

BGY

Enderby Place

DESIGN & ACCESS STATEMENT
DECEMBER 2023

BUCKLEY GRAY YEOMAN

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Enderby Place

1.0 Introduction

Introduction

1.01 Purpose of Report

This Design & Access Statement has been prepared by Buckley Gray Yeoman, to accompany the Planning Application for Enderby Place. This is being submitted on behalf of the client, Landowner, Maritime View Ltd.

This Planning Application is for the erection of part-3, part-23, part-35 storey buildings, providing up to 564 residential apartments (Class C3), light industrial (Class E(g)(iii)) and community / café use (Sui Generis), and associated highways, landscaping and public realm works.

This Design & Access Statement should be read in conjunction with

- David Bonnet Associates: Accessibility Statement
- Hawkins Environmental: Air Quality Assessment and Noise impact Assessment
- ULL Property: Financial Viability Assessment
- Stace: Cost Plan
- Pre-construct: Archaeological Desk Based Assessment
- Redstone: Preliminary Ecology Appraisal and Biodiversity Net Gain
- CPMC Surveying: Daylight & Sunlight Assessment
- Markides Associates: Framework Construction Logistics Plan, Delivery and Servicing Management Plan, Waste Management

Strategy, Travel Plan, Transport Assessment, Site Waste Management Plan, Parking Design and Management Plan, Parking Assessment.

- Criterion Capital: Construction Management Plan
- Centro: Planning Statement, Covering Letter, CIL Form, Draft Heads of Terms,
- JS Lewis: Energy Statement, Circular Economy Statement, Whole Life Carbon Assessment.
- Bill of Quantities: Potter Raper
- The PES: BREEAM Pre-assessment
- Avison Young: Environmental Statement
- Ekosgen: Socio Economic Assessment
- Marshall Fire: Fire Statement
- MAB: Flood Risk Assessment and SUDS Strategy
- Landmark: Foul Sewage and Utilities Assessment
- Montagu Evans: Heritage and Townscape Impact Assessment
- Spacehub: Landscape Strategy
- Lowick: Statement of Community Involvement
- Marcus Foster: Arboricultural Assessment
- Miller Hare: Verified Views
- Arcaero: Wind Assessment

Introduction

1.02 Consultant Team



Client
CRITERION CAPITAL
16 BABMAES STREET
ST JAMES, LONDON SW1Y 6HD



Townscape & Heritage Consultant
MONTAGU EVANS
5 BOLTON STREET,
LONDON, W1J 8BA



Wind Modelling
ARCAERO
KEMP HOUSE 160 CITY ROAD
LONDON EC1V 2NX



Community Involvement
LOWICK
BOROUGH YARDS
13 DIRTY LANE
LONDON



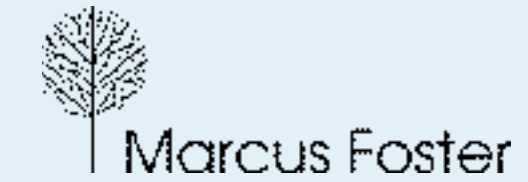
Architect
BUCKLEY GRAY YEOMAN
56 SHOREDITCH HIGH STREET
LONDON E1 6JJ



Transport Consultant
MARKIDES



Air Quality & Noise
HAWKINS
70 WENTWORTH CRESCENT
BASINGSTOKE RG22 4WX



Arboricultural Consultant
MARCUS FOSTER



Project Manager & Planning Consultant
CENTRO PLANNING CONSULTANCY
104 ST JOHN STREET,
LONDON EC1M 4EH



Daylight and Sunlight
CPMC SURVEYING
104C ST JOHN STREET,
LONDON, EC1M 4EH



Fire Safety
WESTON BUSINESS CENTRES
PARSONAGE ROAD
TAKELEY
ESSEX, CM22 6PU



Socio Economic Consultant
EKOSGEN
75 COWCROSS ST
LONDON, EC1M 6EL



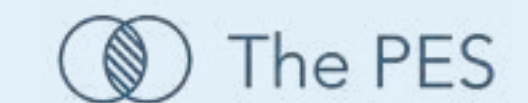
EIA
AVISON YOUNG
65 GRESHAM STREET
LONDON, EC2V 7NQ



Visualisations
MILLER HARE
4 WINSLEY STREET
LONDON W1W 8HF



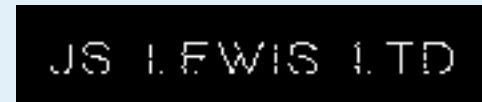
Ecology
REDSTONE
TILFORD COTTAGE
CROCKERWELL, EX6 6NB



BREEM
THE PES
HOLBORN TOWER
LONDON, WC1V 6PL



Landscape Architect
SPACEHUB
7 GIBRALTAR WALK
LONDON E2 7LH



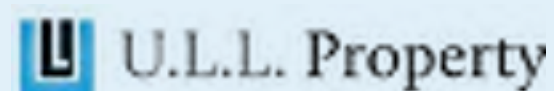
Energy, Overheating & Sustainability
JS LEWIS
29 CHURCH RD,
BATH BA1 4BT



Accessibility Consultant
DAVID BONNETT ASSOCIATES
FOURTH FLOOR
399-401 STRAND
LONDON



Flood Risk Consultant
MAB CONSULTANCY



Viability Consultant
ULL PROPERTY
BOURNE HOUSE
475 GODSTONE ROAD
WHYTELEAFE, CR3 0BL



Quantity Surveyor
STACE LLP
1 FINSBURY AVENUE
LONDON EC2M 2PF

Sewage and Utilities
LANDMARK



Archaeological Consultant
PRE-CONSTRUCT
UNIT 54 BROCKLEY CROSS
BUSINESS CENTRE
96 ENDWELL ROAD,
LONDON SE4 2PD

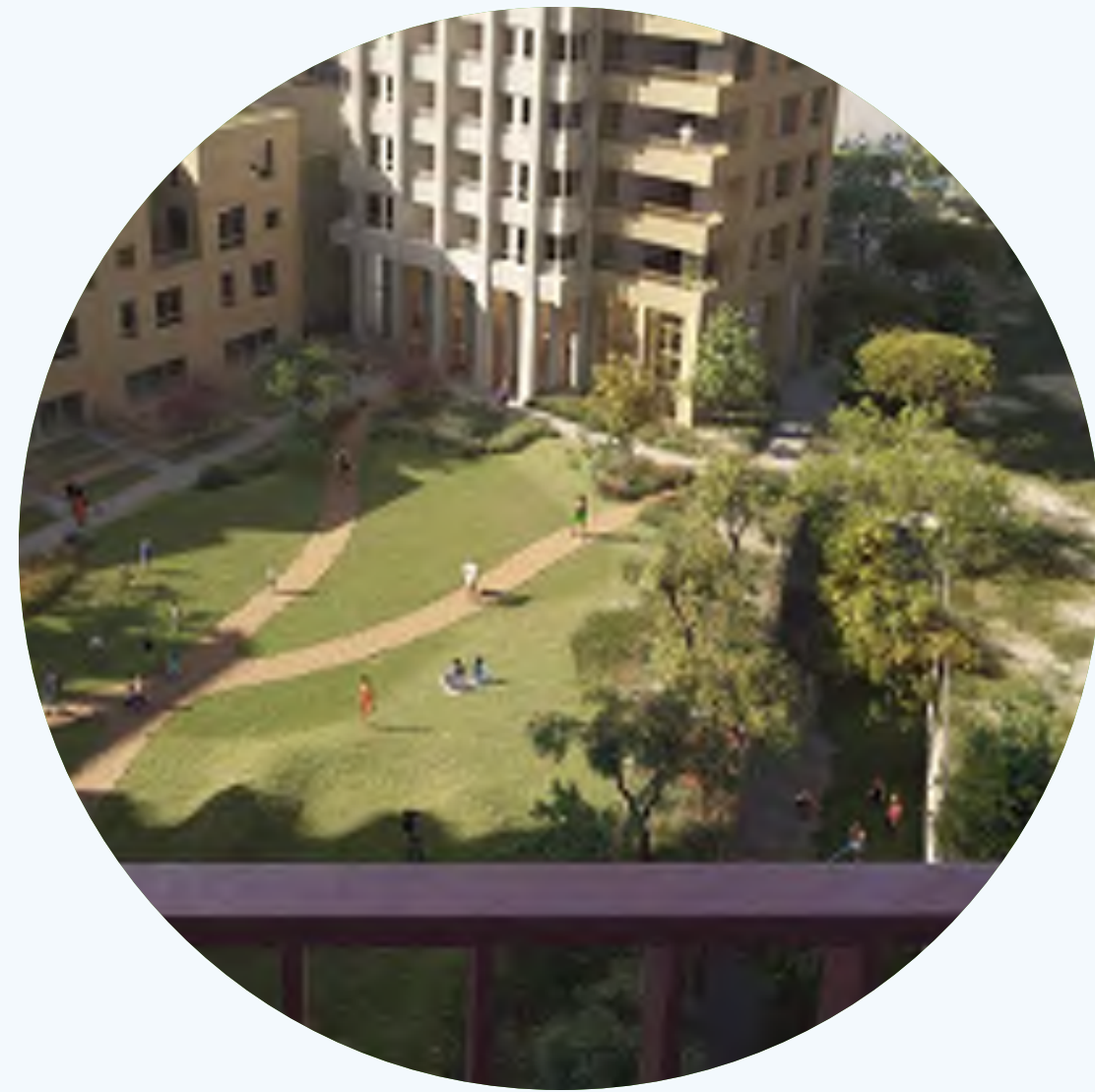
Introduction

1.03 **Vision & Brief**

We are seeking to create a place which is the home to a community, that makes the most of its great location by the river for both residents and visitors, and which integrates with surrounding developments in terms of amenity, access and architectural integrity.

Introduction

Our vision of how we achieve this...



Provide a great place to live



Enhance the Riverside



Mend the Context

Introduction

Provide a great place to live



- ❑ Provide high quality, publicly accessible open space of distinctive identity
- ❑ Design the podium garden so that it is a meaningful space, sheltered from the wind and with good levels of sunlight
- ❑ Provide biodiversity benefits by introducing native plant, shrub and tree species, biodiverse roofs and habitat creation
- ❑ Create landscape settings that are accessible and welcoming to all, fostering a sense of wellbeing and encouraging imaginative play
- ❑ Provide a holistic relationship between architecture and landscape, enhancing indoor-outdoor connections whilst improving access and permeability
- ❑ Create good quality, well laid out apartments with good natural light
- ❑ Provide private external amenity to supplement the shared garden

Introduction

Enhance the Riverside



- ❑ Create generous public green space to the river front with no podium, and large trees
- ❑ Celebrate Enderby House
- ❑ Complement the consented Morden Park and continue the string of green spaces to Morden Wharf
- ❑ Create a public space to mark a proposed Clipper Stop
- ❑ Provide a rare green space as a stopping point along the Thames path
- ❑ Integrate and enhance the Thames Path

Introduction

Mend the Context



- Stitch together the fragmented adjoining sites architecturally and topographically
- Relate the site to its varied neighbouring sites including
 - The Thames Path
 - Morden Wharf
 - Light industrial site
 - Inclining service road - Telegraph Avenue
 - Enderby Wharf
 - Enderby House

Enderby Place

2.0 Project Context

Project Context

2.01 Site Location

The site is located in the London Borough of Greenwich, within the Greenwich Peninsula in South East London.



Project Context

2.02 Greenwich Peninsula

The site is situated in the Greenwich Peninsula Opportunity Area and on the edge of the Greenwich Peninsula West Masterplan, which is the driving force behind large-scale regeneration in the area.

The entire peninsula is the subject of a variety of masterplans and is in the process of a dramatic redevelopment that will transform the area to one of dense, high rise, primarily residential development. The Greenwich Peninsula Masterplan (Ref: 19/2733/O) sets the prevailing heights of the Peninsula, encouraging tall buildings and seeking to increase heights gradually to allow a legible transition from the traditional low-rise housing to the vision of the opportunity area in the north.

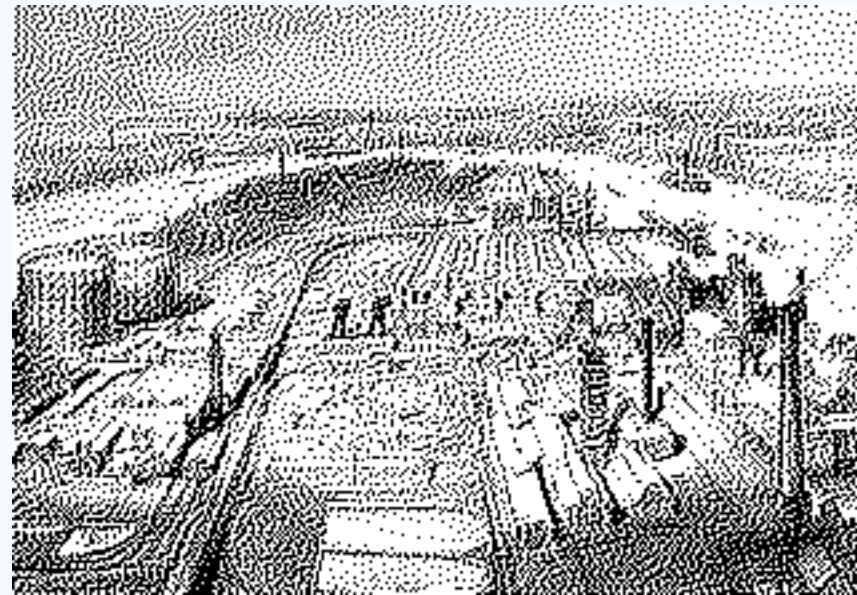
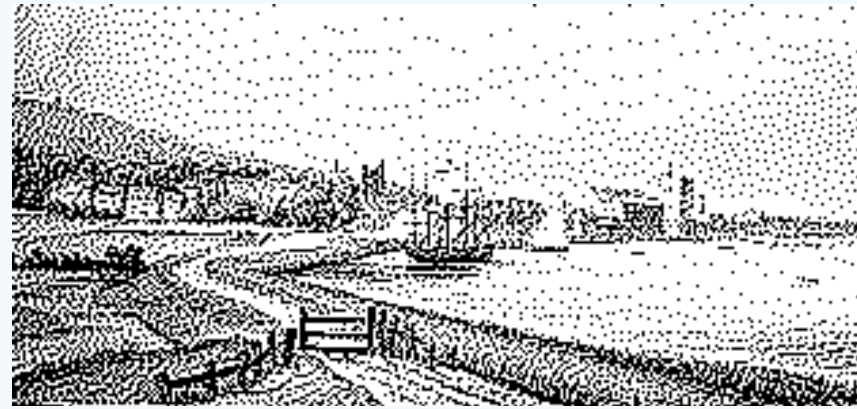
The sites bounding Enderby Place to the south and east have already been developed. The Morden Wharf site to the north is still to be developed, however the proposal should ensure that the two sites interact well, and would not conflict with the general approach taken to scale across the Greenwich Peninsula Masterplan.

The context has therefore significantly changed since the previous consent in 2015 with a number of tall buildings now built out on the peninsula.



Greenwich Peninsula Greenwich Marshes

“Up until the 17th century, the peninsula was, in fact, a vast stretch of mostly uninhabitable marshland called Bugsby’s Marsh, or Greenwich Marsh. Archaeologists believe the area was once even a collection of islands and tidal marshes – a floodplain for the River Thames that was brimming with biodiversity.”



Greenwich Peninsula Emerging Context

The entire peninsula is the subject of a variety of masterplans and is in the process of a dramatic redevelopment that will transform the area to one of an overriding character of dense, high rise, primarily residential development.



MERIDIAN QUAYS



MORDEN WHARF



THE RIVER GARDENS



GREENWICH MASTERPLAN



GREENWICH MILLENIUM VILLAGE

- GREENWICH PENINSULA MASTERPLAN
- GREENWICH PENINSULA MASTERPLAN 2.0
- PROPOSED MASTERPLAN PLOTS
- PROPOSED SCHEMES
- SCHEMES WITH PLANNING PERMISSION
- SCHEMES UNDER CONSTRUCTION

Greenwich Peninsula Urban Grain

The existing surrounding buildings are primarily residential (19th, 20th and 21st century), complemented by a number of industrial or civic buildings.



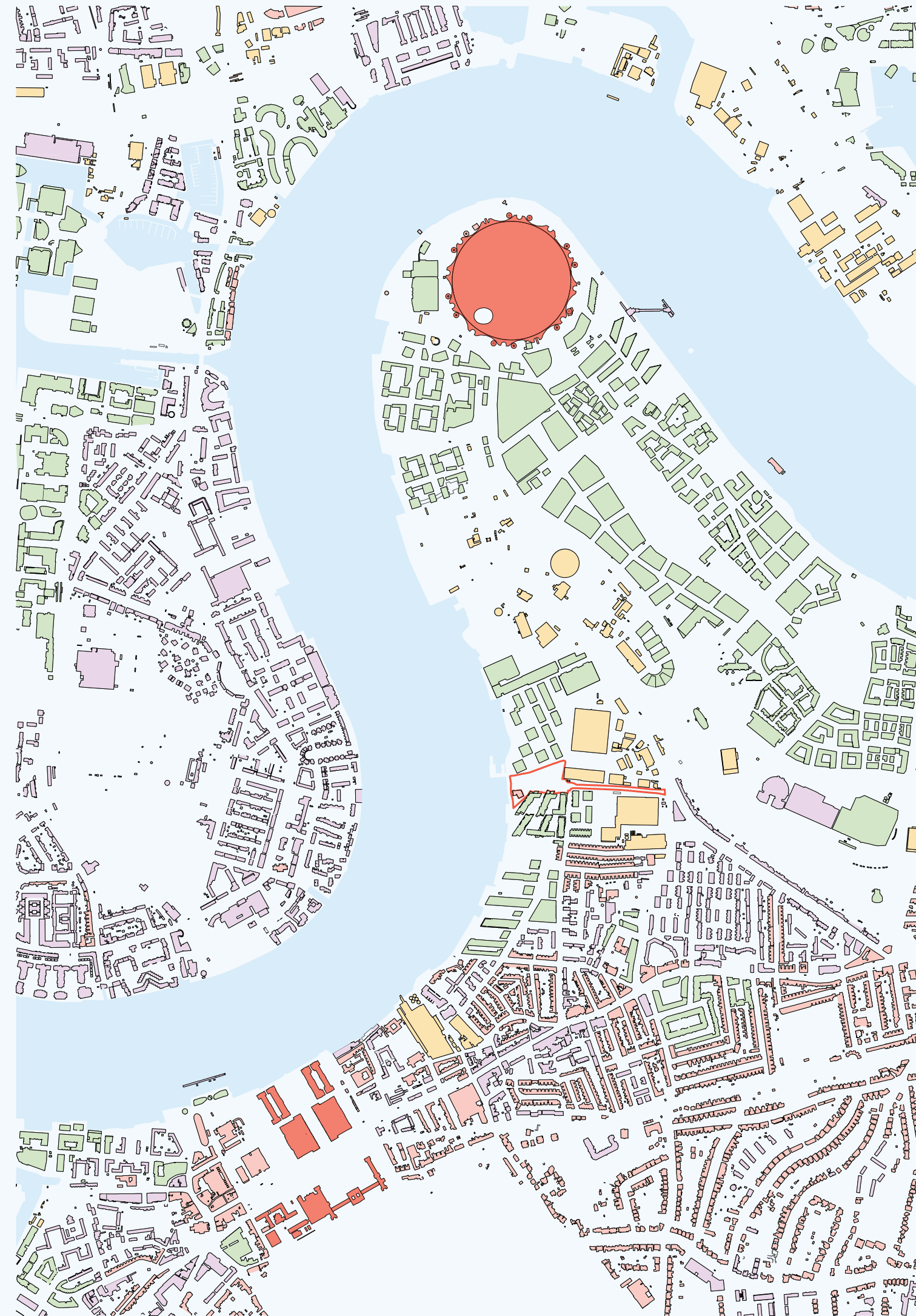
19TH CENTURY



20TH CENTURY



21ST CENTURY



INDUSTRIAL



CIVIC

- CIVIC
- EMERGING
- 20TH C
- 19TH C
- INDUSTRIAL

Greenwich Peninsula Building Heights

The existing surrounding buildings are of a range of scales, with the taller buildings to the riverside and to the north of the site, and the lower scale buildings to the south and east of the site.



TELEGRAPH WORKS (19S) ADJACENT TO LOW RISE INDUSTRIAL BUILDINGS



VICTORIAN HOUSING ADJACENT TO MID-RISE ENDERBY WHARF (12 S)



THE RIVER GARDENS



BUCKLEY GRAY YEOMAN



UPPER RIVERSIDE



THE WATERMAN & THE LIGHTMAN

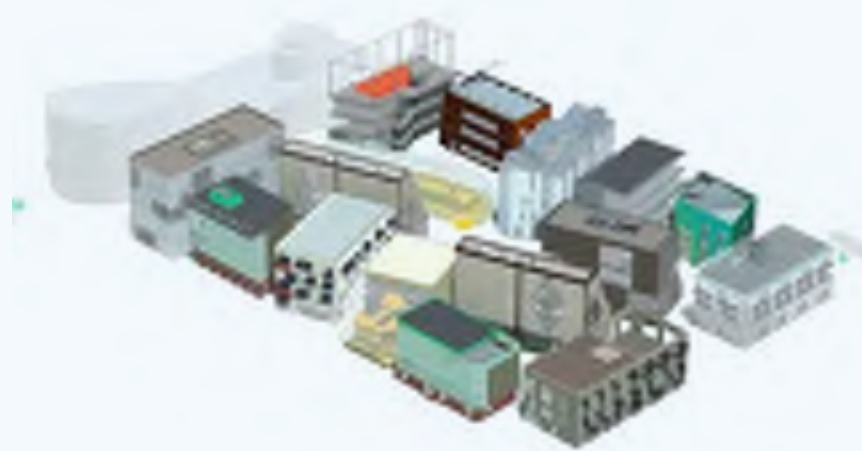
- 19+ STOREYS
- 16 - 18 STOREYS
- 13 - 15 STOREYS
- 10 - 12 STOREYS
- 7 - 9 STOREYS
- 4 - 6 STOREYS
- 0 - 3 STOREYS

Greenwich Peninsula Character Areas

There are a number of different areas with varying characters, from the independent high street to the O2 Arena; and from protected industrial sites to workspace for the creative industries.



THE O2, LEISURE & SHOPPING - 30 MIN WALK



DESIGN DISTRICT - 30 MIN WALK



TRAFALGAR ROAD HIGH STREET, INDEPENDENT SHOPS, CAFES & PUBS - 10 MINUTE WALK



MILLIENNIUM PRIMARY SCHOOL & ST MARY MAGDALENE C OF E SCHOOL PENINSULA SITE - 20 MIN WALK



MILLIENNIUM LEISURE PARK - 10 MINUTE WALK

Greenwich Peninsula Transport

North Greenwich Underground Station and Greenwich DLR stations are less than a 15 minute walk from the site. It is also less than a 3 minute walk to the nearest bus stop. Greenwich and North Greenwich River Bus stops are also within a 20 minute walk.



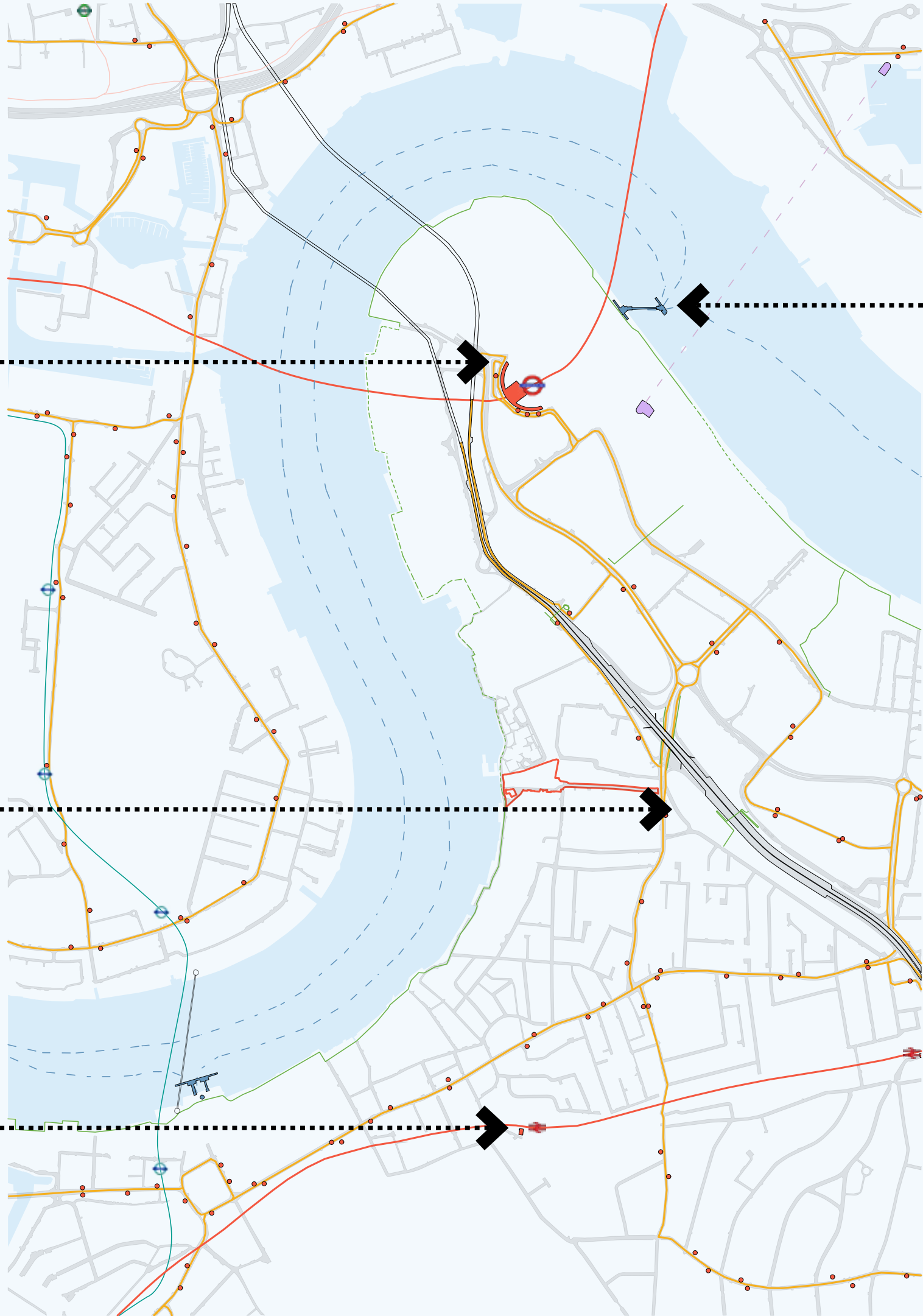
NORTH GREENWICH UNDERGROUND STATION - 20 MIN WALK, 10 MINUTE CYCLE.















NEAREST BUS STOP 5 MIN WALK ALONG TELCON WAY



MAZE HILL 15 MIN WALK



NORTH GREENWICH CLIPPER STOP 25 MIN WALK, 10 MINUTE CYCLE.

-  UNDERGROUND
-  BUS STOP
-  TRAIN ROUTE
-  BUS ROUTE
-  TRAM STATION
-  TRAM ROUTE
-  CABLE CAR STATION
-  CABLE CAR ROUTE
-  FERRY PIER
-  FERRY ROUTE
-  OLYMPIC WAY (THAMES PATH)
-  BLACKWALL TUNNEL

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Greenwich Peninsula Public Green Space

There is limited publicly accessible green space between the Blackwall Tunnel Southern Approach to the east and the west side of the peninsula. The site is defined in the Core Strategy as falling within a 'Local Park Deficiency Area', which covers the western side of the peninsula.



MUDCHUTE CITY FARM



THE WESTCOMBE WOODLANDS



GREENWICH PARK



BUCKLEY GRAY YEOMAN



CENTRAL PARK



GREENWICH PENINSULA ECOLOGY PARK



EAST GREENWICH PLEASAUNCE

Greenwich Peninsula Heritage & Conservation

The site is not listed and is not within the Greenwich World Heritage Site. However, Grade II listed Enderby House adjoins the site to the south. East Greenwich Conservation Area is situated further to the south and Rothbury Hall is Grade II listed on Azof Street to the south east.



ISLAND GARDENS CONSERVATION AREA



ENDERBY HOUSE - LISTED BUILDING



GREENWICH PARK CONSERVATION AREA



- CONSERVATION AREA
- WORLD HERITAGE SITE
- LISTED BUILDINGS



ROTHBURY HALL LISTED BUILDING



MARITIME GREENWICH UNESCO WORLD HERITAGE SITE

BUCKLEY GRAY YEOMAN

Project Context

2.03 The Site

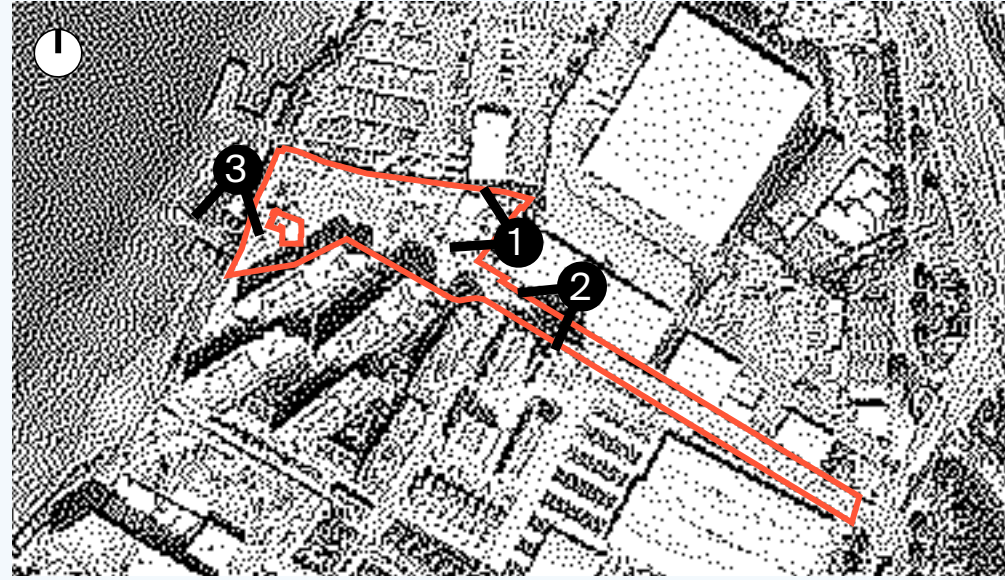
Known as Enderby Place, the riverfront site covers approximately 0.95 hectares and has been lying vacant for approximately 10 years.

The site is bordered by the development sites of Morden Wharf to the North, Enderby Wharf to the south and Telegraph Works and light industrial buildings to the east. The Thames River is to the west.



The Site

The sites bounding Enderby Place to the south and east have already been developed. The Morden Wharf site to the north is still to be developed.



