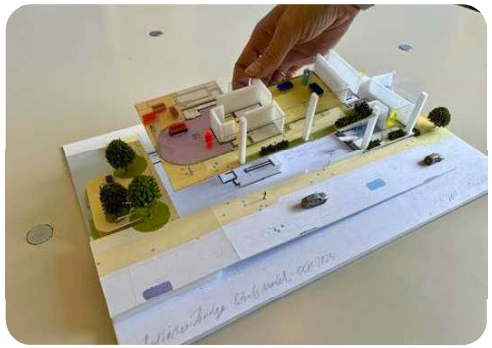


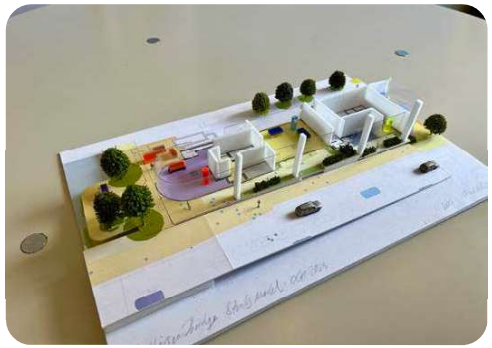
Study of level changes and arches proportions



Sketch of the ground floor entrances and visual permeability

Diagram of ground floor activation at different levels





Physical working model of the base of the building showing the uses at different levels

Working with Site Levels

Battersea Bridge Road slopes down from Battersea Bridge (+7m AOD) towards Hester Road (approx. 4.m AOD).

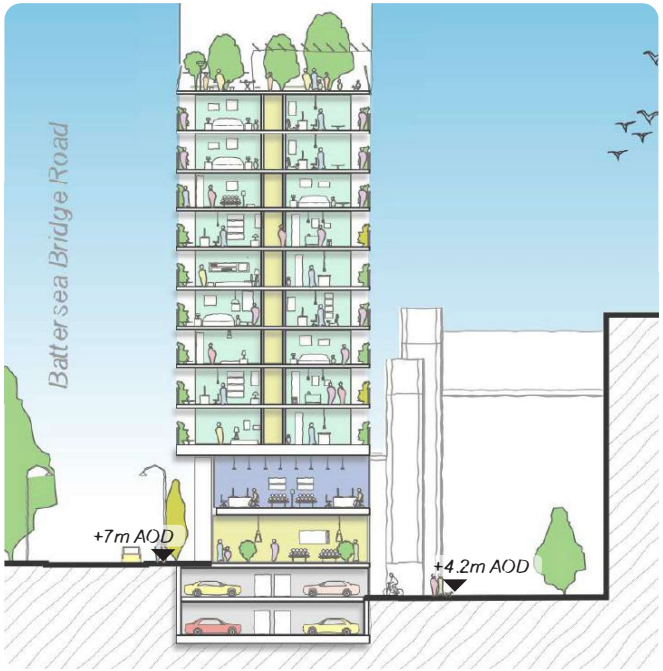
Working with the steady slope of Battersea Bridge Road, the design team has worked on developing an access strategy that will optimise active frontage and accessibility along Battersea Bridge Road.

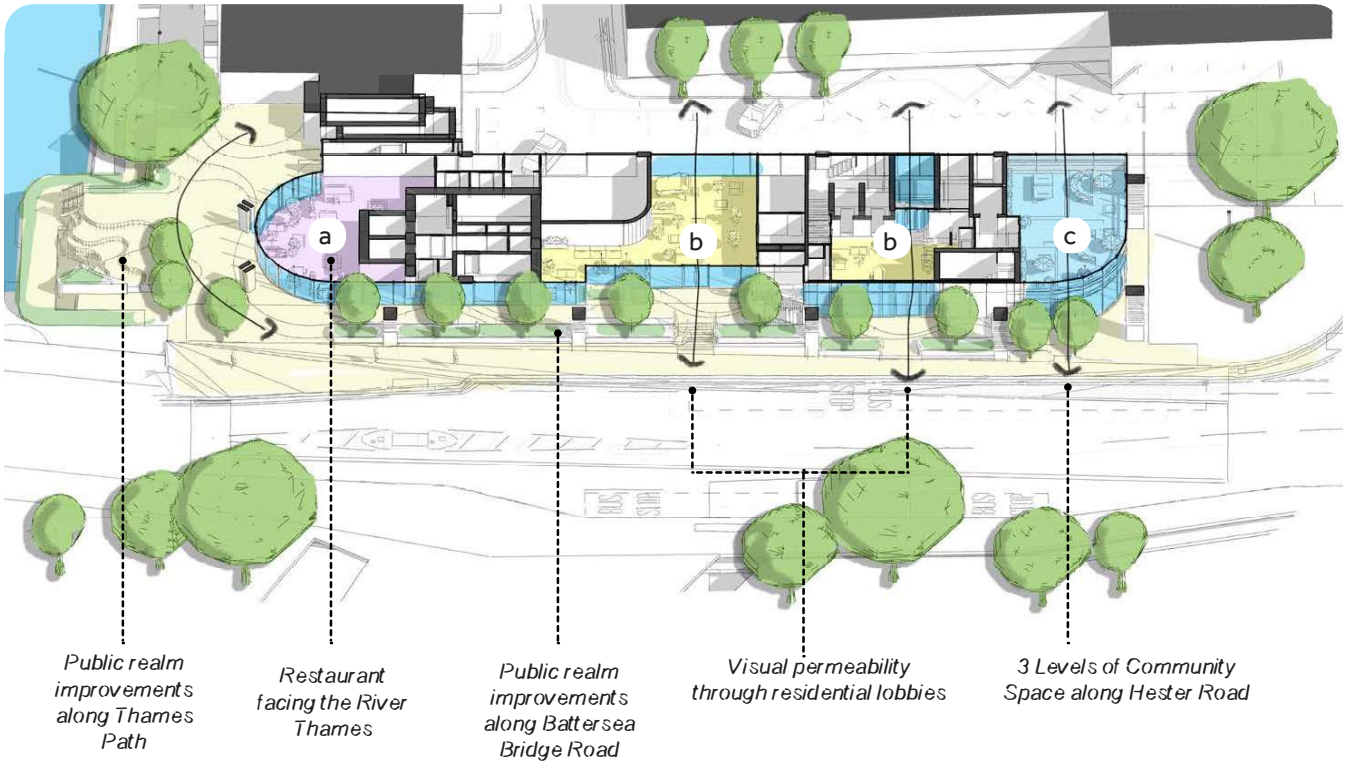
The proposal is for a series of entrances along the Battersea Bridge Road frontage that work with the Site levels and provide accessible links to the various uses of the building as follows:

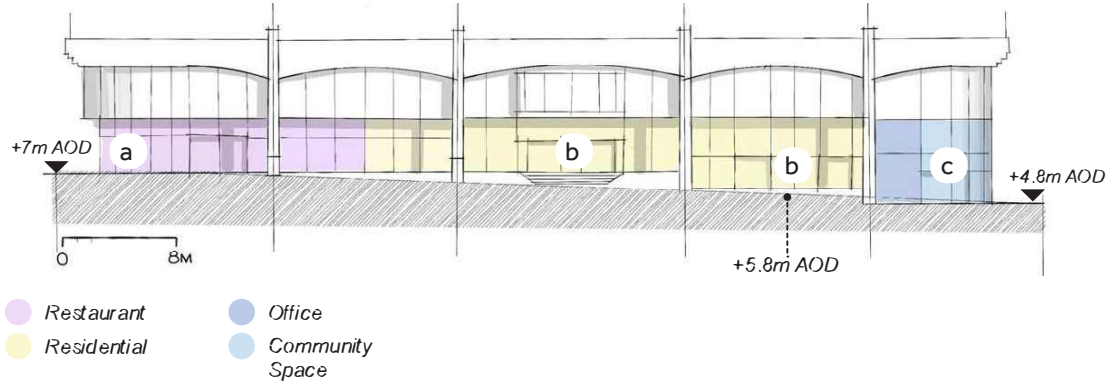
a Along the River Thames at +7m AOD is the Restaurant and public realm improvements, to extend and create a point of interest along the Thames Path.

b Along Battersea Bridge Road at level +7m AOD is the entrance to a residential lobby, and further down the slope a level access is created at +5.8m AOD to a second residential lobby.

c At the junction with Hester Road, at 4.8m AOD, is the entrance to the community / charity space and the office lobby.







The Proposal

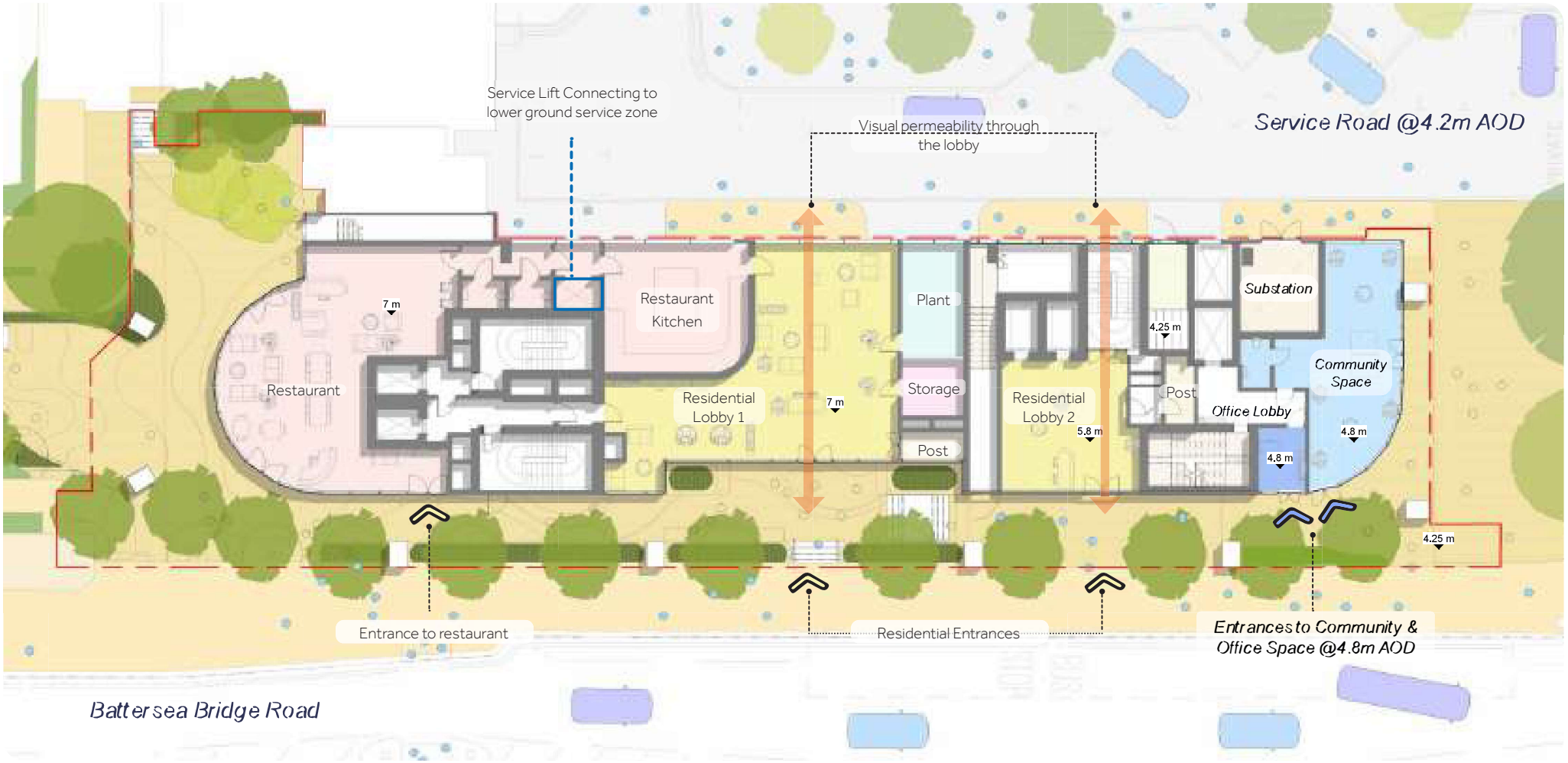
Lower Ground Floor - 4.2m - 4.8m AOD

Entrance to Office use & Community Space @ +4.8m AOD. Entrances to residential ancillary uses from the existing service road @ +4.2m AOD

Lower Ground Level

Residential & Restaurant Entrance @ 5.8m - 7m AOD

Site-wide entrance level



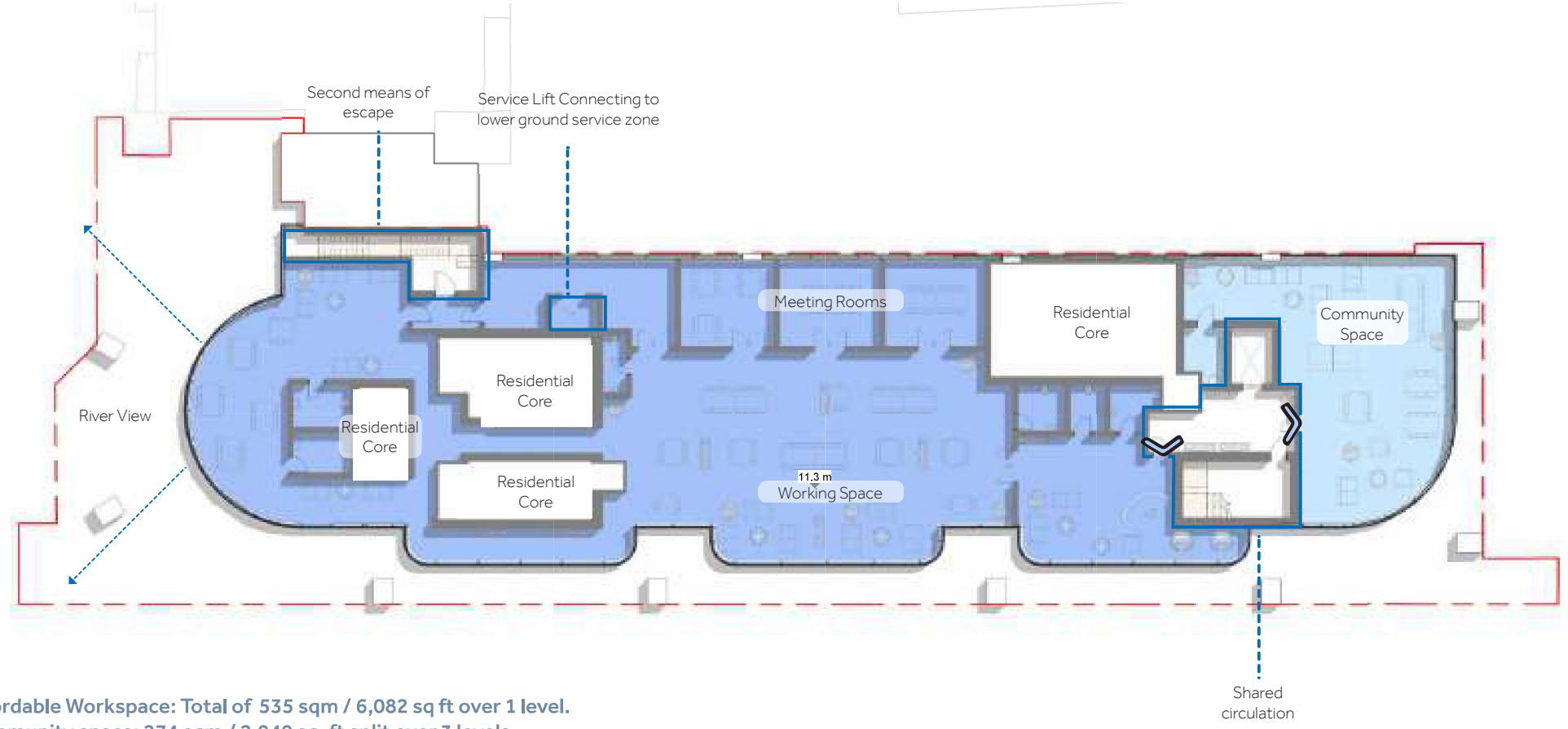
Note: Please refer to the landscape section for further details on the landscape strategy for this level.

0 5 m N

Office Space - Level 01

A Space for the Community or Charity

Level 01

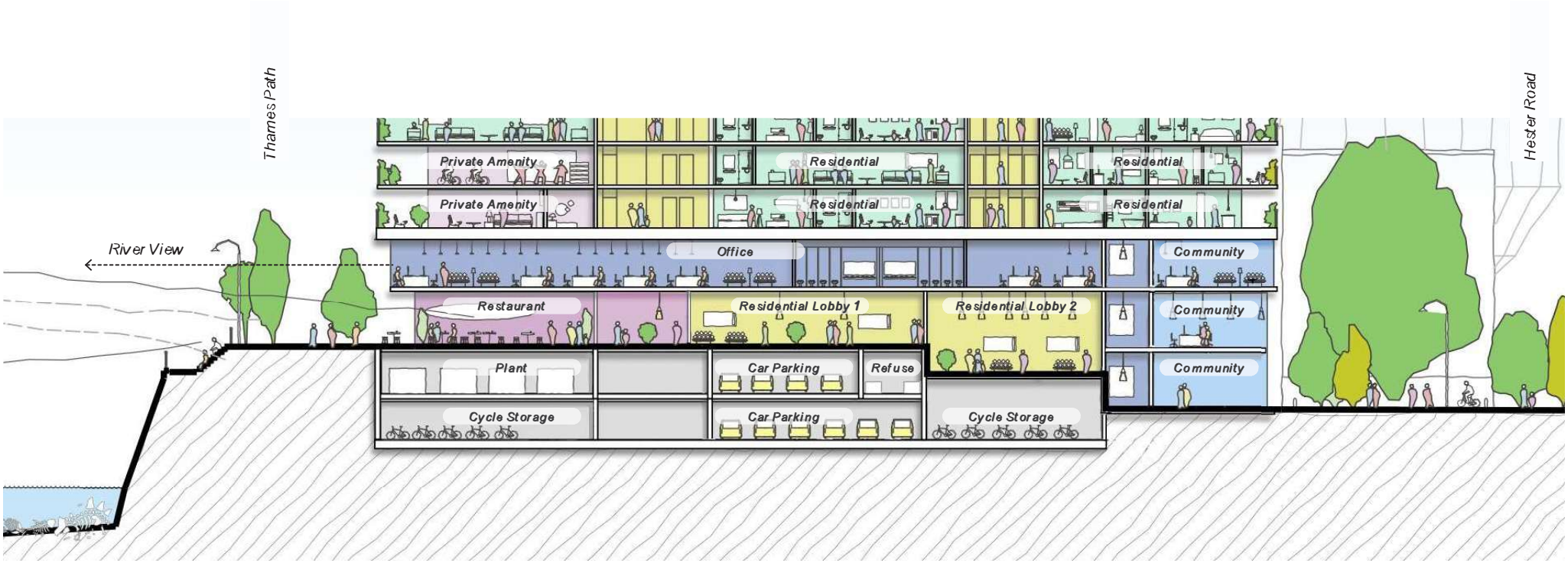


Affordable Workspace: Total of 535 sqm / 6,082 sq ft over 1 level.
Community space: 274 sqm / 2,949 sq. ft split over 3 levels

0 5 m N

Activating Battersea Bridge Road

Mixed Use Base



Restaurant

189 sqm / 2,034 sq ft of Restaurant area along the Thames Path

Affordable Workspace

535 sqm / 6,082 sq ft of Affordable Workspace area with River Views located at level 01

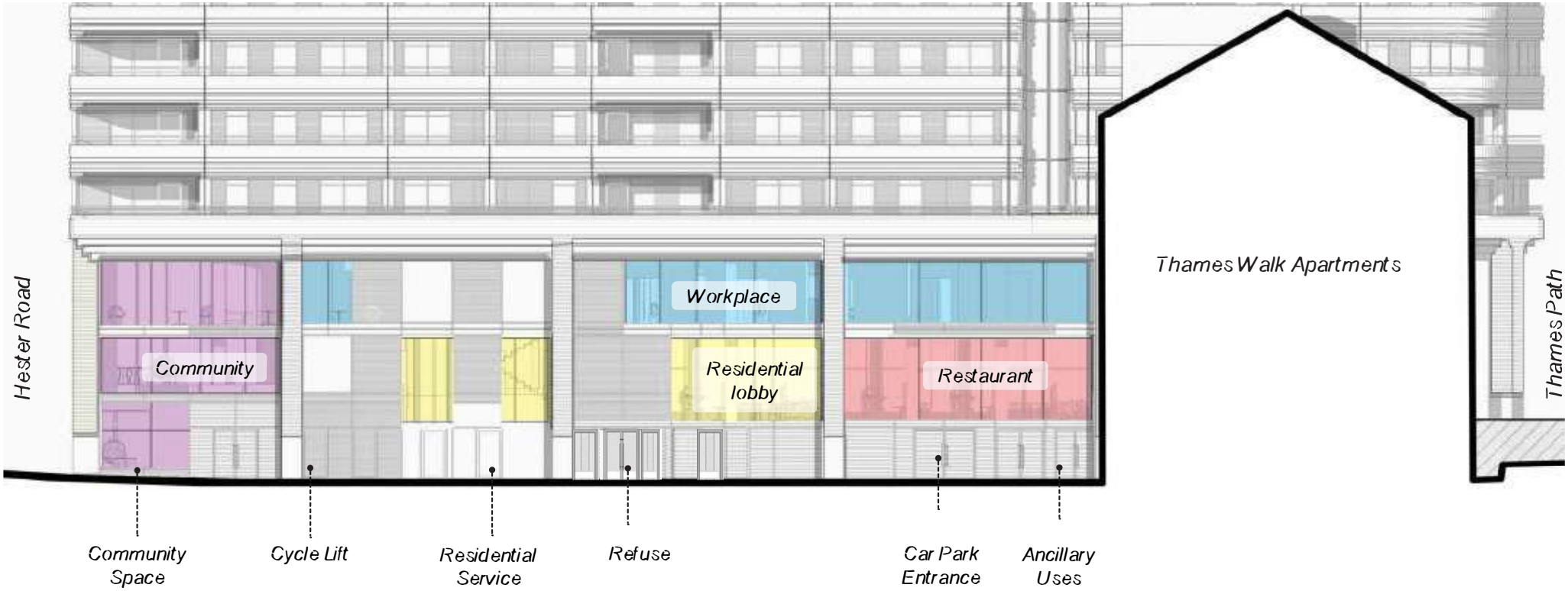
Community & Charity Space

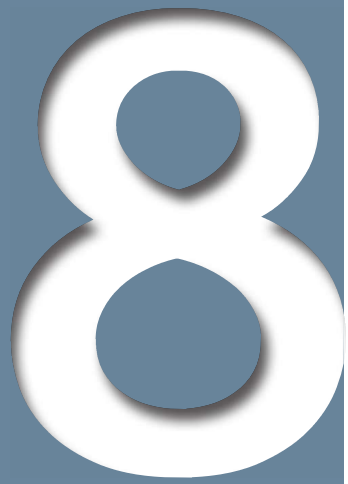
274 sqm / 2,949 sq ft split over 3 levels of Community space area available to local charity

East Elevation

The private access road between the proposal and the Peabody Housing, and leading to Thames Walk Apartments acts as a servicing zone for both developments, and is proposed to fulfil the same role for One Battersea Bridge.

The design will provide passive surveillance through entrances and glazing to the workplace, community, residential, and restaurant within the podium.





Quality of Residential

High Quality Homes

Provision of much-needed, high-quality homes towards Wandsworth's housing stock

In order to deliver exemplar homes with a focus on health & well-being, a number of key design principles have been adopted to deliver a high-quality residential experience.

The below principles have been adopted and adhered to throughout the design process to drive quality spaces both private and shared.

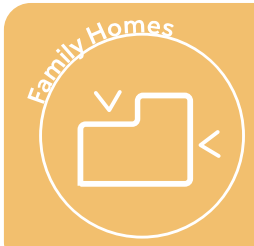
110 New Homes

Towards Wandsworth's housing stock in a range of unit sizes.

50% Affordable Housing

100% Social Rent

Exceeding LBW planning policy requirements.



54 Family Units

Within the Affordable tenure with dual and enhanced aspect

10% M4(3) Units

Providing a variety of M4(3) Unit types carefully designed with LBW Occupational Therapist

Private Amenity Space

Large balconies exceeding the London Plan Recommendations and meeting the new LBW Local plan: 10 sqm for 1B & 2B
15 sqm for 3B and 4B

Maximised Daylight

Carefully designed layouts that optimise internal daylight & minimise noise for each residential unit.

Communal Amenity Space

Communal amenity facilities for residents providing purpose-built play space & leisure facilities to accommodate needs and promote health and well-being.

Dual Aspect & River Views

Providing 74% of dual aspect units, and optimising river views for each residential unit.

Typical Residential Plan

Level 05

The proposal has been designed in accordance to the Housing Design Standard, London Plan and Wandsworth Local Plan.

Providing high quality homes has been the key objective of the proposed design.

Each tenure has access from its own core, provided with 2 lifts and 2 stairs.

The unit distribution optimises dual aspect unit provision, particularly for bigger family units flats. Each residential unit will have its own private amenity space compliant with the Adopted Local Plan (10sqm for 1B & 2B, 15 sqm for 3B & 4B).

All the balconies meet the adopted local plan standards (LP27 Housing Standards - Wandsworth Local Plan - 2023)

0 4 m N

Amenity Level

Level 11

Level 11 hosts a combination of communal outdoor and indoor amenity dedicated to the affordable tenure.

The outdoor area, facing south, will be an elevated garden with an exciting play-space strategy.

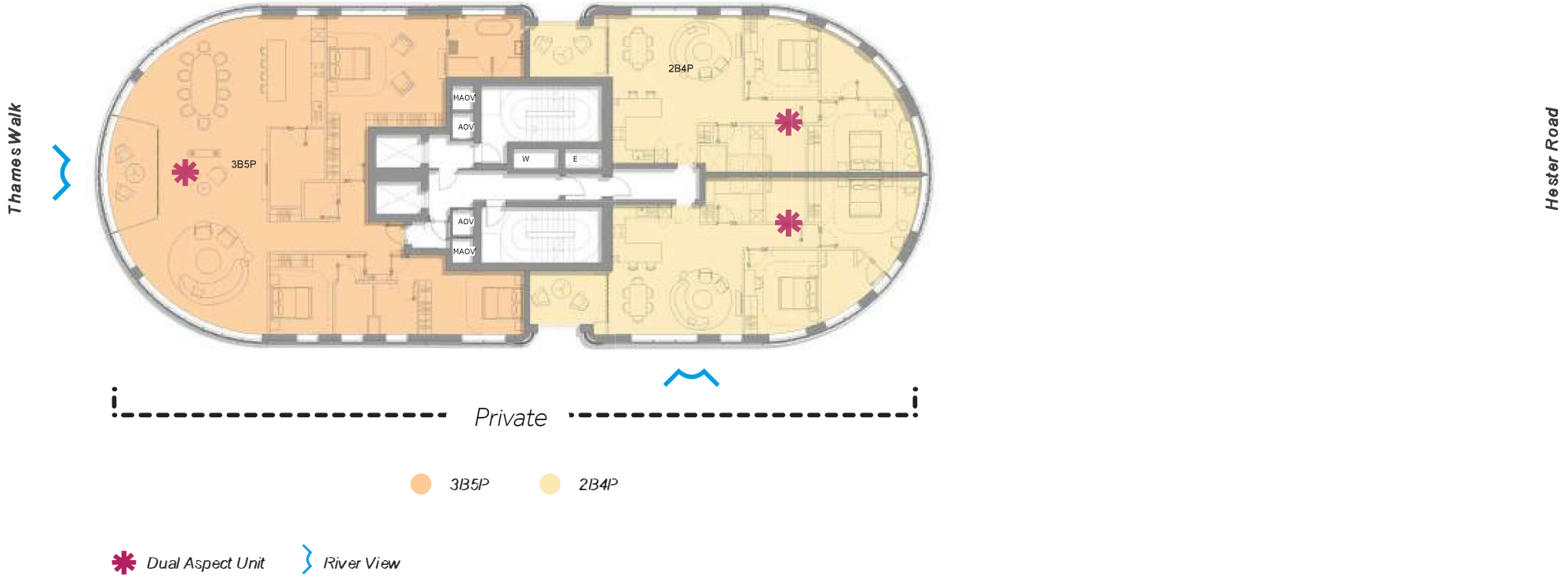
Please refer to the landscape section for further details on the landscape strategy for this level.

All the balconies meet the adopted local plan standards (LP27 Housing Standards - Wandsworth Local Plan - 2023)

0 4 m N

Typical Tower Residential Plan

Level 18



All the balconies meet the adopted local plan standards (LP27 Housing Standards - Wandsworth Local Plan - 2023)

0 4 m N

Typical Affordable Residential Units

The residential offer is made up of a variety of unit types and sizes meeting the London Housing Design Guide minimum space standards and providing high quality homes.

Functional well thought out, sleeping and bathroom spaces have been typically arranged around an open plan living room/kitchen, with large windows letting light in and providing views out.

In order to optimise the internal daylight & sunlight performance of the residential layout, living rooms have been placed along the facade edge where possible, with bedrooms set back from the main facade, behind the recessed balcony.

Results of the 'Internal Daylight Sunlight' analysis, have shown that the scheme performs excellently in terms of daylight overall (please refer to GIA report for further details).

Minimum storage requirements are met, and utility cupboards are self-contained with space for a washing machine.

All units have private amenity space as a balcony or winter garden area compliant with the Adopted Local Plan (10sqm for 1B & 2B, 15 sqm for 3B & 4B).

All units will have sprinklers and materials selected will be of high quality and long lasting, with light finishes creating a contemporary feel.

Typical Residential Units

For details of daylight and sunlight please refer to "Internal Daylight, Sunlight and Overshadowing report"

Proposed Residential Numbers

Unit Mix - Key Numbers

Proposed Tenure Split			
Tenure	**no. Units**	**Hab rooms count**	**%**
Private	56	188	50.0%
Affordable	54	188	50.0%
Totals	**110**	**376**	**100%**

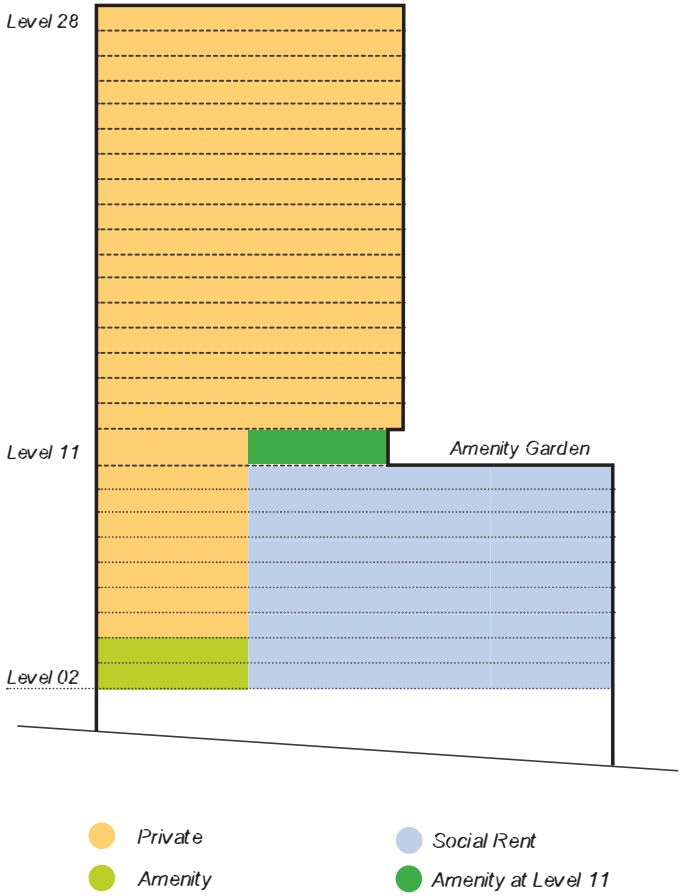
Proposed Affordable Tenure Split			
Tenure	**no. Units**	**Hab rooms count**	**%**
Social Rent	54	118	100%
Totals	**54**	**188**	**100%**

Unit Mix - Private		
Unit Type	**no. Units**	**%**
1B1P	4	7%
2B4P	26	46%
3B5P	24	43%
4B6P	2	4%
Totals	**56**	**100%**

Unit Mix - Social Rent		
Unit Type	**no. Units**	**%**
1B2P	9	17%
2B3P	15	33%
2B4P	3	
3B4P	9	35%
3B5P	10	
4B5P	8	15%
Totals	**54**	**100%**

Dual Aspect Units		
Aspect	**no. Units**	**%**
Dual Aspect*	81	74%
Single Aspect	29	26%

Illustrative Section showing Tenure Split



Note:

*Duals Aspect units have been calculated in accordance to the latest London Plan Housing Guidance, June2023.

