Assael

41-59 Battersea Park Road | Nine Elms

Design and Access Statement

November 2015 I A2543 3-1-4

1.1 Executive summary

This Design and Access Statement has been prepared by Assael Architecture to explain the design and access principles and concepts on which the development proposal is based, and explain how these will be reflected in the individual aspects of the scheme. It outlines the proposals for the development of the Booker and BMW sites, 41-59 Battersea Park Road in the London Borough of Wandsworth.

The scheme that is presented within this document is as a result of detailed conversations with the local planning Authority (London Borough of Wandsworth), the Greater London Authority, and key stakeholders. The scheme incorporates all the comments received to date.

The existing site comprises two existing two-storey buildings. To the north is a large Booker Wholesale warehouse with associated parking and a servicing area. To the south is the BMW Nine Elms garage. These buildings are to be demolished as part of the proposed scheme.

This application proposes comprehensive redevelopment of the site for residential-led mixed use development, including the provision of ground floor commercial accommodation lining a new public square; provision of residential floorspace (C3) on the upper floors and across the remainder of the site; and generous new amenity spaces, play and communal hubs.

The scheme will redevelop one of the last under used sites in the area, offering world class architecture on this key convergence point in Nine Elms. The developed site will provide important linkages between the estates to the south of the railway line and the new Linear Park and Prospect Park in the north.

The design strategy is for a collection of buildings running north-south along the access route into the New Covent Garden Market and two smaller buildings positioned at the end of the proposed Linear Park. The scale of the proposed buildings increases in the direction of the railway.

An architectural language and a materials palette has been developed to reference the emerging context as well as compliment the existing surroundings.

A public realm and landscaping strategy has been developed that responds to the environmental sensitivities of the site location. The overall building footprint in the northern section of the site will decrease compared with the existing condition, allowing an area of land to be freed up for a public space.

The proposal is for a five to eighteen storey scheme which provides 307 new homes.

The key elements of the scheme proposals are as follows:

Commercial (incubator units) GIA: 1,104
Commercial (food and beverage units) GIA: 557

Total number of new homes: 307
2 no. studio units
84 no. 1 bed units
194 no. 2 bed units
26 no. 3 bed units
1 no. 4 bed units

Total proposed floor space:

Residential GIA: 25,390 sqm (273,298 sqft)
Commercial GIA: 1,661 sqm (17,879 sqft)

1.2 The professional team

Assael Architecture have prepared the scheme proposals in collaboration with the following consultants:

DTZ Investors - Client agent

Cushman & Wakefield - Property Investors

Assael Architecture - Architect

Quod - Planning Consultant / EIA Consultant

Terrapin - Communications Consultant

Vectos - Traffic Engineer

Exterior Architecture - Landscape Consultant

Point 2 Surveyors - Daylight & Sunlight

Walsh Associates - Structural and Civil Engineer

Hoare Lea - M&E, Ventilation and Sustainability Services / Means of Escape Consultant / Acoustic Consultant

Arbtech - Arboricultural Consultant

ULL - Viability Consultant

Urban Microclimate - Wind Consultant

JFA - Ecology

Bruce Shaw - Cost Consultants


BOOKER
WHOLESALE
BOOKER
WHOLESALE
Travis Perkins
impact
PEDESTRIANS

1.3 DTZ Investors

DTZ Investors is a specialist real estate investment manager, part of a group that has been devoted to the sector for more than 225 years.

DTZ benefits clients through their experience in investments, fund management and property management across the retail, office, logistics, residential and leisure sectors.

DTZ have worked together with Assael Architecture, Quod, and a wider design team, to develop planning proposals for the site to secure its appropriate reuse.

1.4 Assael Architecture

Assael Architecture is a leading firm of architects offering an extensive range of planning, urban design and architectural services with an expanding client base within the residential, leisure, mixed-use, hotel and masterplanning sectors.

The practice combines an innovative approach to creative design with a commitment to evaluation through historical research. This is built into a philosophy of providing a high quality professional service to our clients to suit their individual requirements and project timescales.

Our expertise is most often called upon to realise the full potential of complicated sites in sensitive locations. We have therefore amassed many years experience in historic environments, in the refurbishment of listed buildings and the implementation of new build developments on redundant or brownfield sites.

Assael is well known for its responsive and flexible approach to design particularly in the most difficult or challenging of circumstances. We strive to achieve design solutions that continue to build on our reputation for tenacity, innovation and quality.

In line with the practice's drive for continuous improvement and quality, Assael are certified into the internationally recognised Quality Management System ISO 9001. ISO 9001 is a clear measure of the practice's ability and commitment to quality. Assael Architecture are now certified to the 2008 Standard. The practice is currently working towards Environmental Management System ISO 14001 and Health and Safety Management System BS OHSAS 1800.

Osiers Gate, Wandsworth

Lumiere Apartments, Clapham

19-27 Young Street, Housing Design Award Winner, 2014


River Thames
Battersea Power Station
41 - 59 Battersea Park Road
Battersea Park
Battersea Park
New Covent Garden Market
Queenstown Road
Larkhall Park

2.1 Introduction

This section reviews the existing and emerging character of the site and the surrounding area as well as looking at some of the constraints of the site and the opportunities it provides. A comprehensive appreciation of the overall site is the starting point for designing a successful place.

2.2 The site

The site is located in the London Borough of Wandsworth and situated within the Nine Elms Parkside and Vauxhall Nine Elms Battersea Opportunity Area. The Booker Cash and Carry and BMW garage at 41 to 59 Battersea Park Road is identified as a site with potential for development within the Wandsworth Local Plan.

London Borough of Wandsworth

2.3 Existing access and transport

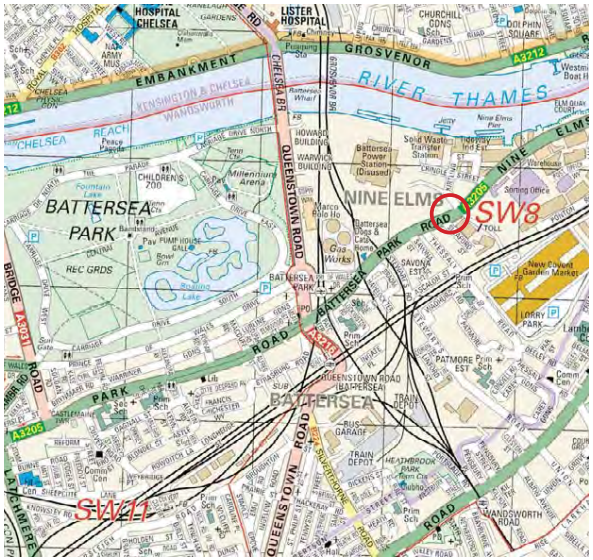
Road
The site is within close proximity to Battersea Park Road, which provides access to the city and north and west London.

Buses
The nearest bus stops to the site are located on Battersea Park Road, providing access to the 156 and 344 services.

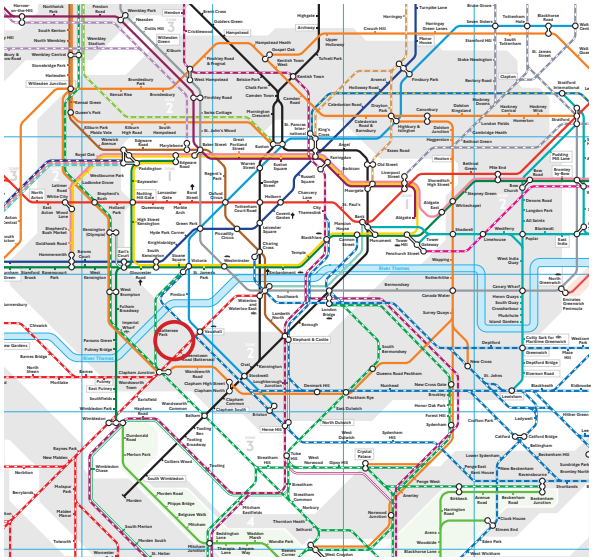
Rail
Vauxhall Station is located approximately 1.4km to the north east, providing access to Victoria Line Underground services. There are two train stations located within walking distance of the site. Battersea Park train station is approximately 650m south-west of the site entrance, and Queenstown Road is located about 900m south-west of the site.

The Northern line extension to Battersea is a planned extension of the London Underground network which would create a new station at Battersea Power Station. The construction of this Underground Station will significantly improve the accessibility of the site and increase the PTAL accordingly.

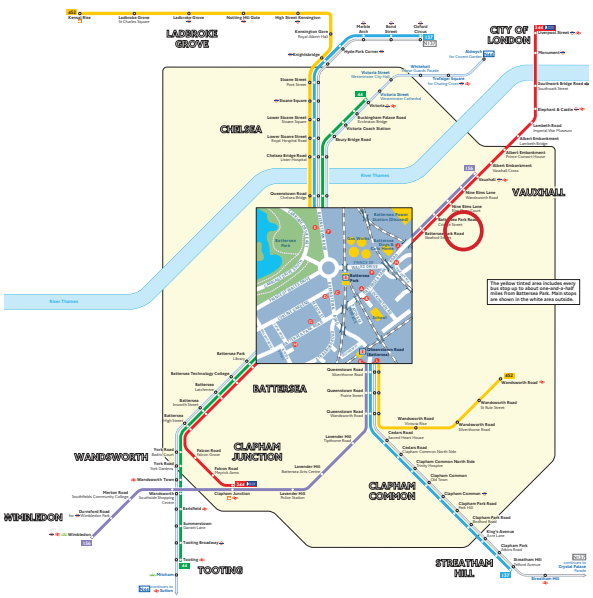
Site access
There is one point of access off the Covent Garden Market access road. There are also fire escape doors from the Booker Warehouse onto Sleaford Street.



Road map



Railway and London underground map



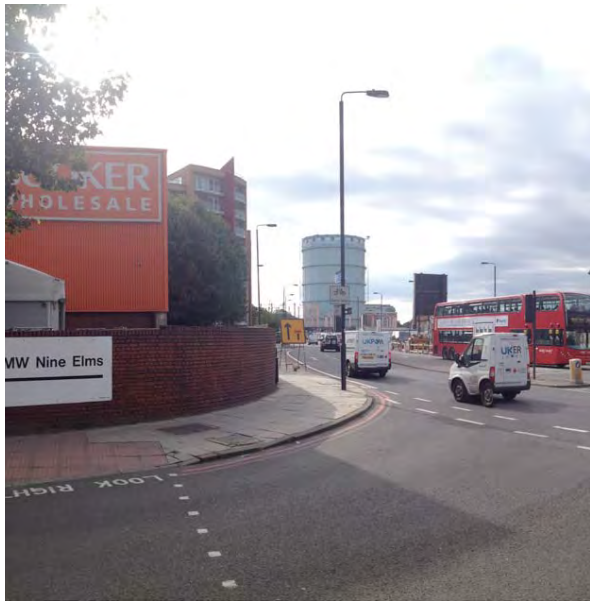
Bus map

2.4 Existing buildings

41 - 59 Battersea Park Road is currently a Booker Wholesale warehouse and BMW Nine Elms garage.

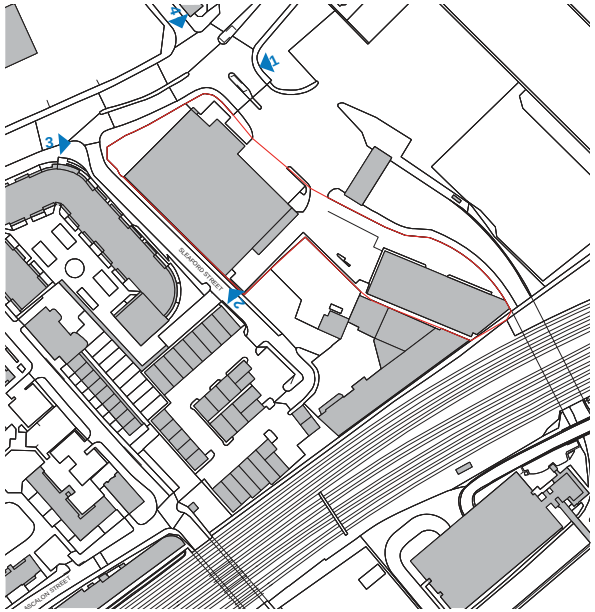
The Booker Wholesale warehouse is a large corrugated orange metal building on a brick base. The BMW maintenance garage is clad in a grey metal and is surrounded by a tall metal fence adjacent to the Covent Garden Market access road.

The adjacent images show the existing buildings on the site.

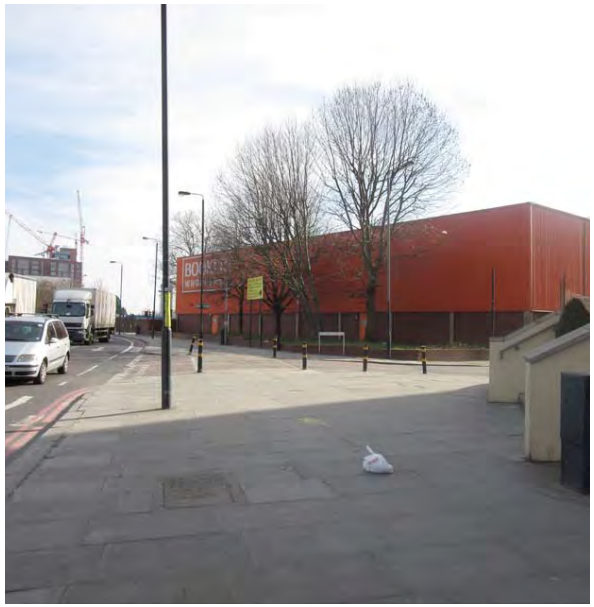


1. View of the site looking towards Battersea Power Station

2. View north along Sleaford Street



Photograph key



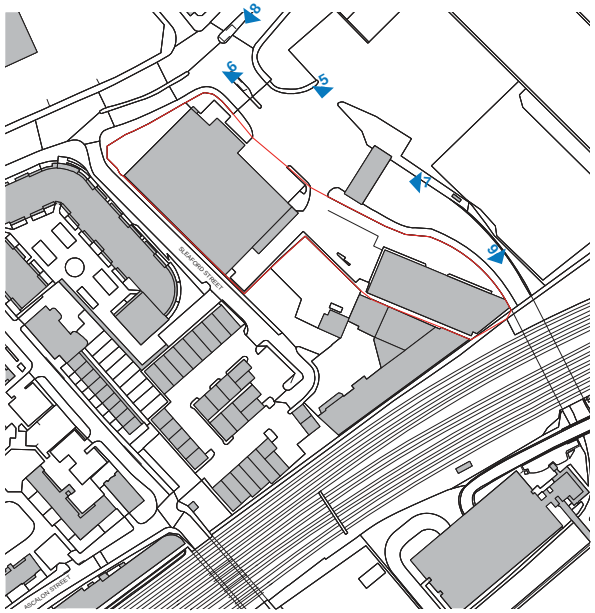
3. View of the site fronting Battersea Park Road

4. View South from Kirtling Street

5. View south along Battersea Park Road

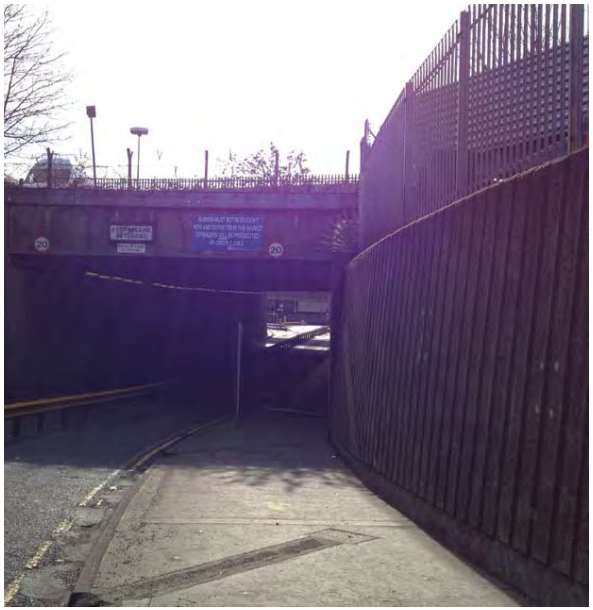
6. View of parking and access to existing Booker wholesale

7. View looking from the Covent Garden Market site through the gantry



Photograph key

8. View looking west down Battersea Park Road



9. View looking south along from site

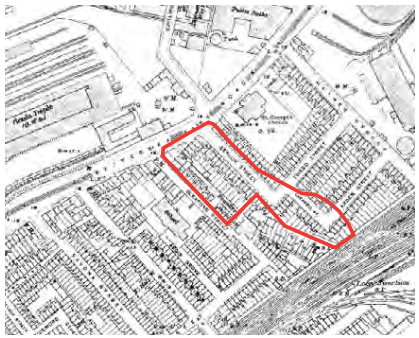
2.5 Heritage

Historically the site provided residential terraced houses which developed around the emerging railway. The land to the north of the site has been used for a variety of industrial uses over the years including the Southwark and Vauxhall Water Works and the South London Goods Depot.

There are no buildings of note or of historical significance in the immediate vicinity.

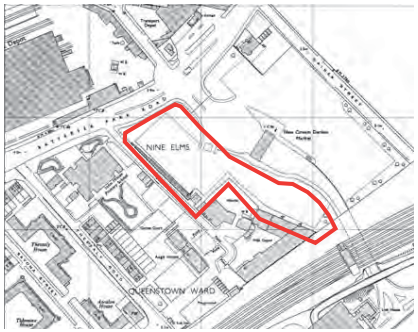
1874-1875

1896

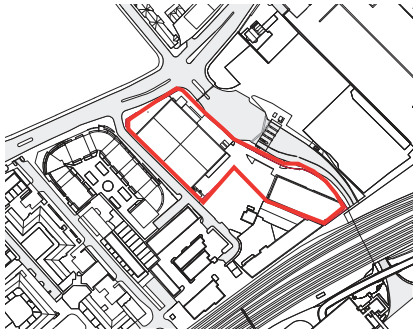


1916

1951-1952



1976



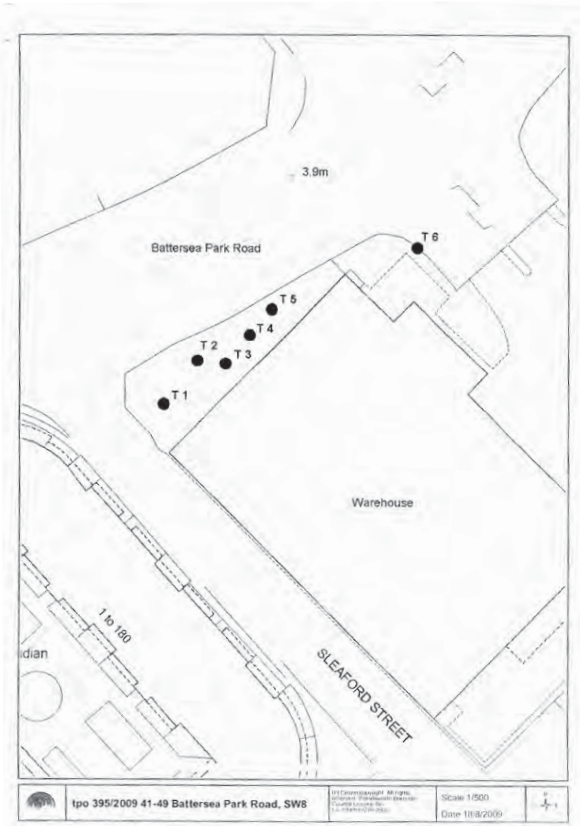
The site today

2.6 Ecological context

The site is in a built up urban area, with the majority of it covered by building footprint.

There are six mature trees at the front of the site. These are all subject to a Tree Preservation Order and of varying categories of quality. The tree species consist of London Plane and Lime trees.

Trees labelled below as T1 - T5 are category B and C and will be removed + replaced as part of the development. T6 is a category A tree and will be retained.



2.7 Urban context

Wandsworth is bounded to the North by the River Thames and its riverside location provides a significant local amenity as well as a rich historical context.

Wandsworth includes a diverse range of communities and many distinct districts including Clapham Junction, Battersea and Nine Elms, Balham, Tooting, Wandsworth, Earlsfield, Southfields, Putney and Roehampton.

The nearest local centre to the site is Clapham Junction. This district centre has a strong commercial ground floor, providing shopping, local services and leisure facilities for the surrounding residential community. The nearest train stations are Battersea Park and Queenstown Road.

The introduction of various approved developments within the local context, discussed later in this document, will provide amenity, shopping facilities and transport links closer to the site.

2.7.1 Local context

The site is bounded by Battersea Park Road to the north and Sleaford Street to the west. To the east there is a large expanse of hard standing providing ground level parking. To the south-east is New Covent Garden Market and a multistorey car park.

2.7.2 Existing occupants

The site is currently divided into two leases. The northern part of the site is occupied by a large Booker Wholesale warehouse with associated parking and servicing area. To the south is the BMW Nine Elms garage.

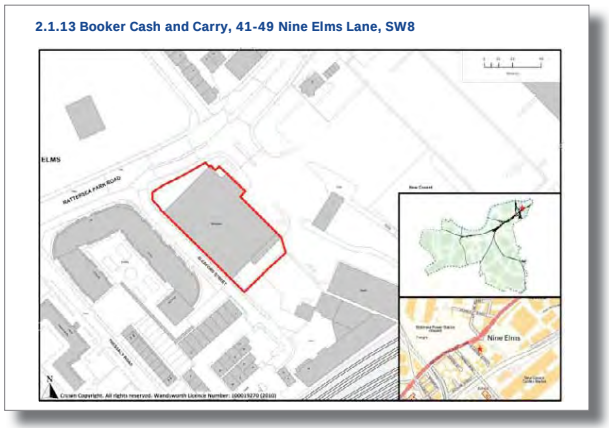
The buildings are two storey warehouses with no architectural merit, in keeping with the light industrial nature of the local context.

Existing site

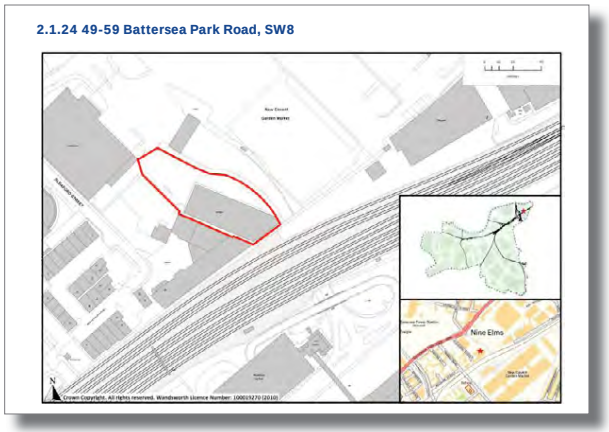
2.8 Emerging context of site

2.8.1 Surrounding context

The site is located in the London Borough of Wandsworth and situated within the Nine Elms Parkside VNEB Districts. The Booker Cash and Carry and 41 to 59 Battersea Park Road are identified as sites with potential for development within the Wandsworth Local Plan.



Site Specific Allocations Document - Adopted Version



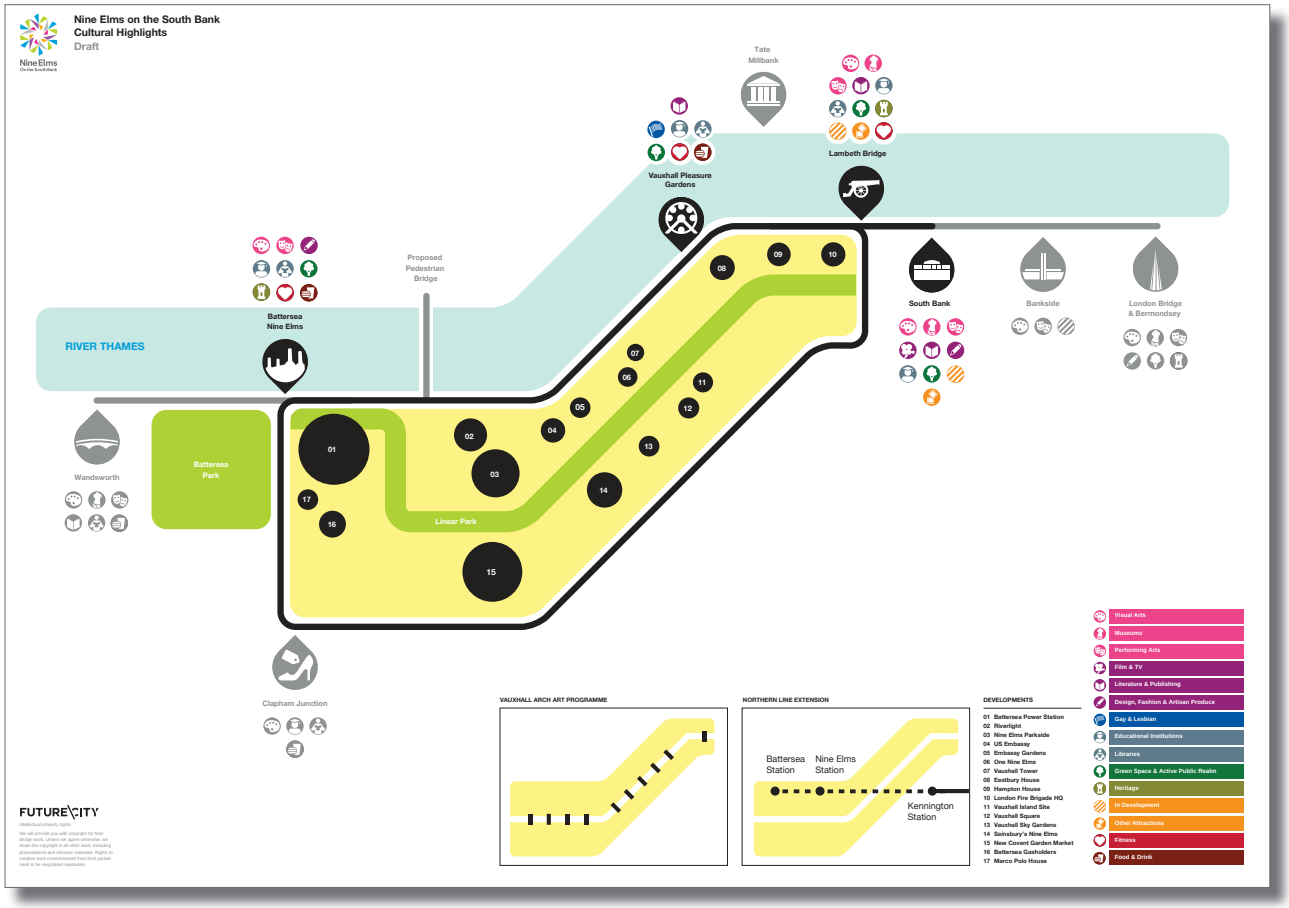
Site Specific Allocations Document - Adopted Version

2.8.2 Cultural Strategy

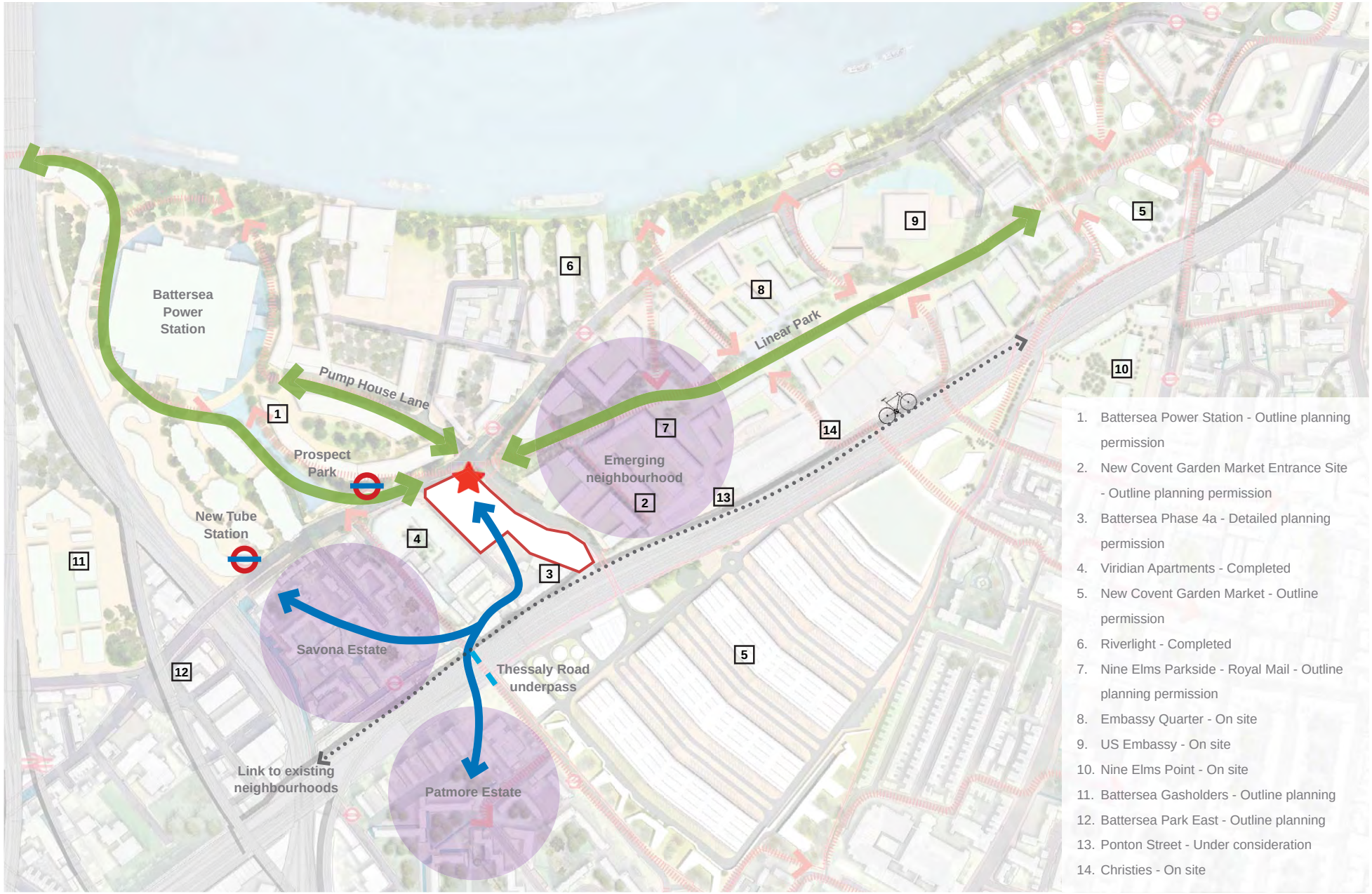
As a response to the pre-application meetings with Wandsworth Borough Council it was advised that a number of developments in the area have incorporated public art within their proposals and there is currently seen to be an over-provision of this type of cultural contribution within emerging proposals in the Nine Elms area. It was highlighted that there was a lack of creative and cultural floorspace in the area and therefore the provision of incubator units was welcomed by Wandsworth rather than public art.

Therefore, it is proposed that the development will incorporate incubator units as part of the ground floor.

The provision of incubator floorspace space will not only nurture local talent and support a culture of local enterprise within Wandsworth, but also animate the ground floor of the development in a diverse way.



Nine Elms Cultural map



1. Battersea Power Station - Outline planning permission
2. New Covent Garden Market Entrance Site - Outline planning permission
3. Battersea Phase 4a - Detailed planning permission
4. Viridian Apartments - Completed
5. New Covent Garden Market - Outline permission
6. Riverlight - Completed
7. Nine Elms Parkside - Royal Mail - Outline planning permission
8. Embassy Quarter - On site
9. US Embassy - On site
10. Nine Elms Point - On site
11. Battersea Gasholders - Outline planning
12. Battersea Park East - Outline planning
13. Ponton Street - Under consideration
14. Christies - On site

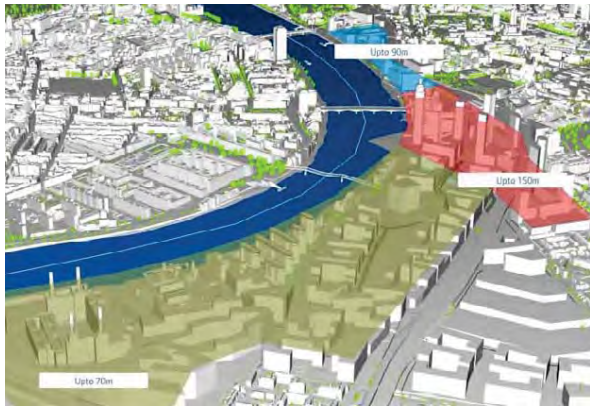
Emerging Nine Elms masterplan

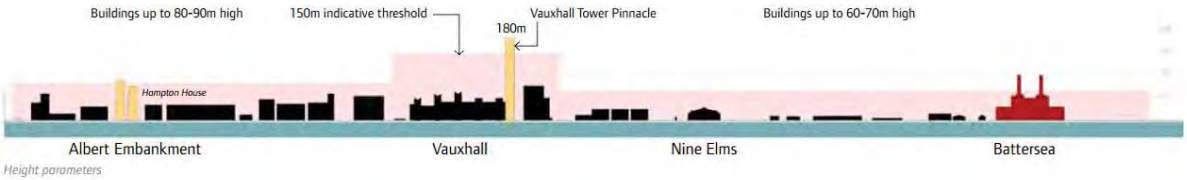
2.8.3 Vauxhall Nine Elms Battersea Opportunity Area Planning Framework

The site is located within the Vauxhall Nine Elms Battersea (VNEB) Opportunity Area and is the subject of a joint emerging Opportunity Area Planning Framework (OAPF) prepared by the Greater London Authority (GLA), Transport for London (TfL) and the London Boroughs of Lambeth and Wandsworth, the LDA and English Heritage. The OAPF looks to bring together landowners and provide a visionary master plan for this strategic area of London. The OAPF promotes a social, economic and environmental enhancement approach to the developments over the next 15 to 20 years.

The OAPF is based upon a conceptual approach to create two growth nodes at Battersea Power Station and Vauxhall with the land between these two sites (which includes the site) focusing on housing led infrastructure, within mixed use developments. These growth nodes will be connected by a strategic green link from Battersea Park to Lambeth Palace including a new Linear Park in the heart of Nine Elms. In summary the OAPF identifies the potential for 16,000 new homes and circa 25,000 new jobs. The Northern Line Extension (NLE) site is located within an area proposed in the OAPF for high density mixed use housing led intensification.

The drawing adjacent identifies the key sites which are part of the OAPF. The sites adjacent to 41-59 Battersea Park Road are covered in more detail in the following pages.



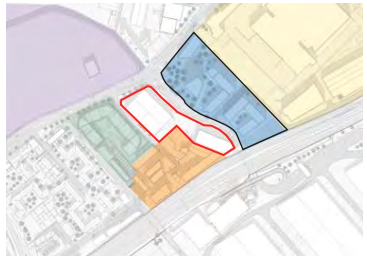


Proposal site

2.8.4 New Covent Garden Market Entrance Site

Permission granted for outline planning on 12.11.14

New Covent Garden Market (NCGM) is a large masterplan covering 57 acres which provides a new fruit, vegetable and flower market on the current NCGM site, alongside a mixed use redevelopment incorporating residential flats, hotel, retail, café/restaurant, offices and leisure uses. This also includes associated car, cycle and motorcycle parking and servicing and new vehicle access.



New Covent Garden Market Entrance Site aerial view

New Covent Garden Market Entrance Site

Constraints and Opportunities

New Covent Garden entrance site application boundary.

The linear park culminates at the junction immediately adjacent to the site.

Series of enclosed courtyards and private balconies.

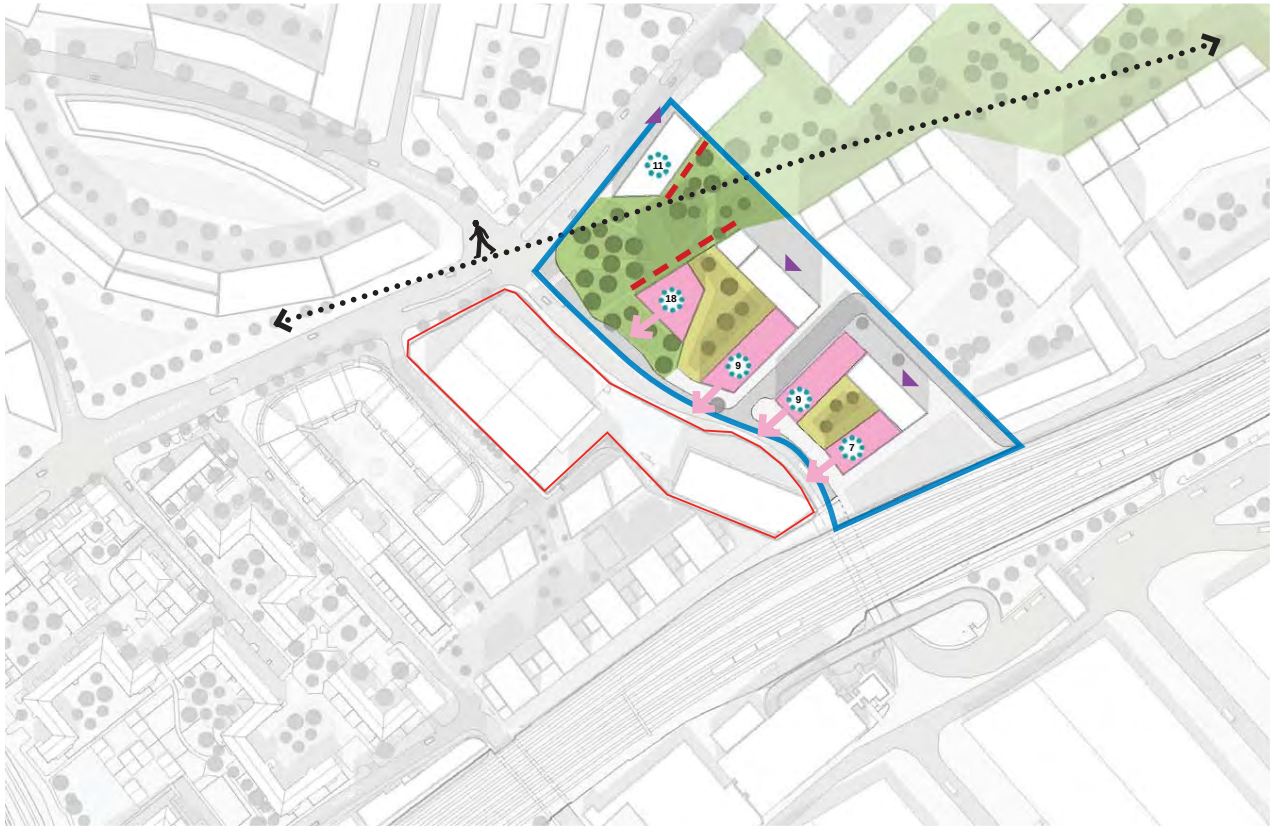
Scheme proposes active street frontage along the linear park leading users along the route towards the river.

General building heights between 7 and 11 storeys, wtih a gateway building to the north-west of 18 storeys.

Vehicle access points predominantly not along facades which face our site.

Main pedestrian route through the site along the linear park

Consideration for the daylight and sunlight requirements of adjacent residential properties.



2.8.5 Battersea Power Station - Phase 4

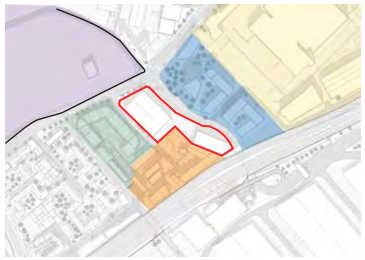
Permission granted for outline planning on 23.09.11

The Battersea Power Station development occupies all the land to the north of the site. Immediately across from the site is Phase 4 which leads passers-by from the Linear Park towards The Prospect, a park providing usable public space en route to the Power Station itself.

Northern Line Extension

Permission granted 12.11.14

In addition, there are proposals being prepared for the provision of Battersea Underground Station as part of the extension of the northern line. The adjacent images are from the Transport and Works Act Order Application, submitted for the Northern Line extension.