Project Context

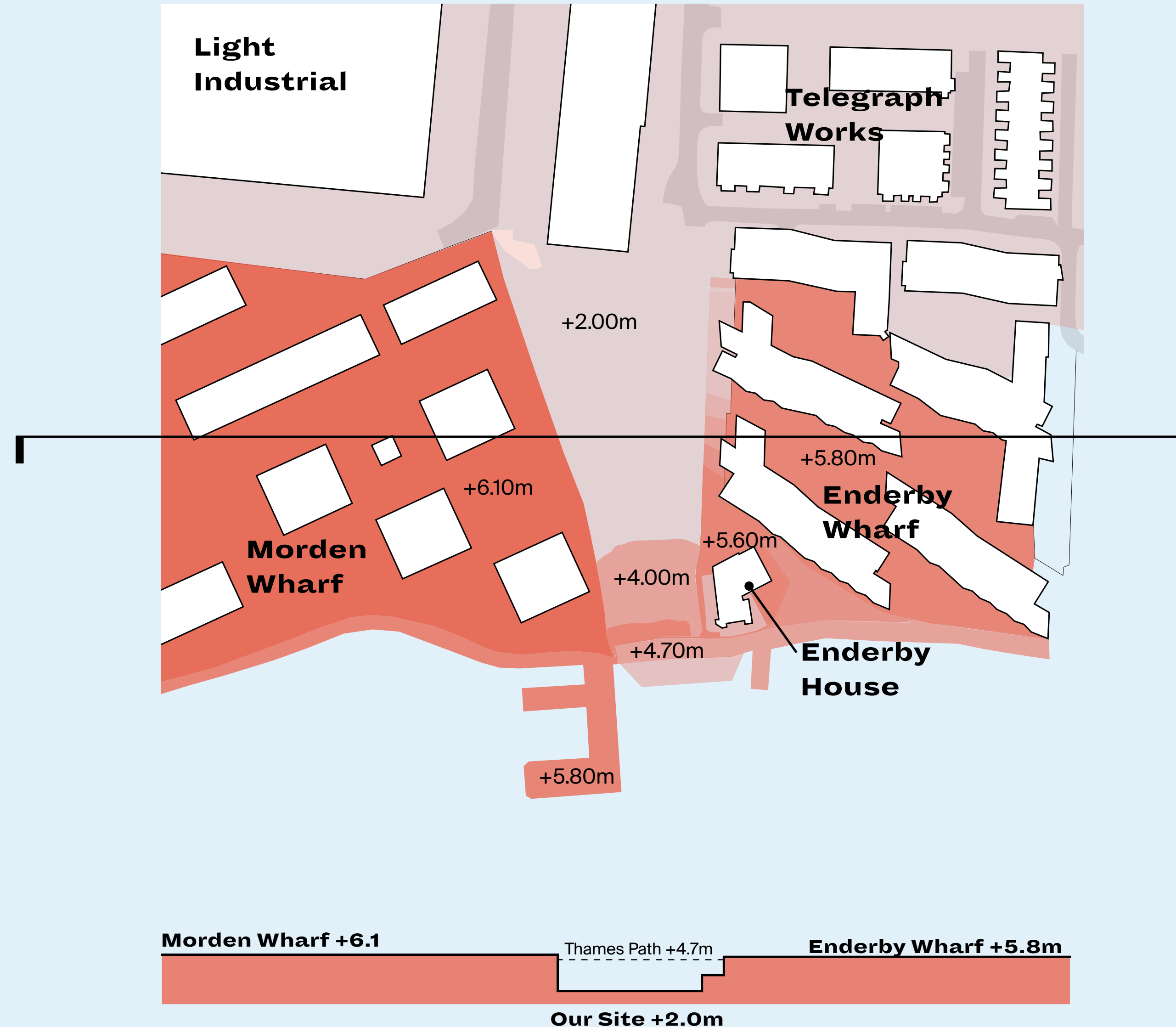
2.04 Neighbouring Developments

The site is level and at grade with the entrance from Telcon Way.

Telegraph Avenue to the south rises 3.4m along its length. The Morden Wharf boundary to the north is formed by a consistent 3.2m high rubble stone retaining wall dealing with the level difference between the sites.

The central garden areas to Enderby Wharf are set 3.5m higher than the site. They are accessed by flights of concrete steps with raised planters and a concrete retaining wall forming the remainder of the boundary.

There are significant level changes between the application site and the adjoining boundaries as illustrated by the plan and section to the right.



Neighbouring Developments Telegraph Works

The adjoining development of Telegraph Works and Enderby Wharf form the southern boundary of the site. Telegraph Works was constructed in 2018, comprising a range of mid to high rise buildings varying in height from eight to 18 storeys.



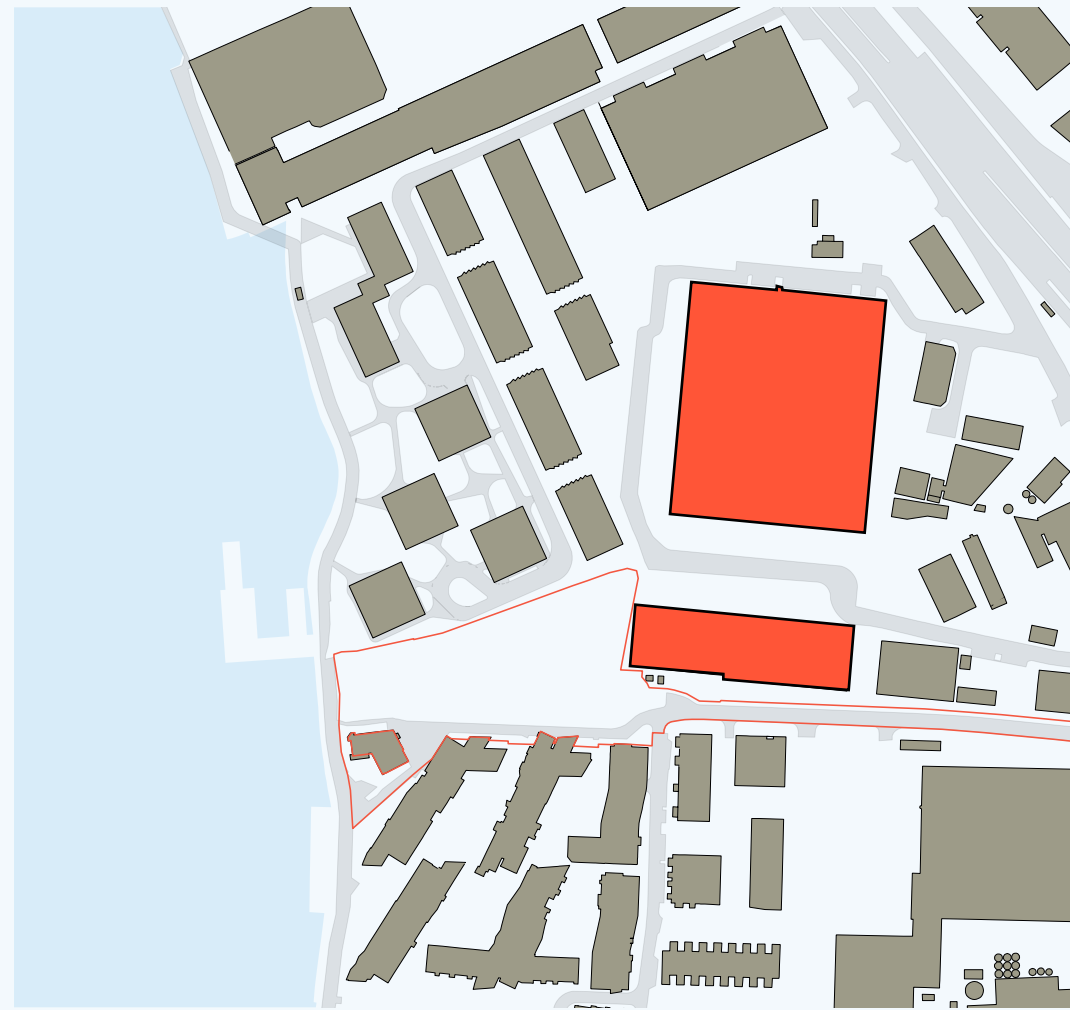
CONSTRUCTED IN 2018



BUCKLEY GRAY YEOMAN

Neighbouring Developments Light Industrial

Located on the eastern boundary and to the north east of the site are warehouse buildings used for light industrial purposes.



BUCKLEY GRAY YEOMAN

Neighbouring Developments Historic Retaining Wall

Running along the northern boundary of the site between Enderby Place and Morden Wharf, is a historic retaining wall. The proposed scheme will work hard to retain and enhance this historic structure.



BUCKLEY GRAY YEOMAN

Neighbouring Developments Enderby House - Public House

Grade II listed Enderby House adjoins the site to the south. Enderby House is one of only seven listed buildings and structures on the Greenwich Peninsula. The building has been refurbished and extended and the lease has been taken by Youngs for the running of a public house.



Neighbouring Developments Enderby Wharf

The built out, primarily residential Enderby Wharf scheme borders the south side of Telegraph Way. The development consists of a group of six blocks of between eight and thirteen stories with garden areas between the blocks.



COMPLETED IN 2019

The garden areas are publicly accessible but are raised a storey above, and are not visible from Telegraph Avenue.

Ventilation grilles to plant rooms face on to Telegraph Avenue at ground level with a creche and office space at raised ground level. The commercial space is set back from the building above and has small punched window openings and as such does not enliven the space.



Neighbouring Developments Thames Path

Greenwich Peninsula is wrapped by 1.6 miles of the Thames. The Thames Path runs along the east edge of the site. A concrete flood defence wall marks the site boundary, forming a physical barrier between the site and the path. The river wall works and the Thames Path improvements were recently completed as part of the Enderby Wharf permission. The intention is to provide a high-quality, traffic-free walking and cycling route for most of the length of the Thames throughout Royal Greenwich.

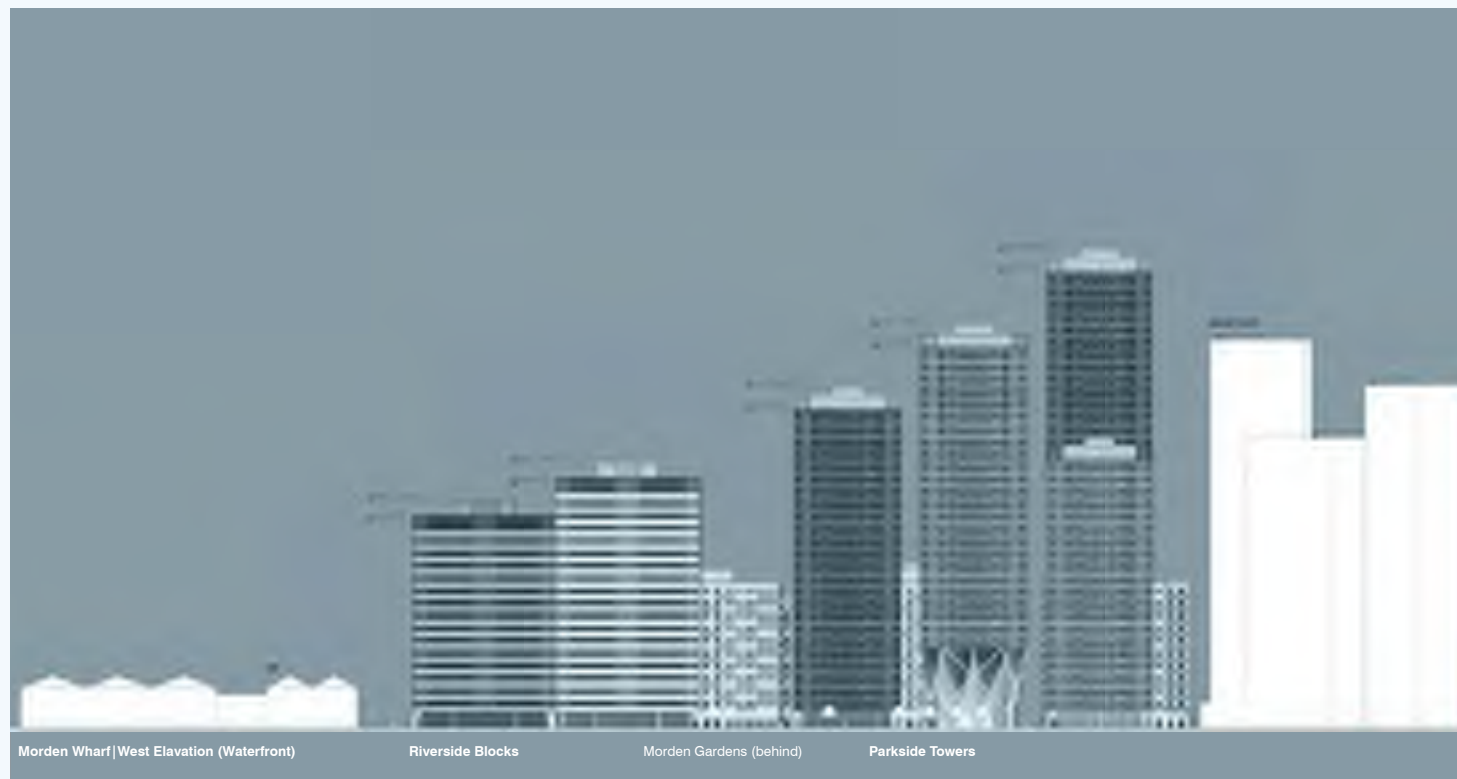


Neighbouring Developments Morden Wharf

The proposed redevelopment of Morden Wharf borders the north boundary of the site. Hybrid planning permission was granted in 2022. The proposals consist of seven new medium rise buildings ranging in height from 6 to 18 storeys and four new towers of between 25 and 37 storeys.



A series of public and semi-private open spaces run between the buildings. The buildings house a range of uses along with residential – industrial, flexible small business space, commercial, retail and community use.

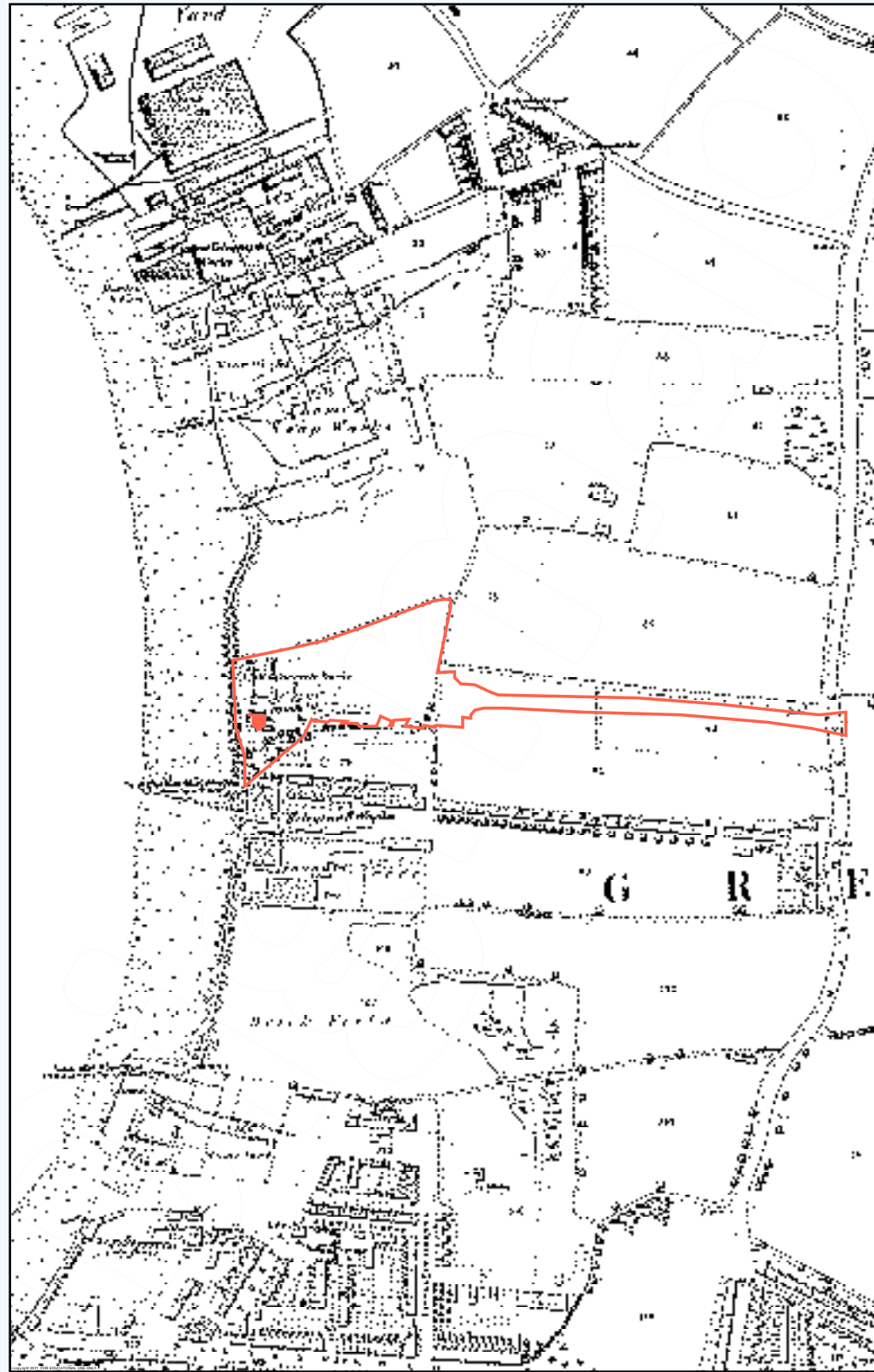


Enderby Place

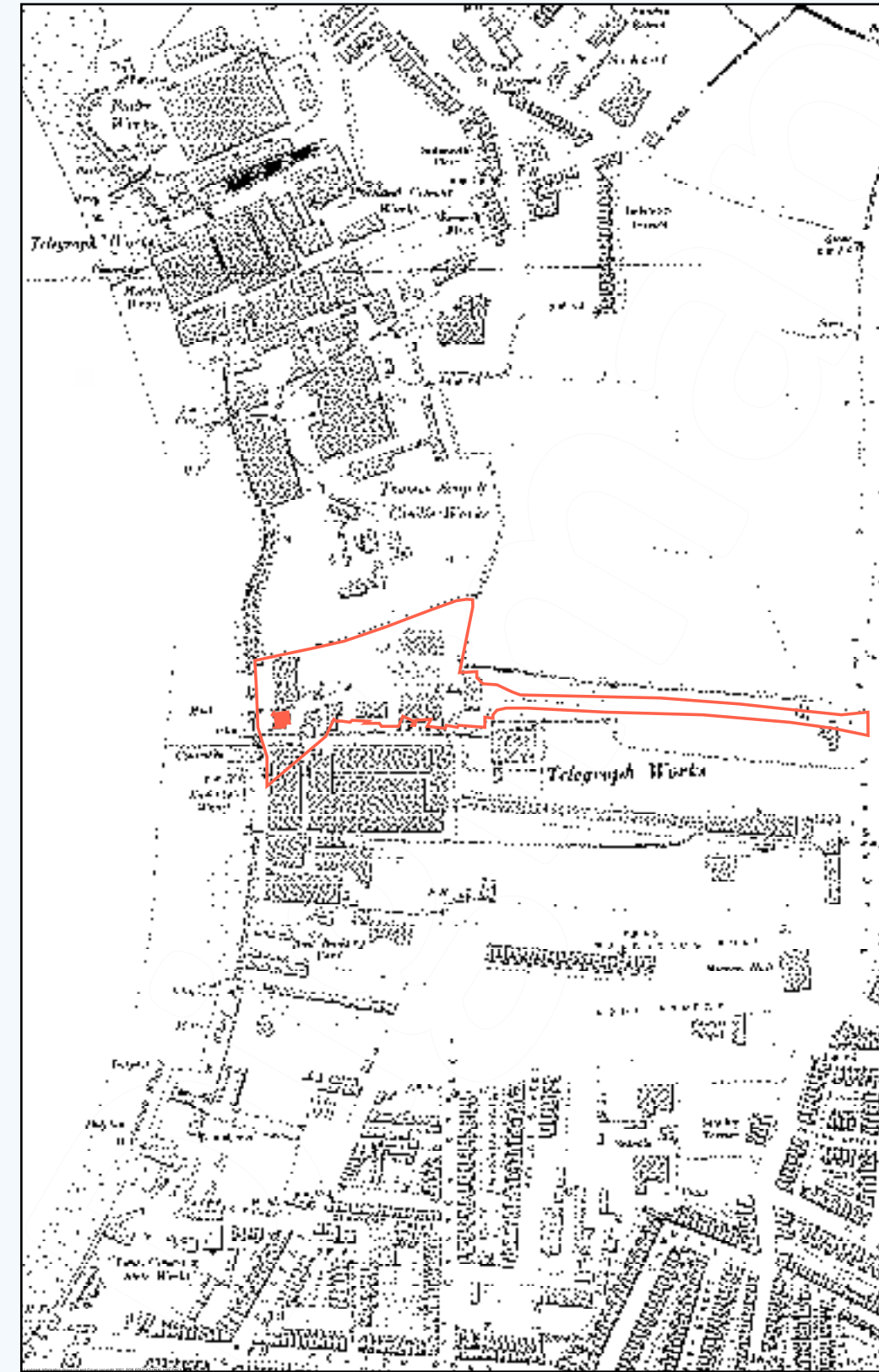
3.0 Site History

A Brief History Industrial Heritage

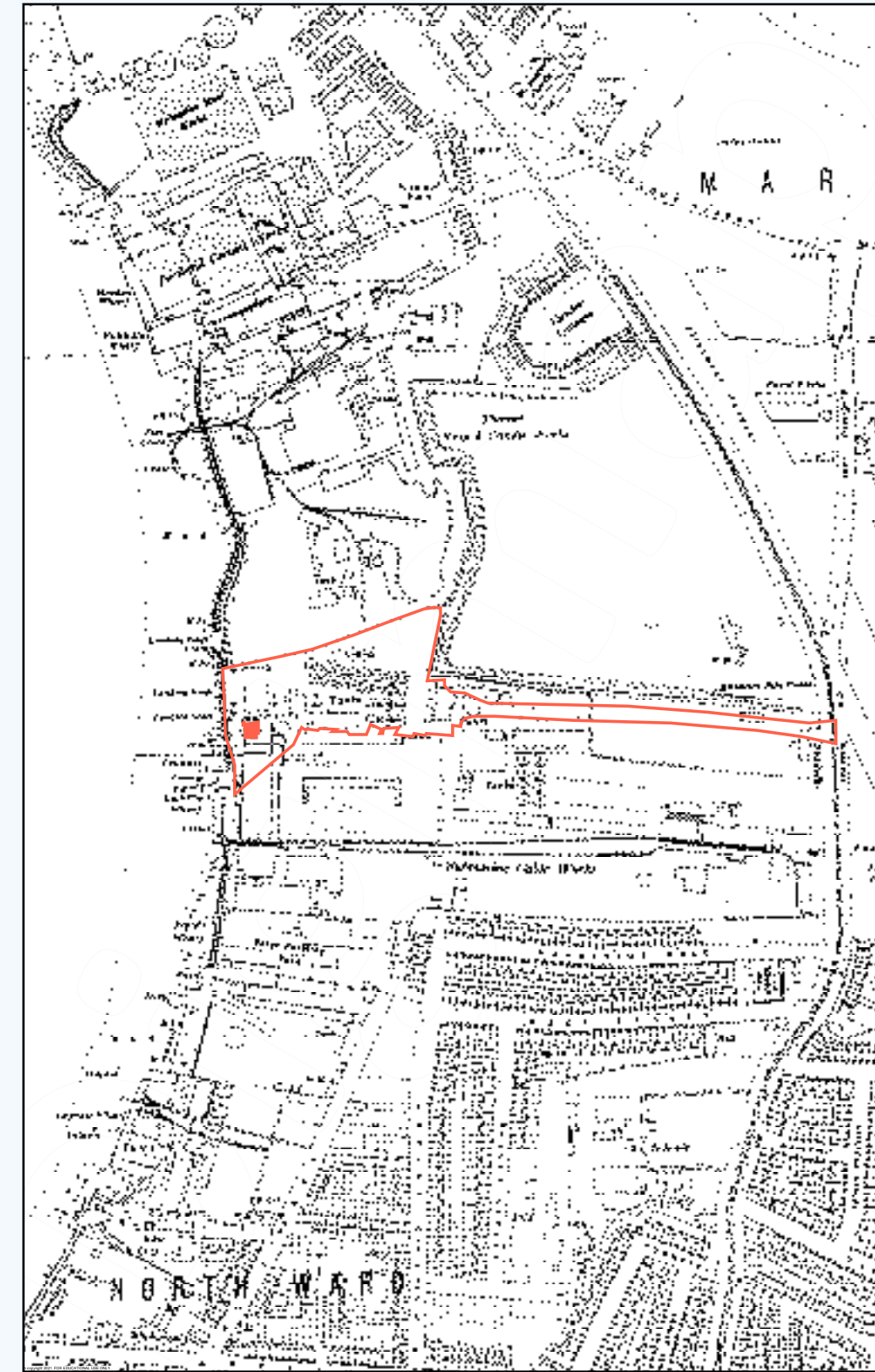
The site has had an expansive industrial heritage, spanning from the early 19th century right up until early 21st century, when the site was acquired in 2019.



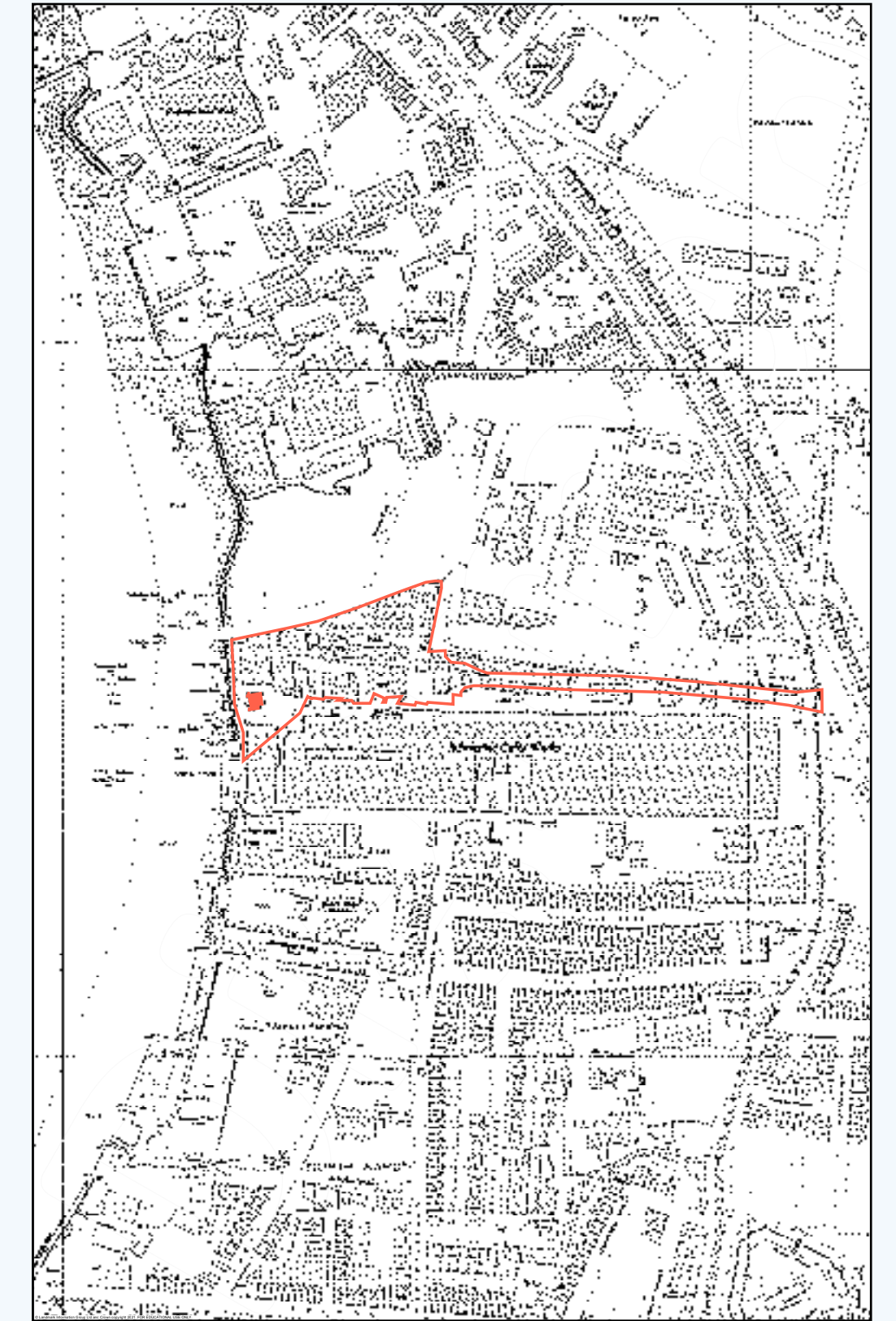
1860 - OLD CONCRETE WORKS



1890 - TELEGRAPH WORKS -
ENDERBY'S WHARF



1910 - SUBMARINE CABLE WORKS



1950 - SUBMARINE CABLE WORKS

A Brief History The Enderbys

In 1830, the Enderby brothers purchased the site, which had first been developed as a naval gunpowder store, but which by then had a rope-walk. They developed and modernised this and added sail making, serving their own and others' shipping interests. The site became known as Enderby Wharf, the name still in use today.



SAMUEL ENDERBY
1755 - 1829



GEORGE ENDERBY
1762 - 1829



SAMUEL ENDERBY
1788 - 1873



CHARLES ENDERBY
1797 - 1876



GEORGE ENDERBY
1801 - 1891



SAMUEL ENDERBY
1907 - 1996



THE SAMUEL ENDERBY ILLUSTRATED
BY LONDON NEWS



THE FIRE AT ENDERBY WHARF, 8TH
MARCH 1845 - ILLUSTRATED BY
LONDON NEWS



THE SPIRIT OF ENDERBY (HERITAGE
EXPEDITIONS)

A Brief History Communications Cables

In 1857 submarine cable manufacturers Glass, Elliot & Co and W.T.Henley took over the site. As well as jointly making the short-lived first transatlantic telegraph cable, Glass, Elliot & Co supplied many early telegraph cables. In the 1860s they were absorbed into the Telegraph Construction and Maintenance Company which manufactured a second transatlantic telegraph cable at Enderby's Wharf. This was successfully laid by the SS Great Eastern. The company went on to manufacture many more transatlantic cables, and others to Australia, New Zealand, India, Hong Kong etc. In 1935 the site came into the ownership of the newly formed Submarine Cables Ltd.



SS PERSIAN LOADING THE BRETT'S MEDITERRANEAN CABLE AT MORDEN WHARF, 1854



GLASS, ELLIOT FACTORY AT ENDERBY WHARF 1857



HMS AGAMEMNON LOADING THE ATLANTIC CABLE AT ENDERBY WHARF 1857



THE SS GREAT EASTERN LAYING THE ATLANTIC CABLE 1865



ENDERBY WHARF, 1886



SCL SITE, 1946



CS MERCURY LOADING SEAXOM AT SCL GREENWICH 1965



CABLE MACHINERY, ENDERBY WHARF, 2004

A Brief History Enderby House

Enderby House is one of only seven listed buildings and structures on the Greenwich Peninsula.

Although of no particular architectural quality externally, the building has an important history.

Built in circa 1830 by the Enderby family in front of their rope and twine making factory, the family went on to run the largest firm of whalers and sealers in Britain and become pioneers of Atlantic exploration. It was subsequently taken on by Glass, Elliot and Company, a contractor who manufactured telegraph cable at Enderby Wharf and successfully laid the first working transatlantic telegraph cable in 1866.

The building has now been refurbished and extended and the lease has been taken by Youngs for the running of a public house.