**The proposal is for 0% north facing single aspect units.

***Private amenity provision compliant with the Adopted Local Plan (10sqm for 1B & 2B, 15 sqm for 3B & 4B)

Illustrative Section

Visual

View from the communal amenity space at level 10 looking West

9

Landscape & Public Realm

Existing Context

NTS

Open Space Assessment

The Missing Piece

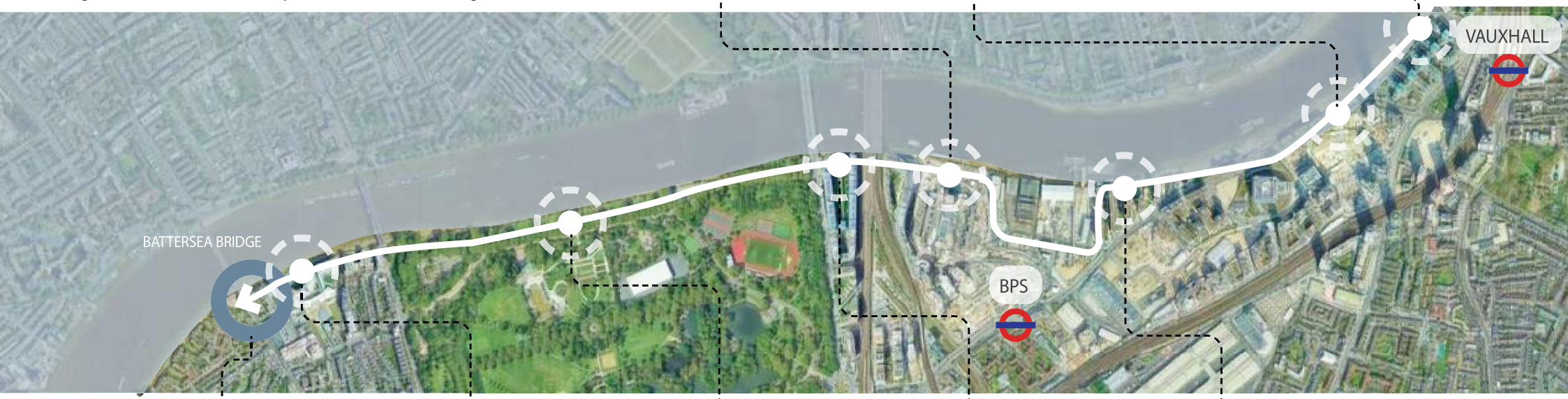
The site sits within a network of existing and emerging public realm enhancements adjacent to the Thames Walk. The public realm offers seating opportunities, retail, play spaces and compliant access from bridges.

The proposed site plays an important role in completing this public realm walk and riverside experience, including the proposed off-site public realm enhancements (to be carried out pursuant to Section 278 of the Highways Agreement) and to be secured by condition and/or S106 obligation.

Battersea Power Station

Riverside Gardens

St. George Wharf



One Battersea Bridge

Albion Riverside

Battersea Park

Thames Path - Ph2

Riverlight Quay

Existing Context

Site wide aerial

The Site in Context

The Surrounding Area

The diagram in this page illustrates how the development will sit at the heart of an existing network of green spaces and possible green connections/corridors. In addition, these green spaces and routes bring numerous advantages, increasing and protecting biodiversity and supporting local wildlife.

The proposed design will form part of this green infrastructure, providing an opportunity to boost biodiversity and improve pedestrian and cyclist circulation.

	Open Space	Attributes
1	Battersea Park	
2	Battersea Park Football and Basketball Court	
3	Fred Wells Gardens	
4	Lathmere Recreation Ground	
5	Royal Hospital Chelsea Grounds	
6	Cremore Gardens	
7	Palston Square	

Facilities / attributes key

- Playing fields / Significant open grass area
- Sport facilities (e.g. Tennis Court / MUGA)
- Community facility e.g. community pavilion
- Cafe / restaurant
- Formal play area
- Other play offering
- Skateboarding / wheels play area
- Walking Trails
- Open water / lake
- Gardens
- Fitness equipment
- Historic features

Thames Path Main pedestrian routes

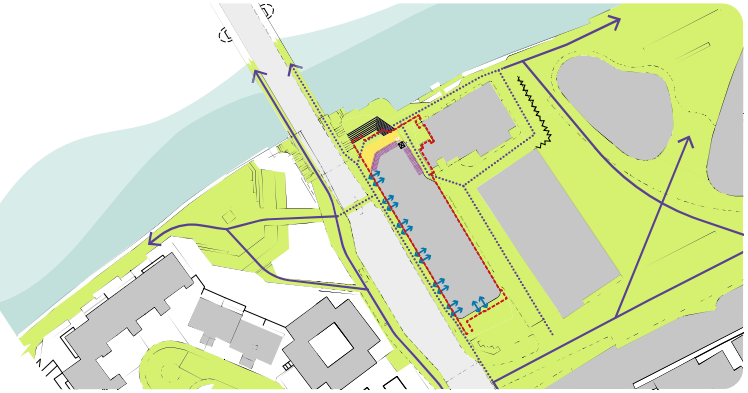
Existing Context

Site Ownership

The Applicant's Site extends into and adjoins an area designated as an adopted highway', which is under the management of LBW (London Borough of Wandsworth).

Design Considerations

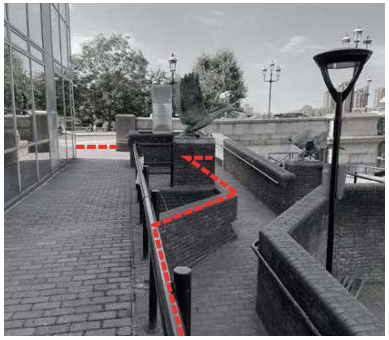
- Onsite and offsite public realm improvement works will enable Thames Path and frontage activation.
- Accessibility and pedestrian mobility will improve through careful consideration of routes, tying in with existing levels.
- Proposed surface materials to accentuate the site's character and render it a modern face-lift.
- Contemporary and sustainable materials will form part of the proposal's vision.
- Unobstructed and framed vies towards the River Thames will inform the public



Circulation diagram

- Site Boundary
- Pedestrian access
- Pedestrian route around site
- Solid barriers
- Potential activation zone
- Activated building edge
- Permeable building edge

Rendered plan view of existing site context

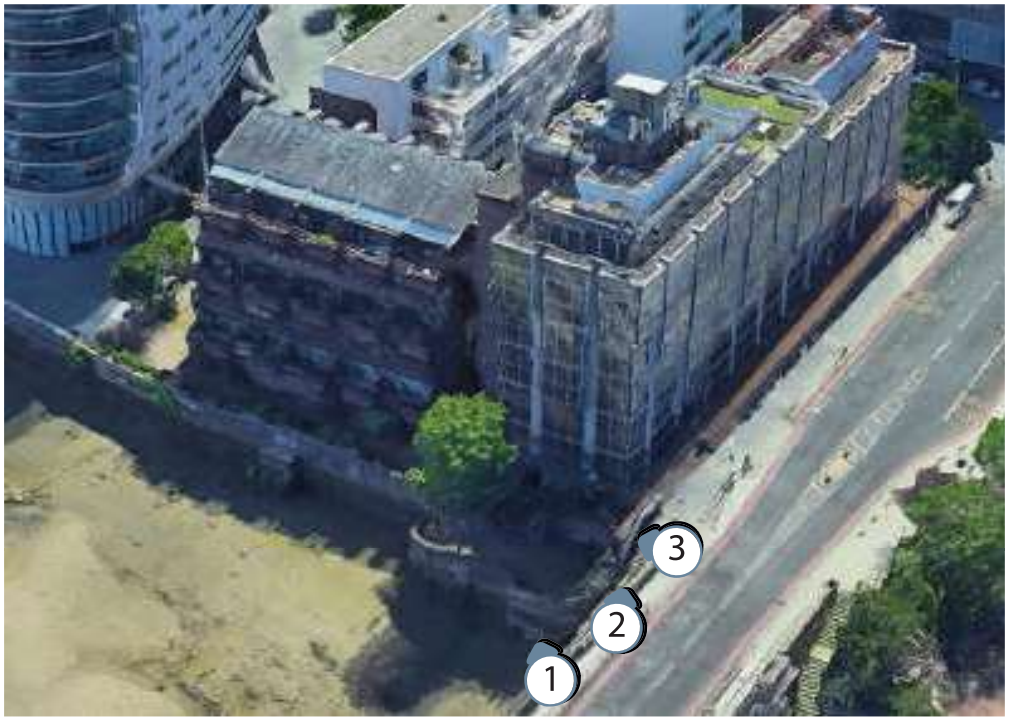


Existing Context

NTS

Site Photos

Thames Frontage

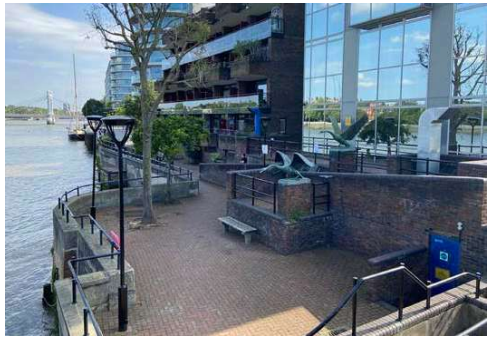


1. View to site from Battersea Bridge

2. View to site from Battersea Watermen's stairs

2. View to site from Battersea Watermen's stairs

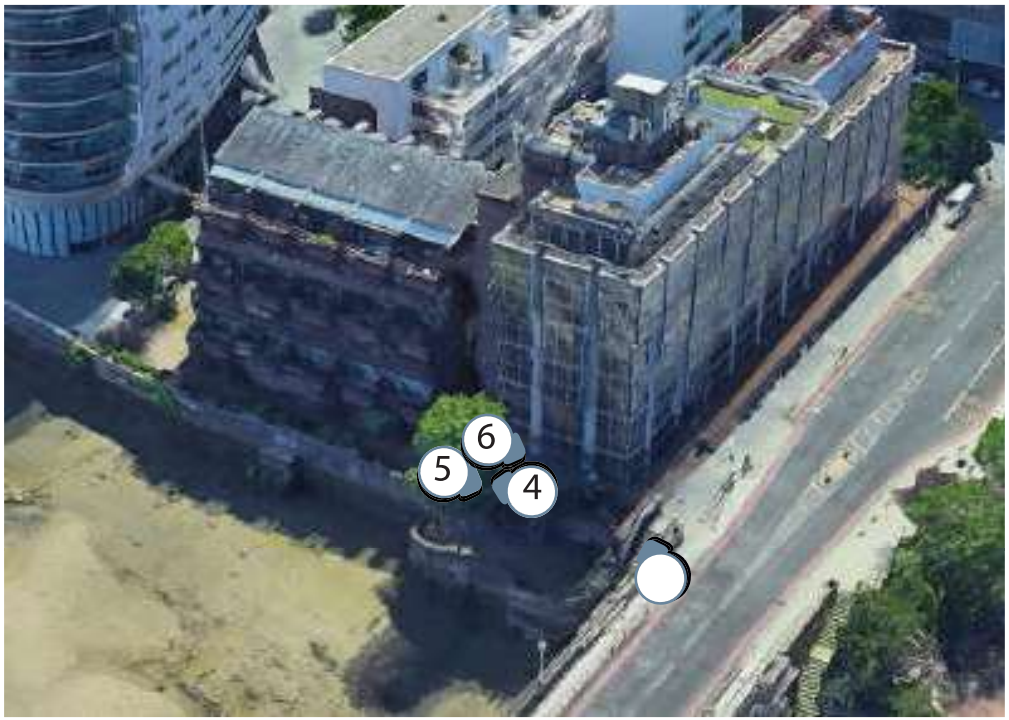
3. View to Thames Path from Battersea Bridge

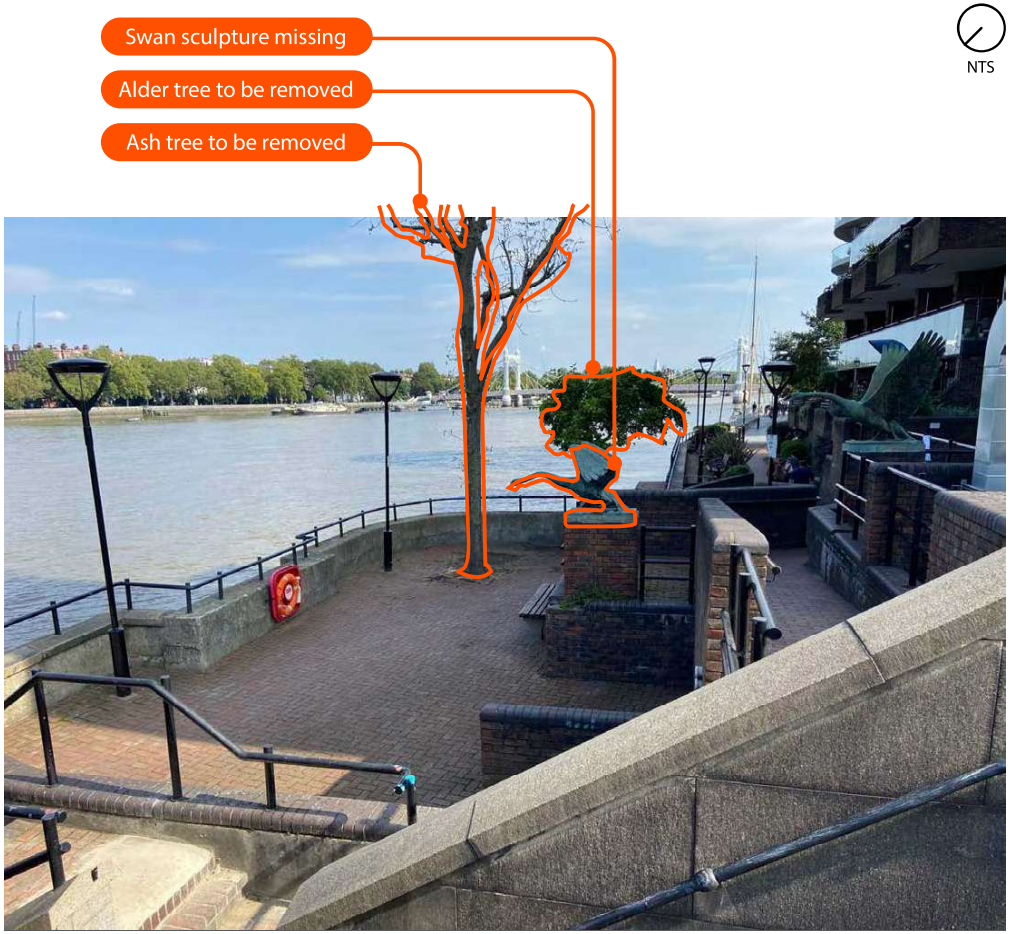


Existing Context

Site Photos

Thames Path





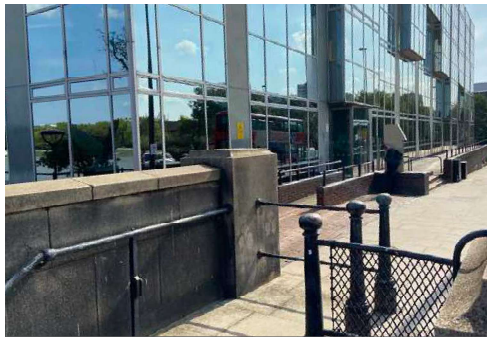
NTS

4. View to Thames Path from ramped access

5. View to site from Thames Path

6. View to Swans statues from top path

7. View to site from Battersea Bridge



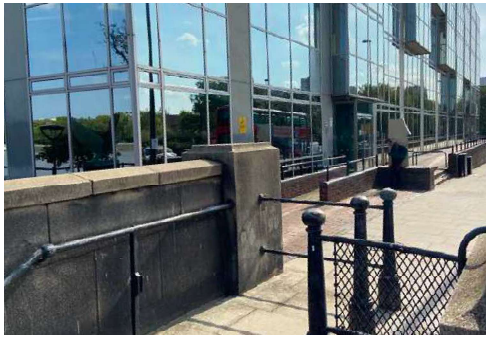
Existing Context

NTS

Site Photos

Battersea Bridge Road

7. View to site from Battersea Bridge



8. View to site Battersea Bridge Road

9. View to Hester Road from Battersea Brg. Rd.

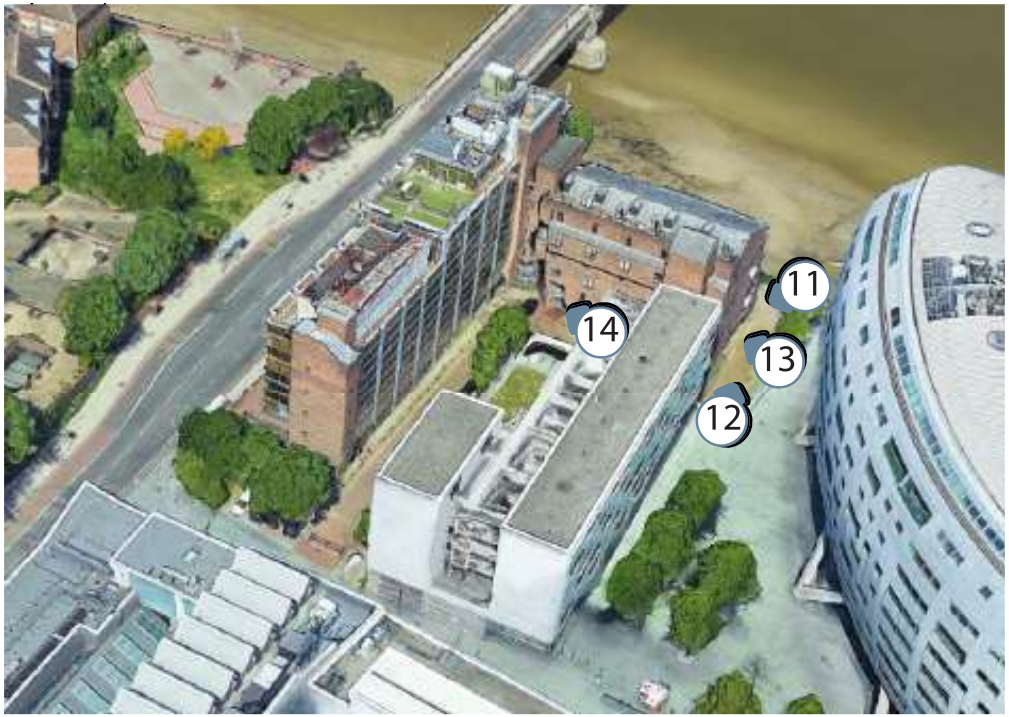
10. View from Hester Road to Battersea Brg. Rd.

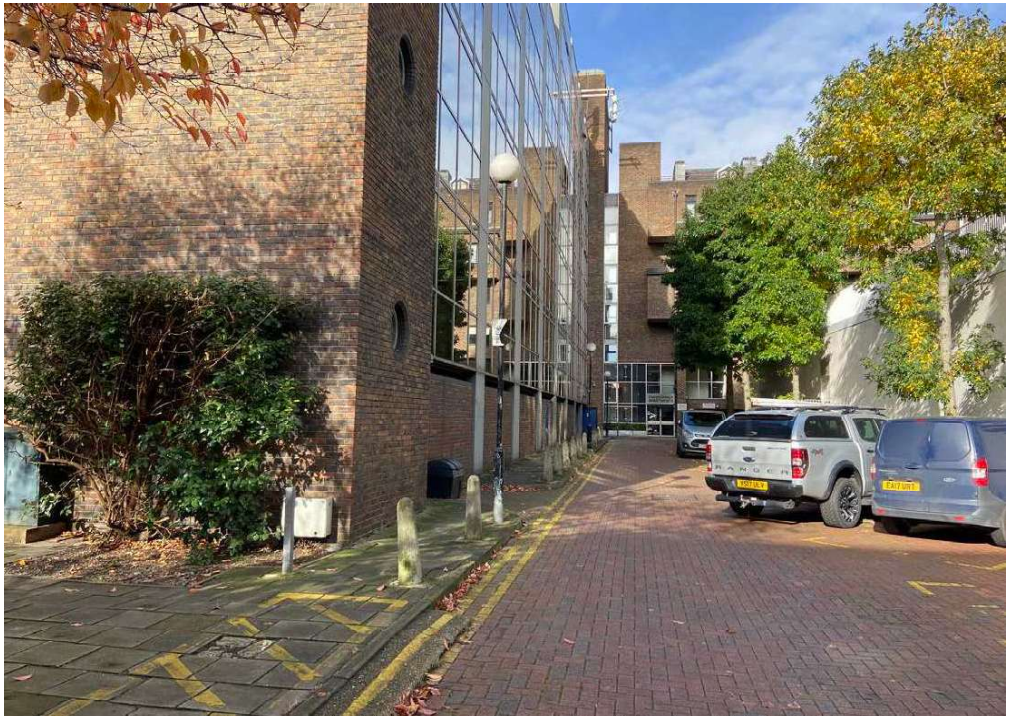
Existing Context

NTS

Site Photos

Hester Road





11. View to Hester Road (South)

12. View to River Thames from Hester Road

13. View to Hester Road (West)

14. View to Hester Road (West)

Landscape Analysis

Landscape Analysis

NTS

SWOT

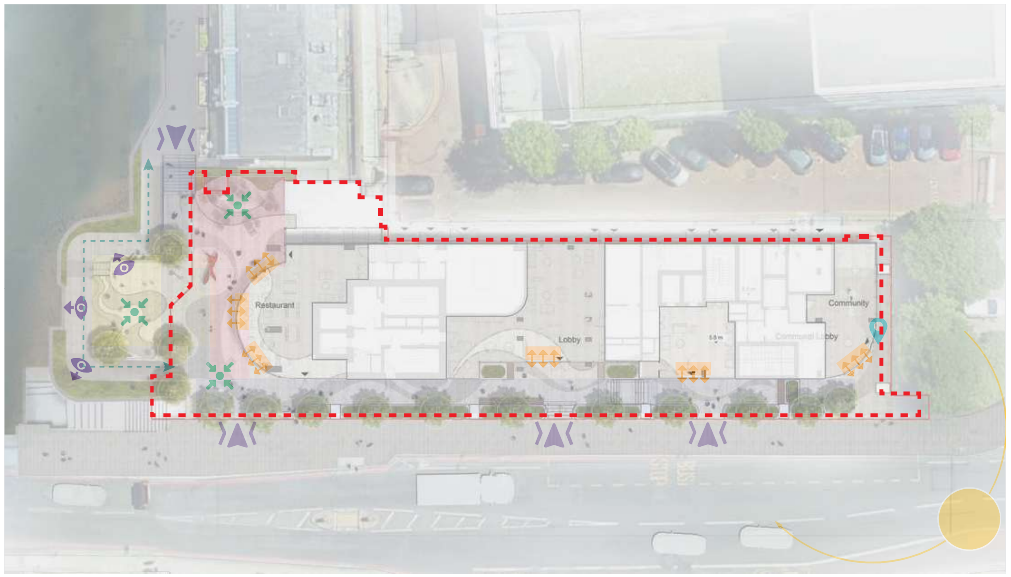
Observing and studying the immediate context

By identifying constraints such as topography, existing vegetation, as well as opportunities such as scenic views, existing green infrastructure, and cultural/social links, the study informs informed decision-making in landscape planning and design.

Through this process, the design can effectively navigate challenges and leverage opportunities to create sustainable and aesthetically pleasing public realm that enhances the quality of life for residents and visitors alike.

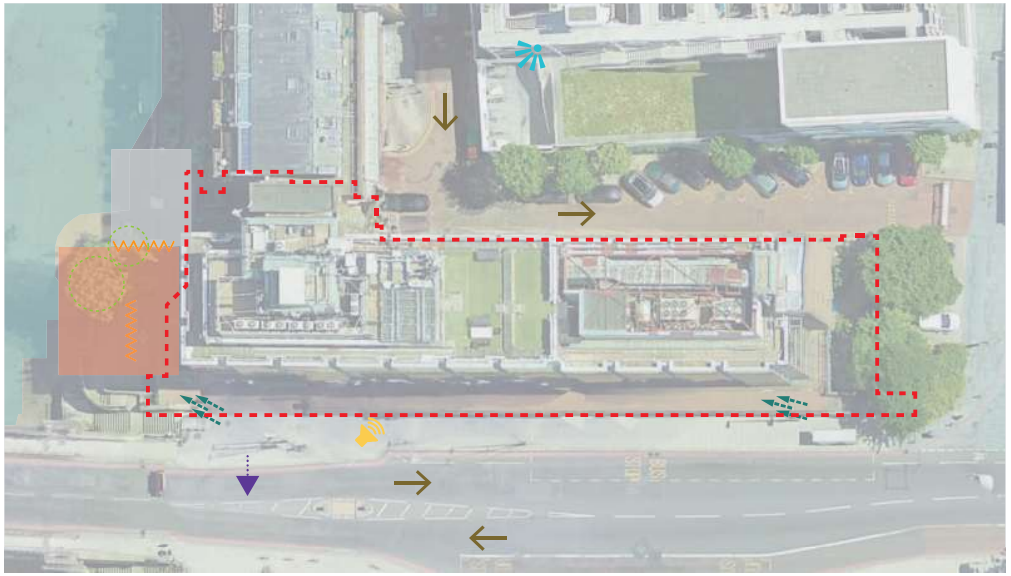
Site boundary
Sun path
Good sunlight levels
Views
Gateway node
Focal point
Active frontage
Pedestrian priority zone
Spill out space
Community destination
Pedestrian/Cycling route

LANDSCAPE OPPORTUNITIES



Site boundary
Prevailing wind
Low sunlight levels
Existing water body
Existing tree in poor condition
Significant level change / edge
Noise impact from road / railway
Unrestricted vehicle access
Pedestrian / biking conflict area
Pedestrians required to cross vehicle route
Overlooking from neighbouring properties

LANDSCAPE CONSTRAINTS



Landscape Analysis

Sunlight Studies

Outcomes

Daylight and sunlight analysis play a crucial role in creating well-designed and sustainable landscapes. They contribute to optimizing plant selection, improving energy efficiency, and enhancing the overall user experience in outdoor spaces.

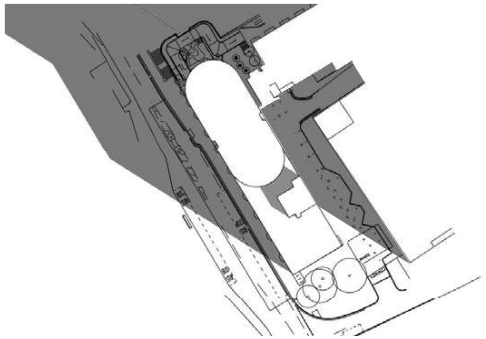
Design Considerations

- Sun and Shade Patterns: Understanding these patterns assists in determining suitable locations for specific plants.
- Micro climates: Certain areas may be warmer or cooler, receiving varying amounts of sunlight, and these differences influence plant selection.
- Plant selection: Takes into account seasonal changes. Different seasons present diverse plant interest and determine light requirements. The correct selection of plant species will help these thrive in the available light conditions, ensuring a healthy and vibrant scheme.
- Energy Efficiency: Strategically placing trees and big shrubs can provide shade, reducing the need for artificial cooling during the summer. This contributes to energy efficiency in both residential and commercial spaces.
- Aesthetics and User Experience: Sunlight analysis influences the visual composition of a landscape. Sunlight is utilized to highlight specific features, create shadows, or enhance the overall aesthetics of outdoor spaces. Positioning seating areas, recreational spaces, and pathways strategically, maximizes the use of natural light and creates pleasant environments.

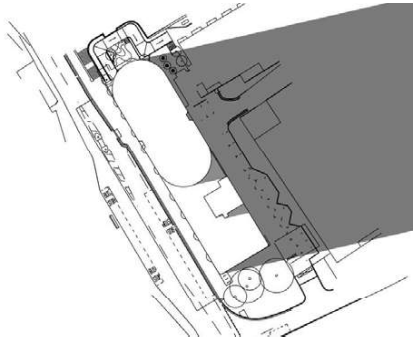
Low Sun Area

NTS

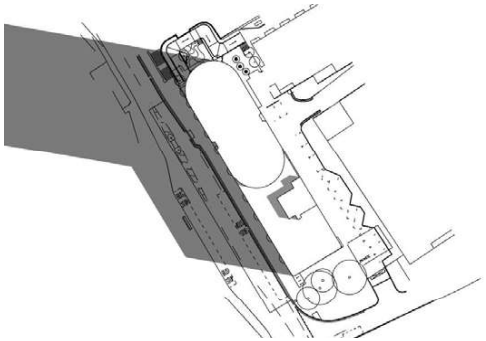
March 9AM



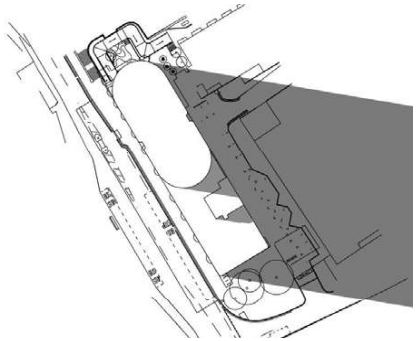
March 5PM



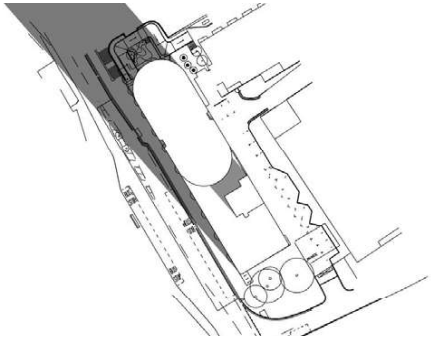
June 9AM



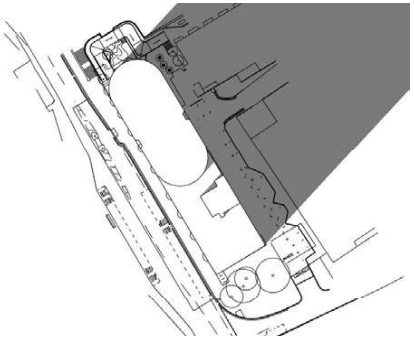
June 5PM



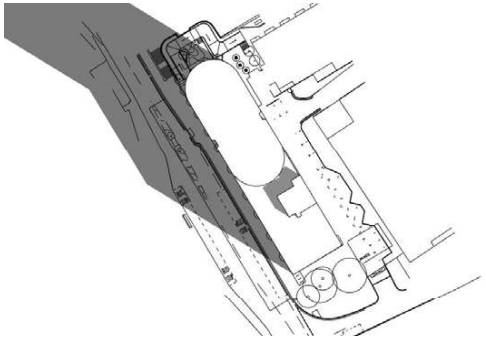
December 9AM



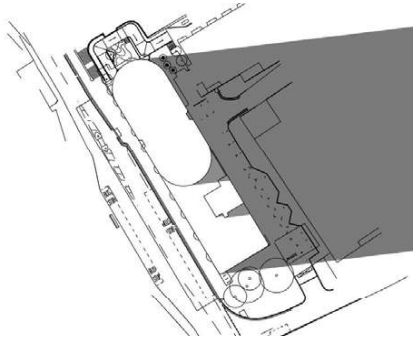
December 3PM



September 9AM



September 5PM



Landscape Vision & Approach

Landscape Vision & Approach

Combining Past, Present and Future

We have identified three key pillars to the landscape vision which celebrate both natural and cultural history and place the site in a forward looking context.

NATURE | RIVER | PEOPLE

Landscape Character Areas

Landscape Vision & Approach

CONCEPT AND PROCESS	REFERENCED FROM...	EXPRESSED THROUGH...

River Thames

Slow water body momentum

The natural influence taken from the River Thames gives way to a curvilinear design that expresses itself through different mediums.

Sediments

Riverside sediment

Water weathered pebbles, produce round and soft shaped elements which in turn reflect adaptability and durability in an ever changing urban context.