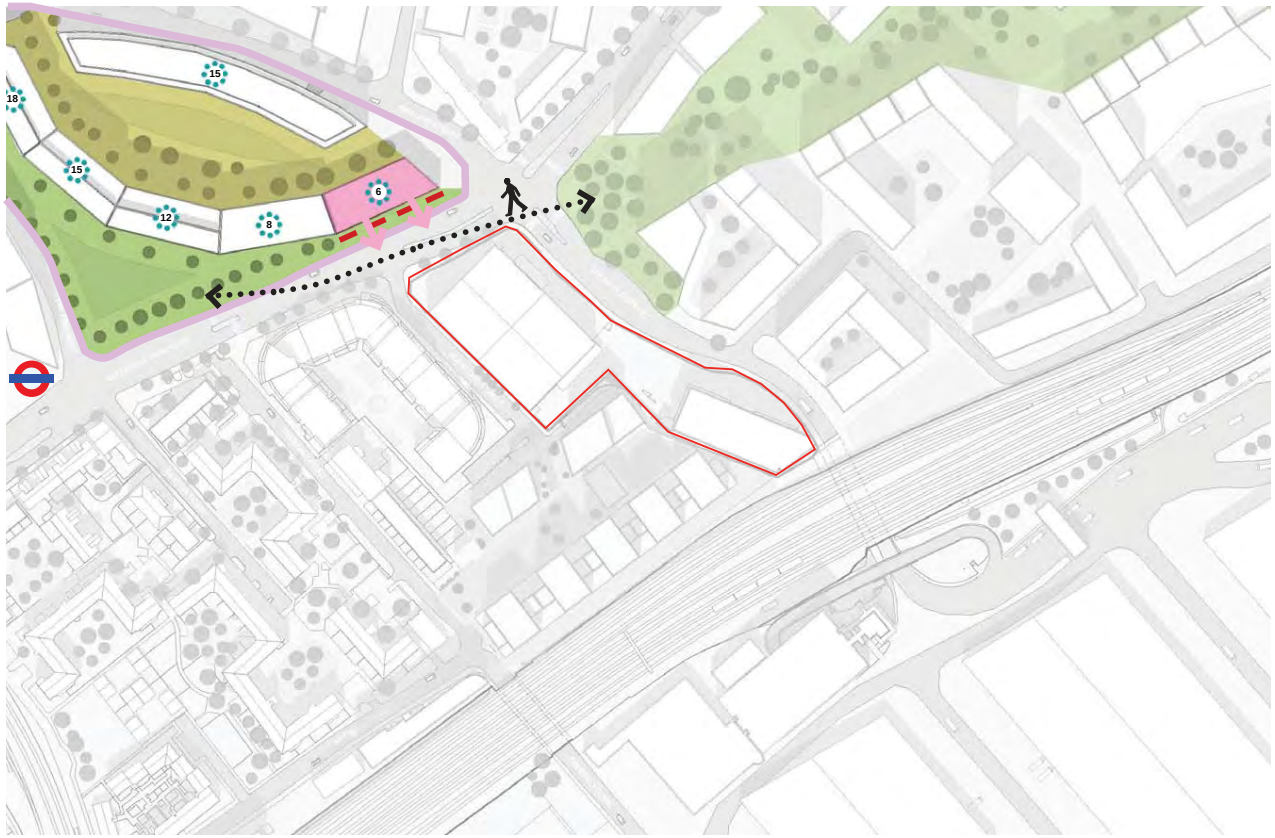


Constraints and Opportunities

- Battersea Power Station Phase 4 application boundary.
- Proposals intend to create green link through developments towards river.
- Residential courtyard
- Scheme proposes active street frontage along Battersea Park Road.
- Storey heights increase as the development progresses towards river and away from existing two storey building along Kirtling Street.
- New underground station will improve the PTAL of the neighbourhood while increasing pedestrian footfall.
- Consideration for the daylight and sunlight requirements of adjacent residential properties.

CGI of Battersea Power Station development

Northern Line extension, expected in 2020



2.8.6 Nine Elms Parkside

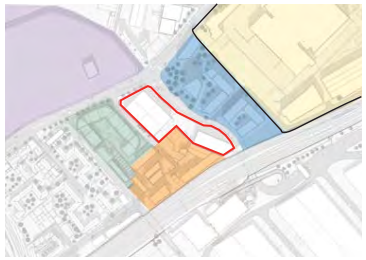
Permission granted for outline planning on 05.03.12

A large proportion of the Linear Park is within the Nine Elms Parkside Masterplan. A perimeter block typology forms the basis of this and defines the park edges. The communal gardens at the centre of each plot are typically raised above ground to accommodate car and cycle parking beneath.

A 2 form entry Primary School with associated sports pitches and recreational facilities is provided. Recreational facilities are provided above the Delivery Office to create a safe and secure learning environment.

The RM Delivery Office has been carefully designed and reprovided on site to retain local employment uses with minimal impact on surrounding uses.

Ground level community spaces, shops, cafes and restaurants animate the public realm and provide vital local amenities.



Constraints and Opportunities

Nine Elms Parkside application boundary.

The Linear Park culminates at the junction immediately adjacent to the site.

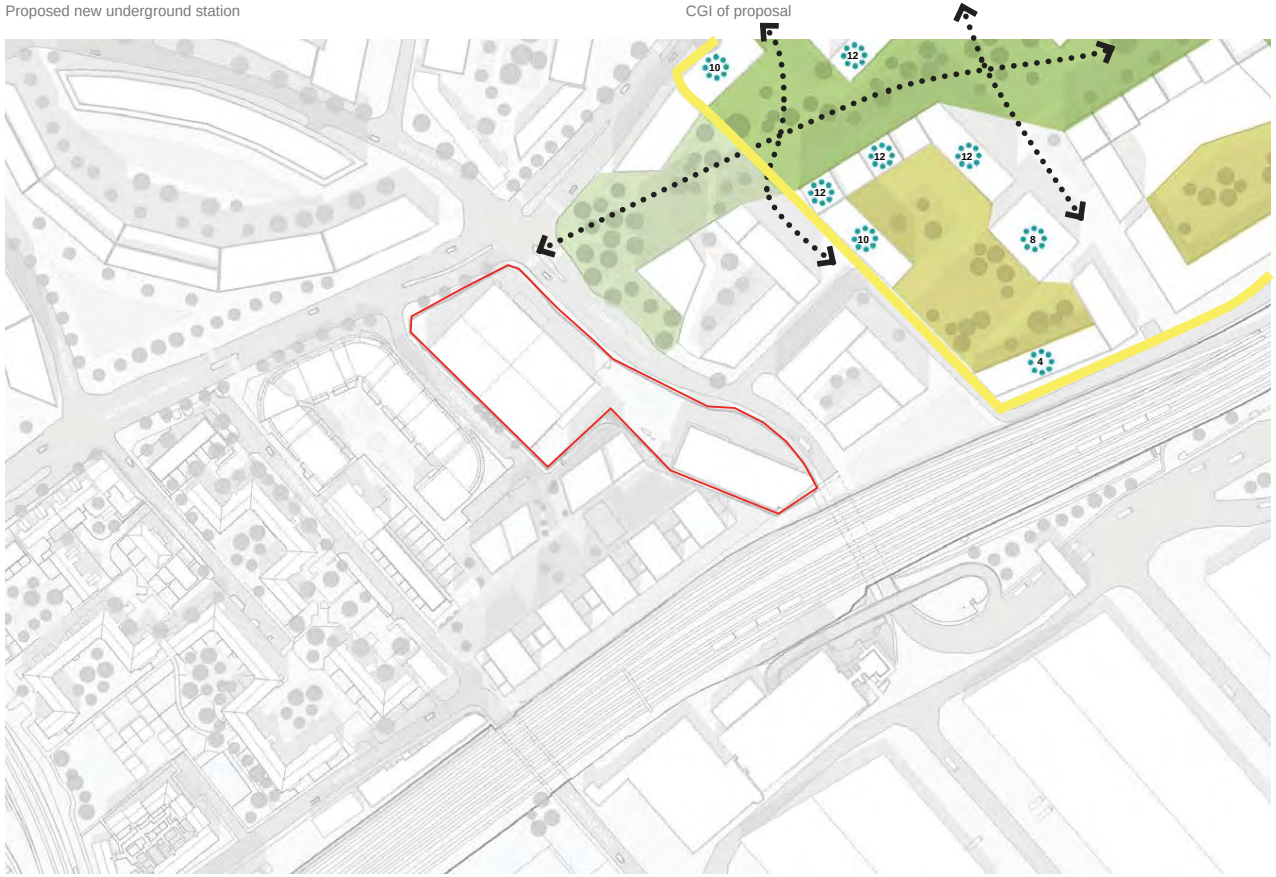
Scheme sets an architectural precedent for providing a series of amenity spaces including public realm, enclosed courtyards and private balconies.

Storey heights range from 4 to 12 storeys with height located along the more open Linear Park.

Series of pedestrian routes through the scheme and along the linear park.

Proposed new underground station

CGI of proposal

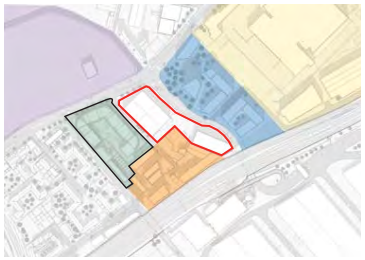


2.8.7 Viridian Apartments

Completed 2009

Viridian Apartments is located East of our site, at 75 Battersea Park Road between Sleaford Street and Thessaly Road. It was built in 2007–9 on the former site of the John Milton School, just before the Vauxhall–Nine Elms Opportunity Area was designated. It consists of 240 flats (60 of which are affordable) around a courtyard designed by Stanford Eatwell & Associates, architects, for Viridian Housing, a subsidiary of Barratt Homes. The proposal is built on a podium deck with a basement carpark.

Immediately north of the site will be Prospect Park. As part of the Battersea Power Station redevelopment it will provide usable public space en route to Battersea Power Station.

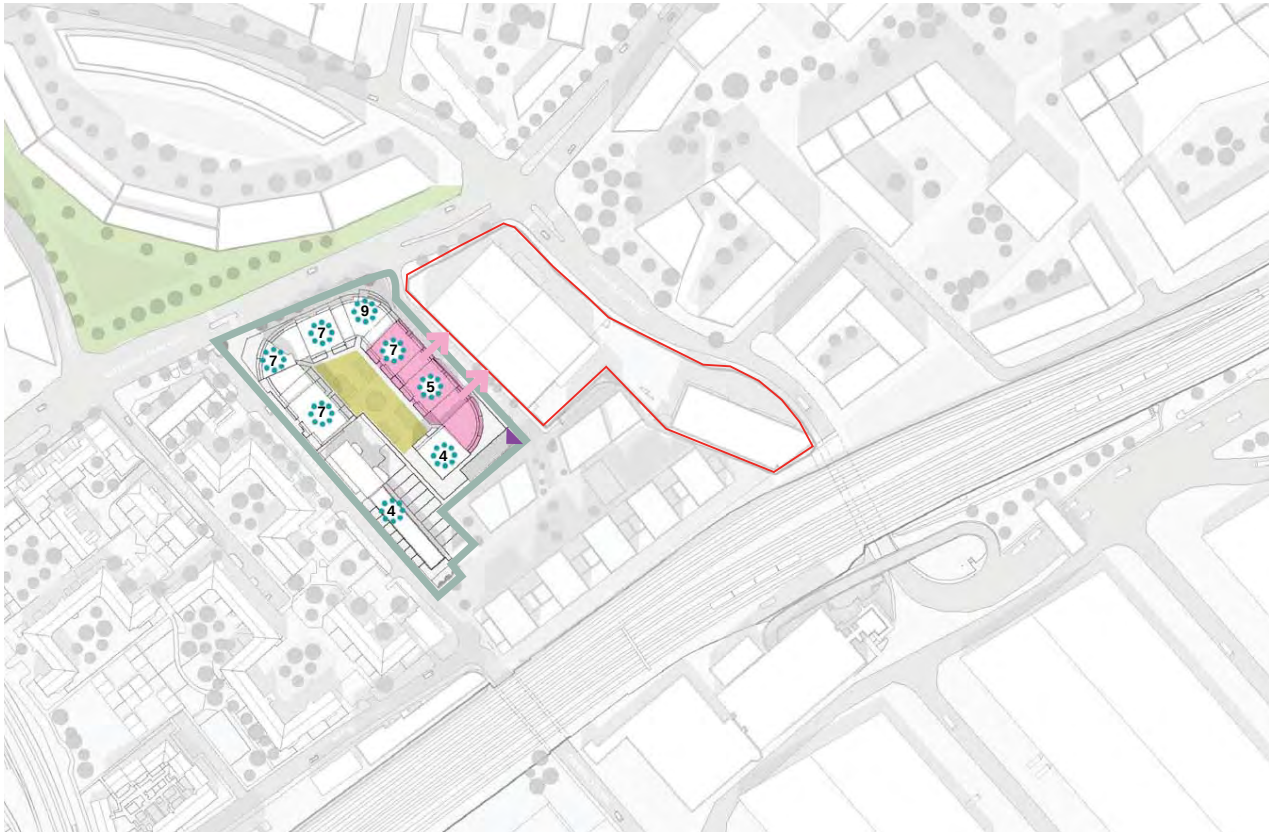


Constraints and Opportunities

- Viridian application boundary
- Residential courtyard
- 8 — Storey heights range between 4 to 9 storeys
- Consideration for the daylight and sunlight requirements of adjacent residential properties.
- Basement car park access

Viridian Apartments

Viridian Apartments



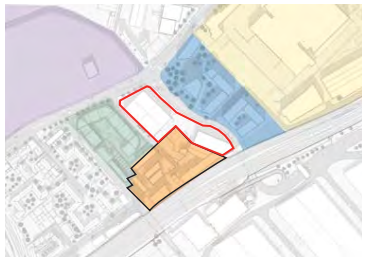
2.8.8 Dairy Crest Site (Battersea Power Station Phase 4a)

Permission granted for detailed planning permission 14.10.15

The proposals include demolition of all existing buildings, new buildings to a maximum height of 18 storeys (59m AOD) and will provide 374 new homes with 258 to be released at 'discounted rental' and 116 put on the market at a 'discounted' price. The scheme also includes 1,100m² of business incubator space aimed at 'local entrepreneurs', a 1,580m² public health centre and 5,600m² of new public realm. Vehicle and cycle parking will be in a basement and two new substations will also be provided.

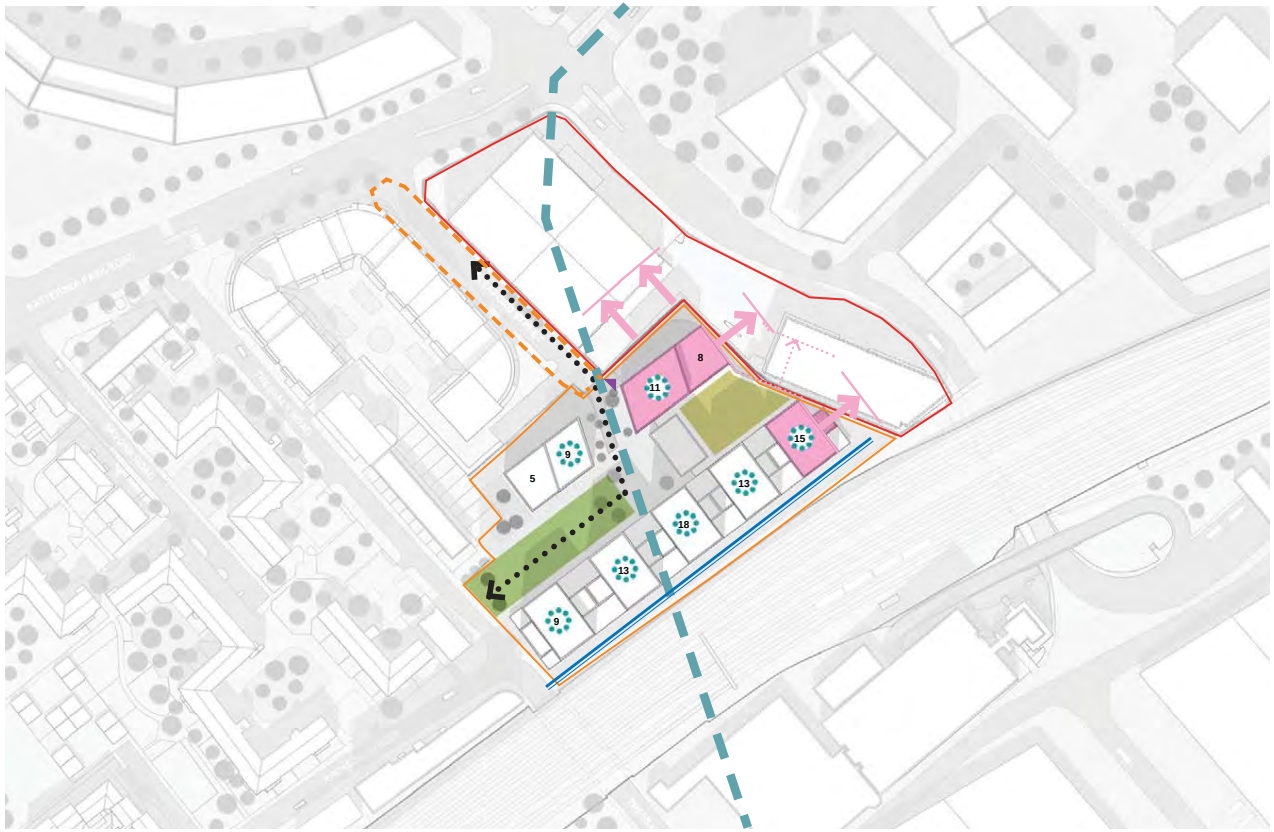
Battersea Power Station Phase 4a proposal

Battersea Power Station Phase 4a proposal



Constraints and Opportunities

- Battersea Phase 4a application boundary
- Public amenity space at the heart of the scheme.
- Private residents amenity space
- Varied building heights between 5 and 18 storeys, with repetitive forms
- Strong building line along the railway edge
- One ramp running adjacent to our site boundary provides access and egress for vehicles visiting the site.
- A pedestrian route across the public square towards our site.
- Consideration for the daylight and sunlight requirements of adjacent residential properties.
- Existing sewer (exact location subject to detail survey)



2.9 Planning Policy

Development Plan Allocation

The development plan for this site comprises the following:-

- London Plan (adopted 2011).
- Early Alterations to the London Plan (adopted October 2013)
- Further Alterations to the London Plan (adopted March 2015)
- Minor Alterations to the London Plan (adopted May 2015)
- Wandsworth Core Strategy (adopted October 2010, pending revisions heard in July 2015)
- Wandsworth Proposals Map (adopted February 2012, pending revisions heard in July 2015)
- Development Management Policies Document (adopted February 2012, pending revisions heard in July 2015)
- Site Specific Allocations Document (adopted February 2012, pending revisions heard in July 2015)

This statutory policy is supported by the following material considerations:-

- National Planning Policy Framework (adopted March 2012)
- GLA Housing Design Guide (adopted November 2012)
- Wandsworth SPD's (Local views; planning obligations; refuse)

The site falls within the following allocations within the Wandsworth Proposals Map:-

- Site Number 2.1.13 and 2.1.24 within the Site Specific Allocation Document 2012
- Archeological Priority Area
- Flood Zone 3a

The Proposals Map also confirms that the site does not fall within a conservation area.

Development Plan – Core Strategy

Map 10 of the adopted Core Strategy 'The Thames Riverside' confirms that the site falls within an area identified as an "Opportunity for New Development".
Map 11 of the adopted Core Strategy 'Nine Elms and north-east Battersea' confirms that the site falls within an area identified as "Potential for mixed uses following transport improvements". Para. 4.84 of the adopted Core Strategy notes that 'TfL is considering major new public transport infrastructure including bus, rail, riverbus and pedestrian/cycle facilities. Significantly improved transport links will be required to increase capacity at Vauxhall and improve public transport accessibility at the western end of the corridor at Battersea Park and Queenstown Road stations'.

Development Plan – Site Specific Allocation Document

Both sites form part of the Site Specific Allocation Document, adopted by Wandsworth in 2012.
The allocations are known as 2.1.13 and 2.1.24.
The relevant aspects of the allocation are set out below.

Site Allocation Reference 2.1.13 Booker Cash and Carry, 41-49 Nine Elms Lane, SW8

- Site Area: 0.42 ha.
- Current use: Cash and Carry warehouse.
- Policy context: The site lies within the Vauxhall/Nine Elms/ Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11.
- Site Allocation: Mixed use development including residential.
- Justification: The site lies within an Opportunity Area which has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of use scheme will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.
- Historic Environment: The site is partially located within an archaeological priority area (refer DMPD Policy DMS2). Opposite Battersea Power Station (grade II* listed building). To the north across the River Thames are the Churchill Gardens, Pimlico and Dolphin Square Conservation Areas and beyond is the Palace of Westminster World Heritage site, all of which lie within the City of Westminster.
- Design Principles: This site is expected to provide part of the Linear Park linking Vauxhall to Battersea Power Station. The Linear Park should have an average width of at least 40m throughout individual sites and an absolute minimum width of 30m should be provided subject to the minimum width extending for a maximum length of 50m in any single stretch. It is proposed that Nine Elms Lane/Battersea Park Road be enhanced to overcome the hostile environment for pedestrians and cyclists that currently exists. The road will be reconfigured to create an urban boulevard and provide links to the riverside from the sites further south. A high quality mixed use development would be appropriate with street frontages on to Battersea Park Road, Sleaford Street and the street to New Covent Garden Market. Pedestrian entrances to ground and upper floor uses should be directly from the surrounding streets. A Tree Preservation Order (395/2009) is located on the site.
- Tall Buildings: In accordance with Core Strategy Policy IS3d, tall buildings in this location are likely to be inappropriate. In accordance with DMPD Policy DMS4, the height at which a development in this location will be considered to be tall is 11 storeys. Further detail on tall buildings policy for sites outside focal points of activity is contained in the Area Spatial Strategy for Nine Elms.

Site Allocation Reference 2.1.24 49-59 Battersea Park Road, SW8

- Site Area: 0.32 ha.
- Current use: Car servicing centre.
- Policy context: The site lies within the Vauxhall/Nine Elms/ Battersea Opportunity Area (VNEB OA) as defined in the London Plan. Opportunities for new residential accommodation, in line with Core Strategy Policies PL5 and IS5 will be appropriate in a mixed use development. Core Strategy Policy PL6 seeks new employment floorspace as part of mixed-use developments in this area. The overall context for redevelopment here is set out in Policy PL11.

Site Allocation: Mixed use development including residential.

- Justification: The site lies within an Opportunity Area which has been identified for mixed use development within the London Plan and the Core Strategy. Development for a mix of uses will contribute to the targets set out in the Core Strategy for employment and housing. The scale of growth and change achievable in the Nine Elms area is also dependent on the proportionate provision of physical and social infrastructure.
- Design principles: The Area Spatial Strategy for Nine Elms indicates how any new development should be designed in order to meet the Core Strategy policy objectives and to achieve a high quality environment with safe and attractive connections within the Opportunity Area and to the Thames Riverside. The massing of any development should be concentrated on the street frontage and building height should be consistent with the surrounding area, notably Viridian Apartments, which has recently been constructed in Sleaford Street. The site has a frontage on to the link road from Battersea Park Road into New Covent Garden Market. The redevelopment of the site presents an opportunity to link this street to Sleaford Street and Ascalon Street in order to improve access to the wider area as part of the regeneration of Nine Elms. It is suggested that the owners of this site discuss with the owners of the site to the rear in Sleaford Street as there may be advantages in redeveloping the sites together. Evidently, this is important in order to link Sleaford Street with the street that forms the main entrance into the market to improve the wider accessibility of the area.
- Infrastructure: Improved pedestrian and cycle links from the site will be sought to provide improved permeability to Nine Elms Lane. Improvements to public transport including potential contributions towards the possible Northern Line Extension will be sought. With any significant development of the site, it would be necessary to give careful consideration to vehicle access arrangements and to consider shared access with other neighbouring sites to minimise the number of junctions onto Nine Elms Lane/Battersea Park Road.

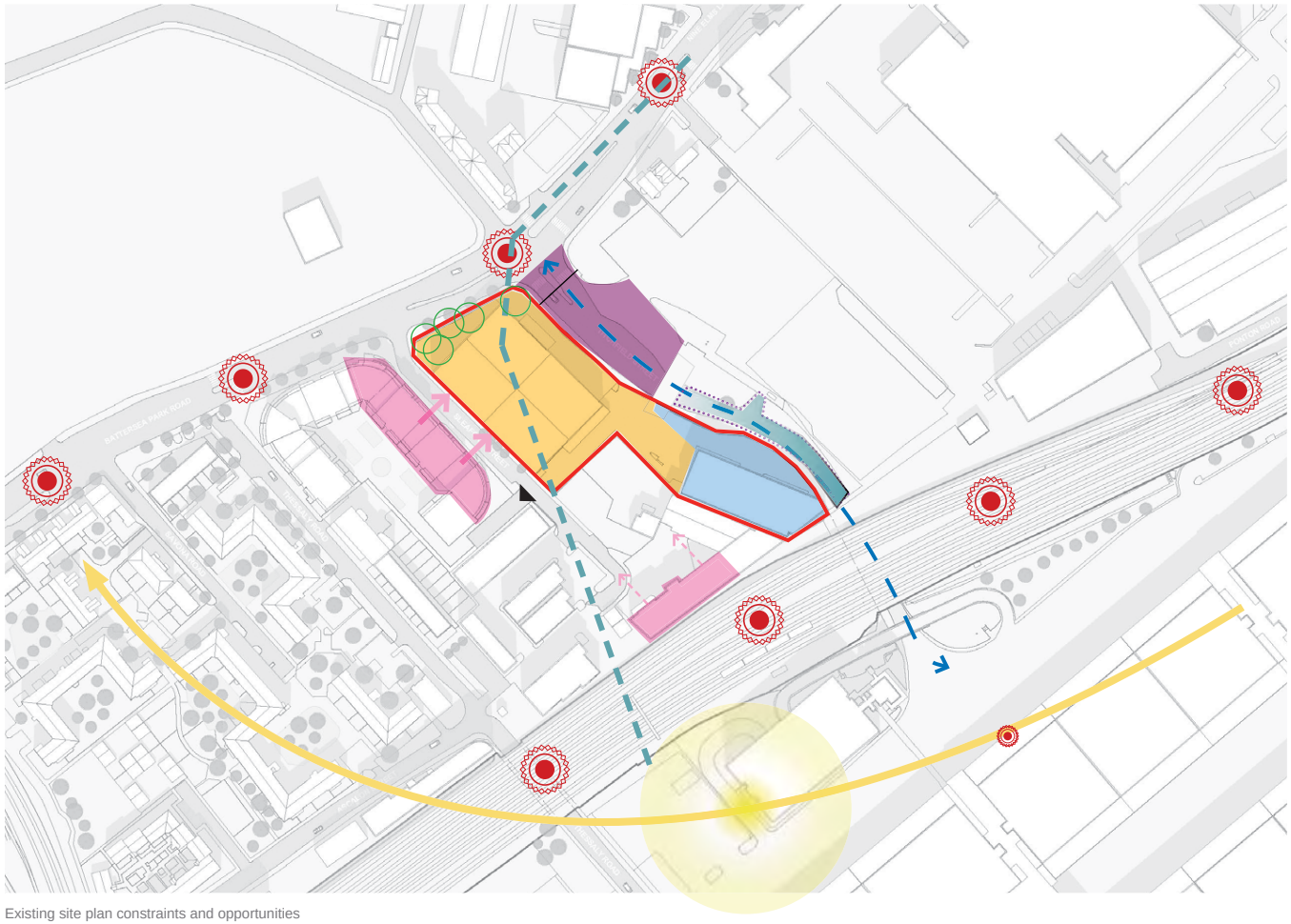
Sleaford Street looking north

3.1 Design constraints and opportunities within existing plan

This section presents what we consider to be the constraints of the site in order to inform the approach of the development and to define our design aspirations.

The site presents a number of existing constraints that must be considered and addressed and also several opportunities which can be utilised within the design.

- Booker Wholesale Lease
- Access allowed for servicing the Booker Wholesale Lease
- BMW Wholesale Lease
- Level change
- New Covent Garden Market entrance gates
- Private road
- Sun path
- Existing sewer (exact location subject to detail survey)
- Service vehicle access to New Covent Garden Market
- Significant noise levels from railway and busy road
- Consideration for the daylight and sunlight requirements of adjoining residential properties
- Possible consideration for the daylight and sunlight requirements of adjoining residential properties
- Tree Preservation Order (TPO)
- Vehicle ramp

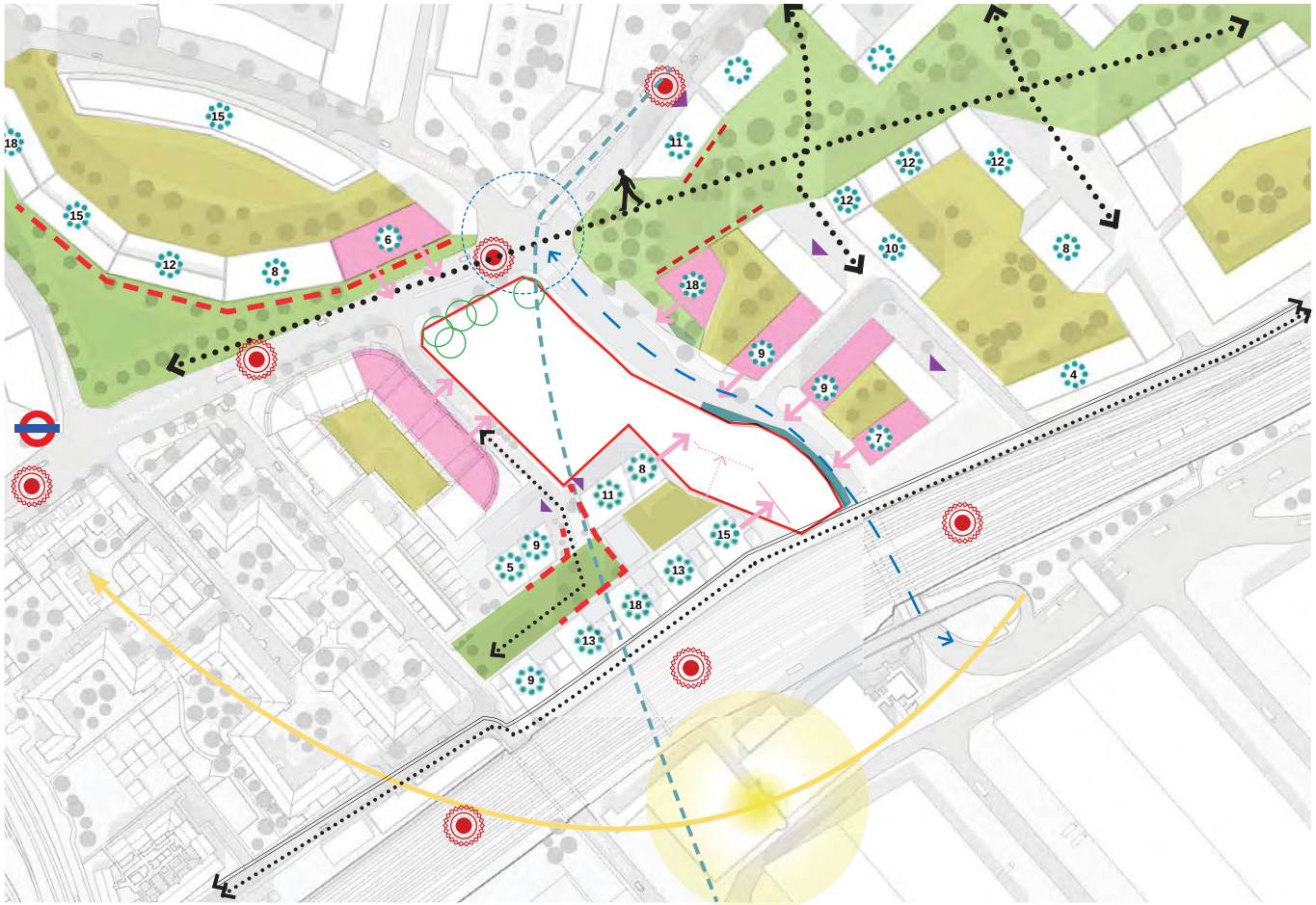


Existing site plan constraints and opportunities

3.2 Design constraints and opportunities - approved neighbouring proposals

The site also presents opportunities and constraints relating to the emerging context.

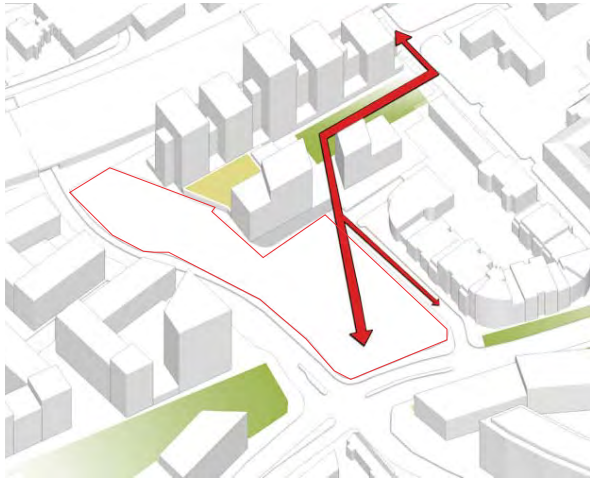
- Sun path
- Existing sewer (exact location subject to detail survey)
- Service vehicle access to New Covent Garden Market
- Significant noise levels from railway and busy road
- Consideration for the daylight and sunlight requirements of adjoining residential properties.
- Vehicle ramp
- Parks
- Shared residents courtyards
- Storey Heights
- Pedestrian Routes
- Cycle route
- Active Street Frontage
- Key vehicular and pedestrian crossing point
- Underground Station
- Tree Preservation Order (TPO)



Site constraints and opportunities with approved future proposals

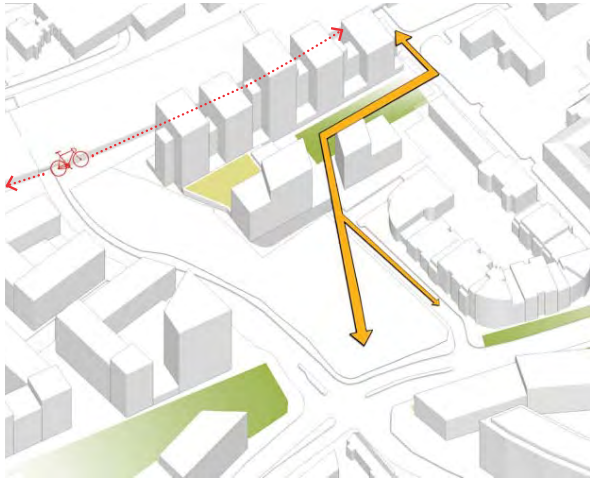
3.3 Urban Design Principles

Linkages and emerging context



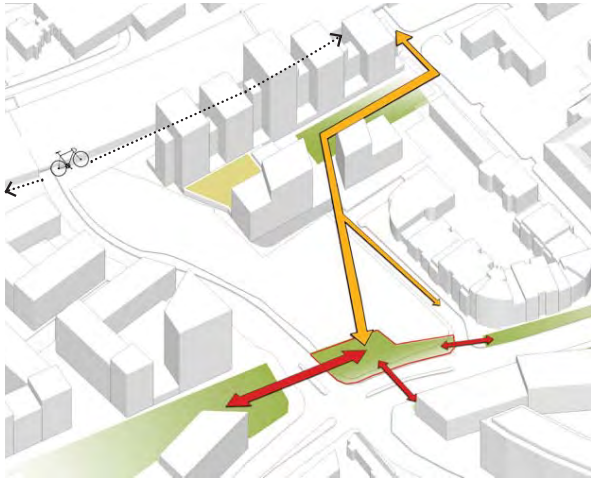
This site facilitates important linkages within Nine Elms by linking key sites with the wider community. Patmore and Savona Estates can access the Linear Park through BPS Phase 4a and through our site.

New cycle link



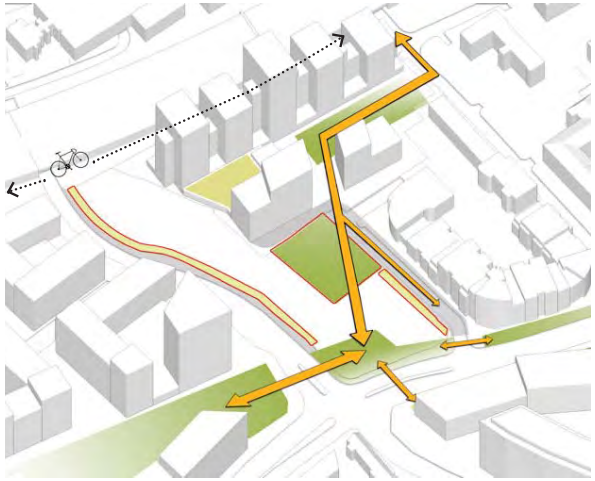
The site enables the facilitation of the new cycle link along the railway edge. This will connect Nine Elms to Vauxhall, Battersea and the surrounding area.

Extension to Linear Park



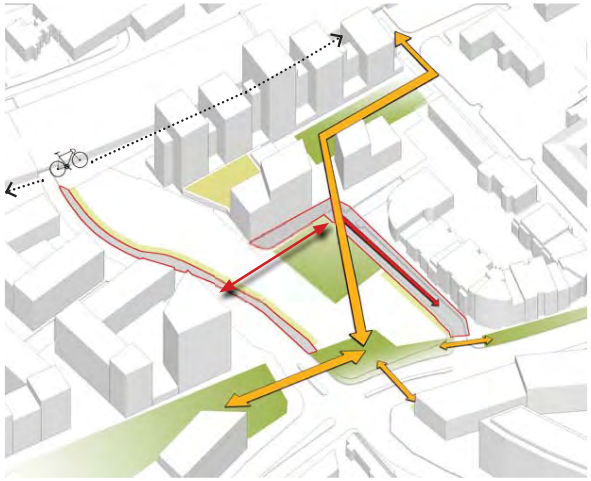
The Battersea Park Road edge of the site acts as a convergence point between the Linear Park and Prospect Park. A feature building edging this space acts as a visual connection point between the two parks.

New public space



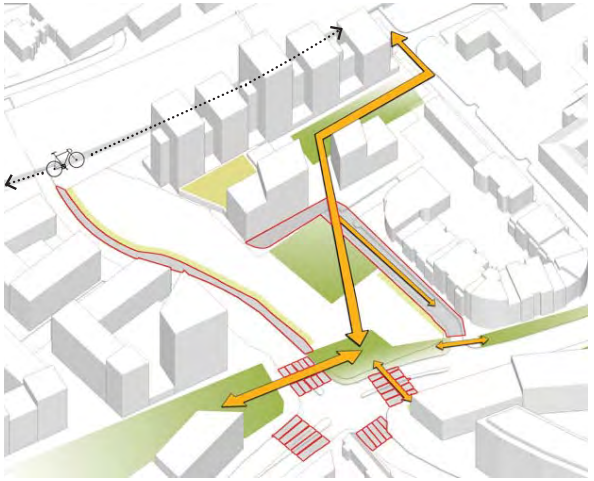
We create a new public park of approximately 1,500 sqm within the middle of the site. This will provide a new amenity, recreation and play space for the local community.

Improved pedestrian movement



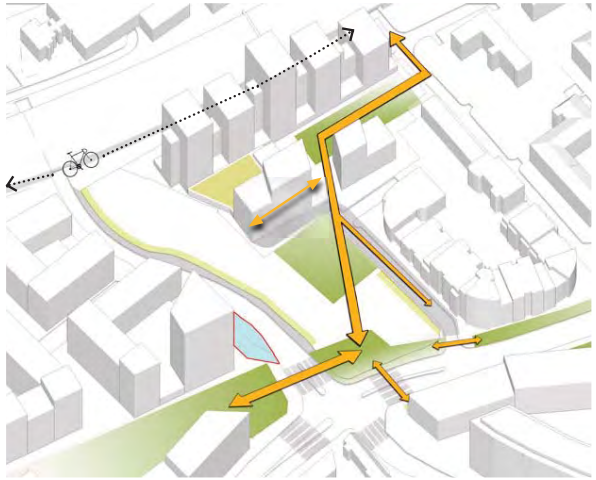
We facilitate improved pedestrian and cycle links along Sleaford Street and through the site. We also propose a new east/west route across the site to allow greater permeability once the new CGMA access road has been narrowed and the gantry removed.