4.0
Opportunities & Constraints

Opportunities & Constraints

4.01 Site Analysis

To inform the strategy for the development of the site, we have undertaken an analysis of the range of factors that influence the environment and functioning of the site. These comprise:

- Shading, Daylight & Sunlight
- Wind Exposure
- Access Points
- Overlooking
- Heritage Context



Site Analysis

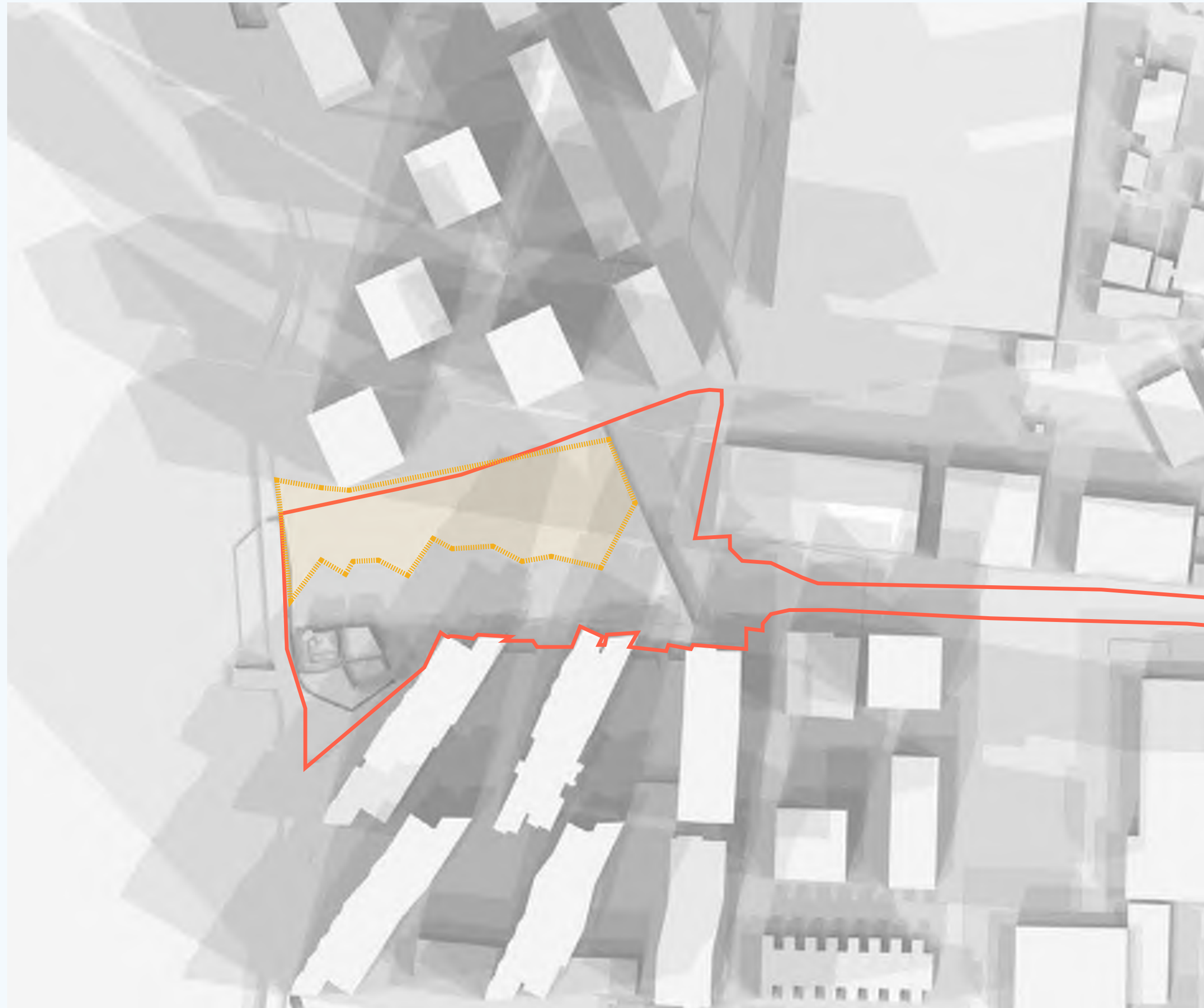
Shading Study - Undeveloped Site



BUCKLEY GRAY YEOMAN

Site Analysis

Daylight & Sunlight

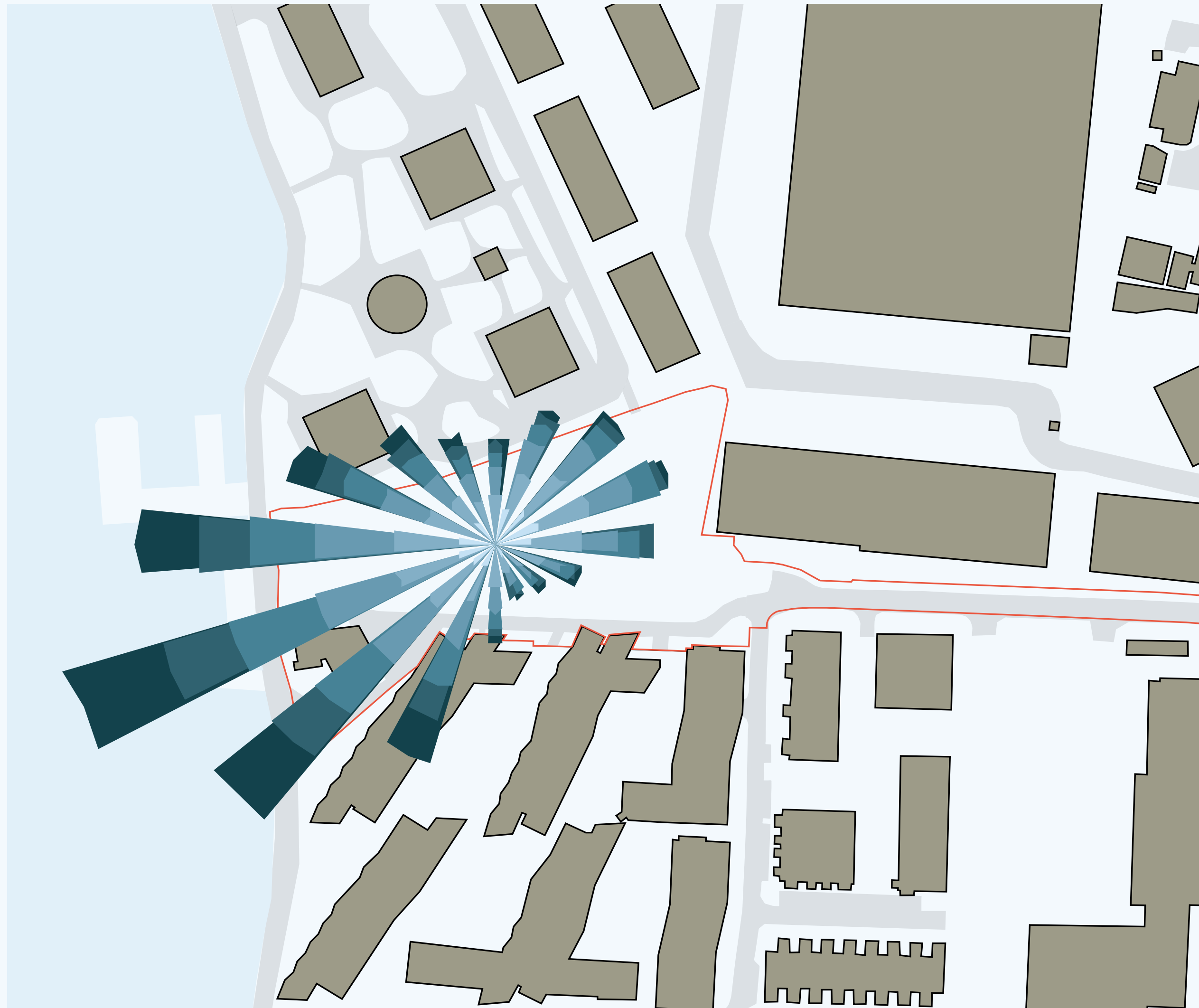


By overlaying the shading studies throughout the times of day and year, it is possible to get an overview of the parts of the site that receive the most sunshine. Our findings were as follows:

- ❑ Riverside area the sunniest, but also the windiest
- ❑ Southern and eastern edges of site are in continuous shadow
- ❑ Morden Wharf only impacts shade in the late evenings

Site Analysis

Wind Exposure



- ❑ Wind rose and analysis derived from wind microclimate appraisal by ArchAero wind consultants
- ❑ Wind from SW and river exposure
- ❑ Best for building heights to step up from west to east, away from river
- ❑ Narrow gaps between buildings should be avoided
- ❑ River block needs a shelf or canopy at low level to break up downdraft
- ❑ Present oblique faces or corners to the prevailing wind

Site Analysis

Access Points



- Enderby Wharf accessed up steps
- Enderby House recessed into lower level
- Morden Wharf presents its back to site - bin stores / bike stores / bus turning

Site Analysis

Overlooking



- Dotted lines create grid defined by surrounding buildings
- Purple zones denote areas that are within 18m of adjacent facades

Site Analysis

Heritage Context



- The site contains no statutorily listed buildings or designated heritage assets. The site excludes Grade II Listed Enderby House, which is located in the south western corner of the site.
- Enderby House is a building of importance, to be sensitively addressed by the proposals.
- The whole site falls within an area of high archaeological importance.
- East Greenwich Conservation Area is situated further to the south

Site Analysis

Build Zone



- In response to the site constraints, our built form should be contained largely within the darker yellow area
- The area with the greatest amount of sunlight - which would make the best garden areas - is shown in a paler yellow

Opportunities & Constraints

4.02 Access & Connectivity

There are a number of access routes and modes of transport that run next to or close to the application site. These connect our site to the rest of the Greenwich Peninsula and beyond. We have analysed the following:

- By Foot
- By Bike
- Bus Routes
- Thames Clipper



Access & Connectivity By Foot And By Bike

O2 Arena
25 minute walk
8 minute cycle

Local Schools
25 minute walk
6 minute cycle



University of Greenwich
15 minute walk
6 minute cycle

Millenium Leisure Park
12 minute walk
5 minute cycle

Trafalgar High Street
10 minute walk
2 minute cycle

Access & Connectivity Local Bus Routes

**O2 Arena
North Greenwich**
11 minute bus ride

Local Schools
12 minute bus journey



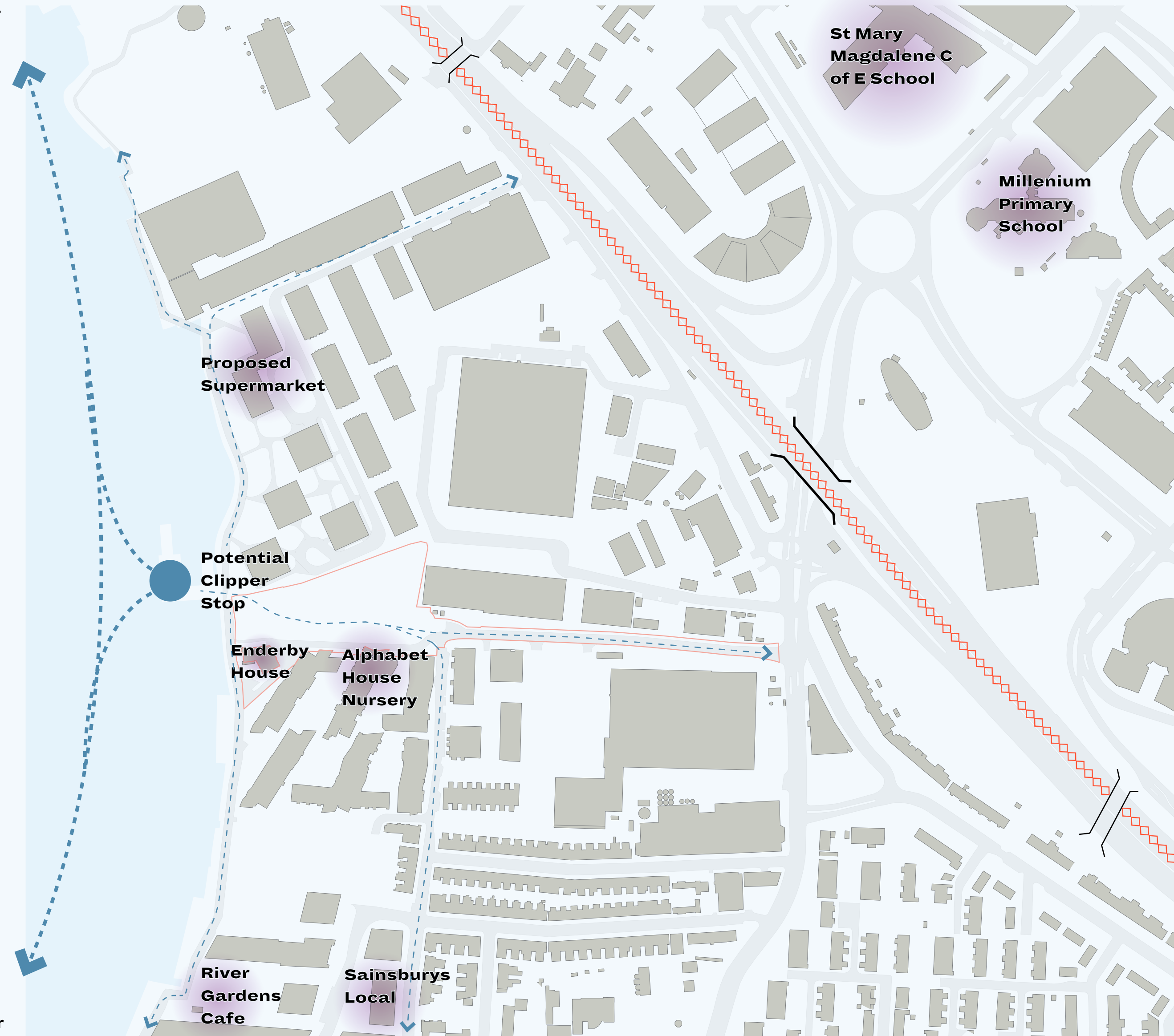
**University of Greenwich
Maze Hill**
15 minute bus journey

Millenium Leisure Park
No direct bus routes

Trafalgar High Street
6 minute bus journey

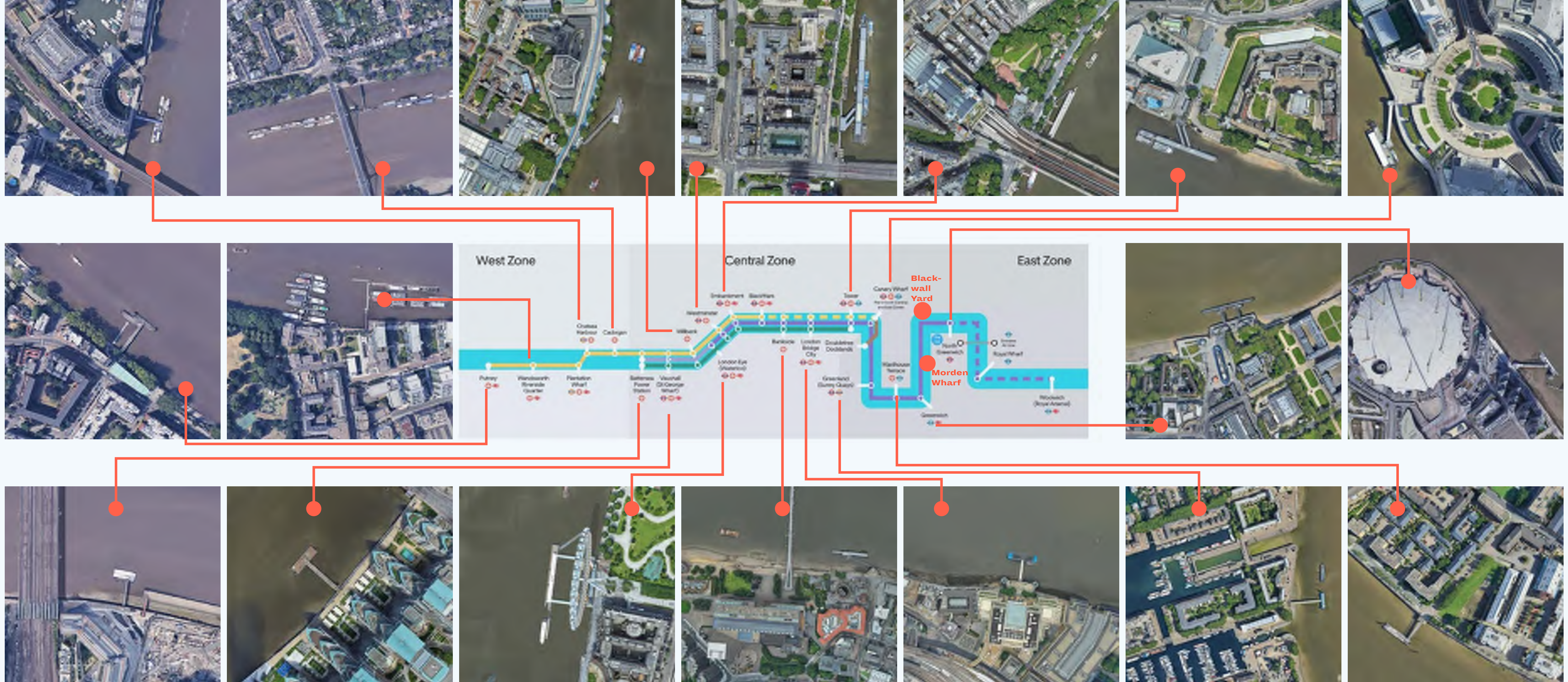
Access & Connectivity Morden Wharf Clipper Stop

Greenwich North Clipper



Greenwich Clipper

Access & Connectivity Clipper Route



Opportunities & Constraints

4.03 Flood Risk Area

The Site is located within Flood Zone 3 and is therefore classified as having a high risk of tidal and fluvial flooding. However, the Site is protected from fluvial and tidal flooding on account of the existing flood defences. On this basis, the completed and operational Development is considered to be at low risk from tidal and fluvial flooding.

In addition, the finished floor level of the Development lies above the present day extreme water level and all habitable floor space of the Development would be located well above the existing present day and future extreme water level.

The raising of the defences will bring a direct, permanent, local and district beneficial impact, by ensuring that the length of the defences along the sites boundary with the Thames are in line with the climate change guidelines.

It is proposed to raise or replace the existing defences either on or close to their current alignment to ensure they achieve the required 100-year design life. To prevent any loss of river volume, a balance between encroachment and retraction of the wall has been achieved which would result in an overall net gain in river area, while ensuring an 8m clear access strip is provided to allow for inspection and maintenance of the walls by the Environment Agency.

In conclusion, the likely residual effect of the Development upon water resources is considered to be insignificant.



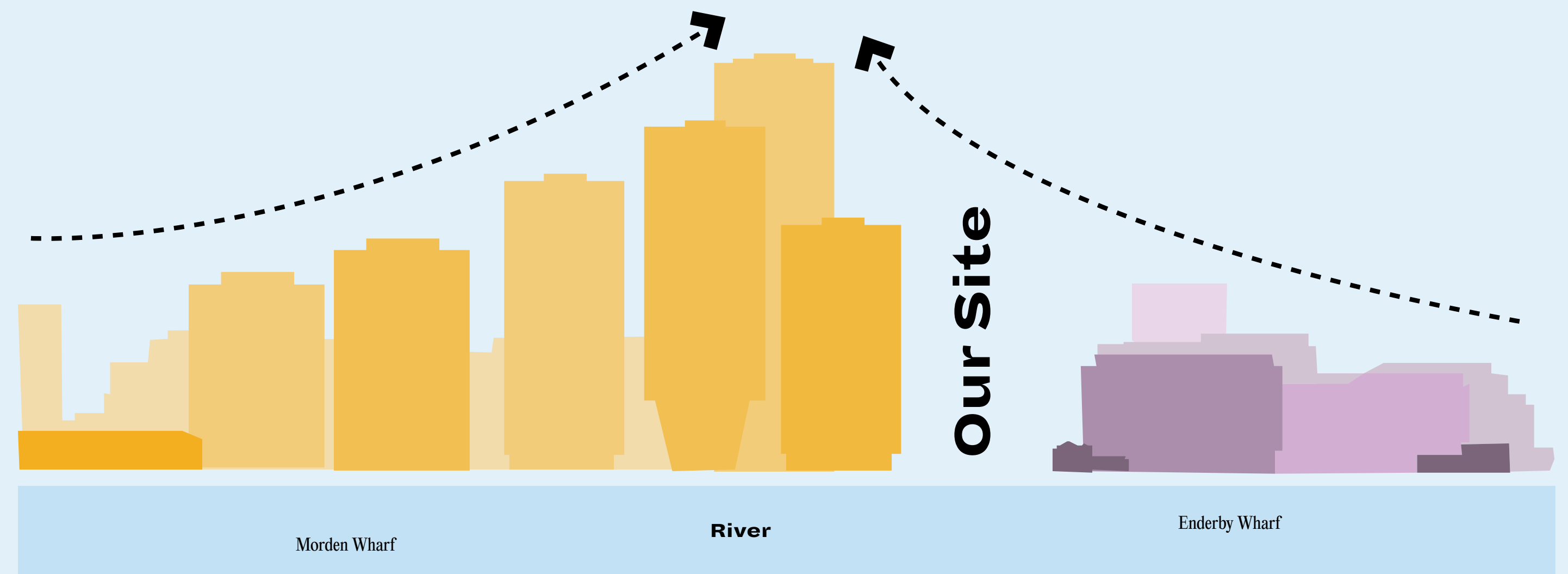
Opportunities & Constraints

4.04 Neighbouring Developments

This application offers the opportunity to stitch together the adjoining developments.

The proposed towers within Morden Wharf to the north of the site, range from 25 and 37 storeys. Whereas, the built out Enderby Wharf scheme to the south, has buildings ranging from eight and 13 storeys.

The application site therefore plays an important role in providing a transition between the two developments.

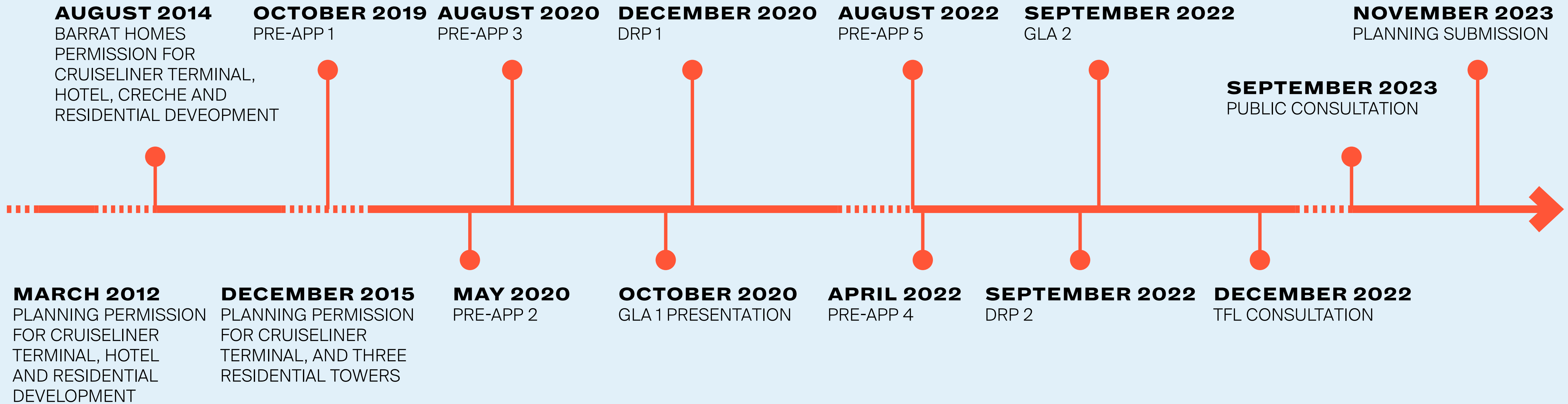


5.0

Planning History & Design Process

Planning History & Design Process

5.01 Timeline



Planning History & Design Process

5.02 Existing Approval

The proposal consists of three towers ranging in height, Block A, 28 storeys to the rear of site, Block Y, 24 storeys to the front of the site and Block Z, 32 storeys in the middle and a medium rise block of 11 storeys adjoining Block A.

A two storey cruise liner terminal covers the majority of the site under Blocks Y and Z and abuts the back edge of the Thames Path to the front of the site.

A new pontoon and jetty are proposed to allow for the docking of cruise liners.

A two storey basement contains parking.



Cruise liner terminal blocking routes across the site and suffocating Grade II listed Enderby House



Cruise liners polluting the peninsula

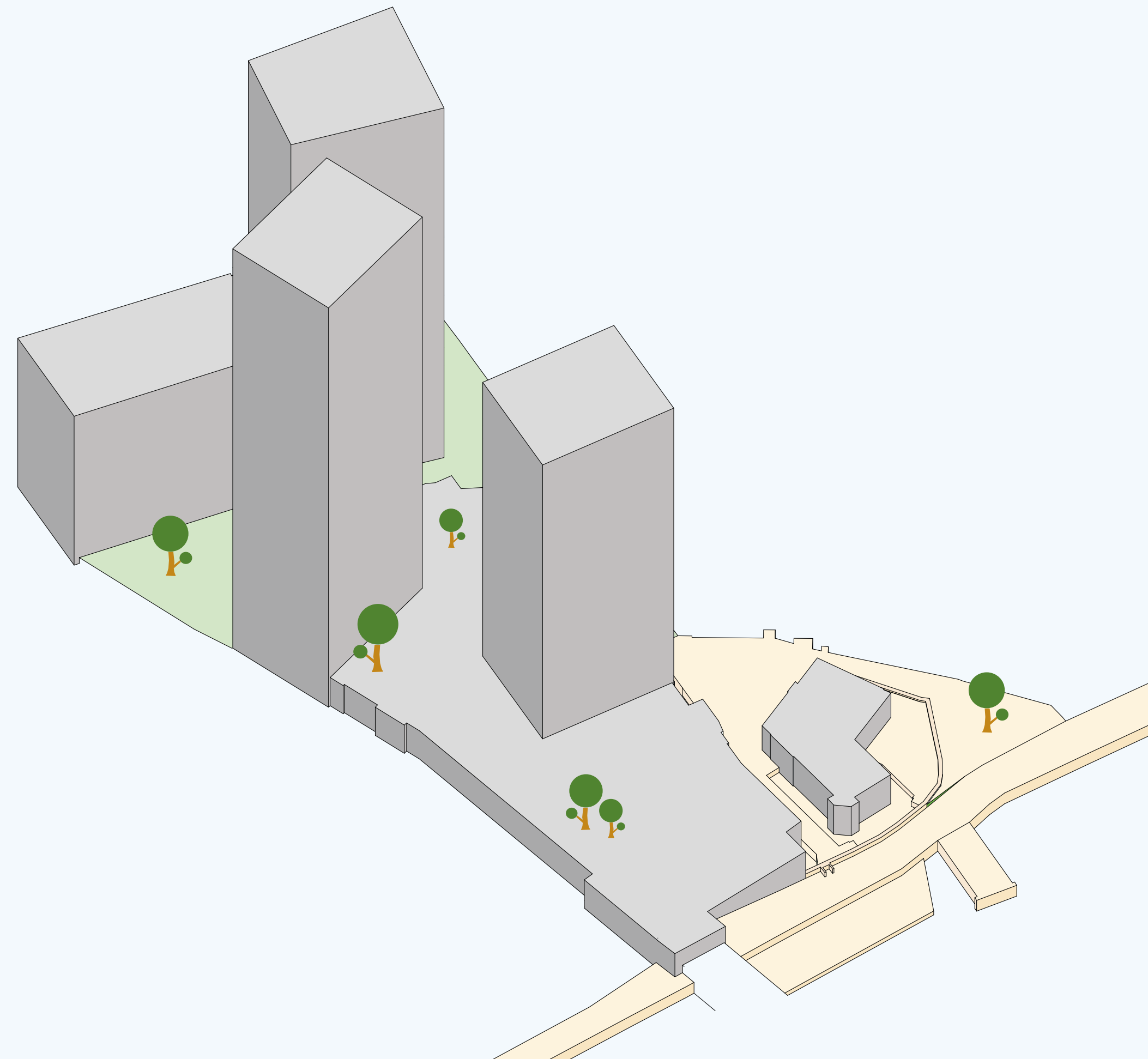


Detached and wind swept public space two storeys up

Planning History & Design Process

Existing Approval

- 477 units
- 15.7% affordable – 79 units
- Storey heights:
 - 28 Block A
 - 11 Block A shoulder block
 - 24 Block Y
 - 32 Block Z
- 198 car parking spaces
- Public realm:
 - 1,428sqm at ground level
 - 2,835sqm two storeys up



Planning History & Design Process

5.03 Pre-Apps 1, 2, 3, DRP & GLA

Between October 2019 and December 2020 a series of Pre-application meetings and a DRP and GLA consultation were undertaken.

The principal driver informing the design development during this period was the premise that the site strategy approved in the extant consent on the site should be used as the basis for the proposals albeit without the cruise liner terminal omitted.

Schemes were developed investigating the way that the proposals could be evolved to take advantage of the removal of the cruiseliner terminal, offering improved connectivity across the site, increased ground level landscape and the opportunity to create a more sensitive relationship with Enderby House.

The following pages provide a synopsis of the options that were developed and the feedback to these.

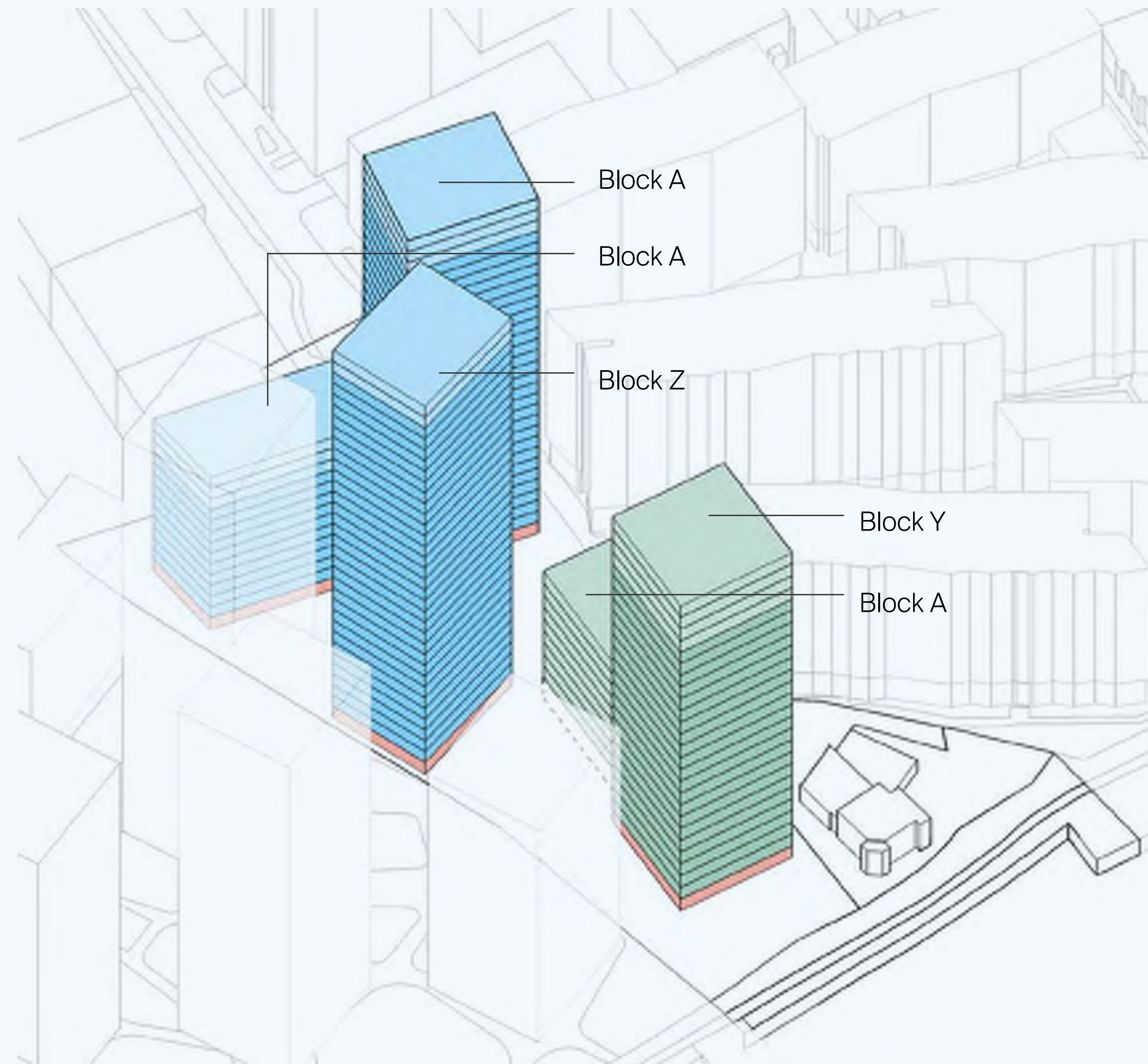


VISUAL PRODUCED FOR PRE-APP 3

Planning History & Design Process

Pre App-1

- 645 aparthotel rooms
- 563 units - 18% increase
- 35% affordable (42% of habitable rooms) - 223% increase
- 138 social units - 492% increase
- 55 social family units - 1375% increase
- 572 u/ha / 1,379 hr/ha
- Total proposal GIA and GEA was not accurately calculated for Pre-App 1 but is larger than following Pre-Apps.