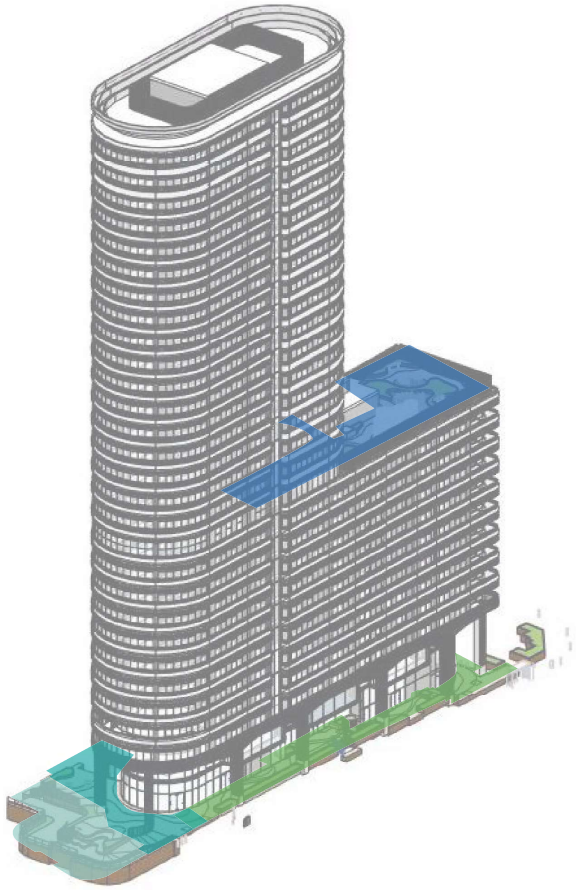
Industry

The Battersea Malt Mill

Historical context informs shape and volume of key play elements.

Landscape Character Areas

NTS



Character Areas

The site is divided into different landscape character areas as a mechanism to distinguish between differing programmes of each part of the site. The character areas present an opportunity to create spatial variety and define areas of activities and usage.

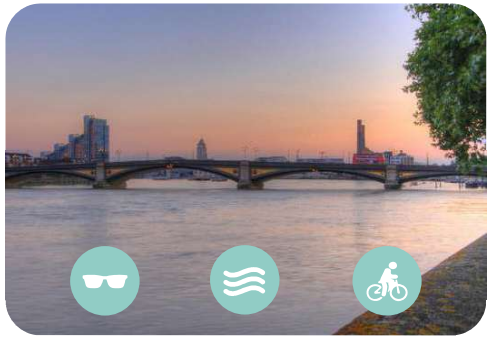
A structured palette of materials and planting is to be used across the different character areas to create visual unity and a cohesive landscape design.

Note: All of the street scape and landscape areas will be designed in accordance to the guidance from BS 8300-1 and 2:2018 (Design of an accessible and inclusive built environment - published by BSI Standards Limited), Inclusive Mobility (A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure - published by the Department of Transport), and Statutory Guidance of access to and use of buildings: Part M, where applicable.

Design considerations

- Thames Path: Accessibility and circulation improvements along the Thames Path that intrinsically link to improved pedestrian and cyclist experience. (Improvements are off-site abd to be secured by condition or S106 obligation)
- Thames Plaza: A generous outdoor space within the site, with open views, allowing retail and public realm to commune with the river.
- Battersea Bridge Road: Clean and uncluttered thoroughfare with a bespoke approach.
- Thames Garden: Exceptional roof terrace for resident's communal passive

Thames Path



Thames Plaza

Battersea Bridge Road

Thames Garden

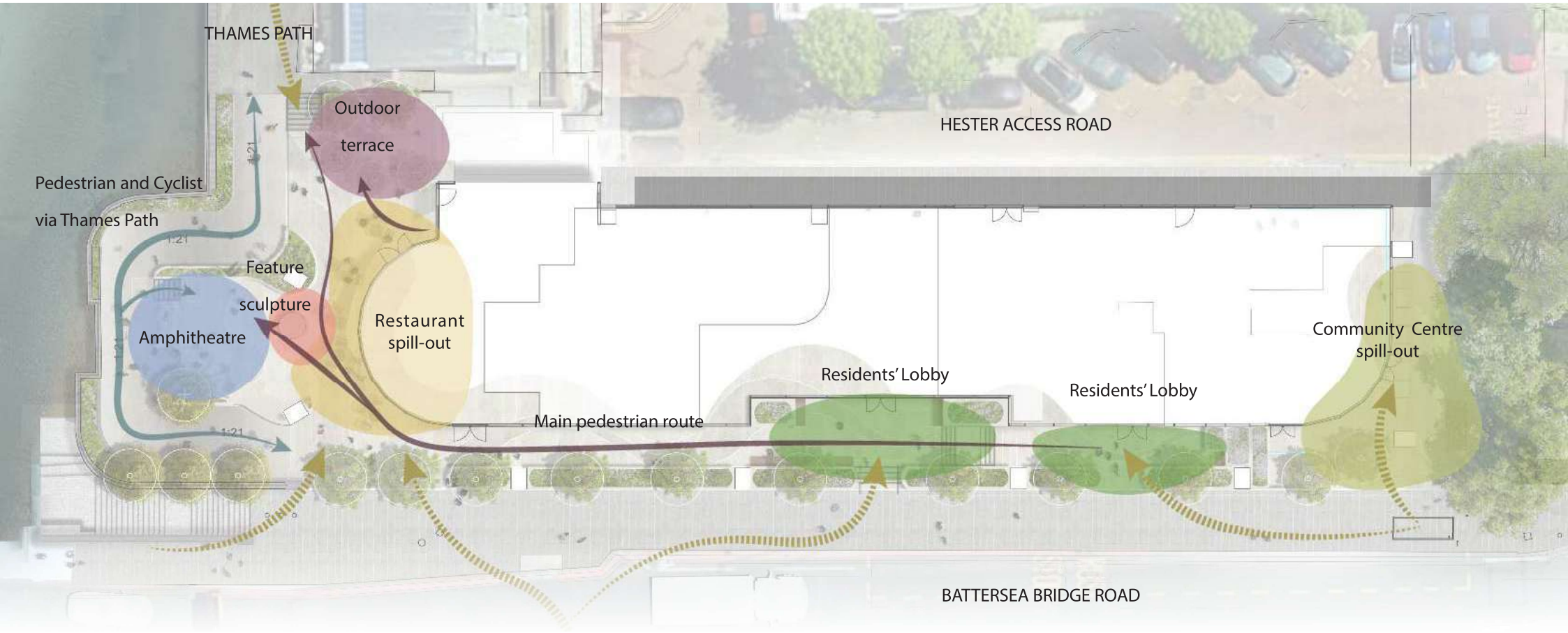
Landscape Character Areas

Spatial Arrangement and Movement Diagram

Pedestrian and cyclist movement are essential facets of urban mobility, contributing to sustainable and healthy modes of transport.

Foot traffic adds vibrancy to the river front, fostering social interaction and supporting local businesses. Cyclists offer an efficient means of travel, reducing traffic congestion and carbon emissions. Both groups benefit from well-designed infrastructure like shared paths and comfortable gradient routes, ensuring safety and accessibility.

Encouraging pedestrian and cyclist movement enhances urban liveability and contributes to creating more inclusive, environmentally friendly communities.



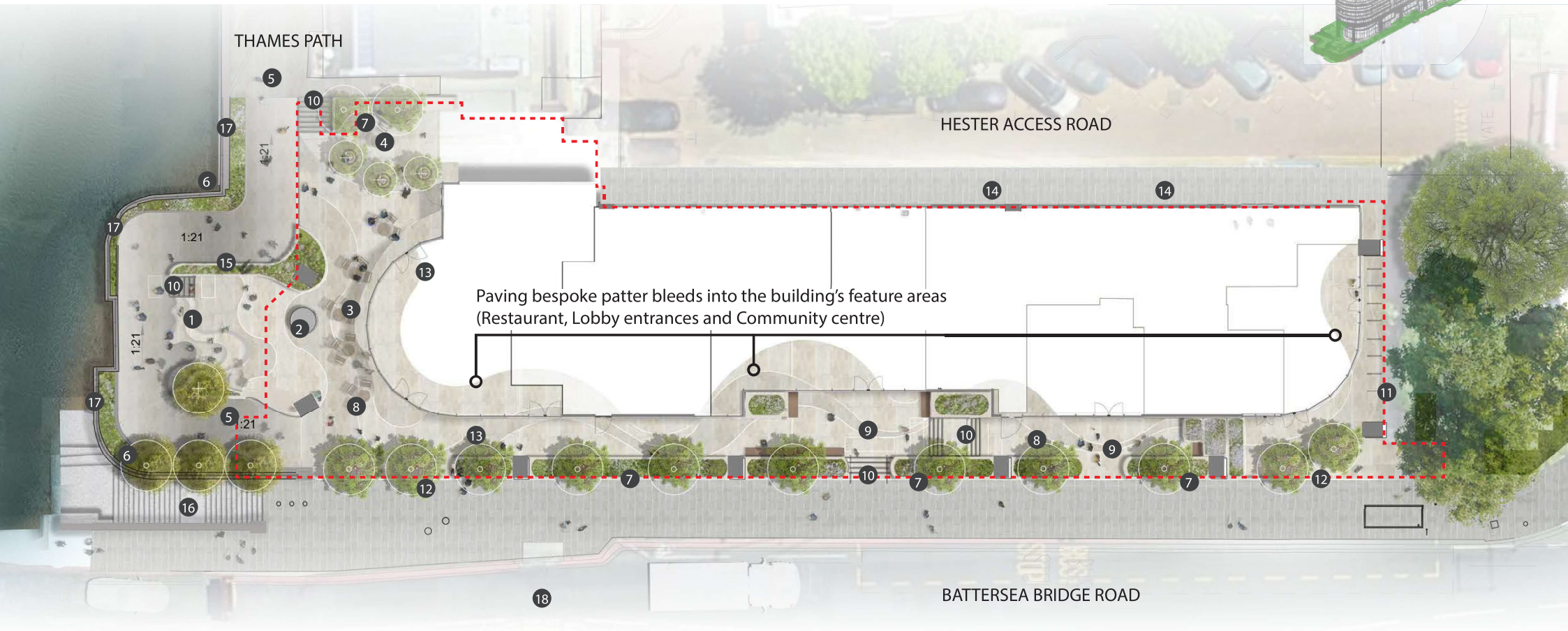
Landscape Masterplan

Landscape Masterplan

Public Realm

1. Thames amphitheatre
2. Feature sculpture (RCA partnership)
3. Spill-out area
4. Outdoor terrace
5. Thames Path (accessible route)
6. Scene framing ornamental planting
7. Stone-faced planters
8. Feature stone paving with lighting bands
9. Lobby forecourt
10. Stepped access (BR Part M compliant)
11. Cycle parking
12. Proposed fastigiate trees (facing Battersea Bridge Road)
13. Restaurant access
14. Lower level Services access
15. Swan statue
16. Battersea Watermen's stairs
17. Existing wall to be retained
18. Uncontrolled pedestrian crossing

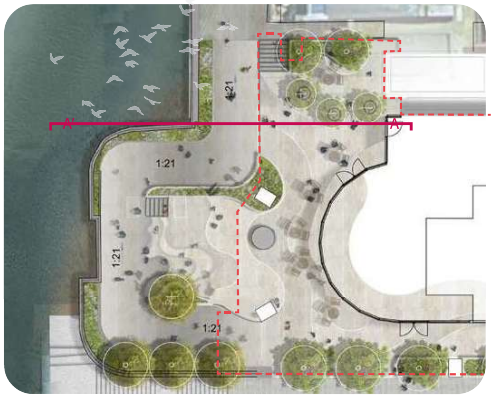
0 2 4



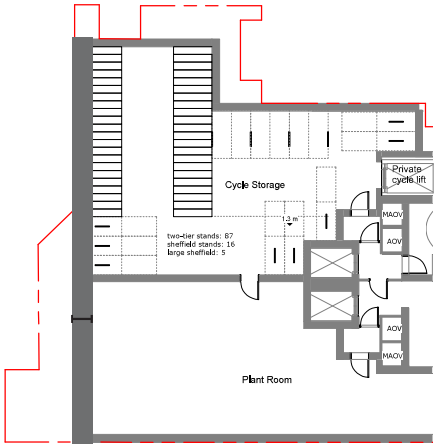
Detail Areas

Secant Wall

A secant flood defence wall is to be introduced as part of the basement to prevent any risk of flooding from the adjacent Thames river. The wall is 1000mm wide and does not affect the public realm or landscape above as seen below.

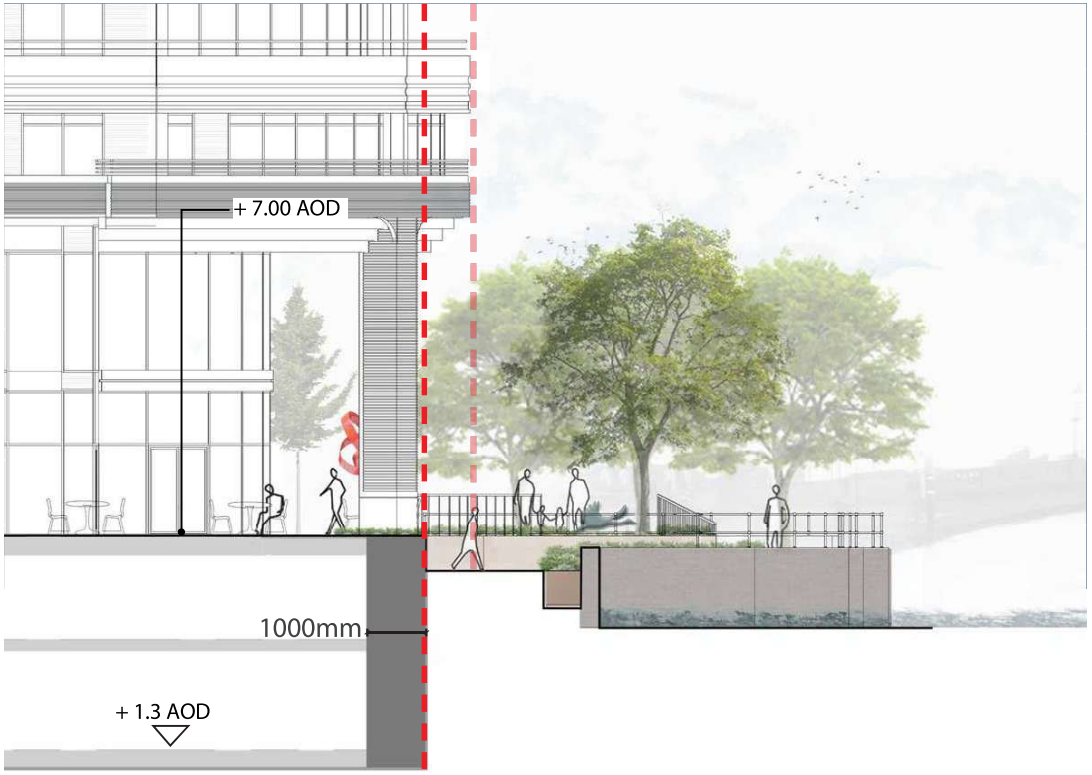


Basement Architectural Plan



Basement Overlay Plan

Cross-Section with Secant Wall



Detail Areas

Thames Path and Plaza

Computer generated render of Thames Path and Plaza

1. Thames amphitheatre
2. Feature sculpture (RCA collaboration)
3. Spill-out area
4. Outdoor terrace
5. Thames Path (accessible route)
6. Scene framing ornamental planting
7. Stone-etched steps
8. Feature stone paving with lighting bands
9. Stepped access (BR Part M compliant)
10. Proposed fastigiate trees (facing Battersea Bridge Road)
11. Restaurant access
12. Swan statue
13. Stone-faced planter
14. Battersea Watermen's stairs
15. Existing wall to be retained
16. Railing

Rendered plan view of Thames Path and Plaza

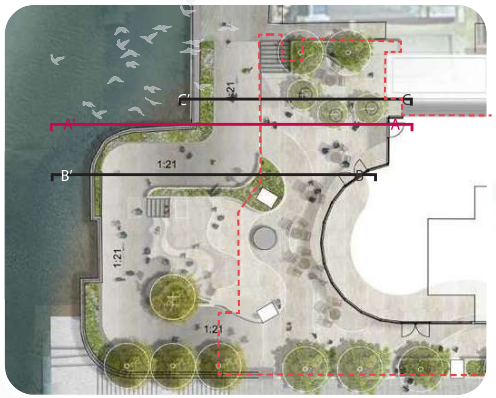
Reference images

Detail Areas

Sections | Thames Path and Plaza

Site boundary line

Section A-A'



+ 7.00 AOD

+ 5.65 AOD

+ 6.90 AOD

Thames Plaza

11000mm

Secant Wall

1000mm

Thames Path

3000mm

Planter

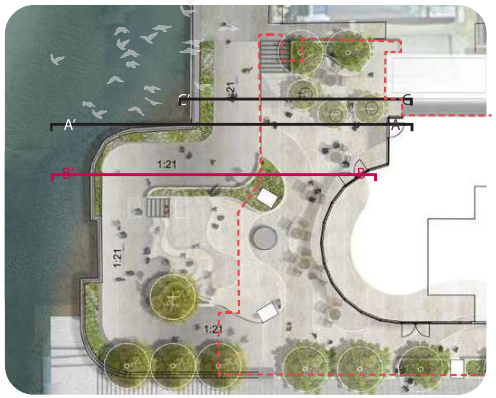
Thames River

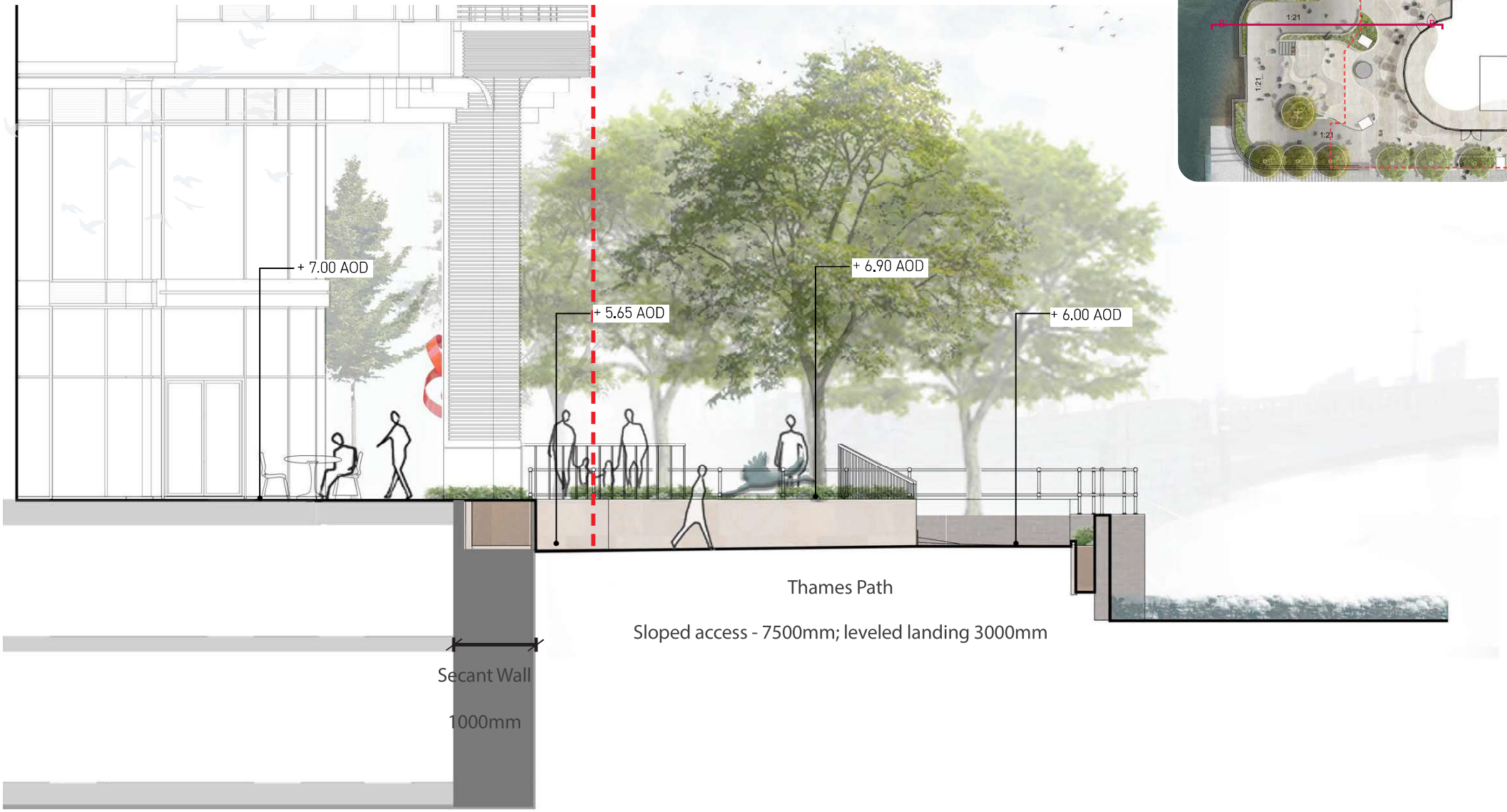
Detail Areas

Sections | Thames Path and Plaza

Site boundary line

Section B-B'

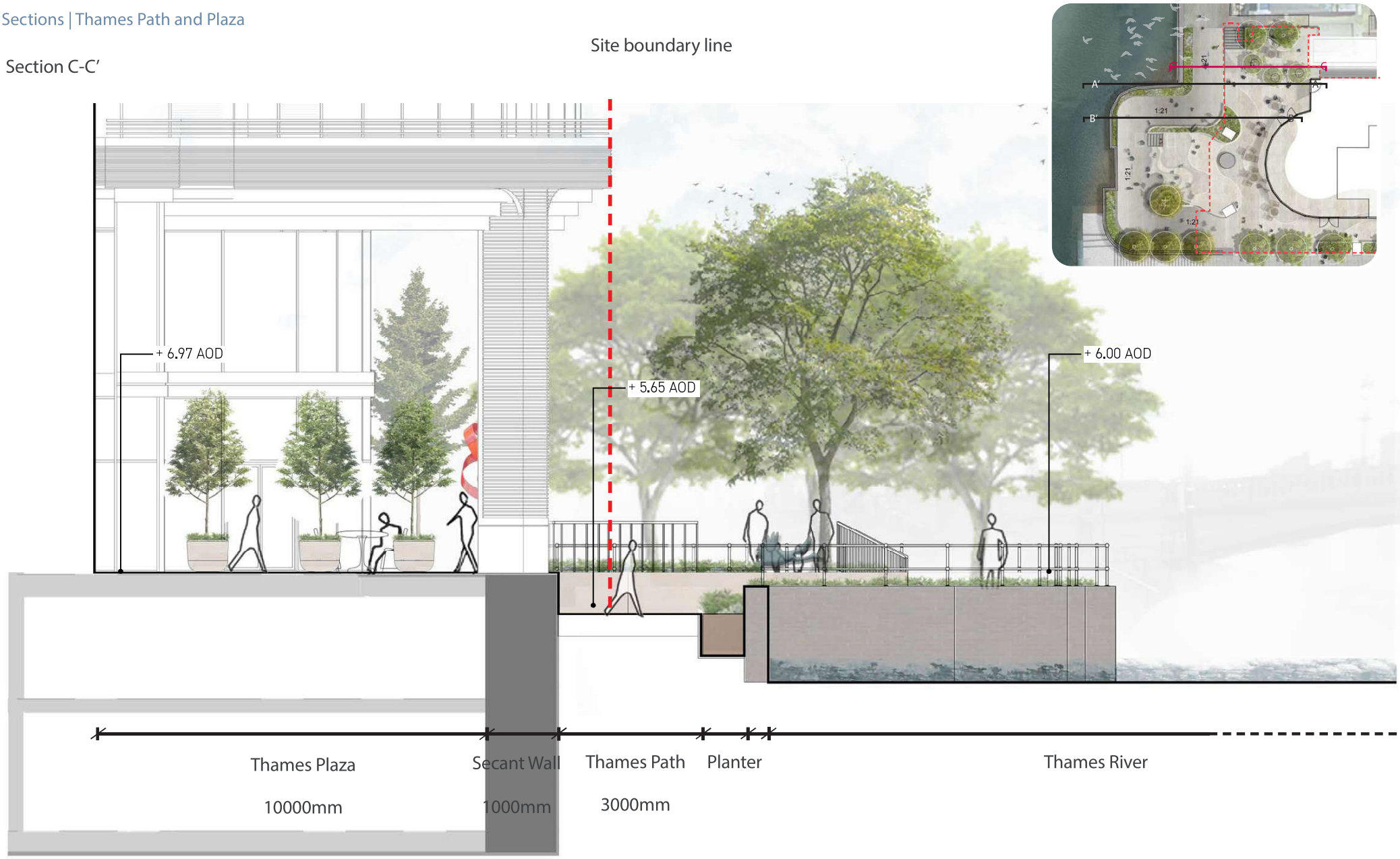




Detail Areas

Sections | Thames Path and Plaza

Section C-C'

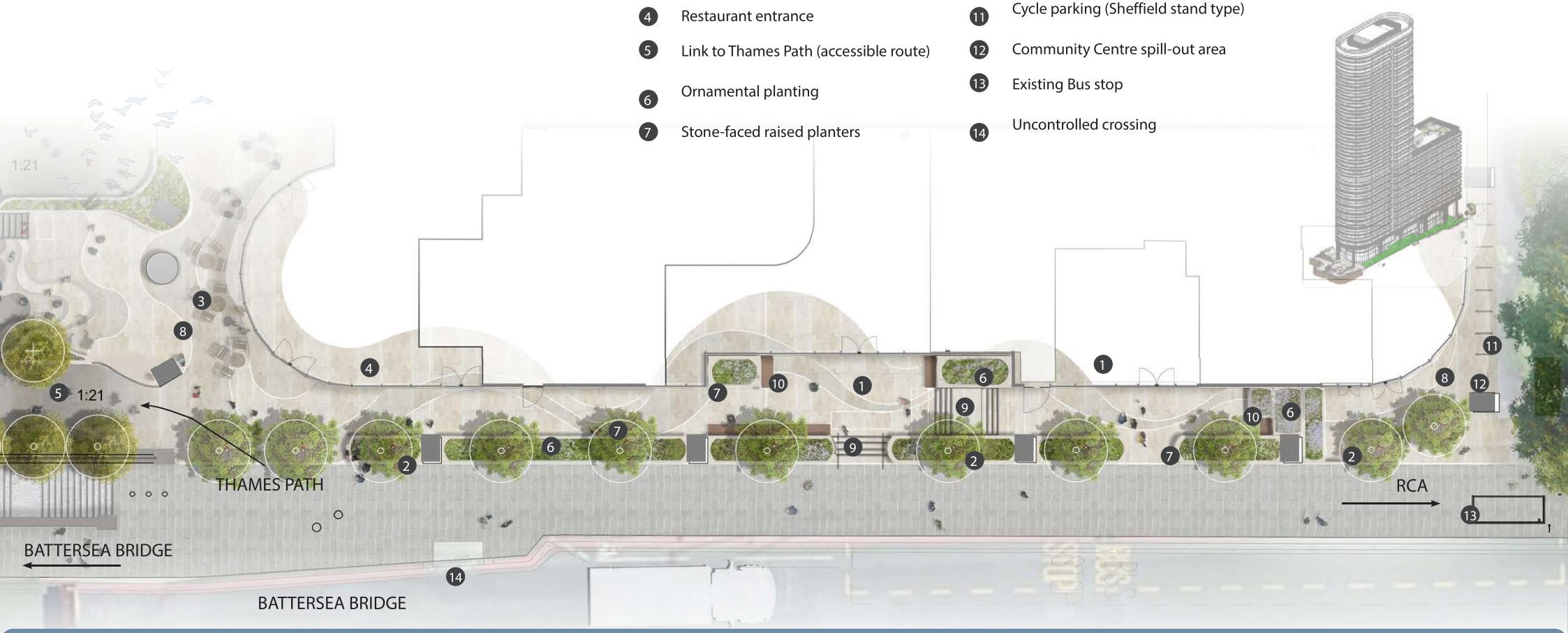


Detail Areas

Battersea Bridge Road

1. Lobby forecourt
2. Proposed fastigiate trees (facing Battersea Bridge Road)
3. Spill-out area
4. Restaurant entrance
5. Link to Thames Path (accessible route)
6. Ornamental planting
7. Stone-faced raised planters
8. Feature stone paving with lighting bands
9. Stepped access (BR Part M compliant)
10. Seating
11. Cycle parking (Sheffield stand type)
12. Community Centre spill-out area
13. Existing Bus stop
14. Uncontrolled crossing

0 2 4



Rendered plan view of Battersea Bridge Road frontage





Reference images

Detail Areas

Elevation | Battersea Bridge Road

1. Lobby forecourt
2. Proposed fastigiate trees (facing Battersea Bridge Road)
3. Spill-out area
4. Restaurant entrance
5. Link to Thames Path (accessible route)
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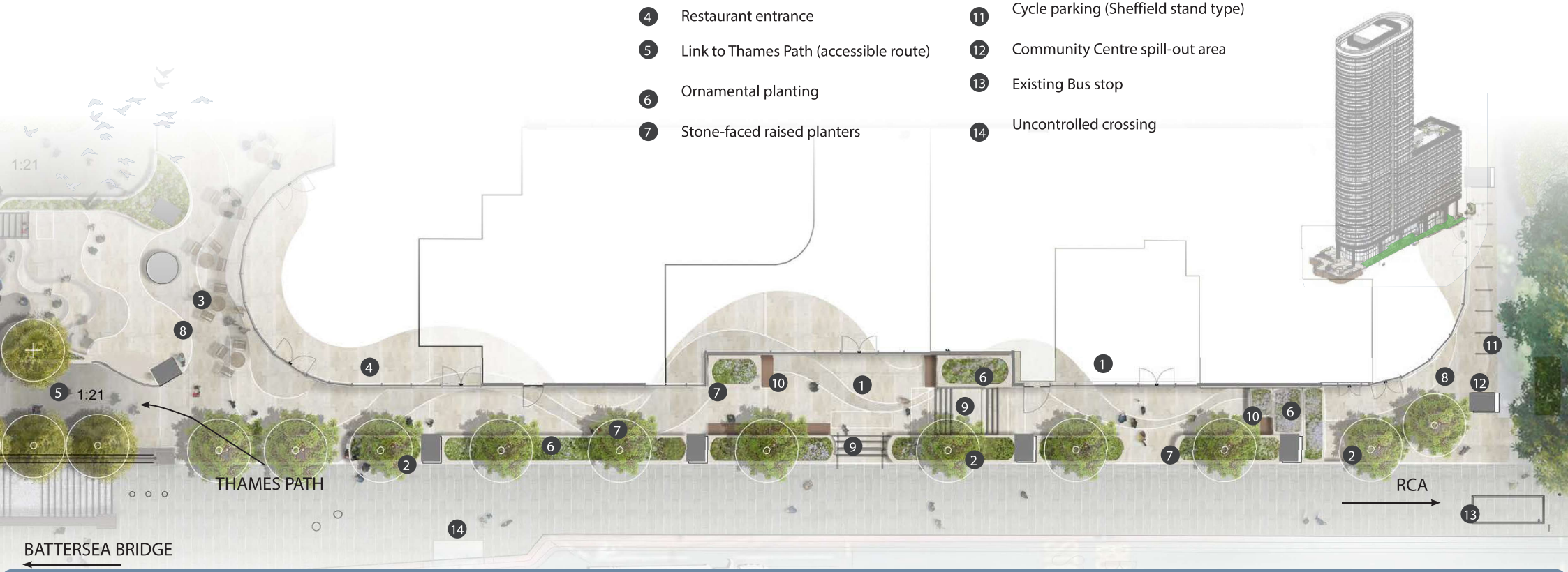
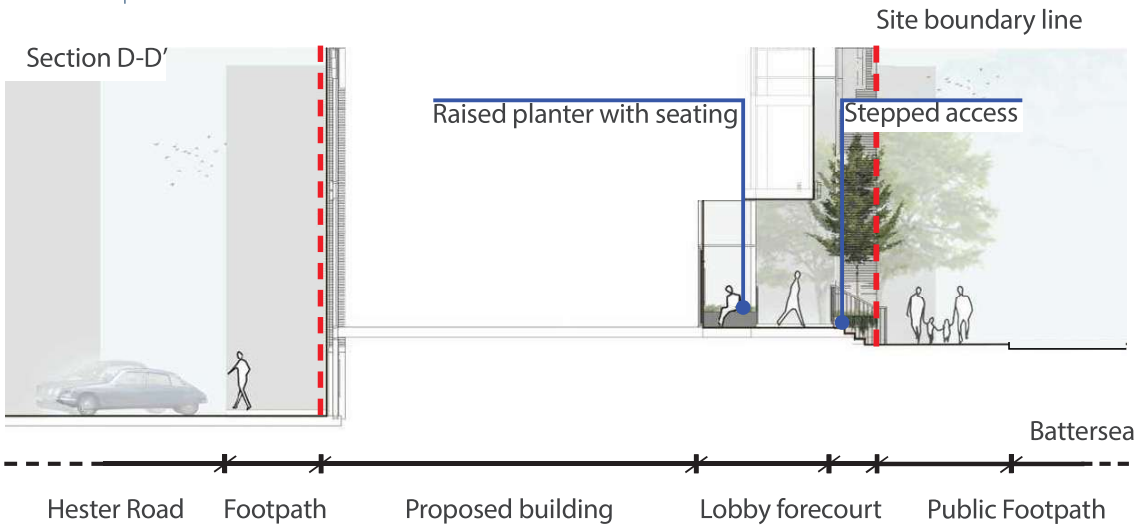