Battersea Park Road crossing



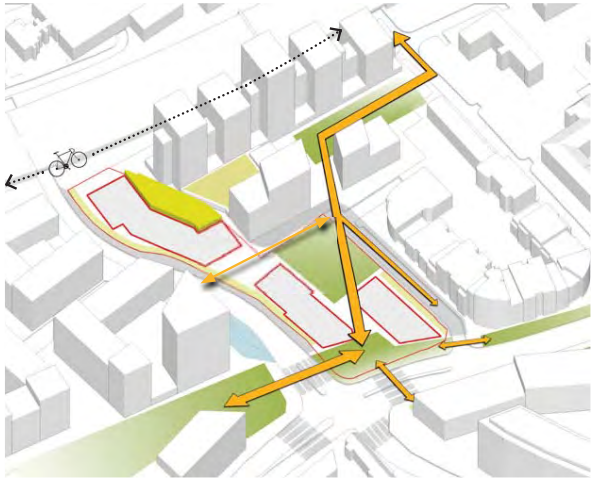
We are working with key stakeholders to inform the emerging design of a new four way crossing across Battersea Park Road in conjunction with TfL and neighbouring land owners.

Relinquish right of access



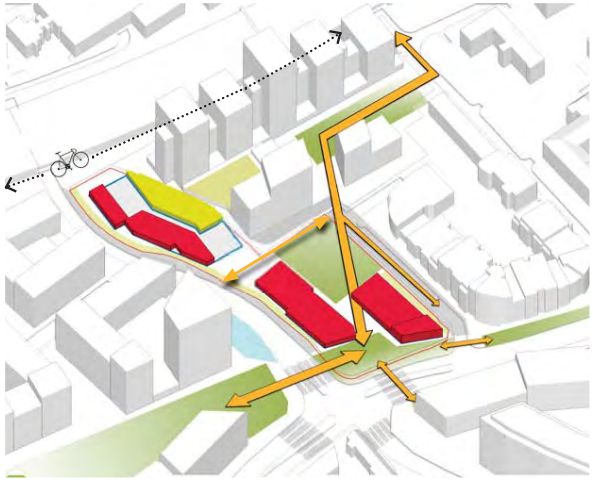
We will relinquish the development site's right of way turning head on CGMA land subject to the grant of planning permission expiry of existing leases and agreement with CGMA to facilitate an improved road design.

Reduced building footprint



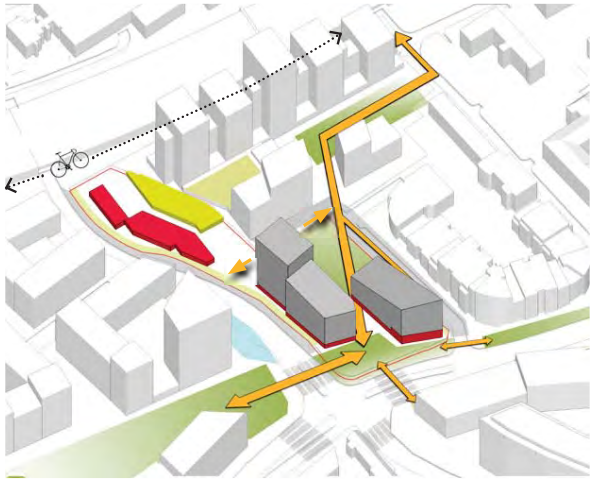
These benefits result in distinct defined development plots which inform the new footprints upon which our bulk, scale and mass is generated. The resulting built footprint comprises 47% of the site, compared to 56% at present.

Intensifying employment opportunities



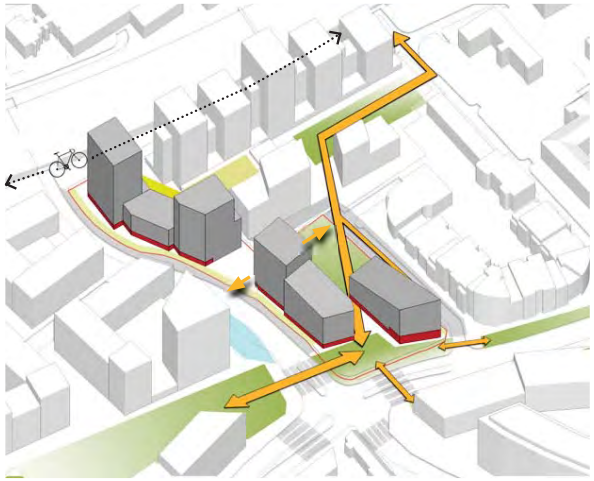
We propose to maximise high intensity employment starter units on the ground floor replacing the low intensity retail warehouse and vehicle service operation. The employment ratios of the new floorspace could deliver another 80 additional jobs across the site. Food and beverage units to create a sense of place are proposed on the key main road frontage.

Low scale on Battersea Park Road



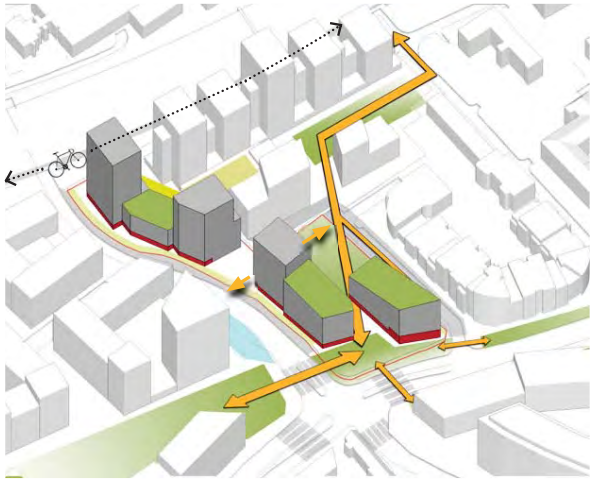
We propose smaller scale buildings around the key public amenity areas and Linear Park at Battersea Park Road. This ensures that the amenities of the adjacent Viridian are recognised and the orientation of the site maximises solar gain.

Scale relates to neighbouring development



We are maximising development to the rear of the site adjacent to the railway line, and CGMA access route at no greater height than that supported by the Council at Battersea Power Station Phase 4a and the CGMA entrance site.

Generous amenity space



The new residential is supported by the required level of play space and generous public amenity space at ground floor (3,761 sqm). There is additional play space, as well as communal and private amenity at upper floors (3,825 sqm). This is in excess of minimum standards.

3.4 Design principles

We have set out principles that underpin our design approach. These have evolved from discussions with London Borough of Wandsworth and from in depth analysis of the existing context and proposed neighbouring proposals.

Create a high quality, residential led mixed-use development in keeping with the emerging surrounding proposals and the VNEB opportunity area aspirations

Continuation of green links connecting Linear and Prospect Parks and encouraging pedestrian routes to the future underground station

Creation of a new public space linking the site to existing and proposed neighbourhoods to the south

Buildings to be set back from the boundary edge with landscape buffer and improved visual amenity

Retain existing vehicular access points, and avoid introducing more car parking spaces than necessary

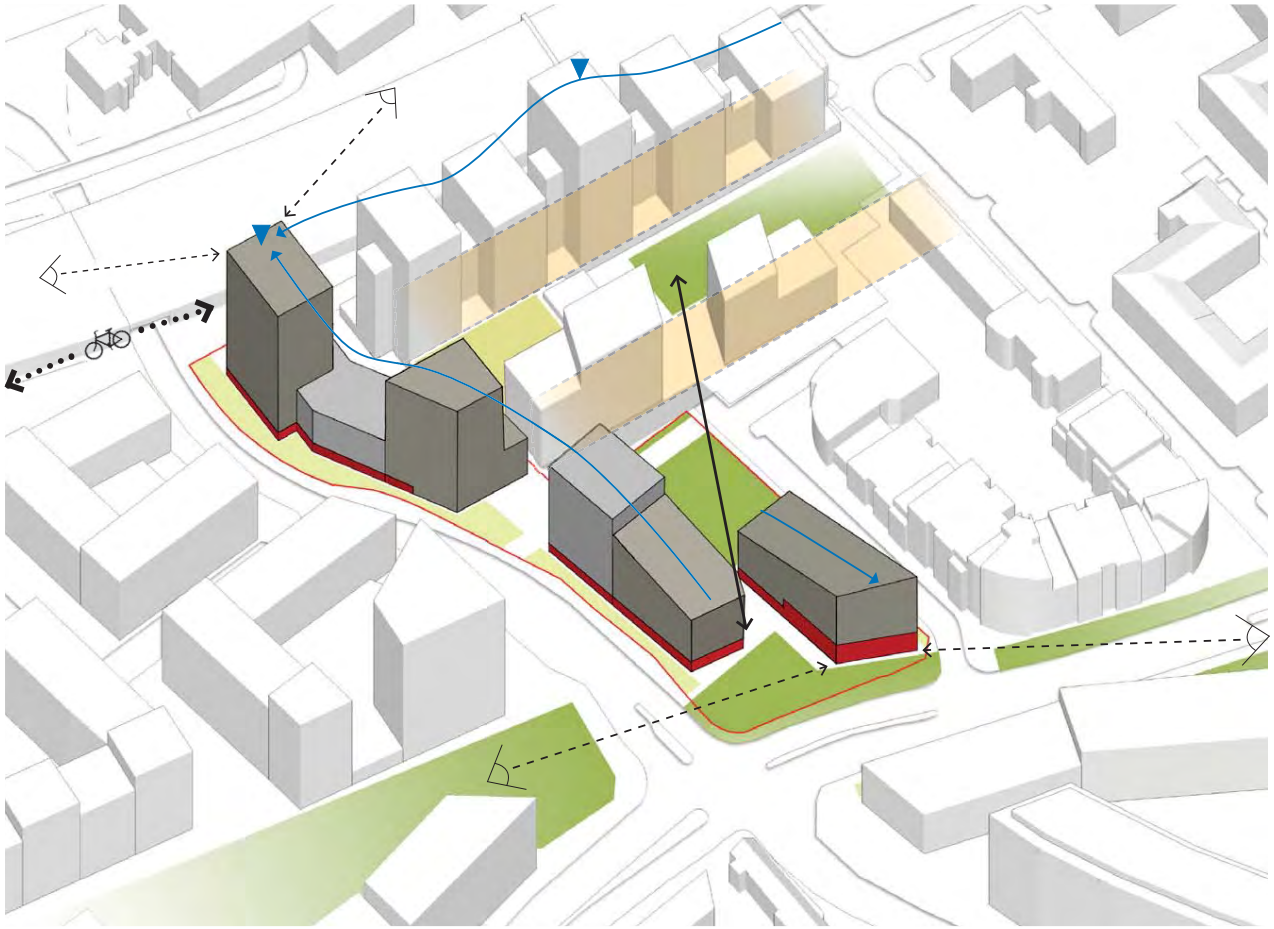
Maximise employment opportunities and create active frontages by providing suitable commercial uses at ground floor level

Facilitation of a proposed cycle route adjacent to the railway line

Massing to respond to the neighbours Phase 4a and New Covent Garden Market Entrance site proposals, and existing residential buildings

Form building to provide key facade as visual termination of Linear Park

Individual building forms defined by material changes, separate cores and entrances

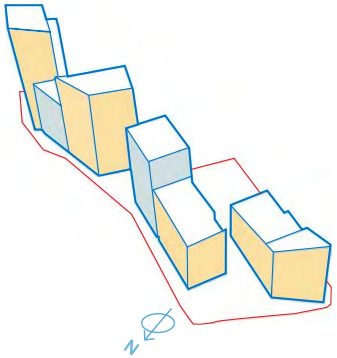


3.5 Design concept

The site analysis has led to the following design concepts and these ideas have been incorporated into the architecture.

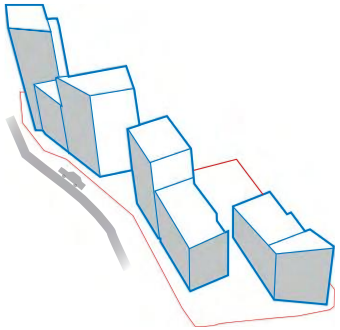
Material Strategy

A simple palette of complementary materials to create individual building forms.



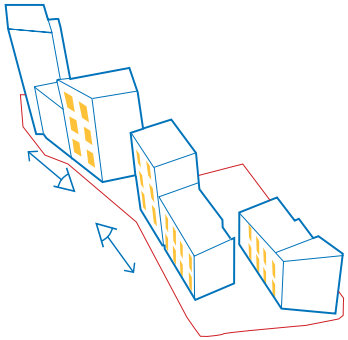
Responding to Environmental Constraints

In response to the noisy road and railway boundaries, the proposal will have a protective skin and inset balconies.



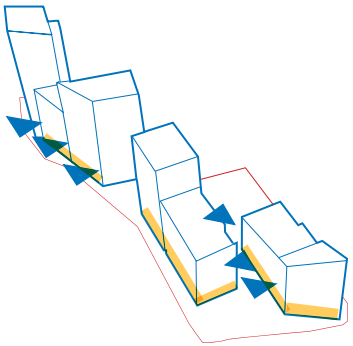
Aspect

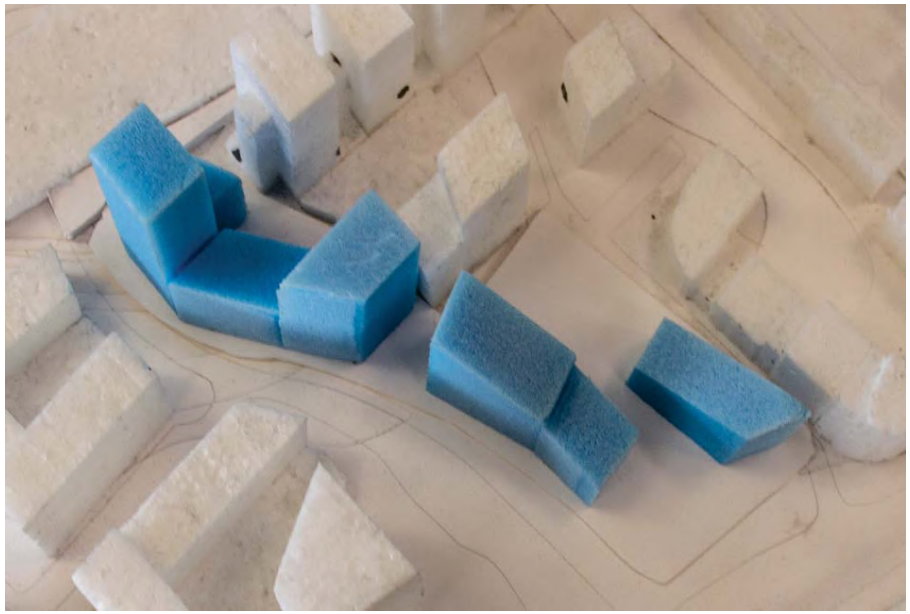
The number of dual aspect units shall be maximised by the provision of multiple cores relating to individual building forms.



Interface with Ground/ Landscape

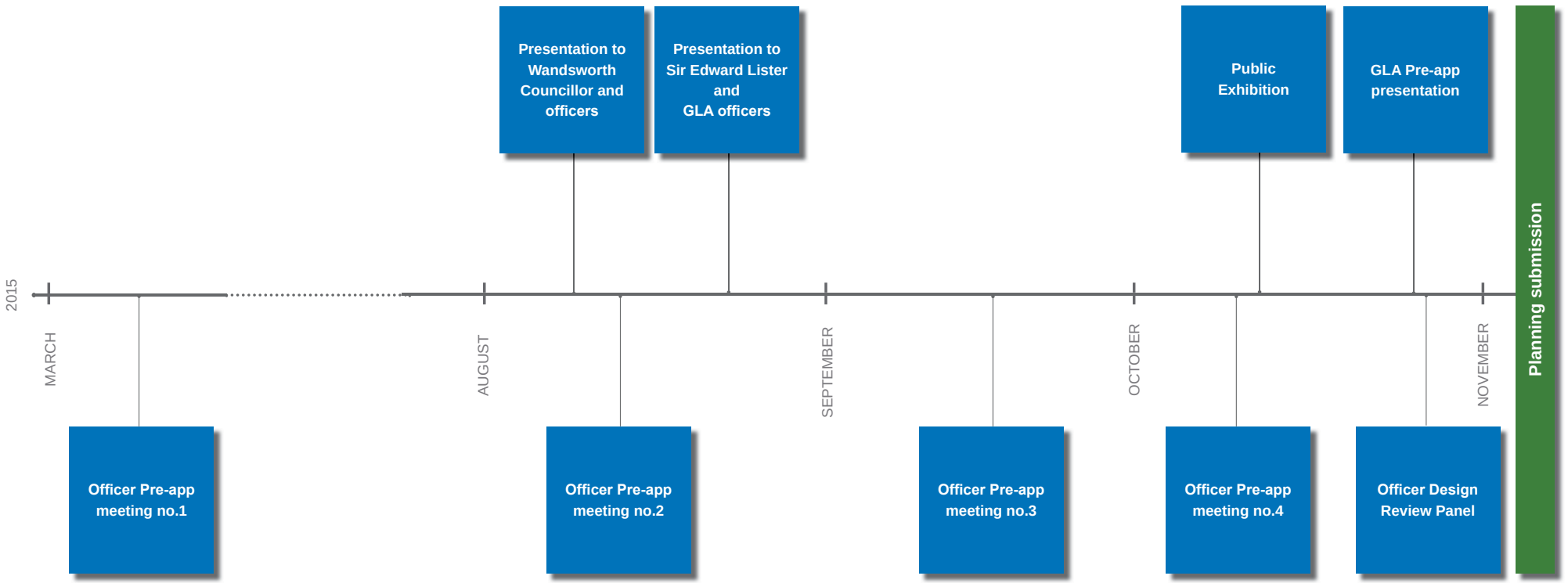
Activity at ground level is encouraged by the position of uses and entrance points.





Foam working models

Consultation timeline



4.1 Consultation strategy

This section seeks to highlight the key areas in which the consultation process has influenced the design as a whole.

For a detailed analysis of all the consultations carried out, please refer to the Statement of Community Involvement, prepared by Terrapin Communications, submitted in support of this application.

The principle aim of consultation was to provide the opportunity for key local community and amenity groups, local councillors and local residents in the surrounding areas to review and comment on the proposed development.

The consultation time line outlines an overview of some of the key areas of engagement.

There were six main types of consultation carried out:

- **Pre-application meetings with planning officers at London Borough of Wandsworth**
- **Meeting with Leader of Wandsworth Council - Councillor Ravi Govindia**
- **Meeting with Sir Edward Lister at the Great London Authority (GLA)**
- **Pre-application meeting with Greater London Authority (GLA)**
- **Public exhibition**
- **London Borough of Wandsworth Design Review Panel**

Photos from the public exhibition

4.2 Design evolution

The section outlines some of the different masterplan options we have explored since the start of the project. These have evolved in response to consultation and feedback on technical aspects of the scheme.

February 2015 - 399 units

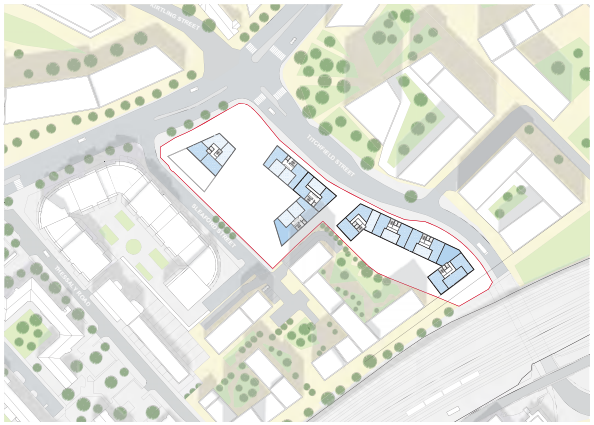
- 18 storey building at north end of the site
- Massing responds to Battersea Crest outline planning permission
- Forms protective boundary to road
- Bridges over sewer

Proposed plan

Massing proposal - February

April 2015 - 342 units

- 18 storey building at north east end of the site terminating Linear Park
- Massing responds to Battersea Crest outline planning permission
- Allows clear route through the site



Proposed plan

Massing proposal - April

November 2015 - 307 units

- 18 storey building along railway edge
- Responds to existing residential building
- Massing responds to Phase 4a detailed submission
- Public park at the heart of the site with clear route through

Proposed plan

Massing proposal - November

4.3 Original scheme presented to London Borough of Wandsworth at pre-application meeting no.1

This scheme was presented at the first round of consultation with London Borough of Wandsworth on 3 March 2015.

Summary of proposals

Total Units
399

Total non-residential GIA
0 sq m (0 sq ft)

Mix of apartments
146 x 1 bed
194 x 2 beds
59 x 3 beds

Density
493 units/ hectare
1,370 habitable rooms/ hectare

Parking spaces
107

Following comments received from Wandsworth Council, the scheme was revised, as outlined below.

Proposed ground floor plan

Comments from London Borough of Wandsworth

Design

The site falls within the Nine Elms Opportunity Area where a number of world-renowned architects have been instructed to deliver high quality exemplar developments. Nine Elms also falls under the close scrutiny of the Leader of the Council who had set a very high benchmark for design quality. Development which did not meet this design benchmark would not be received well, certainly where tall buildings were proposed.

Design

The position of the site means that the proposals will appear in vista looking west from the Linear Park. As such, the appearance of the scheme from this direction should be given due consideration.

Our response

Design

The team recognised this and agreed to react to this benchmark.

Design

The scheme will be designed as a feature building at the convergence point between the two parks. To be respectful to the neighbouring Viridian, it will be lower scale, whilst the form of the building will be eye-catching and dynamic.

Desire lines

The proposed set back space at the front of the site was welcomed, but requested further detailed analysis of how this space will be used; what its function will be; how the site lines will work across the front of the site and its relationship with the s.278 works being brought forward by Transport for London (TfL) and Battersea Power Station.

Desire lines

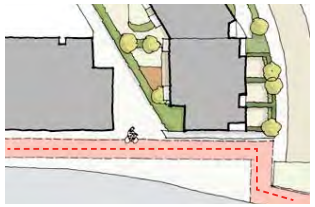
Further design development and context analysis has informed a revised proposal, which breaks the mass on Battersea Park Road to form a route through from Phase 4a in the south. Key desire lines, including those within the emerging context, now inform the positioning of the buildings on the site.

Cycle route

The requirement to help facilitate a cycle way along the rear of the site along the railway towards Thessaly Road was identified. It is recognised that there is a level change to the rear of the site and therefore, some detailed analysis of this crossing would have to be undertaken, taking into account future desire lines.

Cycle route

The proposals will be designed to accommodate and facilitate a new cycle route.



Public realm

The benefits for the community within the development would need to be considered such as the deliverablity and quality of the new public realm. This could include the new Linear Park/public realm extension to the front of the site, as well as routes through the site.

Public realm

The scheme has been amended to provide ground floor non-residential floorspace to encourage creative uses and give something back to the local community. This approach was recommended by Wandsworth as an alternative contribution to providing placemaking artwork. Other components of the development package will include affordable housing and wider financial contributions.

Height

The scope for height along the railway line in addition to Nine Elms Lane was discussed and officers confirmed that the Greater London Authority (GLA) were producing a Nine Elms wide model for the area to map all the tall buildings.

Height

It was considered that there was height precedent along the railway line. This precedent has been set by Phase 4a, the form and massing of which our scheme will tie into.

4.4 Scheme presented to Wandsworth Council at pre-application meeting no.2

This scheme was presented at the second round of consultation with London Borough of Wandsworth on 12 August 2015.

Summary of proposals

Total Units
350

Total non-residential GIA
307 sq m (3,305 sq ft)

Mix of apartments
17 x studios
140 x 1 beds
156 x 2 beds
37 x 3 beds

Density
432 units/ hectare
1,130 habitable rooms/ hectare

Parking spaces
38

Following comments received from Wandsworth Council, the scheme was revised, as outlined below:

Revised ground floor plan

Comments from London Borough of Wandsworth

Land use

Officers suggest that the existing commercial floorspace should be replaced to support the notion that business rates will pay for the northern line extension.

Development scale

There are concern about the “wall of development” along the Covent Garden Market access road on the BMW site and officers felt it appeared to be overly dense.

Our response

Land use

Replacement of the existing floorspace would not be a viable option. Instead, the proposal offers to intensify employment on the site and provide an uplift in the number of jobs.

Development scale

In response, the scale of the buildings on the BMW leasehold has been reduced in scale, decreasing the density and the impact on views from the surrounding area.

Party wall

Officers raised concern about the creation of an alley/gap between the proposal on the BMW site and the Phase 4a scheme, and requested further consideration of this.

Party wall

The design team met with Battersea Power Station and agreed the proposed single storey development on the BMW site will abut the boundary with Phase 4a. Secondly, the west elevation of Building C, facing the site boundary is to replicate the window treatment and building set-back of Phase 4a. Thirdly, Battersea Power Station have the option to build up to the boundary at ground floor to close off the alley, and introduce skylights into the proposed health centre.

Links

It has been expressed that the east west service/vehicular route would divert the function of the neighbouring park as a through route and pedestrians would use this as the quickest route towards the Linear Park.

Links

The landscape design of the east-west connection has been further developed to ensure this is evidently, a secondary route, with controlled access for servicing vehicles only.

Public amenity

The purpose of the neighbourhood park was questioned in terms of what its role and function entails.

Public amenity

The concept for this public space has been updated now that it is currently lined by commercial ground floor uses. It is also, now envisioned as a public square with a mix of soft and hardstanding.

Trees

The officers confirmed the loss of TPO trees would have to be balanced with new tree planting.

Trees

The proposal will include a substantial increase in the amount of planting and green space within the site. The existing trees on the north-west corner of the site are B and C categories, and are impacting on the crowns of one another. These will be replaced with more appropriately positioned, semi-mature trees to make an immediate contribution to the streetscape.

Phasing

It has been raised that phasing is a concern. Booker not coming forward at the same time as BMW could result in benefits for the scheme, namely the commercial floorspace and the Neighbourhood Park being unrealised for a number of years.

Phasing

In response, the commercial floorspace has been incorporated within the ground floor of the building proposed for the BMW leasehold. Affordable housing will also be included within this leasehold. The intention is for both leaseholds to be released at the same time.

Design

The officer felt that the positioning of buildings at the north of the site needed to enable a clearer view through the site (from Phase 4a) towards the extended Linear Park along Battersea Park Road. It should encourage permeability.

Design

The massing of Building B has been updated to include a chamfer to encourage pedestrian movement and provide a clear line of site along the through route, towards Battersea Park Road.

The impact of neighbouring areas

The location of the pedestrian crossing routes, connecting the new tube station and the Linear Park need to be understood to inform the design. A meeting with Battersea Power Station and Transport for London (TfL) will resolve this.

The impact of neighbouring areas

The design team met with Battersea Power Station with Transport for London (TfL). Following this, the application proposals will include a mini masterplan for the Battersea Park Road Junction as part of the proposals.

4.5 Scheme presented to Wandsworth Council at pre-application meeting no.3

This scheme was presented at the third round of consultation with London Borough of Wandsworth on 10 September 2015.

Summary of proposals

Total Units
342

Total non-residential GIA
1,103 sq m (11,873 sq ft)

Mix of apartments
17 x studios
138 x 1 beds
162 x 2 beds
25 x 3 beds

Density
422 units/ hectare
1,077 habitable rooms/ hectare

Parking spaces
36

Following comments received from Wandsworth Council, the scheme was revised, as outlined below:

Revised ground floor plan

Comments from London Borough of Wandsworth

Active frontages

There are concerns about the activity of the frontage to the rear of the BMW site, particularly the bike storage and North-East facing residential units.

Our response

Active frontages

The scheme was amended following this to provide ground floor commercial uses along this section of the site (lining the Covent Garden Market access road). The bike and refuse stores have been pushed to the back of the plan.

Form and massing

The central route through the site is still not very inviting as the buildings are set very close together.

Form and massing

The position of the building helps to separate the front and the rear public spaces to create separation from the busy Battersea Park Road traffic. Although a short section of the buildings overlap, residential overlooking has been kept to a minimum.

Form and massing

It was suggested that Building B should be cut back so that it is in line with the Linear Park to enable pedestrian movement across the north of the site.

Form and massing

We agree that it is important for Building B to be cut back to allow Building A to be visible from the Linear Park, allowing the space to be more inviting for people and acts as a focal point. Furthermore, the double height ground floor will encourage people to the public space beyond.

Density

There are concerns that “the site still feels over-developed” and the number of 1 beds was too high. It was recommended that the density and unit mix are to be reviewed to reduce the number of 1 beds.

Density

The mix and density has been reviewed and benchmarked against other schemes in Nine Elms. Density is now comparable with Battersea Power Station Phase 4a (1,080 habitable homes/ hectare and 360 units/hectare). The reduction in density has been achieved through the decrease in height within the BMW leasehold and the decrease in number of 1 bed units. The increase in ground floor commercial and decrease in overall area also added to the reduced density.

Cultural offer

It has been raised that an art sculpture would not be welcomed as there are currently many present within the area; active community and arts space provided on site would be more preferable.

Cultural offer

In response to this, we propose high intensity employment floorspace through flexible workspace, centred around the landscaped courtyard. These uses will be complimented by new food and drink outlets overlooking the Battersea Park Road frontage. Given the proximity of the new underground station, we anticipate high demand for such uses.

Cycle route

It was raised that the development may need to facilitate the cycle route and provide a solution to the level change issue along the railway as Phase 4a is unable to accommodate this.

Cycle route

We have undertaken a study and proposed a method for the cycle route to work within our site boundary, including facilitation of the level change. This will be included as part of the planning submission.

4.6 Scheme presented to Wandsworth Council at pre-application meeting no.4

This scheme was presented at the fourth round of consultation with London Borough of Wandsworth on 13 October 2015.

Summary of proposals

Total Units
307

Total non-residential GIA
1,581 sq m (17,018 sq ft)

Mix of apartments
2 x studios
84 x 1 beds
194 x 2 beds
25 x 3 beds
2 x 4 beds

Density
379 units/ hectare
1,011 habitable rooms/ hectare

Parking spaces
31

Following comments received from Wandsworth Council, the scheme was revised, as outlined on the adjacent page:

Revised ground floor plan

Comments from London Borough of Wandsworth

Pedestrian

A pedestrian crossing across the Covent Garden Market entrance site was discussed and more detail requested.

Design

You are not yet conveying the quality of proposed materials in the design proposal. Officers requested a clear idea of materials and quality images of these.

Our response

Pedestrian

The proposed scheme will facilitate improved pedestrian and cycle links along Sleaford Street and through the site. It will also propose a new east/ west route across the site to allow greater permeability once the new Covent Garden Market access road has been narrowed and gantry removed.

Design

Details regarding the proposed materials are included as part of this Design and Access Statement. The architectural concept is to create a brick development with a stone wrap that acts as a protective skin. The proposal aims to reflect the industrial nature of the existing site through the use of dark brick. The light stone material provides a contrast in both colour and texture, giving the scheme a quality and sense of permanence.

Early proposal for Sleaford Street

4.7 Greater London Authority (GLA) pre-application presentation

Summary of proposals

Total Units
307

Total GIA
1,581 sq m (17,018 sq ft)

Mix of apartments
2 x studios
84 x 1 beds
194 x 2 beds
25 x 3 beds
2 x 4 beds

Density
379 units/ hectare
1,002 habitable rooms/ hectare

Parking spaces
31

The scheme was presented to the GLA officers on 16 October 2015.

Following comments received from to local residents and the wider public, the scheme was revised, as outlined below.

Revised ground floor plan

Comments from local residents

Form and massing

There has been concern regarding the amount of space between the retained tree and the proposed Block B for pedestrians to arrive at the site once they have crossed the road from the Linear Park. Pedestrian movement needs to flow freely at this point. It was suggested that the building could be pulled back to be in line with the outline New Covent Garden Market entrance sit scheme or chamfered along the same line as the proposed Building A.

Our response

Form and massing

In line with the comments the northern chamfer of Building B has been revised to follow the same line as Building A. This creates a bigger 'landing' from the Linear Park, and the building is further set away from the retained tree. This amendment also allows a more unified design approach for both of the northern buildings.

Landscape

It was questioned how the public space at the front of the site along Battersea Park Road would be utilised.

Landscape

This space is envisioned as a high quality public realm space that complements the proposed Prospect Park to the west and the Linear Park to the east. It creates a link in the chain of public spaces along Battersea Park Road and unifies the landscape character of the whole area. It will be used as a thoroughfare, but will also facilitate spill-out from the ground floor active uses.

Servicing route

Concern was raised regarding the east-west servicing route through the site. The Greater London Authority (GLA) stressed that this needs to be made safe and it must have activity along and around it to create overlooking.

Servicing route

The design of the ground floor spaces along this east-west route has been revised so the ground floor of Building B is now active, with an incubator unit overlooking this.

Balconies

There has been concern raised regarding the balconies/ winter gardens to the rear of the site along the railway line. It was also commented that overheating and noise should be assessed for the balconies/winter gardens in this location and should be designed accordingly.

Balconies

A precedent for balconies on the southern elevation has been set by Phase 4a, however, it is agreed that due to railway noise, the lower level spaces would be preferable as winter gardens. The design has been updated accordingly. Moving the balconies around on the west elevation of the tower was looked at. However, this option was discounted due to higher wind loads in this location.

Cycle route

The proposals for the cycle route to be safeguarded to the rear of the site along the railway has been welcomed. It has also been stated that it would be reasonable to try to use Network Rail land for the circular cycle ramp as a solution for the level changes.

Cycle route

It was agreed that proof of concept that the cycle route could be facilitated would be acceptable for the planning application. More detail is included in the Design Response section of this Design and Access Statement.

Commercial

It has been stated that it will be important to define the design of the incubator units and who the potential occupiers might be.

Commercial

The design of these units will be flexible for the purposes of the planning application so either multiple smaller units or fewer larger units could be provided. Potential occupiers will be explored post planning permission.

4.8 Scheme presented to local residents at a public exhibition

Summary of proposals

Total Units
307

Total GIA
1,581 sq m (17,018 sq ft)

Mix of apartments
2 x studios
84 x 1 beds
194 x 2 beds
25 x 3 beds
2 x 4 beds

Density
379 units/ hectare
1,065 habitable rooms/ hectare

Parking spaces
31

The scheme was presented to the local residents on 15 October 2015 and their comments have been outlined.

Selection of the exhibition boards

Summary of the public exhibition is outlined below:

1. The Applicant sought to consult a wide range of local stakeholders, including local Ward Councillors, residents, community groups and Wandsworth's Design Review Panel.
2. Over 2543 local residents and businesses received a residents' newsletter inviting them to the Applicant's public consultation events.
3. The Applicant held an exhibition session from 3pm to 9pm on Thursday 15th October at the Duchess Pub, Battersea Park Road.
4. The Applicant met with the Battersea Society at the public exhibition to present the proposals.
5. The public exhibition was attended by the Viridian Residents' Management Committee and the Savona Residents' Association.
6. 100% of residents support the principle of redeveloping the current site and 70% believe that the proposal to introduce a residential led mixed-use development would be an improvement.
7. A further 70% of local residents expressed that the design of the proposals is of a high quality and will help to improve the local area.
8. 100% of residents would like to see the improvement of the public realm and the introduction of a new public square.

4.9 Design Review Panel

Summary of proposals

Total Units
307

Total GIA
1,581 sq m (17,018 sq ft)

Mix of apartments
2 x studios
84 x 1 bed
194 x 2 beds
25 x 3 beds
2 x 4 beds

Density
379 units/ hectare
1,002 habitable rooms/ hectare

Parking spaces
31

The scheme was presented to the Design Review Panel on the 27 October 2015.

Wandsworth Design Review Panel
C/o Wandsworth Council
Housing and Community Services Department
The Town Hall
Wandsworth High Street
London SW18 2PU

Please ask for/reply to:
Telephone: 020 8871 6000
Direct Line: 020 8871 7564
Fax: 020 8871 6003

Email: bsellers@wandsworth.gov.uk
Web: www.wandsworth.gov.uk

Our ref: HCS/
Your ref:
Date: 10 November 2015

Ben Ford
Quod
Ingeni Building
17 Broadwick Street
London W1F 0AX

Dear Ben

Wandsworth Design Review Panel: BMW-Booker Site, 41-59 Battersea Park Road, London, SW8

The Panel are grateful to you and your development team for participating in the Wandsworth Design Review Panel (WDRP) held on 27 October 2015. The Panel thanks you and your team for the presentation of the proposals for this site. We found the presentation extremely clear in terms of the analysis and rationale. This letter will remain confidential until a formal planning application has been submitted, whereupon it will appear alongside the information submitted with the application.

The Panel recognise that the owners of the site have yet to find a development partner though they may wish to retain ownership. We applaud their ambition for a mixed use development that will bring activity to the ground floor, which if successful will help to animate the generous public space being provided within the scheme.

The Panel were pleased with the massing arrangements for the site which will define an important gateway to the proposed linear park and the New Covent Garden Market. We anticipate the junction with Battersea Park Road being a key pedestrian crossing point for people destined for Battersea Power Station and the proposed Underground Line and encourage the architects to continue their dialogue with Transport for London to seek improvements to that emphasise the walkability of Nine Elms for pedestrians.

The Panels detailed comments are set out below:

Massing

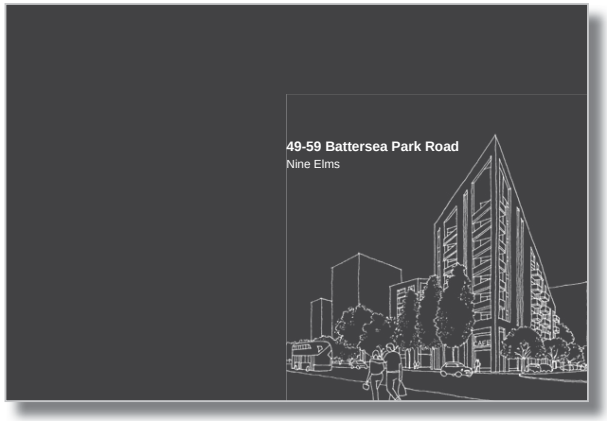
The Panel support the proposed massing arrangements for the site with the bulk of 18 storeys being placed against the railway to cluster with the recently consented scheme on the adjoining site to the south-east, and stepping down to 9 storeys at the Battersea Park Road frontage . We feel this relationship would be a comfortable one both for the existing 9 storey residential development in Sleaford Street as well as the proposed

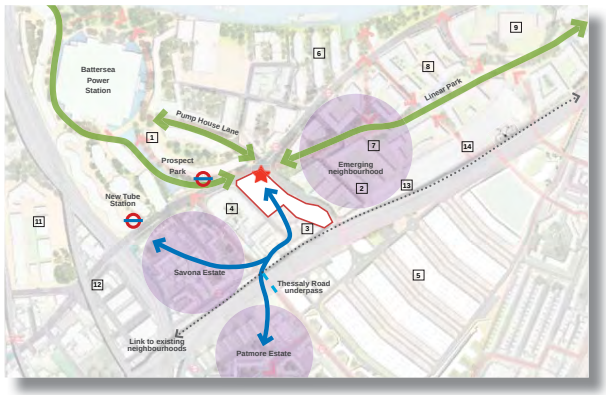
Director of Housing and Community Services: Brian Reilly

Letter from Wandsworth Design Review Panel

Summary of the meeting is outlined below:

1. The presentation presented to Wandsworth Council was said to be extremely clear in terms of the analysis and rationale.
2. The panel were pleased with the massing arrangements for the site which will define a significant gateway to the proposed Linear Park and New Covent Garden Market.
3. Despite differing views regarding the architectural flavour of the development, the general consensus was that it represented a good quality response on site.
4. The materials strategy proposed was welcomed, in particular the choice of natural stone cladding for the facades and the reflective metal for the cutouts and shop fronts. Caution with regards to materials cost was raised.
5. The proposed layout was commended, namely the incubator units around the edges of the public spaces and the cafes to the Battersea Park Road frontage.
6. The large terraces to some units represent a generous amenity provision and should be retained as the scheme develops.
7. The panel were pleased with the amount of public space being incorporated within the site and how it linked with the proposed route into the adjoining site, as well as to the proposed Linear Park. Concern has however, been raised regarding the through vehicular route and the potential conflict of right turning vehicles into the road into the New Covent Garden Market. Consequently, attention ought to be paid in terms of how the landscape treatment could be differentiated to clarify the purpose of the route whilst ensuring the safety of pedestrians and cyclists.
8. As Nine Elms is looking to be both pedestrian and cycle friendly, the panel support the ambitions for the diagonal crossings and dedicated pedestrian phasing of the lights.
9. Due to the loss of the protected trees, it is pertinent to replace these with tree planting of significant sized specimens.
10. Overall, the panel feel confident that a high quality scheme will be developed.