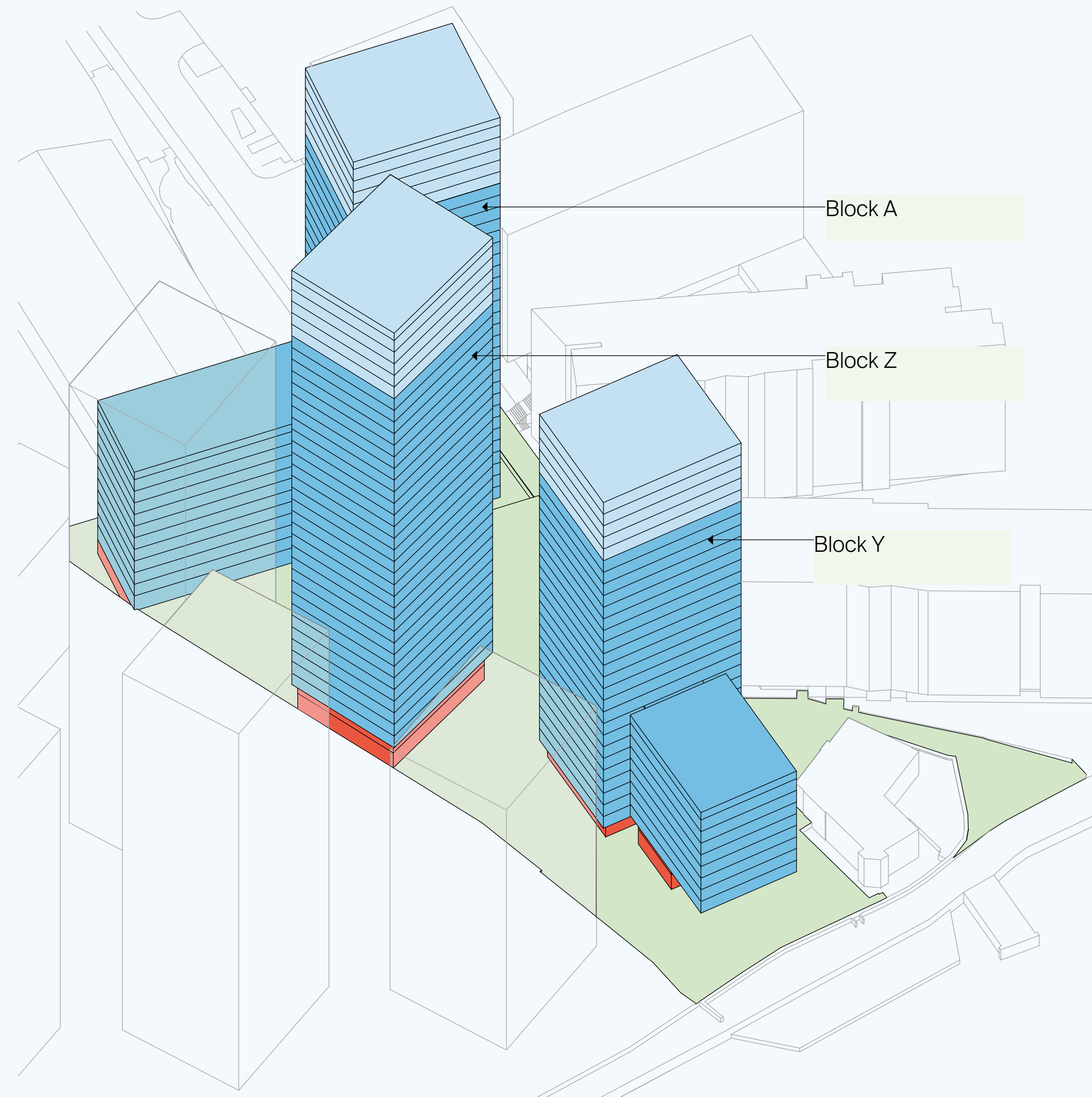


- Storey heights:
 - 31 Block A (+3)
 - 14 Block A shoulder block (+3)
 - 26 Block Y (+3) (greater f-c heights than approved, equivalent to 27 storeys)
 - 11 Block Y shoulder block
 - 34 Block Z (+2)
- Blue badge car parking spaces only and provision for on-site servicing
- 6,020sqm of public realm at ground level - 459% increase

Pre-Applications

Pre App-2

- 793 units total made up of a blend of one, two and three bed apartments
- maximum viable amount of affordable housing - quantum, tenure type and unit mix subject to further negotiations with the Council alongside a viability exercise
- 35% affordable housing provision with all units provided at Discount Market Rent levels in accordance with Draft London Plan Policy H11
- The total proposal GIA is 64,500sqm and the GEA is 71,900sqm (excluding the basement level)

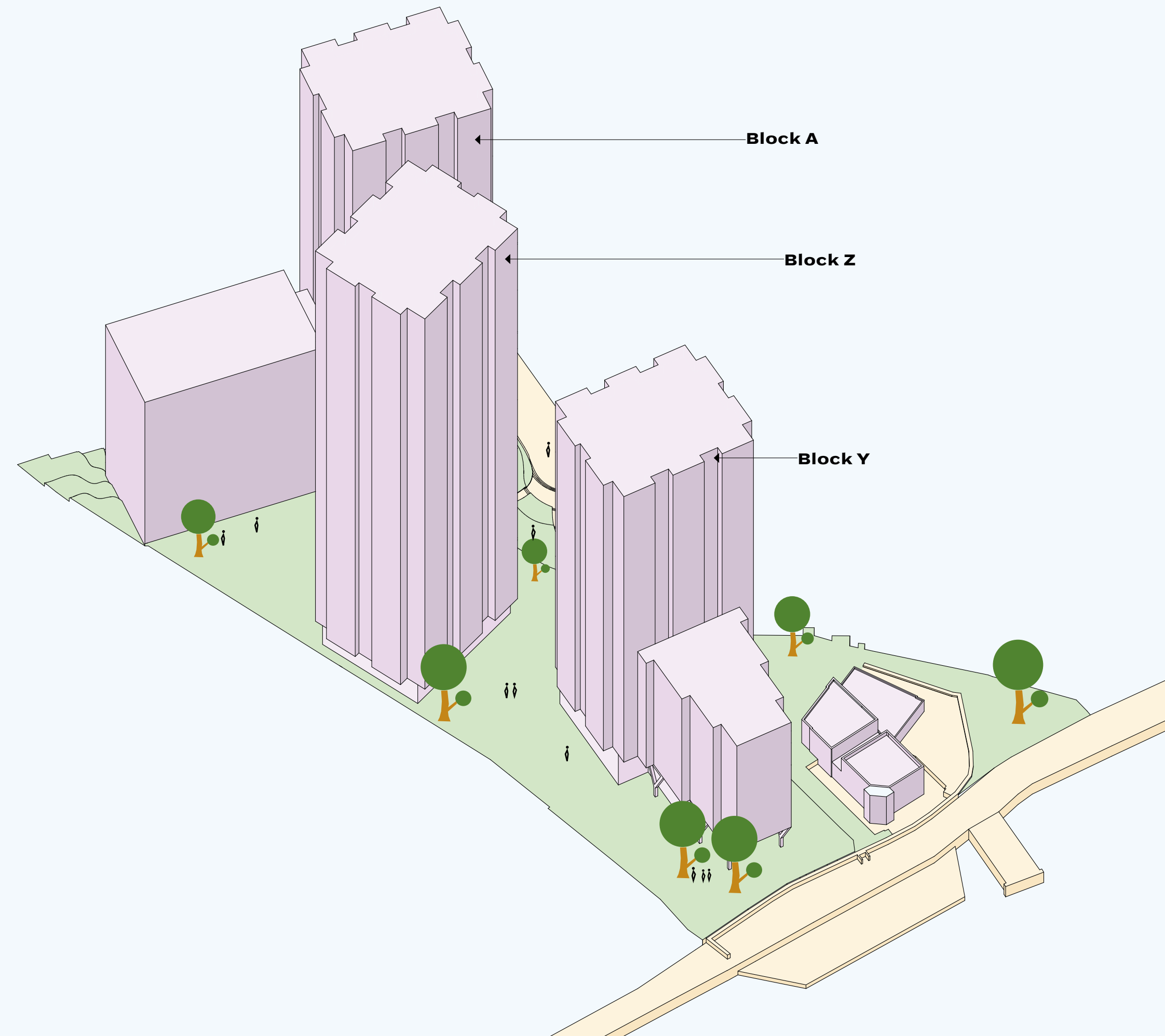


- Storey heights:
 - Block A tower - 33 storeys (+5)
 - Block A shoulder - 11 storeys (no change)
 - Block Z - 37 storeys (+5)
 - Block Y tower - 28 storeys (+5)
 - Block Y shoulder - 11 storeys (new block)

Pre-Applications

Pre App-3

- 749 total units
- 265 affordable units @ 35%
- 7,818sqm of ground level public realm
- Building heights retained as consented
- Cruise liner terminal gone
- 3 towers, 2 shoulder blocks
- Footprint an enlargement of the current consented scheme
- The total proposal GIA is 58,133sqm and theGEA is 67,337sqm (excluding the basement level)



- Block A tower: 28 storeys
- Block A shoulder: 11 storeys
- Block Z: 32 storeys
- Block Y tower: 23 storeys
- Block Y shoulder: 10 storeys

Pre-Applications

Feedback to Pre Apps 1, 2, 3, DRP & GLA (Before 2021)

Clear vision required for place we are creating that responds to context and history

Optimise not maximise

Design led approach

Provide legible, high quality public and private landscape with clear hierarchy

Wind / overshadowing taken into consideration

Landscaping and building design to present a coherent vision

Social hubs of Enderby House pub and Clipper stop are strongest assets

Site presents excellent opportunity for regeneration and opportunity to mend fractured urban realm.

Connectivity to neighbouring sites and wider context needs to be better understood

Planning History & Design Process

The initial project brief and that which formed the basis for the schemes developed for the first 3no. Pre-Apps was to re-work the consented massing.

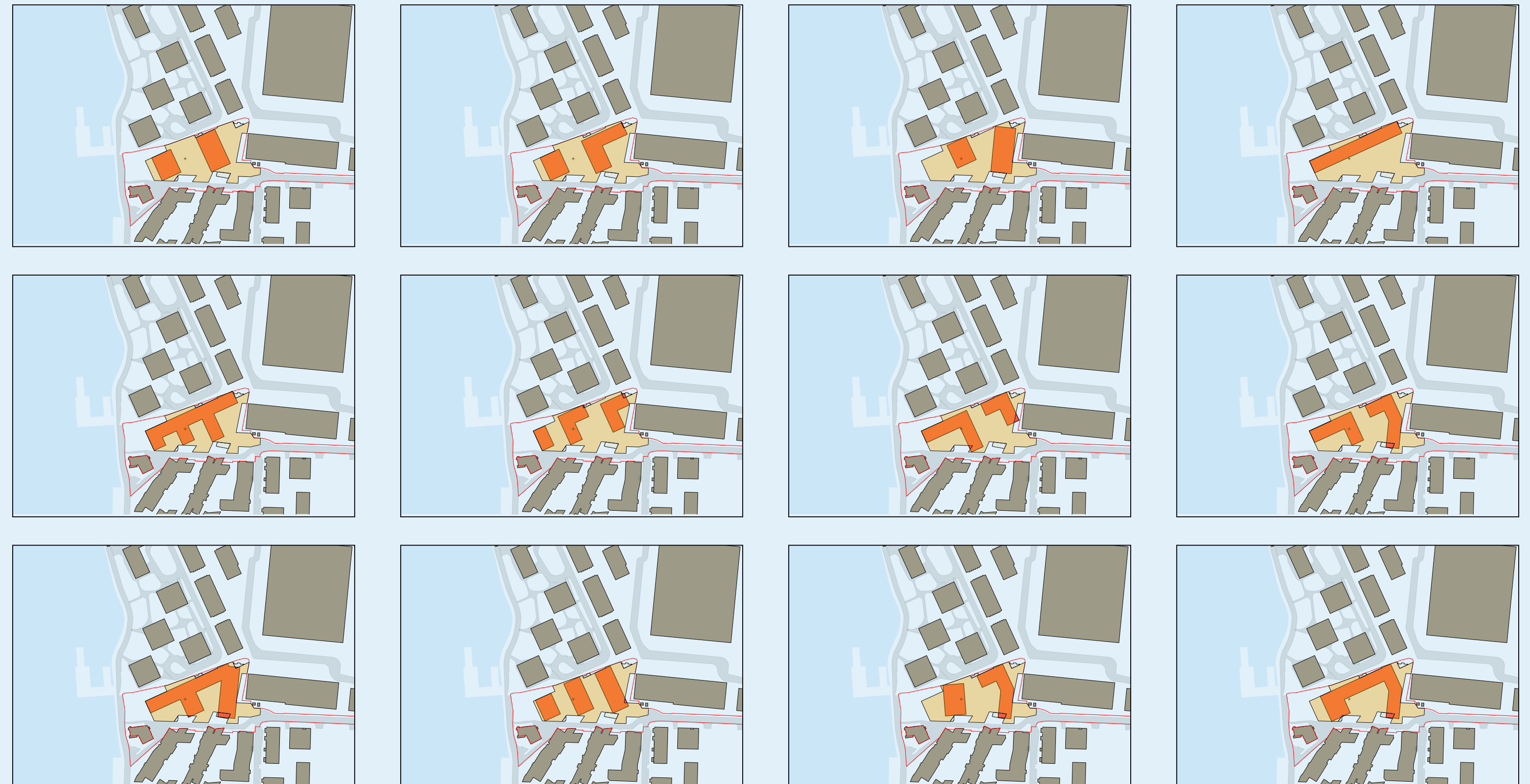
Following the feedback to the first 3no. Pre-Apps and the GLA and DRP presentations, the client instructed the design team to go back to first principles, taking a design and landscape-led approach to the development of the proposals for the site.



Planning History & Design Process

5.04 Updated Site Strategy

Following feedback to Pre Apps 1, 2, 3, DRP & GLA (Before 2020), multiple site layout options were explored.



Planning History & Design Process

5.05 Landscape-led Approach

The 'fresh start' was approached with the need to create a design that is landscape 'led' with buildings as 'leftover' space.

The following slides demonstrate this approach, and respond directly to the pre-app feedback.

The aims included:

- Limited overlooking within our site
- Very little north facing landscape
- Very good quality, as well as quantity, of public realm
- SW wind mitigated and improved
- Daylight to adjoining developments improved due to larger 'sky' view



Landscape-led Approach

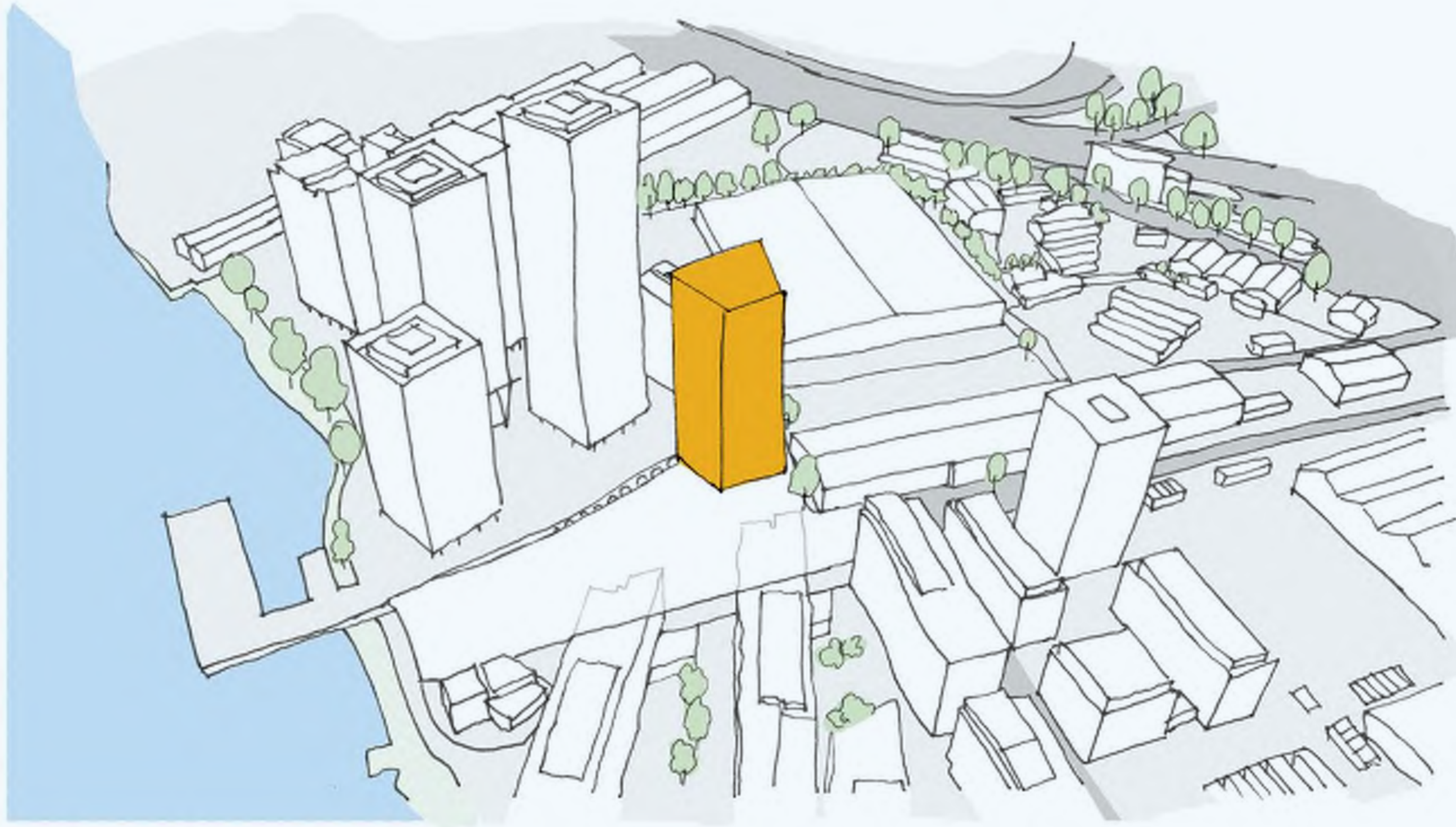
Creating Meaningful Green Spaces



- Create two meaningful external spaces with good environmental conditions
- River side public space which relates to the pub and clipper
- Private residential amenity that is more sheltered from wind and public circulation routes

Landscape-led Approach

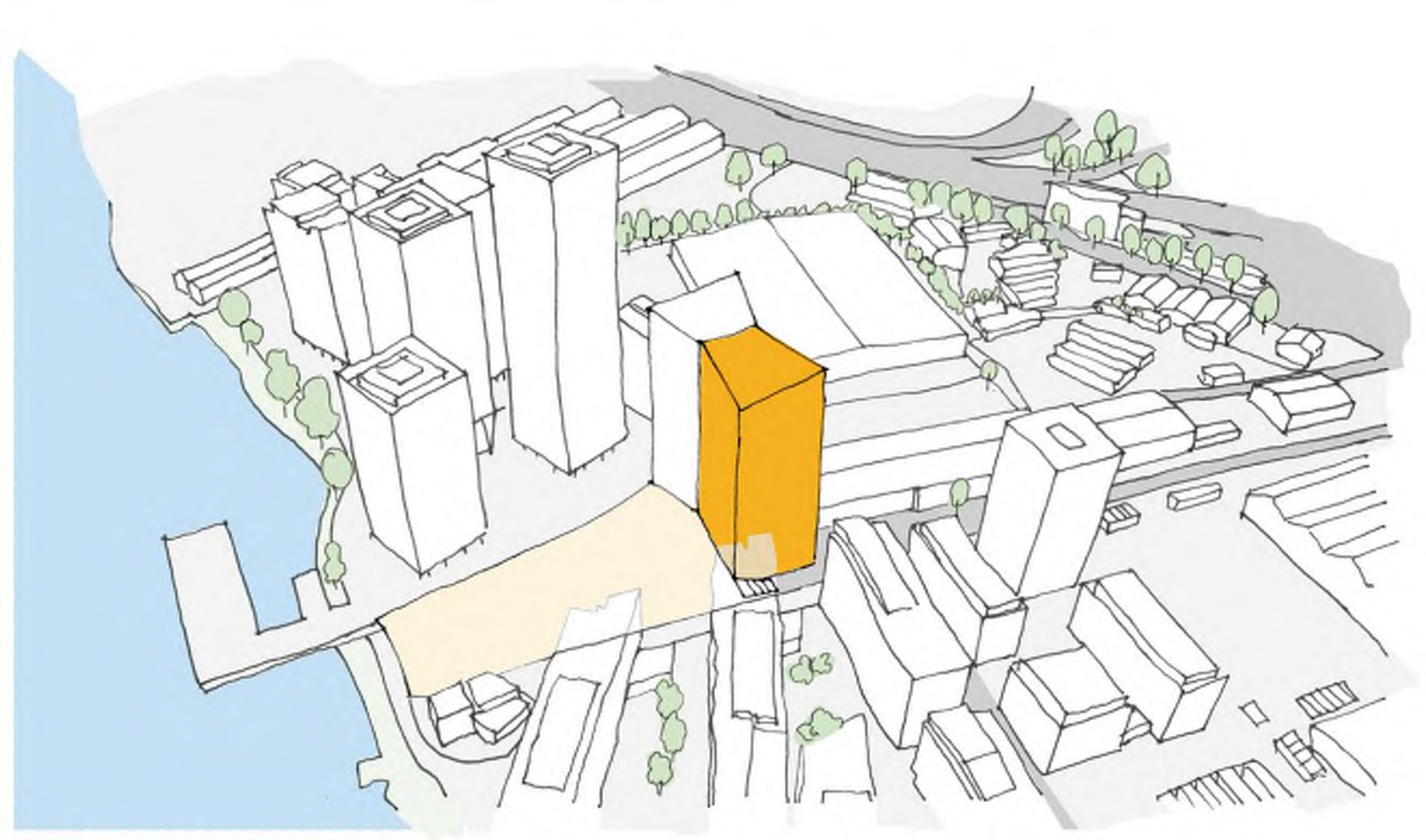
North Eastern Block



- Built element added to north east corner
- Responds to scale of Morden Wharf
- Minimises overshadowing of external space and adjoining sites

Landscape-led Approach

Conjoined Block



- ❑ Conjoined entrance block added
- ❑ Activates entrance to site and screens private garden
- ❑ Allows raised landscape to link with Morden Wharf and respond to flood levels

Landscape-led Approach

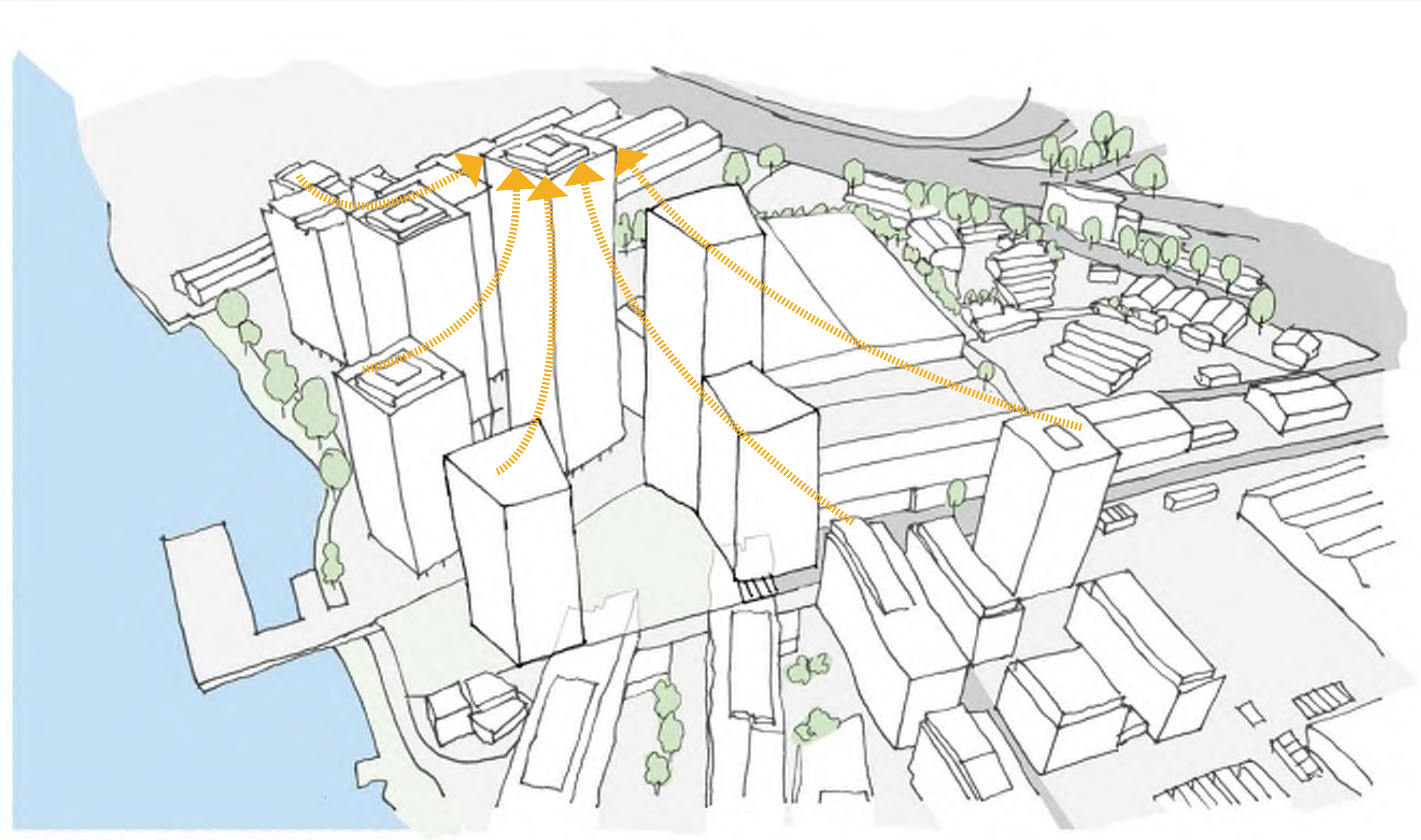
River Block



- ❑ River block added
- ❑ Separates private garden from public riverside park
- ❑ Provides private garden with shelter from wind and river exposure
- ❑ Responds to scale of Morden Wharf river block

Landscape-led Approach

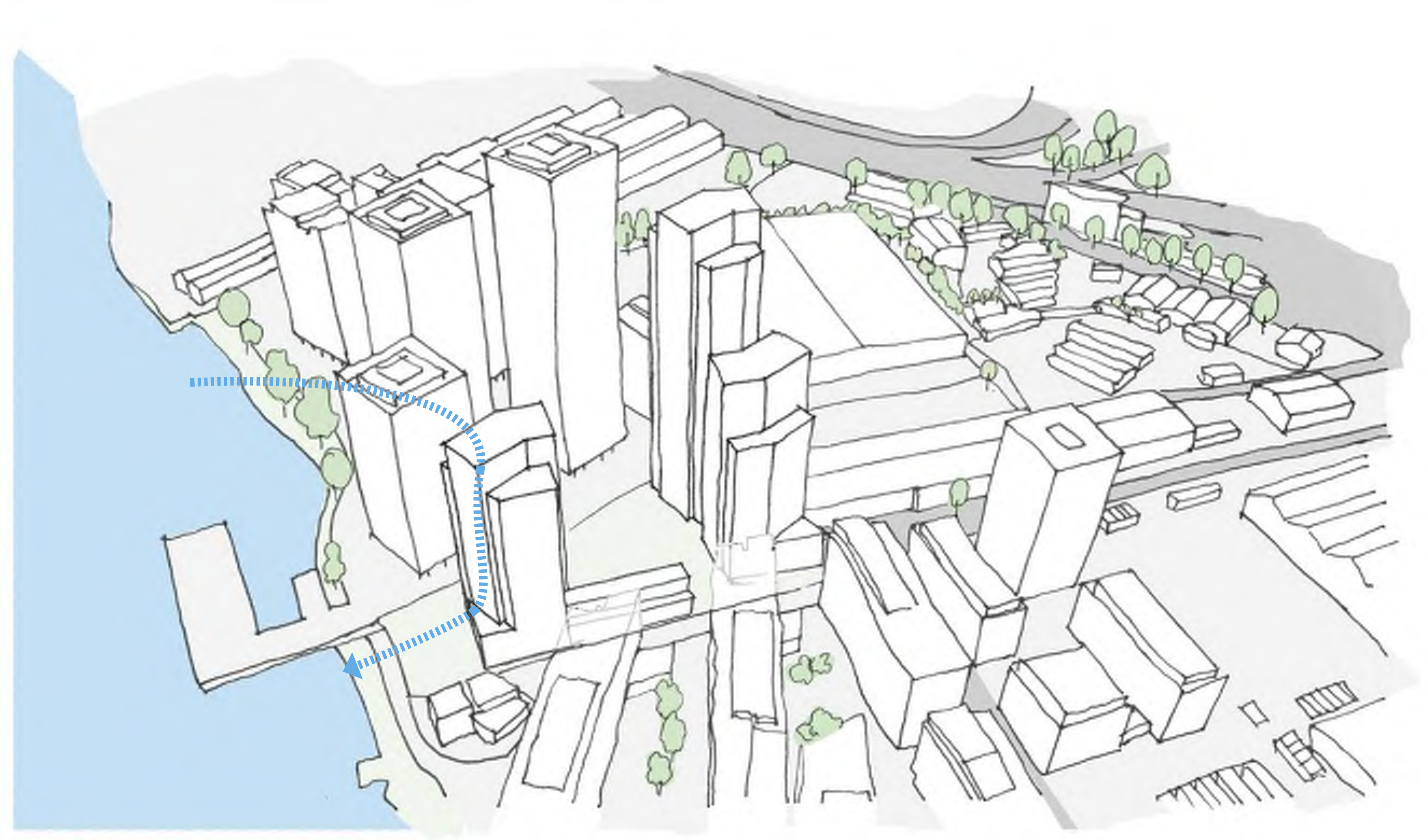
Adjust Heights



- Heights adjusted so development ascends from west to east responding to daylight/sunlight, wind and townscape aspirations
- Each block height responds to particular context
- Stitches the surrounding context together

Landscape-led Approach

Articulate Form



- ❑ Plinth formed to dissipate downdraft and avoid windswept riverside park
- ❑ Street block sculpted to transition scale to Enderby Wharf and approach from east
- ❑ Minimise impact on daylight/sunlight to Enderby Wharf

Landscape-led Approach

Telegraph Avenue Boundary



- ❑ Low rise block to south boundary separates private garden from street and forms entrance to private courtyard
- ❑ Addresses and activates Telegraph Avenue and accommodates level change
- ❑ Brings human scale to courtyard
- ❑ Maintains 'sky view' from adjoining sites and gaps from more distant views

Landscape-led Approach

Morden Wharf Boundary



- ❑ 'Super ha-ha' to north boundary de-marks private space whilst maintaining link with Morden Wharf
- ❑ Provides lightwell to lower ground commercial spaces
- ❑ Reveals heritage wall in a playful and sensitive way
- ❑ Allows large trees to be planted in the ground rather than at podium
- ❑ Draws the eye in from the river.