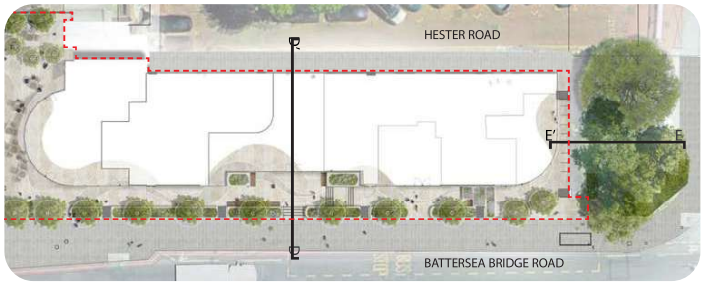
Rendered plan view of Battersea Bridge Road frontage

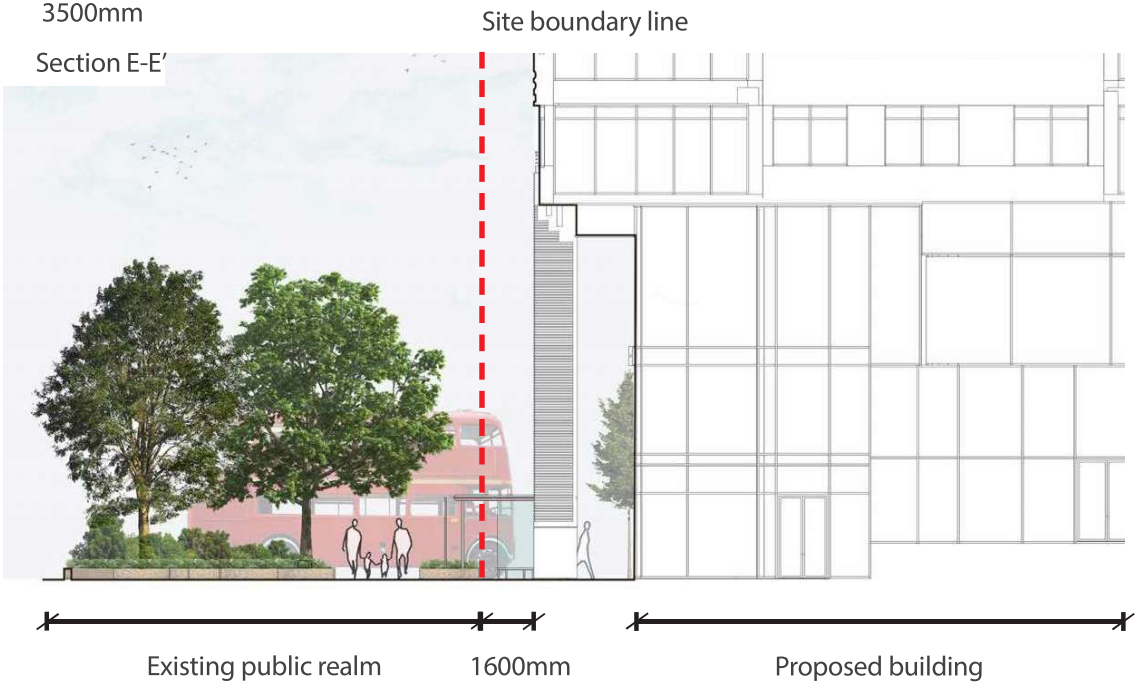
Rendered elevation

Landscape Masterplan

Sections | Thames Path and Plaza







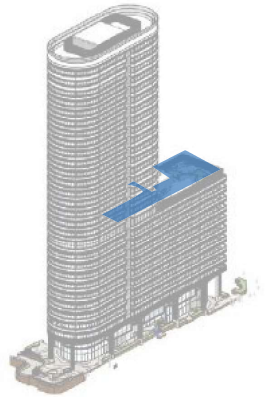
Landscape Masterplan

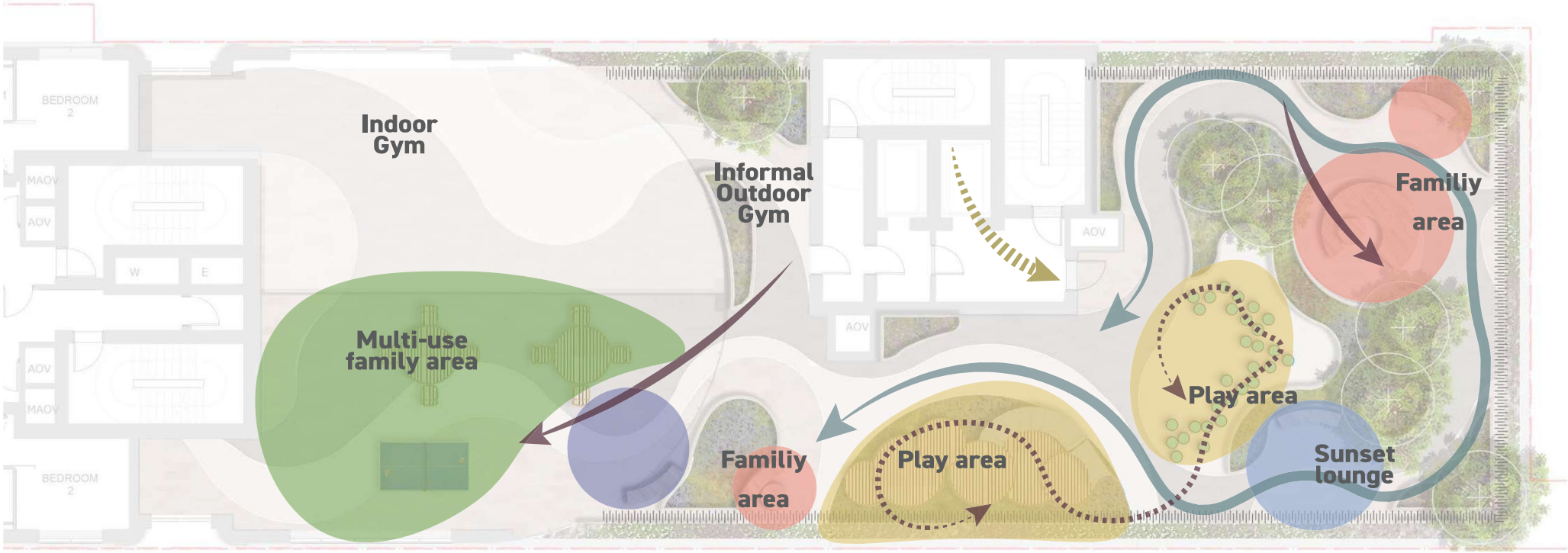
0 2 4

Spatial Arrangement and Movement Diagram

The ideal rooftop garden provides tailored areas and activities for residents seeking both sanctuary and community. Rooftop gardens prioritise safety, offering diverse and inclusive play areas where every individual feels welcome and accommodated.

With assorted amenity spaces, from relaxation nooks to social hubs, residents can find their perfect spot to unwind or connect with neighbours.





Landscape Masterplan

Thames Garden

The residents' terrace garden creates a raised oasis featuring historical and context informed play areas. Curved sittable edges with excellent outlook across the river towards the Thames and beyond are introduced for residents to enjoy.

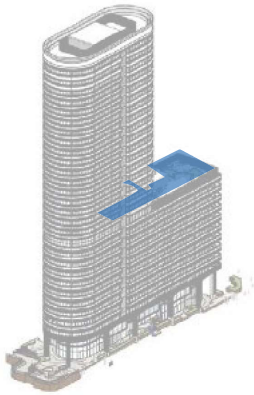
Key principles include:

- Integrated playable feature elements within the planting and furniture.
- Intimate and sheltered pockets of seating, recessed into planting.
- Opportunities for social interaction and gatherings, with group and individual activity settings.
- Immersive, climate-resilient planting used to define spaces and frame circulation routes.

Safety, visibility, and a playful atmosphere are prioritized. Open views to the entire space, ensure optimal visibility for both children and supervising adults.

Colourful and whimsical pendant lights suspended above specific play zones contribute to a vibrant and engaging environment. Inset ground light bands define pathways and illuminate play areas, creating a secure setting. The overall goal is to create a well-lit, cheerful, and secure play area that fosters a sense of joy and exploration for children of all ages.

1. Long curved bench with table
2. Family gathering area
3. Sunset lounge
4. Multi-purpose enclosed play area
5. Balancing play area
6. Raised planters
7. Multi-stem trees
8. Indoors gym for residents
9. Multi-purpose amenity area
10. Balustrade
11. Glazed core access

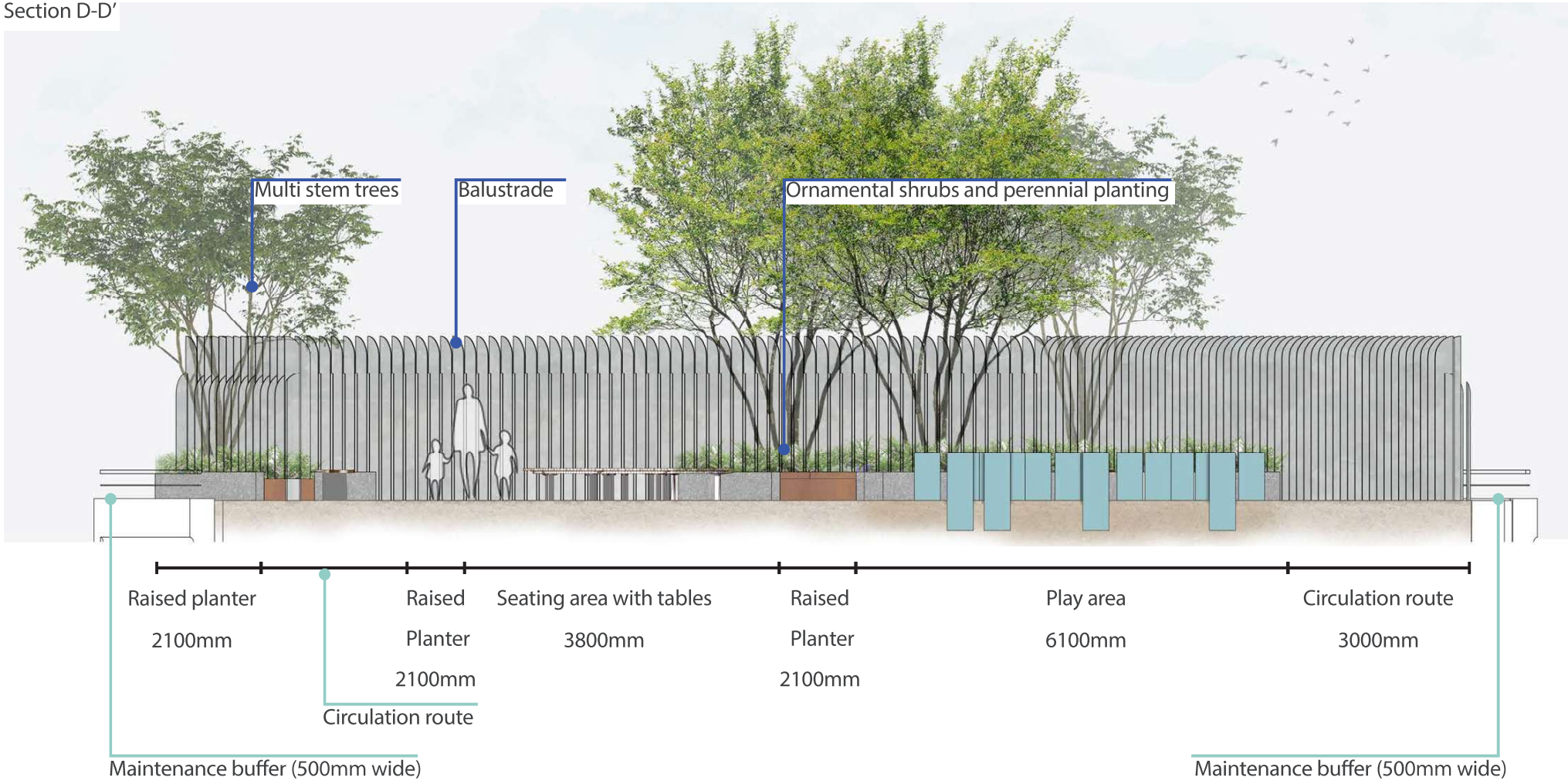


Reference images

Landscape Masterplan

Section | Thames Garden

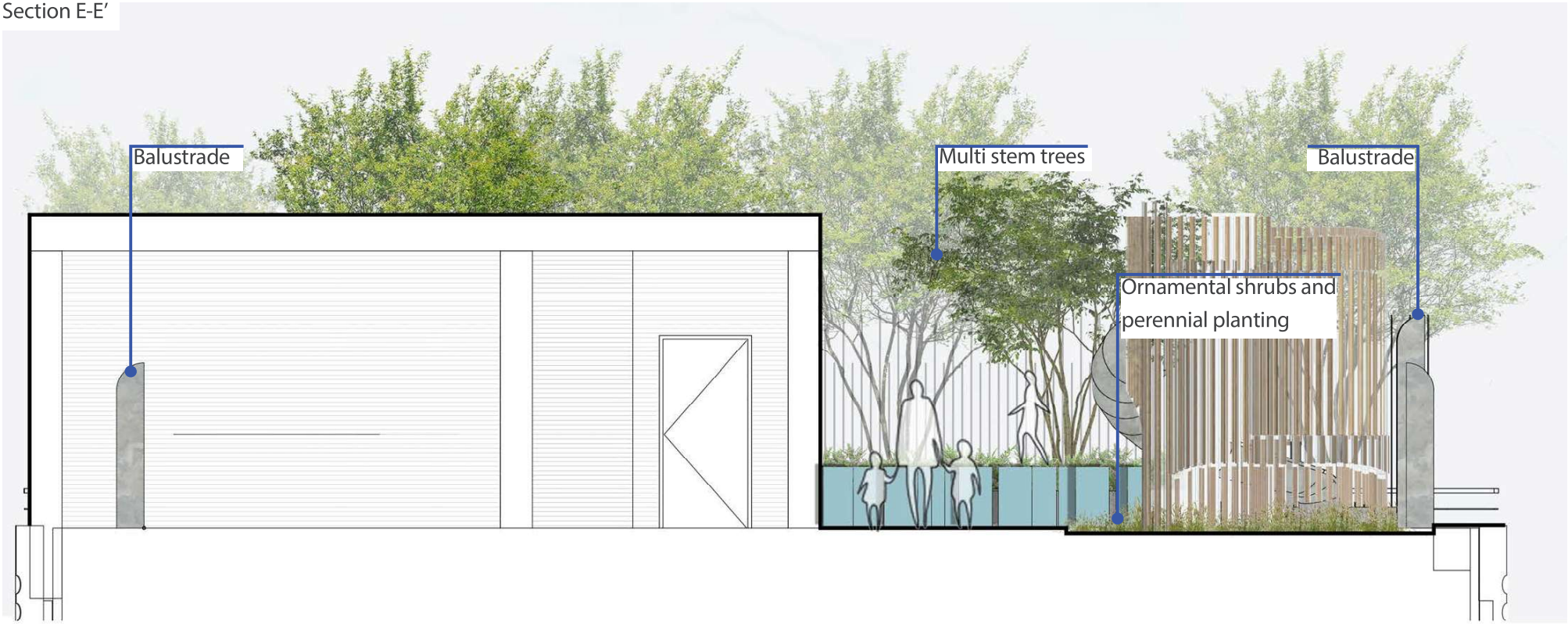
Section D-D'



Landscape Masterplan

Section | Thames Garden

Section E-E'



Landscape Masterplan

Axonometric view | Hand Sketch

1. Long curved bench
2. Family gathering area
3. Sunset lounge
4. Multi-purpose play area
5. Balancing play area
6. Raised planters
7. Multi-stem trees
8. Indoors gym for residents
11. Glazed core access
12. Feature paving with lighting bands
13. Balustrade (indicative graphical illustration - please refer to architectural pack for more information)

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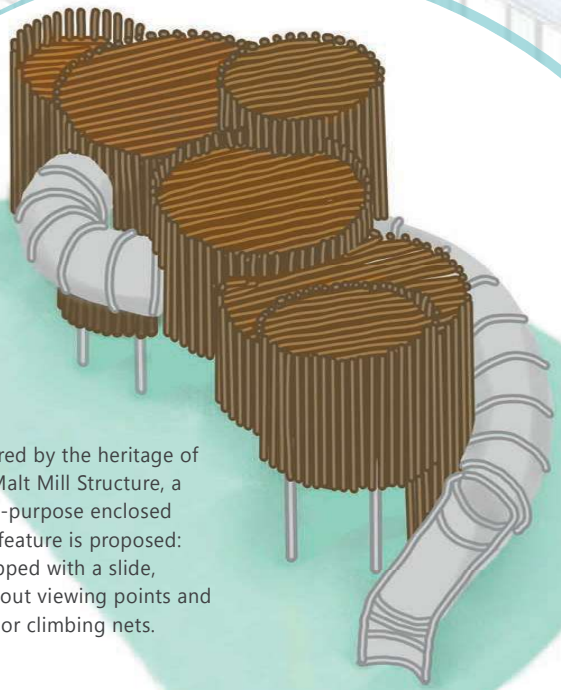


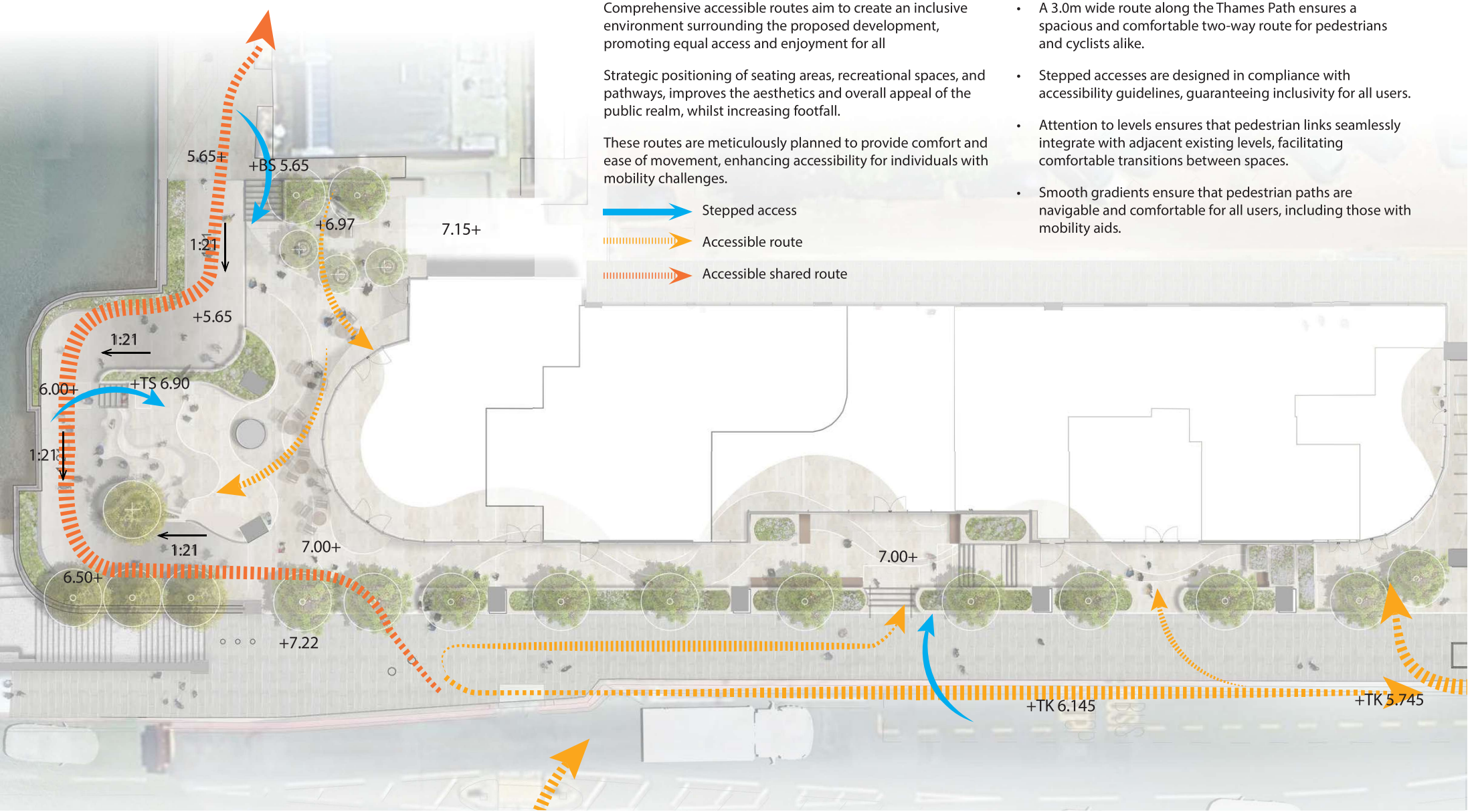
4 Inspired by the heritage of the Malt Mill Structure, a multi-purpose enclosed play feature is proposed: equipped with a slide, look-out viewing points and interior climbing nets.

FARRELLS

Landscape Strategy

Landscape Strategy

Accessibility and Levels



Outcome

Comprehensive accessible routes aim to create an inclusive environment surrounding the proposed development, promoting equal access and enjoyment for all

Strategic positioning of seating areas, recreational spaces, and pathways, improves the aesthetics and overall appeal of the public realm, whilst increasing footfall.

These routes are meticulously planned to provide comfort and ease of movement, enhancing accessibility for individuals with mobility challenges.

- Stepped access
- Accessible route
- Accessible shared route

Design considerations

- A 3.0m wide route along the Thames Path ensures a spacious and comfortable two-way route for pedestrians and cyclists alike.
- Stepped accesses are designed in compliance with accessibility guidelines, guaranteeing inclusivity for all users.
- Attention to levels ensures that pedestrian links seamlessly integrate with adjacent existing levels, facilitating comfortable transitions between spaces.
- Smooth gradients ensure that pedestrian paths are navigable and comfortable for all users, including those with mobility aids.

Landscape Strategy

Public Realm Planting Scheme

Reference Images


Panicum virgatum 'Heavy Metal'


Festuca glauca


Blechnum spicant


Veronicastrum virginicum 'Album'


Perovskia 'Blue Spire'


Helictotrichon sempervirens


Euphorbia characias


Correa alba


Olearia languinosa 'Ghost Town'


Rosmarinus officinalis 'Prostratus'


Rosmarinus officinalis 'Miss Jessopps Upright'


Lavandula intermedia 'Eidelweiss'


Gaura lindheimeri 'Whirling Butterfiles'


Pennisetum setaceum

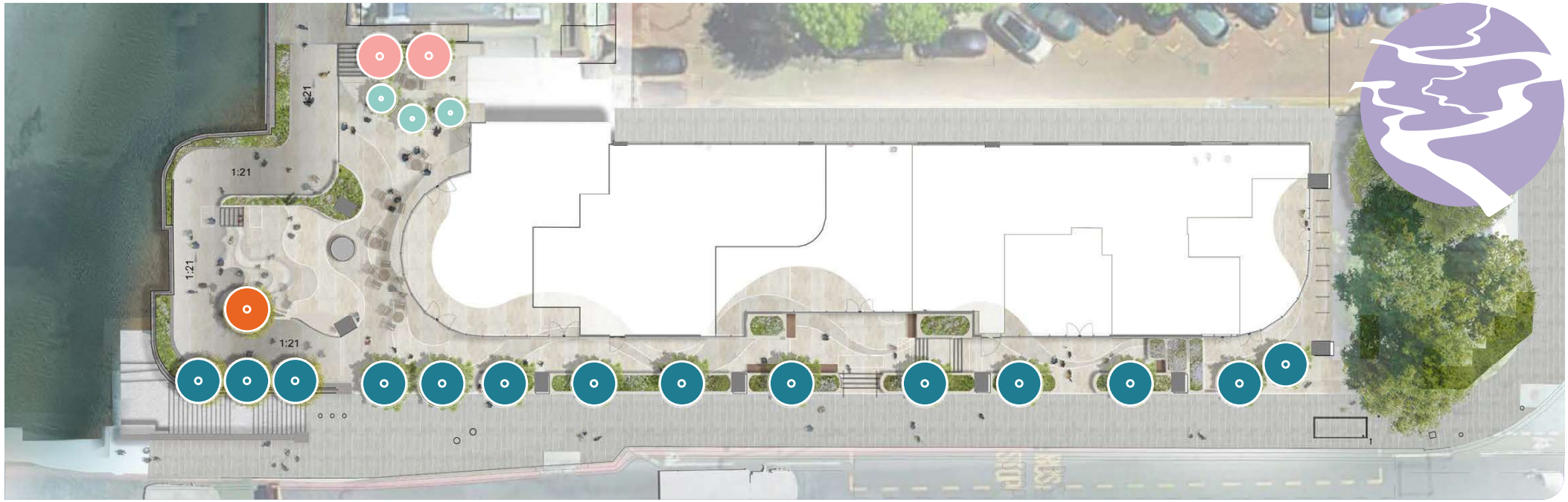
Trees


Alnus glutinosa


Multistem tree Amelanchier lamarckii


Carpinus betulus 'Frans Fontaine'


Olea europaea



Landscape Strategy

0 2 4

Thames Garden Planting Scheme

Reference Images


Phormium 'Maori Queen'


Santolina chamaecyparissus


Monarda bradburiana


Helictotrichon sempervirens


Lavandula intermedia 'Eidelweiss'


Correa alba


Lavandula angustifolia


Achillea millefolium 'Summer Fruits'


Helichrysum splendidum


Gaura lindheimeri 'Whirling Butterfiles'

Trees


Multistem tree

Amelanchier lamarckii

Landscape Strategy

Material Palette | Public Realm

Paving

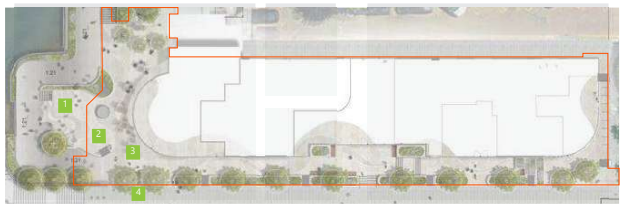
Planters

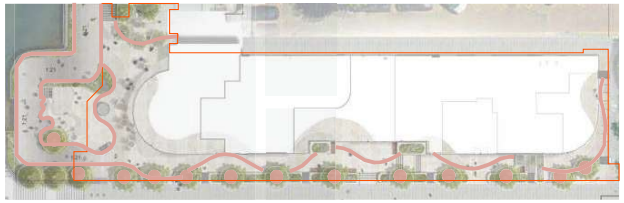
Lighting

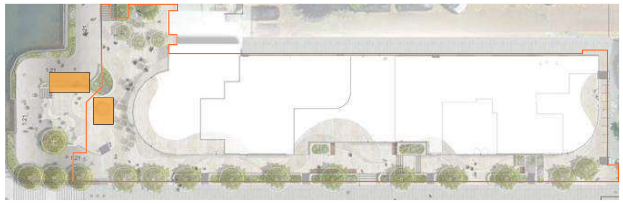
Swans and Sculpture

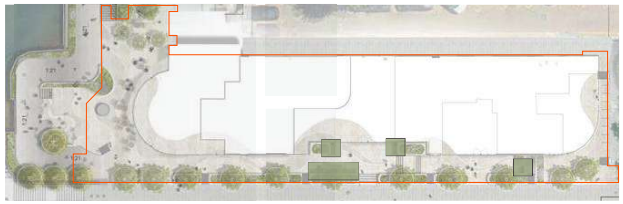
Seating

Location Plan









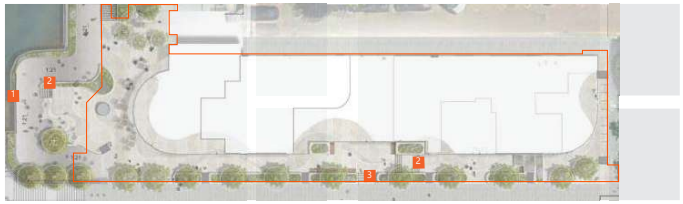
Landscape Strategy

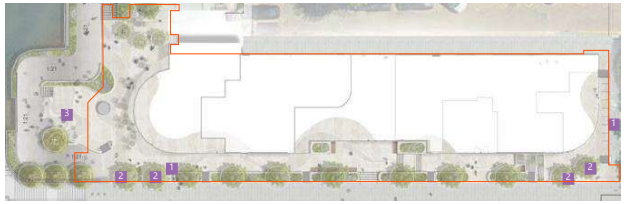
Material Palette | Public Realm

Railing

Accessories

Location Plan



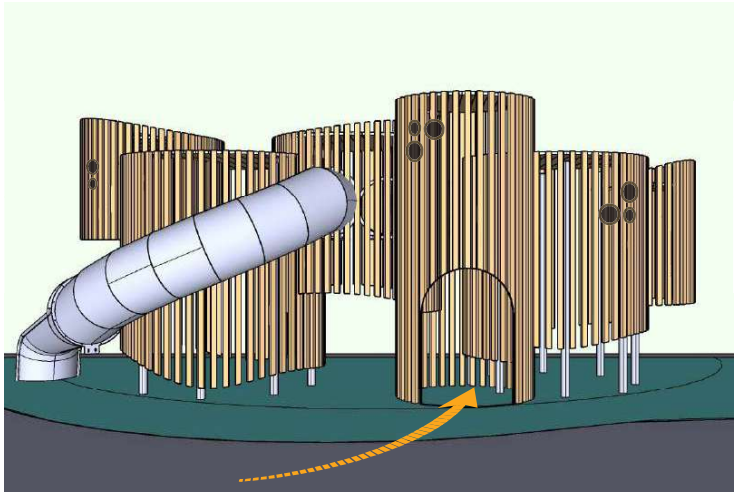


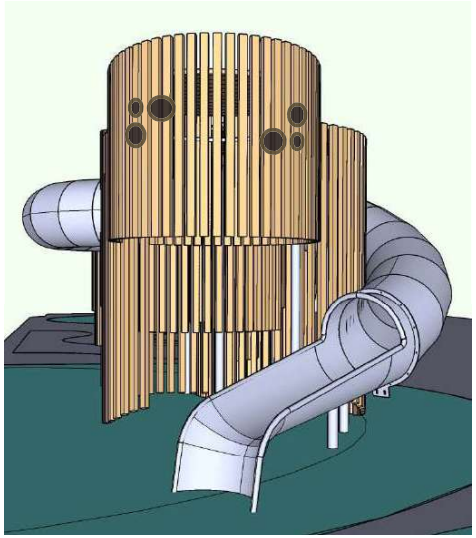
Landscape Strategy

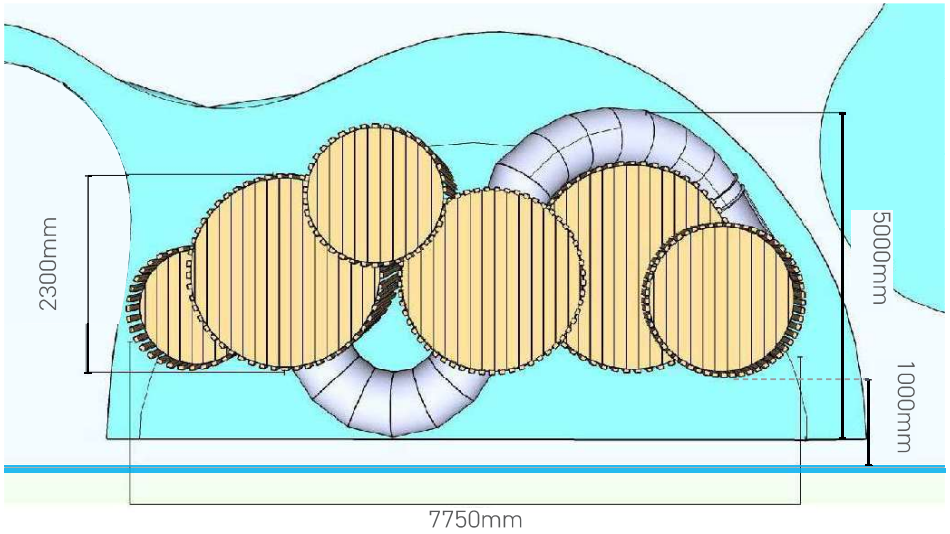
Play Provision | Thames Garden

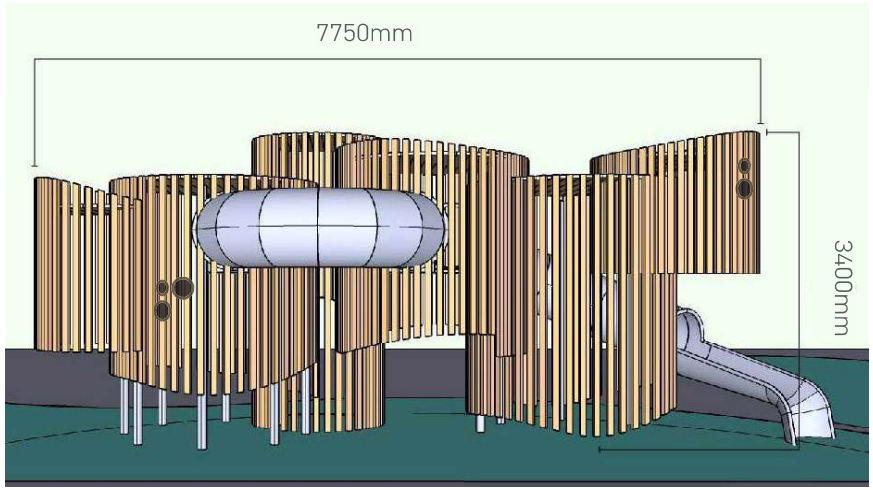
Key Design Considerations

- Enclosed play structure designed for safety, situated securely away from the edge of the roof terrace.
- Anti-climbing design with vertical beams prevents inappropriate usage for the play feature.
- Carefully designed layout ensures children's enjoyment while prioritizing their safety, providing peace of mind for parents and guardians.
- Feature play structure includes:
- Slide, offering a fast and secure descent option for children.
- Climbing nets inside the structure provide engaging and challenging activities while maintaining safety.
- Outward-facing viewpoints offer framed views, creating an immersive and stimulating play experience.