Selection of the presentation boards

4.10 Summary of final scheme

Summary of scheme following the consultation process:

- New public amenity spaces and community uses at its heart
- Commercial space at ground floor including business incubator units and food and beverage outlets
- Extension of the public realm from the Linear Park into the site and a pedestrian link to Prospect Park to the North and the new underground station-
- Creation of a new public square linking the site to existing neighbourhoods to the south
- Improvement to the public realm along Sleaford Street and Covent Garden Market access road.
- Facilitation of the proposed cycle route along the railway
- New world class architecture to frame the visual termination of the Linear Park
- The provision of affordable housing, and market housing within appropriate density threshold

Model of the proposed scheme, presented at consultation meetings

View of the proposal on Battersea Park Road

5.1 Introduction

The following section details our design proposals, demonstrating the contextual and analytical approach undertaken in order to achieve a successful and cohesive scheme.

Our design has evolved from a thorough process of researching and understanding the site and its emerging context. We have also undergone a comprehensive process of consultation with key stakeholders and the general public, whose opinions informed the proposals as previously outlined.

5.2 Scheme proposals

The scheme proposed the redevelopment of one of the last under-used sites in Nine Elms; enhancing the masterplan ethos with new public amenity spaces and community uses at its heart.

The scheme proposes the redevelopment of the application site into a high quality residential-led mixed-use development. The existing industrial warehouses on the site will be demolished, resulting in a reduced building footprint on the proposed site.

Our proposals include:

- 307 new homes including a variety of apartment sizes
- Commercial space at ground floor, including business incubator units and food and beverage outlets
- Extension of the public realm from the Linear Park into the site and a pedestrian link to Prospect Park to the North and the new underground station
- Creation of a new public square linking the site to existing neighbourhoods to the south
- Facilitation of the proposed cycle route along the railway
- New world class architecture to frame the visual termination of the Linear Park

View from Battersea Park Road

View of the proposal on the corner of Sleaford Street and Battersea Park Road

5.3 Use and amount

The scheme comprises a mixed-use development with an appropriate residential density for the location whilst also responding to the dense nature of the existing site. The amount, tenure and mix of affordable housing will be determined following discussions with the local planning authority and taking development viability into consideration.

5.3.1 Density

The density of the scheme is in line with the guidance set out in the emerging Local Plan. The density is comparable with Battersea Power Station 4a (1,080 habitable rooms per hectare) and other schemes in Nine Elms as outlined below:

Nine Elms	Density
Booker and BMW	**379 u/ha (1,063 hr/ha)**
One Nine Elms	580u/ha
Embassy Gardens	566u/ha
Royal Mail	504u/ha
Christies	467u/ha or 1,362hr/ha
Riverlight	433u/ha or 1234hr/ha
Battersea Gas Holder	420u/ha or 1383hr/ha
Entrance site (CGMA)	394u/ha
Marco Polo/Vista	364u/ha or 1,148hrha
Battersea Power Station Phase 4a	360u/ha (1,080hr/ha)
Nine Elms Point	350u/ha

5.3.2 Quantum

Total Units
307

Total Commercial GIA
1,661 sq m (17,879sq ft)

Mix of apartments
2 x studios
84 x 1 bed
194 x 2 beds
26 x 3 beds
1 x 4 beds

Density
- 379 units/ hectare
- 1,063 habitable rooms/ hectare

Parking spaces
- 31 car parking spaces
- 528 secure cycle spaces for residents
- 15 secure cycle spaces for commercial employees
- 24 public realm cycle spaces for visitors

5.3.3 Employment

We propose to maximise high intensity employment starter units on the ground floor, replacing the low intensity retail warehouse and vehicle service operation. The employment ratio of the new floorspace could deliver another 80 additional jobs across the site.

1,104 sqm GIA of starter business office floorspace
557 sqm GIA of food and beverage floorspace

The business starter units have been focused around the central public space, and along the Covent Garden access road, to activate this edge.

Food and beverage units are proposed on the key main road frontage of Battersea Park Road, created to exude a sense of place.

Proposed upper floor plan

Proposed first floor plan

Proposed ground floor plan

Residential Incubator units Food and beverage units

5.4 Scale and massing

The site is an area that will alter significantly over the next five years. Consequently, it has been necessary for the proposed design to be considered within the emerging context, the scale of which will be considerably larger than the existing industrial context.

5.4.1 Design Strategy

The design strategy is for a collection of buildings running north-south along the access route into the New Covent Garden Market and two smaller buildings positioned at the end of the proposed Linear Park. The scale of the proposed development increases in the direction of the railway. An architectural language and a materials palette has been developed to reference the emerging context as well as the existing buildings and infrastructure nearby.

5.4.2 Scale in relation to the existing context

The neighbouring Viridian residential building on the opposite side of Sleaford Street will be one of just a few existing buildings to be retained in the Nine Elms area. As such, it has been necessary for the proposed scheme to minimise its impact on this building as much as possible. This is achieved by providing smaller scale buildings on the northern section of the site.

Concept massing render with annotated storey heights

5.4.3 Scale in relation to the emerging context

The lower scale buildings along Battersea Park Road also relate to the lower scale of the outline Phase 5 scheme opposite. The cluster of lower scale buildings around the junction at Battersea Park Road and Kirtling Street mark the entrance of the Linear Park.

To the south of the site, the neighbouring Phase 4a scheme has been granted detailed planning consent. This scheme proposed two rows of ‘mansion block’ style buildings ranging from 5 to 18 storeys in height.

The proposal within the BMW leasehold has been designed to terminate the Phase 4a row of buildings and provide a ‘bookend’ on the Covent Garden Access Road. This strategy also allows for the height to be positioned along the railway, where taller buildings are less likely to have an impact on neighbours.

The proposal also responds to the New Covent Garden Market scheme, which has been granted outline consent, on the other side of Covent Garden Market access road. Our proposed scheme sets down in height around the tallest 18 storey element of the outline scheme, allowing it to remain the prominent feature on the corner of the Linear Park.

Aerial view of proposed scheme

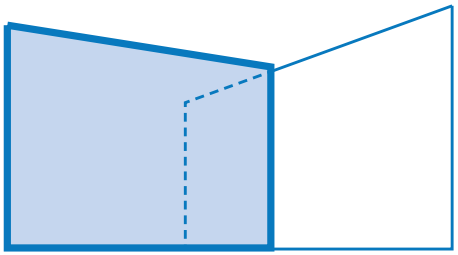
5.4.4 Scale and form within the Booker Leasehold

The northern end of the site is visible from the Linear Park and Prospect Park. To be respectful to the existing residential development of Viridian, the scale at this end of the site is no taller than this neighbouring building.

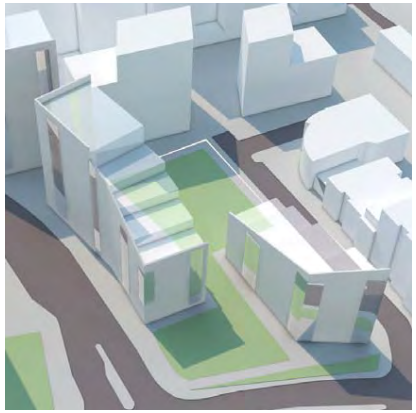
The step change in height of the buildings provides an opportunity to introduce a playful roofscape with angled roof lines creating sculptural building forms.

Although the buildings in this location are relatively small in scale, the form will be eye catching, allowing them to act as a feature at the convergence point between the Linear Park and Prospect Park.

As demonstrated in the adjacent images, the form of the two most northerly buildings have been simplified as the design has progressed. The parapets have been raised to ensure the stepping roof level is hidden behind to create a clean and minimal form.



August proposal



August proposal

September proposal

September proposal

October proposal

November proposal

5.4.5 Scale and form within the BMW Leasehold

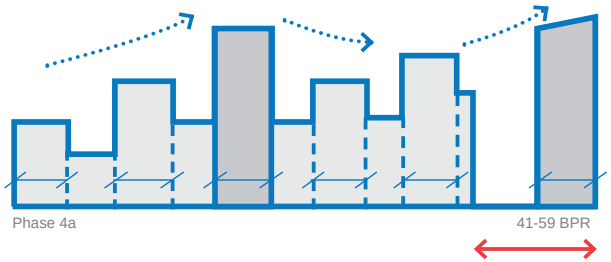
The heights of the proposed buildings within the BMW Leasehold have been informed by Phase 4a and have been designed to ensure the scale is comfortable in relation to this neighbouring development.

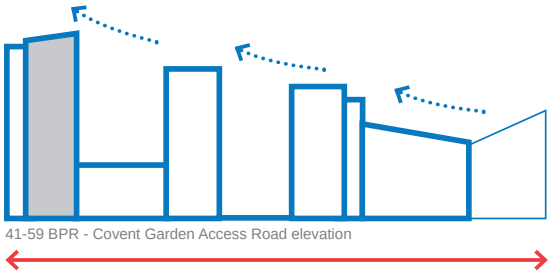
In particular, careful consideration has been given to how the two developments read together from the southern elevation which is also the view from the railway. The massing from the southern elevation relates to the tallest building in Phase 4a, rising up in scale towards the VNEB Linear Park.

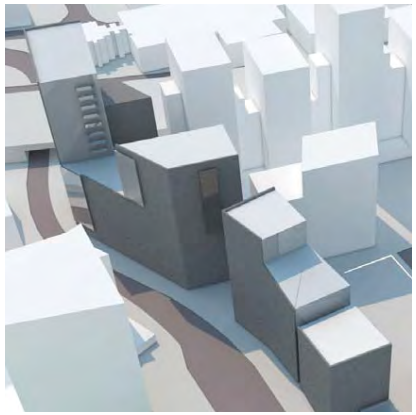
As demonstrated in the adjacent images, the massing of the buildings in the southern part of the site has evolved to ensure the three buildings read as separate entities.

The form has also been simplified and the tallest buildings have been designed to be more slender. This helps to reduce the impact of the buildings within the surrounding context.

When viewed from the railway, the scale and proportion relates directly to the Phase 4a proposals. The 18 storey element acts as a hinge point, connecting the Phase 4a scheme to the west and the rest of the Proposed Development to the south.



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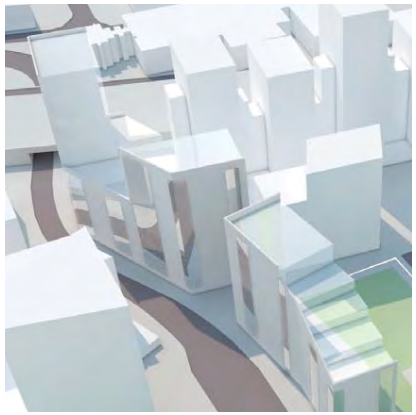
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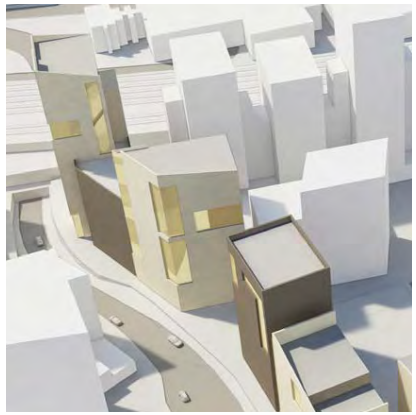

September proposal


September proposal


October proposal


November proposal

5.4.6 Scale and proportion of building components

The proportion of openings within the elevations have been designed to be compatible with the overall scale of the buildings.

1. Generally window and balcony openings are grouped into collective components.
2. Longer strips of openings have been introduced to add variation and to break down the overall building mass.
3. In some cases, where there are balconies on the corners of buildings, the end wall has been set back to further break down the overall bulk of the buildings.
4. A large cut-out in the tallest tower helps to break down the massing, adding vibrancy and interest within this prominent corner.

Proposed east elevation (Covent Garden Market access road)

5.4.7 Scale in relation to Phase 4a

Stated below are the agreed principles with Battersea Power Station:

1. The single storey of the proposed on the BMW leasehold is to abut the boundary with Phase 4a
2. The west elevation of Building C, facing the site boundary, is to replicate the window treatment and building set-back of Phase 4a.
3. Battersea Power Station have the option to build up to the boundary at ground floor to close off 'the gap between the buildings', and introduce skylights into the proposed health centre as displayed below.

View of the proposed development from the west (with Phase 4a ghosted in the foreground)

5.5 Layout and positioning

5.5.1 Building Lines

The proposal acts a convergence point between the proposed Linear Park in the east and Prospect Park to the west. The buildings step back from Battersea Park Road to provide relief, encouraging pedestrian flow through this space. The proposal informs a wider masterplan for Battersea Park Road, and we have proposed improvements to the crossing points towards the new underground station.

5.5.2 Links to the context

Through the positioning of the buildings and the landscape design, the scheme also reinforces the link to the south of the site. The chamfered massing of the proposed buildings responds to the massing of the proposed Phase 4a scheme and encourages routes between the two developments and to existing neighbourhoods south of the railway.

Consideration has also been given to the route to the new school to the east of the development site. The pedestrian route to the new school is encouraged through the public space, towards the crossing on the north east corner of the site, and through the Linear Park. A crossing via the east-west route is also facilitated through a new pedestrian crossing over the Covent Garden Market access road.

A cycle route along the railway line will connect with the emerging Nine Elms developments and provide a safe route between Battersea and Vauxhall.

The site within the emerging context

5.5.3 Levels and access

Due to the existing level change within the Booker leasehold, the levels will be amended as part of the development. In the proposed scheme the landscape will form a shallow slope from the vehicular route up towards Battersea Park Road, at a gradient of approximately 1:90.

The ground floor realm includes commercial uses, as well as ancillary spaces and lobbies to access residential apartments above.

The residential entrances have been positioned opposite one another in the northern part of the site. They are both accessed off an external 'foyer' between the transitional space on Battersea Park Road and the more protected public square at the heart of the site. Other residential entrances to the south are accessed off landscapes areas, set away from vehicular routes.

Photograph of existing site showing the level change within the Booker Leasehold

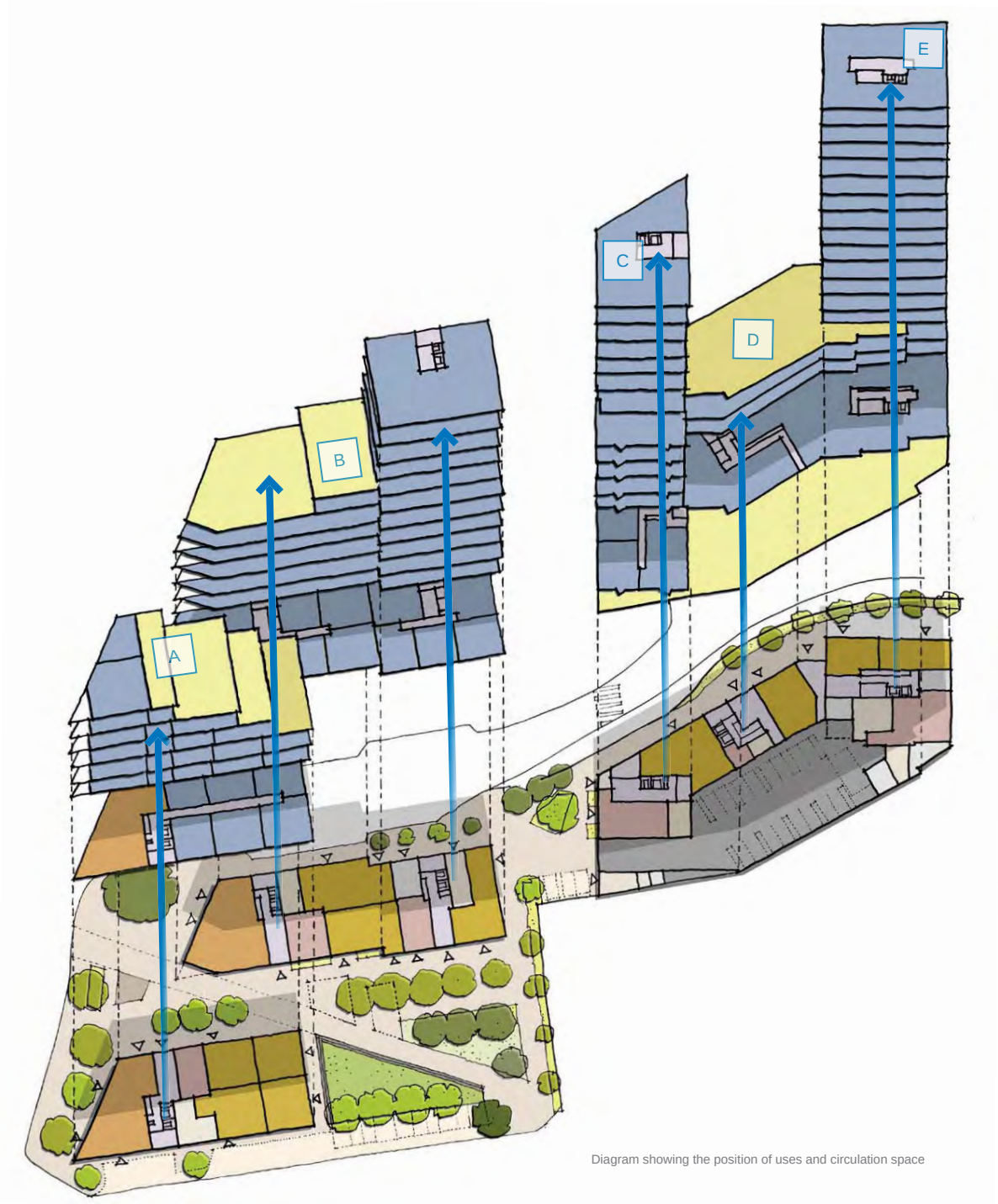


Diagram showing the position of uses and circulation space

5.5.4 Ground floor use

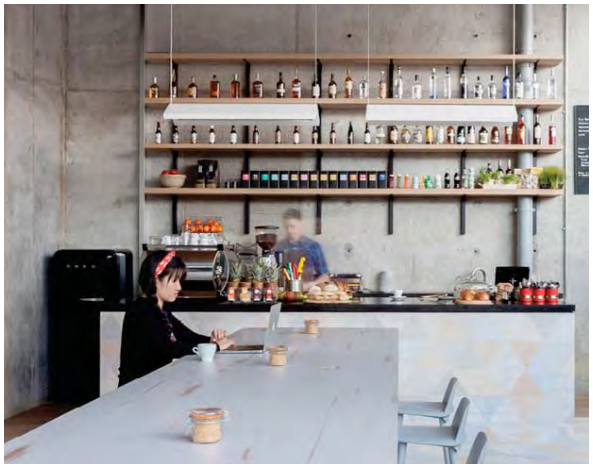
The current commercial buildings on site represent low intensity uses which have no relationship to the emerging mixed use character of Nine Elms. There is now an opportunity to provide high intensity employment floorspace through flexible workspace centred around the landscaped courtyard. We anticipate high demand for such uses, given the proximity of the new underground station and emerging cluster at the adjacent Battersea Power Station site.

These will be complemented by new food and drink outlets overlooking the extended high quality public realm along the Battersea Park Road frontage.

Total commercial/community GIA - 1,661 sqm / 17,879 sqft
Total commercial/community GEA - 1,798 sqm / 19,354 sqft

Sketch of proposed ground floor plan

Incubator business units



Food and beverage units

5.5.5 Upper floor use

The upper floors are residential only and all apartments are open plan and sprinklered:

- A mixture of 307 private and affordable new homes
- A mixture of private and communal roof terraces provide additional amenity space.

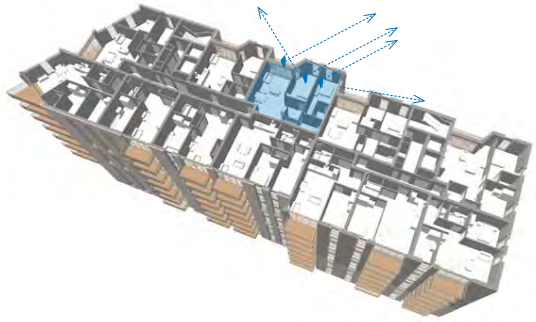
82% of residential units have been designed to be dual aspect by incorporating windows within corners and chamfers to provide oblique views. Only 18% of units are single aspect and of these, none are north facing.

Eliminating north facing units has been achieved by the orientation of the buildings on the site. As the long sides of the building are east-west facing, it ensures the minimum number of units are at the northern end of the building.

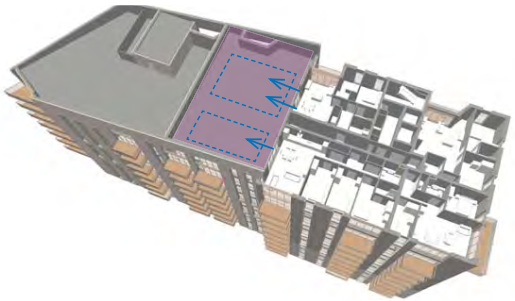
Solar/building orientation is a key factor to minimise single aspect north facing facades and to ensure the shared private amenity spaces achieve good solar orientation.

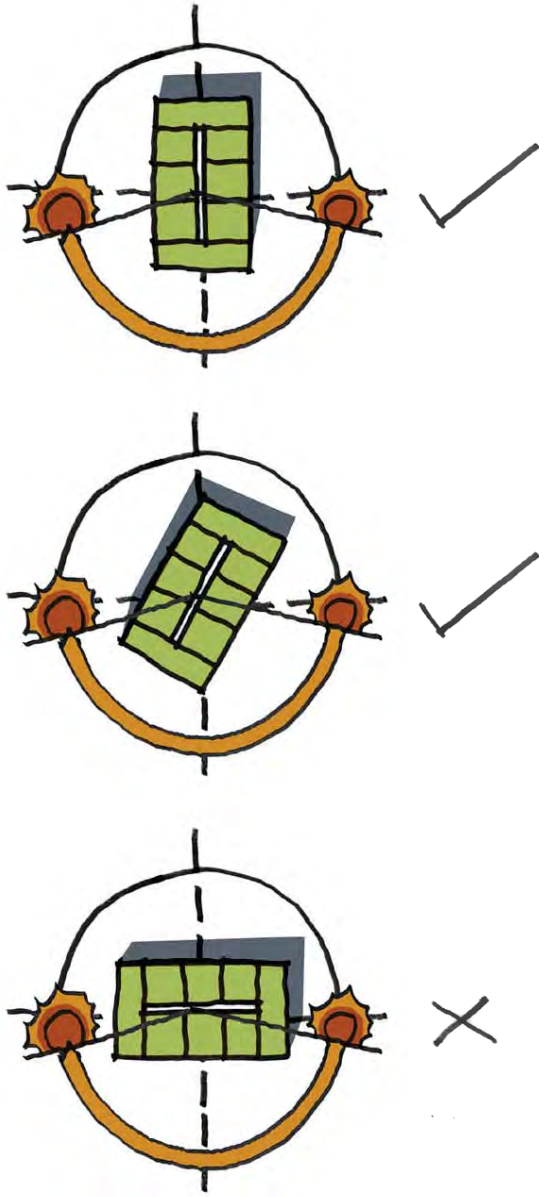
Open plan

Avoiding single aspect



Terraces for larger units



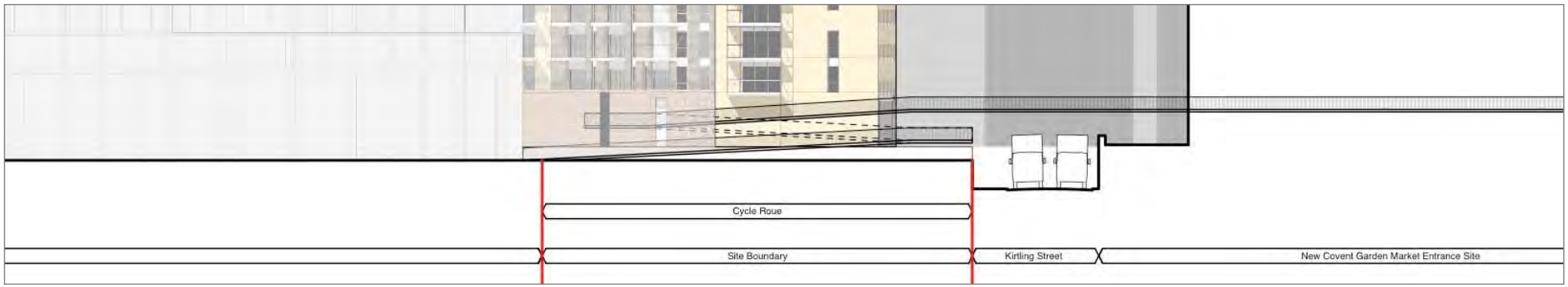


Sun study diagram

5.5.6 Cycle route

- The proposed scheme facilitates the cycle route that in an aspiration of London Borough of Wandsworth and Transport for London (TfL).
- The proposal is for a two-way cycle route, with a 5 metre carriageway in both directions.
- The cycle route will make it possible to traverse a drop of 4 metres within the site boundary of the BMW leasehold via a doglegging ramp.
- The ramp will be bolted on to the side of the existing bridge over Covent Garden Market access road, and will land at grade within the Phase 4a site boundary.

View from the Covent Garden Access road



Cycle route in elevation

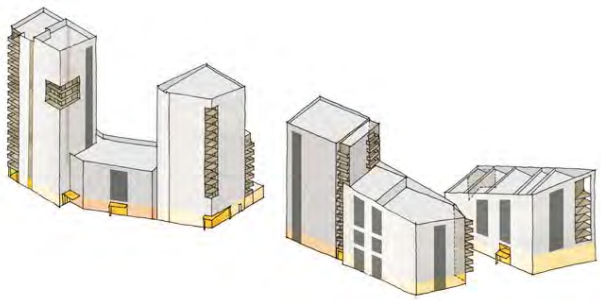
Sketch of the proposed cycle route

5.6 Appearance and materials

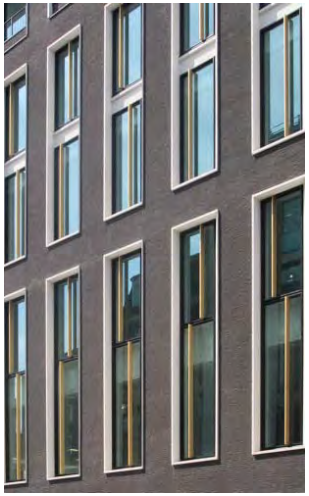
The architectural concept is to create a brick development with a stone wrap that performs as a protective skin along the hostile edges of the site.

The proposal aims to reflect the industrial nature of the existing site through the usage of dark brick. The light stone material provides a contrast in both colour and texture, exuding a quality and sense of permanence for the scheme.

Gold elements are introduced in key locations to provide eye-catching features throughout the development.



Material concept diagram



A.

Large cut-out features will be highlighted in a gold metal. This will be an aluminium alloy with a bold light brass colouring.

B.

A bronze metal will be used for window frames, signage zones and features.

C.

The facades facing on to the more hostile edges of the site will be clad in a buff stone skin. The architecture will be designed so the building appears as having carved features.

D.

Dark brick will be used as a contrast to the stone building. Stone and metal window frames will create visually striking openings.

5.6.1 The cut-out features

- The buildings are brought to life through the introduction of gold cut outs and strips on the building façades.
- These have been utilised as a design tool to enhance the building proportions, and positioned so that at least one cut out is visible wherever you are positioned in the scheme.
- Metal gold panels and balcony railings will be combined with perforated gold metal balcony soffits and gold window frames to ensure the cuts out are visualised as one element.

Building E cut out

View of the proposal from the railway line

5.6.2 Stone skin

- Four of the six buildings are wrapped in stone.
- The design uses chamfered balconies and inset pieces to create a sense that each building skin is formed out of one piece of stone with pieces carved away.
- Windows have been designed with a surround metal frame to give the appearance of punched openings through the stone skin.

University of Greenwich

Long Room Hub, Dublin

View showing the chamfered balcony detail in bronze metal window frames

5.6.3 Brick detailing

- Between the stone buildings, we propose to use brick, a material found abundantly within the local vernacular, which has immediate associations to domestic and residential architecture.
- It is a long lasting and durable material, which ages gracefully.
- The ground floor is emphasised by the introduction of corbelled brick detailing to evoke interest and additional detail and texture.
- Soldier courses will be introduced in bands to add interest to the elevations further up the building.

Elswood Court

Hanover Square

5.7 Façade studies

5.7.1 Active frontages

- Business incubator and food and beverage units are located on the ground floor, creating active frontages throughout the development.
- The ground floor has been given a generous floor to floor height and the commercial space at the front of building A is over two floors, generating a prominent street frontage.
- Entrances into the residential units are located adjacent to commercial units either within the new public square or along the Covent Garden Market Access road, providing further active frontage.

Diagram indicating active frontages: yellow (business units) and orange (retail F&B)

Active frontages to ground floor units along the Covent Garden Market access road

5.7.2 Signage and entrances

- Signage zones have been incorporated into the glazing modules at ground floor. The module frame is proposed as a bronze metal to give the glazing units an industrial aesthetic. The module has been designed for signage to be incorporated into the top band of the unit.
- The design strategy for residential entrances is to highlight them with a gold metal feature material. Canopies over the entrances and signage panels are also incorporated into the entrance module.
- Frontage for cycle and refuse stores has been minimised as far as possible. Access doors to these spaces are designed to have a one-way mirrored finish with bronze metal fins to add detail.

Visualisation of ground floor retail F&B unit


Visualisation of ground floor of Building B (north elevation)

Visualisation of ground floor residential entrance to Building A (east elevation)

5.7.3 Elevation studies

Block A stone facade components:

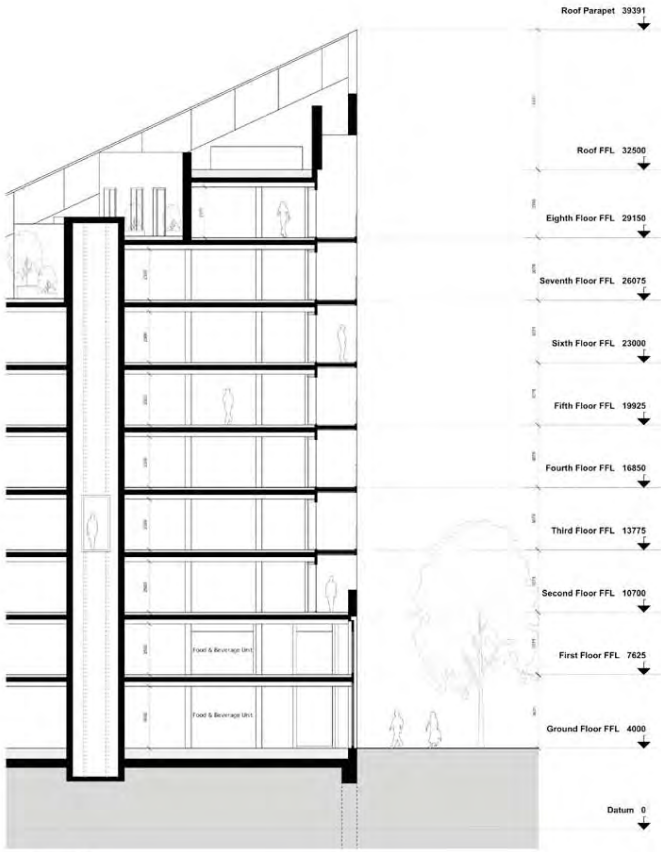
Windows: composite window with bronze coloured metal frame and metal louvred spandrel panel.

Doors: composite doors to balconies in-keeping with bronze metal windows.

Stone cladding: limestone or similar in a warm beige tone. Cladding t read as uniform with minimal joints.

Balconies: bronze colour metal balcony facia, with glass balustrade.

1 Elevation AA
1:100 @ A1



2 Section BB
1:100 @ A1

Block B brick facade components:

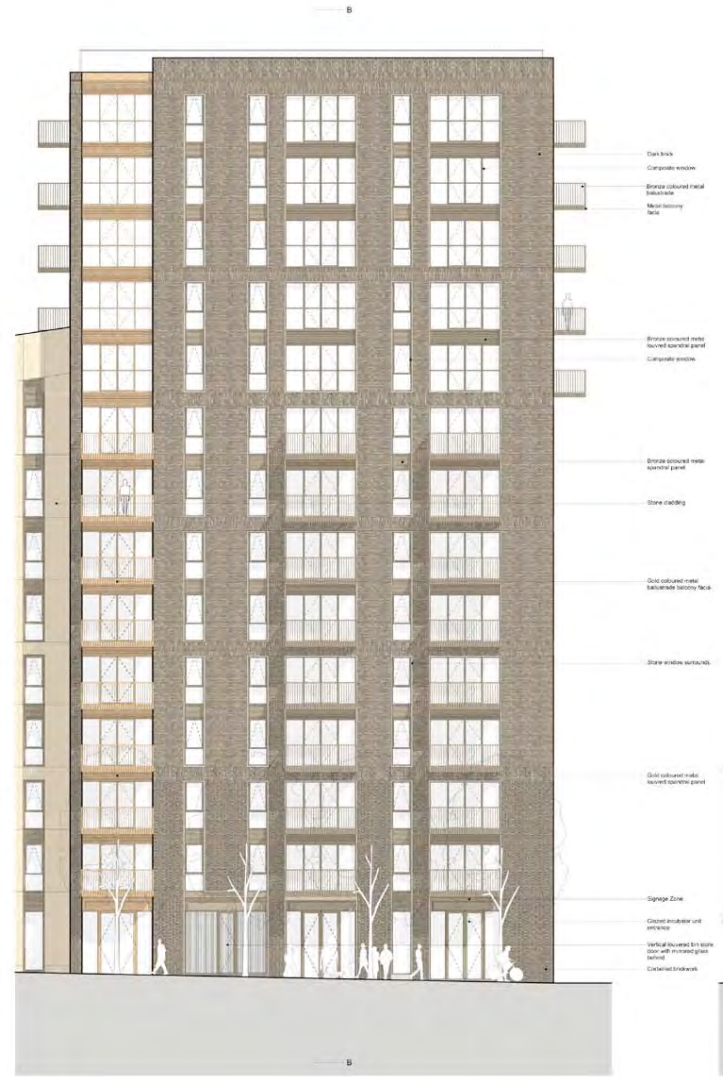
Windows: composite window with stone material (or similar) frame and metal louvred spandrel panel.

Doors: composite doors in-keeping with bronze metal windows.

Brick: Dark brickwork. Corbelled brickwork at lower levels and in panels on the facade. Soldier courses at intervals of two or three storeys above.

Balconies: bronze colour metal balcony facia, with metal balustrade railings.

Gold elements: gold coloured metal louvred spandrel panel and gold coloured metal balcony railings



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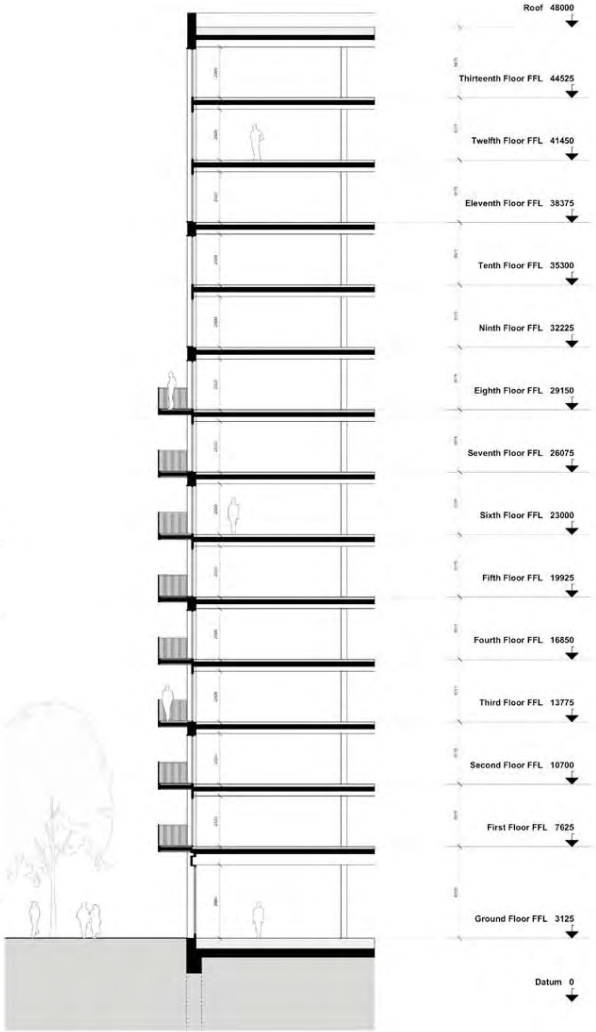

2 Section BB
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Block B stone facade components:

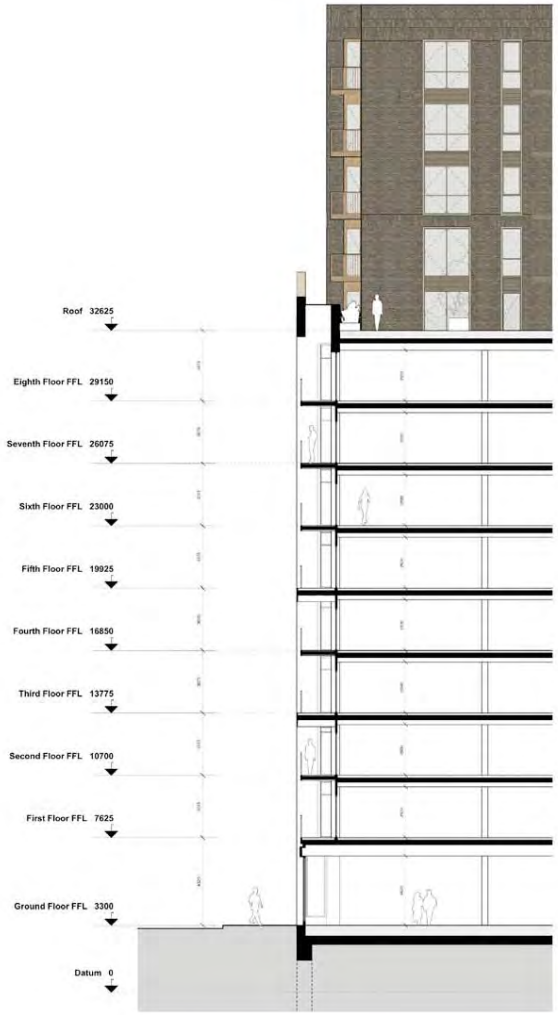
Windows: composite window with stone material (or similar) frame and metal louvred spandrel panel.

Doors: composite doors in-keeping with bronze metal windows.

Brick: Dark brickwork. Corbelled brickwork at lower levels and in panels on the facade. Soldier courses at intervals of two or three storeys above.

Balconies: bronze colour metal balcony facia, with metal railed balustrade.

1 Elevation AA
1:100 @ A1



2 Section BB
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Block E stone facade components:

Windows: composite window with bronze coloured metal material frame and metal louvred spandrel panel.

Doors: composite doors in-keeping with bronze metal windows.

Stone cladding: limestone or similar in a warm beige tone. Cladding to read as uniform with minimal joints.

Balconies: bronze colour metal balcony facia, with glass balustrade.

Gold elements: gold coloured metal louvred spandrel panel and gold coloured cladding panels. Glass balustrading.

5.8 Tall building evaluation

This scheme has been evaluated against the Guidance on Tall Buildings document. The proposed scheme responds to this good practice in relation to tall buildings in the planning process.

5.8.1 The relationship to context

The proposed tall buildings relate to the scale and height of the surrounding existing and emerging context including: the phase 4a scheme, which has been granted detailed planning consent and the proposed New Covent Garden Access outline proposal, which both include an 18 storey tower.

The tall buildings have been assessed within the evolving character of Nine Elms to ensure they enhance the emerging context with minimal impact on adjacent existing buildings.

The design has been continually tested using accurate visual representations; physical computer models; and drawing studies.

5.8.2 The effect on the historic context

The quality of the design will represent a positive contribution to the character of an area in which most buildings have historically been of utilitarian or unremarkable quality, such as those currently occupying the site.

The development would not obstruct or intrude into any important views of the Power Station. It would have no effect on the Wandsworth Local Views from Battersea Park and Chelsea Bridge, being obstructed by trees and by the Power Station respectively. Where the development is seen in the same field of view as the Power Station (from the north bank of the Thames between Grosvenor Bridge and Dolphin Square), it would be a secondary feature and would not compete with the Power Station as the focus of the view.

The development would not be visible from Waterloo Bridge and Hungerford/Golden Jubilee Footbridges, and would therefore have no effect on the protected silhouette of the Palace of Westminster.

5.8.3 The relationship to transport infrastructure

41 - 59 Battersea Park Road will be connected to an excellent transport infrastructure system with the new Northern Line extension, which will stop within close proximity of the tall building.

The development will also be connected to good pedestrian and cycle linkages towards the Linear Park, Prospect Park and along Battersea Park Road.

The tall buildings are also located within close proximity and within walking distance of Queenstown Road railway station.

5.8.4 The architectural quality of the tall building

The tallest buildings proposed for the site range from 14 to 18 storeys in height. As these will impact on the surrounding area it is important to ensure the architecture is the highest quality. Quality is to be achieved in a number of ways.