Landscape-led Approach Summary



Creating meaningful green spaces



North-eastern block



Conjoined Block



River Block



Adjust Heights



Articulate Form



Telegraph Avenue Boundary



Morden Wharf Boundary

Landscape-led Approach

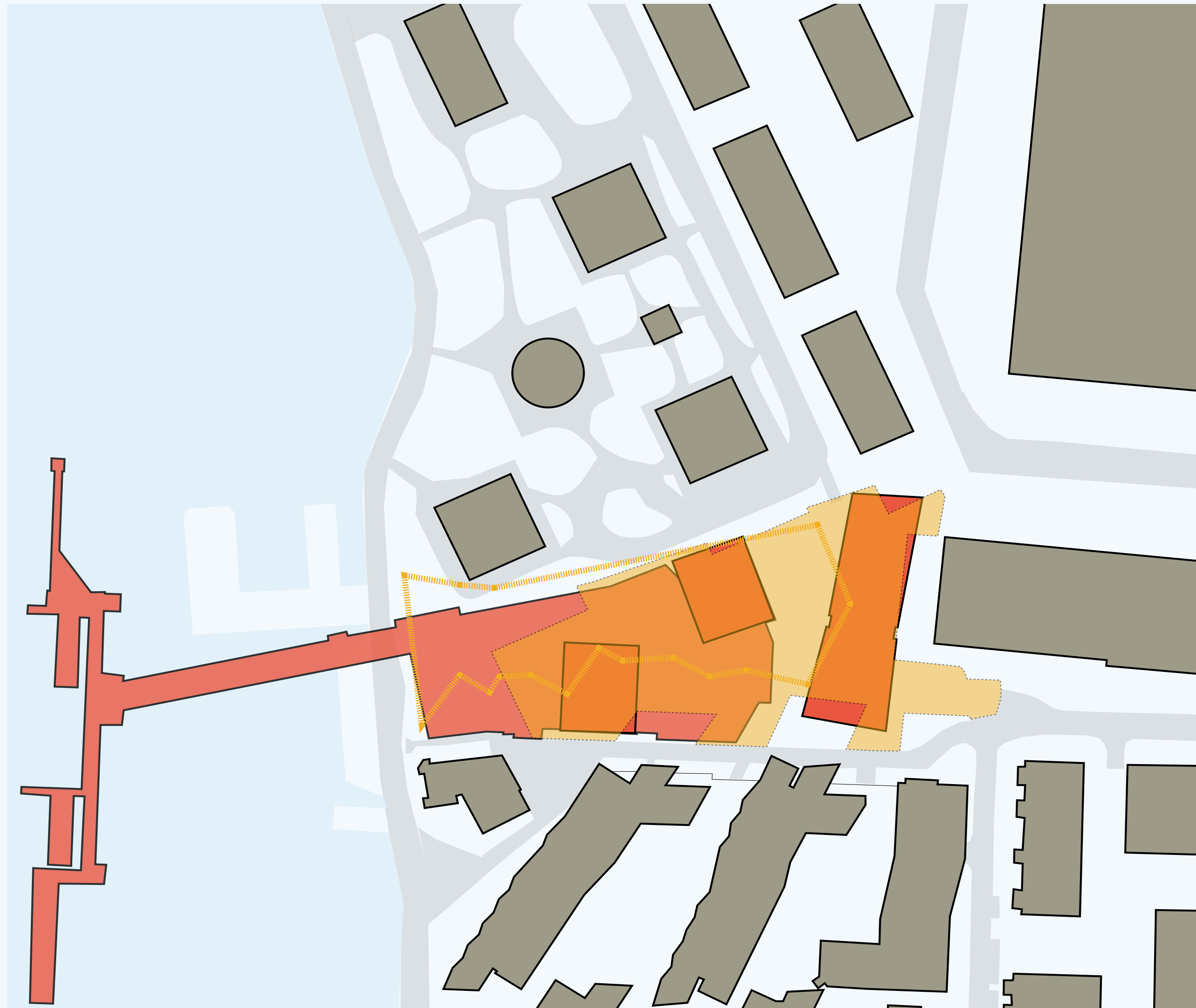
Evaluation Against Criteria



- ❑ Landscape: Two clearly defined landscape areas, river side garden and residential garden while allowing for large trees & heritage wall to be revealed.
- ❑ Daylight: Significant gap between the two towers increases sky view to Enderby Wharf. Lower street block abuts Enderby Wharf, reducing daylight impact compared to consented.
- ❑ Townscape: Larger gap between towers seen at distance. Enderby House respected. Stepping towers relate to Morden Wharf scale, and connect it to rest of context.
- ❑ Wind: Buildings step up from the river, with lower elements which protect the landscape from downdraft. Distance between towers avoids wind funnelling.

Landscape-led Approach

Evaluation Against Criteria - Comparison with Consented Scheme



- ❑ Landscape: Cruiseline Terminal occupies ground level & creates barrier to public realm. Building positions result in north facing public realm. Landscape area is “left over” space - we can improve on this.
- ❑ Daylight: East tower closer than 18m to Enderby Wharf, impacting on daylighting levels.
- ❑ Townscape: Slim towers create gaps between when seen from a distance. Cruiseline terminal dwarfs Enderby House.
- ❑ Wind: Cruiseline terminal buffers wind coming in from river, though terminal rooftop will feel force of west tower’s downdraft.
- ❑ Overall, the proposed scheme performs much better.

Planning History & Design Process

5.06 Plan Development

During the course of 2022, a further two Pre-application meetings and a second DRP and GLA consultation were undertaken in relation to proposals that were developed in response to the revised brief.

The schemes developed the principles described in the previous section, using a landscape and design led approach to inform the proposals.

The following pages provide a synopsis of how the design evolved over this period and the feedback received from the Pre-application meetings and the DRP and GLA presentations.



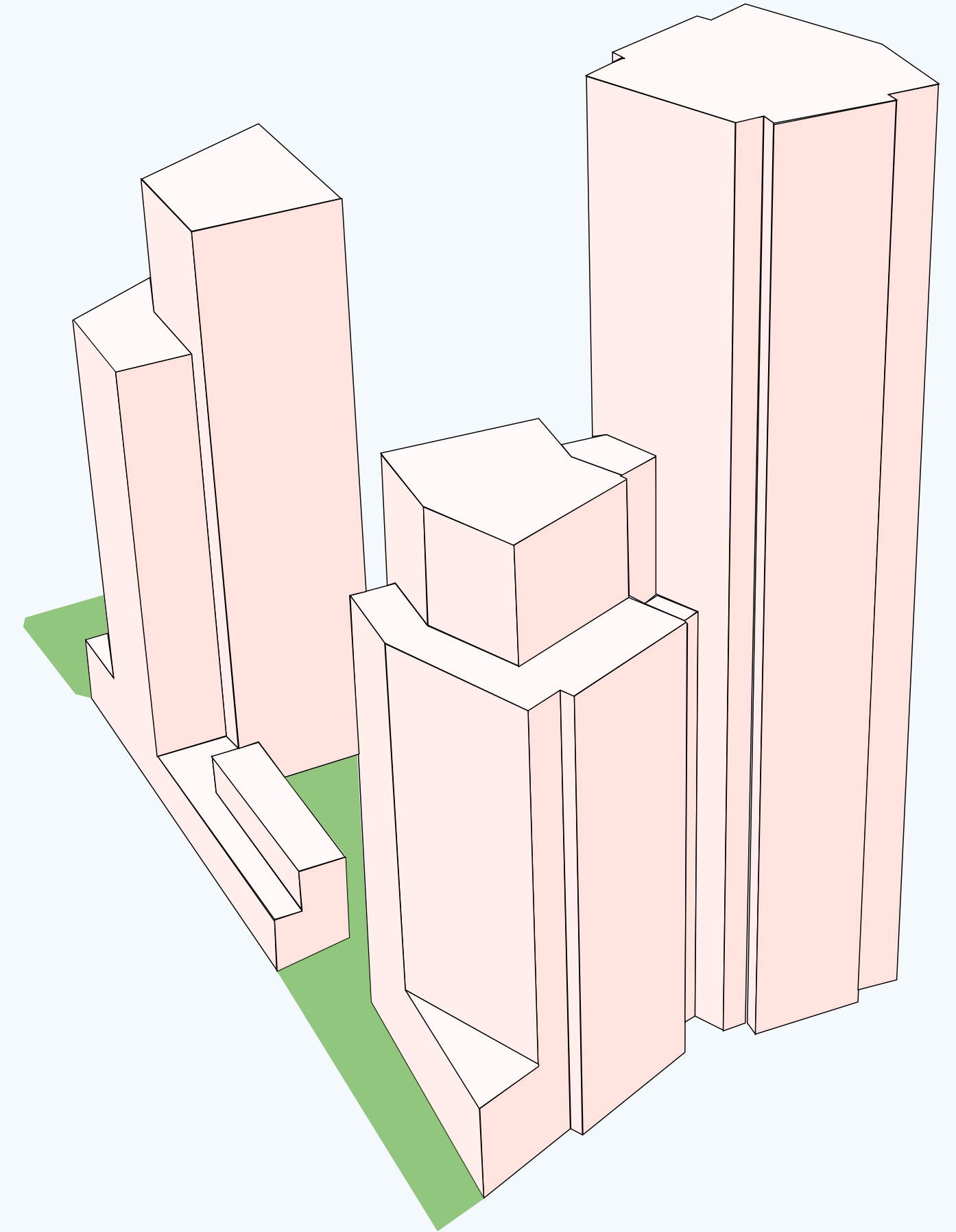
Plan Development

Pre-App 4 (April 2022)

- ❑ 633 units
- ❑ Morden / Telcon Tower interface developed to resolve issues with outlook.
- ❑ Morden Tower moved away from Morden Wharf and sky view increased.
- ❑ Commercial building addresses Telcon Way and forms gateway to Telegraph Avenue Approach and access to parking, cycling and commercial units further developed.
- ❑ Clearer definition of super ha-ha to improve security and experience Masionettes developed with front gardens and doors onto Telegraph Avenue.
- ❑ Massing of River Tower mediates between Enderby House and height to the north.
- ❑ Total proposal GIA and GEA was not accurately calculated for Pre-App 4 but is smaller than previous Pre-Apps.



MASSING PRESENTED AT PRE-APP 4



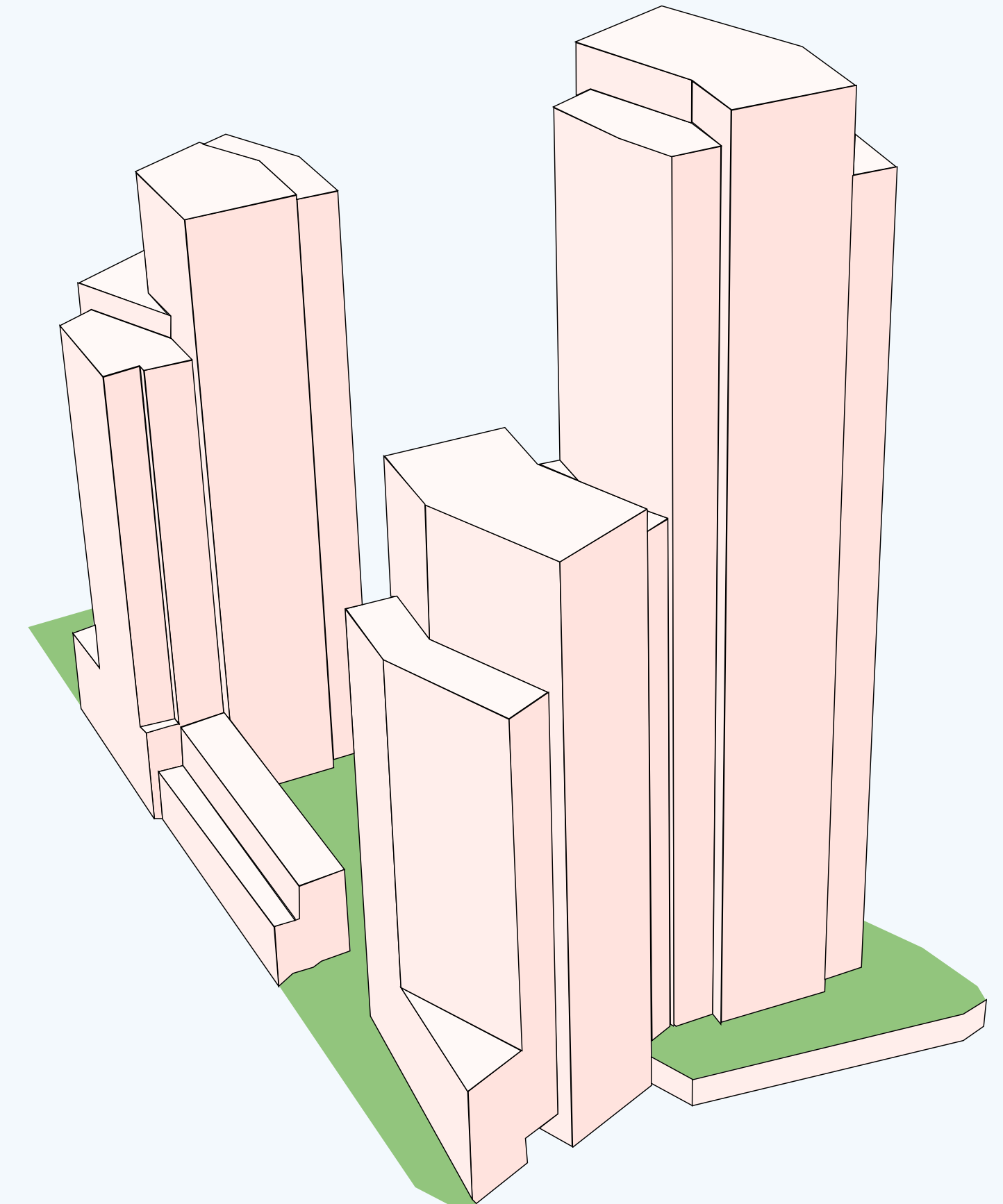
Plan Development

Pre-App 5 (August 2022)

- 594 units
- Building footprints reduced in size.
- Form sculpted to form nine different elements.
- Heights adjusted to allow successful transition of scale.
- Carpark entrance re-positioned to allow commercial space to form dominant feature at end of Telcon Way.
- The total proposal GIA is 52,499sqm and the GEA is 62,399sqm (excluding the basement level).



MASSING PRESENTED AT PRE-APP 5



Plan Development

Feedback to Pre-Apps 4 & 5, DRP 2 & GLA 2

Central part of Morden / Telcon floorplan problematic

Push Morden Tower away from Morden Wharf to increase sky view

Slightly too much height

Further work required on parking, commercial units and access to these at GF

Nature of three commercial spaces

Security of Super Ha-Ha

Concern that Morden Tower sails over super-haha

Front gardens to be included for maisonettes & front doors to open on Telegraph Avenue

Relationship between River Tower and Enderby House

The above points have been addressed during the design development that has been undertaken following Pre-App 5. The developed design is presented in Application Proposals in section 7 of this document.

Plan Development

TFL Bus Route Discussions

TfL first highlighted the aspiration for a bus route connecting Morden Wharf with Telcon Way (with reference to the draft site allocation) to be accommodated across the application site in response to the Pre-app 5 submission. The incorporation of this route presents a number of challenges given the restricted site dimensions, the significant level change between Morden Wharf and Telcon Way (4.1m) alongside the well evolved design development that had been undertaken in consultation with RBG to this point.

In response to this request, the design team conducted a number of detailed studies to evaluate ways in which this could be accommodated or alternative ways in which the desired improvement in connectivity could be achieved.

Three options were investigated and presented:

- 1 - Single Decker Bus Route Accommodated Beneath Building Footprint
- 2 - Two Way Double Decker Bus Route
- 3 - Utilising Existing Road Network

The outcome of the studies was as follows on the next pages...



TFL Bus Route Discussions

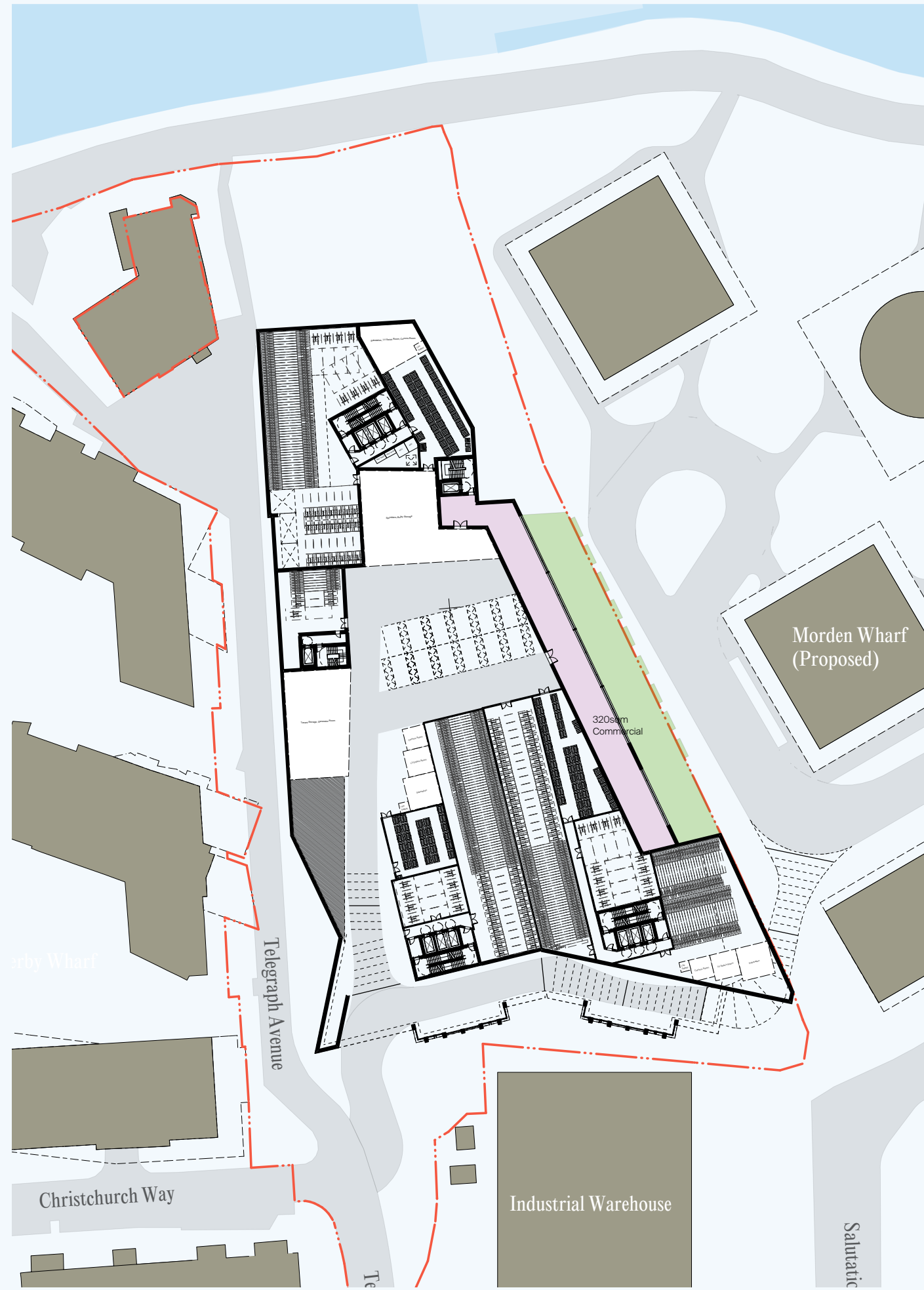
1 - Single Decker Bus Route



A single decker, could be accommodated under the building footprint with limited impact on the quality of the scheme, although the view down Telcon Way, highlighted as an important vista in earlier pre-apps, would be compromised. TfL advise however that provision for a double decker bus is required.

TFL Bus Route Discussions

1 - Single Decker Bus Route



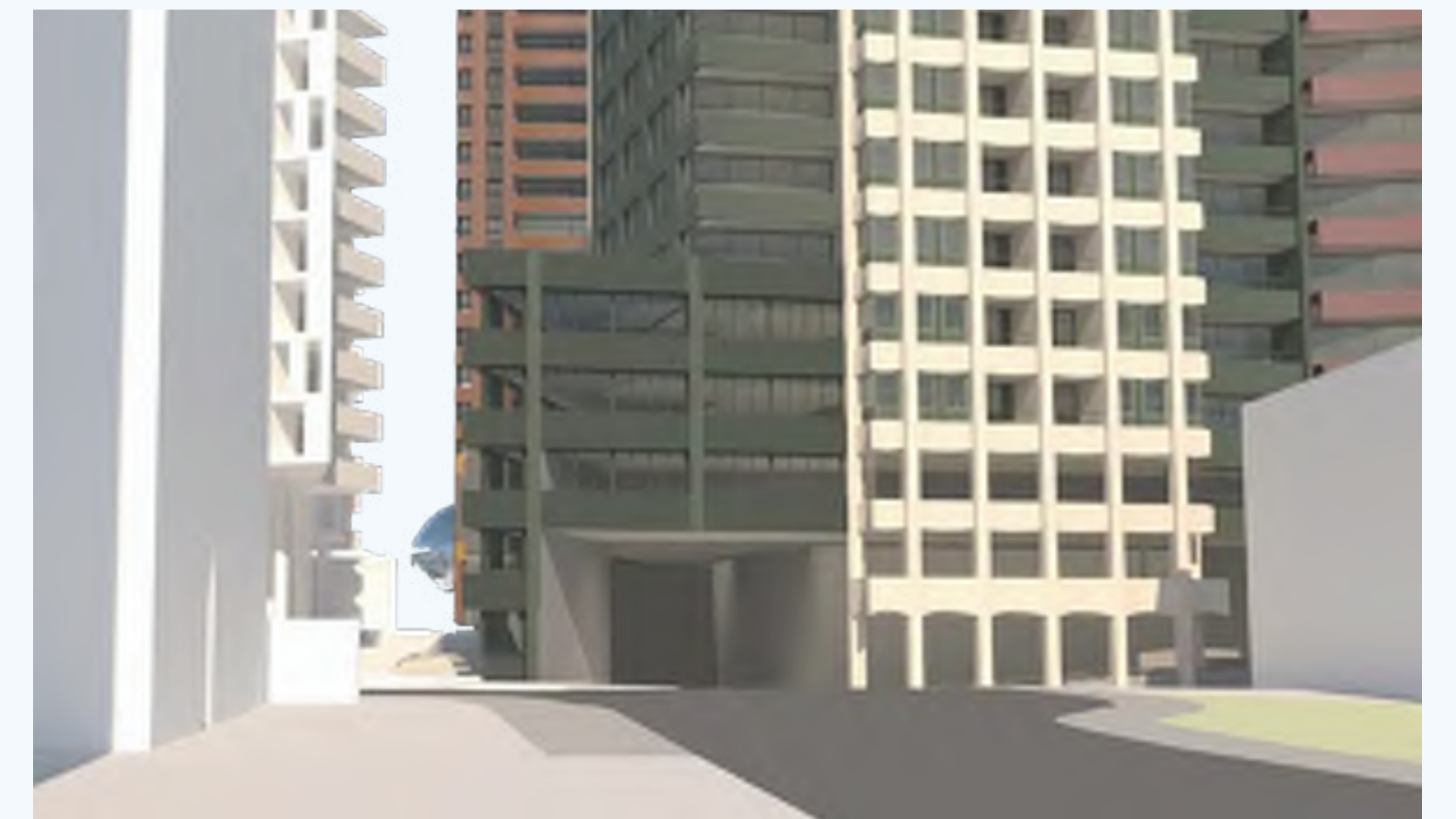
GROUND LEVEL



PODIUM LEVEL



CURRENT PROPOSAL



BUS ROUTE PROPOSAL

TFL Bus Route Discussions

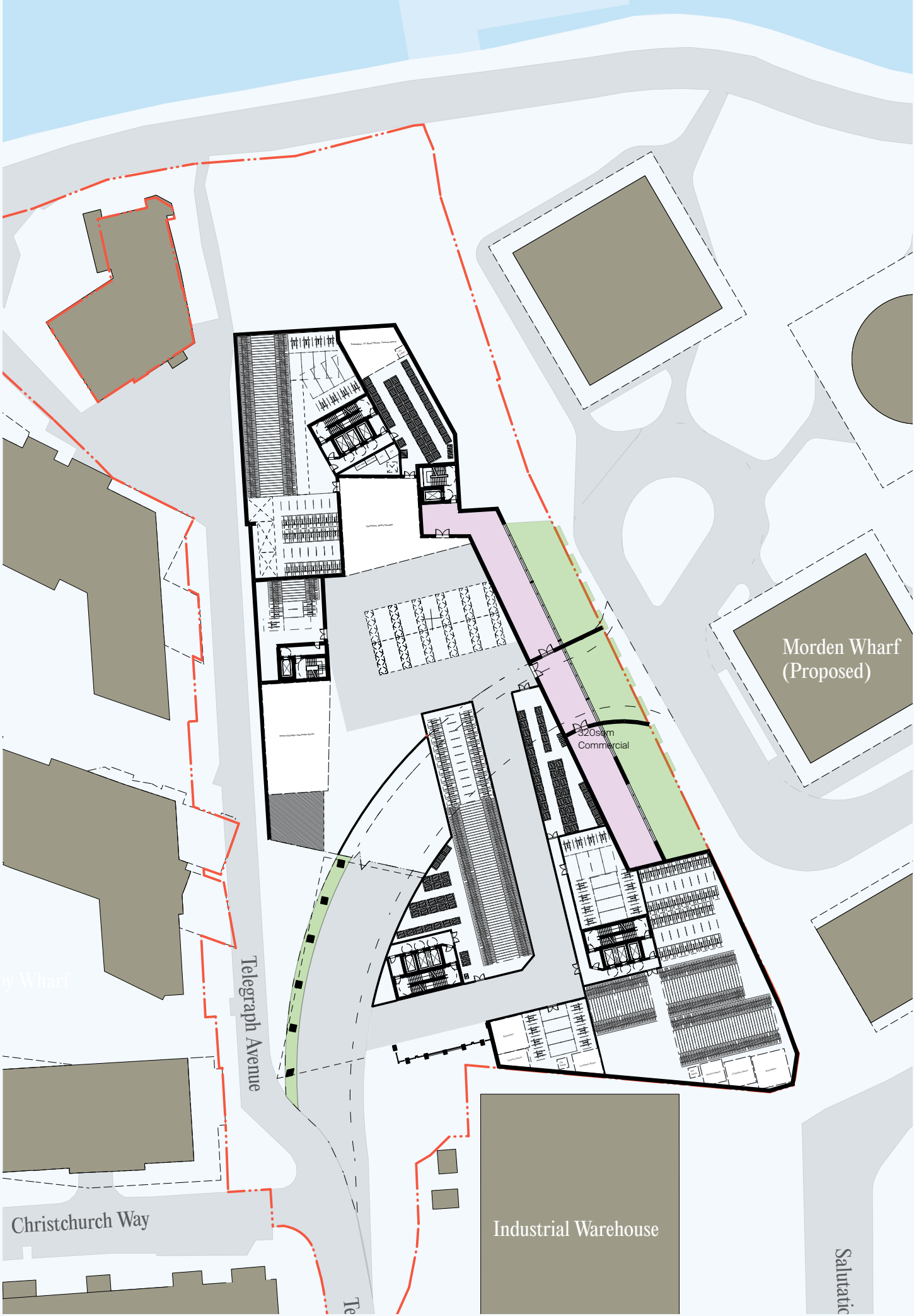
2 - Two Way Double Decker Bus Route



A two way double decker bus route across the site can be physically achieved within the advised criteria, however the only possible route for this given the site dimensions and level change is through the middle of the central garden. Although apartment numbers can be retained largely unaffected, the impact of the bus route on the quality of the scheme would be so significant as to make it unviable to deliver.

TFL Bus Route Discussions

2 - Two Way Double Decker Bus Route



GROUND LEVEL



PODIUM LEVEL

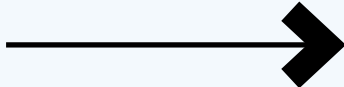
*Under podium parking and cycle layout subject to development following input from Transport Consultant

TFL Bus Route Discussions

2 - Two Way Double Decker Bus Route



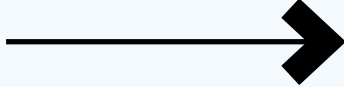
CURRENT PROPOSAL



BUS ROUTE PROPOSAL



CURRENT PROPOSAL



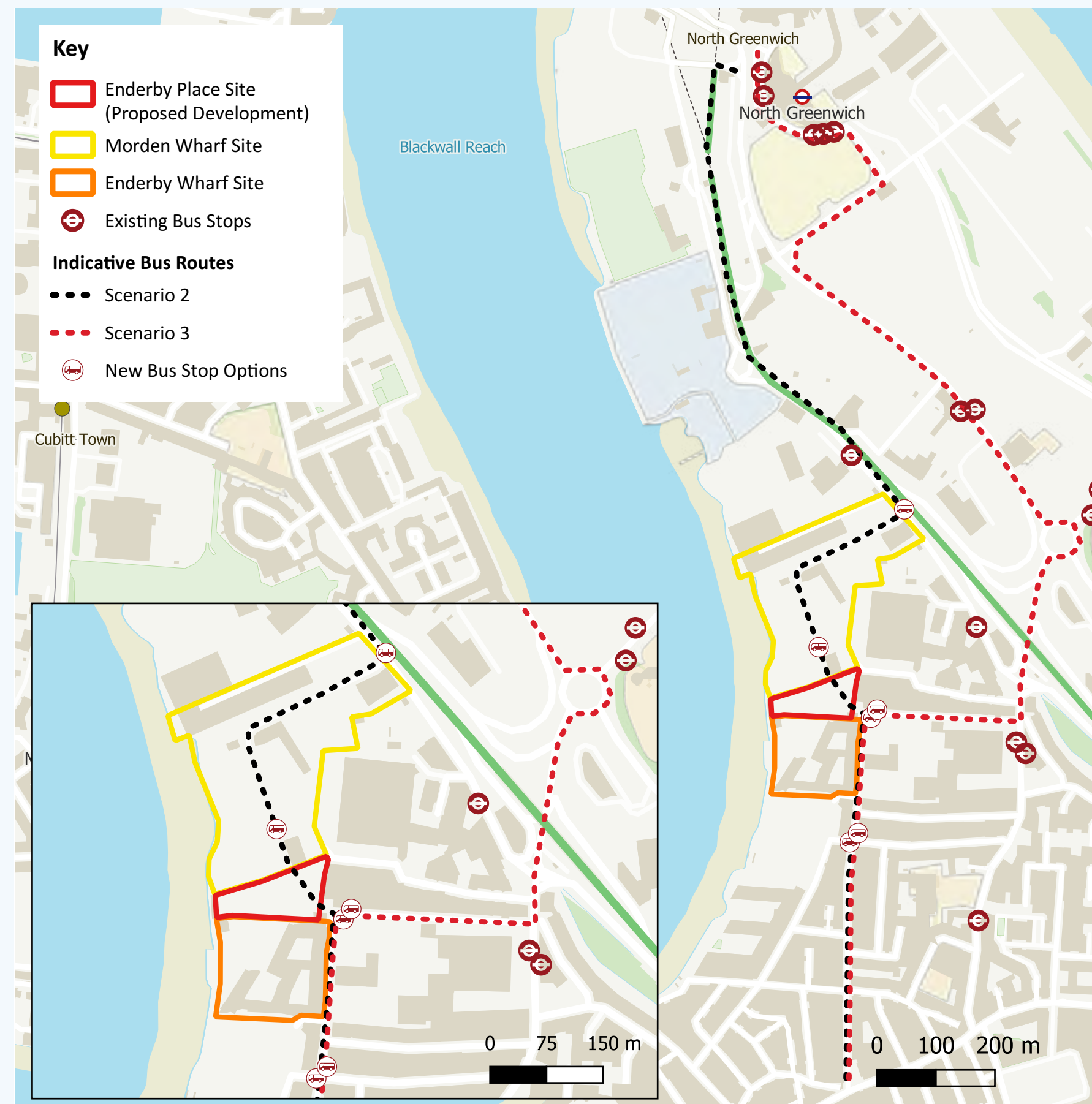
BUS ROUTE PROPOSAL

TFL Bus Route Discussions

3 - Utilising Existing Road Network



Scenario 1 (baseline)



Scenario 2 (route through)
Scenario 3 (existing roads)

The existing road network could be used to achieve an identical improvement in connectivity without the bus route having to cross the application site.