Landscape Strategy

Play Provision on Site

Key Design considerations

- Provide spaces for passive recreation and socialising.
- Utilising the level change of the waterfront terrace for events and passive activities such as movie screenings and social spill-out spaces.
- Ensure play spaces are accessible and inclusive for all.
- Design spaces for both permanent and temporary play opportunities across the site.

Play on Roof Top Areas

Enclosed play and hangout spaces on roof terraces offer security and safe recreation.

Whether it's children playing in the sunshine or adults relaxing with a breathtaking view, the presence of a balustrade adds a protective barrier without obstructing the scenery.

It's a perfect setting for rooftop gatherings, family time, or peaceful moments high above the city, allowing everyone to relish the outdoor experience without worry.

Designing for Safety

The following detail illustrates the interface between the proposed ballustrade and the planted areas.

A strip (min. 500mm wide) is proposed between raised planted areas and the parapet to allow for maintenance.

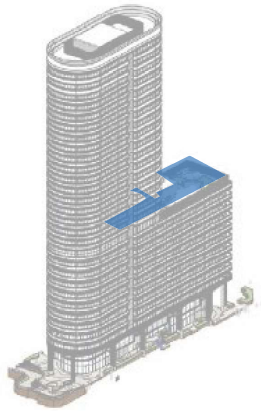
The low height of the planted areas prevents residents reaching the top of the balustrade or parapet.

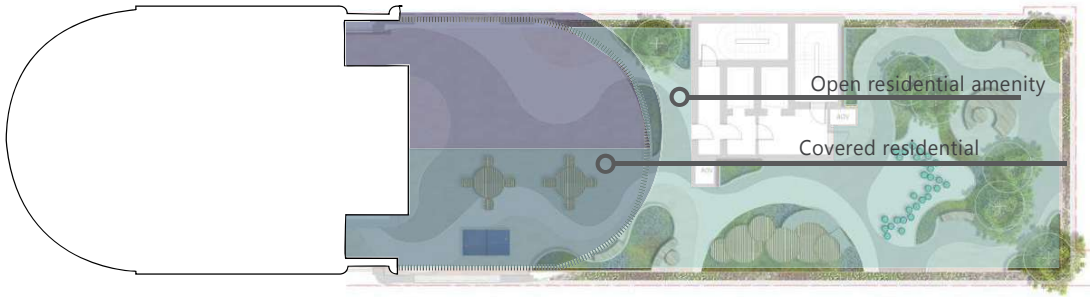
Passive Play

- 'Make Space for Girls' is an initiative that has been set up to campaign for parks and public spaces to be designed for girls, and young women, not just boys and men.
- The initiative is a key consideration in the design of play spaces within the landscape for Battersea Bridge.
- The examples below illustrate some features that could be included within the current proposal, to provide a balance and inclusive play environment.

GLA Play Space Requirements - Affordable only

Age Group	Requirement	Provision
0-4 years play	376 m²	164 m²
5-11 years play	315 m²	50 m²
12-15 years Play	181 m²	17.50 m²
16-17 years Play	96 m²	-





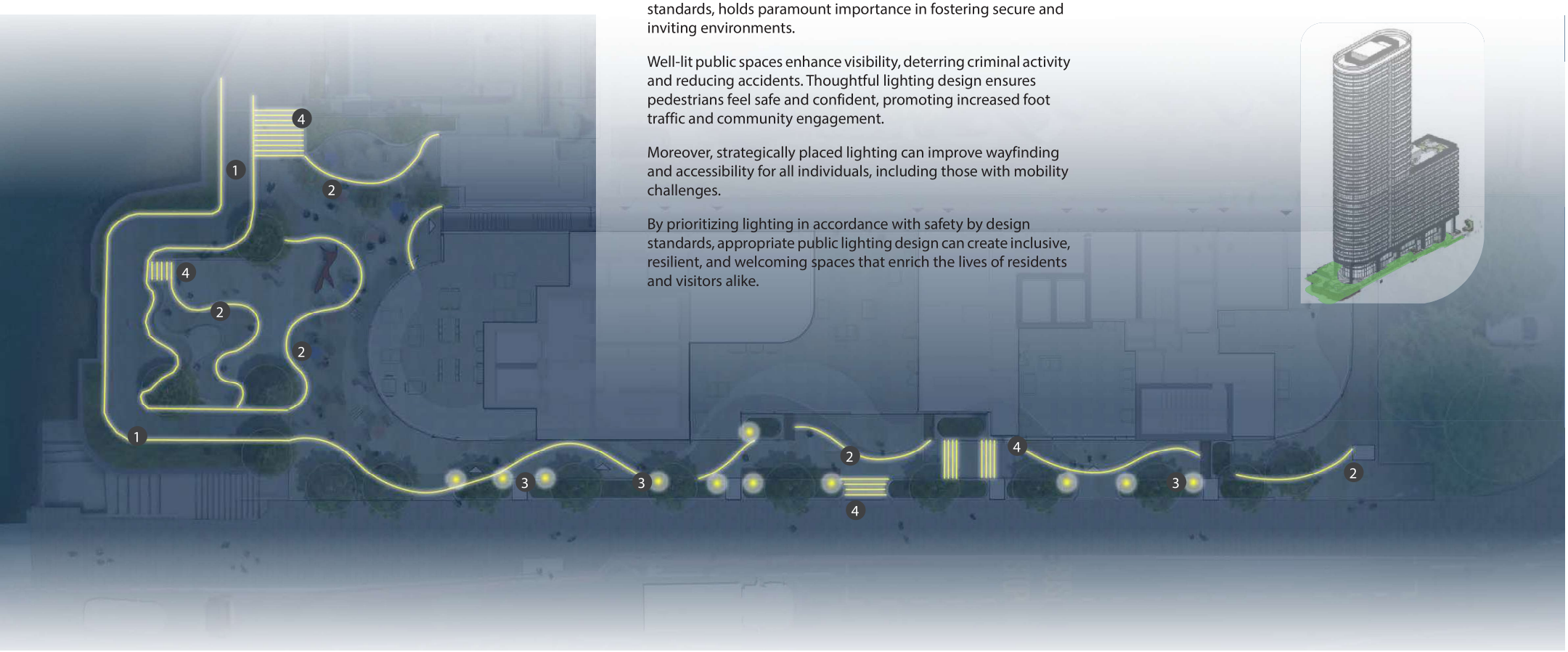
Play Provision Off-site

Play provision outside the proposed site, is a creative solution to address the constraints of limited space.

By ensuring that a safe route is established to access the nearest play area, it not only makes use of existing space for recreational activities but also ensures that residents with younger family members have access to a safe and engaging play environment.

Landscape Strategy

Lighting Concept Design



Lighting in the public realm, aligned with safety by design standards, holds paramount importance in fostering secure and inviting environments.

Well-lit public spaces enhance visibility, deterring criminal activity and reducing accidents. Thoughtful lighting design ensures pedestrians feel safe and confident, promoting increased foot traffic and community engagement.

Moreover, strategically placed lighting can improve wayfinding and accessibility for all individuals, including those with mobility challenges.

By prioritizing lighting in accordance with safety by design standards, appropriate public lighting design can create inclusive, resilient, and welcoming spaces that enrich the lives of residents and visitors alike.

1. Inset wall lighting bands
2. Inlay ground lighting bands follow curved paving design
3. Recessed lighting fixtures
4. Lighting for stepped accesses

Reference images

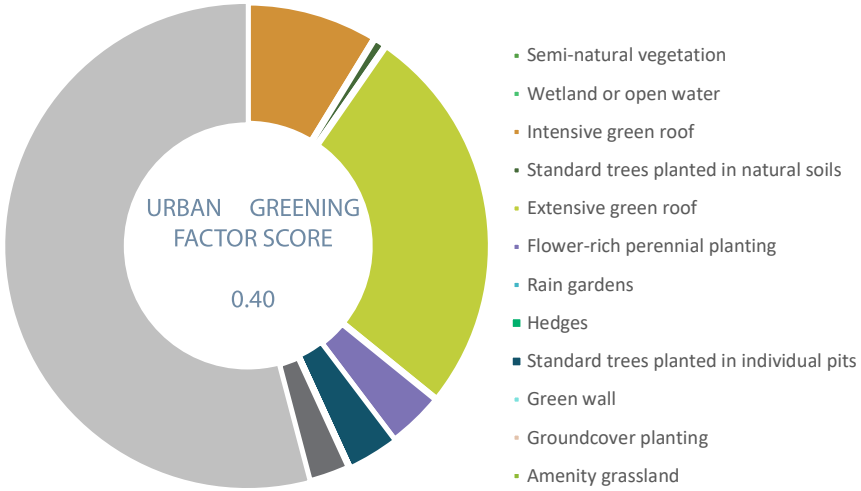



Landscape Strategy

Urban Greening Factor

The Mayor of London and the New London Plan recommends an Urban Greening Factor (UGF) target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development.

We have sought to maximise the UGF rating and meet the 0.4 policy target through a combination of green infrastructure measures, such as hedgerow planting, flower rich planting, specimen trees, and Biodiverse roofs within the on-site improvements. The UGF for One Battersea Bridge is rated 0.40. Further improvements are proposed outside the site boundary.



SURFACE COVER TYPE	FACTOR	AREA(m²)	SURFACE COVER FACTOR
Semi-natural vegetation (e.g. woodland, flower-rich grassland) created on site	1.00	-	-
Wetland or open water (semi-natural; not chlorinated) created on site	1.00	-	-
Intensive green roof or vegetation over structure. Vegetated sections only. Substrate minimum settled depth of 150mm	0.80	125.66	100.53
Standard trees planted in natural soils or with a minimum of 25 cubic metres soil volume per tree (preferably with load-bearing substrates and connected pits)	0.80	12.57	10.06
Extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket) which meets the requirements of GRO Code (2014)	0.70	430.00	301.00
Flower-rich perennial planting	0.70	62.65	43.86
Rain gardens and other vegetated sustainable drainage elements	0.70	-	-
Hedges (line of mature shrubs one or two shrubs wide)	0.60	-	-
Standard trees planted in individual pits with less than 25 cubic metres soil volume	0.60	65.97	39.58
Green wall –modular system or climbers rooted in soil	0.60	-	-
Groundcover planting	0.50	-	-
Amenity grassland (species-poor regularly mown lawn)	0.40	-	-
Extensive green roof of sedum mat without substrate or other systems that do not meet GRO Code (2014)	0.30	-	-
Water features (chlorinated) or unplanted detention basins	0.20	-	-
Permeable paving	0.10	315.33	31.53
Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone)	-	326.99	620.92

TOTAL SITE AREA (m²) 1147.47

URBAN GREENING FACTOR SCORE **0.40**

NOTES

Trees have been calculated with estimated mature canopy extent (calculation method to be clarified with GLA)

The New Thames Plaza at One Battersea Bridge

10

Architectural Design

Architectural Inspiration

The architectural language for the project is inspired by it's unique location on the bend of the Thames and the natural flow of the river - suggesting a streamline architectural aesthetic expressing directionality creating a specific response to a unique Site.

The magnificent listed bridge by designed by Sir Joseph Bazalgate with it's five-span arches, cast iron girders, and granite piers provides further clues to the architecture and is reflected in the design of the base of the building - a reference and reminder of the importance of the river to the history of Battersea.

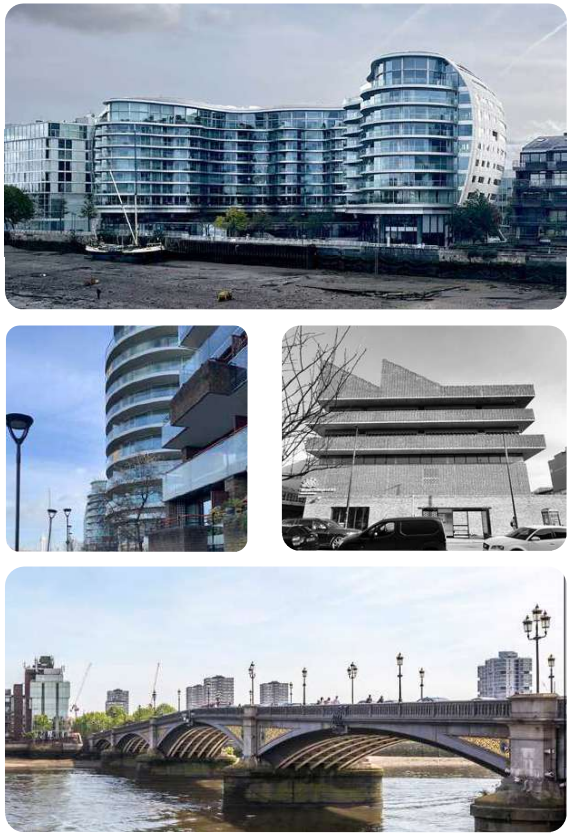
An extensive study of the surrounding materiality has been undertaken to understand the context and the architectural expression of the immediate context.

The project will be visible at different scales - form the metropolitan to local and our choice of architectural expression address this di-chotomy and the key location on the river by using a simple material palette and architectural facade rhythm to work at distance and rich and high-quality choice of materials at human scale.

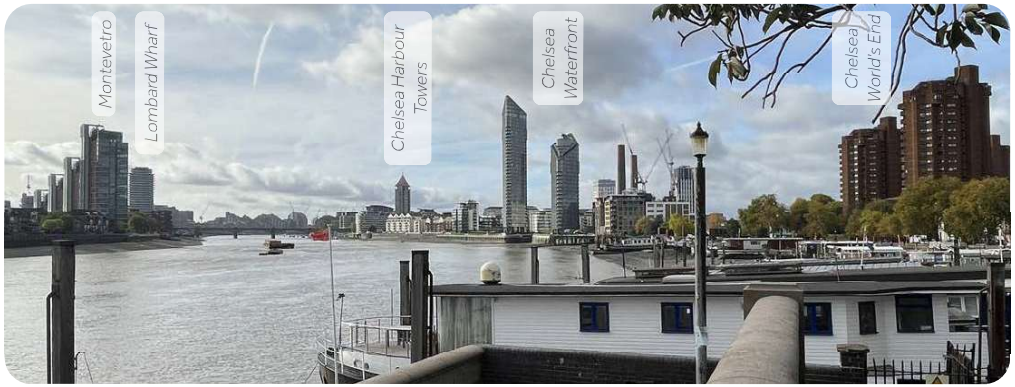
The following pages summarise our approach and considerations for this project.

The Metropolitan context

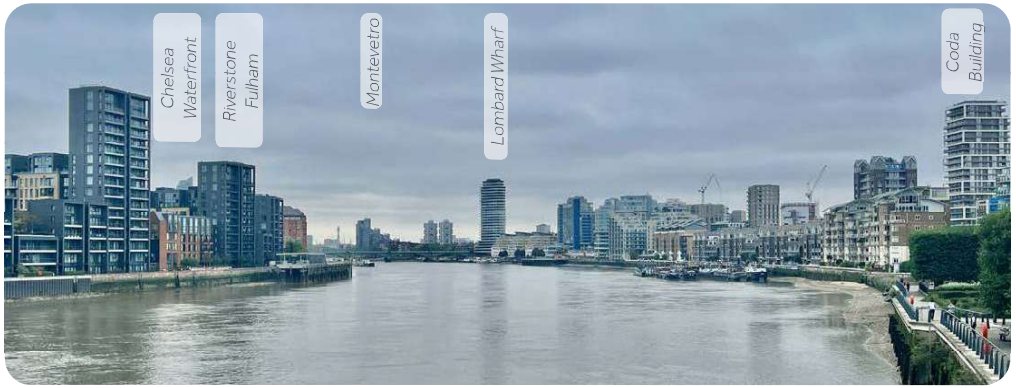
Directionality and expression



The local context



View from Battersea Bridge looking West



View from Wandsworth Bridge looking East towards the Site

Architectural Orders

Tripartite Design

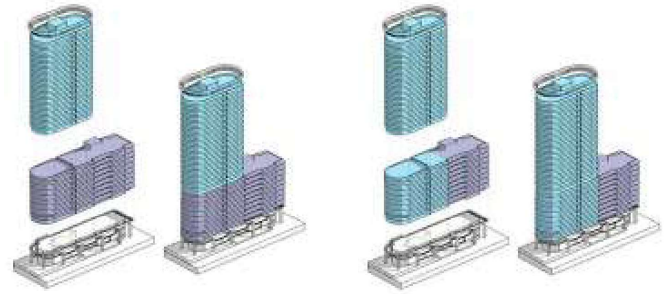
The building design follows the established paradigm of a tripartite design however one which is adaptive to its aspect, significance and orientation. A hybrid and adaptable solution is proposed acknowledging the significance and relative importance of the four major building aspects.

The building presents a unified tall element form facing the river - a usual architectural trope in London where other tall elements provide a unified design to the Thames. The solidity of the facade increase to the south to address solar control, whereas the architectural detailing decreases as the height increases to reflect visibility of detail.

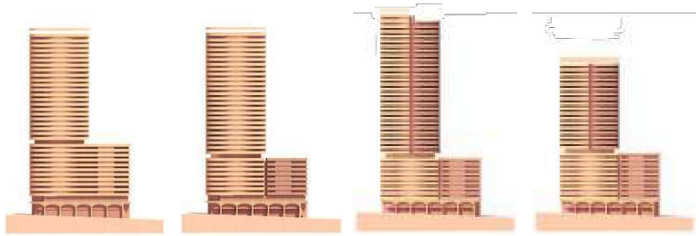
An adaptive middle forms the second element of the composition - a middle which is unity with the tall element but adapts to the more textural local context to the south both in height and detailing. The middle keeps the same horizontality but the detail and expression has more texture and variety reflect the mid-scale of it surroundings and the visibility of architectural detail in the lower levels.

And finally an adaptive base - creating a colonnade to the river, Battersea Bridge road, and Hester road to create inviting and varied public realm and compressing it's articulated elements to address the more servicing nature of the mews elevation to the East.

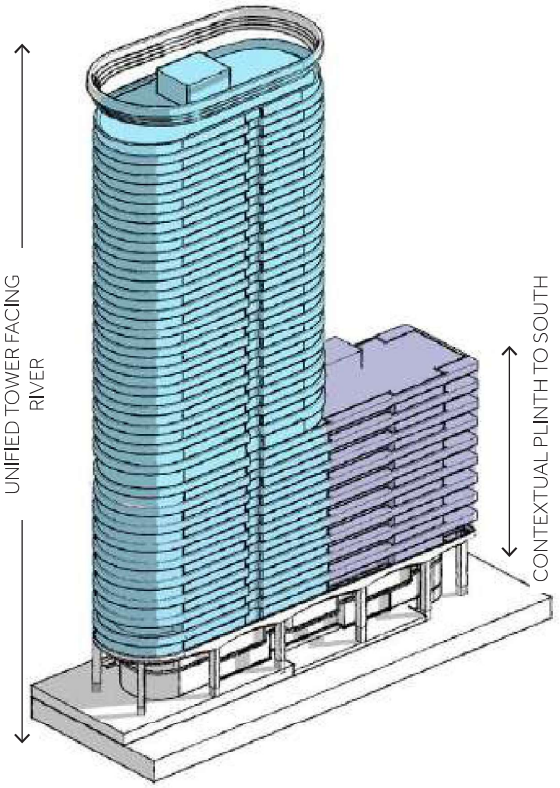
These elements are further discussed in the following pages.



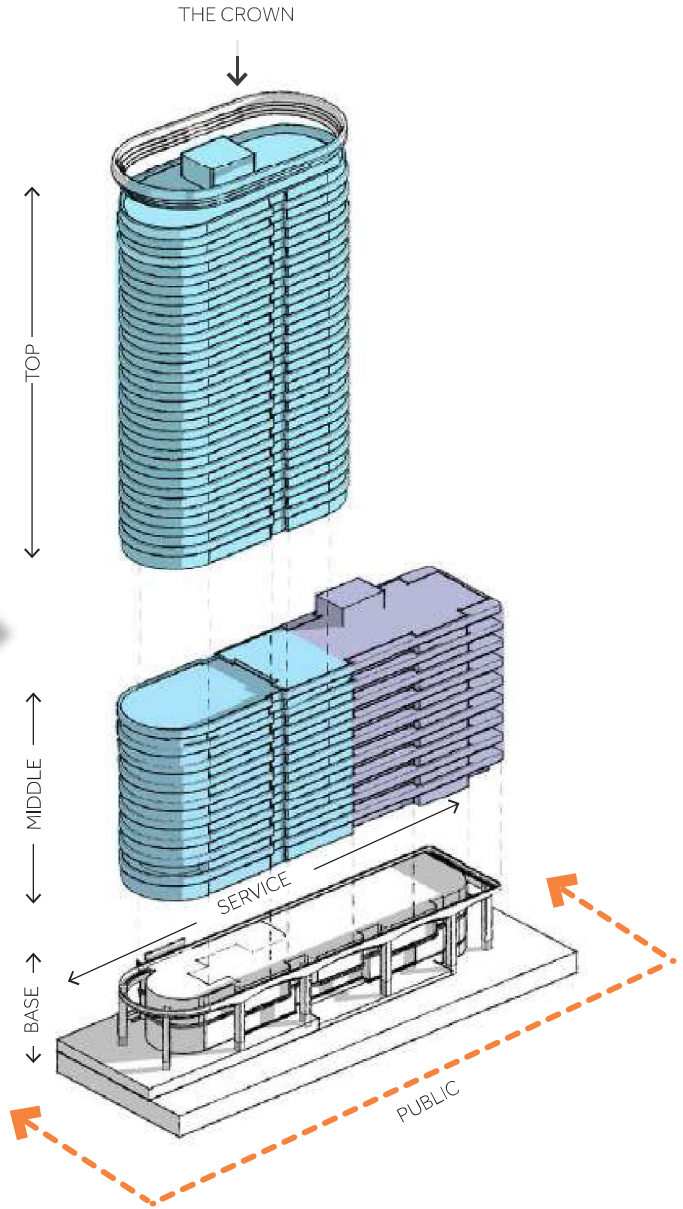
Evolution of building elements relationship



Evolution of the building form



The overall building



The building split into elements

The Base

Architectural Concept

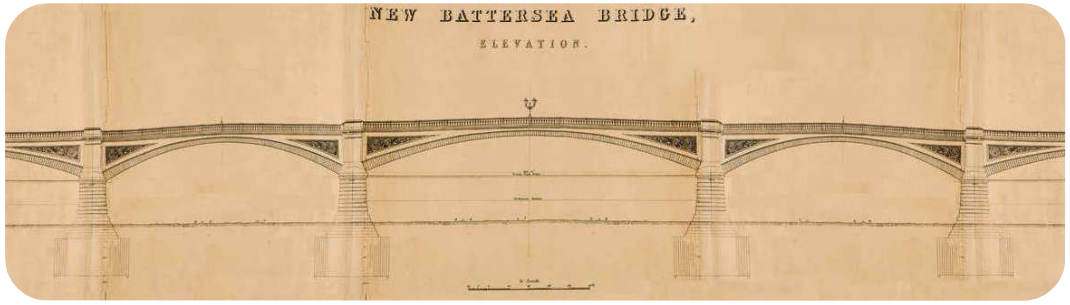
The mixed-use base of the building fulfils a variety of functions as described in Section 7 of this document - providing active frontage, service access, residential and commercial entrances. The multi-purpose nature of its functions asks for a specific design response to each elevation.

This section summarizes the design response, the inspiration for the design and highlights the key design considerations.

Initial concept sketch of the relationship with the bridge

Concept development - arches with floating building

Concept development - coherence and unity



The five-arch Battersea Bridge

Buildings and their relationship with the base and the pedestrian experience to provide a memorable public experience

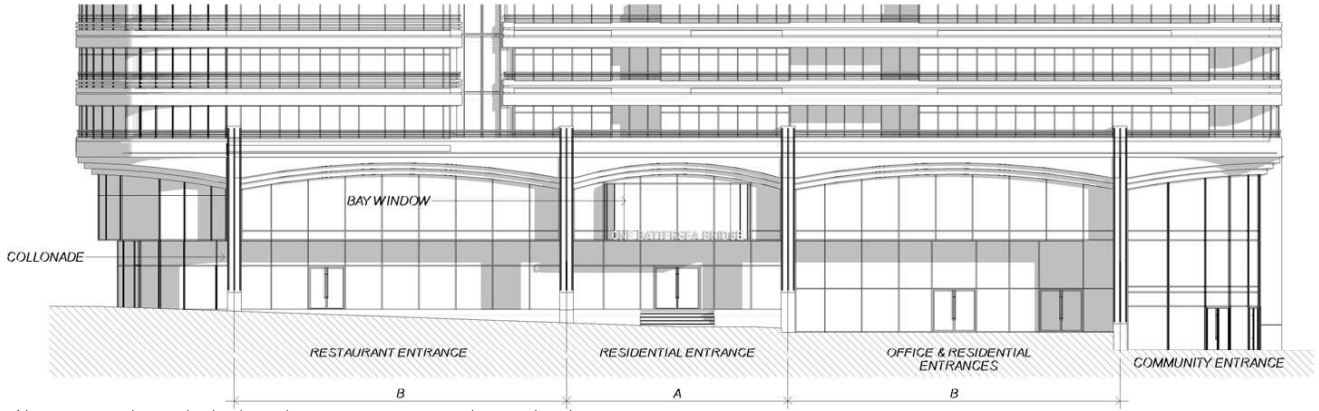
The Base

Reinterpreting Battersea Bridge

The design for the western facade of the base takes inspiration from the rhythm and language of Battersea Bridge and comprises of a five arched colonnade incorporating entrances and active uses and provides a sheltered environment away from the road.

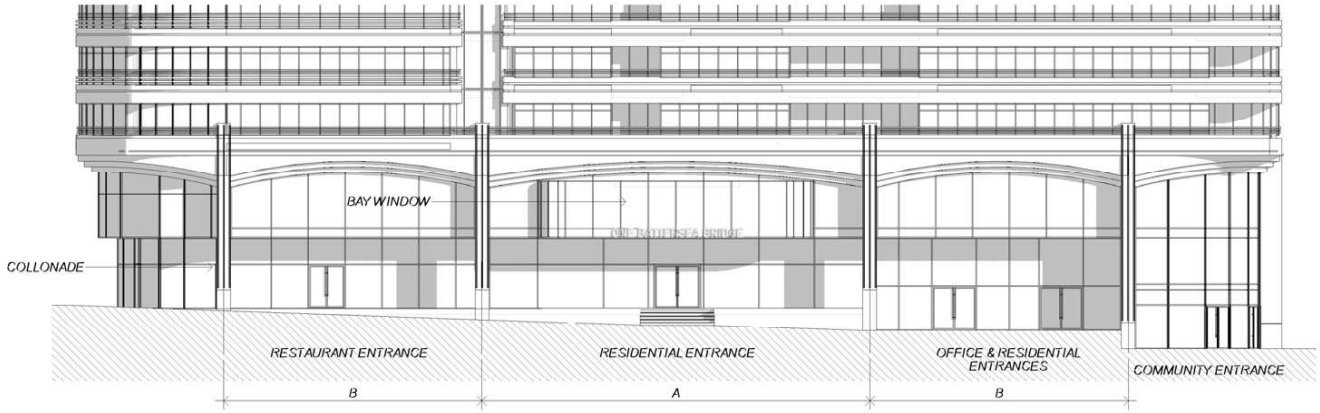
The upper level of the colonnade also includes the bay windows of the commercial accommodation on level one.

The proposed design creates a unique and active elevation along Battersea Bridge Road to complement the active uses on the main public side of the building.