Firstly, through the proposed materials for the buildings, including both stone and brick. These materials have been selected to provide a high quality finish, and will age well. It is envisaged that the light stone will also provide a contrast to the dark brick proposed for the other buildings on the site.

The quality also comes from the architectural language and clear strategy for the treatment of the ground, middle and top of the tall buildings. Consideration has been given to the detailed treatment of inset and projecting balconies, the proportion of openings, and the design of ‘feature elements’, which add interest to the facades.

5.8.5 The sustainable design and construction of the proposal

The tall buildings will incorporate sustainable design solutions, for example photovoltaic roof panels, and will be designed and constructed to minimise energy use.

Model of the proposals scheme presented at consultation in October

Passive design has also been a key consideration and benefits are achieved through the orientation of buildings on the site. Due to the linear nature of the site's shape, it has been possible to arrange buildings so that the longer elevations are east-west facing. A key design principle has been to maximize dual aspect units and eliminate any single aspect north facing units. In addition to this, increased daylight to the apartments is achieved by positioning windows within chamfered elements, also providing oblique views.

The buildings have been designed to respond to the following environmental parameters:

Wind: Balconies have been positioned to avoid areas where there are likely to be higher wind speeds. In addition, landscaping and trees have been designed to reduce wind speeds, particularly around residential and commercial entrances.

Solar gain and shading: Inset balconies and overhanging balconies will provide optimum shading to the façade. In addition, internal shading with blinds will be used to mitigate glare effects.

Overshadowing surrounding buildings and spaces: The layout of taller buildings adjoining lower buildings provides the opportunity to use the roof top areas for communal amenity. The rooftop areas also are sacrificial for the overshadowing from the taller buildings, avoiding impacting on areas accessible to the public as far as possible.

Noise: The acoustic performance of the external walls and glazed elements of the façade is required to mitigate noise, particularly from the railway and Covent Garden Access Road. Winter gardens are provided for lower level apartments, helping to provide acoustic control for the private amenity spaces.

Ventilation: It is proposed that residential spaces and winter garden spaces will be naturally ventilated through trickle vents and openable windows and doors. In addition, many of the apartments are dual aspect, which offers the benefit of creating cross ventilation. For a number of upper level apartments, comfort cooling will be provided.

5.8.6 The credibility of the design

The tall building follows a different design philosophy to the lower buildings proposed within 41 - 59 Battersea Park Road. The key characteristics of the tall buildings are that they remain slender and elegant whilst the lower buildings are designed to look more robust, carved building masses. It is intended that the quality of the design is not in any way diluted once planning permission has been granted.

5.8.7 The contribution to public space and facilities

The design has the potential to reinforce the emerging sense-of-place of an area that is intended to become the focus for regeneration. This contribution will operate both at a townscape level, in terms of how the development relates to the surrounding area, and at the site-specific level in terms of enhancements to the street frontage and public realm.

The tall building interacts with the ground floor public realm and provides business incubator units and new food and drink outlets overlooking the extended high quality public realm along Battersea Park Road, the Covent Garden Access Road, and Sleaford Street frontages.

5.8.8 The effect on the local environment

The consented developments in the vicinity of the site, notably the New Covent Garden Market Entrance, Nine Elms Parkside and later phases of Battersea Power Station, will screen several views of the development to varying degrees. In addition, where other schemes appear on the skyline, the relative prominence of the development will be reduced.

Other developments will dramatically transform the townscape of the area, which will be dominated by medium-rise blocks with occasional taller buildings.

At nighttime, the large expanses of commercial space at ground floor will not remain illuminated at night. As such, the residential buildings are more likely to appear as a patchwork of windows showing varying degrees of illumination.

5.8.9 Contribution to the permeability of the site

The tall buildings are positioned to allow a new pedestrian route through the site. The tall buildings are positioned to provide clear views through the site, along defined routes both north-south and east-west.

5.8.10 The provision of a well-designed environment

The proposed scheme is one of the last underdeveloped sites within Nine Elms and will help to tie the site into the context of other existing and consented schemes.

The setting out of tall buildings next to lower buildings provides the opportunity to use the roofs cape for amenity. As such, generous areas of communal amenity, and private terraces have been proposed.

At ground level, careful consideration has been given to wind mitigation around the bases of tall buildings and canopies and planting has been incorporated to ensure a comfortable pedestrian experience.

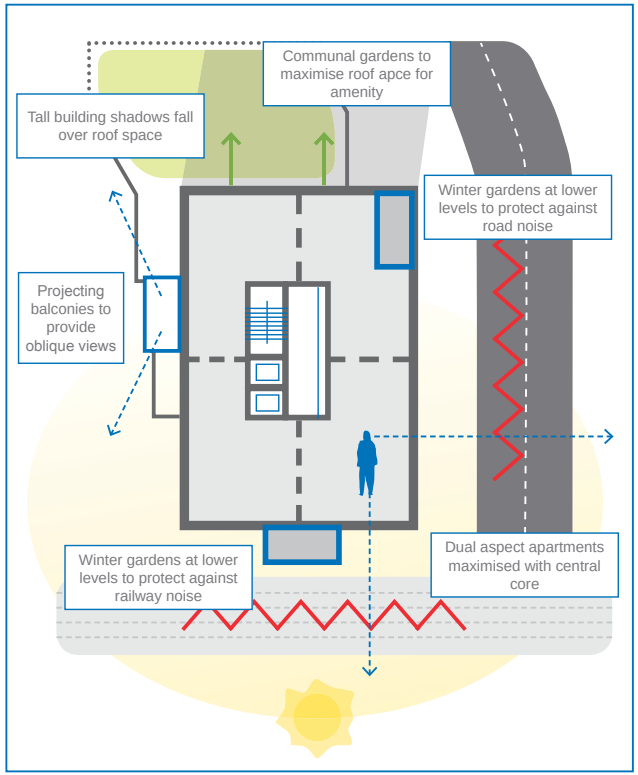
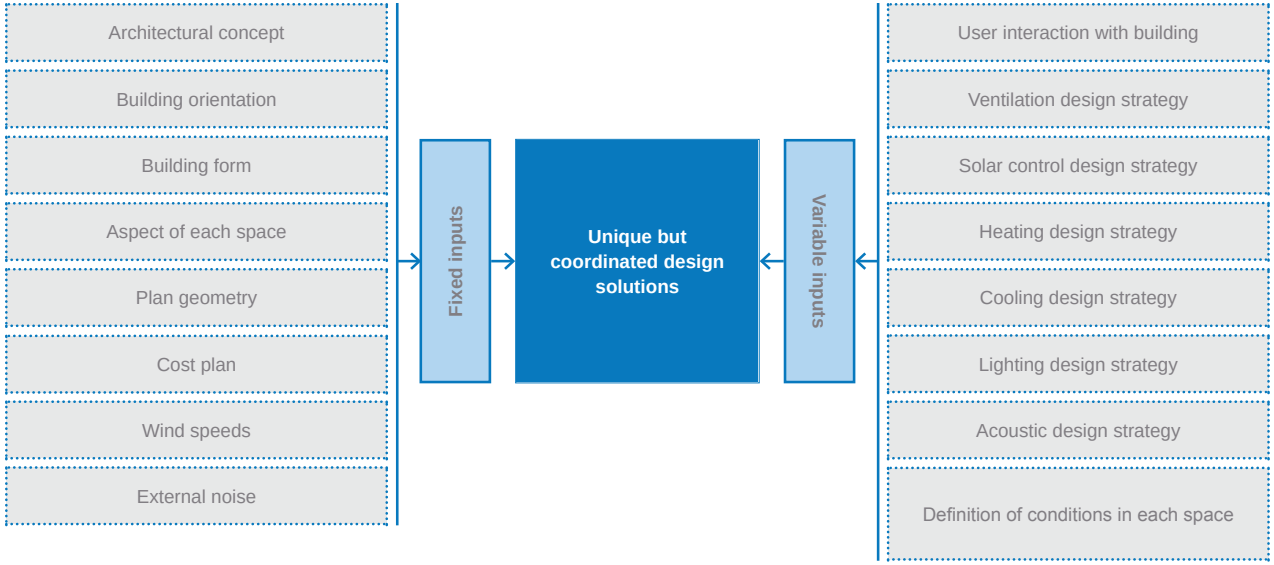


Diagram summarising how the design responds to environmental parameters

5.8.11 Design of the facade

The facade design solutions are summarised in the adjacent diagram.

The concept is based on a number of ‘fixed’ inputs to the design process. These are then supplemented by the remaining ‘variable’ design parameters to achieve the required conditions and form of construction.

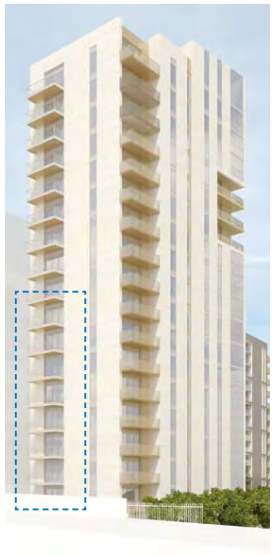


5.8.12 Tall building amenity

Due to increased noise around the perimeter of the site, protection for the private amenity spaces have been considered in more detail.

For building E, the initial scheme proposed a strip of balconies along the full height of the southern elevation. However, following further investigation, we have updated this to include winter gardens to the lower six storeys to help protect against external noise levels along the railway.

Winter gardens are also proposed elsewhere on building E and on the lower levels of building C, to protect amenity from noise along the Covent Garden Market access road.



Previous proposal with balconies

Revised proposal with lower level winter gardens

5.8.13 Building mass

The massing has been refined over the course of the project to ensure the proposals appear in-keeping with the context. The bulk of all of the taller buildings have been reduced significantly compared to earlier schemes.

In addition, the connecting block between buildings C and E has been lowered by four storeys to give the taller buildings either side more prominence, and breathing room.

August: proposed buildings B, C, D and E

November: proposed buildings B, C, D and E (August massing dotted in blue)

5.8.14 Treatment of building tops

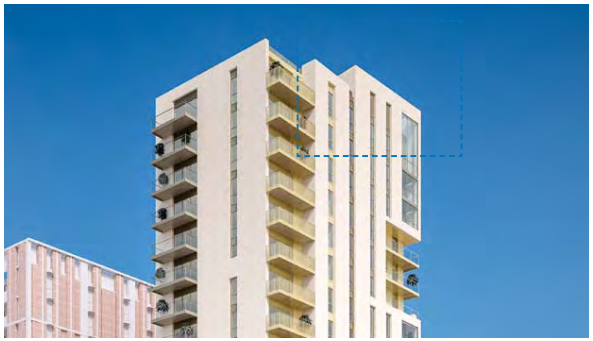
Over the course of the project, the design of the top section of the buildings has been developed.

For building E, the design initially proposed glazing strips that broke the top parapet line.

However, further evolution of the design led to a strong parapet line, replicating of the treatment of building A and helping to tie the development together.

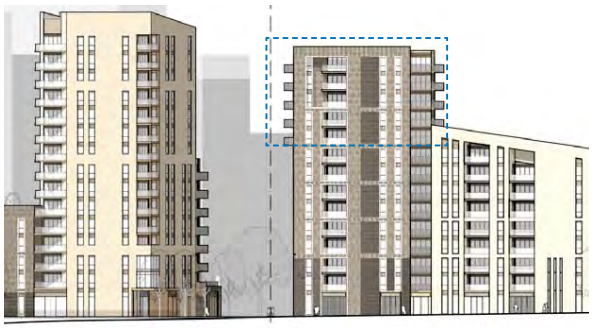
For building B, the top three storeys have been grouped to emphasise the termination of the building. In addition, the corner balcony has been set in to create a feature on the east elevation, which is visible from the corner of the Linear Park.

October: proposed building E



November: proposed building E

October: proposed building B



November: proposed building B

5.9 Transport and parking strategy

A pre-application scoping report has been produced and sent to London Borough of Wandsworth (LBW). There have also been 2 pre-application meetings with Wandsworth Borough Council highways officers. A Transport Assessment and Travel Plan has been prepared in accordance with TfL Transport Assessment Best Practice Guidance.

5.9.1 Accessibility

The site currently has a PTAL rating of between 3 and 4 (in a range of 1a to 6b, where 1a equals poor accessibility and 6b equals excellent accessibility). The Northern line extension to Battersea is a planned extension of the London Underground network which would create a new station at Battersea Power Station. The construction of this Underground Station will significantly improve the accessibility of the site and increase the PTAL accordingly.

The nearest bus stops to the site are located on Battersea Park Road, providing access to the 156 and 344 services. Vauxhall Station is located approximately 1.4km to the north east, providing access to Victoria Line Underground services. There are two train stations located within walking distance of the site. Battersea Park train station is approximately 650m south-west of the site entrance, and Queenstown Road is located about 900m south-west of the site.

5.9.2 Parking

Given the existing and future accessibility of the site, the development proposals are car-free, although 10% of the residential units have been designed as wheelchair adaptable units and as such have each been allocated a disabled car parking space (31 in total).

The proposed development intends to provide 528 secure cycle parking spaces for the residential dwellings plus 15 long-stay spaces for the commercial units. In addition, a further 16 spaces will be provided within the public realm for visitors.

This level of provision is in line with the London Plan requirements and seeks to promote the use of active modes of travel

5.9.3 Access

It is proposed to retain access in the same location as the current vehicle access to Booker Wholesale and BMW on Covent Garden Market access road, however it will be redesigned to rationalise the existing access points and provide a single point of access and loading area. This will form a standard priority junction with the New Covent Garden Access Road and the internal road will be designed to be a shared surface with low speeds. This access will be two-way providing access to the podium car park for the disabled spaces and servicing of the commercial uses within the podium car park.

In addition, a secondary access is to be provided onto Sleaford Street to the south west of the site. The primary reason why this has been included is to allow for larger vehicles such as refuse, emergency services and delivery vehicles to access/egress the site in forward gear. This access route will only be used by a small number of vehicles accessing the disabled parking bays or delivering goods and refuse collection to the site. This east-west access is one-way only up to the interface with the podium car park access and will be controlled by bollards to restrict general through traffic.

The site has been designed to greatly increase its permeability includes providing a new pedestrian entrance and urban realm at the front of the site facing onto Battersea Park Road. A pedestrian route has been created through the site between Battersea Park Road to Sleaford Street to create a route to the amenity space and to and from surrounding residential developments. Furthermore enhanced linkages will create routes to and from the Linear Park and to crossings across Battersea Park Road.

Scenario	AM Peak (08:00-09:00)		PM Peak (18:00-19:00)	
	Arrivals	Departures	Arrivals	Departures
Existing site - Booker Warehouse and BMW	45	42	23	29
Proposed developement	8	13	11	10
Net change in vehicle trips	-37	-29	-12	-19

View from Linear Park

5.10 Refuse and servicing strategy

5.10.1 Servicing

It is proposed to construct a vehicle route through the site from Sleaford Street to the existing access on to the New Covent Garden Access road. This will enable servicing vehicles to access the site and egress in a forward gear. Loading bays have been provided on Sleaford Street and the New Covent Garden Access road to accommodate refuse and 10m rigid service vehicles. This will service the expected deliveries for the commercial and residential uses. In addition, a loading bay is provided in the podium car park to accommodate a 6m panel van.

5.10.2 Travel Plan

As part of the development proposals, the developer is committed to implementing a Travel Plan to encourage the use of non-car modes of travel, and ensure the sustainability of the development.

A Framework Travel Plan has been provided for the site as a whole, and will outline the measures the developer will put into place in order to achieve this. This plan will be developed in accordance with guidance issued by Transport for London. This document has been submitted as a standalone document alongside the Transport Assessment and other planning documents.

5.10.3 Traffic Impact

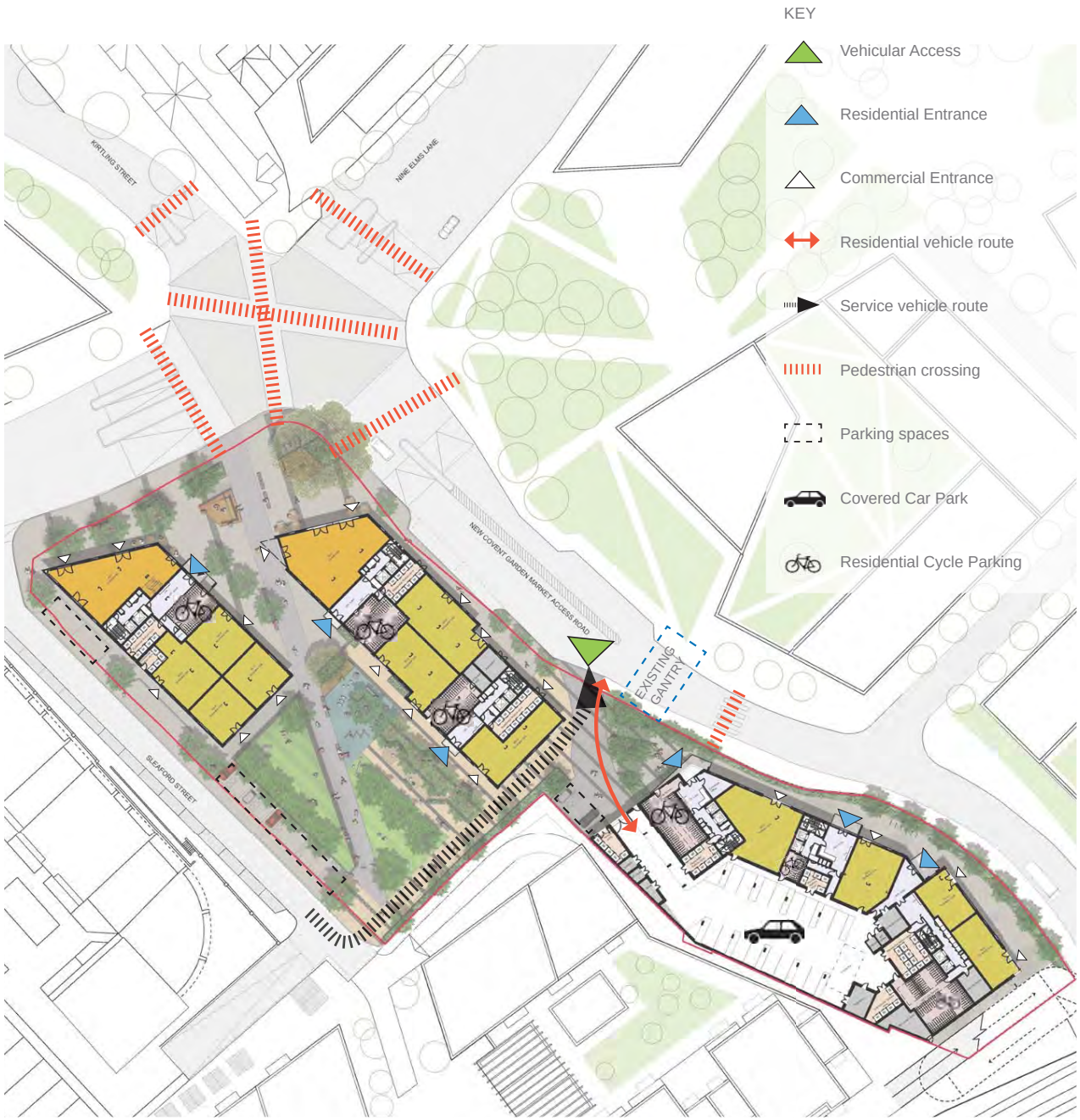
As the site is car-free the level of traffic impact will be minimal and limited to the disabled parking provision and servicing movements. Traffic surveys were undertaken at the existing site on 14th July 2015 to estimate the existing levels of traffic using The Booker Warehouse and BMW Car Garage.

The proposed development is predicted to generate significantly fewer car trips than the existing development as shown in the table as shown on the previous page.

On the basis that the proposals will result in a reduction of vehicle trips to the site, it is considered that the redevelopment of the site will provide a net highways benefit and no further assessment has been undertaken.

5.10.4 Multi-modal Transport Impact

Multi-modal trips for the development have been distributed using 2011 National Census Journey to Work Data. The public transport assessment has demonstrated that the proposed development will not have a material impact on all methods of public transport. Furthermore the contributions to the public transport improvements within the VNEB OA through the Community Infrastructure Levy (CIL) will mitigate any potential effects that may occur as a result of the development.



View from Building B roof terrace

5.11 Sustainability and energy strategy

This section should be read in conjunction with the Energy and Sustainability Strategy submitted by Hoare Lea in support of this application.

The proposals promote a design focussed on a low energy and sustainable development with ambitious carbon performance to achieve BREEAM 2014 targets and the equivalent Code for Sustainable Homes Level 4 criteria for energy and water consumption.

5.11.1 Introduction

Energy and sustainability are considered to be central to the vision for this development and the scheme embraces a range of measures to reduce carbon emissions, improve energy efficiency and achieve a good standard of environmental performance. The proposals promote a low energy and sustainable development. The strategies outlined below respond specifically to local and national policies.

5.11.2 Energy assessment

Heating:

An energy assessment has been undertaken in line with GLA guidance to address the London Borough of Wandsworth and GLA policies.

The apartments, commercial units and landlord areas will be provided with heating supplies generated on site from the energy centre located within the basement below Block E.

The energy centre shall comprise high efficiency; low NOx condensing gas fired boilers, a gas fired Combined Heat and Power (CHP) unit and thermal storage for heat generation. The boilers and CHP shall produce Low Temperature Hot Water (LTHW) which will be provided to the respective buildings via a sealed, pressurised, automatically dosing variable volume system.

Space provisions have also been made for future connectivity to the Nine Elms District Heating scheme, should one become available.

Cooling:

A number of top floor apartments shall have comfort cooling provided via a local cooling system. The system will typically consist of an individual external condenser for each top floor apartment, serving fan coil units within the main living areas and the bedrooms.

Ventilation:

Each residential unit will be provided with continuous mechanical ventilation with heat recovery (MVHR) system. The MVHR unit will contain supply and extract fans and a plate heat exchanger to provide heat transfer between the supply and extract air paths.

Renewable technology:

Photovoltaic cells have been proposed to offset the electrical loads on the communal space with a 100m2 array delivering an additional 1% reduction, over the 'Be Clean' stage.

Water Management:

In order to follow the principles of water conservation a number of measures have been considered in order to reduce the demand for mains water. Water efficient appliances will be specified for all sanitary ware delivering a 12% improvement in water use against the BRE baseline for typical consumption. There will also be a water metering and leak detection strategy implemented to ensure that water use can be monitored and any leaks identified and resolved.

Waste Management:

The development aims to minimise waste during design and construction as well as operation. A Site Waste Management Plan (SWMP) will be produced in order to identify opportunities to reduce waste during construction. In addition, the project will be registered with the Considerate Constructors Scheme, covering environmental, safety and local issues of the construction process.

The design will aim to implement the following principles:

• Design for recovery and re-use, aiming to use materials reclaimed from the site as well as those sourced locally;
• Using the principles of off-site construction wherever possible;
• Optimising materials usage and reducing on-site wastage;
• Waste efficient procurement to ensure that the design, materials and waste strategy intent are realised during construction.

Transport:

The development is car free (apart from 10% disabled parking) and has been designed to encourage the use of public transport, as well as being accessible for pedestrians and cyclists.

Pollution:

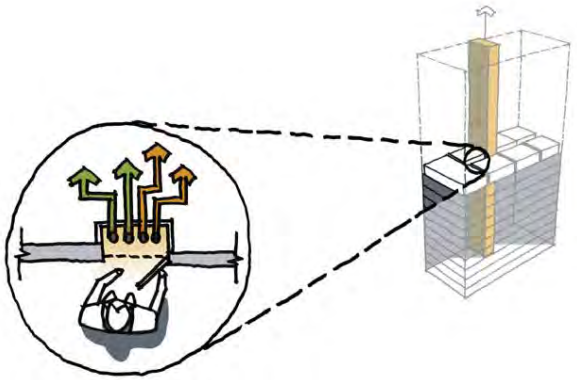
Emissions from the heating plant will be reduced through careful selection of the boiler plant and installation of catalytic converters to the CHP engine. Surface water runoff will be reduced from current levels through implementation of a SUDs strategy. Light and noise pollution will be reduced through a selection of appropriate external lighting and plant attenuation measures.

Materials:

Consideration has been given to the materials that are to be used in the construction of the development in order to minimise impact on the environment and on building users. In particular, materials will be reviewed using the BRE "Green Guide to Specification", striving to maximise the proportion of A-rated materials in the overall construction, while minimising materials with the lowest ratings (E).

Material selection aims to include:

• Responsibly sourced timber, e.g. FSC certified timber;
• Zero ODP and GWP insulation;
• Zero Formaldehyde MDF;
• Maximise recycled content of materials;
• Low solvent / low VOC paints



Roof plan illustrating the location of photovoltaics

CGI view of proposed public amenity space

5.12 Structural strategy

This section provides an overview of the proposed structural philosophy for the various elements of the building and highlights areas of interest.

Slabs

The design of the 225mm RC slabs has been based on a column grid of approximately 6.5mx7.5m, which we believe is an efficient grid for the residential layouts. These will be locally decreased around some of the perimeters to account for the balconies. The slabs are assumed to be grade C32/40 concrete, with approximately 25% cement replacement such as GGBS.

Columns

Columns should be minimum 200x600 on the upper floors and increasing to 300x750 typically on the lower floors of the towers above 8 storeys. They are also assumed to be grade C50/60 concrete.

Walls

All walls around lifts and stair shafts are assumed to be 250mm thick RC, grade C50/60, and provide the lateral stability of the building against wind via cantilever action.

Transfers

Transfers have typically been kept to a minimum to be in line with our philosophy of a lean and efficient design. There are however, areas where these cannot be avoided; namely locations where the terraces step back on the upper floors of the residential towers. These have been aligned in such a way to keep the design efficient by only off-setting the grid in one direction to form unidirectional transfer beams which will be limited to approximately 450mm deep (including slab depth) to work within the ceiling void, and approximately 600mm wide.

While this has not been indicated, it is assumed that the residential grid will run through to the commercial without the need for a transfer slab, however should the column within the commercial not be desirable, we would recommend the same transfer philosophy as above is used to ensure that transfer are introduced on one direction if required.

Balconies

The assumption is that for the protruding balconies, these will be designed as steel 'bolt-on' and for recess balconies, they will be achieved via insulations and reducing the slab thickness to 180mm.

Basement

There is a small area of basement under part of Block E. Subject to the site investigation, this is assumed to be constructed by a 600dia secant piles wall, with a 300Thick concrete liner wall and drained cavity in front. The sequence of temporary works for its construction need to be reviewed due to its proximity to Network Rail assets.

Foundations

Due to the height and scale of the development, we propose the buildings to be founded on piles. The formation, size and depths will be subject to a site investigation but our assumption is that they will primarily consist of 750dia CFA piles.

Thames Water Sewer

As highlighted earlier in this report, there is an existing sewer that runs across the site, which is currently being surveyed for its exact locations. The design principle has been that the buildings footprints generally avoid going over the sewer with the exception of cantilevered balconies. We have then allowed some flexibility in adjusting the structure either in the foundations, or at high level ground floor with the introduction of transfers to direct the loads away from the sewer, once we get to detailed design.

We are aware that a build over agreement with Thames Water will be required as there will be foundations within 3m of the sewer, and the principles above have taken this into consideration.

View at the north end of the site adjacent to Battersea Park Road

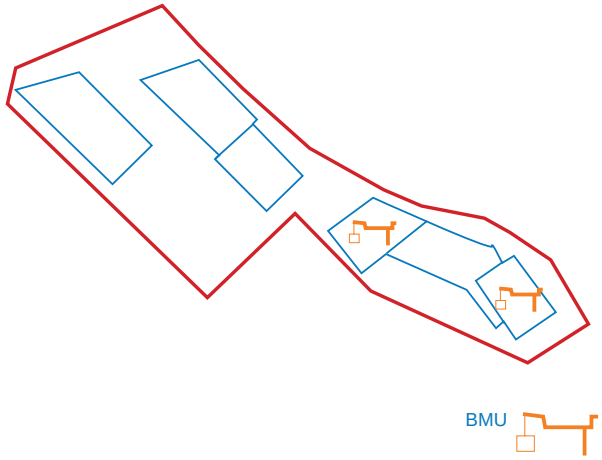
5.13 Cleaning and maintenance

Windows to the commercial units can be maintained from the ground floor. All of the upper floor windows on the proposed buildings will be cleanable from inside with tilt-turn openings, or from balconies.

Upper level maintenance and cleaning of buildings A and B will be via a mobile cherry picker or via a long-arm brush from ground level.

Due to issues with accessing the south elevation of building C, and all the facades of building E, it is necessary for a Building Maintenance Unit (BMU) to be installed on both buildings C and E.

The BMU will allow safe maintenance of the facades and will be used for replacement of facade panels or windows. Depending on the preferred management strategy, it will also be possible to clean windows externally using the BMU.



5.14 Environmental response

5.14.1 Wind mitigation

Impact of the proposed development:

The proposed development has no significant impact on wind conditions with regards to pedestrian safety.

In terms of pedestrian comfort, thoroughfares in and around the site are suitable for at least leisurely strolling and are thus considered suitable for pedestrian access to, and passage past, the proposed development.

Main residential entrances to the proposed development enjoy suitable conditions for pedestrian ingress/egress. In the context of the consented future surrounding developments, the commercial entrances are also suitable for pedestrian ingress/egress. In the context of existing surrounding buildings the entrance to Block B's northwest commercial unit would require either localised sheltering or relocating to the north elevation. Otherwise the commercial entrances are generally suitable, and at least tolerable, for pedestrian ingress/egress.

With the additional shelter provided by the future surrounds developments, the central square enjoys suitable conditions for recreational activities, including outdoor seating across much of the space. The open space to the north of Block B is also suitable for potential outdoor café use. Within the more exposed existing context, the central square and most of the northern open space is suitable for general recreational activities, such as a play space, but would require additional localised shelter, such as hedges or screens, to create suitable conditions for outdoor seating.

The podium-top garden on Block C to E and the roof-top terraces enjoy suitable conditions for recreational activities, including outdoor seating on at least part of each space.

The proposed development has potentially beneficial effect on conditions around the north corner entrance to the Viridian Apartments. No further significant effects on surrounding wind conditions, with existing or consented future surrounding developments, are expected.

On the basis of the above, the proposed development is considered compliant with Local Authority policies with regards to wind microclimate.

5.14.2 Acoustics

Background noise levels typical of the daytime and night-time have been measured and used to define building services plant noise emission limits at the nearest noise sensitive receptors. The nearest receptors have been identified as the proposed development itself, existing residential dwellings within Viridian Apartments along Sleaford Street and future residential apartments within the Battersea Power Station Phase 4a scheme to the south.

During the daytime the combined building services plant noise emission contribution limit advised is 41dB(A) and during the night-time the combined building services plant noise emission contribution limit advised is 35 dB(A), one metre from the nearest residential façade. A further character correction may be applicable in accordance with BS 4142.

An assessment of the building envelope acoustic performance is provided with the minimum level difference (D) in accordance with the Local Authority's internal ambient noise level requirements. The ventilation strategy should allow for full mechanical ventilation of all spaces as the level differences required are above those achievable by simple means of natural ventilation.

Notional glazing requirements on each façade for varying internal spaces and indicative primary glazing configurations have been provided however, it should be noted that these performances are for guidance purposes only. Detailed calculations will be required to be undertaken to determine refined glazing requirements once finalised plans and room volumes are available.

Attended vibration measurements of typical train movements from the railway line to the south were conducted and used to determine the expected vibration dose value at the proposed development site during the daytime and night-time. The assessment indicates that vibration from train movements have a less than low probability of being the cause of adverse comment.

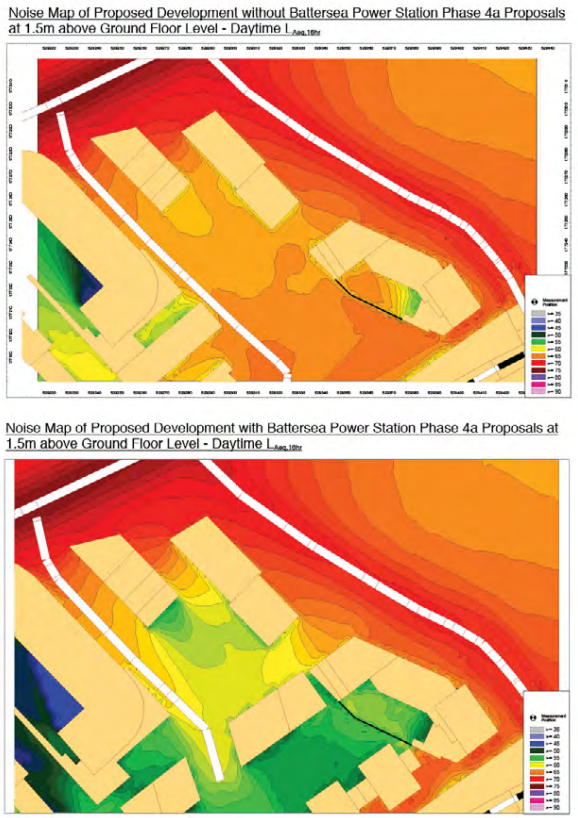
The assessment also indicates that vibration levels are presently below levels at which vibration levels are perceptible.

The assessment indicates that the predicted ground-borne noise level at ground floor level is below the recommended criteria of 35 dB LAmax,S. Additionally, the predicted noise level at higher floor levels in the proposed development is likely to be less due to attenuation from floor-to-floor.

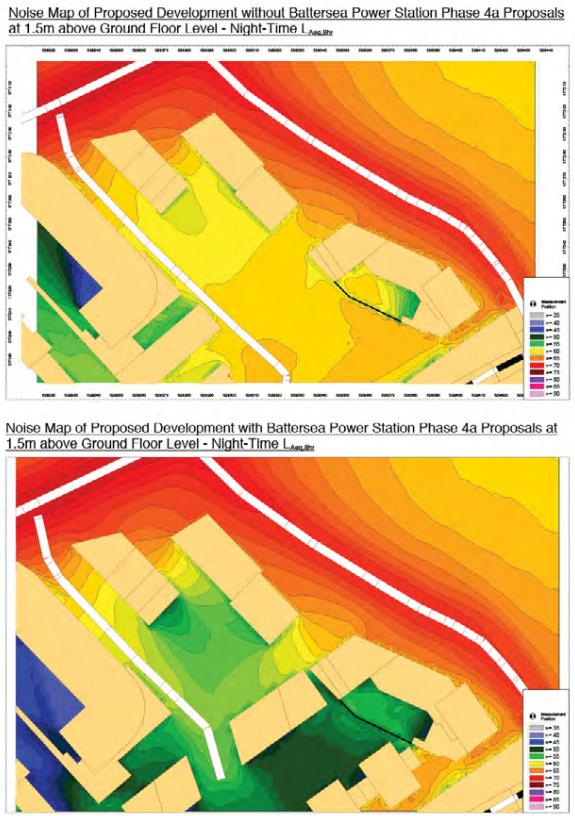
It is therefore, concluded that the operation of railway trains is considered acceptable without any requirement to install any specific vibration mitigation measures.

The adjacent figures show a comparison of the calculated noise map during the daytime (LAeq,16hr) and night-time (LAeq,8hr and LAmax,T) without the Phase 4a proposals and the noise map with the Phase 4a proposals at a height of 1.5m above ground floor level.

From these figures, it is evident from this comparison that screening provided by the Phase 4a development has reduced external noise levels to the south of the site.



Daytime noise map (above is existing and below is with Phase 4a)



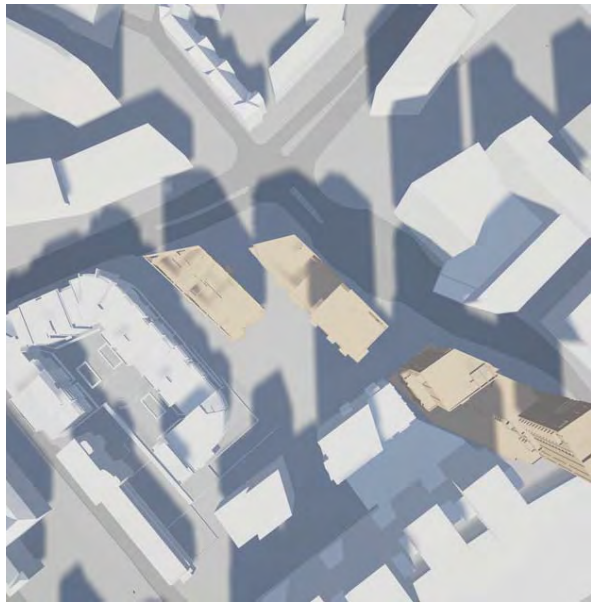
Nighttime noise map (above is existing and below is with Phase 4a)

5.14.3 Overshadowing

The BRE guide provides guidance as to the extent of direct sunlight availability on external amenity areas, recommending that at least 50% of the amenity area should receive a minimum of two hours of direct sunlight on March 21st (Spring Equinox). The overshadowing images that show the results of this two-hour sun contour assessment confirm that the amenity areas will satisfy the BRE criteria in both the current baseline and future baseline conditions, by receiving at least two hours of direct sunlight to in excess of 50% of the amenity area.

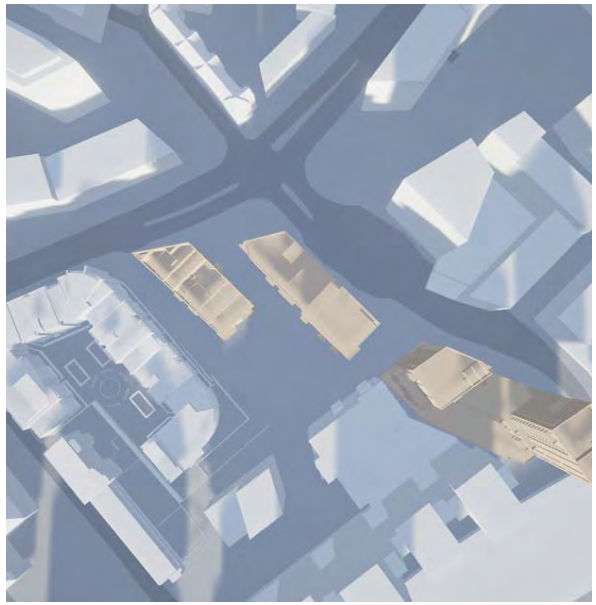
Whilst the BRE guide does not provide any specific guidelines or targets for transient (snapshot) overshadowing, we have produced a series of snapshot images at midday (12:00) on March 21st, June 21st and December 21st from different views of the proposed development to demonstrate the path of the sun through the site at key dates of the year.

The images show that the main amenity area at the heart of the development will receive access to good levels of sunlight on March 21st and June 21st at midday. In June, when the sun is at its highest point in the sky, the images show excellent sunlight permeability through the scheme. In December, the sun is naturally lowest in the sky and thus the amenity areas within the development will be in shadow at midday, largely as a result of the long shadows cast by the neighbouring proposed Battersea Power Station Phase 4 scheme.