We considered a number of bus routing options to assess which provided the best level of accessibility to public transport users (PTAL). Including -

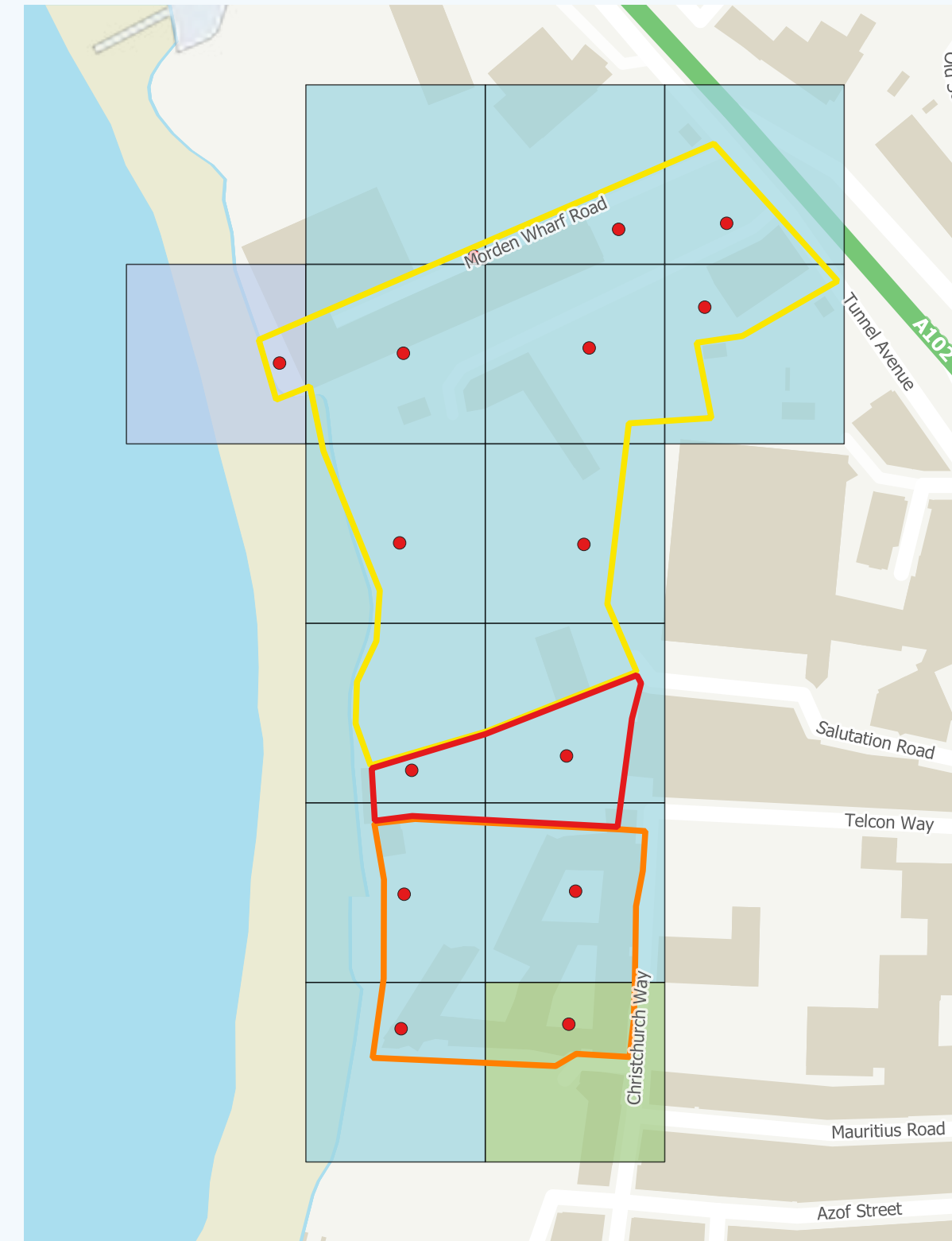
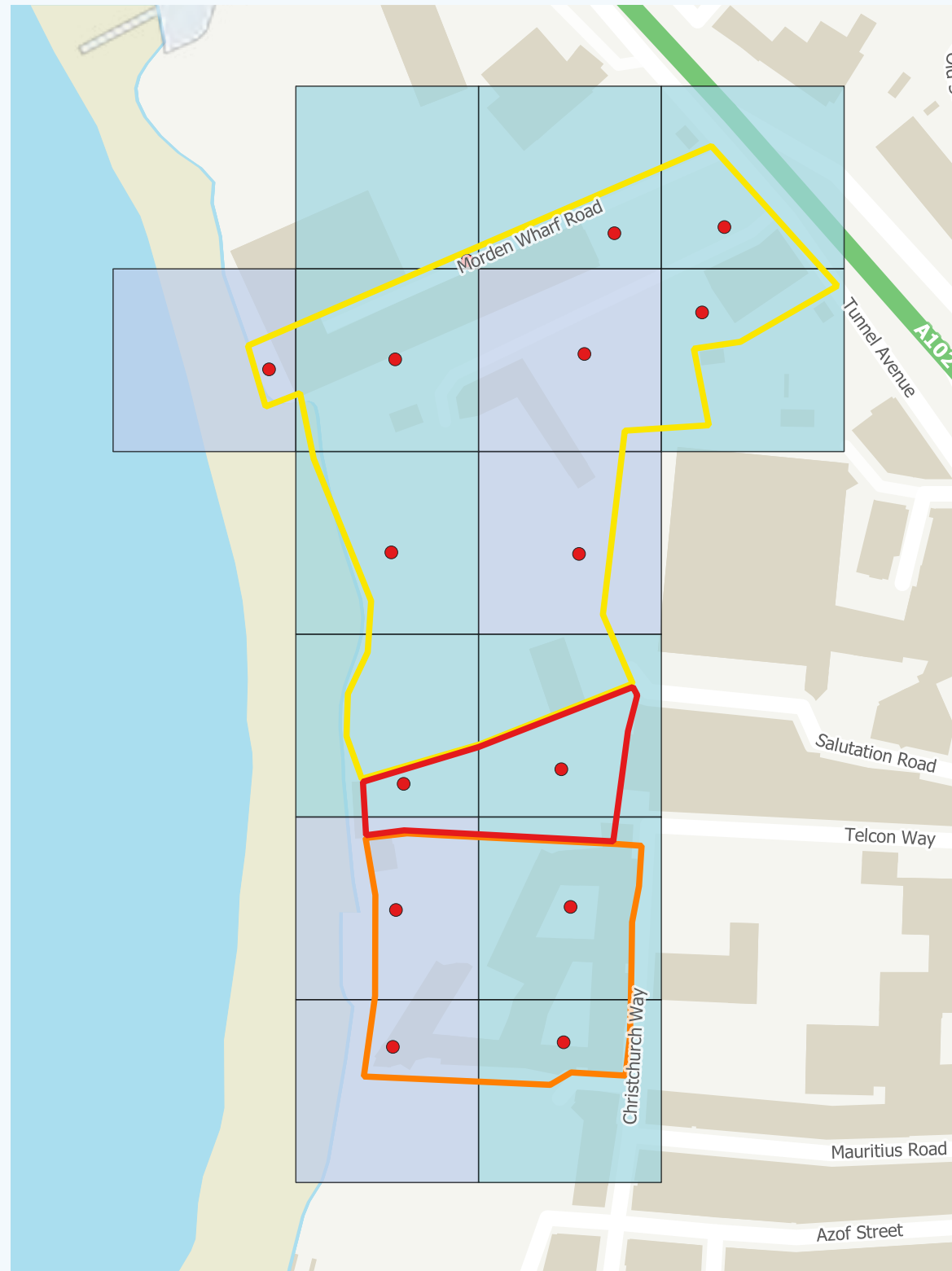
Scenario 1
Applying the Morden Wharf bus proposals with the consented bus turnaround within the site only

Scenario 2
The Morden Wharf proposals plus the potential ramp through the Enderby Place proposed development

Scenario 3
The Morden Wharf proposals plus the alternative bus routing strategy taking buses along Telcon Way (and omitting the consented bus turnaround within the Morden Wharf proposal).

TFL Bus Route Discussions

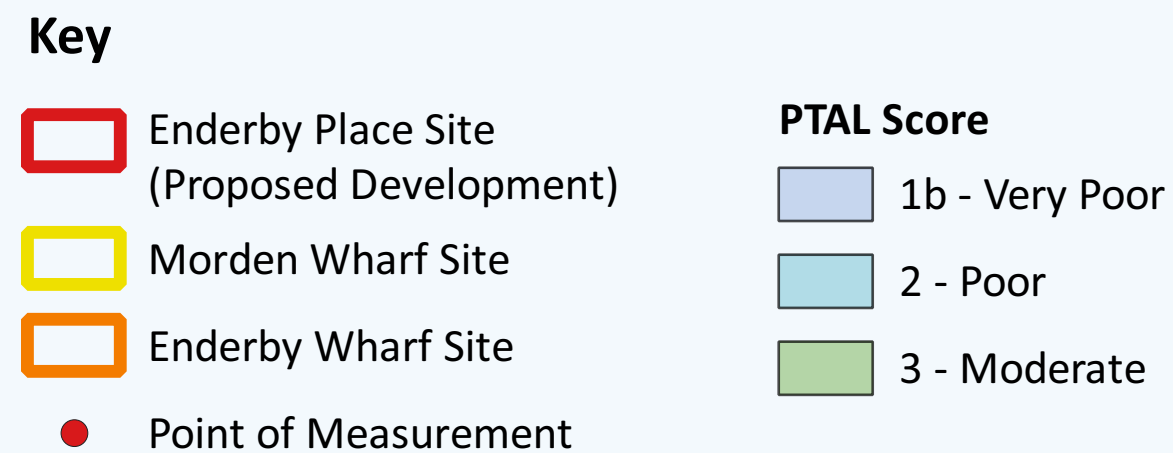
3 - Utilising Existing Road Network - PTAL Maps



Scenario 1 (baseline)

Scenario 2 (route through)

Scenario 3 (existing roads)



Study concluded that there is no additional benefit to having a ramp to facilitate bus service routing through the sites and instead, buses can simply be diverted along Telcon Way to serve all developments to achieve the same outcome regarding public transport accessibility.

As shown below, even at a granular level (100m grid square) buses routing through the site or via Telcon Way achieve the same PTAL score without reliance on new infrastructure.

Planning History & Design Process

5.07 Public Consultations

ACTIVITY	DATE
Introductory email sent to East Greenwich ward councillors	21/06/2022
Site visit with East Greenwich ward councillors	28/06/2022
East Greenwich ward councillors notified of the forthcoming consultation events	26/09/2023
Correspondence issued to local groups inviting them to forthcoming consultation events and requesting a one-to-one meeting	26/09/2023
Website launch	27/09/2023
Invitation to public consultation events delivered	27/09/2023
In-person public exhibition	09/10/2023
All information made available at public exhibition uploaded to project website	09/10/2023
Public webinar held over Zoom	14/10/2022
Virtual Meeting with Thames Clipper	27/11/2022



Planning History & Design Process

5.08 Planning Policies & Guidelines

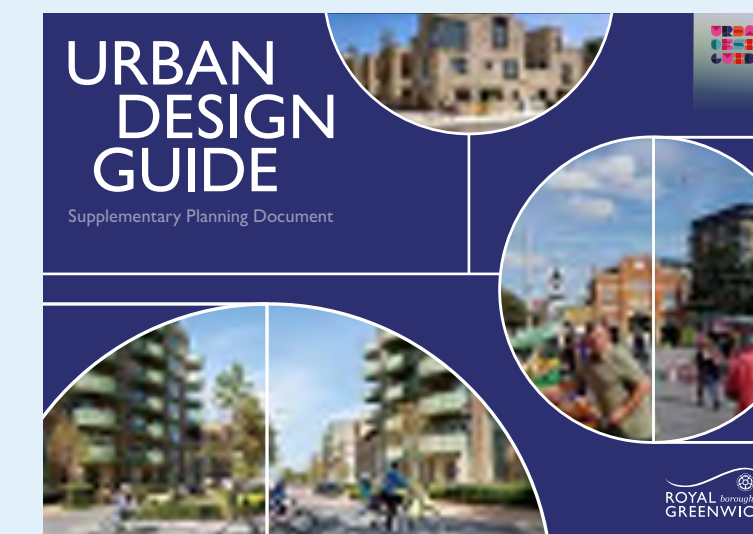
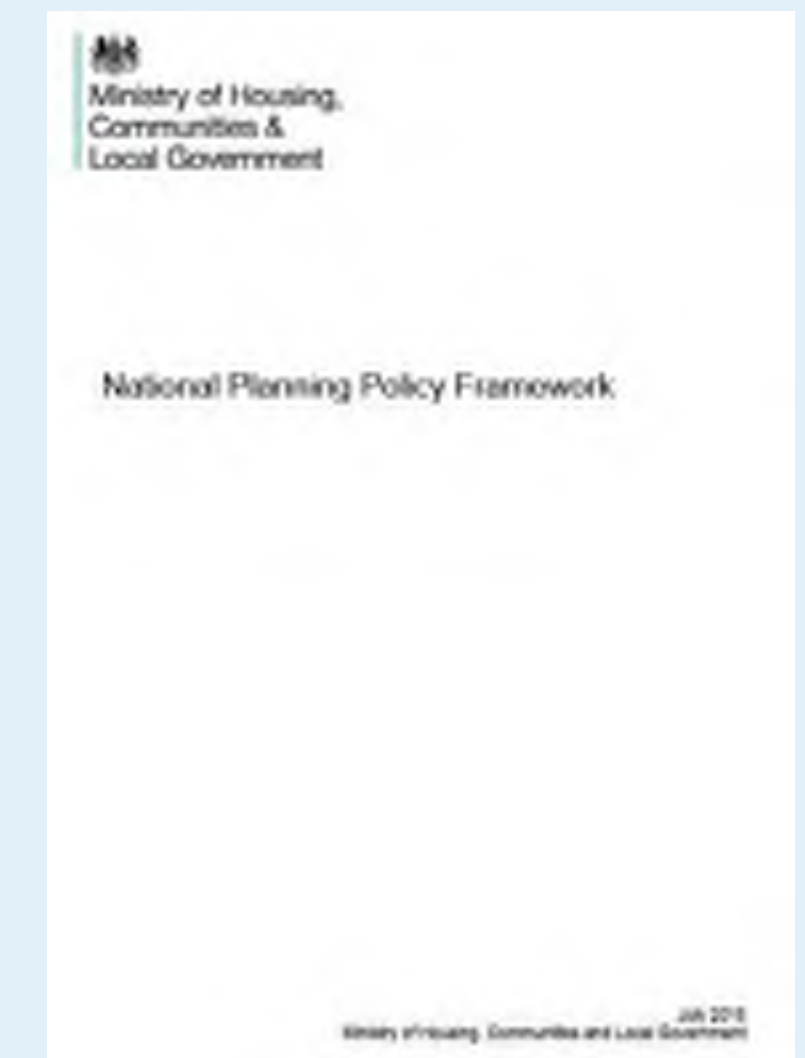
Throughout the design process we have referred to a number of planning and design policies and guidance.

We have also held multiple consultations with GLA, RGB and DRP.

The site falls within:

- Greenwich Peninsula Opportunity Area
- Peninsula West Strategic Development Location
- The site is subject to draft allocation GP1 in the Local Plan (tall buildings identified as appropriate)

Therefore it is necessary to optimise the site's potential for growth and regeneration, with the proposal unlocking capacity for new homes and jobs on a brownfield site.

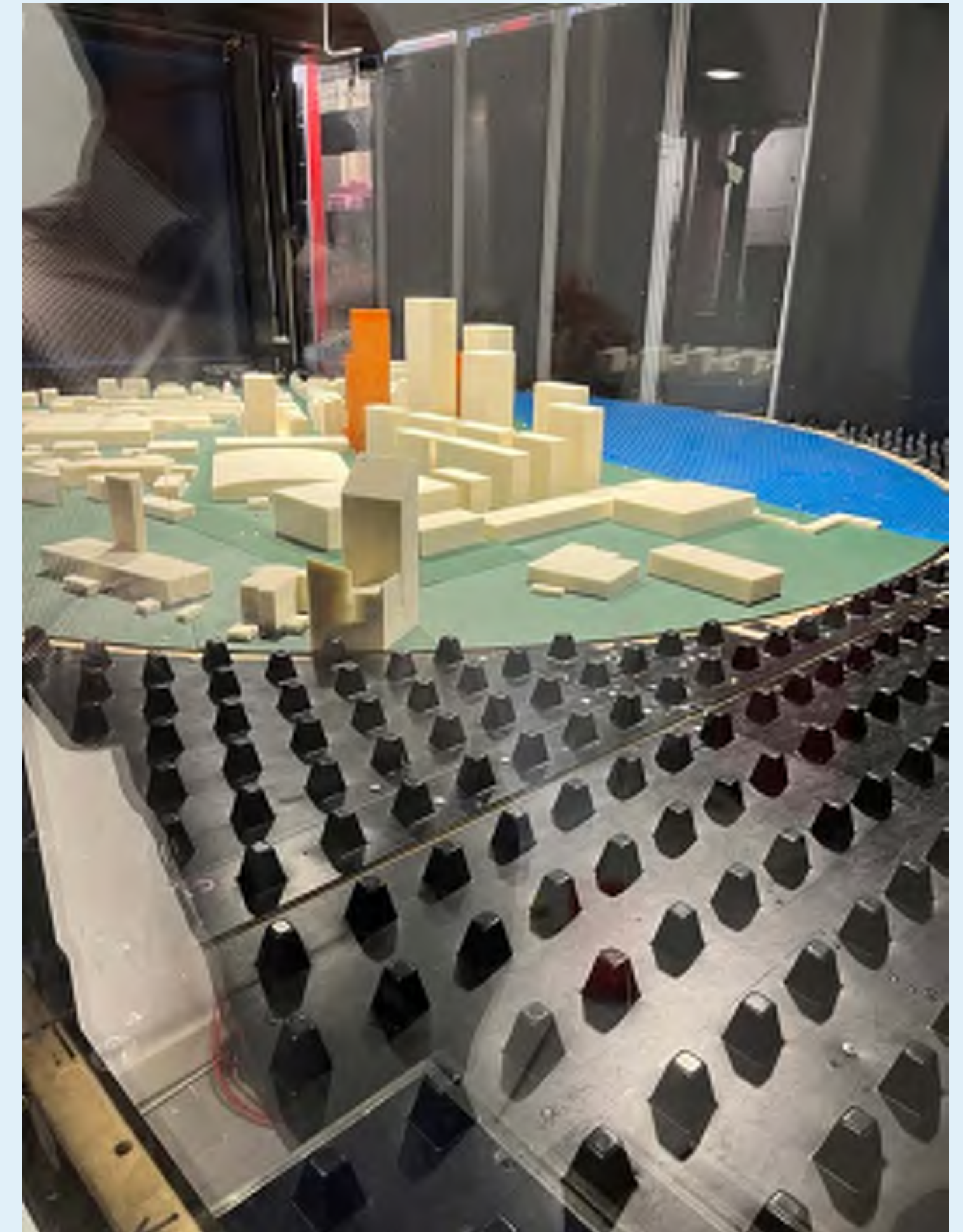


Planning History & Design Process

5.09 Environment

As part of the design development process a range of other investigations and consultations have been undertaken which have all fed into the design development.

A synopsis of these is included in the following pages.



WIND TUNNEL TESTING

Environment

Daylight & Sunlight Testing

The evolution of the building form and internal layouts have been informed by the daylight and sunlight testing that has been carried out progressively during the design development period.

Building form

In response to the testing of the proposals, the position and orientation of the Morden and Telcon blocks was adjusted to further reduce the impact of the proposals on the consented Morden Wharf scheme. As shown in the adjacent diagram.



Pre App 5
Building
Orientation

Environment

Wind Testing

A series of design reviews were undertaken during the design development stages with the Wind Consultants to inform the building positioning, orientation, massing and balcony position and treatment. The final form has been developed in response to this advice, discussions and reviews.

The wind tunnel testing demonstrated that the development (with landscaping) to have an overall positive impact on wind conditions on site and immediate surroundings. The testing did however highlight two areas where accelerated wind conditions may be experienced:

- at the north east corner of the Telegraph Avenue low rise block caused by the funnelling effect through the gap between the corner of this block and the Telcon Block resulting in a 'strolling' classification in an area that would ideally be 'recreational'
- to the start of the pedestrian ramp at the south east corner of the Telcon Block

To address this, the Telegraph Avenue low rise block has been shortened by removing the end ground / first and second / third floor maisonettes. This works to address the accelerated wind conditions, but also means that the start of the ramp can be moved to the west, starting off Telegraph Avenue and therefore avoiding the area of accelerated wind to the south east corner of the Telcon block. This is shown on the following page.

Alongside addressing the wind issues, this adjustment also creates a more generous entrance to the central garden space more commensurate with the scale of the garden and development and also results in additional landscaping space and play area.



WIND TESTING PHOTOGRAPHS

Environment

Wind Testing - Impact on Design



PRE-APP 5 PODIUM LEVEL PLAN



PROPOSED PODIUM LEVEL PLAN WITH TELEGRAPH BLOCK UNITS REMOVED TO INCREASE ENTRANCE SPACE AND REDUCE WIND ACCELERATION

Enderby Place

6.0 Proposed Development

Proposed Development

6.01 Introduction

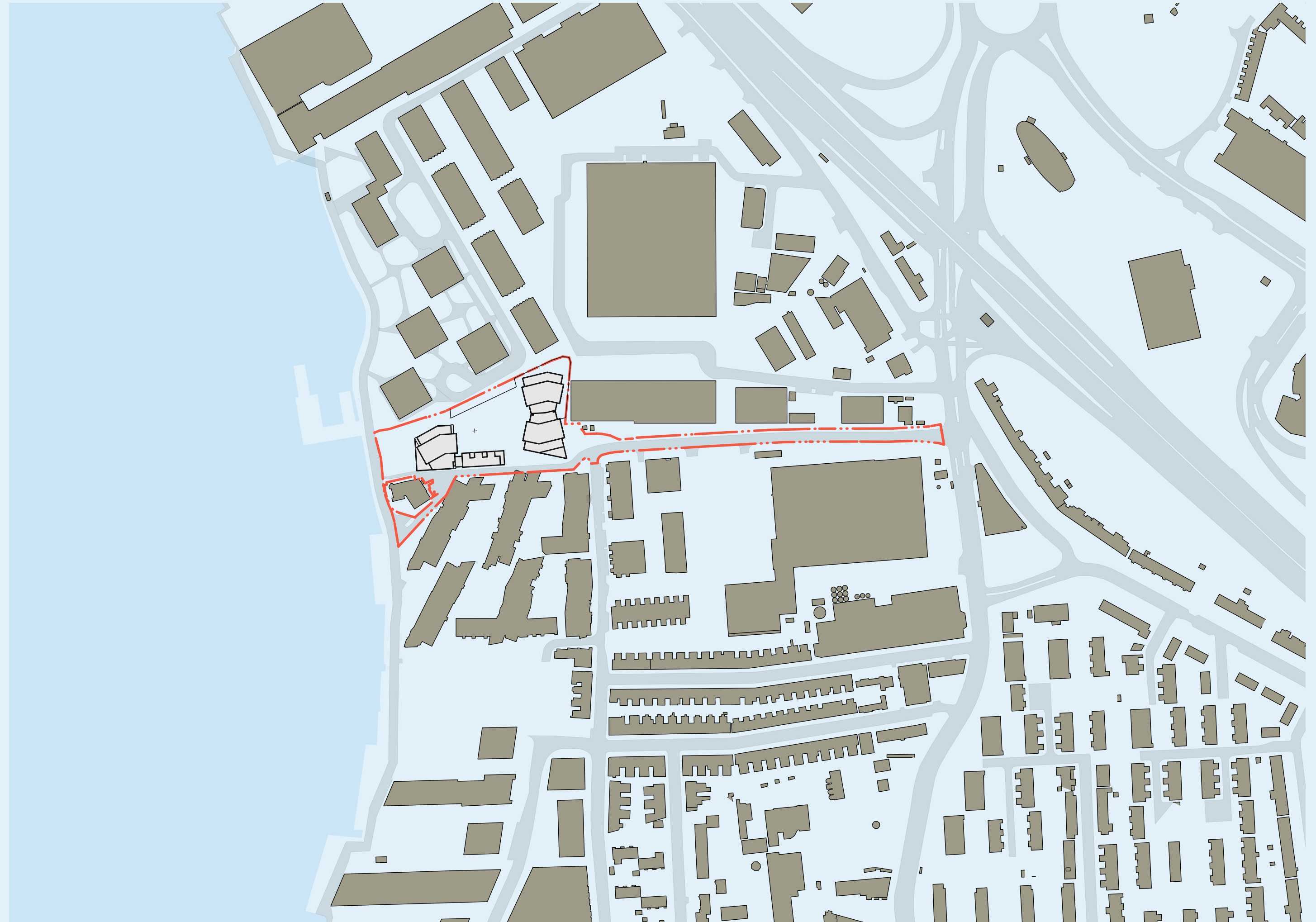
The following pages provide a detailed description of the final proposals that have been informed and developed to respond to the investigations and feedback that has been described in the preceding sections of this document.



Proposed Development

6.02 Site Boundary Plans

Our official red line boundary for this application is shown on the adjacent site plan, It includes Telcon Way, so as to link the site to the adopted highway. It also includes space around (but excluding) Enderby House, given that we are proposing works to the flood wall.



Proposed Development

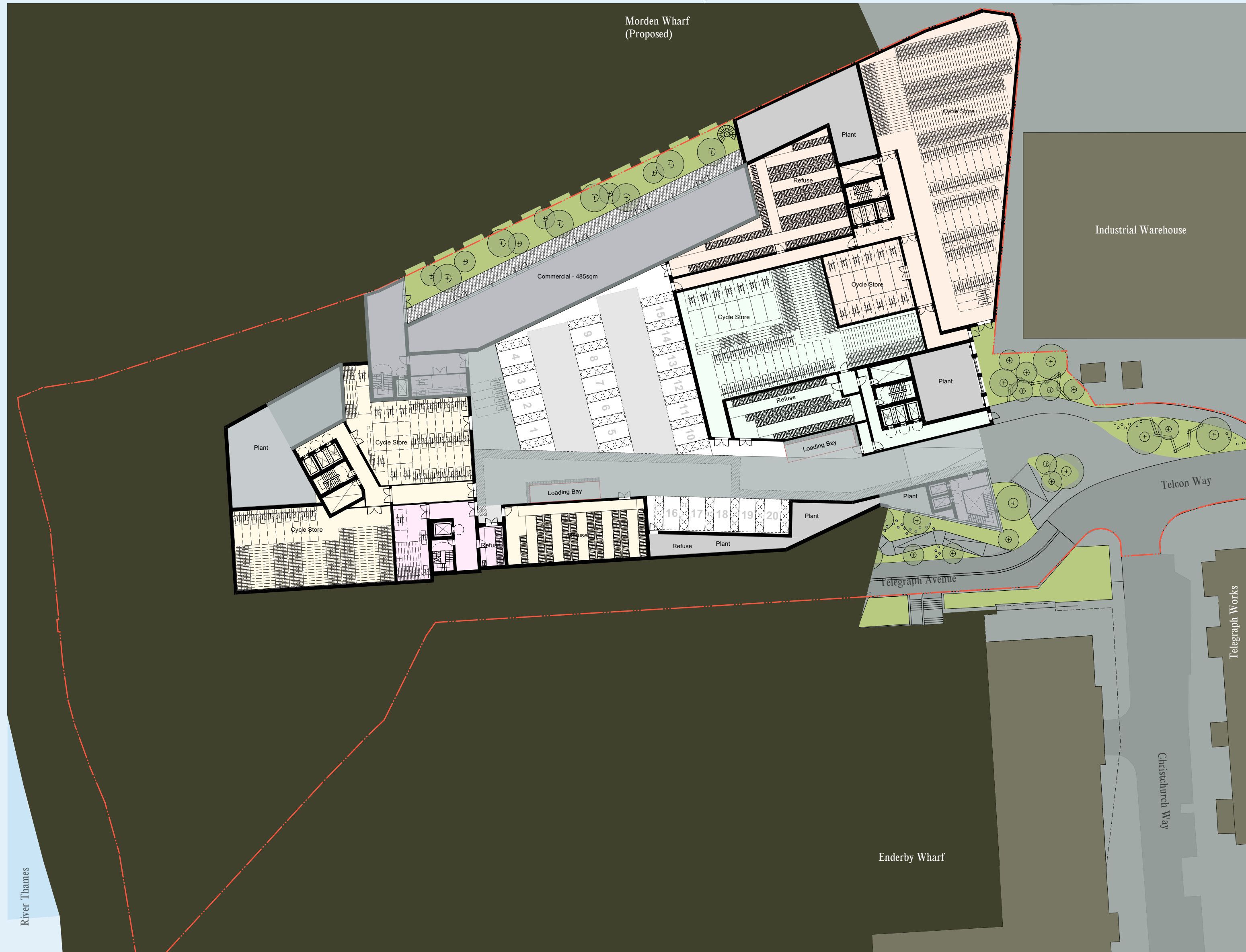
Site Boundary Plan

The adjacent site plan shows a rationalised area relating to the parts of the site which will be subject to works. This is the site boundary used for UGF and BNG purposes.