Alternative colonnade rhythm showing a compressed central arch

Activity along Battersea Bridge Road



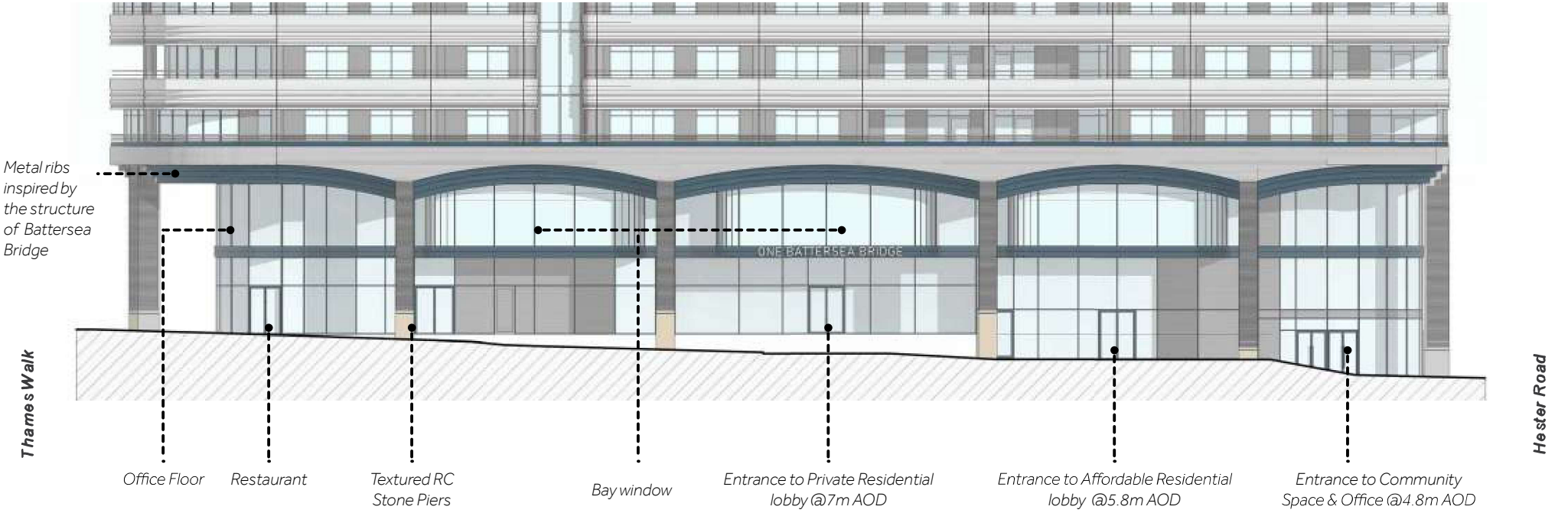
Proposed colonnade rhythm - following the five-arched hierarchical rhythm of Battersea Bridge

Animation stills showing the adaptive base - from L:R View from North West, Battersea Bridge Road, View from South West, View from South East

The Base

Elevation along Battersea Bridge Road

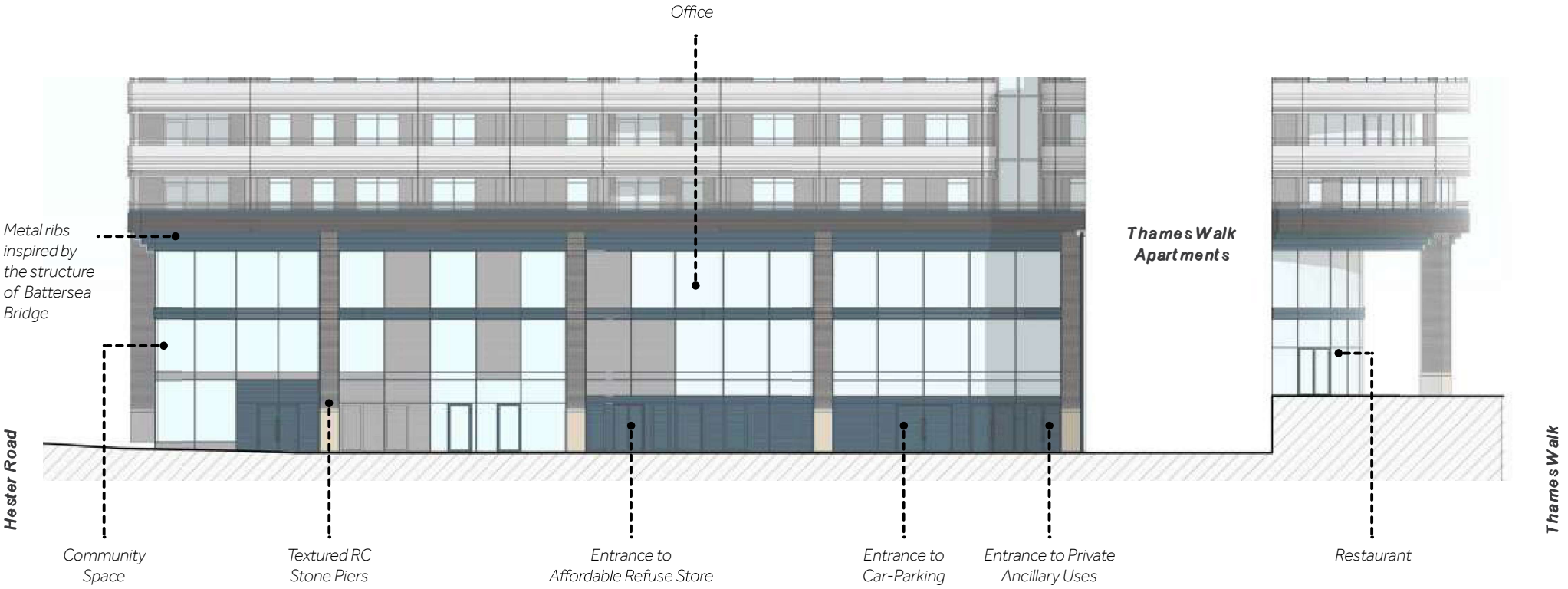
The architectural expression is restrained and elemental comprising of pre-cast concrete textured columns and arches complimented by receding metal ribs echoing the materiality and expression of the bridge and reinterpreting the detail in a contemporary manner.



The Base

Elevation along Private Road

The architectural expression of the podium, follows the same material palette as the West Elevation, however the level of detail and depth of the facade has been compressed to reflect the nature and use of the service road.



The Middle

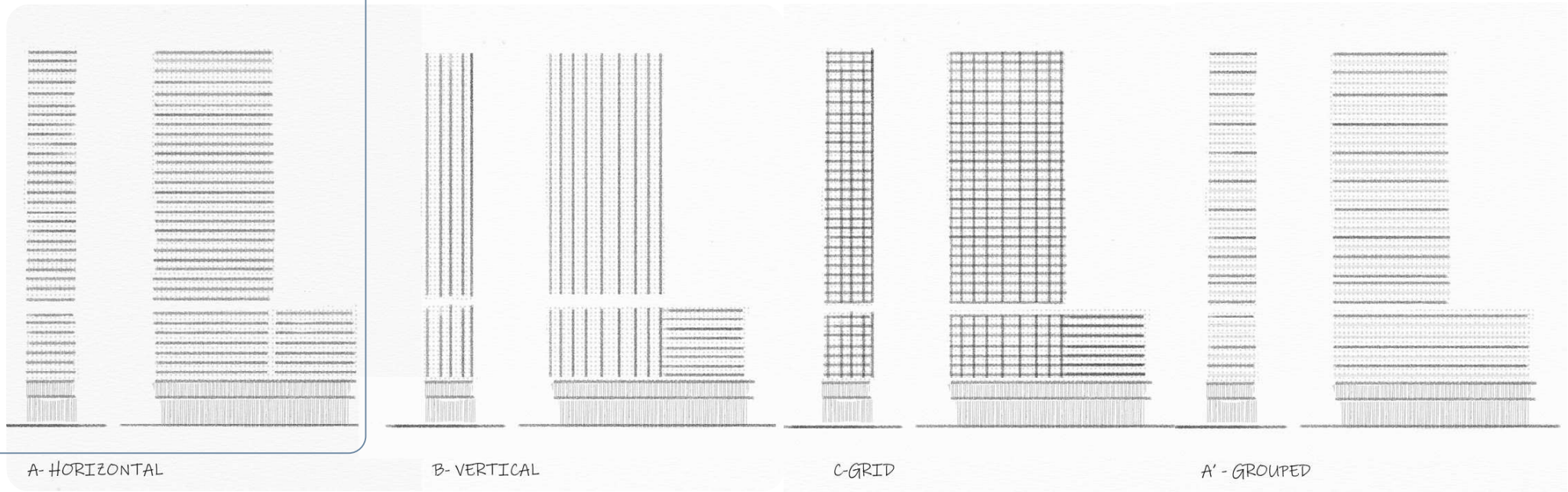
The middle of the building is the place where the podium meets the tower. The rhythm of the architectural expression of the facade has undergone a rigorous design process exploring different configurations and materiality.

As part of our discussions with the planning team in Wandsworth our initial ideas of the materiality of the proposal evolved from brick and solidity to a lighter material palette reflecting the sky and the river

The proposed order of the façades follows the deign inspiration and precedent studies in the previous pages to create a simple horizontal expression of the main components of the facade differentiated by level of detail and articulation along the height of the building.

Initial materiality and facade order studies

The proposed design



Facade order studies

The Middle

Elevation along Battersea Bridge Road

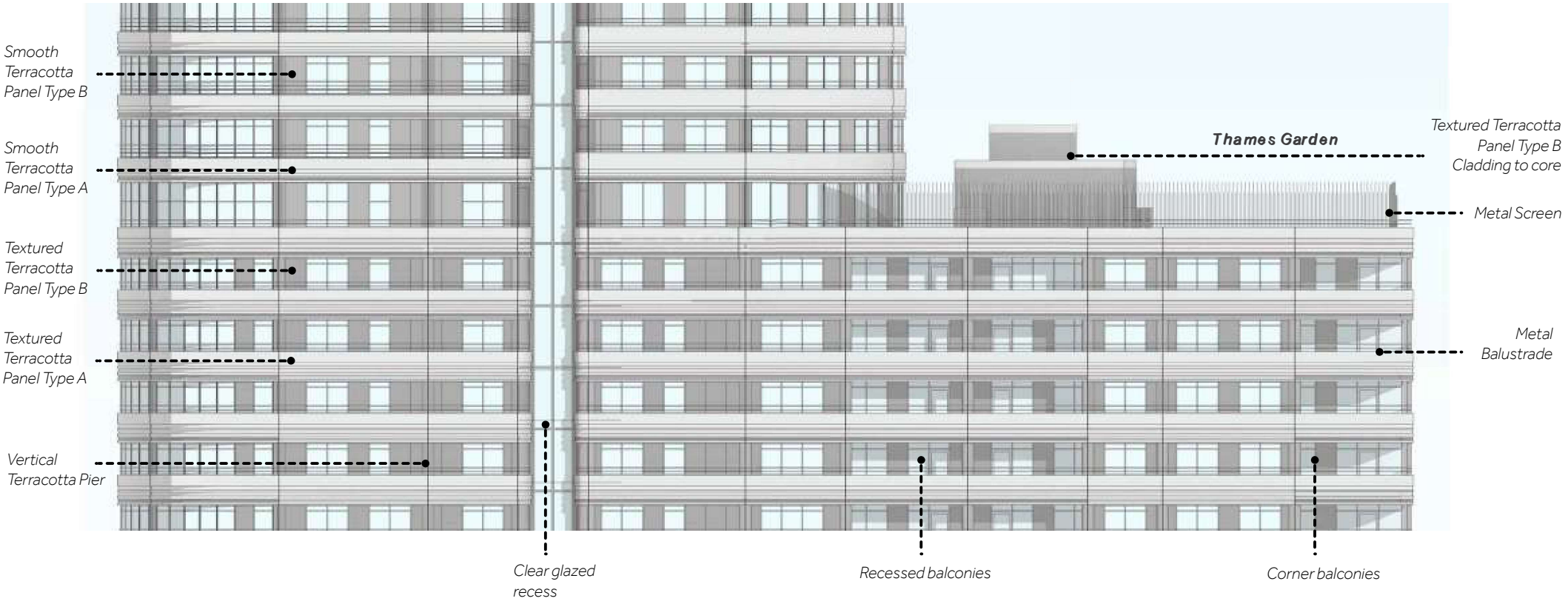
The design proposes a simple material palette of two colours of terracotta - the strong horizontal lines emphasised by Terracotta Type A and the infill glazing zone with a darker Terracotta Type B.

Both materials adapt their level of detail and texture depending on the their location along the height of the building.

Type A reduced the amount of moulding above level 11 and adds more solidity to the south elevation.

Type B changes its texturality - smooth above level 11 and textured below.

The simple palette is complemented by a light grey widow frames and finished at level 11 by the light metal screen around the amenity level



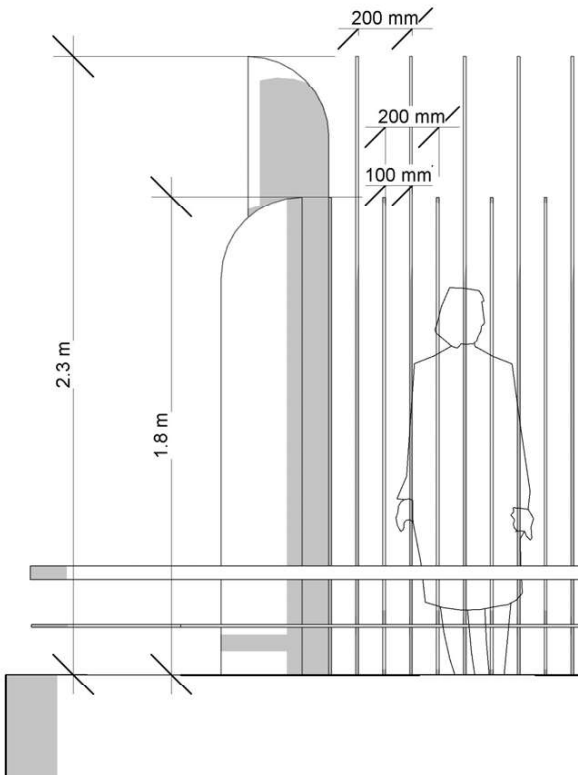
The Middle

Thames Garden Amenity

The Thames Garden amenity level requires a screen to provide safety and shelter from sun at the same time as providing visual permeability to allow for view out

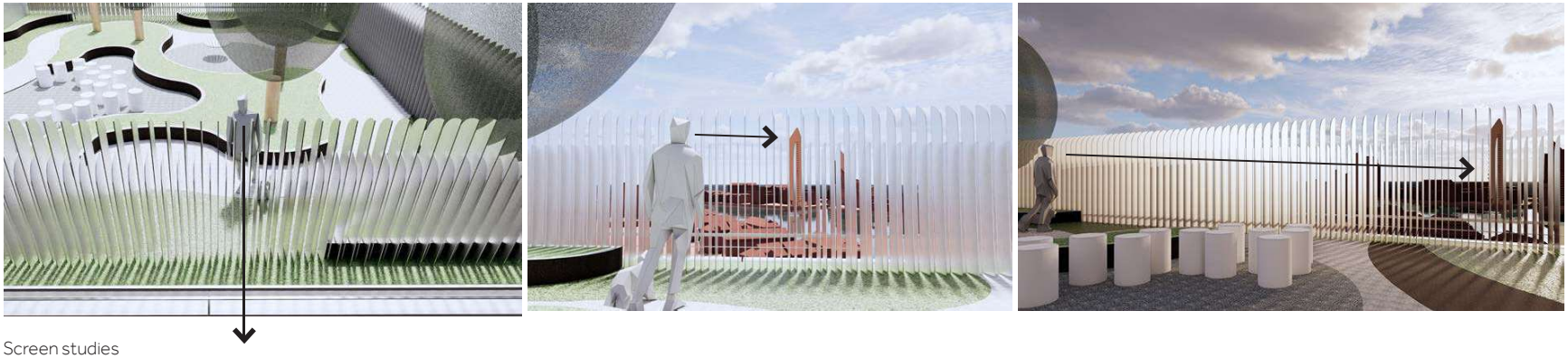
A simple design solution is propose with two orders of overlapping metal blades acting in unison and contributing to the overall architectural expression. The design complements the landscape design of the garden an provides a simple and robust solution

View fro Thames Garden



Screen setting up

Screen precedents and inspiration



Screen studies

The Top

Design Development

The crown has to perform a variety of functions - including building plant, BMU, and solar panel array but it has the opportunity to provide a simple end to the building.

Due to the height of the building, this element will be visible from a distance only and as such the intent is not to distract from the simple form of the tower and follow the same design intent as the rest of the building - similar to the precedent images below.

Rafael Viñoly - Marble Arch

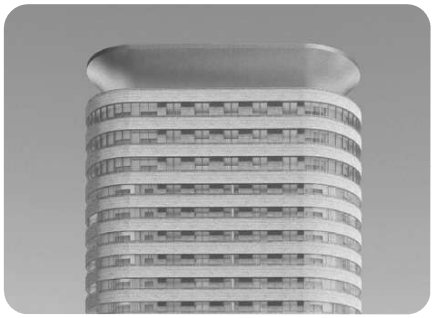
CZWG- Bankside lofts

Farrells - Eagle House, City Road

Farrells - Ruby Triangle, Southwark

Simple extrusion

Concentric



Funnel

Stepped tower v.1

Stepped tower v.2

Stepped tower v.3

Design Studies of different articulation of the crown of the building. The design evolved with the evolution of the articulation of the tower. The current design is summarized in the next page

The Crown will follow the same material palette as the rest of the elevation

The Top

The Crown of the Building

The crown will have a specific and unique lighting design to complement the architectural design of the building and celebrate the unique location of the proposal.

North Tower

Increased openness to optimise daylight

South Tower

Increased solid to reduce overeating

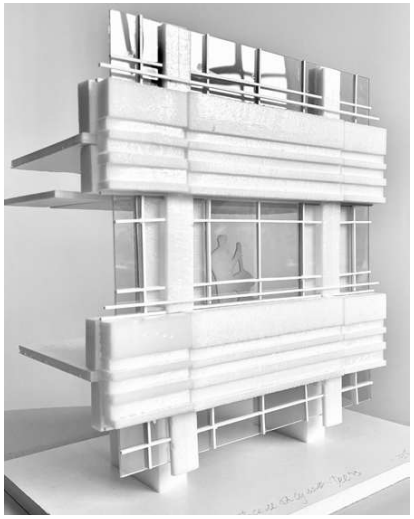
Facade Design

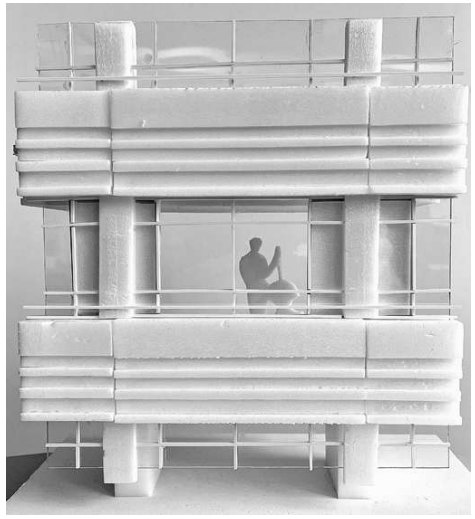
The proposed design creates a unified architectural expression at the same time adaptive to aspect, height and use of the building.

The design is proposed to be modular with large scale concrete backed terracotta panels constructed off-Site and lifted into position to ensure design quality and speed of construction.

The proposed methodology will ensure speed and high quality of construction.

Example of modular construction pre-fabricated panels





Study model of a typical bay

Proposed West elevation

Materiality & Texture

Mineral reflective material palette

Following the extensive consultation with Wandsworth and the DRP we have settled on a simple light architectural palette consisting of terracotta and light grey metal for the middle and top of the building.

Terracotta provides a lightweight, robust and long lasting building material with numerous environmental benefits and great aesthetic appearance.

A variety of terracotta clad buildings

Materiality & Texture

Reflective and Responsive Materials Palette

The proposed material palette acts as a sympathetic partner to the existing context, reinterpreting the key elements of the surrounding buildings.

Prefabricated terracotta panels provide a robust facade system, with subtle variations in texture and tone providing a reflective building that changes during the day and seasons.

1. Terracotta Type 1-3
Manufacturer Argeton
Glazed Terracotta
Light colour

2. Terracotta Type 2
Manufacturer NBK
TERRART SPECIAL SHAPE 03140
RGB 138-138-138
Double fired glaze

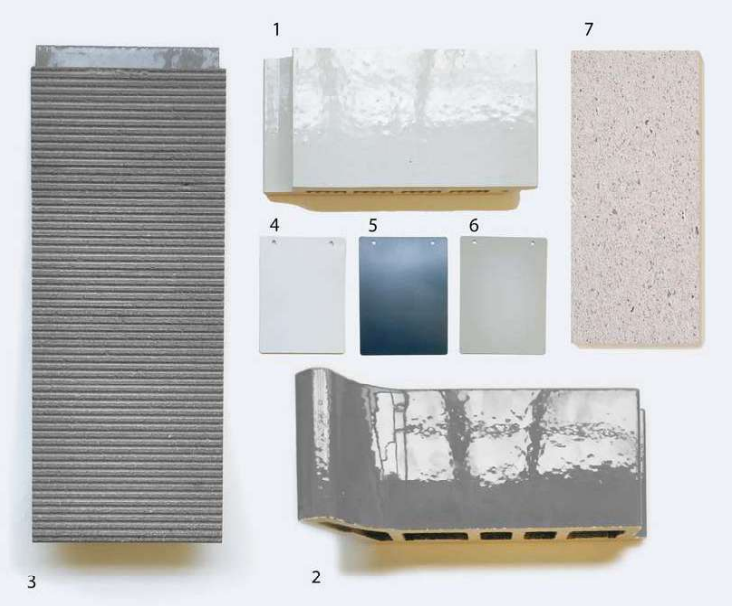
3. Terracotta Type 4
Manufacturer NBK
Terrart Large 06018 College Road
Medium Combed 240
RGB 138-138-138
Glazed (single firing)

4. Metal Type 1
IGP-HWFclassic 5903
IGP 90160 R
Polar -Smooth flow -Pearl mica
Matte finish

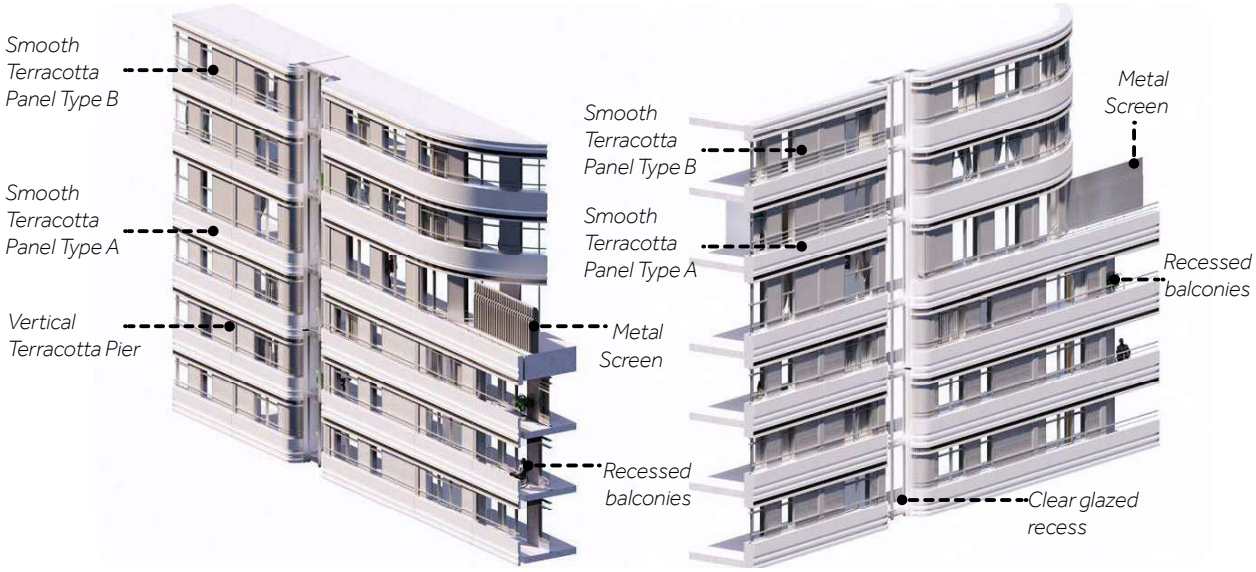
5. Metal type 2
IGP-HWFclassic 5903
IGP blau - ca. Pantone 2380 C
Matte finish

6. Metal type 3
IGP-HWFclassic 5907
Cast aluminium - Pearlescent
Silky shine

7. Concrete type 1
Light grey concrete



Selected Colour Palette and indicative materials specification



Typical Bay Study

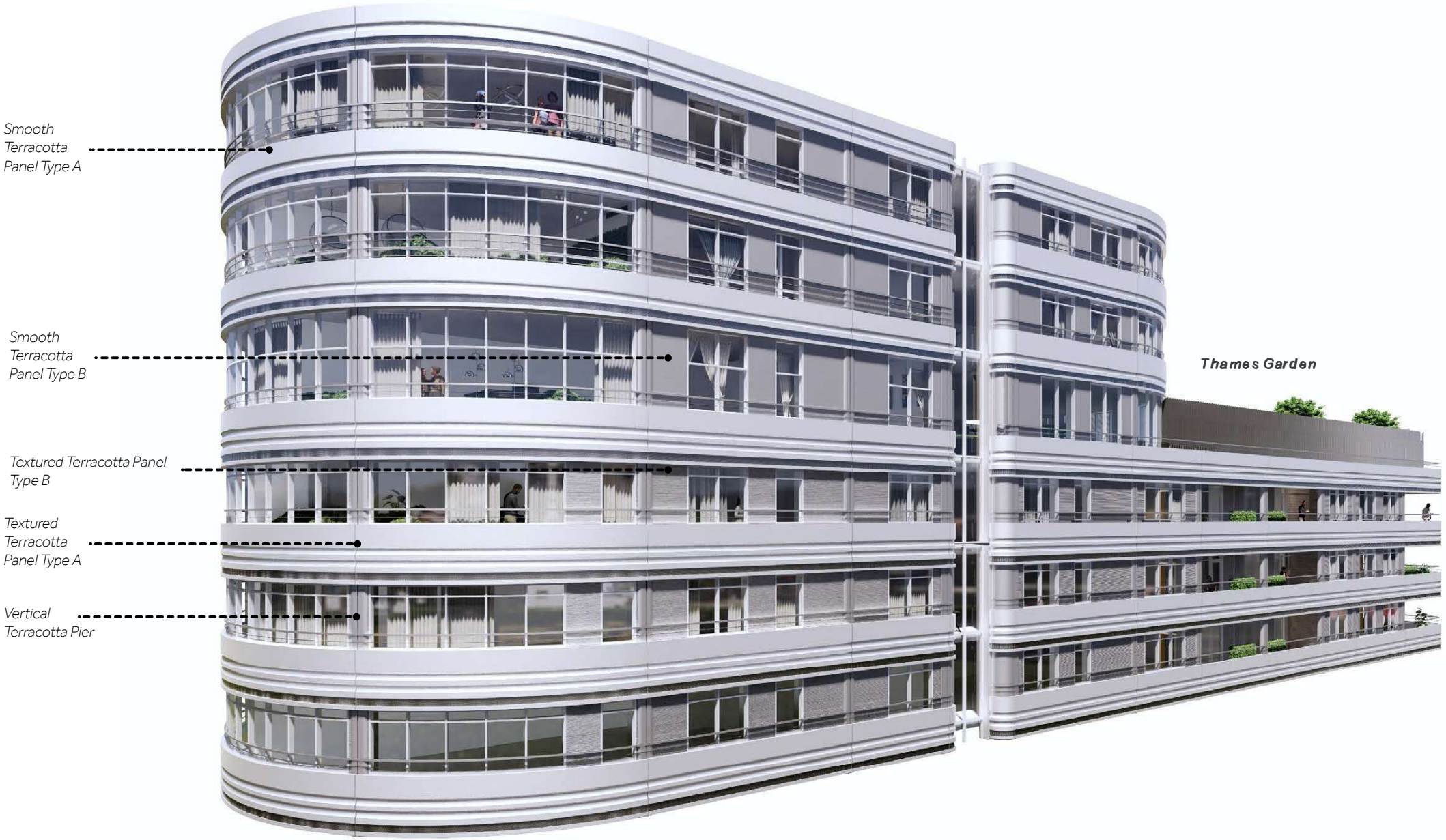
Materiality & Texture

Middle Bay Study South

Thames Garden

Materiality & Texture

Middle Bay Study North



Visual

View from Battersea Bridge

Visual

View from Battersea Bridge Road looking North

11

Inclusive Access

Overview

Access aims

The Proposed Development has been designed to the highest standards given to the context of the project, so that it can be comfortably and independently used by people living in and visiting the development, and the wider community.

The Proposed Development has considered the requirements of all users, visitors, staff and wider community to ensure that the proposal is fit for use by everyone.

The Design Team has consulted with the Occupational Therapist at LB Wandsworth, to ensure that accessibility to the proposal was compliant and that the proposed mix of M4(3) units and layout, access & circulation met LBW requirements and needs.

As defined by The Commission for Architecture and the Built Environment (CABE) 'Inclusive design is about making places everyone can use'. Key principles to achieve good design are:

- Placing people at the heart of the design process;
- Acknowledging diversity and difference;
- Offering choice where a single design solution cannot accommodate all users;
- Providing for flexibility in use; and
- Providing buildings and environments that are convenient and enjoyable to use for everyone.

Where possible the design of Proposed Development has also considered and incorporated the following:

- Design guidance stated in relevant British Standards and other current good practice guidance about meeting the requirements of disabled people; and
- Contemporary requirements and expectations.

The standards and policy

The access regulations and standards that apply to the scheme are identified below.

National Regulations

- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 1: Dwellings, HM Government, 2015 edition incorporating 2016 amendments. (Hereafter referred to as AD M Vol.1).
- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 2: Building other than dwellings, HM Government, 2015 edition. Note: Amendments to AD M Volume 2 published in July 2020 take effect on 1 January, 2021 (Hereafter referred to as AD M Vol2).
- The Building Regulations 2010, Approved Document K (Protection from falling, collision and impact), HM Government, 2013 edition. (Hereafter referred to as AD K).

Planning Policy

- The London Plan: Spatial Development Strategy for Greater London, Mayor of London, March 2021 - Policy D5 and D7.
- Wandsworth Local Pan - Wandsworth Council, adopted July 2023 - LP27 Housing Standards
- Wandsworth Local Pan - Wandsworth Council, adopted July 2023 - Policy LP2 General Development Principles (Strategic Policy).
- Accessible and Inclusive Housing - London Boroughs of Richmond and Wandsworth - Housing Development and Regeneration, May 2023.
- Requirements in relation to accessible housing and inclusive design refer to the new London Plan, which the project is already following.

Overview

Key access provisions

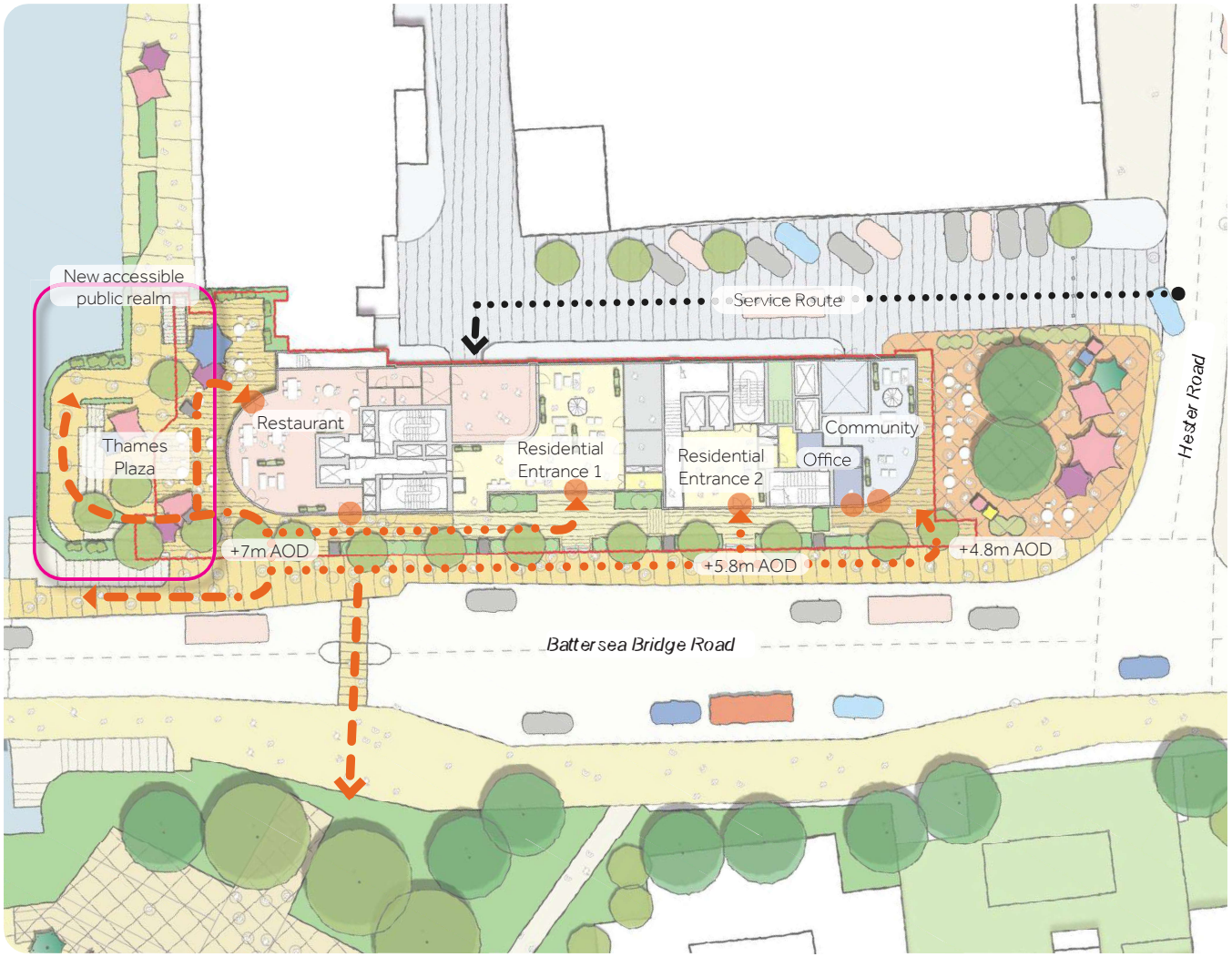
The Proposed Development has been designed in consideration and understanding of the principles of inclusive design, and to ensure that the level of access provisions are reasonably provided in context with the purpose of the scheme.