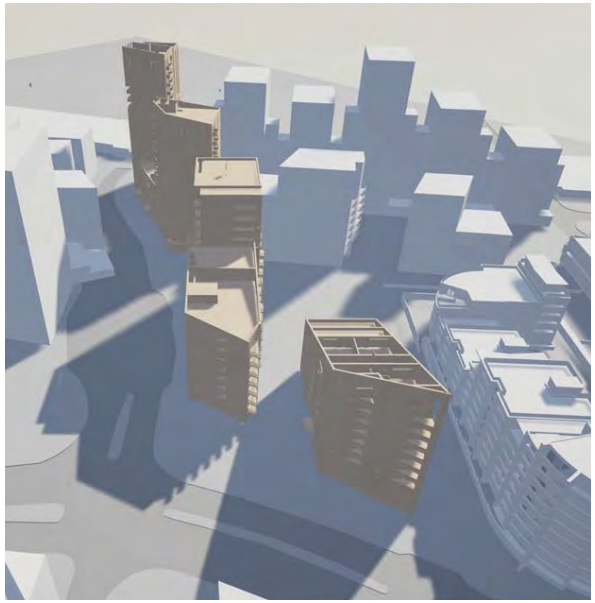


Spring Equinox, 12:00

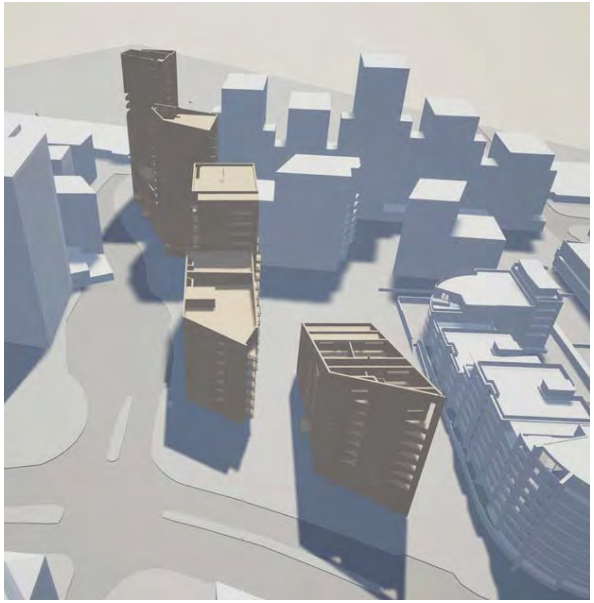
Summer Equinox, 12:00



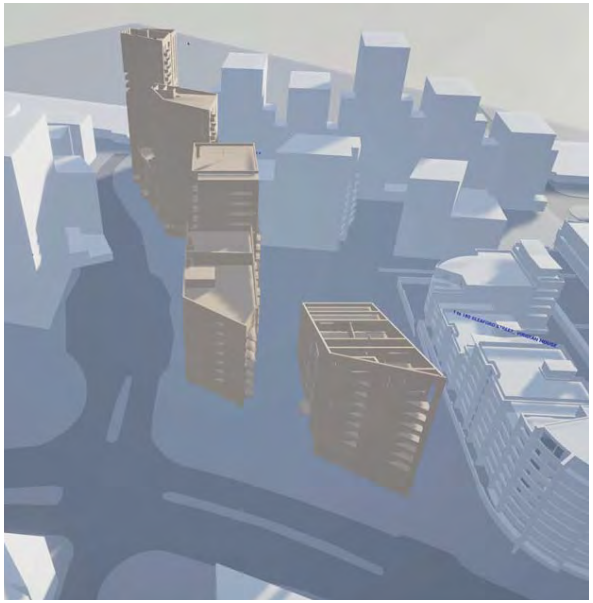
Winter Equinox, 12:00



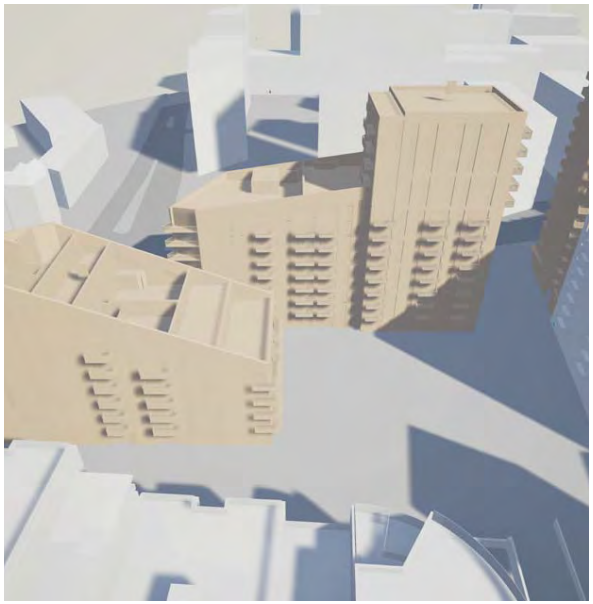
Spring Equinox, 12:00



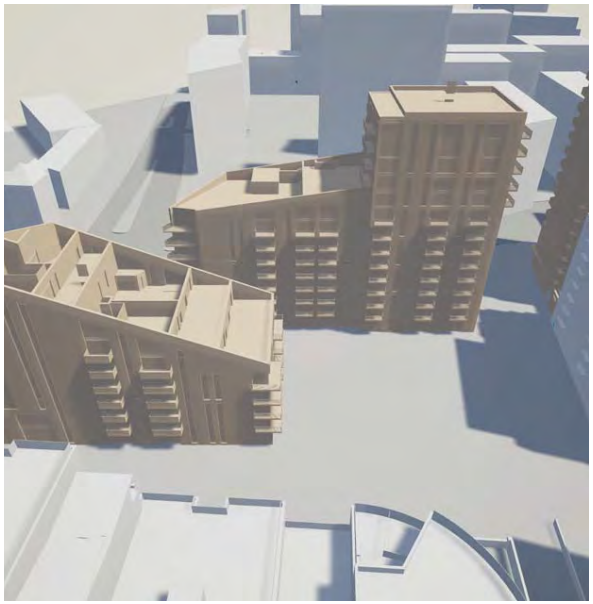
Summer Equinox, 12:00



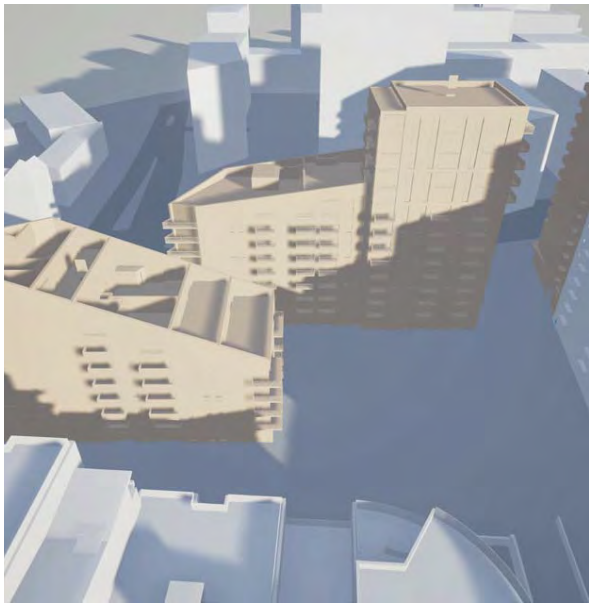
Winter Equinox, 12:00



Spring Equinox, 12:00



Summer Equinox, 12:00



Winter Equinox, 12:00

5.15 Accurate Visual Representations

5.15.1 Sources of Impact

The main source of long-term impact will be the built elements of the development, although other operational features (e.g. lighting and traffic) will be perceptible on some occasions and from some locations, and these have been considered where relevant (e.g. for the closest residential receptors).

At close-range, the main influences on impact will be the layout and design detail of the new buildings and public realm, including the proposed landscaping on the main street frontage. As viewing distance increases, the massing and roofline of the buildings will become the principal sources of impact, together with their illumination at night.

5.15.2 Impact on Assessment Views

The impact on the assessment views, as shown by the AVRs, is described in Table 4 below. This assessment considers impacts in relation to the existing baseline conditions; the influence of other future consented developments is addressed in Section 10.

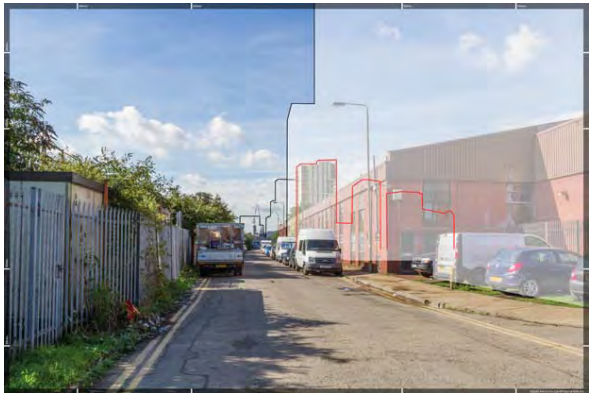
As would be expected, the highest degree of impact is experienced in the immediate vicinity of the site, where the scale of the development would dominate and terminate views, particularly when seen in relation to nearby vacant sites or low--rise buildings and from surrounding streets (e.g. Views 13-18).

The impact of the development decreases rapidly with distance, due to the scale and density of the surrounding built-up area, notably the existing and emerging taller buildings along the river frontage (Riverlight and Chelsea Wharf), the Viridian development and Battersea Power Station. These buildings reduce viewing opportunities to a series of opportunistic views through intervening gaps (e.g. Views 6 and 7).

Even where the river or open spaces provide opportunities for wider or longer-distance panoramas, views towards the site are in many cases obstructed by buildings (e.g. Views 4 and 5) or vegetation (e.g. Views 3 and 8). In the longest-distance views from Central London (Views 1 and 2), the development will not be visible, and would in any event be perceived as very much a secondary feature within a skyline dominated by the 118m high Millbank Tower and the 181m high Vauxhall Tower.

The visual impact of the development will have both positive and negative aspects. It represents a substantial uplift in scale compared to the existing use of the site and to much of the surrounding area, although this contrast will diminish over time as other development occurs. At close range the development therefore tends to terminate and dominate the view, which could give rise to adverse effects where views are currently open, albeit generally unattractive.

By contrast, the demonstrable quality of the design will represent a positive contribution to the character of an area in which most buildings have historically been of utilitarian or unremarkable quality, such as those currently occupying the site. The design therefore, has the potential to reinforce the emerging sense-of-place of an area that is intended to become the focus for regeneration. This contribution will operate both at a townscape level, in terms of how the development relates to the surrounding area, and at the site-specific level in terms of enhancements to the street frontage and public realm.



5.16 Secured by Design

The scheme has been designed to create a safe and secure environment to minimise crime opportunities. Our proposals have been reviewed by Bill Margetts, a Designing Out Crime Officer for the Metropolitan Police.

Crime prevention has been a material consideration in the preparation of this proposal, which has incorporated a number of principles for reducing crime through design. The scheme is designed to create a sense of place where residents and legitimate users are able to go about their daily routine without unduly fearing crime or insecurity, create a sense of ownership, respect, territorial responsibility and community.

The existing site is currently managed by the two businesses that occupy the site and consequently the land is fully secured.

The design aims to achieve the following:

- Communal landscaped areas that are overlooked
- Distinct and controlled public and private areas
- Main accesses and entrances to the scheme which front public areas or relatively busy streets
- Clear signage and good lighting
- Lighting for the vehicle zones and footpaths which comply with BS 5489-1:2013
- Defensible spaces for the ground floor residential units
- An increased opportunity for natural surveillance, community interaction and environmental control through the incorporation of family housing which is more likely to be occupied during the day.

Access

- Fob access will be used by residents to gain access to the apartment buildings. Each residential lobby will act as an ‘airlock’ between two access controlled doors, making sure the route to the stairs and lifts is fully secured.
- As the carpark is used for both residential parking and for commercial delivery drop-off, it is proposed that the concierge acts as the main point of access control allowing vehicles in and out of the carpark. The entry and exit point from the car park will be fully secured via fully height gates.
- Either number plate recognition system or an encrypted fob system will be used for access to the carpark.
- Vehicle access into the carpark, and refuse vehicle access towards Sleaford Street, is provided off the Covent Garden Market access road, in the same location as the existing access point. This access point will be well lit 24 hours a day and monitored by CCTV.
- Balcony doors situated in vulnerable locations, such as on the first floor, will be lockable and secure to regulation standards. Balconies on upper floors will also be lockable to avoid vulnerability during maintenance. Windows on lower floors will have opening restrictors to provide additional security.
- The glazing specification of ground and first floor windows and balcony doors will meet Secured by Design standards.
- All commercial shop fronts will be specified with toughened laminate glass as set out by the requirements, and provision will be made for installation of internal security shutters by the tenants.
- All properties within the scheme will feature clear naming and/or numbering to assist residents, users and emergency services.
- There will be appropriate CCTV located throughout the site at access points.

Layout and orientation

- The lighting plan will be constructed to encompass the development and allow for seasonal variations within the planting scheme, thereby removing areas of deep shadow to reduce the fear of crime. Dusk till dawn lighting on the front of each dwelling will assist in orientation around the development.
- Play spaces have been located in well overlooked areas for strong passive surveillance and away from main vehicular axis points.

The concierge will act as the main point of access control

Appropriate external lighting to aid surveillance and security of the public realm

Loading bay within carpark

5.17 Means of escape

5.17.1 Residential Demise:

The building will include the following principal fire safety measures for the residential demise:

Means of Warning and Escape

- This building will follow the “defend in place” evacuation strategy, where only the occupants of the apartment of fire origin will evacuate initially;
- A Grade D type LD3 standard of fire alarm and detection system is a minimum requirement under the recommendations of Approved Document B and BS 5839 Part 6 and will be installed in the residential apartments, with the exception of the open plan apartments which will require a LD1 fire detection and alarm system;
- As the proposed open plan apartments do not follow the guidance of AD-B and BS 9991 in that the travel distance within the apartment to the front door exceeds 9m in length a residential sprinkler system is accordance with BS 9251 will be required;
- In accordance with the guidance outlined in BS 9991 open plan apartments are permitted provided that they follow the following guidance:
- Where the kitchen has been enclosed the maximum apartment dimensions should not exceed 12m * 16m;
- Where the kitchen has not been enclosed the maximum apartment dimensions should not exceed 10m * 8m.
- Any open plan apartment which exceed these dimensions will most likely require a fire engineered solution to assess tenability conditions;
- In apartments provided with a protected entrance hall, the travel distance within the entrance hall should not exceed 9m;
- The common areas of the residential floors will be provided with smoke detectors (L5 system) to operate the automatic smoke ventilation system;
- Travel distances in the common corridors are not to exceed 7.5m in a single direction, this can be increased to 15m when all apartments within the block are sprinkler protected;
- From reviewing the drawings the 15m travel distance within the common corridor is exceeded within Block A, this is discussed in more detail in Section 3 of this report;
- Where the travel distance within the common corridor does not exceed 15m in a single direction a single 0.6m2 shaft will be required for mechanical smoke extraction;
- Escape from the buildings is via a single protected escape stair;

5.17.2 Commercial Demise:

The commercial accommodation is located on the ground floor of this development.

The building will include the following principal fire safety measures for the commercial demise:

Means of Warning and Escape

- The minimum fire detection and alarm system required for a commercial demise is a manual system, this system will not need a connection to the residential system;
- Where only one exit is provided from a storey the maximum number of occupants permitted on that storey should not exceed 60 persons;
- Travel distances within the commercial accommodation will be limited to 18m in a single direction or 45m where an alternative escape is provided.

5.17.3 Fire Service Access

The fire service has a distance of over 60 metres from the fire tender to the access point of Block E (although the distance to blocks C and D are less).

To compensate for this distance, each block will be provided with a wet rising main and the inlet for all three blocks will be located within 18 metres from the site of the fire tender access point.

Facade along the Covent Garden Access road

View from Linear Park

5.18 Access statement

An inclusive environment does not attempt to meet every single need, but by considering people's diversity, inclusive environments can break down barriers and exclusion and will often achieve superior solutions that benefit everyone. Legislation and guidance currently only relate to access provision for disabled people rather than their needs being integrated with all other users. The term 'inclusive design' relates as much to the design process as to the final product and just as equally to management, operation and information, bonding user experience with professional expertise.

'Inclusive design' extends from inception, through the planning process, detail design, construction, occupation, management and operation. Each of these stages will be fully inclusive involving disabled people and other potential consumers in their development and evaluation and management practice.

This section consists of the Access Statement, which relates to the redevelopment proposal for 41-59 Battersea Park Road. It is an integral part of the Design Statement and supports the planning drawings submitted for this planning application. In addition, Exterior Architecture have prepared a Landscape Design section of this Design and Access Statement. The aim is to provide a clear description of how the users of the proposed development will access and be guided throughout the building and the site, without discrimination or limitation.

It considers, but is not limited to, the access and circulation needs of a wide range of people including parents with children, the elderly and the disabled.

Within the site, users with disabilities will not be segregated but will be able to move around the site as well as up and down the buildings and use the same entrances, corridors and rooms as everyone else without detour.

Throughout the scheme, the buildings and external spaces have been designed to be inclusive. This not only includes wheelchair access but also the visually impaired and ambulant disabled.

The scheme provides high standards of accessibility both inside and around the buildings, satisfying the requirements of the Building Regulations, the Equality Act 2010 and the Disability Discrimination Act (DDA) 2005 to provide access for both able and less able-bodied people.

The design complies with the following standards and legislation:

Building Regulations Part M
BS 8300: 2009 + A1:2010
Disability Discrimination Act 2005 (DDA)
Building Regulation Part B/BS 9999:2008
The Human Rights Act 1998
The London Plan
The Wheelchair Design Guide

5.18.1 Access principles

The scheme seeks to demolish the existing industrial warehouses and remodel the existing hard and soft landscape on the site. This presents the opportunity to introduce level thresholds and cross over to modern day standards, suitable for accessibility by all. Throughout, the proposed external levels have been designed within the requirements of both Approved Document Part M and the Disability Discrimination Act (DDA).

The existing vehicular entry and exit points into the site from the Covent Garden Market access road has been retained. As the site will be levelled, a controlled east-west vehicular route will provide one-way access to Sleaford Street for servicing vehicles.

Thirty one of the residential units have been identified as Wheelchair Adaptable in accordance with the requirement of a 10% provision. Apartment units have been chosen at various floor levels throughout the development, accessible via two lifts, and provide a mix of unit sizes and tenure. These apartments are designed specifically for ease of use for visually impaired, ambulant disabled and wheelchair bound residents.

5.18.2 Access to the site

Public transport:
The closest train stations to the site are Battersea Park and Queenstown Road, which are both located approximately 1.5 km away (less than a 5 minute drive), connecting the area to the underground network, Central London and the South West. In the emerging context, there will be a new Battersea underground station opposite the site, which will be on the Northern Line.

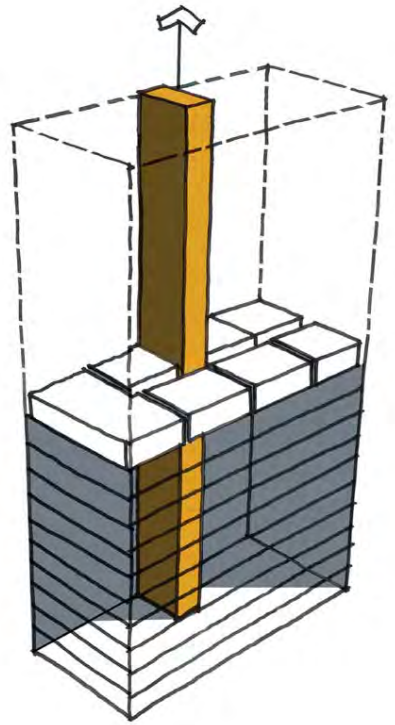
The site is also served by bus routes, which stop alongside the proposed development.

Pedestrian approach:
The development site is located within walking and cycling distance of Battersea and Vauxhall; providing sustainable access to key services, facilities and employment opportunities. As part of the scheme, improvements to the highway network are proposed which includes; wider footways and a pedestrian crossing over Battersea Park Road and the Covent Garden Market access road.

Pedestrian and cycle access into the proposed site is either via Sleaford Street, Battersea Park Road, Covent Garden Market access road or the proposed cycle route along the railway edge.

Residents have direct and level access to the proposed stair cores within all new buildings. The proposed core will include stairs designed to be ambulant disabled compliant and include the provision of two lifts. The entrances to all cores have been designed and located in such a manner as to make them obvious and easily accessible. All entrances at ground floor level to the new-build residential units will have level thresholds.

Vehicular access:
The scheme is accessible by car from the Covent Garden Market access road for the under-podium carpark or from Sleaford Street for on-street parking. The proposed access point allows in and out vehicle movements from the carpark. However, the route through from



east to west is a controlled one-way route for servicing vehicles.

Hard and soft landscaping
The hard and soft landscape design will be based on a strategy to ensure ease of long-term maintenance and management. Further details of this can be found in the Landscape section of this document. Practical considerations will include the use of durable, nonslip hard landscape materials (benefiting not only disabled but older people and children too), the provision of direct routes between well used locations / facilities and the use of quality, tactile and texture surfaces and contrasting colours. Appropriate lighting and signage will also be utilised to aid navigation around the site.

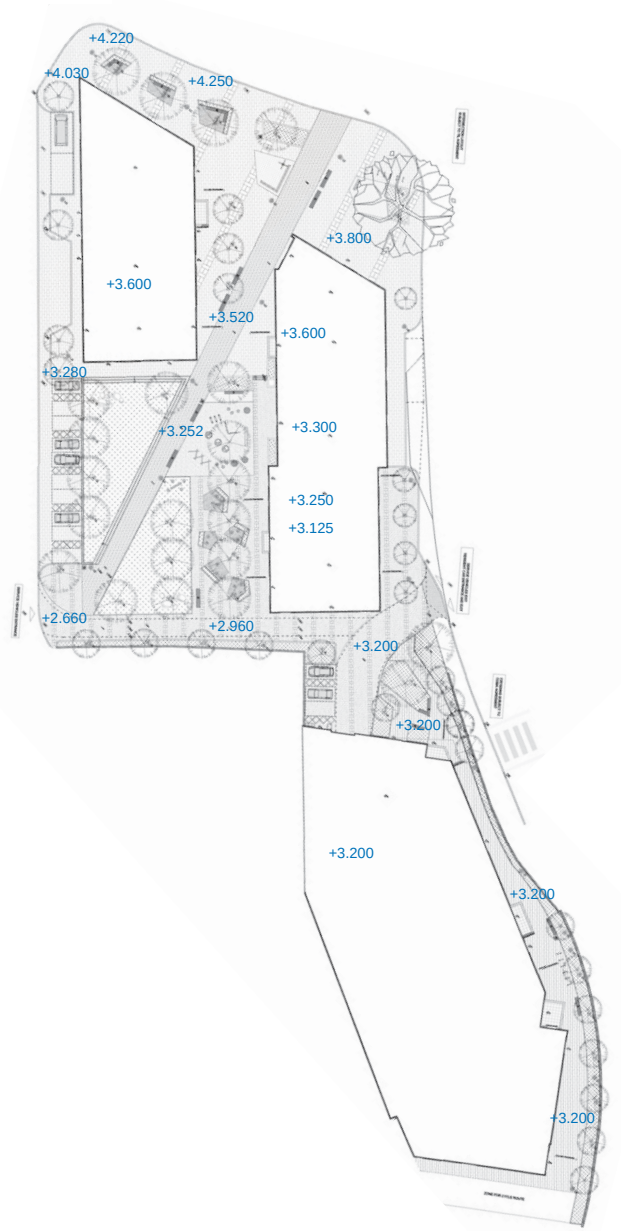
Surface materials
The entire pedestrian realm will be accessible, with the pavement texture selected in order to balance the needs of wheelchair users for a low resistant surface, with the needs of crutch and stick users, who require more purchase during wet weather.

Surface textures
Manual wheelchair users require smoother surfaces to move across. The more tactile the surface, the harder it is for the user. Counter to this is the need for ambulant disabled people to gain some purchase for their sticks or crutches as stated above. Details on paving surfaces can be found in the Landscape section.

Width / gradients to footways
Pedestrian routes will follow desire lines as much as possible. Footpaths will be of a suitable width as to allow users at all mobility levels to pass comfortably, including wheelchair users and adults with children.

Any unexpected level changes will be avoided. Ramps will be used in favour of steps where possible when changes in level are required, avoiding segregation of users with disabilities and allowing access for wheeled vehicles. Ramps will be fully DDA compliant and will be properly drained with warning surfacing located at the top and bottom of each ramp.

Proposed view looking down Covent Garden Market access road



Level access plan

5.19 Accessible and Adaptable Dwellings- Part M4(2) compliance

The following section demonstrates compliance with the criteria set out by M4(2). Listed below are the criteria for compliance with Part M4(2) which is followed by supporting annotated drawings.

M4 (2) Section 2A: Approach to the Dwelling

5.19.1 Approach Routes

General

The approach route to all dwellings is level, gently sloping or ramped where necessary. Communal parts of the approach route (except communal stairs) have a minimum clear width of 1200mm. All parts of the external approach routes will have a suitable ground surface.

External and internal ramps forming part of an approach route

All ramps comply with diagram 2.1, have a top and bottom landing of the minimum width required and have a clear width of at least 1200mm.

5.19.2 External steps forming part of an escape route

All external steps will be uniform with a rise of between 150mm and 170mm and a going of between 280mm and 425mm, and a minimum clear width of 900mm. Landings are provided where required and are of the size required. Graspable handrails are provided to every flight of three or more risers and these extend beyond the top and bottom nosing of the steps.

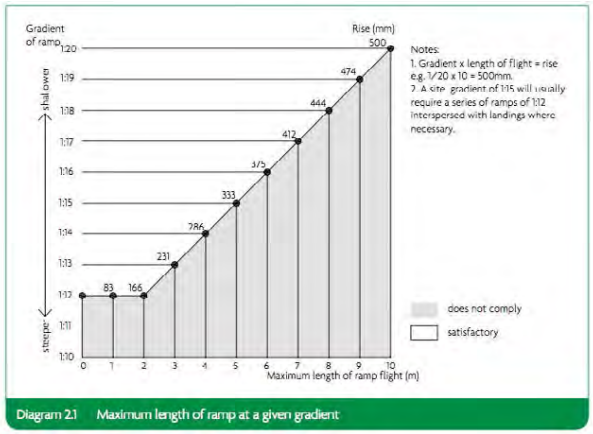


Diagram 2.1 Maximum length of ramp at a given gradient

5.20.1 Car parking and drop-off

Parking space

Parking spaces within the residential car park will include disabled parking bays that are located close to the entrance to the lift core and have a minimum clear access zone of 1200mm to one side. The access to the lift is step free and the parking spaces are level with a suitable ground surface.

Drop-off point

The drop off point will be close to the principle communal entrance and be level with a suitable ground surface.

5.20.2 Communal Entrance

Principal Communal Entrances

The principle communal entrance will have a level landing 1500mm x 1500mm directly outside and clear of any door swing. This will be covered to a minimum of 1200mm width and 900mm depth. Lighting will use fully diffused luminaires that are activated automatically by a dusk to dawn timer or a motion detector. The entrance door (including double doors) has a minimum clear opening width of 850mm, and a 300mm nib is provided to the leading edge of the door, in accordance with diagram 2.2. Door entry controls will be mounted 900-1000mm above finished ground level, and at least 300mm away from any projecting corner.

Other communal doors

All other communal doors will have a minimum clear opening width of 850mm, and a 300mm nib will be provided to the leading edge of the door, in accordance with diagram 2.2. Door entry controls will be mounted 900-1000mm above finished ground level, and at least 300mm away from any projecting corner.

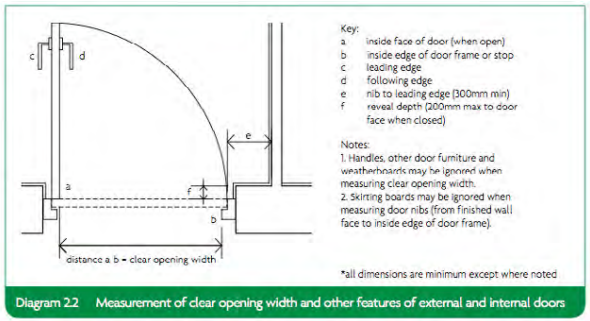


Diagram 2.2 Measurement of clear opening width and other features of external and internal doors

5.20.3 Communal Lifts and Stairs

Communal lifts

There is a clear landing of at least 1500mm x 1500mm in front of the lifts at every level. The lifts will be equivalent to or meet the requirements of BS EN 81-70:2003 for a type 2 lift, with a car size of 1100mm wide and 1400mm deep inside. Doors will provide a clear opening width of 800mm and landing and car controls will be 900-1200mm above the car floor and a minimum of 400mm from the inside of the front wall. The lift will have an initial dwell time of 5 seconds before its doors begin to close.

Communal stairs

These meet the requirements of Part K for a general access stair.

M4 (2) Section 2B: Private entrances and spaces within the dwelling

5.18.3 Private entrances

Principal private entrance and alternative entrance

The principle private entrance will have a level landing 1200mm x 1200mm directly outside. This will be covered to a minimum of 900mm width and 600mm depth. Lighting will use fully diffused luminaires that are activated automatically by a dusk to dawn timer or a motion detector. The entrance door (including double doors) has a minimum clear opening width of 850mm, and a 300mm nib is provided to the leading edge of the door, in accordance with diagram 2.2.

Other external doors

All other doors connected to the dwelling will have a minimum clear opening width of 850mm, and a 300mm nib is provided to the leading edge of the door, in accordance with diagram 2.2.

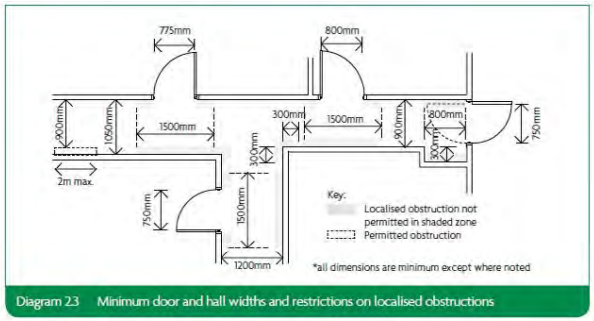


Diagram 2.3 Minimum door and hall widths and restrictions on localised obstructions

5.18.4 Circulation areas and Doorways

Door and hall widths

The minimum clear width of every hall or landing is 900mm. Localised obstructions will not occur opposite or close to a doorway and the corridor will not be reduced below 750mm width at any point. The clear opening widths will conform to those set by Table 2.1 and a 300mm nib will be provided to the leading edge of every door within the entrance storey.

Private stairs and changes of level within the dwelling

Access to all rooms and facilities within the entrance storey will be step-free, with no level changes. The stair from the entrance storey to the storey above will have a minimum clear width of 850mm when measured above the pitch line of the treads. All stairs meet the provisions of Part K for private stairs.

5.18.5 Habitable rooms

Living, kitchen and eating areas

Within the entrance storey of all units there is a living area.
A minimum of 1200mm clear space will be provided in front and between all kitchen units and appliances.

Bedrooms

Every bedroom will provide a clear access route, minimum of 750mm wide from the doorway to the window, and at least one double bedroom will provide a clear access zone a minimum of 750mm wide to both sides and the foot of the bed. Other double bedrooms will provide a clear access zone a minimum of 750mm wide to one sides and the foot of the bed.

5.18.6 Sanitary facilities

General provisions

All walls, ducts and boxing to the WC/Cloakroom, bathroom and shower rooms will be strong enough to support adaptations that could impose a load of up to 1.5N/m2.

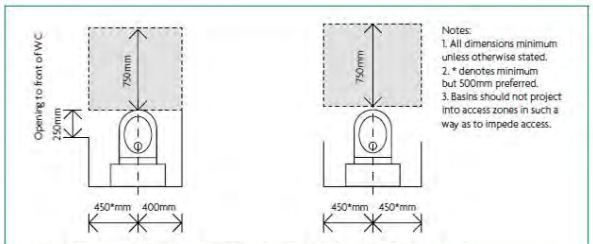


Diagram 1.3 WC access zones

WC facilities on the entrance storey

Every dwelling will have a room that provides a WC and basin on the entrance storey. In two storey dwellings, with one or two bedrooms, the WC meets the provisions of diagram 1.3 and the basin does not impede access to the WC.

In two storey dwellings with three bedrooms, the room with the WC and basin provides a potential level access shower.

The door to the WC will open outwards.

Bathrooms

Every dwelling has a bathroom that contains a WC, a basin and a bath, that is located on the same floor as the double bedroom described as the principle bedroom above.

5.18.7 Services and controls

Consumer units will be mounted so that the switches are between 1350mm and 1450mm above floor level. Switches, sockets and controls will have their centre line between 450mm and 1200mm above floor level and a minimum of 300mm from an inside corner. The handle to at least one window in the principle living area is located between 450mm and 1200mm, or a remote opening device will be fitted. Handles to other windows will be located between 450mm and 1400mm above floor level, or a remote opening device will be fitted.

Boiler controller will be mounted in an accessible location between 900mm - 1200mm above finished floor level.

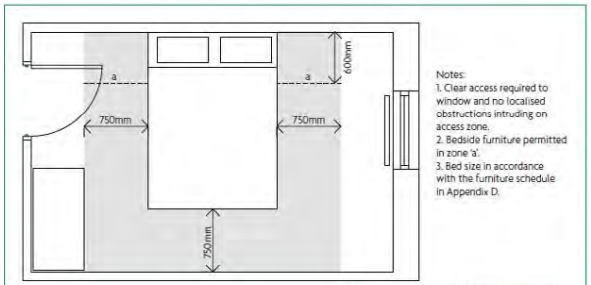


Diagram 2.4 Clear access zones to principal bedroom

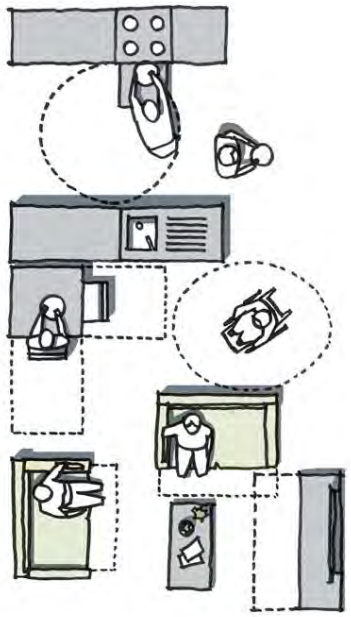
5.20 London Housing Design Guide/ London Plan Compliance including space standards

The following section highlights how the different unit types comply with the criteria set out in the London Housing Design Guide (LHDG) (as amended by the The Mayor of London Housing Standards Policy Transition Statement Implementation: October 2015, May 2015).

Internally, all units surpass the overall minimum unit floor area and the minimum internal room space standards.

With regard to private external amenity provision, all units have either a balcony of at least 5 sqm or a generously sized terrace. In addition to the private amenity, the scheme provides large communal roof terraces for residents' use, plus a ground floor public space at the heart of the development.

Please refer to the appended Schedule of Accommodation for further information on individual unit space provisions.



Scheme as viewed from Battersea Park Road

6.1 Landscape and public realm

The following section sets out the landscape strategy for the various spaces that constitute the landscape scheme, their composition and design approach.

Exterior Architecture have developed the landscape scheme in association with the wider design team and the contents of this chapter reflect this approach to team working.

6.1.1 Purpose of this chapter

This chapter details the approach EA have taken to formulate landscape proposals for the site. The following sections set out:

- A description of the proposed development and a summary of the existing conditions and context;
- The vision and concept approach for the landscape;
- Strategic approaches that have been developed in response to the Client's brief;
- A detailed description of the landscape design for the site;
- A summary of approach to materials, furniture and planting;
- An indication of future management arrangements.

The following information and drawings that form the landscape portion of this submission are to be treated as illustrative only. The application seeks approval for the landscape strategy/design approach only. It is envisaged that additional detailed information will be submitted to the Council pursuant to a condition imposed on the grant of planning permission.

For information on the Architectural components and general project analysis please refer to the Architectural Section of the planning application produced by Assael Architecture.

View at the north end of the site adjacent to Battersea Park Road

6.2 Site analysis

6.2.1 General

The site is located within the London Borough of Wandsworth at the confluence of the Battersea Park Road and Nine Elms Lane. The site sits within the Vauxhall Nine Elms and Battersea (VNEB) Opportunity Area, and is directly south of the current Battersea Power Station (BPS) redevelopment scheme.

The site is currently split into two leaseholds: Bookers Cash and Carry and BMW, both of which are designated within the Wandsworth Site Specific Allocation Document as opportunity areas for mixed-use development, as well as deficient in access to open space.
The development proposals consist of three new residential buildings with commercial ground floor units, associated private and public realm space, which is designed to integrate with the BPS scheme and connect two proposed park spaces: Prospect Park to the north-west and the Nine Elms Linear Park to the east.

6.2.2 Wider Area Connections

The site sits within a mainly industrial and residential area which is currently deficient in access to open space. The redevelopment of Battersea Power Station and the Nine Elms area will see a radical increase in the amount of accessible public space, and the site proposals aim to capitalise on this in order to create a coherent emerging urban fabric.

Existing public space within the wider context is limited to larger parks and gardens to the south of the river, namely Battersea Park, Larkhall Park and Vauxhall Gardens, and small pockets of play space and open space at a neighbourhood scale. The Thames acts as a semi-permeable barrier to public spaces to the north.

The larger existing parks and the proposed urban public realm space within the VNEB opportunity area together create a range in type, access and usage of public space and offer diverse range of play and recreation provisions. The combination of existing and new development contributes to the evolving character of this part of Wandsworth.

Developing design proposals for the site that work in collaboration with existing and proposed public space ensures a wider variety of accessible public realm spaces will be available to the general public and contribute to the character, attractiveness and desirability of this location as a public and business destination.

6.2.3 Existing Site Condition and Character

Site Frontage onto Battersea Park Road

Battersea Park Road forms the northern boundary of the site, and is a very busy and loud road, creating a harsh environment along the pedestrian pathways here. A wide raised brick planter forming a barrier between the front of the Booker warehouse building and Battersea Park Road houses six large trees that offer some green amenity to the space. Five of the six trees are grouped closely together, with a single London Plane tree standing on the northern corner of the site.
The understorey planting within the raised planter is a mixture of grass and nettles, the back of which has been used as a fly-tipping and rubbish-dumping area.

The raised planter turns into a brick wall at the north-east corner of the site, causing the eye to be directed away from the site and towards the road. There is little/no contribution to an active street from the existing building.

The general atmosphere is abrasive as the existing building turns its back to the road, forcing pedestrians to encounter the noise and sight of Battersea Park Road.

Site Frontage onto Sleaford Street

This part of the site mainly serves as the 'back of house' and access area for the adjacent Dairy Crest site. Characteristic features include 2-3m high brick walls and metal palisade fencing and car parking to the western side of Sleaford Street.

The building wall of the Booker Warehouse and a narrow tarmac path forms the south-western boundary of the site. There is no contribution to an active street from the existing building. Surface materials are patchy tarmac and concrete kerbs, and the site stays fairly level in this area.

The setting allows for some refuge from the busy roads to the north, but have little visual amenity and poor connectivity. The landscape character is quiet residential to the western side of Sleaford Street, whilst the east contrasts with a tired industrial atmosphere.

Site Frontage onto Battersea Park Road - looking North East

Site Frontage onto Sleaford Street - looking North

6.2.4 Site Frontage onto New Covent Garden Market Access Road

This part of the site boundary has an exposed and bleak atmosphere, characterised by the wide access gantry and associated tarmac road that leads southeast to the New Covent Garden Market. This road is exceedingly busy during the hours of midnight to 6am, when most of the deliveries are made to the market. At its widest point the road is 35 metres, with a five-lane tolled access barrier demarcating the entrance to the market.

Front entrance access to both the Booker and BMW buildings is just before this barrier, with low brick walls and tarmac hardstanding forming the plots for each leasehold. This part of the site is mostly open, with undulating levels formed by the patchwork nature of the tarmac and hardstanding areas. The quality of the surface materials here is worn and degraded.

This road is trafficked by a set of lights as it meets Battersea Park Road and Nine Elms Lane. The eastern side of the site observes the most pedestrian and vehicular traffic as workers, visitors and patrons come through to the New Covent Garden Market, the BMW, and Booker buildings, creating an active pedestrian route with medium footfall.

A tall brick wall forms the boundary between the BMW site and the Market access road, which drops away in order to get underneath the railway bridge to the southeast. A large concrete retaining wall forms the base of this boundary. This level change creates an enclosed atmosphere, where pedestrians are surrounded by steep concrete retaining walls that offer little visual amenity.

This part of the site retains the industrial character of the area, with no existing vegetation, and hard materials such as tarmac, brick, concrete and metal palisade fencing making up the landscape.

6.2.5 Site boundary with raised rail tracks

The southern-most boundary of the site is formed where the BMW plot meets the raised Network Rail tracks. Several large shrubs on the railway line hang over into the site. The character of this part of the site is awkward and unused.

The divisive nature of the New Covent Garden Market road meeting the raised rail tracks and forming a tunnel underpass creates a dramatic level change within this area. This is also the narrowest part of the site.

Site Frontage onto Covent Garden Market Access Road - looking South West

Site Boundary with Raised Rail Tracks - looking South

6.3 User analysis

6.3.1 General

Understanding the composition of potential user groups and their use patterns is essential to be able to formulate relevant and appropriate landscape treatments for the various parts of the site. The following two graphs illustrate who may potentially use the site and what their activities may be.

Who may use the site:

6.3.2 Residents

The proposal for the site includes 307 residential units. During weekdays many of these residents will be travelling to/from work in the am/pm hours and will be mostly vacant during the day. During weekends a much higher proportion will remain on the site.

What will they do?

- Weekdays - Travel to/from work or school
- Weekdays - Work from home
- Use external spaces to gather in small groups
- Use the external play space
- Gather in the private podium-level gardens
- Daytime/evening relaxing at home
- Daytime/evening socialising at home
- Hold events in external spaces
- View public spaces from the building
- Use the new commercial offering to shop/dine/socialise (depending on use)

6.3.3 Neighbours

These are the occupants of the surrounding buildings, such as the completed Viridian Apartments, and residences near the site. These neighbours are mostly made up by private residents (families, children) as well as local shop workers and owners.