Proposed Development

6.03 Site Layouts



Ground Floor Level

1 Scale: 1:250
Ground Floor Level +0.270





1 Scale: 1:250
Podium Mezzanine Level

BUCKLEY GRAY YEOMAN

Podium Mezzanine Level



1 Scale: 1:250
Level 2 (LOWER)



BUCKLEY GRAY YEOMAN

Level 1



1 Scale: 1:250
Level 2 (LOWER)



BUCKLEY GRAY YEOMAN

Level 2



1 Scale: 1:250
Level 3-16 (TYPICAL)



BUCKLEY GRAY YEOMAN

Level 3-16



1 Scale: 1:250
Level 17-19 (UPPER)



BUCKLEY GRAY YEOMAN

Level 17-19



1 Scale: 1:250
Level 20 (UPPER)



BUCKLEY GRAY YEOMAN

Level 20



1 Scale: 1:250
Level 21 (UPPER)



BUCKLEY GRAY YEOMAN

Level 21



1 Scale: 1:250
Level 22 (TOP)



BUCKLEY GRAY YEOMAN

Level 22



1 Scale: 1:250
Level 23 (UPPER)

BUCKLEY GRAY YEOMAN

Level 23



2 Scale: 1:250
Level 24-31 (UPPER)

BUCKLEY GRAY YEOMAN

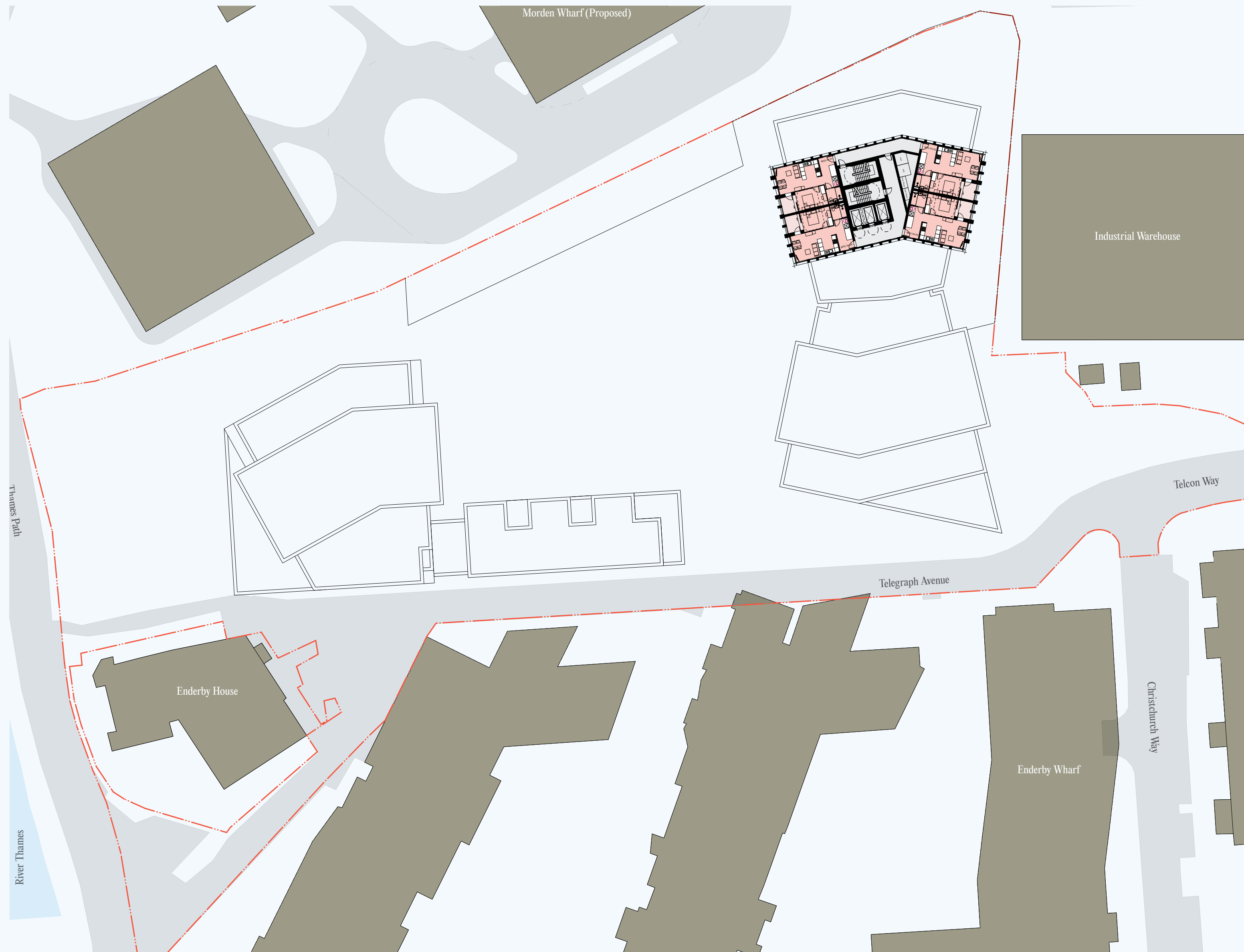
Levels 24-31



1 Scale: 1:250
Level 32 (UPPER)

BUCKLEY GRAY YEOMAN

Level 32



1 Scale: 1:250
Level 33-34 (TOP)



BUCKLEY GRAY YEOMAN

Level 33-34



1 Scale: 1:250
Roof Level



BUCKLEY GRAY YEOMAN

Roof Level

Proposed Development

6.04 Block Layouts

The external form of the blocks has been informed by the site opportunities and constraints described in the earlier sections of this document.

The internal layout of each block has also been a key driver during the design development process. We are creating homes for people to live in and therefore achieving practical and considered layouts of rooms and communal circulation spaces in order to achieve high quality internal spaces is essential.

Alongside the quality of spaces being created, a number of other factors have also influenced the internal layouts:

- Unit mix
- Fire strategy
- Access strategy
- Structural Strategy
- Services Strategy

- 1B APARTMENT
- 2B APARTMENT
- 3B APARTMENT
- 4B APARTMENT
- COMMERCIAL

Block Layouts

Unit Mix Options



1B MIX OPTION - 8 UNIT FLOOR



2B MIX OPTION - 6 UNIT FLOOR



1B / 2B / 3B MIX OPTION - 7 UNIT FLOOR

The rational footprint allows for a variety of configurations of apartment within the same envelope, allowing a greater flexibility of unit mix. The services have been designed to stack across all configurations.

- 1B APARTMENT
- 2B APARTMENT
- 3B APARTMENT
- 4B APARTMENT
- COMMERCIAL

Block Layouts

Telcon & Morden Towers - Typical Plan



Telcon Tower and Morden Tower consist of two identical floorplates which have been mirrored along both axes in order to respond to immediate contextual constraints. It also allows greater flexibility in apartment size, and greater control at an elevational level. The central core to each tower have two separated stairs, the plan has a projecting central “bay” and there are no single aspect north facing units.

- 1B APARTMENT
- 2B APARTMENT
- 3B APARTMENT
- 4B APARTMENT
- COMMERCIAL

Block Layouts

River Tower - Typical Plan

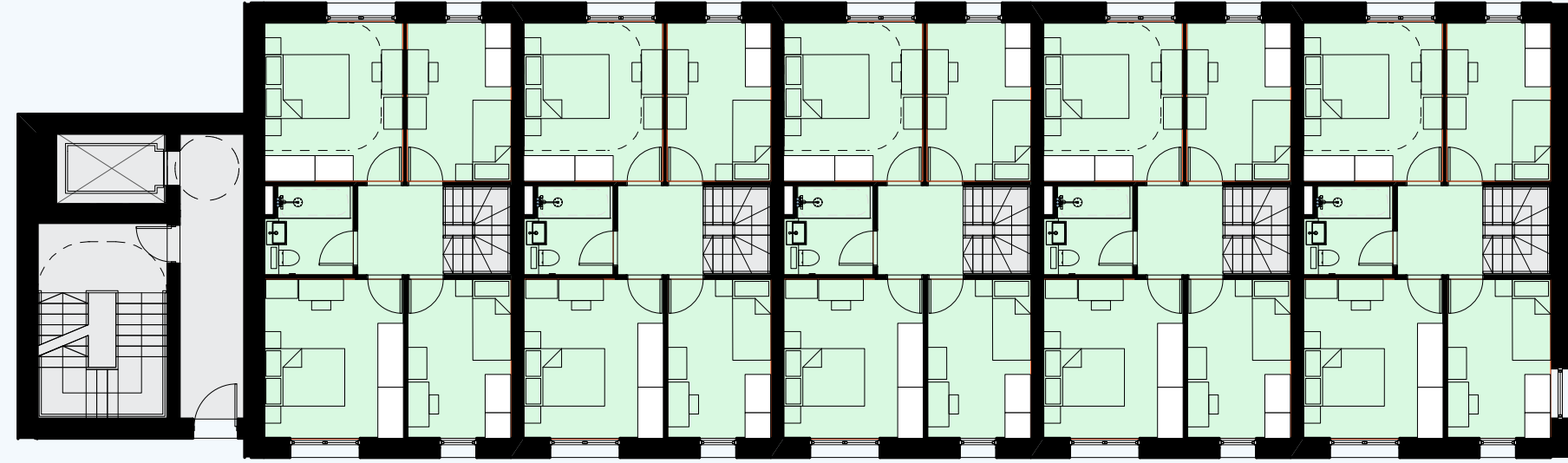


➔ The River tower is a “sister” to the Morden and Telcon towers. The footprint has been adjusted to respond to the immediate context, and allow for it to be a stand alone tower. The same principles of stacked services and two escape stairs apply.

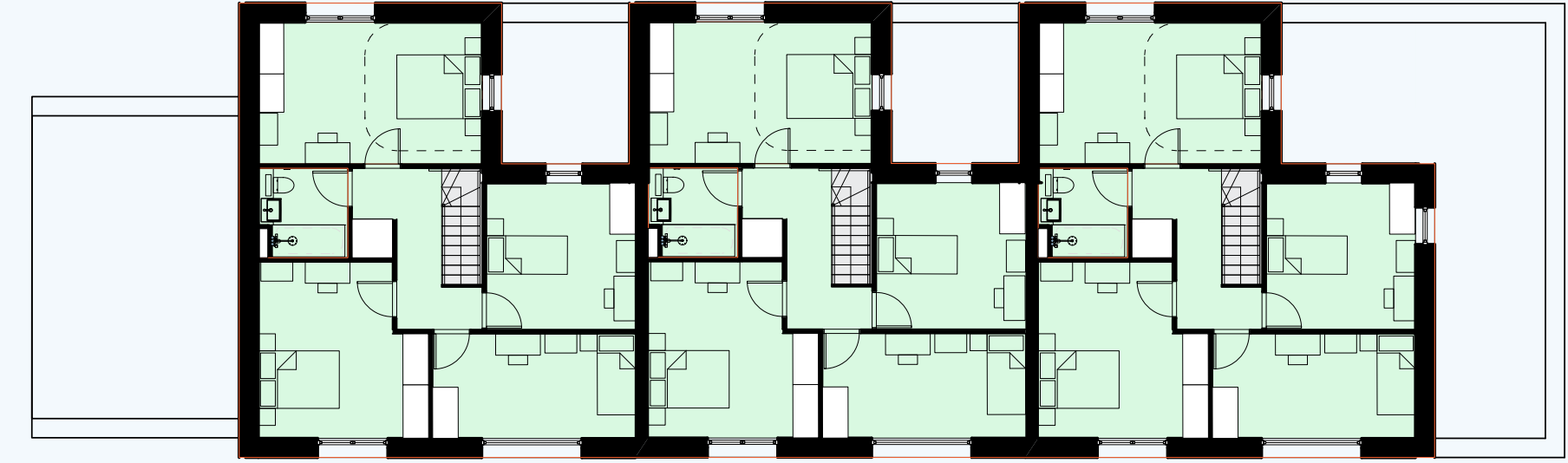
- 1B APARTMENT
- 2B APARTMENT
- 3B APARTMENT
- 4B APARTMENT
- COMMERCIAL

Block Layouts

Telegraph Block - Plans



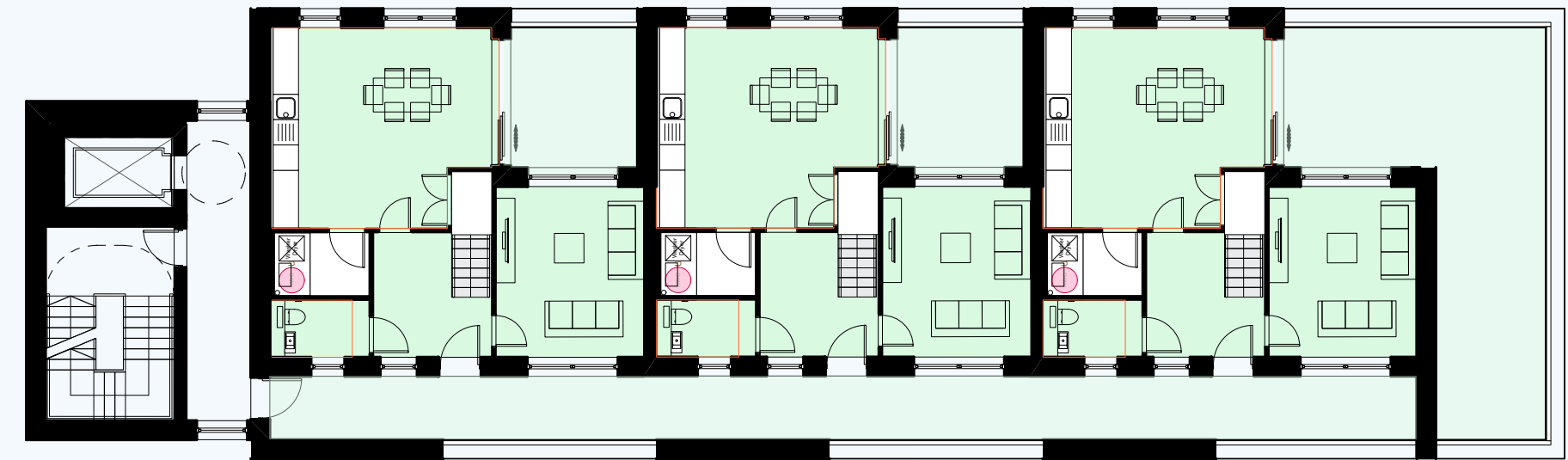
FIRST FLOOR PLAN



THIRD FLOOR PLAN



GROUND FLOOR PLAN



SECOND FLOOR PLAN

N The Telegraph Avenue block relates to the low scale terraced houses immediately to the south-east of the site and creates a human scale boundary across this side of Telegraph Avenue. Entrances and front gardens to the houses open directly off Telegraph Avenue giving it a natural surveillance and activating the street.

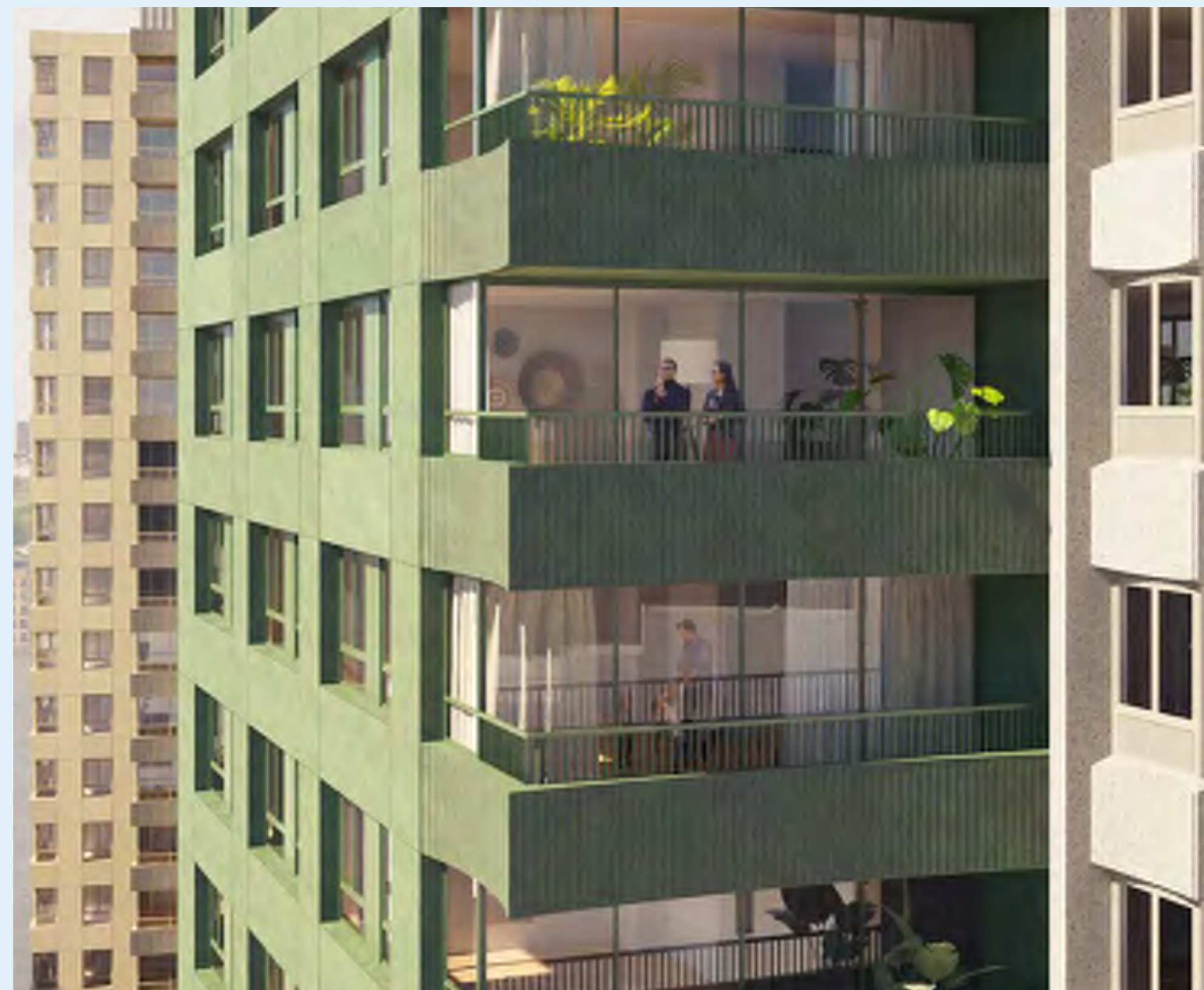
Proposed Development

6.05 Apartment Layouts

The following considerations have been taken into account when designing the apartment layouts:

- External amenity
- Single / dual aspect units
- LKD depths
- Accessible units

The following pages demonstrate the above design considerations.



- 1B APARTMENT
- 2B APARTMENT
- 3B APARTMENT
- 4B APARTMENT
- COMMERCIAL

Apartment Layouts

External Amenity



Every apartment has a corner or recessed balcony. All balconies meet or exceed London Plan requirements as follows:

- 1B2P - 5sqm
- 2B3P - 6sqm
- 2B4P - 7sqm
- 3B5P - 8sqm

- 1B APARTMENT
- 2B APARTMENT
- 3B APARTMENT
- 4B APARTMENT
- COMMERCIAL

Apartment Layouts

Single /Dual Aspect Units & LKD depths



The above typical plans identify the dual aspect units. They provide a total of 206 units, equivalent to 45% of the overall provision. There are no north facing single aspect units. Consultation with the daylight consultant has informed the depth of the apartments, and increased depth units are a result of oversized apartments.

- 1B APARTMENT
- 2B APARTMENT
- 3B APARTMENT
- 4B APARTMENT
- COMMERCIAL

Apartment Layouts

Accessible Units



Accessible units are positioned throughout the towers in the oversized units as highlighted on the plans above. This provides 60 M4(3) units, equivalent to 10% of the overall provision. The mix of unit types reflects that of the wider scheme. The remaining units are M4(2) compliant.

Proposed Development

6.06 Ground Floor Level (Basement)

The following considerations have been taken into account when designing the basement layout:

- Access strategy
- Blue badge parking
- Cycle parking
- Refuse strategy
- Servicing strategy
- Fire strategy

The following pages look at the parking and waste management strategies.

Ground Floor Level (Basement)

Blue Badge & Cycle Parking

- The site will be car free as per the local plan allocation, and as per pre-application consultation with the relevant authorities. It will provide 3% disabled parking provision for the residential only, plus a maximum of 2 disabled parking bays for the commercial uses. All vehicle parking will be located at lower ground/podium level, accessed from Telcon Way. A total of 20 blue badge spaces will be provided.
- Long-stay cycle parking will also be accommodated at lower/ground podium level within a number of separate stores. Visitor cycle parking will be within allocated locations within the podium or within the public realm. The total proposed cycle parking is as per the London Plan 2021 requirements as follows:
- Residential:
 - 987 long-stay (of which 49 adapted cycle parking spaces)
 - 27 visitor spaces
- Commercial:
 - 10 long-stay
 - 2 visitor spaces



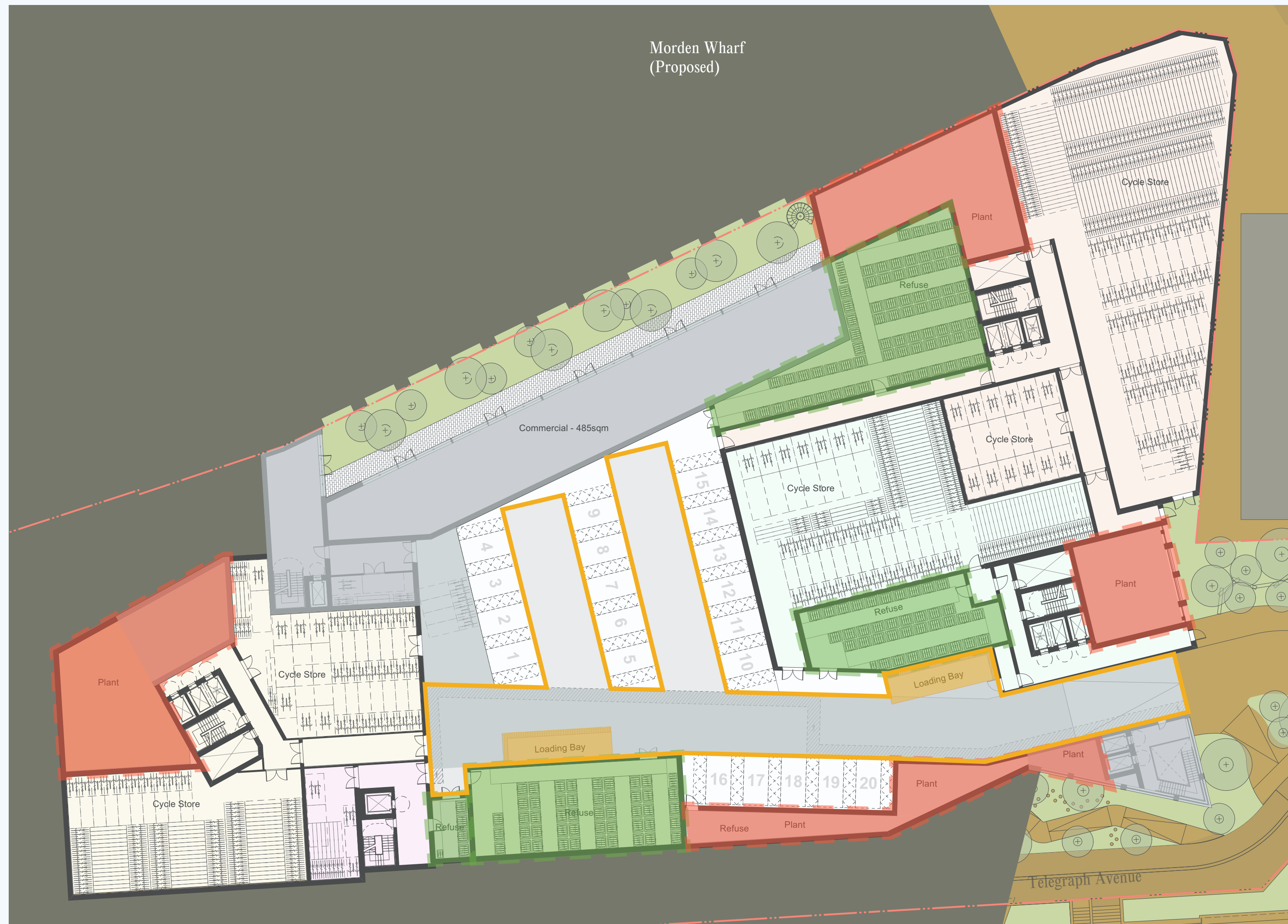
Ground Floor Level (Basement)

Refuse & Recycling Statement & Servicing Strategy

- Waste stores are segregated and provided at lower ground/podium level, near to cores for ease of access for residents and employees. A separate Delivery and Servicing Management Plan and an Operational Waste Management Plan have also been prepared, which provide the details of waste management for the development.
- The waste storage provision for the site by land use is shown in the table below, which is in accordance with the guidelines provided by the Royal Borough of Greenwich Waste Guidance Notes.

Land Use	Mixed Recycling 1,100L Eurobins	Residual Waste 1,100L Eurobins	Organic Recycling 500L
Residential Total	72	72	4
Commercial	3	3	0
Total	75	75	4

- Two loading bays are provided at lower ground level for delivery and servicing activities, enabling the council refuse vehicle to reach within 10m drag distance of the entrance to each bin store for weekly collection.



Proposed Development

6.07 Site Entrances

The approach to the site down Telcon Way has been highlighted as a key view during the pre-application process. The designs have been evolved to position one of the commercial blocks in this location providing an active and appropriately proportioned façade at the end of this vista.

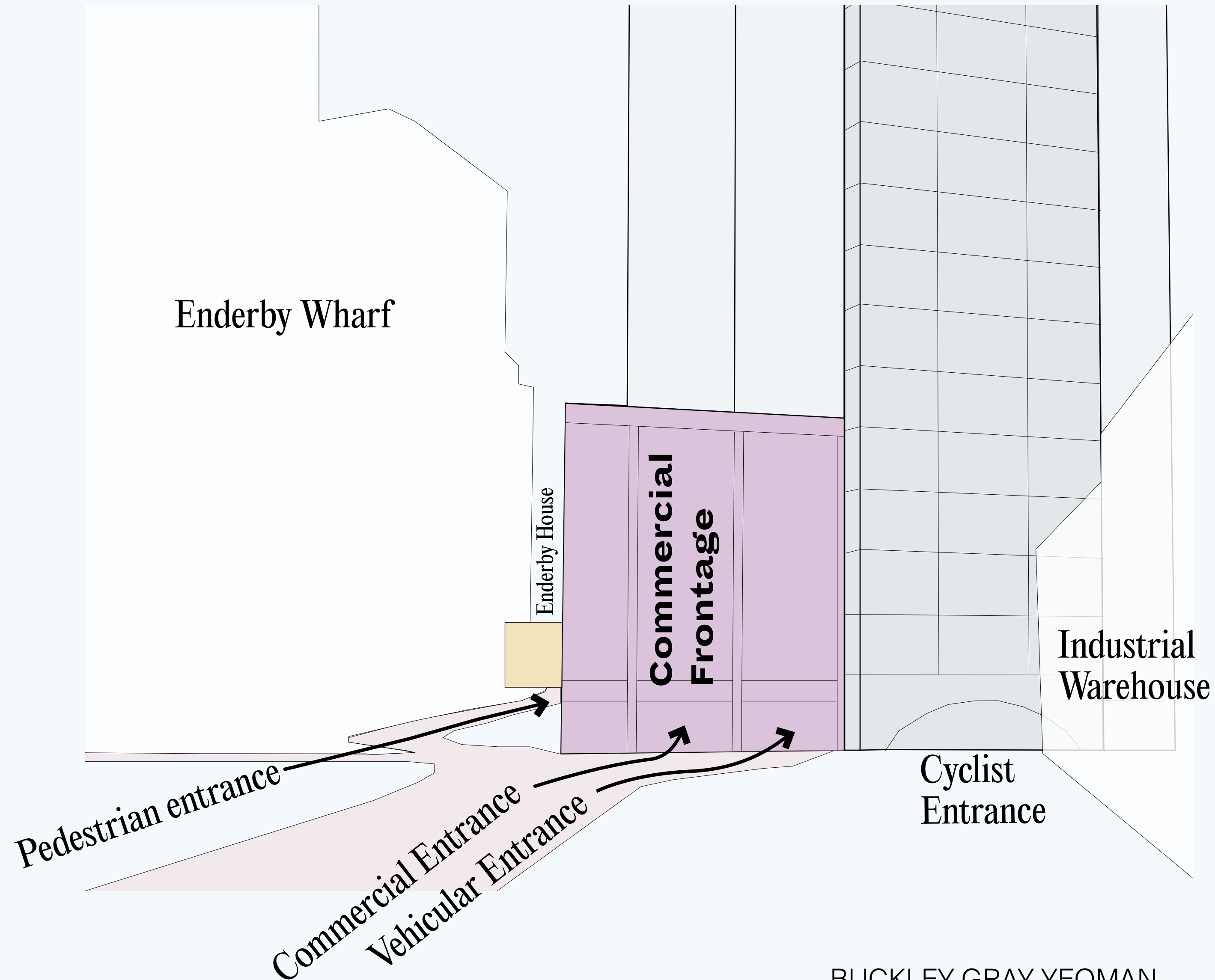
The entrances to the three principal buildings are grouped around the central garden space. Locating these around the perimeter, will promote the use of the central garden as a primary circulation space, making this an active area, encouraging a sense of community and ownership .



Site Entrances

Telcon Way Approach

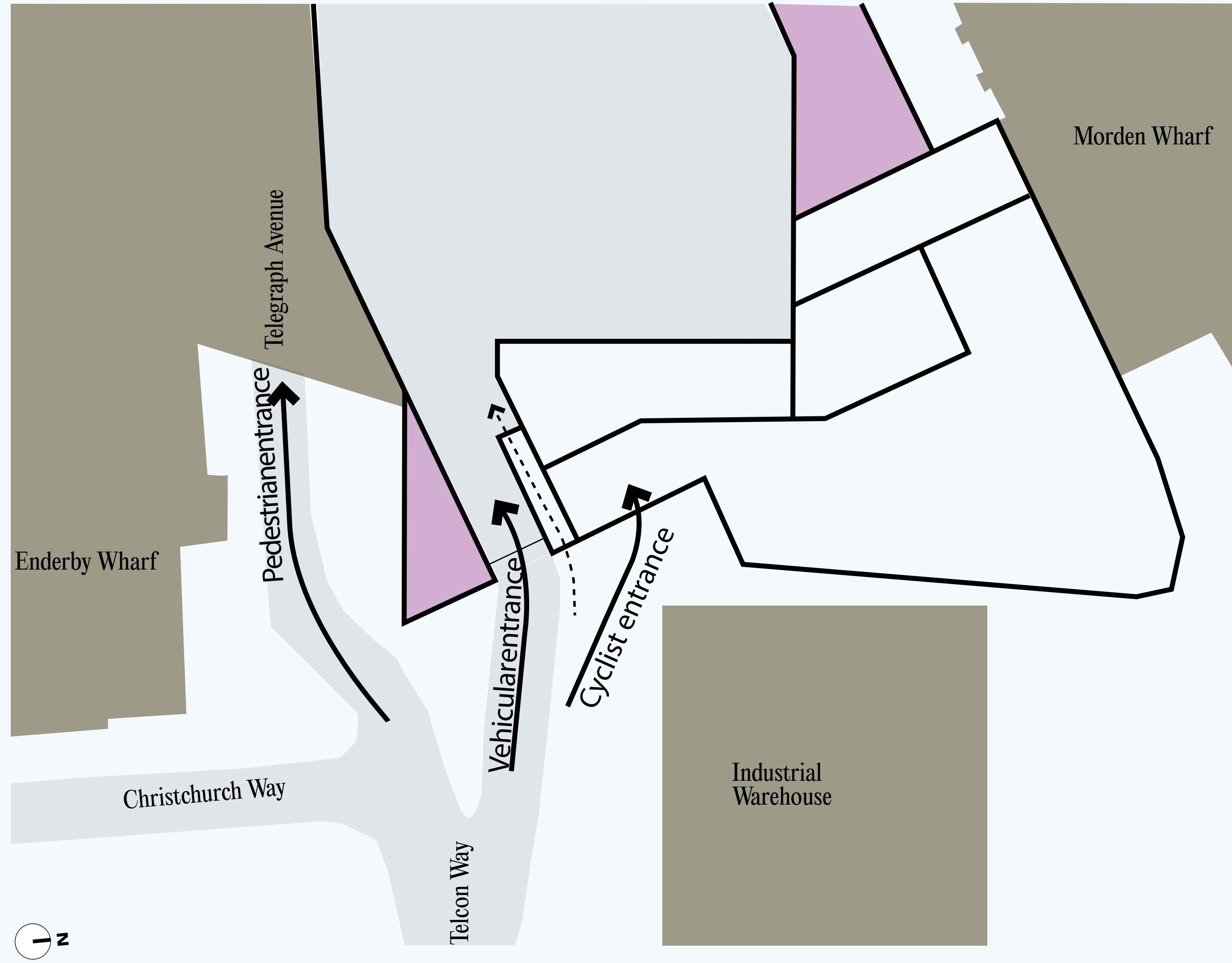
Telcon Tower



- A commercial frontage forms the end of the vista down Telcon Way, welcoming visitors to the site with a human scale three storey block.
- Vehicular access discreetly tucked beneath the commercial block
- Cyclist, pedestrian, and vehicular access clearly separated from each other.
- Commercial entrance off Telcon Way visible through the sharp point of the commercial block
- The entrance to the commercial building along with the lift and stair are located on the corner to create transparency.