The proposals for the development at this stage demonstrate that the scheme has the potential to meet the local policies in relation to inclusive design, Building Regulations Approved Document M, and the expectation of the Equality Act subject to further design development.

The Applicant has a legal right of access to enter and egress the budling and this has been discussed with planning officers and the Thameswalk residents (the freeholds of the private road). The proposals have been designed to reflect the existing access arrangements on site, however the applicant acknowledges that further discussions and consultation will need to take place post planning permission.

The key access provisions for the Proposed Development include:

- **Public realm** - Pedestrian routes designed to be safe and inclusive for all pedestrians. Routes will be step-free, level or gently-sloping with gradients at least 1:21 or gentler.
- **Entrances -** direct and convenient approach at street level, well defined within the building façade;
- **Horizontal circulation** - Step-free access to all parts of the buildings, including balconies and roof terraces;
- **Vertical circulation** - Access to a second lift for all residents of wheelchair accessible homes at upper levels;
- **Car parking** - Provision of car parking bays for M4(3) dwellings;
- **Cycle parking** - Accessible cycle storage on each building;
- **Accessible & adaptable housing** - 90% of dwellings will be designed to meet Building Regulation M4(2) Accessible and Adaptable dwellings;
- **Wheelchair-accessible housing** - 10% of the dwellings will be designed to meet building regulation M4(3) Wheelchair user dwellings.



Note: Please refer to the landscape plans for further details on the landscape strategy for this level.

Arrival & External Environment

Site context

The Proposed Development sits on a sloped Site which has put challenges on the accessibility across the scheme. The level change from the lowest to the highest point is about 3m. The proposals have optimised accessibility along Battersea Bridge Road by working with the existing level change.

The nearest Overground stations are Imperial Wharf and Clapham Junction, both located at approx. 1 mile from the Site. Both stations provide step-free access.

Bus stops are immediately adjacent on Battersea Bridge Road and are served by the routes number 19,49, 170, 319, 345, N19 and N31.

In addition to the public transport, the development has made the following provision:

- Accessible car parking for wheelchair user dwellings;
- Accessible cycle storage in all buildings.

Pedestrian and cycle movement

Pedestrian accessibility has been optimised along both Battersea Bridge Road and the Thames Path.

The proposal seeks to improve the existing non compliant route along the Thames Path to create an accessible and generous route optimising usable public space. Due to the level change between the building and the Thames Path, a new ramp has been designed with a series of 1:21 gentle slopes.

The pedestrian route along Battersea Bridge Road will provide access to the residential lobbies, restaurant, community and office space and will provide a strong visual and physical connection into the building.

Streetscape and landscape areas will be designed in accordance to the guidance from BS8300-1 and the Inclusive Mobility guidance, and AD Part M where applicable.

Entrances

Each residential building will have a dedicated entrance at ground floor with direct access from the public pavements, that lead to each lift core provided with two lifts and two stairs.

A separate service route will also be accessed from the private residential street located to the east of the Site.

The design of the facade will make entrances apparent and easily identifiable. Entrances will be covered and will have accessible thresholds. A level landing of at least 1500x1500mm will be provided in front of all entrances.

Horizontal circulation

Communal corridors are generally minimum 1500mm wide. Where a corridor is less than 1500mm wide, passing places of at least 1500x1500mm will be provided at every 10 metres and in front of all wheelchair user dwellings

Doors in communal routes are minimal and where possible will be held-open.

Vertical circulation

Access to all units is step-free via passenger lifts. Two passenger lifts per core have been provided at all levels to ensure that there is an alternative lift in case of a lift break down.

Car lifts will be minimum 1700mm wide by 2500mm deep, and will have a minimum 1500x1500mm manoeuvring space in front of all lifts clear of door swings and structural elements. Further details will be provided at the appropriate stage of design development.

Two stairs for escape purpose is proposed on each core that provide access to all levels above ground. All stairs will be designed in accordance with ADK Section 1 for 'general access stair' as required by ADM Vol. 1, Section 3A.

Stairs will have a width of minimum 1200mm between walls and landings at the top and bottom of each flight will be 1200mm long clear of door swings. Flights will not have more than 12 steps and there will be provision of handrails on both sides.

Emergency escape

To support an inclusive design and meet the London Plan requirements, evacuation lifts are to be provided within each residential core.

Each evacuation lift will be provided with the same level of protection as the stair, and it will be separated from any accommodation by a protected lobby provided with inlet air and a protected corridor provided with mechanical ventilation.

A bespoke smoke control system has been proposed to adequately protect occupants awaiting the lift car's arrival and to mitigate the risk of smoke spreading across multiple floors.

For further details please refer to the Fire Statement produced by Ashton Fire, which is submitted in support of the Application.

Note: Further details will be developed at the appropriate stage of design development in accordance to ADM Vol. 1 and the guidance of BS8300 where relevant, ensuring buildings are accessible to all users, regardless their (dis)abilities and age.

Wheelchair User Dwellings

Add M42 numbers and private M43

Overview

The Proposed Development comprises one building delivering a total of **110 homes**.

In line with the London Plan 2021 and the Wandsworth Local Plan 2023, **10% of the dwellings will be designed to meet Building Regulation requirement M4(3) 'wheelchair user dwellings',** with the remain **90% will be designed to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'**.

The provision made to meet Building Regulation requirement M4(3) can be of two types:

- (2)(a) - Wheelchair adaptable: Dwellings that can be easily adapted to meet the requirements of occupants who use wheelchairs.
- (2)(b) - Wheelchair accessible: Dwellings that meet the requirements of occupants who use wheelchairs from completion.

Overall, wheelchair user dwellings have been distributed across the development considering:

- **Wheelchair users have as much choice** as far as possible about the size, location and level of their home as anybody else;
- Wheelchair user **units are not clustered together;**
- Wheelchair user dwellings have **access to two lifts**;

Residential **long-stay cycle storage will be located at Basement floor**, next to **each core provided with 2 lifts**. External access to the cycle stores will be accessible through Cycle Lifts from the private service route to the East of the building.

Affordable M4(3) Units

The design team has **worked closely with LB Wandsworth Occupational Therapist** to ensure the compliance and quality of the proposed M4(3) units for the affordable tenure.

In line with the Wandsworth Local Plan 2023, the proposals will include a **variety of sizes of homes from single person homes to larger family homes** to ensure a comprehensive offer.

Of the proposed 110 units, the 10% will be M4(3) unit and the remaining 90% will be M4(2) unit.

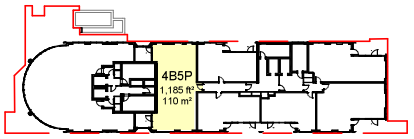
The M4(3) unit provision is split across tenure as follows:

Unit Mix - Social Rent			
Tenure	**Unit Type**	**no. Units**	**Totals**
Affordable	2B3P	1	6
	3B5P	1	
	4B5P	4	
Private	2B4P	2	6
	3B5P	3	
	4B5P	1	
Totals		**12**	

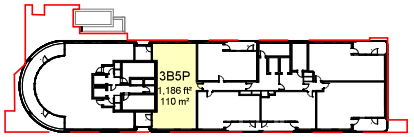
Typical M4(3) unit layouts

M4(3) Units have been design according to the minimum access provisions required by The Building Regulation and 'Accessible and Inclusive Housing, London Boroughs of Richmond and Wandsworth, Housing Development and Regeneration'.

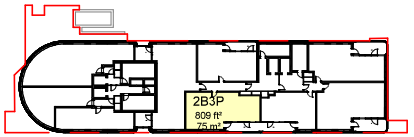
Affordable M4(3) Units Distribution



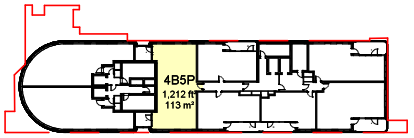
LEVEL 2 WCU KEY Plan



LEVEL 3 WCU Key Plan



LEVEL 4 WCU Key Plan



LEVEL 8-10 WCU Key Plan

Wheelchair User Dwellings

M4(3) Family Unit

Private outdoor spaces have a minimum width of 1500mm.

Single bedrooms have a clear access zone of 1000mm on one side of the bed, a clear access route of 750mm from the doorway to the window, and a clear access zone of 1000mm in front of all furniture. There is a 1200x1200mm manoeuvring space inside the doorway. Minimum floor area is 8.5m2 and have a width of at least 2.4m.

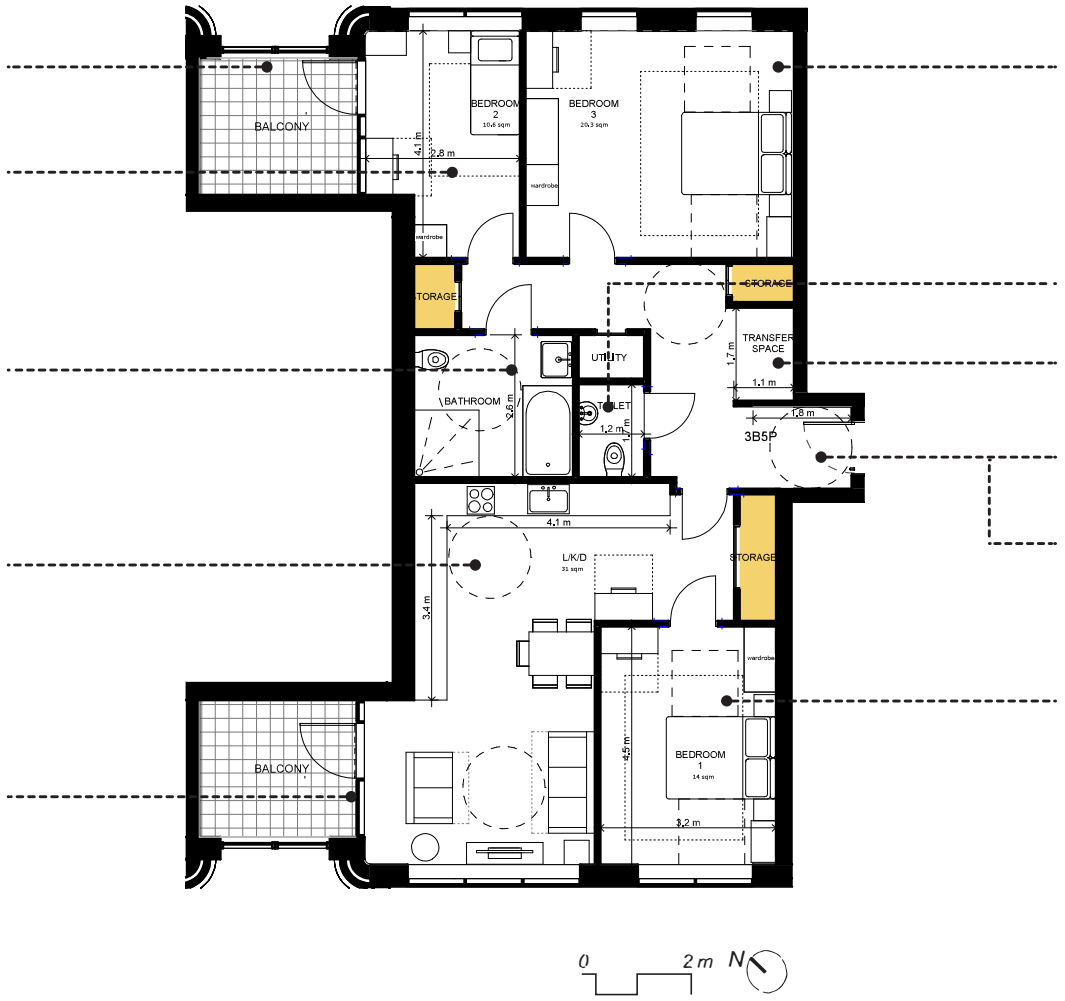
Wheelchair adaptable bathroom with an opening outward door. The layout provides both a level access shower and bath.

Kitchens have a 1500mm clear access zone in front of all kitchen units. The kitchen worktop length, including fittings and appliances, is in accordance to Table 3.3 of AD-M, Vol.1. The layout demonstrates how the kitchen worktop can be enlarged by 1800mm to meet Table 3.4 of AD-M, Vol.1 without moving structural walls, stacks or drainage, and without compromising the space in any other part of the dwelling.

Doors to balconies have a minimum clear opening width of 850mm, and 300 mm nib on the leading edge maintained 1800 mm beyond the door.

Internal doors have a clear opening width of 850mm, with a 300mm nib on the leading edge and a 200mm nib on the following edge.

Typical M4(3) 3B5P Unit



Main double bedroom have a clear access zone of 1000mm on both sides and the foot of the bed, a clear access route of 750mm from the doorway to the window, and a clear access zone of 1000mm in front of all furniture. There is a 1200x1200mm manoeuvring space inside the doorway and on both sides of the bed. Minimum floor area is 13.5m2 and have a width of at least 3m.

Dwellings with four or more bed spaces, provide access to a second WC.

Wheelchair storage and transfer space of 1100mm deep by 1700mm wide, accessed from a space 1200mm wide.

Entrance doors have a minimum clear opening width of 850mm, and 300 mm nib on the leading edge maintained 1800 mm beyond the door.

Entrance area has a 1500mm turning circle.

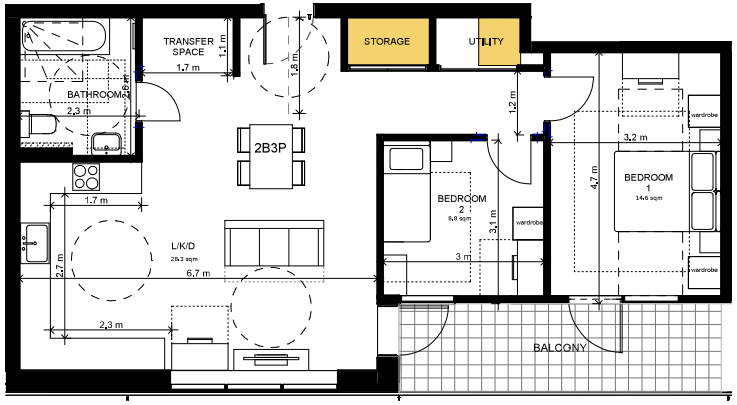
Other double bedroom have a clear access zone of 1000mm on one side and the foot of the bed, a clear access route of 750mm from the doorway to the window, and a clear access zone of 1000mm in front of all furniture. There is a 1200x1200mm manoeuvring space inside the doorway. Minimum floor area is 12.5m2 and have a width of at least 3m.

General storage built-is in accordance to Table 3.1 of AD-M, Vol.1.

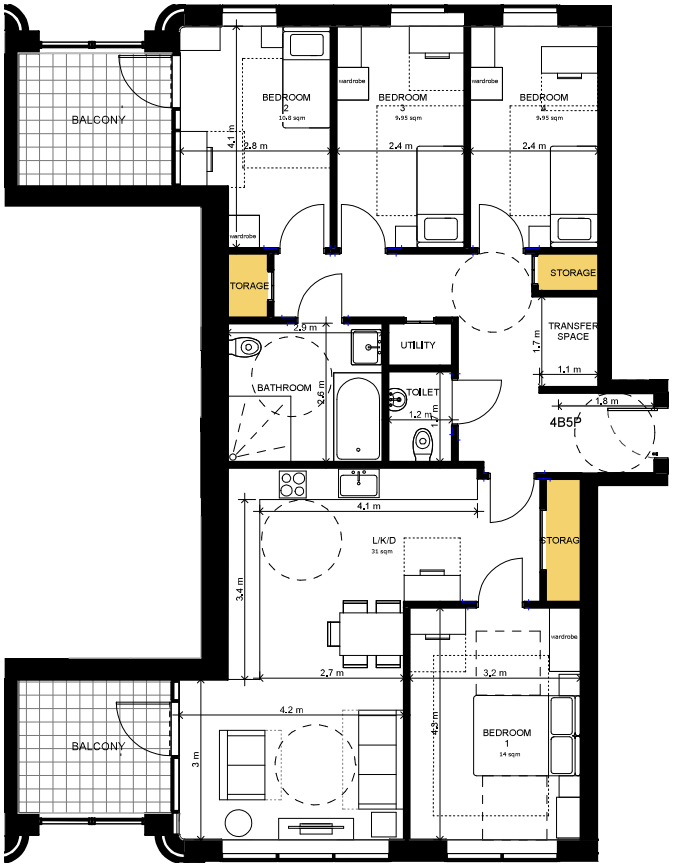
Wheelchair User Dwellings

Typical M4(3) Units within the Affordable provision

2B3P M4(3)



4B5P M4(3)



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12

Sustainability

Sustainability

Energy & Sustainability Strategy

The Proposed Development has demonstrated how to achieve the necessary carbon emission reduction through implementing a fabric first approach and reducing demand as far as possible before implementing efficient energy systems and on Site renewables.

The Proposed Development will be built with fabric performance that exceeds building regulation requirements and will have high efficiency building services that recovers heat and limits energy losses as far as reasonably possible.

After the inclusion of passive design and energy efficiency measures, options will be investigated to reduce CO2 emissions associated with energy supply.

It is anticipated that a central air source heat pump and building heating network will deliver a betterment beyond 35% for the residential. Local air source heat pumps will be provided for non residential areas. The Application of PV will be further considered.

The residential will target RIBA and LETI operational energy climate change targets of less than 60 kWh/m2/y for 2025 and 35 kWh/m2/y for 2030.

Low Direct effect life cycle CO_2 emissions by using low refrigerant quantities.

90 % thermal efficiencies for MVHR units

Water Management

Water demand for the building will be managed and designed to reduce mains/potable water and include water efficient devices and equipment.

To reduce the demand, the sanitary fixtures will be specified to achieve a calculated daily consumption of less than 100 l/p/day in accordance with best practice.

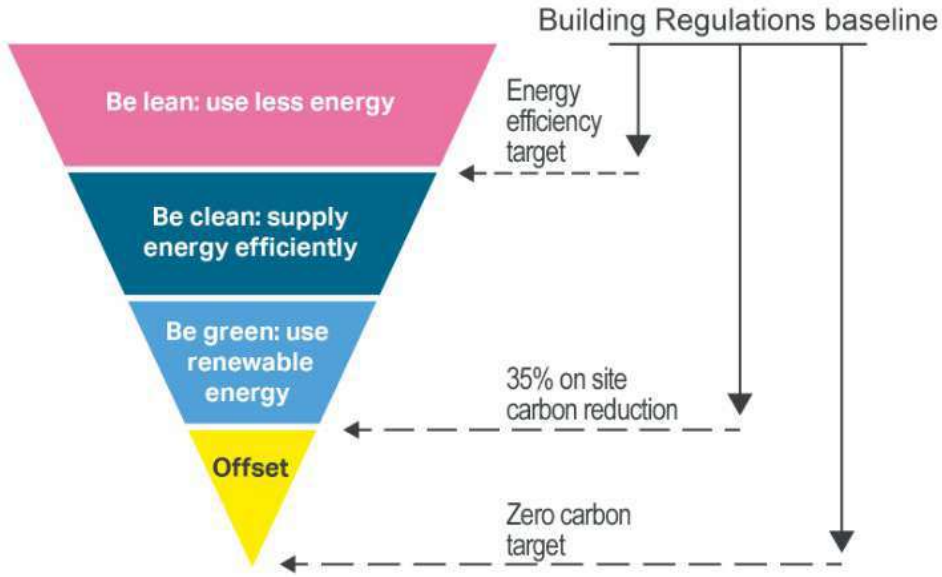
A water efficiency strategy will be determined for the Site to include 'A' rated appliances (where provided)

Low flow taps/toilet/bath/showers will be specified throughout the building.

Overheating

An initial overheating risk assessment in line with CIBSE TM59 and Approved Document Part O has been carried out for the domestic spaces on Site. Initial results confirms that all assessed bedrooms, living/ kitchens, and communal corridors which are designated as predominately naturally ventilated with openable windows are shown to be compliant with Part O and CIBSE TM59 overheating criteria. However, due to the Site subjected to noise and air quality constraints, the dwellings will require mechanical ventilation with the addition of supplementary cooling in order for the dwellings to comply with windows closed.

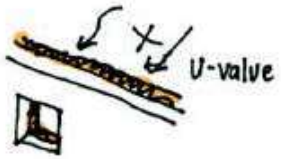
Further information about Sustainability & Energy Strategy is set out in the relevant reports prepared by Ridge and Temple.



Source: Greater London Authority

Envelope Design Principles

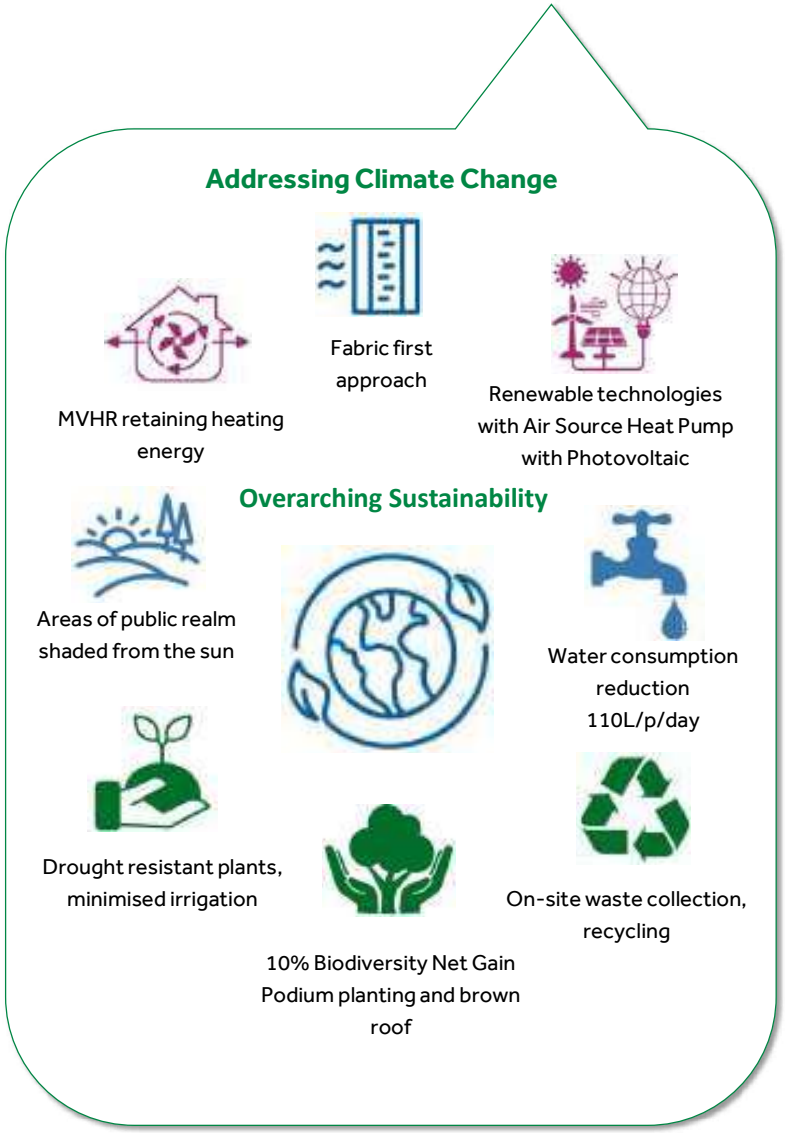
Improved air tightness reduces energy loss



Improved insulation reduces energy loss

Roof terraces / green roofs have ecological benefits and reduce rainwater run off

Addressing Climate Change



Following the dynamic simulations for the building, the tables below demonstrate the anticipated energy consumption, carbon emissions, PV generation and financials for the whole development.

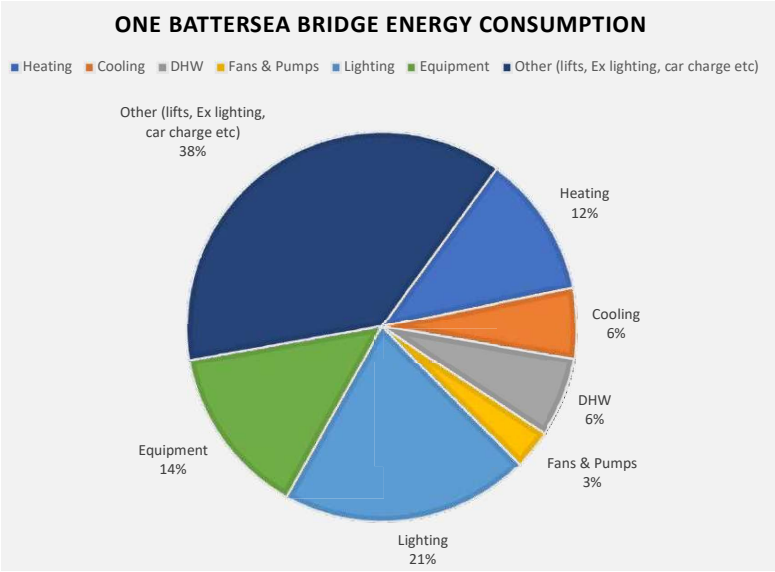
Primary Energy (kWh/m²)	
Heating	5.85
Cooling	2.87
DHW	3.27
Fans & Pumps	1.60
Lighting	10.19
Other Energy (kWh/m²)	
Equipment	6.99
Other (lifts, Ex lighting, catering, car charge etc.)	18.66
Total Energy (kWh/m²)	**49.42**

Total Energy Consumption	
Electricity (kWh/year)	287,443
Total (kWh/year)	**287,443**

Renewables	
PV Generated (kWh/year)	0
PV Consumed (kWh/year)	0
PV Offset CO_2 ($kgCO_2$/year)	0

CO_2 Emissions	
Electricity ($kgCO_2$/year)	39,092
Total ($kgCO_2$/year)	**29,092**

Financials	
Electric Bill (£/year)	£97,905
Total Utility Bill (£/year)	**£97,905**

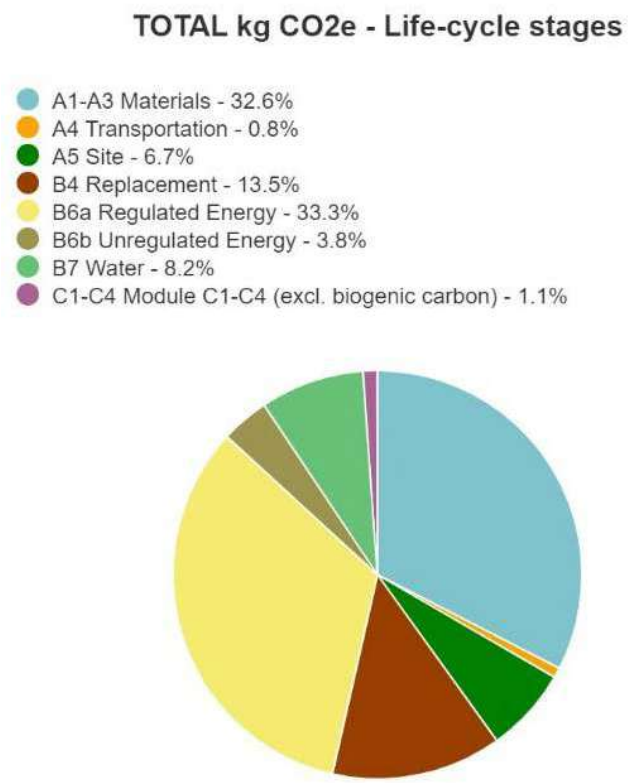


Summary:

- The calculations undertaken to predict the operational energy of the commercial aspects of the development demonstrates that it will consume 312,615kWh per annum.
- This equates to 50.17kWh/m² over the area of the whole building.
- Based on SAP10.2 carbon emissions factors, the building will produce 42,516kgCO2 per year.

Further information about Sustainability & Energy Strategy is set out in the relevant reports prepared by Ridge and Temple.

Addressing Climate Change



Emissions released across Life-cycle modules

Whole Life Carbon Assessment

Module	One Battersea Bridge	WLC Benchmark	Aspirational Benchmark
A1-A5 (excluding sequestration)	**616kg CO_2e/m^2 GIA**	<850 kg CO_2e/m^2 GIA	<500 kg CO_2e/m^2 GIA
B – C (excluding B6 & B7)	**236CO_2e/m^2 GIA**	<350 kg CO_2e/m^2 GIA	<300 kg CO_2e/m^2 GIA
A-C (excluding B6 & B7, including sequestration)	**853kg CO_2e/m^2 GIA**	<1200 kg CO_2e/m^2 GIA	<800 kg CO_2e/m^2 GIA

Whole Life-cycle Carbon emissions model breakdown

The table shows the kg CO2e/m2 GIA values.

The WLC emissions, arising from the Proposed Development total to 853 kgCO2e/m2 GIA. This is broken down as:

• 616 kgCO2/m2 for modules A1-A5 (excluding sequestered carbon).

• 236kgCO2/m2 for modules B-C.

The expected WLC results are lower than the GLA WLC Benchmark for all modules. This demonstrates that Proposed Development at One Battersea Bridge has taken account of relevant policy and reduced emissions as far as reasonably possible based on current information available

A series of high-level opportunities to further reduce carbon emissions post planning have also been proposed. These measures will be looked at in detail in the next stage of the design development process and included, where possible.

Further information about Sustainability & Energy Strategy is set out in the relevant reports prepared by Ridge and Temple.

Addressing Climate Change

Architectural strategies to optimise opportunities to reduce in-use embodied carbon.

Building Form

Decisions made at a very early stage have a very significant impact on energy consumption.

This page gives initial guidance on good practice concept design for environmental performance, which can be considered alongside other constraints and design motivations.

Reducing the exposed surface area

The external exposed surface area has a large effect on the heating energy used by the building. Buildings with higher exposed envelope area lose heat more readily, have worse thermal bridging and have a higher risk of poor airtightness.

Simplifying the building shape is therefore recommended to improve energy efficiency, reduce cost and simplify buildability.

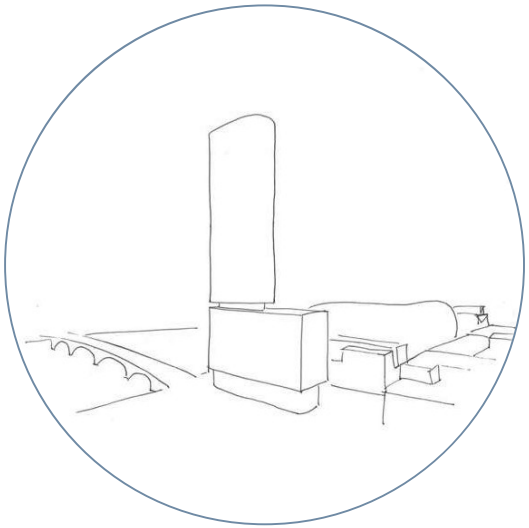
The whole of this surface must achieve a continuous insulation layer and a continuous air barrier line.

Form factor

The form factor is a useful metric for early design development. It can give quick feedback on how efficient a building shape is.

$$\text{Form Factor} = \frac{\text{Total heat loss area}}{\text{Floor area}}$$

The Form Factor of a building is key in low energy design because it tells you how thick your insulation has to be. If you can halve the form factor (ie, simplify the building's shape) you can halve the wall insulation you need to get the same thermal performance. The lower number the better.



Form Factor

0.76

Passivehaus range is 0.5 - 5

Ext Surface/Volume Ratio

0.23

Building with lower volume have a reduced heating demand

Overheating Mitigation

The building's facade is designed to mitigate summer overheating through inset balconies, horizontal windows and winter-gardens.

On the lower block, the façades have been designed to accommodate inset balconies, with an increased solid ratio on the southern façades to reduce solar heating gain due direct sun.

On the tower element, the facade design has the same language but different solidity. The south facade has an increased solid ratio to mitigate the direct sun, while the north facade has a less solid ratio to optimize the daylight.

The inset balconies has been intended as shading device to allow for larger windows.

Balconies | East/West facing windows | Winter Garden

Embodied Carbon, Recycled and recyclable materials

Low carbon choices to reduce construction embodied carbon.

The proposal is to save construction embodied carbon by designing an efficient superstructure with structural engineers, and also focus on accurate material choices of finishes.

With timber products not being suitable for buildings over 18m due to current fire regulations the scheme has endeavoured as a first step - reduce the amount of any material being used. This has included reducing the height of the solid balustrade to all balconies.