What will they do?

- Weekdays – Journey through the site on the way to/from work or school
- Use the new commercial offering to shop/dine/socialise (depending on use)
- View public spaces from their buildings that overlook the site
- Use external spaces to gather in small groups
- Use the external play space

6.3.4 Visitors / General Public / Workers

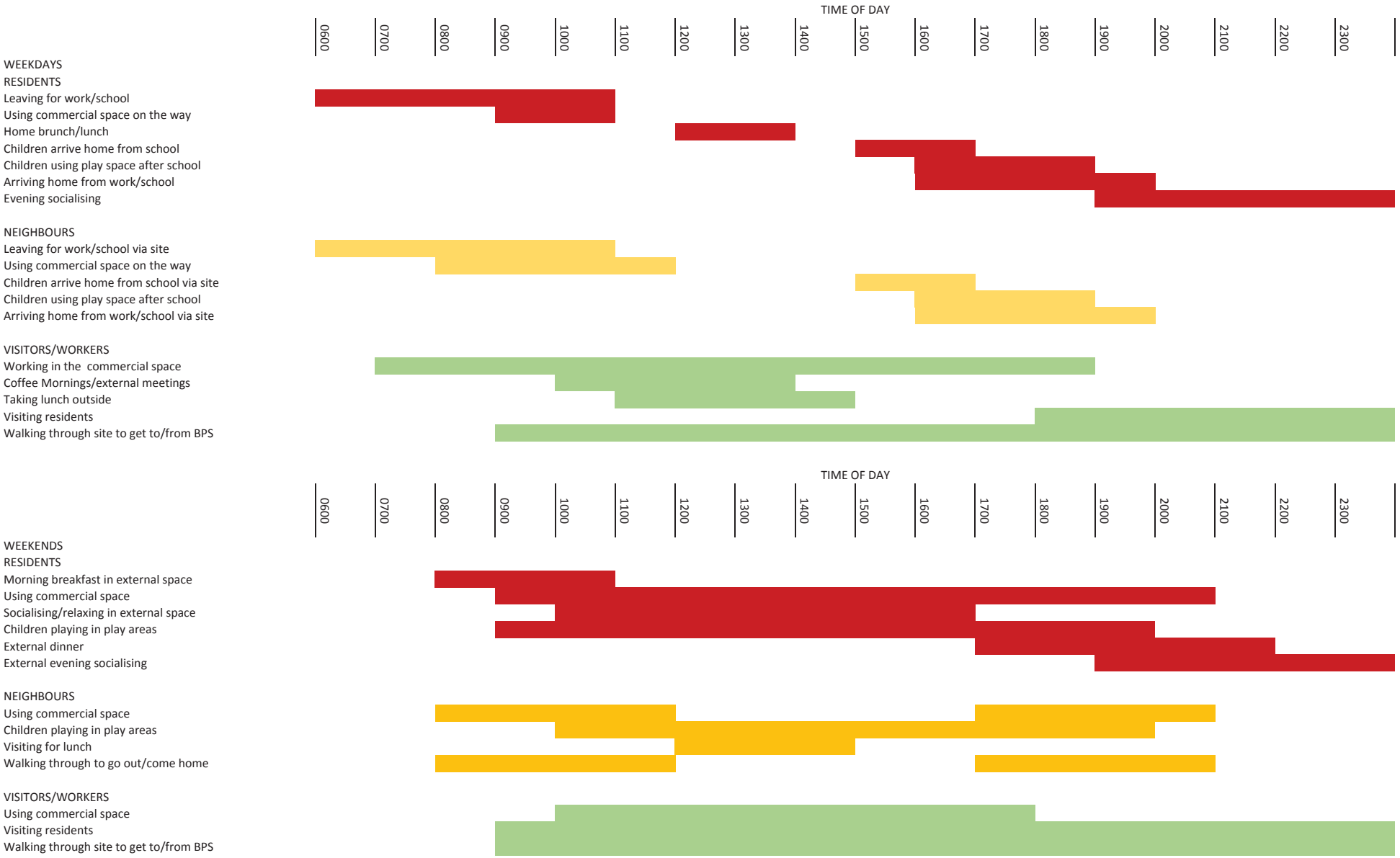
This classification includes anyone visiting residents of the site and other members of the general public who may wish to visit the site, or travel through the site. This also includes people working in the commercial incubator units at ground floor level.

What will they do?

- Use the new commercial offering to shop/dine/socialise (depending on use)
- Come to work in the incubator and start-up units
- Stop in the central space and have lunch/coffee and relax
- Use external spaces to gather in small groups for recreation or business
- Use the external play space
- Meet residents of the site
- Attend events and other activities
- Socialise in the day and evening

Please refer to the following page for User Analysis tables

6.3.5 User Analysis Tables



6.3.6 Activities

As part of the conceptual development EA has explored a variety of uses that may be appropriate to the site. While the list was not exhaustive it does show that there are a wide range of activities that the public external space could possibly include.

Activities – Passive

- Seating, relaxing and reclining
- Reading
- Talking
- Socialising
- Eating and drinking
- Yoga/ Ti Chi

Activities – Active

- Walking/strolling
- Jogging/high-rep exercise
- Playing in the prescribed play area
- Playing on non-prescriptive play such as grassed lawns
- Evening socialising

Events

- Community gatherings
- Resident's events (film screening, food festivals, learning events)
- Outdoor parties (children's day parties, adults evening socialising)
- Christmas lights
- Pop-up interventions (temporary)

Buisness and meetings

Recreation and relaxation

Informal play space

Pop-up interventions and events

6.4 Landscape concept

6.4.1 General

As part of the emerging urban fabric, the new Battersea Power Station and Nine Elms developments will create a vibrant and bustling community within the area. The landscape concept for the Booker and BMW site is to create a new, creative, urban London Square, which integrates into this exciting emerging context.

This concept seeks to:

- Deliver a high quality public realm space that connects the proposed Prospect Park to the west and the Linear Park to the east, creating a vital link in the chain of complementary public space along Battersea Park Road;
- Provide a calm oasis of green space at a human scale to complement the increasing urbanity of the area, allowing for a moment to pause;
- Reconnect people with nature by weaving a strong backbone of soft elements into the fabric of the development;
- Nestle into the wider context of both green infrastructure and contemporary urban space of existing and proposed developments, creating a unified landscape character to the whole area;
- Provide a fun and dynamic external realm for the commercial incubator units at ground floor level.

6.4.2 Populate

Contemporary urban living resonates within the landscape here and enables people to connect with the spaces outside of their homes. In an increasingly hard and urban environment the landscape concept will deliver attractive and interesting places, in order to encourage the community to populate these spaces, and create a sense of ownership among them.

A key driver for the design of the external realm is for a human scale development. Spaces in which people can either be alone or in groups without feeling dwarfed or exposed by the landscape. Spaces in which people can feel both comforted and expressional. Spaces that echo the sensibilities of their homes and workplaces, which they can share with others.

This aims to draw a wider range of the public into the site at different times of the day to meet, work, relax and play whilst allowing for the growth of a convivial and dynamic community environment.

6.4.3 Vegetate

As the site is located at the confluence of several busy roads, as well as adjacent to major commercial, office and residential developments, the ‘need for green’ is fundamental to ensure the success of both the public and private external realm.

A strong palette of natural materials forms the backbone of the scheme, allowing for green elements to be woven into the fabric of the design, rather than placed as an afterthought. This cements the scheme into its setting and provides a much needed natural response to the increasing hard environment of the area.

Feature tree planting will demarcate the public space like ‘bookends’, whilst a robust cover of grasses, shrubs and trees create a green oasis in the heart of the development. The increased biodiversity and habitat provision encourages natural colonisation of mammals and invertebrates; consequently creating a green oasis for the benefit of human, plant and animal life.

A strong green presence using the retained London Plane tree at the northeast corner of the site, and associated planting to this frontage, provides a fundamental link to the Linear Park and Prospect Park developments, allowing for the continued green infrastructure connection to the wider area and providing an important visual link between these two green spaces.

6.5 Landscape approach

The key landscape principles for the site are set out as below:

Establishing a Unified Urban Realm

- Drawing on the proposed built form a series of spaces at a human scale will inform the landscape proposals, unifying the external realm with the architecture
- A seamless integration of this scheme into the wider context of Battersea Power Station and Nine Elms using a similar palette of materials will cement the scheme into an emerging urban fabric
- Landscape elements such as seating, play provision, amenity grass areas will slow down the rush of life, and instil an atmosphere of retreat as residents arrive home
- Views into and out of the site will be framed by a strong natural presence of trees, shrubs, flowers and grasses, creating a soft backdrop to contemporary urban living and working
- Strong pedestrian and cycle connections enhance permeability and footfall through the site, facilitating easy links to local landmarks

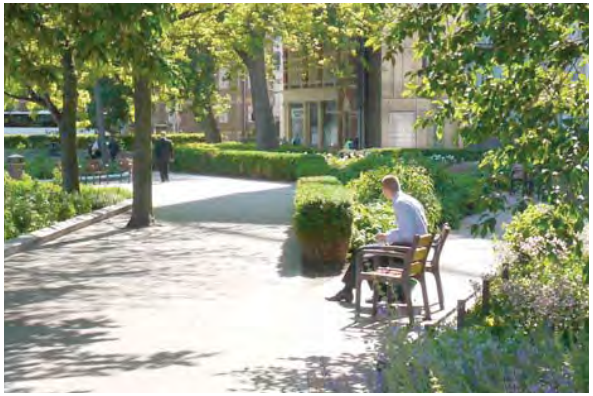
Creating a Calm Centre

- Buffer planting to development edges softens noise and vibrations form busy roads and raised train lines.
- 'Inward facing' design initiatives encourage natural surveillance from the commercial units and residences above
- Simple design forms connote a calming and contemplative environment
- Soft planting such as tall grasses and wildflowers interact with the seasons and weather to create year-round interest and interaction, whilst softening hard elements
- Permeable views in and out of the site inform a 'central heart' to the development

Creating a Green Oasis

- An existing TPO tree is retained in the northeast corner, allowing for a green connection with the site's past
- Feature trees bookend the public spaces, creating a strong visual link and identity for the scheme
- A robust planting palette is used to define the character of external spaces, trees and shrubs playing a key part in demarcating spaces
- Natural materials, such as timber, logs and boulders, are used for play provision as well as providing an aesthetic link between the hard and soft palettes of materials.
- A strong tree strategy forms a green canopy to the public space, informing a green oasis atmosphere whilst mitigating the contrast of hard urban elements

Unified spaces



Calm centre

Rich planting

Landscape Ground Floor Masterplan

6.6 Landscape strategies

6.6.1 Access and Movement

The site is located to the south of the confluence of two busy roads, Battersea Park Road and Nine Elms Lane. The new developments of Battersea Power Station, Phase 4a, Nine Elms and The New Covent Garden Market will bring increased foot, vehicular and cycle traffic to the area, which the design of the Booker and BMW site must respond to. A hierarchy of access throughout the development has been established to connect and activate the various proposed and existing buildings and landscaped spaces.

A key route that the scheme delivers is a clear link from the Battersea Power Station Phase 4a development diagonally through to Battersea Park Road, thus creating a major pedestrian link for the communities south of the railway line to access the Linear Park, and the proposed school within it. This route provides safe and easy access to the northern edge of the scheme, and is also an attractive route as it passes by recreation and play space, as well as both commercial units fronting Battersea Park Road.

The activation of the streetscape to Battersea Park Road is one of the key elements of the movement and access strategy to be implemented in the redevelopment of the site. Whilst there is a high volume of traffic that passes adjacent to the site, activation of the street frontage is important in connecting the proposed development with the existing and forthcoming public realm. The proposed commercial units in Blocks A and B, with associated landscape space, will activate the frontage at the northern part of the site, whilst the improved public realm acts as a vital east-west link along the northern boundary, encouraging movement to/from the Linear Park and Prospect Park, as well as slowing pedestrian movement down and allowing for permeation towards the residential cores and incubator units in the central area of the development. This area has the highest level of footfall.

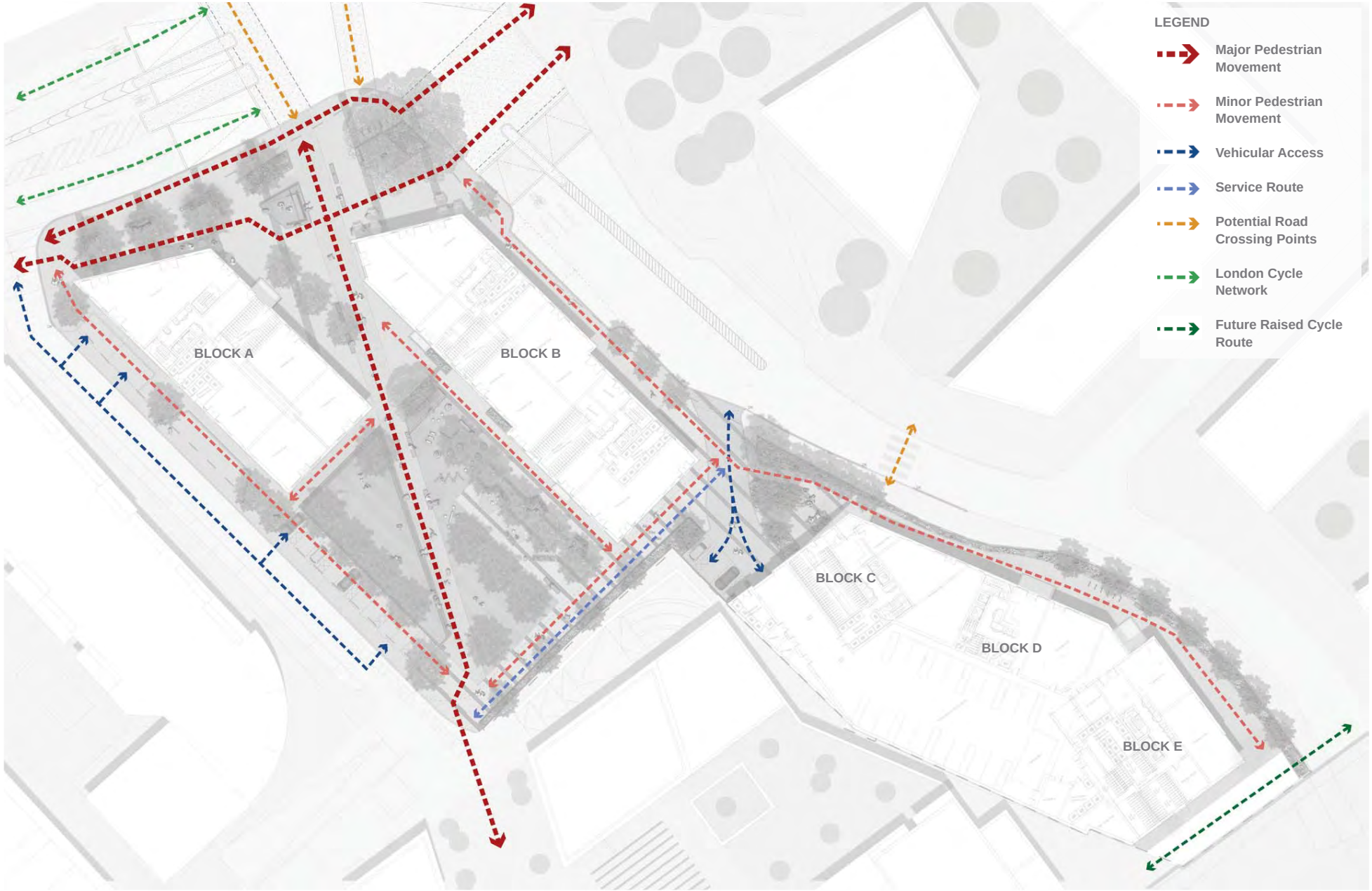
A clear route between blocks A and B links this public frontage into the heart of the scheme, passing proposed incubator units and residential lobby entrances, opening out into the central square. Movement is clearly directed along a diagonal path through this space, but with opportunities to break off to access the commercial units, play spaces, lawns and informal seating areas beneath a bosque of trees.

The central square demarcates a change in atmosphere, from the busy road linkages to the north to a more residential and commercial environment demarcated with a change in materials, such as the use of resin bound paving and expanses of lawn. The central square is also accessible from the south, through the Battersea Power station Phase 4a scheme, from enhanced connections from Sleaford Street and from the Covent Garden Market access road. The permeability of the central square promotes a medium-level footfall as well as promoting cycle links throughout the development.

Wide clear paths along the western and eastern boundaries of the scheme allow for clear views to the development edges. The primary entrance to Blocks C/D/E is a clear route south from Battersea Park Road, and this route is also the main access point for refuse and delivery. The paths in these areas have a medium level of footfall. Movement is shared along the vehicular route that separates the north and the south of the scheme by the use of a shared surface and materials that inform a pedestrian-priority area. Green edges and tree planting to this route form traffic calming devices, and drop bollards prevent this route from becoming a cut-through for general traffic.

Cycling is promoted within the site, by the use of clear, wide pathways to accommodate foot and bicycle traffic, that link to the Battersea Power Station Phase 4a development, as well as the London Cycle Network route along Battersea Park Road. The development proposals also seek to accommodate the proposed cycle route along the railway line to the south, with the potential for an access point to this ramp within our side boundary.

The flat nature of the site allows for level access to be accommodated at all entrances and to all landscape elements that make up the public and private realm. All areas will be accessible by both wheelchairs and pushchairs to allow for all ages and abilities to utilise the external realm.


LEGEND
Major Pedestrian Movement
Minor Pedestrian Movement
Vehicular Access
Service Route
Potential Road Crossing Points
London Cycle Network
Future Raised Cycle Route
BLOCK A
BLOCK B
BLOCK C
BLOCK D
BLOCK E

6.6.2 Landscape Space Typologies

The site offers a number of opportunities for a variety of landscaped spaces. Overall there are three main areas, the street frontage to Battersea Park Road, the central green square, and the private podium level gardens.

The public realm frontage to Battersea Park Road is generally an active connective space. Movement along Battersea Park Road and Nine Elms Lane activates this space and offers an opportunity to draw people into the site. Within the ground floors of both of Blocks A and B fronting Battersea Park Road commercial units offering food and beverage create an active frontage that spills out into the immediate external realm. This populates the space and create vibrancy in this area. The commercial units will also encourage pedestrian footfall to pause and linger in this area, creating a more convivial ground floor level.

The space at the northeast corner of the site is designed as a vital public realm link between the Battersea Power Station and Nine Elms developments, and also a fundamental green link between Prospect Park and the Linear Part to the west and east respectively. This space is transitory and connective in nature, but is designed to slow down pedestrian and cycle traffic in order to encourage permeability and the creation of a calmer atmosphere. Feature tree planting here is echoed at the opposite corner of the site, establishing a visual connection for the public realm spaces.

The external space between Block A and Block B residential lobbies acts as a welcome plaza to residents and visitors, as well as a transition space between the active public realm to Battersea Park Road and the calmer public realm green heart in the centre of the scheme.

The central green square offers a range of landscaped spaces and elements, encouraging both active and passive activities to take place. A formal play area provides the play space requirements for 0-5 year-olds on-site, following Greater London Authority planning guidance. Incidental Play-on-the-Way features are also integrated within the landscape design to add play value in a non-prescriptive manner.

Lawns within the central square provide space social activities such as picnics, meetings, sports and recreation. A calmer, contemplative space is provided within a feature bosque of trees that houses informal seating arrangements that create human-scale pocket spaces to sit, meet and socialise.

An east-west access route forms the service provision to the commercial and residential buildings on site, which will have a low-medium level of pedestrian footfall. This space also demarcates a 'homezone' environment, with a change in materials stretching between the residential frontages of Block C to the commercial frontages of Block B. The feature banding in the ground plane creates a linear visual link between the northern and southern sides of the development, creating a cohesive approach to linking the residential and commercial activities on site. Although this service route will be used by vehicles, this is a sporadic occurrence and will be managed safely by the use of drop bollards.

Communal podium gardens are provided for the residents on level 1, 5, 7, 8 and 9 on Blocks A, B and D. Within the podium space, there is the opportunity for several small scale passive and active spaces. The communal garden materials have a slightly harder palette, with planting limited to the edge of the podium decks, informing pocket spaces in the centre. This creates shelter and provides a 'back garden' atmosphere. As this area is only accessible by private residents the landscape has a slightly more informal character, with areas of play space providing a secondary level to the play provision on the ground floor. Smaller pocket spaces in the form of raised decks and lawns provide places for recreational activities such as external dining, socialising, reading, playing and relaxing.

Commercial units are provided at the ground floor of Blocks C/D/E facing eastwards that create activation to the Covent Garden Market access road and also break up the residential frontage along this façade. A buffer of structured tree planting, benches and cycle stands create a formal landscape with materials that match the frontage to Battersea Park Road, creating a unified environment. The residential entrance to these blocks is celebrated with large planting beds, integrated with seating to create a soft approach to home.

Other areas of the landscape design include the disabled parking provision along Sleaford Street, all of which is accompanied by linear tree planting in order to mitigate the views of the cars from the residences and commercial spaces on and off site.

Play	Total	Disaggregated	Comments
GLA Requirement	290m²	▪ 180m² < 5 year old ▪ 70m² 5-11 year old ▪ 40m² 12+ year old	▪ GLA SPG
Proposed	774m²	▪ 697m² public ground floor play (including ground floor lawns) ▪ 77m² private terraced play	▪ 0-5: 202m² equipment ▪ 5-11: 39m² equipment ▪ 12+: 60m² equipment ▪ All: 301m² equipment (excluding grassed area)
Total		**484m² surplus**	
Amenity Space	**GIAm²**	**Disaggregated**	**Comments**
LBW Requirement	3,205m²	▪ 280 x 10m² (1-2 Beds) ▪ 27 x 15m² (3+ beds)	▪ Total 2,800m² ▪ Total 405m²
Proposal (Upper Floors)	3,848m²	▪ 1,712m² balcony ▪ 730m² private terrace ▪ 1,406m² private communal amenity	▪ These are terraces at upper levels demised to individual units ▪ These are terraces at upper levels which are open to residents of the development
Proposal (Ground Floor)	3,186m²	▪ 3,186m² public amenity	▪ This includes the ground floor play area and the new public realm within the site
Total	**7,034m² (0.7ha)**	**3,829m² surplus over requirement**	


LEGEND
Commercial breakout space
Public realm to Battersea Park Road
Residential lobby entrance space
Formal play space
Raised amenity lawn
Feature Tree bosque
Service route
Shared space/ homezone
Commercial entrance space
Residential communal roof gardens (with play)
Private terrace roof gardens
Improved Parking to Sleaford Street

6.6.3 Play Strategy

The wider context of the Nine Elms area proposes two large parks to the north-west and north-east of the Booker and BMW site, Prospect Park and the Linear Park respectively. These parks will provide extensive play opportunities for all ages, and form destination points for the pedestrians moving through the development. The approach to play within the scheme is to integrate both formal and informal play opportunities throughout, and create a chain of spaces that link through to the wider context of Nine Elms.

A formal play area is located within the central square of the development, away from busy roads and semi-enclosed by raised planters. Play surfacing creates a soft groundscape, whilst formal play equipment provides features for children up to the age of 5. Formal seating allows for parents and guardians to safely observe their children in this space.

Natural play equipment such as timber beams, logs, stepping stones and bounders will be scattered on the lawns within the central square, providing informal play opportunities for children up to the age of 11. The nature of these features promotes balance, confidence, improved motor skills and sociability in children within an informal setting. The lawns within the central square provide informal recreation opportunities for inclusive active play such as sports, ball games, frisbee, as well as passive play such as reading or story-telling. These spaces provide informal play opportunities for all ages and abilities, and provide a substantial green space along the route from the south to the Linear Park.

Two timber stages in the northern public realm provide informal play opportunities for all ages, such as an external theatre space for local school groups, a sheltered youth space under the canopy of the existing London Plane tree, a blank canvas platform for imaginative and creative play for younger children.

All of these spaces and features create a ground floor public realm that is active and dynamic, throughout all times of the day, both weekdays and weekends.

Doorstep play space is also provided within the private communal gardens on levels 1, 5, 7, 8 and 9. Brightly coloured safety play surfacing demarcates these spaces, and play equipment suitable for 0-5yr olds is prevalent. These spaces provides residents with a more secluded and enclosed space for children to play, and the scale of the gardens themselves result in a more intimate space for all.

6.6.4 Quantum

GLA minimum requirement for play space is 10m² per child.
Total amount of play space required: 290m²

Total amount of play space provided on Ground Floor: 224m²
Total amount of play space provided on roofs: 77m²

TOTAL: 301m² (excluding lawns)
774m² (including ground floor amenity lawns)

Balance and jumping play

Family play on amenity lawns

Raised timber stages for informal play opportunities


LEGEND
0-5 years play
6-11 years play
12+ play
All Ages

6.7 Hard materials and furniture

6.7.1 General

The hard materials and furniture have been chosen to complement the proposed architecture as well as fit within the wider context of the emerging developments in Nine Elms. Paving materials are aligned with the *Nine Elms on the South Bank Public Realm Design Guide.*

PAVING MATERIALS

High quality acid-washed concrete - light

High quality acid-washed concrete - dark

High quality natural stone

Resin bound paving - two colours

Raised stages

FURNITURE

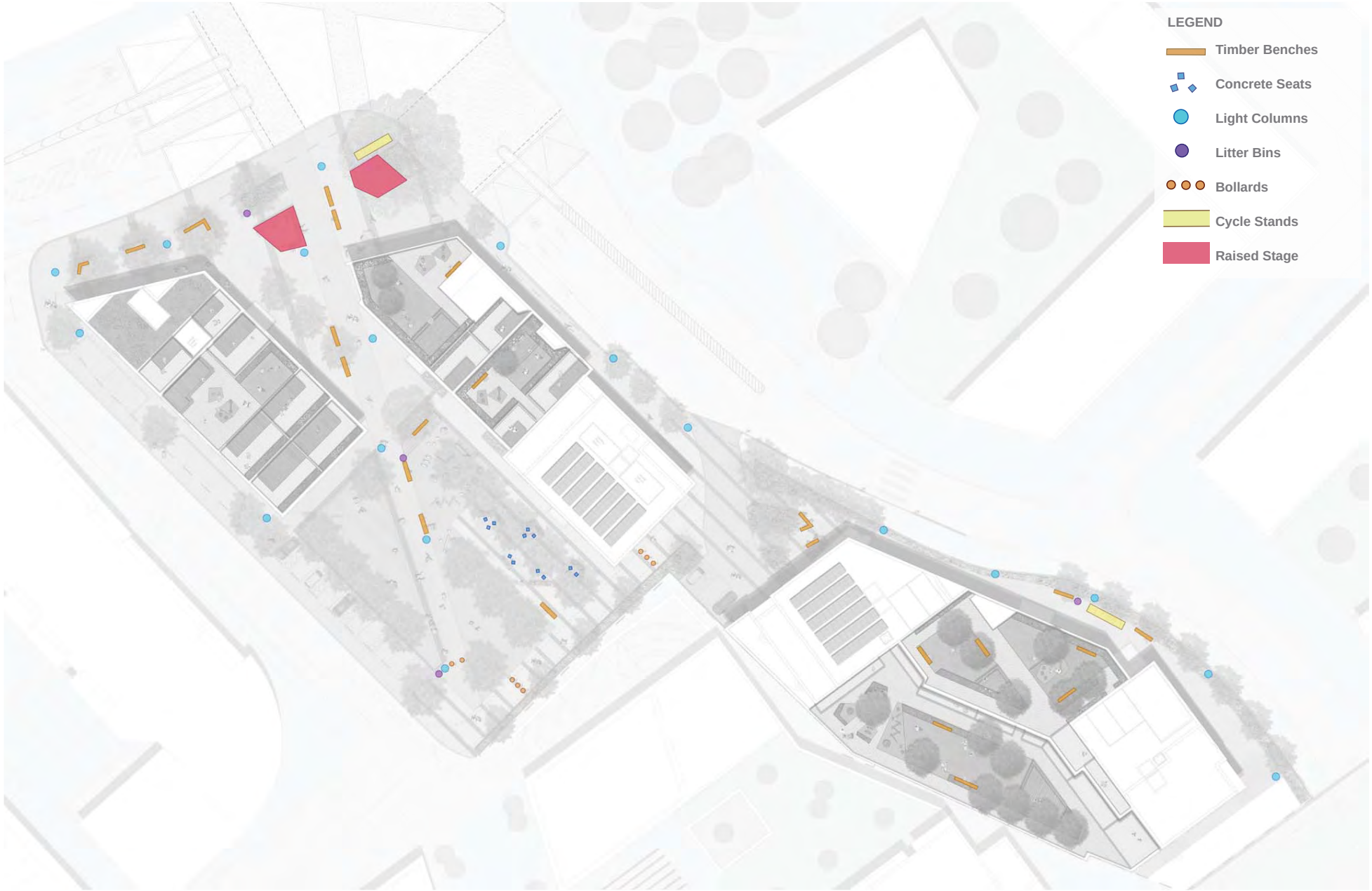
Concrete and timber benches

Concrete cube seats

Litter Bins

Light columns

Bollards



Landscape Ground Floor and Roof Gardens Furniture Strategy

6.8 Planting strategy

6.8.1 General

The soft landscape palette has been developed to add a strong, well-vegetated character to the site and will form a rich vegetative backdrop to the proposed development. Species have been chosen from an appropriate palette to match the anticipated microclimate of the various areas, clearly define spaces, soften the appearance of the development, help create variation in character, enhance ecological diversity, and provide visual interest and colour throughout the seasons.

6.8.2 Species Selection Criteria

The following principles have been applied to the soft landscape design:

- The selection of particular species will consider the form and eventual scale of the planting in relation to the spacing and elevation of the buildings. The future maintenance requirements of vegetation and their impact on buildings, pedestrian access routes and access points will also be taken into account;
- The species selection of planting will enhance the design of the buildings. The use of planting certain species, habits and types will respond to the articulation of the spaces by framing and terminating views, celebrating entrances and thresholds and defining pedestrian routes and connections;
- The selection of plant species will be appropriate to their location in terms of soil type, microclimate, and their setting and future maintenance/management requirements;
- The use of plant species that will increase biodiversity potential of the site through the use of locally indigenous species will be planted to diversify the range of flora and fauna for the enjoyment of this generation and the next.

The Booker and BMW site is located within a rapidly developing urban area and a significant proportion of the landscape surrounding the site is hard surfacing and hard materials. In order to soften the landscape and provide a green relief within the area, the development here is to be well vegetated. The planting is vital in creating the proposed character of an urban retreat and will form a robust structure for the longevity of the scheme.

The site has six existing mature trees located in a raised planter to the northern boundary, all of which have Tree Preservation Orders (TPOs) upon them. Five of these trees are growing relatively close together and their canopies have merged. Of these five trees, two are category ‘B’ and three are category ‘C’. See Arboriculturalists report for more detail. The proposed scheme plans to remove these five trees as they are currently preventing visibility and permeability to activate the frontage onto Battersea Park Road. The planting strategy aims to replace the loss of these trees with several mature native tree species along the road frontage as well as total of 68 semi-mature trees throughout the ground floor landscape and communal roof gardens.

The final TPO tree, a London Plane tree located to the northeast corner, will be retained and a new contemporary planter built around it. This tree is the only category ‘A' tree on site, and contributes significant visual amenity to the development. This tree will also be a key visual connector that establishes the end of the Linear Park when travelling east to west, and will be celebrated on site with the use of a raised stage, planted and integrated seating, as well as creative uplighting to add night time interest.

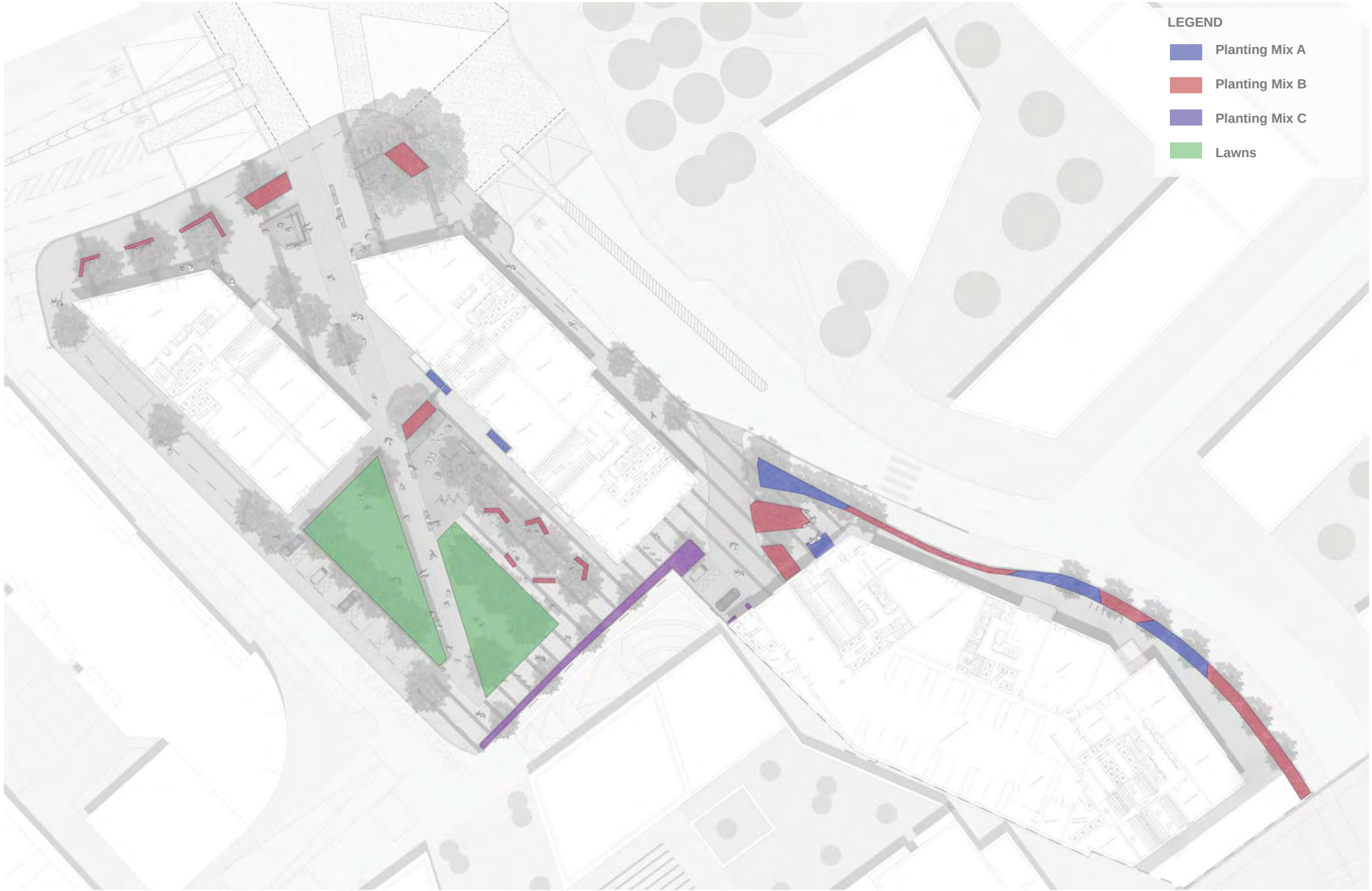
Large feature trees will follow the diagonal pathway through the site and form ‘bookends’ to the public realm space. These Norway Maple trees (*Acer platanoides ‘Crimson King’*) will add visual amenity in the form of their height, structure and seasonal interest, as well as defining the space they sit aside and acting as a wayfinding point, drawing people through the public realm. Their purple colour, turning red and burgundy during autumn, will complement the golden colour scheme of the architectural facades.

Three large Elm trees (*Ulmus ‘Columella’*) will sit within the landscape fronting Block A, replacing the existing trees that will be removed. These Elm trees create a tangible connection to the Nine Elms area, and create height against the frontage of Block A. These Elm trees are hardy and resistant to Dutch Elm Disease, are columnar in form and provide a much needed green buffer to the busy Battersea Park Road.

The character of the planting throughout the site is to be established through smaller ornamental areas of planting. The planting will define area boundaries and create an important backdrop for recreational pursuits. Species selection is important in creating a well-developed character for the scheme, and the uses of tall, medium, and low grasses will aid in forming enclosure and intimate spaces, contributing to the urban retreat atmosphere. The use of grasses also helps to establish an ethereal atmosphere, with the planting moving in the wind, creating a defined contrast to the linear forms that take place within the harder materials.

Wildflower meadow plants and perennials will provide visual interest and seasonal colour to planting beds, and associated lawn space will provide areas for recreation. The low level understorey planting beneath the bosque will be complemented by the trees that provide a soft canopy and establish a more intimate human scale in contrast to the larger surrounding buildings.

Planting within the private communal gardens to the roof levels will be slightly more structured, with the use of hedging to the edges of the roofs to provide a formalised sense of enclosure. Smaller trees such as Japanese Maple and Flowering Cherry trees use form, blossom and colour to provide focal points within the roof gardens, and create an intimate scale retreat for the residents.



Landscape Ground Floor Planting Strategy

6.8.3 Ornamental Planting Mixes - Ground Floor

PLANTING MIX A - Residential Frontage

Asplenium scolopendrium

Hemerocallis 'Anzac'

Luzula sylvatica

Stachys byzantina

Thymus vulgaris

PLANTING MIX B - Public Amenity Planting

Aquilegia vulgaris

Deschampsia cespitosa

Echinacea 'Sunset'

Lavandula x intermedia 'Alba'

Miscanthus sinensis 'Yakushima Dwarf'

PLANTING MIX C - Robust Planting

Cornus sanguinea ‘Midwinter Fire’

Cornus stolonifera ‘Flaviramea’

Hebe rakaiensis

Pachysandra terminalis ‘Green Carpet’

PLANTING MIX D - Public Amenity Planting

Asplenium scolopendrium

Liriope muscari

Luzula sylvatica

Stachys byzantina

Thymus vulgaris

PLANTING MIX E - Residential Private Terrace Planting

Carex oshimensis 'Evergold'

Echinacea 'Sunset'

Eryngium agavifolium

Ophiopogon planiscapus 'Nigrescens'

Santolina chamaecyparissus

Landscape Roof Gardens and Terraces Planting Strategy

Acer palmatum ‘Bloodgood’

Acer platanoides ‘Crimson King’

Ligustrum lucidum

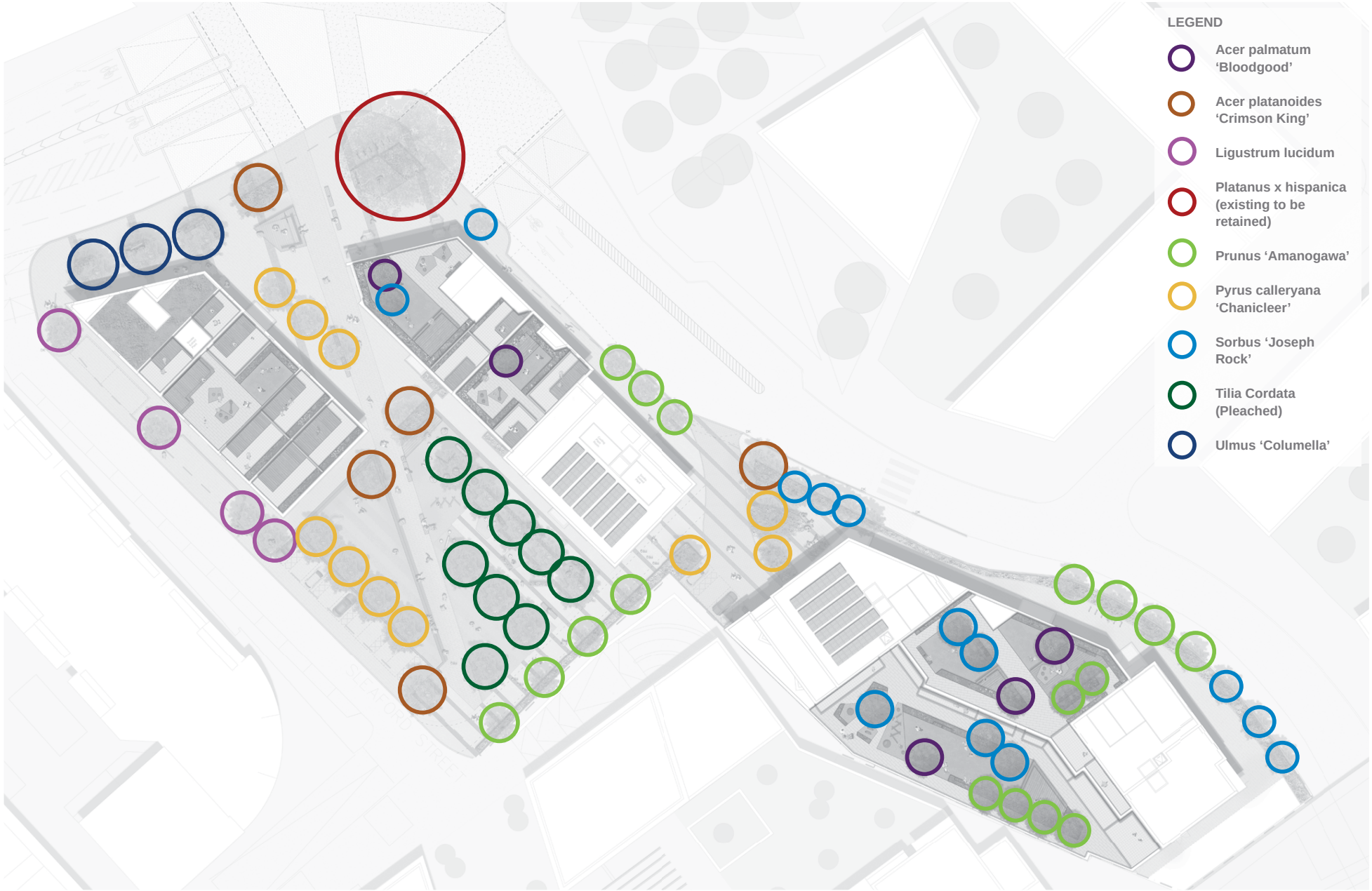
Prunus ‘Amanogawa’

Pyrus calleryana ‘Chanitcleer’

Sorbus ‘Joseph Rock’

Tilia cordata (Pleached)

Ulmus ‘Columella’



Landscape Ground Floor, Roof Gardens and Terraces Tree Planting Strategy

6.9 Landscape areas

6.9.1 Public Realm to Northern Boundary

The scheme proposes the creation of a new and energised edge to Battersea Park Road that will contribute to a positive character and encourage public activity within a space that is currently dominated by traffic. Key drivers for this space are to create green connections to the wider context and to draw people into the space.