The facade design is take in account materials and installation method that facilitate the maintenance, re-cladding and recycling. For this reason, material as metal. For this reason Terracotta on pre- cast concrete panel and metal railing have been selected.

The building is design to optimize production with repetitive modular system.

Also being considered is the life span of a product, where a material of higher embodied carbon may be more beneficial than a less robust option that may need frequent replacing. i.e. metal drainage and downpipes as opposed to plastic.

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Access and Servicing

Overview

The Site lies within an area with a PTAL of 3, which represents an average to good level of public transport accessibility.

The bus network surrounding the Site is excellent, with several bus stops located along the A3320 Battersea Bridge Road, Battersea Church Road and the B305 Westbridge Road providing a number of services which connect to Finsbury Park, White City, South Kensington, Sloane Square and Victoria to the north of the River and Streatham, Peckham, Clapham Junction to the south.

The Site is also within a walking distance to Imperial Wharf London Overground Station and a cycle or bus distance from Fulham Broadway London Underground Station and Clapham Junction National Rail Station.

The transport strategy and design of the Proposed Development has been developed following the TfL Healthy Streets approach by prioritising walking and cycling and minimising trips by motorised vehicles. The Proposed Development follows the TfL Healthy Streets transport principles of Good Growth (set out in the Mayor's Transport Strategy), namely the key areas are as follows:

- Provides good access to public transport and amenities given its proximity Imperial Wharf Station and the A3220 Battersea Bridge Road bus stops and retail units.
- Encourages people to choose to walk and cycle with the provision of new public realm, wider foot-ways and cycle parking in line with London Plan (2021) standards.
- Provides limited car parking spaces, therefore encouraging carbon-free travel.
- Is inclusive and accessible.

The Applicant has a legal right of access to enter and egress the building and this has been discussed with planning officers and the Thameswalk residents (the freeholds of the private road).

The Proposed Development has been designed to reflect the existing access arrangements on site, however the applicant acknowledges that further discussions and consultation will need to take place post planning permission

Cycle Parking

Cycle parking

The cycle parking will be designed in accordance with the guidance contained in the London Cycling Design Standards and will contain cycle parking spaces that can accommodate larger cycles, including adapted cycles for disabled people as follows:

- 15% of the total cycle spaces will be Sheffield stand types;
- 5% of the total cycle spaces will be larger spaces;
- 80% of the total cycle spaces will be double stack stands.

Residential long-stay cycle storage will be located at Basement floor, next to each core.

Access to the cycle stores will be accessible through Cycle Lifts accessible from the east of the building via Hester Road.

Short stay cycle parking in the form of Sheffield stands will be provided to the south of the building for use by visitors to the Site.

Residential Long stay Cycle Parking Provision

Tenure	Two-tier stands	Sheffield Stands	Large Sheffield
Affordable	83	16	5
Private	87	16	5
Total	**212**		

Residential Short stay Cycle Parking Provision

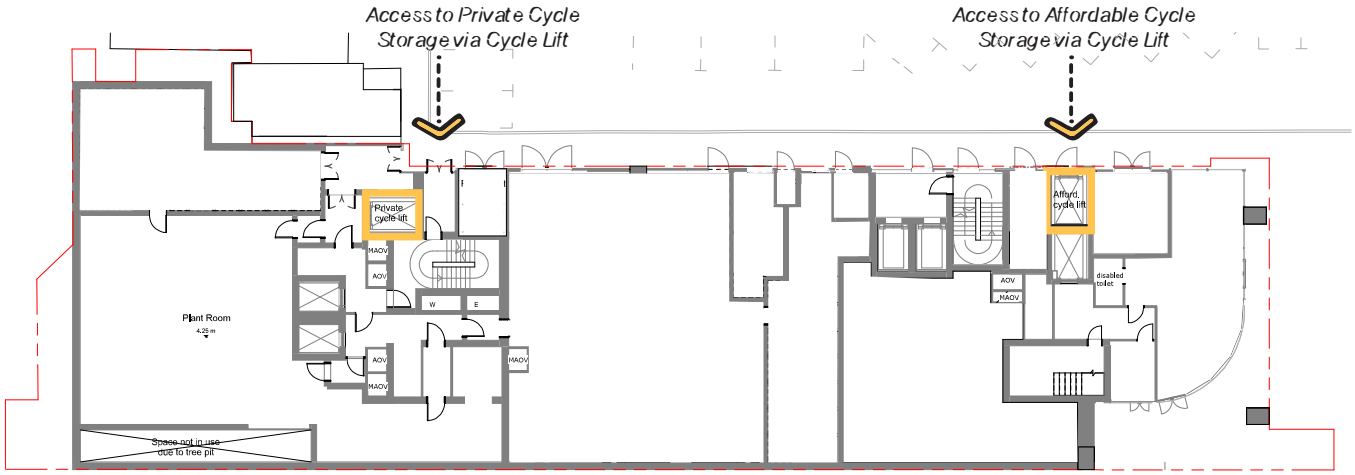
	Two-tier stands	Sheffield Stands	Large Sheffield
Total	-	4	-

Other Uses Cycle Parking Provision

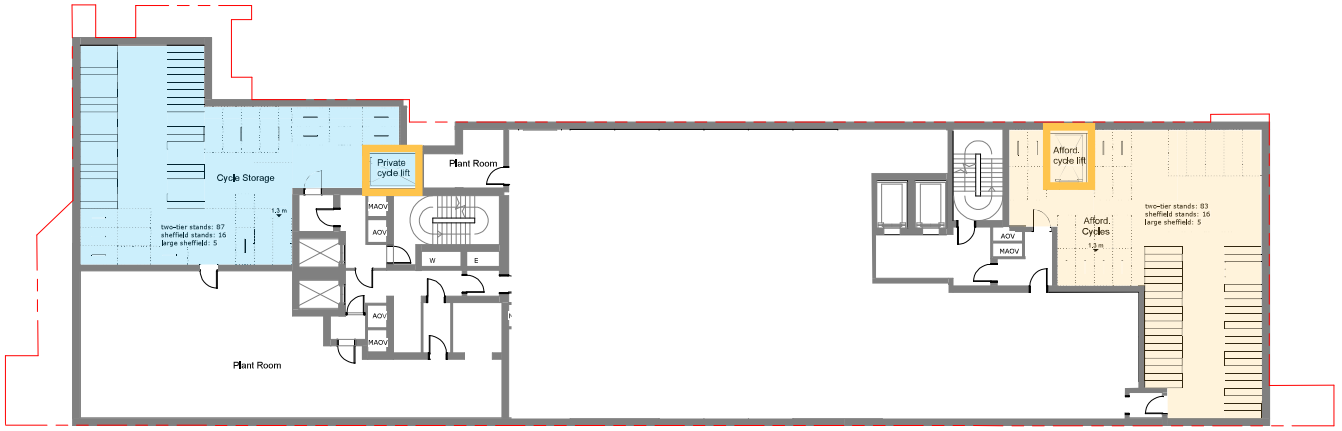
	Long Stay	Short Stay
	10	12
Total	**22**	

For further details please refer to the Transport Consultants Report prepared by Velocity, which is submitted in support of the Application.

Lower Ground Floor



Basement Level



Private Cycle Storage Cycle Lifts Affordable Cycle Storage

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Car Parking Provision

The proposals currently seek to provide 18 parking spaces, a 0.16 ratio of spaces per unit, representing a total level of car parking which is lower than the maximum policy position and acts to be 'low car' and contribute to behavioural change towards more sustainable modes.

The proposal to provide 18 parking spaces represents a reduction of 15 parking spaces in comparison to the current level of parking on the Site, and in that context will demonstrate wider national policy compliance where para 111 of the NPPF states; "Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

The proposal will include five disabled bays, representing a 3% provision (relative to the number of Units) for disabled parking from the outset, which could be expanded into the other parking areas to replace general parking if demand requires in accordance with LP Policy T6.1 Part G.

The car parking provision with have electric charging facilities which will be provided in compliance with LP Policy, 20% active from the outset and 80% passive.

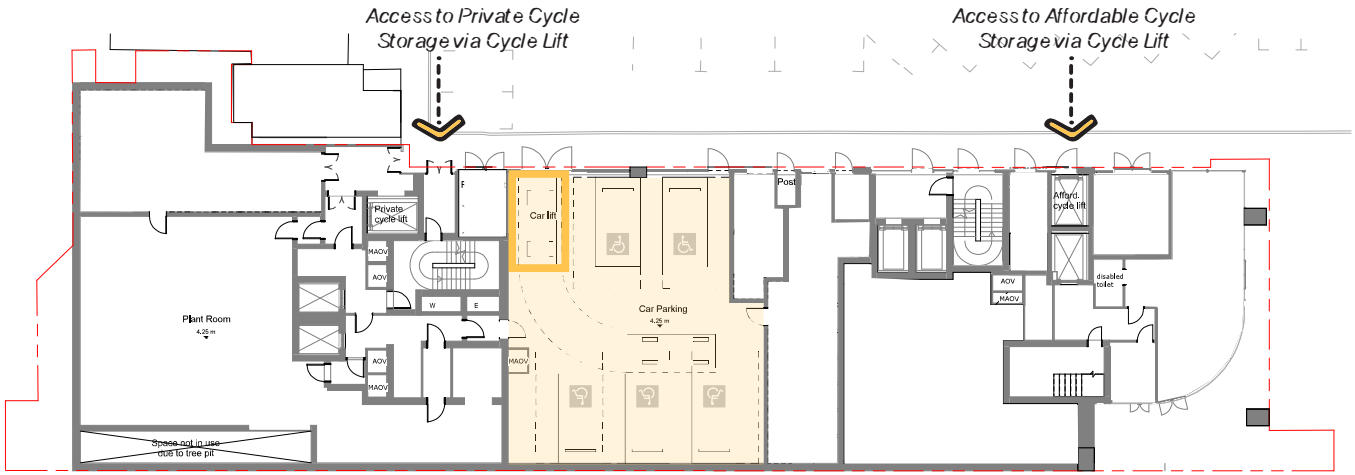
The five disabled bays will be provided on the lower ground floor level and accessed via the service road to the east of the Site. The remaining 13 parking spaces will be located at basement level and accessed via a car lift provided on the lower ground floor level.

Disabled car parking spaces will meet dimensional and other specifications set out in BS8300-1 and local authority requirements.

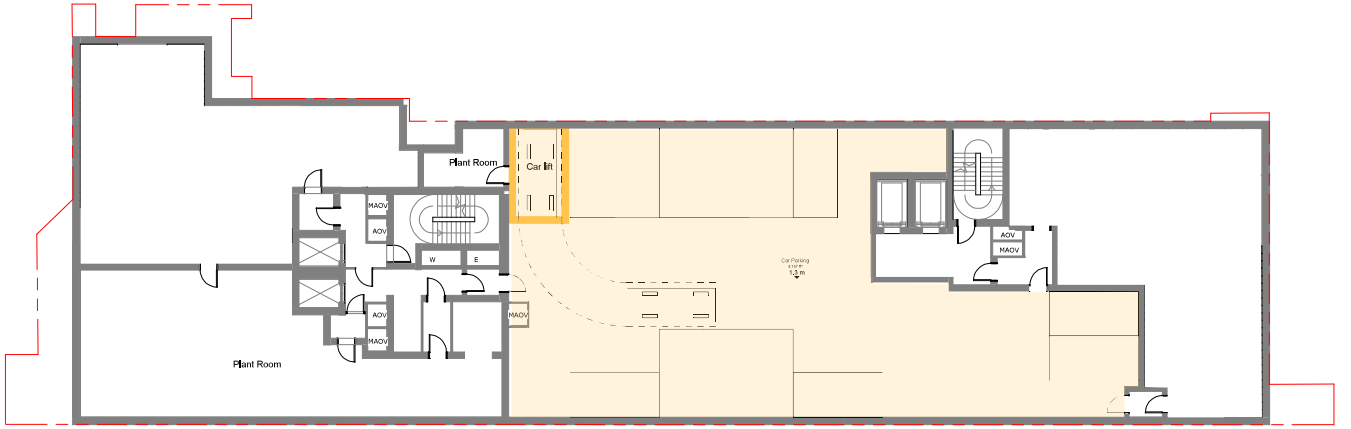
Routes from the disabled parking bays will be located on level, with a suitable firm ground surface.

For further details please refer to the Transport Consultants Report prepared by Velocity, which is submitted in support of the Application.

Lower Ground Floor



Basement Level



Car Parking Area Car Lifts

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Servicing and Emergency Access Strategy

Waste Strategy

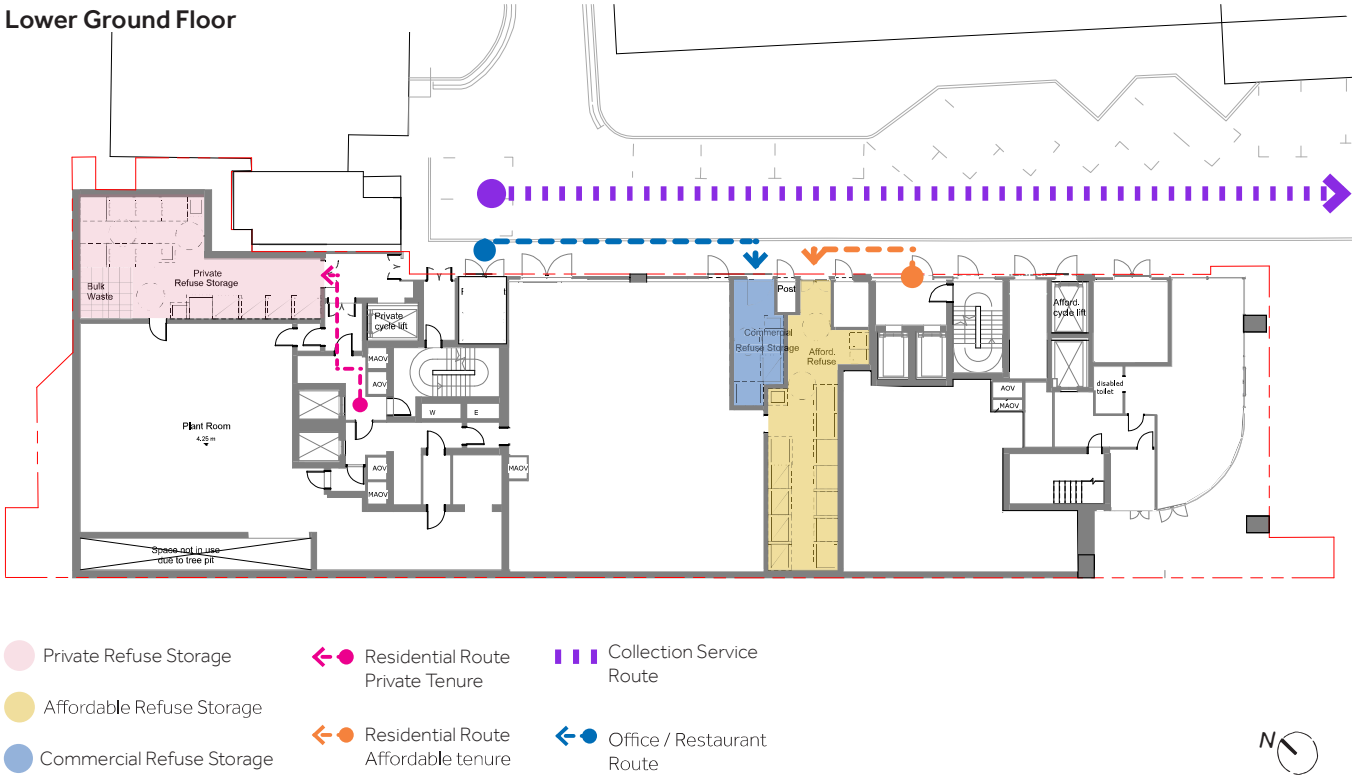
Residents will dispose the waste at each refuse store allocated for each building at ground floor. Access to the waste storage will be step-free via the lift core or externally adjacent to the communal entrance. Routes will be designed as 'approach routes' and follow the provisions of AD M Vol.1, Section 3A.

The refuse and recycling strategy for the project follows Wandsworth's Council's local requirements, with due regard given to LBW document 'Refuse and Recyclables in Developments' (February 2014). All bin stores are located with suitable level access and have sufficient space for waste and recycling storage in accordance with Table 3 and Table 5 of the 'Refuse and Recyclables in Developments' document.

Refuse collections are anticipated to be on a once-a-week basis, occurring outside of peak hours. Residents will carry their own refuse and recyclables to the dedicated bin store located on the Lower ground floor of the building, where collections will then be undertaken by LBW. These stores are located adjacent to the service road. Office, restaurant and community refuse can be taken to the dedicated commercial bin store located on the lower ground floor of the building.

Emergency Strategy

It is proposed to retain the emergency vehicle access strategy as per the existing arrangement. Emergency vehicles will access the Site using the retained shared pedestrian/vehicular access provided to the Site from Hester Road.



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Summary of Public Benefits

Public Benefits of the Proposal

Optimising Brownfield Site

Site Optimising development potential of an underutilised brownfield Site in a key gateway location through the delivery of a sustainable, high-quality development.

110 New Homes

Significant contribution towards borough's housing target through provision of high-quality homes in a range of unit sizes.

Provision of 50% affordable homes, all of which would be social rented tenure, exceeding both adopted and emerging policy

Affordable Workspace

Provision of high-quality, flexible workspace, all of which will be affordable and suitable for start-ups and SMEs, contributing positively to the surrounding creative quarter.

Community Use

Provision of a free-to-access community space serving the local community which is to be provided to a charity on peppercorn lease.

Ground Floor Activation

Provision of a ground floor restaurant serving the local area and activating this section of the Thames Path.

Public Realm

Significant upgrades along the Thames Path, delivering multifunctional public realm and enhanced pedestrian and cycle routes.

An improved streetscape and pedestrian experience along Battersea Bridge Road.

Ongoing engagement with RCA regarding provision of space on the Thames Path to provide an outdoor sculpture co-designed with RCA students on rotational basis.

Sustainability

Delivery of an exemplar of sustainability, targeting best in practice construction and operation methods.

Promotion of healthy travel options through the provision of extensive cycle facilities which will cater to all age groups and levels of mobility.

Wider Benefits

Increased local expenditure each year resulting from the proposed development, including increase in jobs during construction and in operation.

Significant Community Infrastructure Levy (CIL) and Section 106 contributions to assist in the provision of infrastructure improvements for the Borough.

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Appendix

Appendix 1: Facade Maintenance Strategy

Key design considerations

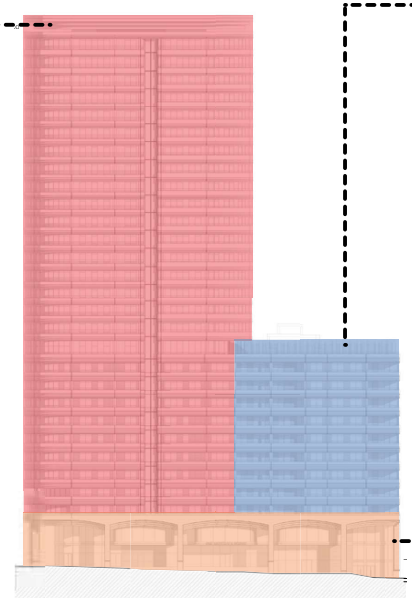
Geometry

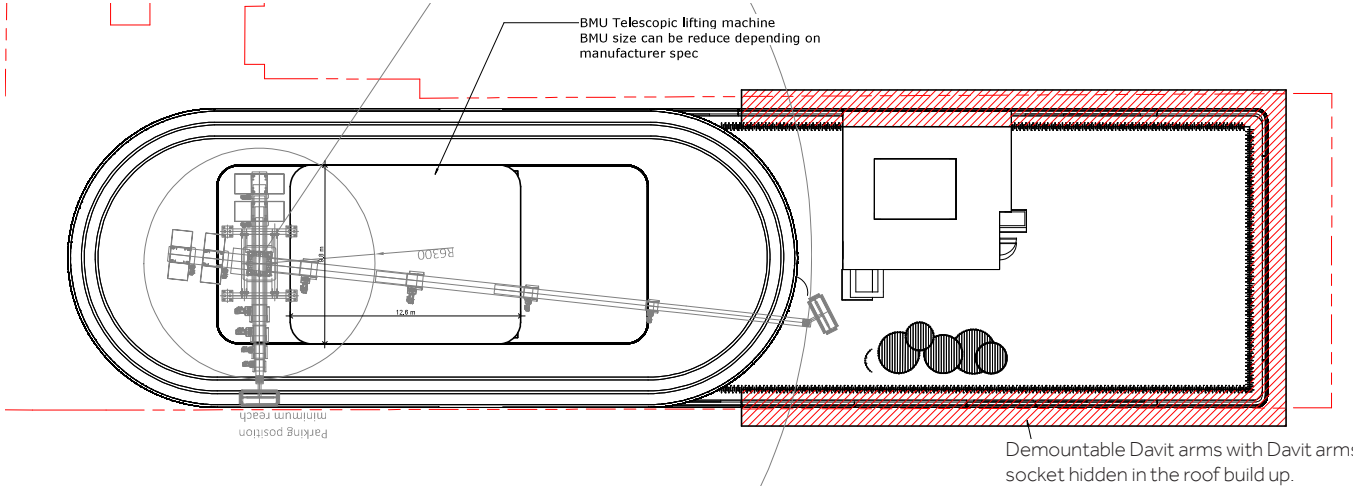
The conformation of the building with a top stepped tower and a connected shoulder building complicates the access and maintenance strategy, therefore the tower and shoulder building will adopt different strategies.

The height and compact size of the tower lead to the choice of telescopic BMU, located aside the core, for the cleaning and maintenance for the whole perimeter of the tower. For the shoulder building, a maintenance zone protected by screens, allows for temporary davit arm installation. The curtain walls at the base of the building can be cleaned via tucker pole and panel replaced with MEWP.

Glass replacement

Glazing panels are sized and modulated to fit in the lifts and around corridors to allow for replacement can be carried out internally. It is understood that maintenance teams will have access to all external terraces for Building Maintenance. Davits have been designed to be removable and to be stored out of view from tenants / public when not in use. It is proposed to store the davits and the cradles in a designated storage zone.



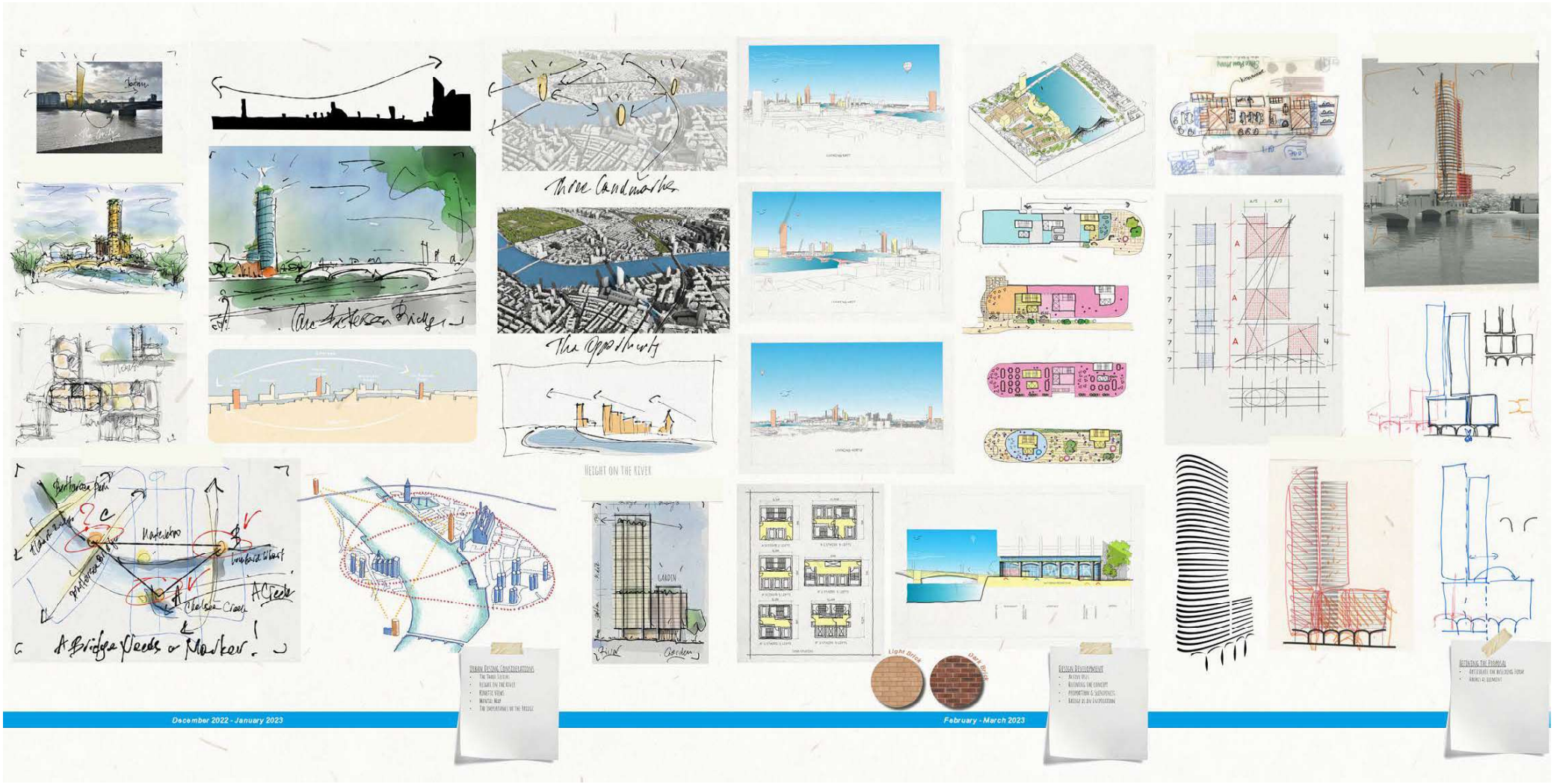


Appendix 2: Project Sketchbook

Part 1 of 3

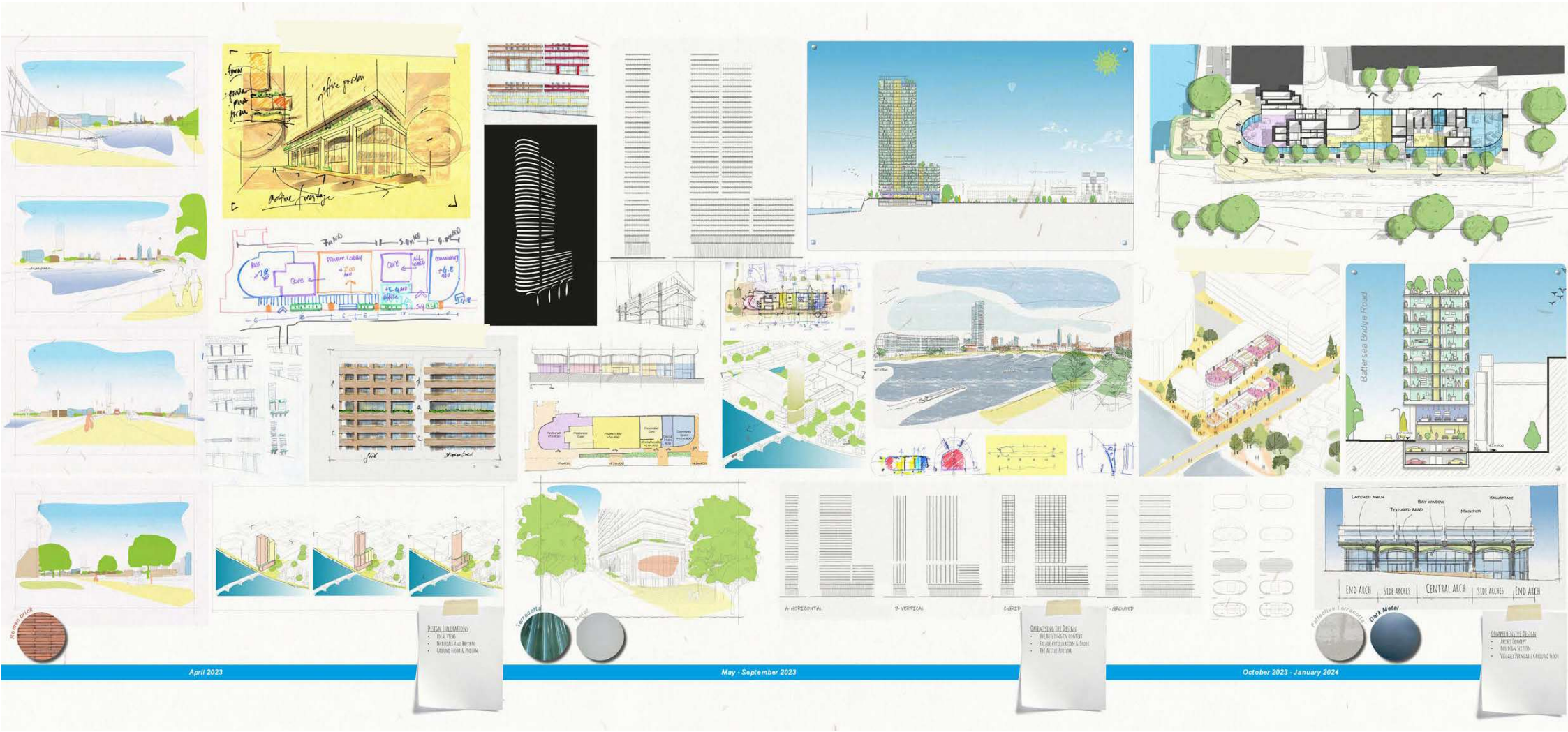
Project Sketchbook

Part 2 of 3

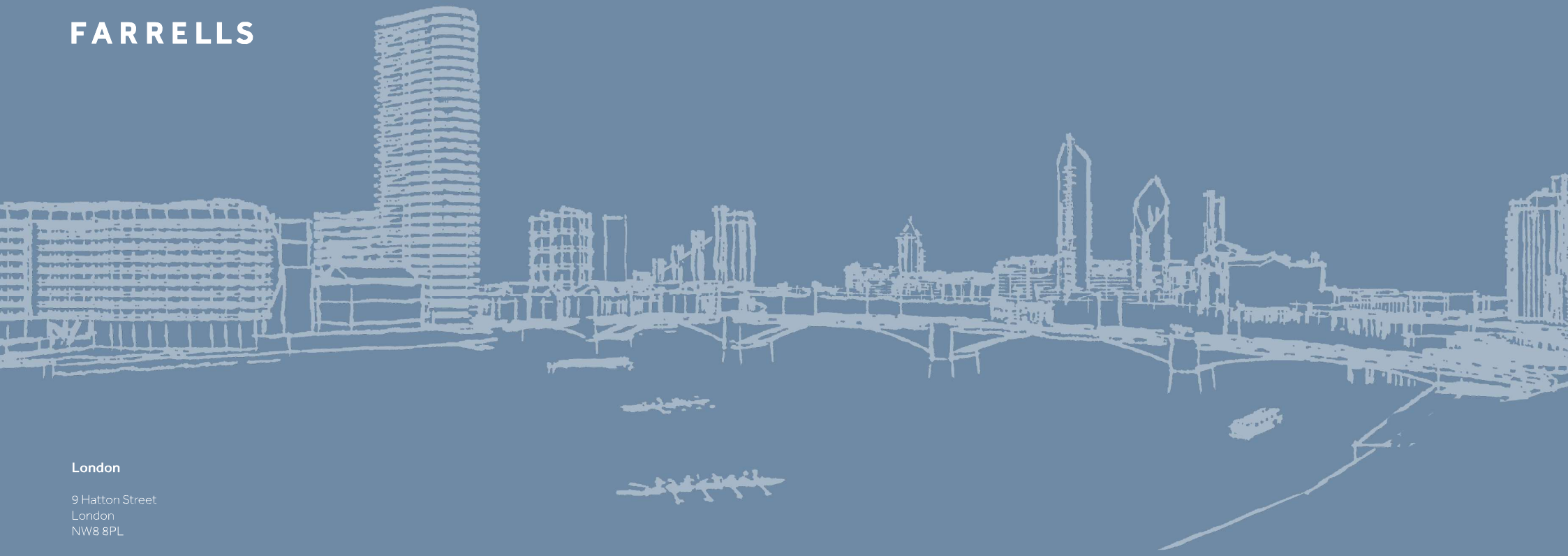


Project Sketchbook

Part 3 of 3



FARRELLS



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