The hard landscape materials in the public realm will be high quality concrete pavers with an acid-washed finish, to highlight the recycled content within and add a sparkle to the pavers. These form part of the materiality from the Nine Elms on the South Bank Public Realm Design Guide and is important in linking the public realm within the scheme to the wider context. The paving on site will also be permeable and with recycled content to inform a high level of sustainability throughout the scheme. The diagonal path will be formed of the same concrete pavers, but with a different size, colour and alignment creating a clear contrasting route. This is echoed with the use of decorative banding throughout the public realm to add interest to the groundscape and lead the eye towards the architecture of the proposed buildings.

New contemporary landscape features such as planters, seating, and lighting defines the urban edge, whilst tree and shrub planting provide a green cloak to the space, allowing it to provide a vital green link between Prospect Park to the west and the Linear Park to the east. The two large timber stage areas create a platform for impromptu play and creativity, and give the space a unique feature that cements its individuality within the extensive development taking place throughout Nine Elms. These stages can also be utilised as spaces for pop up or temporary installations and interventions.

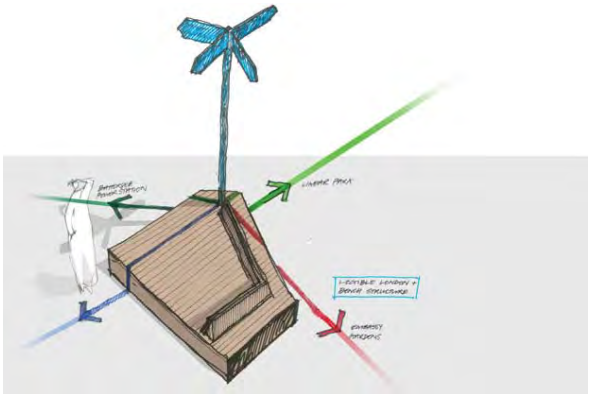
Informal seating backed by ornamental planting and grasses invites people to linger in the space, adding to the convivial atmosphere provided by ground floor level commercial space, which activates the street frontage onto Battersea Park Road. Existing and feature trees here create a dramatic colourful impact on this corner, and add immense value to the visual amenity of the site, which is the most visible part from Nine Elms Lane.

The angle and form of these green elements within this space allow people to be directed away from the busy road, and towards the Linear Park if coming from the west, giving visitors a reason to pause and catch glimpses into the green heart of the scheme. The link to the wider context is emphasised here by the clear visual line and the use of materials to match the emerging developments. In this way this part of the public realm will be read in conjunction with the wider area, and will provide a seamless link between the Nine Elms and Battersea Power Station development areas.

A vivid splash of colour is brought into the public realm through the wayfinding strategy. A fingerpost emerging from the raised stage navigates pedestrians to local landmarks and destinations, such as the new underground station, Battersea Power Station, the Linear Park and Prospect Park, and to local neighbourhoods. This forms part of the wider Legible London wayfinding strategy. The direction of the finger posts is reflected in the floor plane of the stage with the timber painted four bold colours matching the direction of the sign. These colours are also picked up in the lighting to the trees, creating atmospheric visual amenity and character within the public realm.

Public Realm to Battersea Park Road

Raised timber stage around existing tree



Wayfinding

Seating and planting

Section

Materials Swatch

6.9.2 Central Square

The central green space forms the heart of the scheme and provides the residents, neighbours, workers, and visitors with a human-scale environment to utilise and enjoy. This area is broken down into a series of smaller pocket spaces to allow for a range of activities to take place.

Prescriptive play is allocated a defined space within the centre of the scheme to allow families to observe their children playing in a safe environment whilst adding active play to the community atmosphere. Natural and non-prescriptive *Play-on-the-Way* features such as stepping stones, boulders, logs and posts will be scattered throughout the central heart landscape, allowing for incidental play to occur throughout the space. This play space also forms part of a vital link to the proposed school, located within the Linear Park. Playable features, both formal and informal, make this journey a clear and attractive route for school children and their parents.

Central area amenity lawns, both raised and flush, provide a key space for active socialising, with the provision for external dining, picnics, lunches, meetings, parties and games. These spaces face inwards but have clear visual links to the southern boundary, opening this area up to neighbouring residents and further cementing the notion of communal space. The lawns have been located so as to benefit from the maximum amount of sunlight within the site and to provide a calm space away from the busy roads to the north.

A feature bosque of trees sits to the south eastern corner of the central square, creating a sense of enclosure under a pleached canopy. This space creates a unique frontage to the commercial incubator units in Block B, and houses informal seating spaces, grouped in pockets. A backdrop of planting gives each pocket an intimate feel, with informal seating positioned to create a human scale restful space. The vivid block colours from the northern public realm are repeated within the seating and integrated lighting here, further cementing the identity of the development.

The public realm materiality from the northern part of the scheme flows down into the central square, but is here interrupted with landscape features and pocket spaces. A ‘homezone’ environment then informs the materials palette, with permeable resin bound paving and a repeat of the landscape banding forming the link between the buildings on the northern side of the scheme and the southern side. This harmonises with the concrete pavers to create distinction that defines the uses associated with each space. The materials here designate places to play, rest and stay in, linking with the internal uses of the adjacent buildings.

Central Square

Raised lawn

Bosque of trees

Play space

Section

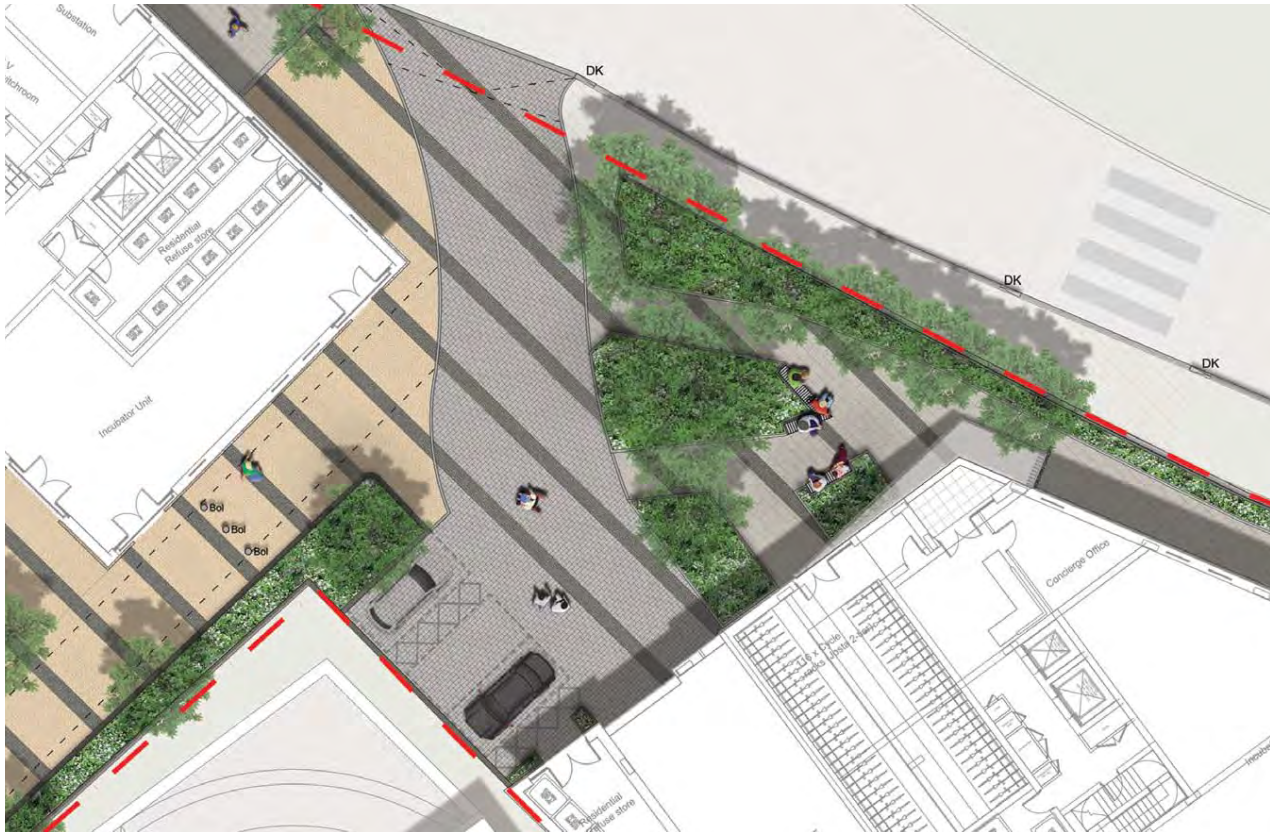
Materials Swatch

6.9.3 Residential Lobby Entrances

The residential lobby entrances are celebrated in the groundscape using a ‘welcome mat’ of natural stone to demarcate the access points. The use of natural stone here differs from the general public realm materials, adding a clear contrast to aid visibility and wayfinding. The ‘welcome mat’ spills out from the doorways creating a strong pattern on the ground that identifies the residential entrances as distinct from the surrounding public realm. The stone used will be a natural York stone or Cornish granite to link in with the Nine Elms on the South Bank Public Realm Design Guide.

Ornamental trees such as Callery Pear (Pyrus calleryana), Lombardy Cherry (Prunus ‘Amanogawa’) and shrub planting also define the residential frontages, adding seasonal interest and visual variety to the space. The planting beds adjacent to the Block C residential lobby entrance are large and grand, creating a green gateway to the buildings on the southern side of the scheme. Associated seating and cycle parking are also located close to residential lobby entrances to encourage localised activity and provide an active frontage, as well as creating a ‘pause place’ to chat with your neighbours, both residential and commercial.

The combination of materiality, planting and landscape furniture elements signify the ‘*Welcome Home’* identity of these spaces.



Residential Lobby Entrance

Defined entrance areas

Seating and grasses

Homezone banding

Section

Materials Swatch

6.9.4 Podium Level Gardens

The landscape spaces on the roofs of levels 1, 5, 7, 8 and 9 form private accessible gardens for the residents, with the provision of garden ‘rooms’ forming individual spaces to sit, play, and relax. The scale of spaces here is slightly smaller with a clearer connection to the scale of the units within the building, and forms that respond to the adjacent architecture.

The tall buildings adjacent to the podium garden on level 1, both on and off site, will create shaded areas, and the landscape has been designed to reflect this, with the majority of the ground floor space taken up by hard surfacing and decking and shade-tolerant planting to the podium edges. Centrally located areas of lawn will get a good amount of sunlight year round, and add to the recreational value of these gardens.

The planting on the podium serves to distinguish boundaries for individual garden ‘rooms’, with structural hedges forming a clear frame for the individual spaces, and ornamental plants and grasses softening the edges of the harder spaces. The planting strategy will reflect that of the ground floor landscape, with the extra potential for some edible species of plant and shrub to be integrated into the overall planting design at the podium level.

Doorstep play spaces have been allocated on the roof gardens, increasing the amenity play value and allowing for active use of the garden for families with young children. Areas of lawn and decking with associated seating provide communal social space, at a scale that can be enjoyed both individually and as a group.

The materiality of the landscape at ground floor level is replicated in this space, creating a unified scheme that residents can obtain a sense of ownership of.

Residential Communal Roof Gardens

Seating, planting and lawns

Decking and play

Feature trees

Section

Materials Swatch

6.10 Landscape sustainability

6.10.1 General

Our approach at the Booker and BMW site is to design a sustainable scheme through use of well landscaped spaces that will endure. The hard materials palette has been carefully considered in order to achieve high levels of sustainability, such as the use of recycled concrete pavers. The paving at ground floor level also forms a Sustainable Drainage System (SuDS) as they will be permeable, allowing for surface rainwater to drain naturally into the ground. The use of high quality local concrete pavers also means that transport costs are low for the bulk of the material we propose, adding to its sustainable nature as a landscape product.

The ground floor design benefits from being at grade on made-up ground, not podium; therefore allowing for flush planting beds which also help with the dissipation of surface rainwater.

We seek to use recycled and locally-sourced materials wherever possible within the landscape design, ensuring that our development is a sustainable proposal that will create a lasting legacy within Nine Elms.

6.10.2 Biodiversity

The site currently offers little in the way of ecological value, with the exception of the trees to Battersea Park Road. We are proposing to retain the highest quality tree along this frontage, and measures will be put in place to ensure any trees removed are not currently supporting protected species, see Ecologists Phase 1 Habitat Survey for further information.

Our proposals seek to significantly improve biodiversity on site using a mix of native and introduced tree and plant species, with a focus on habitat creation for birds and invertebrates.
The general mix of species of trees and plants includes specimens that blossom, have fruit and flower at different times of the year, creating a long season of feeding and pollinating for invertebrates and birds.

Grasses and wildflowers create a haven for bees and butterflies, as well as small mammals and insects. The use of bird and bat boxes integrated into the architecture or strategically placed on trees help to provide homes for protected species of winged beasts. Landscaped roof gardens and sedum roofs also provide nesting territory at a high level for birds.

White Letter Hairstreak - London Priority Species

Long-Haired Mining Bee - London Priority Species

Winter seedheads

Bat boxes on trees

6.11 Maintenance and management

6.11.1 General

The principle management strategy for the Booker and BMW site is for an easy to maintain landscape that uses durable and robust products and materials for enhanced longevity. The hard landscape materials will conform to British Standards as well as being easy to clean, maintain or replace if required.

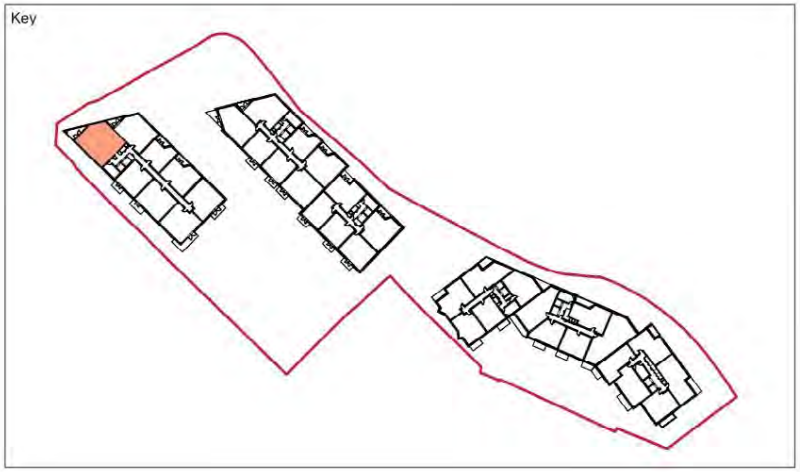
Landscape proposals will be required to be maintained for a year minimum after completion, and thereafter will form part of a comprehensive management strategy. Planting beds will require bi-annual pruning and thinning to encourage new growth, and proposed trees will need annual checks to ensure health.

Landscape maintenance

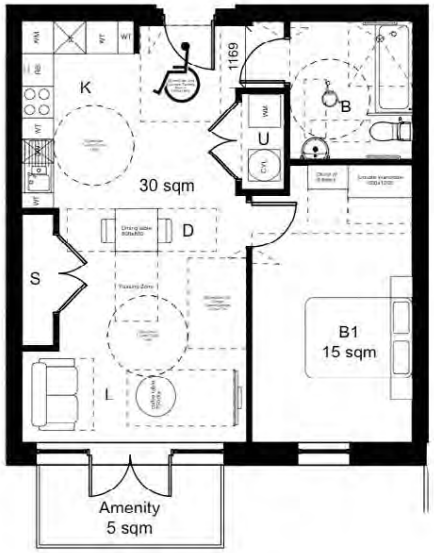
7.1 Adaptable / accessible units

1 Building A Unit 1 - Adaptable layout
1:100 @ A3

2 Building A Unit 1 - Accessible layout
1:100 @ A3

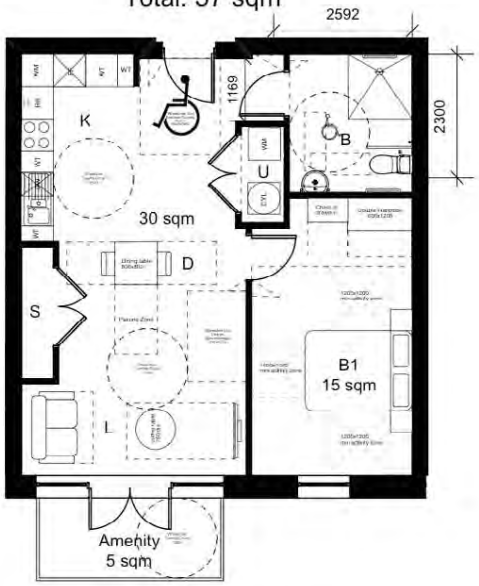


Total: 57 sqm

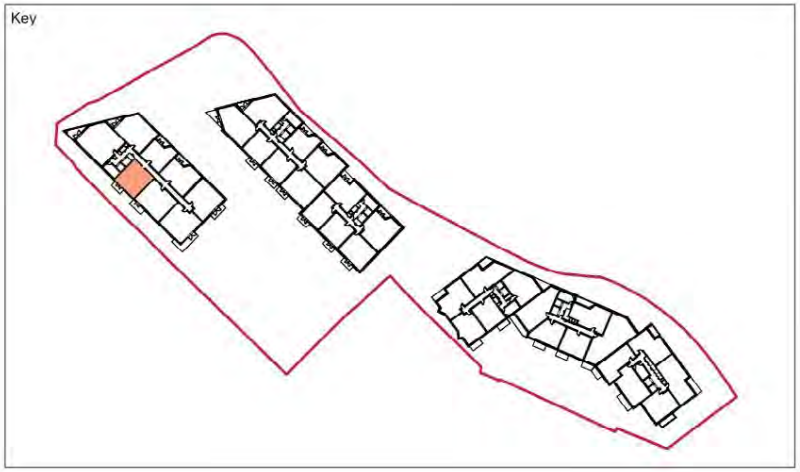


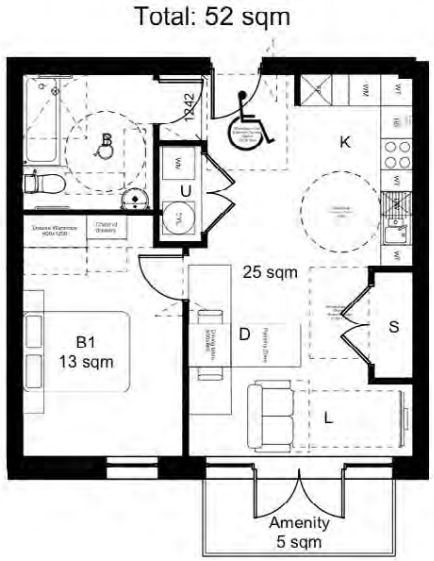
1 Building A Unit 2 - Adaptable layout
1:100 @ A3

Total: 57 sqm



2 Building A Unit 2 - Accessible layout
1:100 @ A3





1 Building B Unit 1 - Adaptable layout
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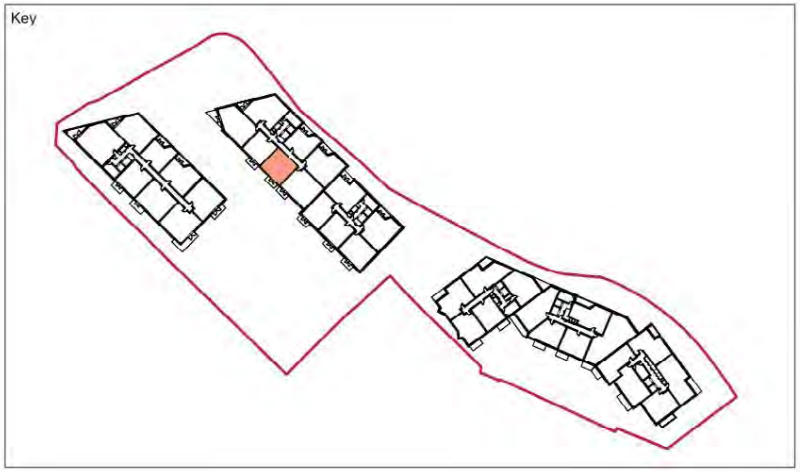
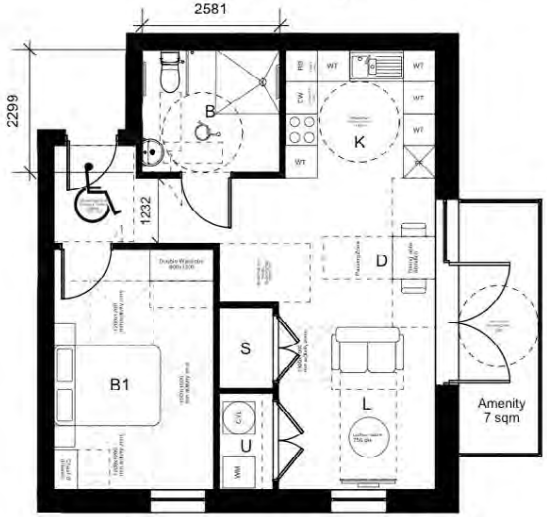
2 Building B Unit 1 - Accessible layout
1:100 @ A3



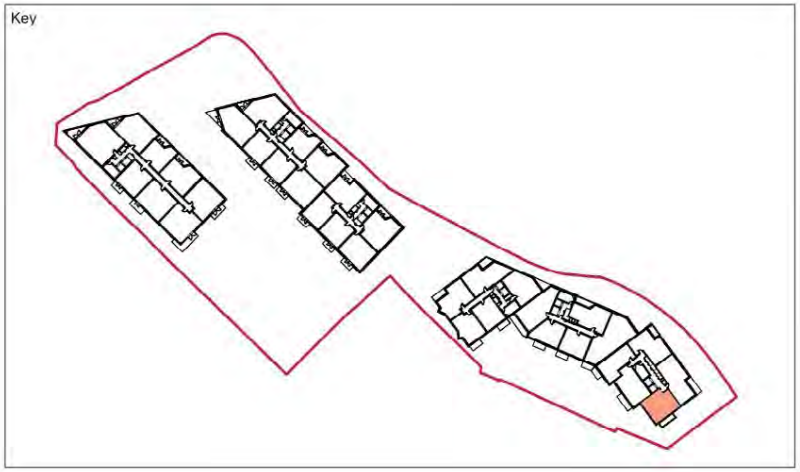
Total: 55 sqm

1 Building C Unit 1 - Adaptable layout
1:100 @ A3

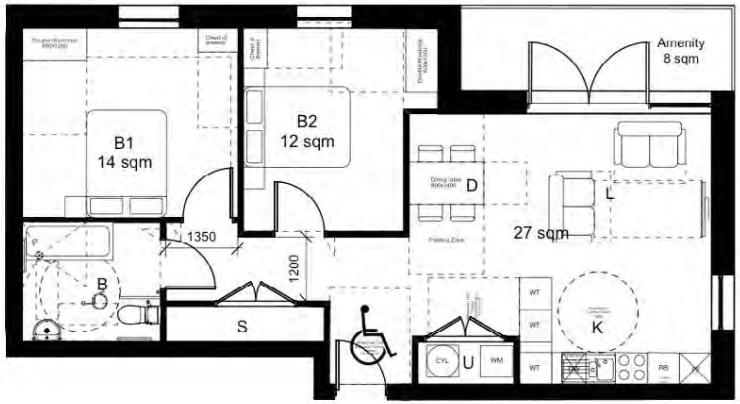
Total: 55 sqm



2 Building C Unit 1 - Accessible layout
1:100 @ A3

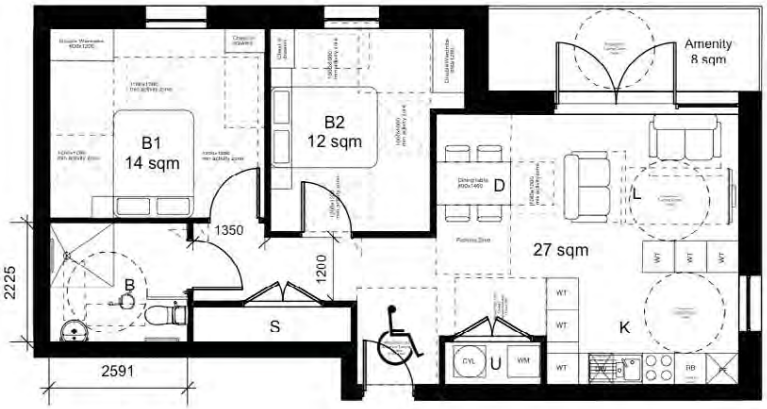


Total: 73 sqm

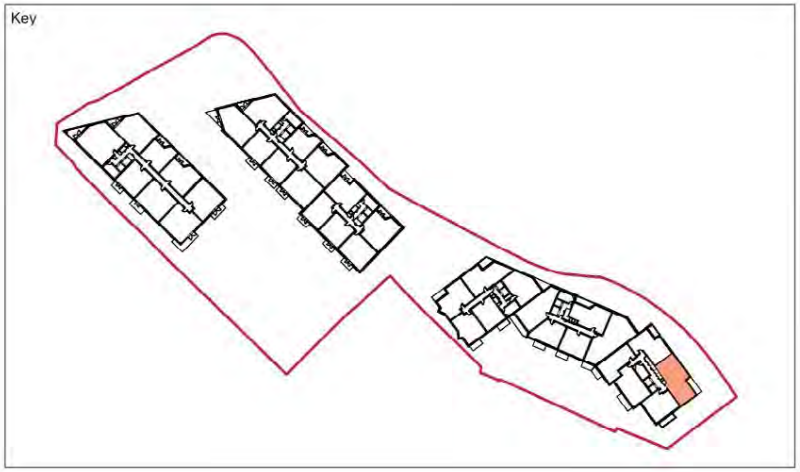


1 Building C Unit 2 - Adaptable layout
1:100 @ A3

Total: 73 sqm

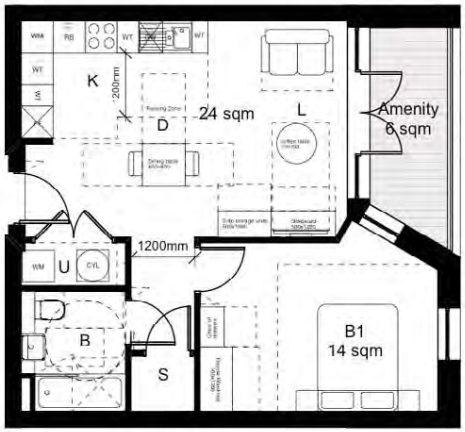


2 Building C Unit 2 - Accessible layout
1:100 @ A3



7.2 Typical units

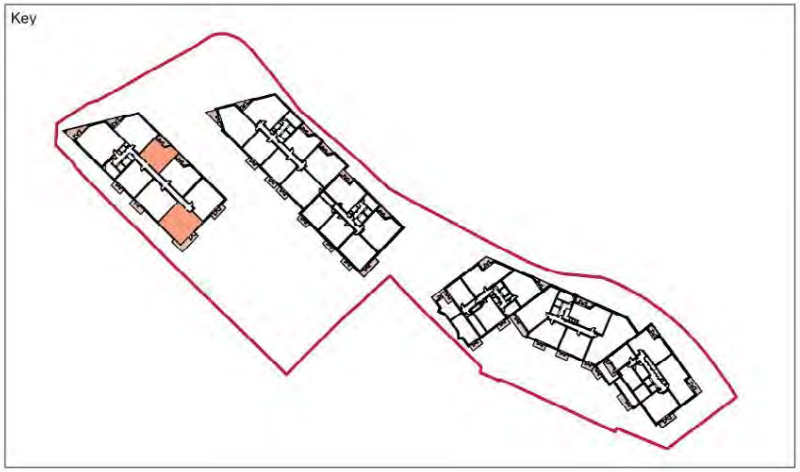
Total: 50 sqm



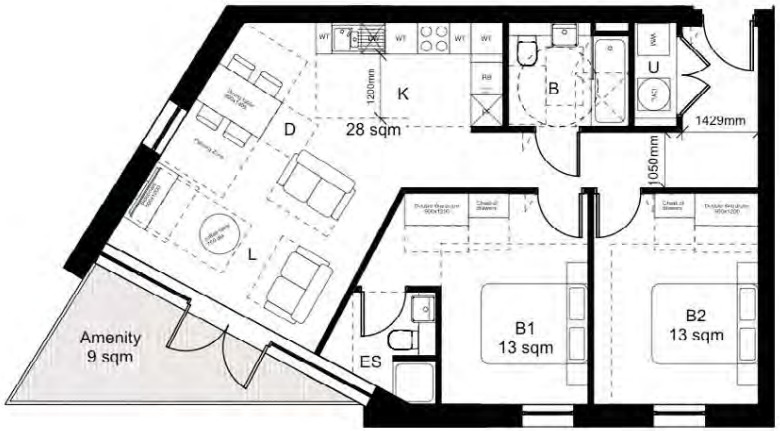
1 Building A - Typical 1 Bed Appartment
1:100 @ A3

Total: 71 sqm

2 Building A - Typical 2 Bed Appartment
1:100 @ A3

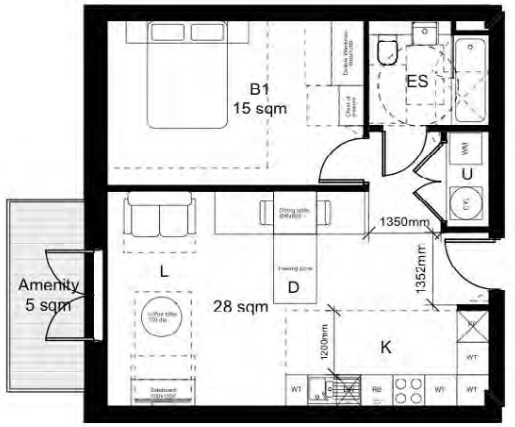


Total: 72 sqm

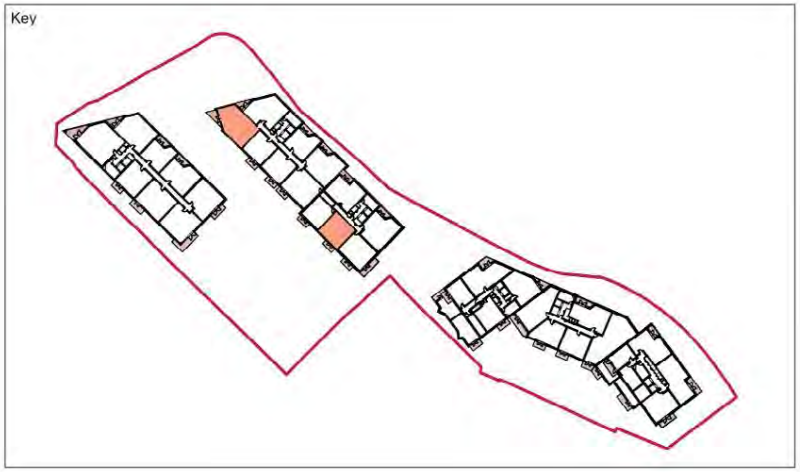


1 Building B - Typical 2 Bed Appartment
1:100 @ A3

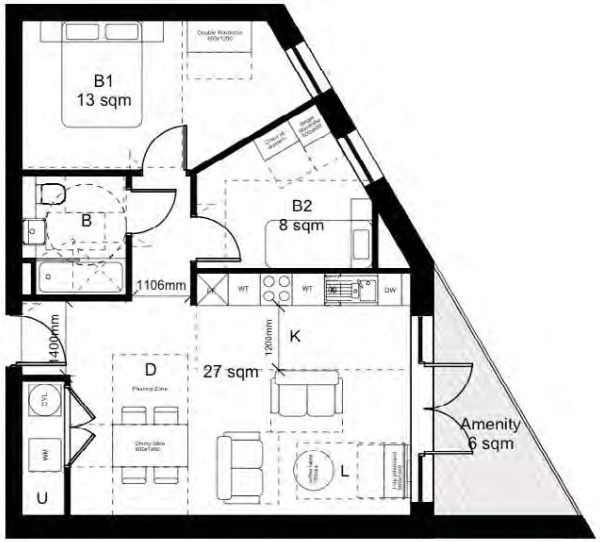
Total: 52 sqm



2 Building B - Typical 1 Bed Appartment
1:100 @ A3

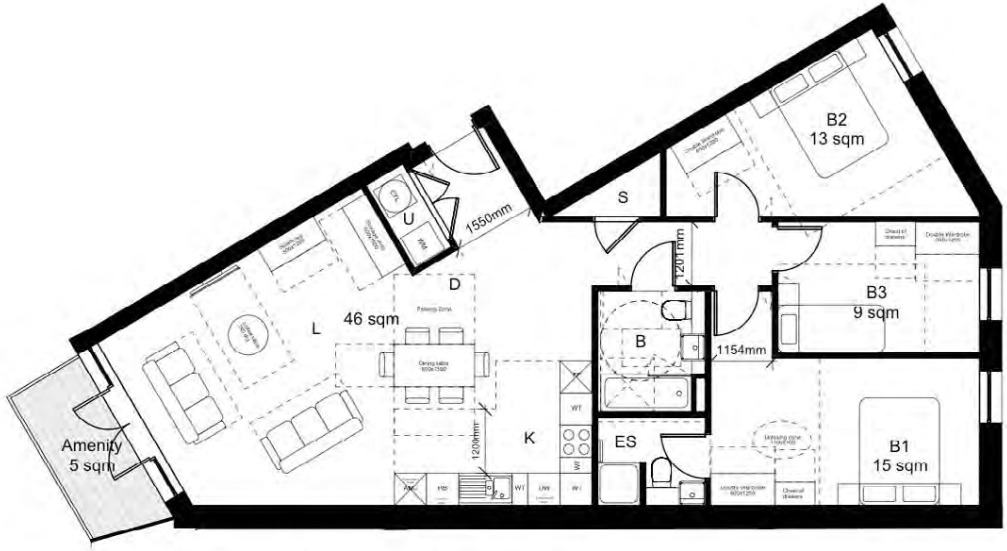


Total: 61 sqm

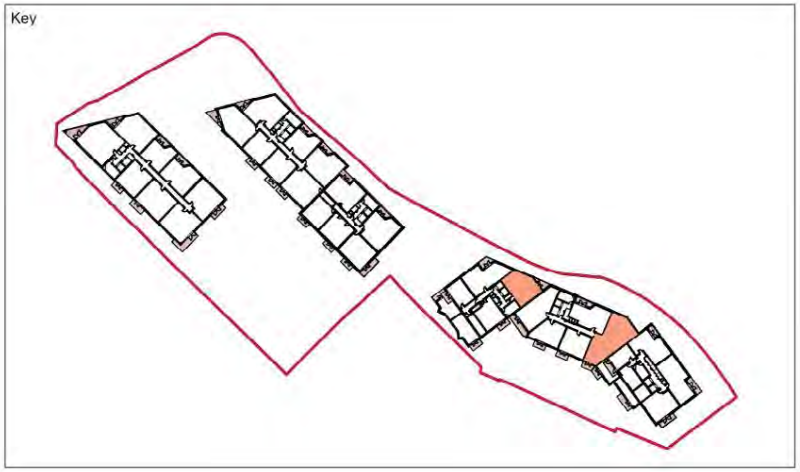


1 Building C - Typical 2 Bed Appartment
1:100 @ A3

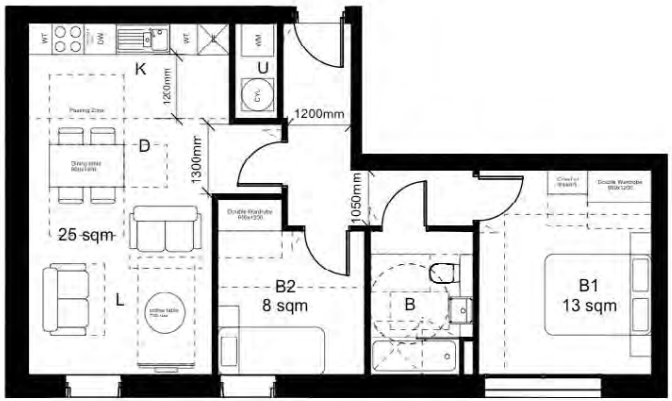
Total: 101 sqm



2 Building C - Typical 3 Bed Appartment
1:100 @ A3

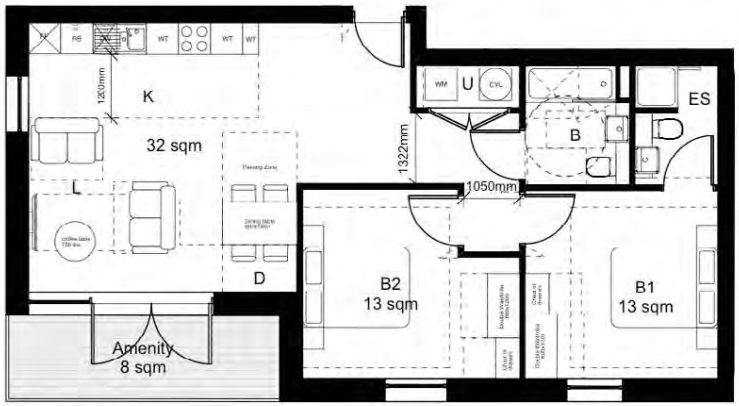


Total: 61 sqm

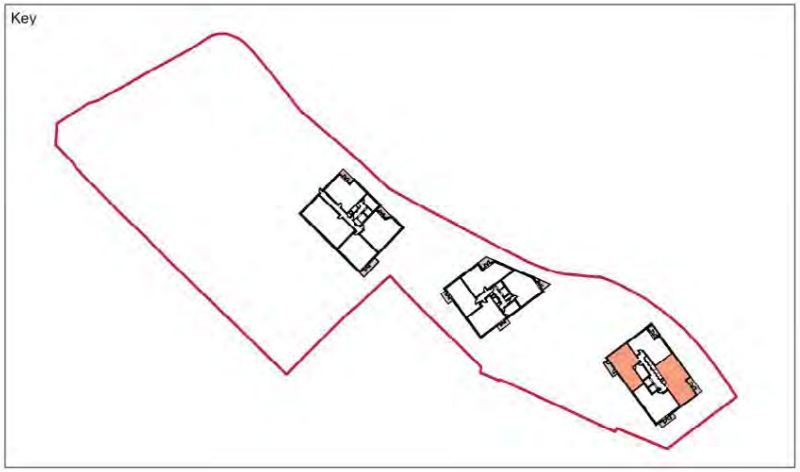


1 Building C - Typical 2 Bed Appartment
1:100 @ A3

Total: 73 sqm



2 Building C - Typical 2 Bed Appartment
1:100 @ A3



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