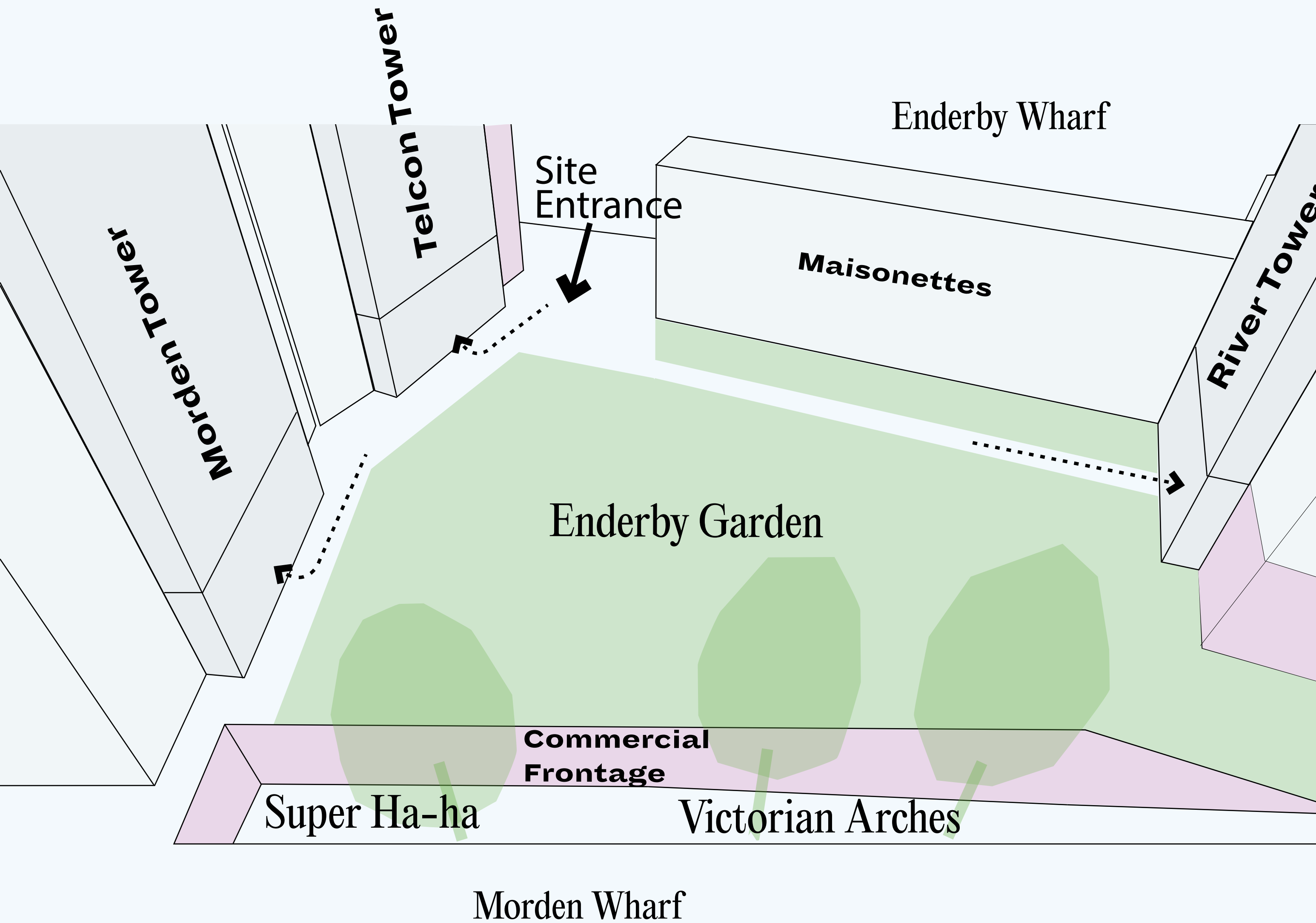
Site Entrances

Telcon Way Approach



- Vehicular access opens directly off Telcon Way and ramps down to +0.27m level
- Pedestrian access to the carpark runs parallel, but separated, to the vehicular entrance
- Pedestrians accessing the residential towers access the site along a ramped slope up Telegraph Avenue

Site Entrances Residential



- Entrance into the residential entrances is up a sloped or stepped access from Telegraph Avenue
- The form of the buildings allow the entrance to each tower to face the residential garden and each of the three entrances is clearly architecturally marked
- The three towers, and the residential entrances, sit around a residential garden for the enjoyment of the residents of the apartments.

Site Entrances

Designing Out Crime Statement

An initial meeting was held with Steve Watts and Nick Archer of the Metropolitan Police on 18th July 2022 with a follow up meeting on 25th August 2022. A summary of the key issues raised at the meetings and the measures taken to address these is outlined below:

LANDSCAPE LAYOUT:

Central garden access

Issue

Concern was expressed about this space being publicly accessible given issues being experienced with crime at Enderby Wharf.

Response

The central garden is currently shown as publicly accessible, however the landscape design has been developed to allow areas where security lines could be implemented so that the garden space is secured with residents only key fob access. The strategy will be further developed in consultation with the crime officer at the next stage.

Central garden security

Issue

Consideration should be given to designing in appropriate lighting and CCTV surveillance.

Response

Lighting and CCTV will be allowed for in the central garden – the detailed design of this provision will be developed in the next stage of the project.

Cycle Storage

Issue

The single cycle store housing the full provision of cycle storage for the development was questioned.

Response

The cycle store has been re-designed with the single store replaced with cycle storage provision for each building linked to the associated core.

BLOCK DESIGN:

Entrance security

Issue

A primary and secondary door should be provided to each blocks communal entrance to help prevent tailgating.

Response

Entrances to all blocks are designed such that there are two doors between the entrance to the building and the lift/stair cores .

Access control

Issue

Audio visual access control to primary and secondary doors to each block should be provided.

Response

Colour audio video access control will be provided – the detailed design of this provision, in particular how guests are allowed to travel through the building, will be developed in the next stage of the project.

Lift/stair core security

Issue

Lifts and stairs should be controlled with fob access such that residents can only gain access to the floor on which they live.

Response

Fob access to the lifts and stairs will be provided – the detailed design of this provision will be developed in the next stage of the project.

Proposed Development

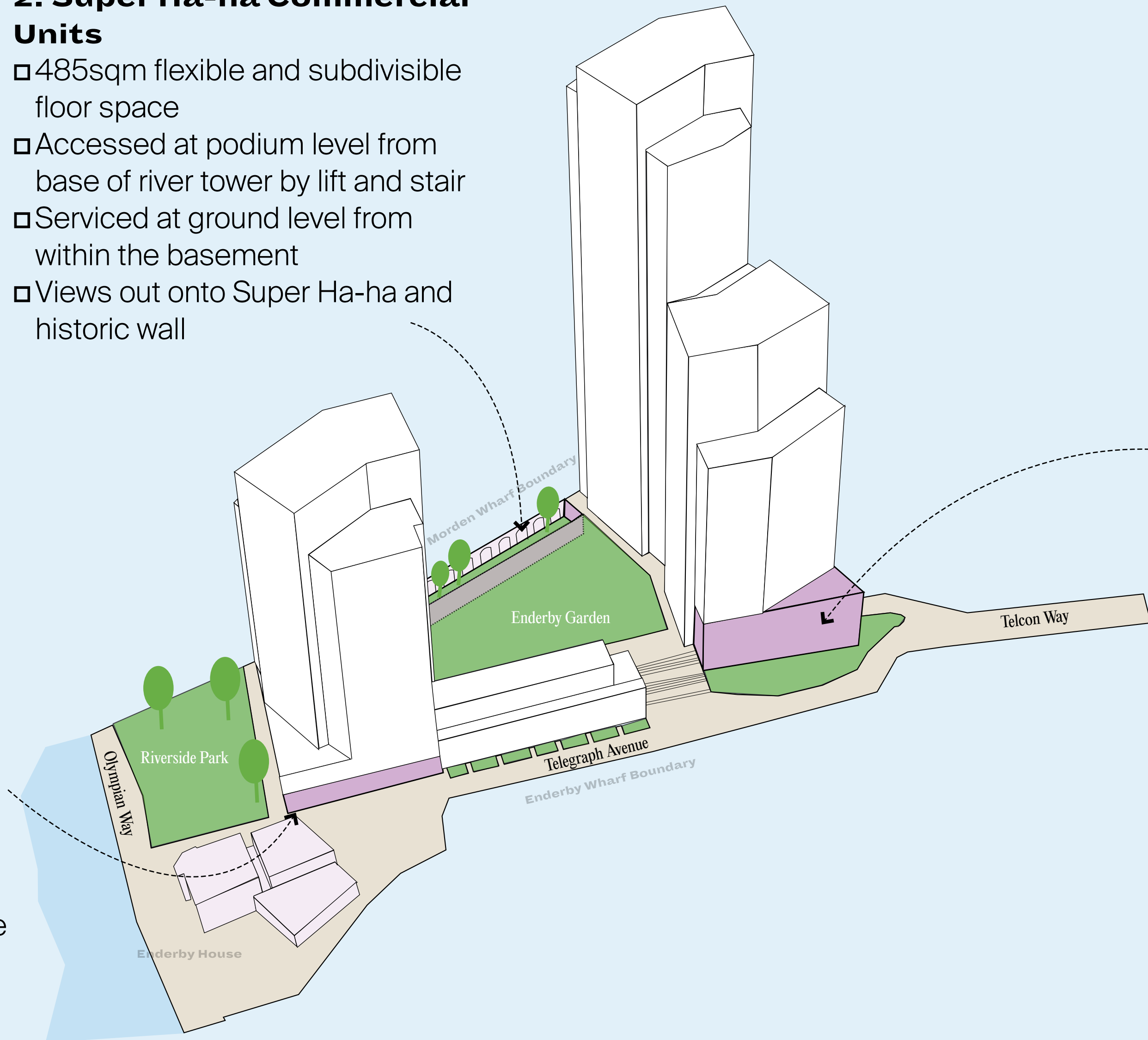
6.08 Commercial Spaces

2. Super Ha-ha Commercial Units

- 485sqm flexible and subdivisible floor space
- Accessed at podium level from base of river tower by lift and stair
- Serviced at ground level from within the basement
- Views out onto Super Ha-ha and historic wall

3. River Frontage Community / Cafe Space

- 500 sqm floor space with potential for additional mezzanine space
- Accessed at podium level from Riverside park
- Serviced at ground level from Telcon Way
- Views out over river and relates to Olympian Way and Enderby House Pub

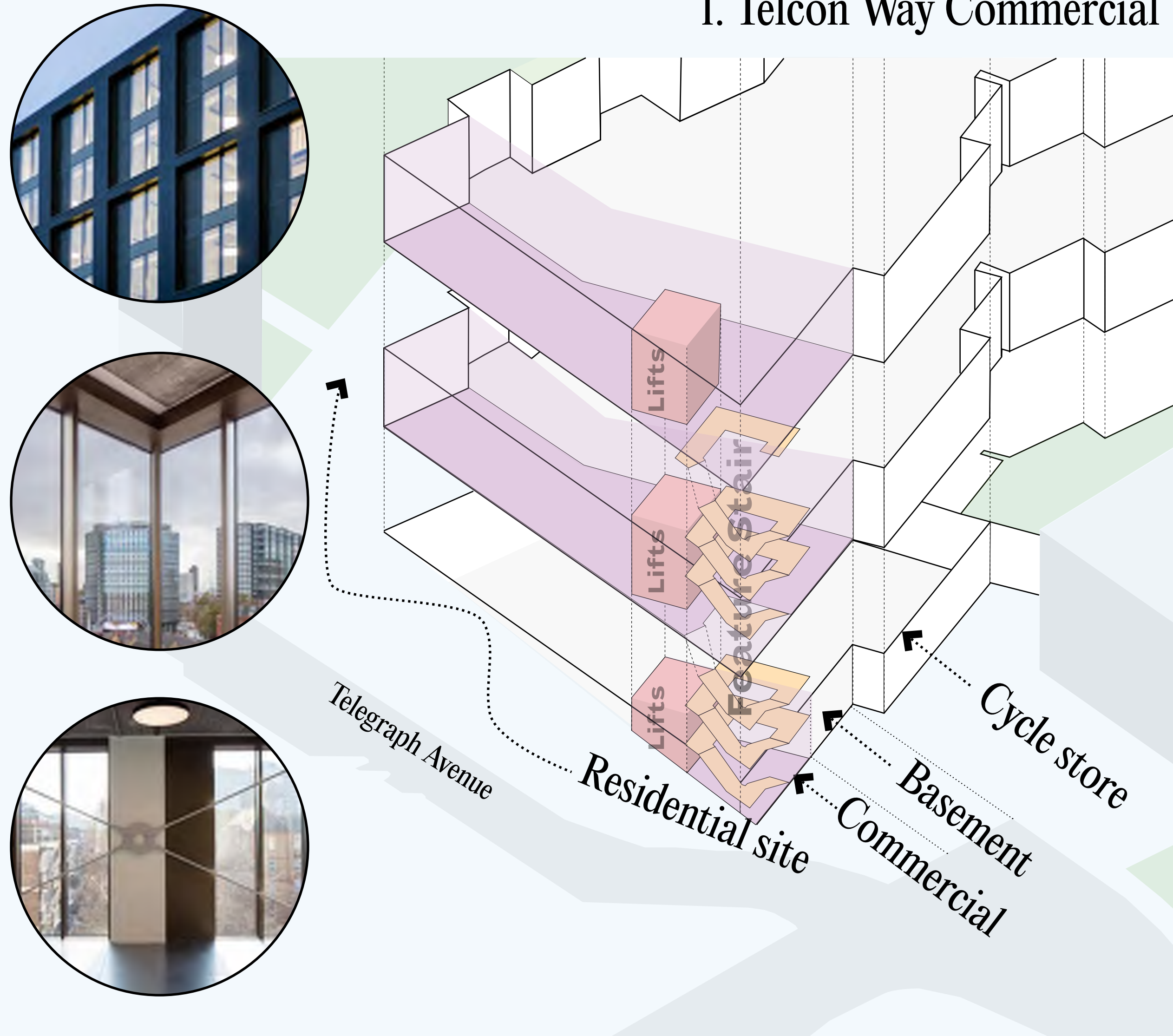


1. Telcon Way Commercial Units

- 460 sqm floor space over two floors with generous floor to ceiling heights
- Accessed and serviced at ground level from Telcon Way

Commercial Spaces

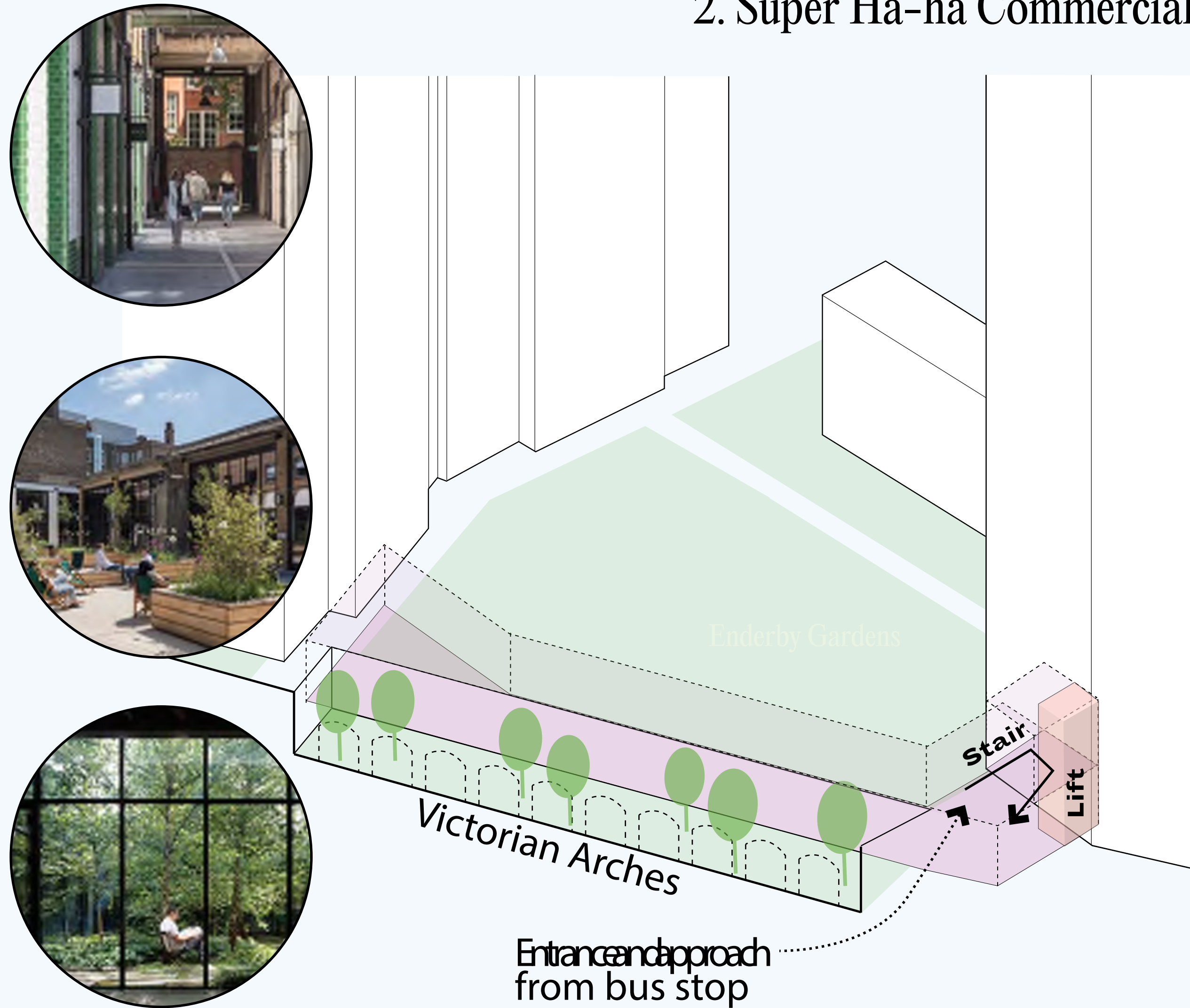
1. Telcon Way Commercial Units



- 230sqm per floorplate
- Reception at end of Telcon Way
- Feature Stair to glazed corner to increase transparency
- Potential to be one commercial unit or two smaller floorplates with a shared entrance and reception.

Commercial Spaces

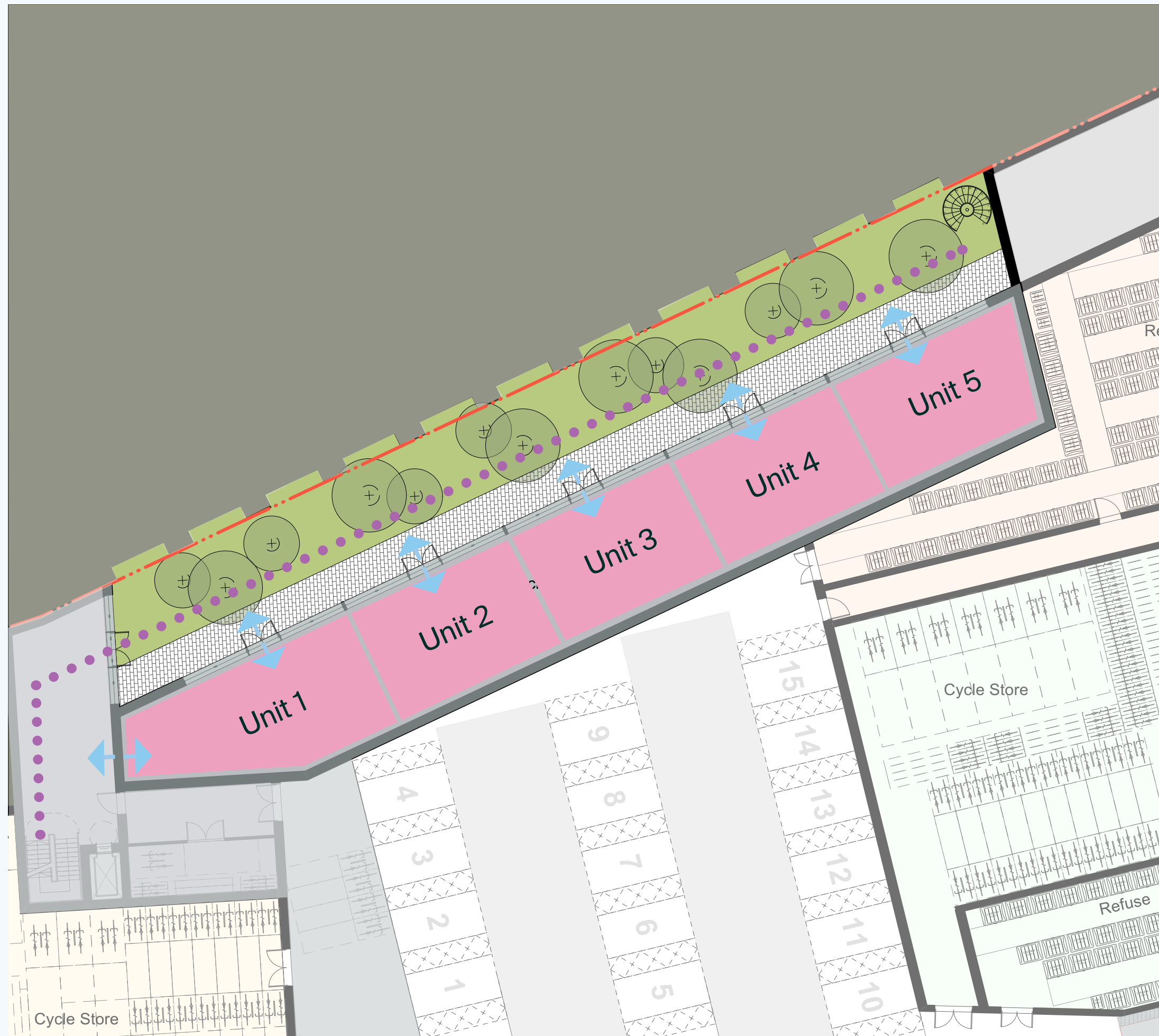
2. Super Ha-ha Commercial Units



- 485sqm flexible and subdivisable floor space
- Accessed by lift and stair at podium level from the base of the river tower
- Serviced at ground level from within the basement
- Views out onto historic wall and trees planted within Super ha-ha

Commercial Spaces

2. Super Ha-ha Commercial Units



GROUND LEVEL PLAN



LIGHT INDUSTRIAL USES



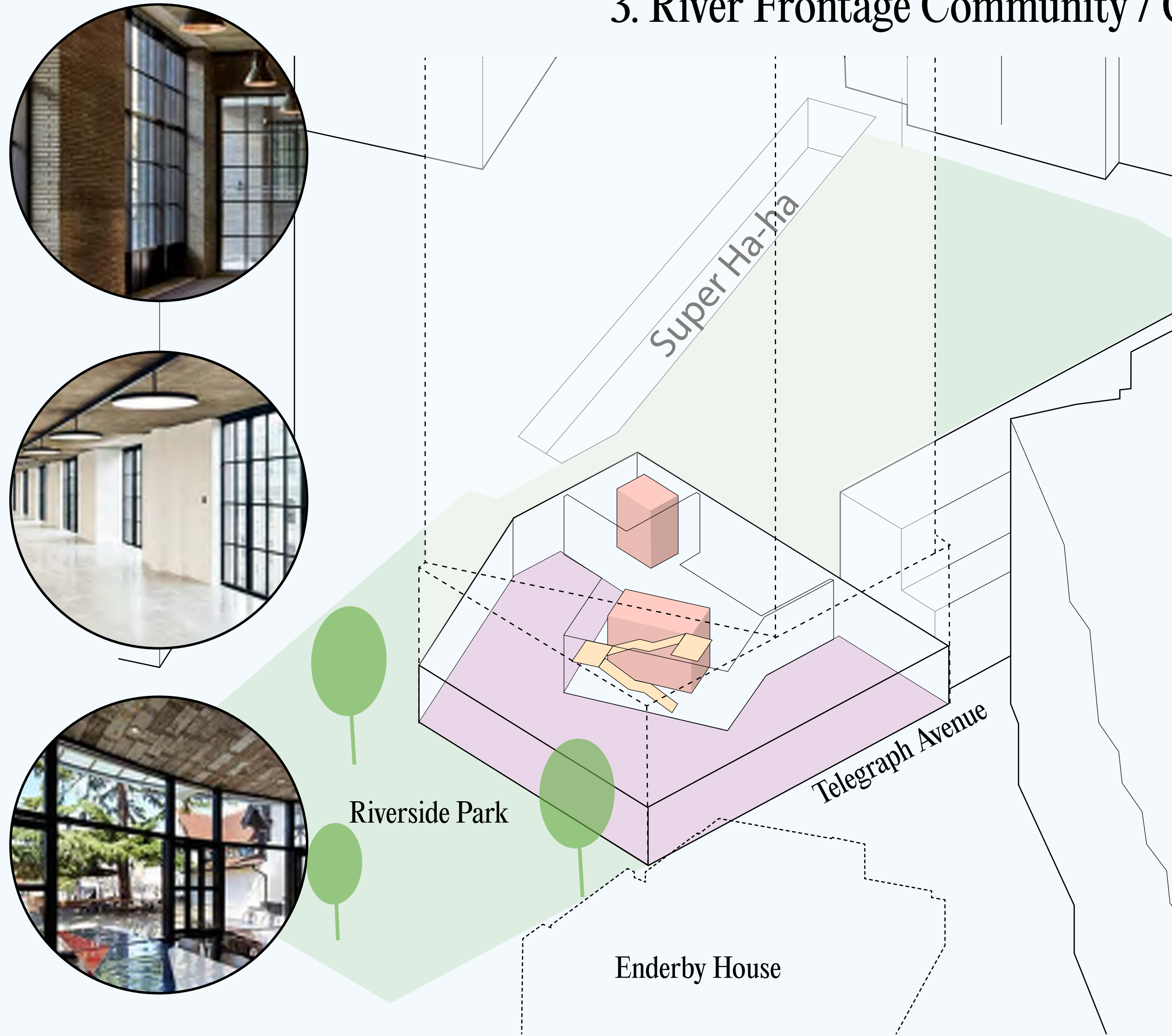
MAKERS' SPACES

The Super Ha-Ha commercial space has been designed to maximise the flexibility of the space and size of the units.

The introduction of smaller standalone units within the workspace footprints would offer the opportunity for start-up businesses to grow within the development.

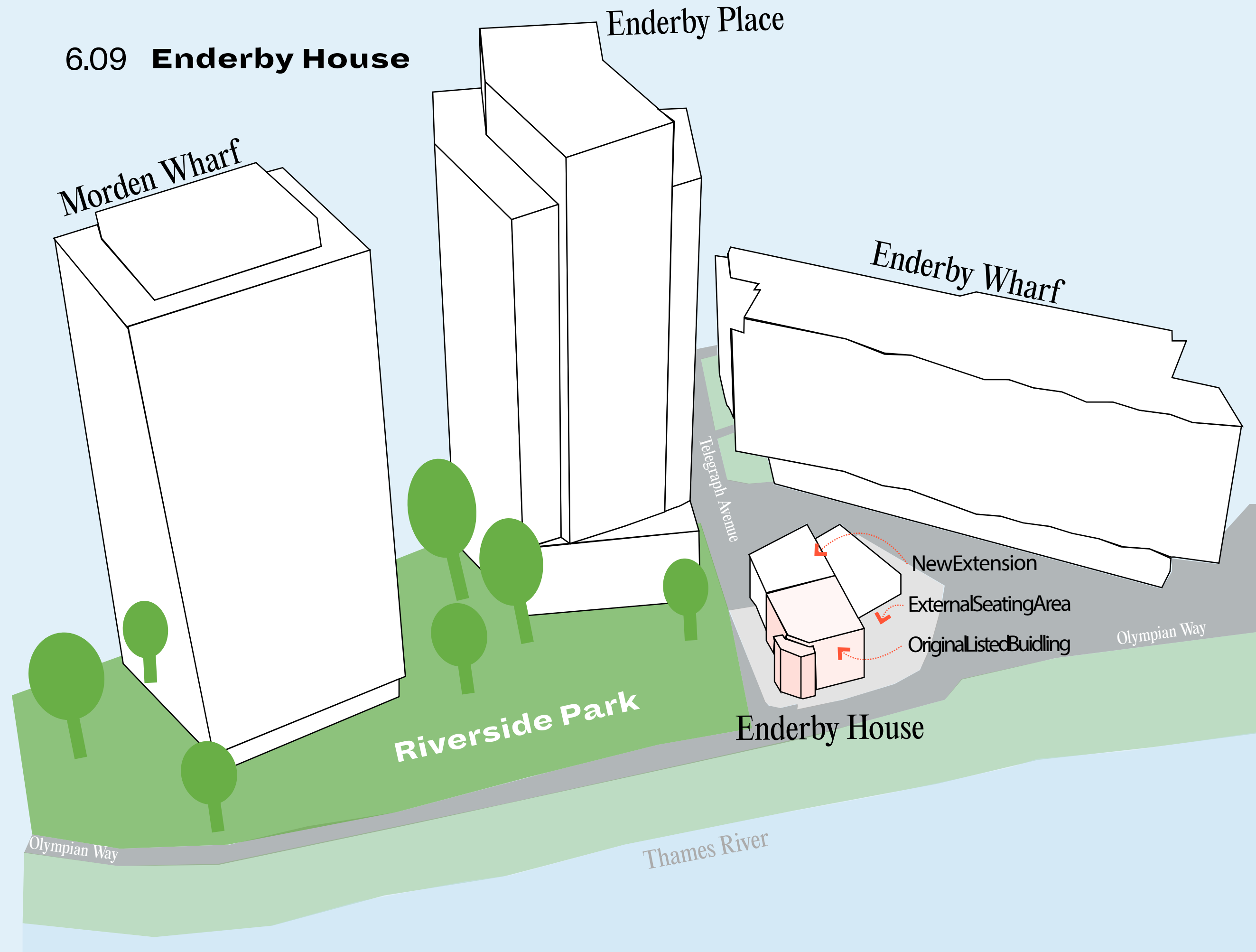
Commercial Spaces

3. River Frontage Community / Cafe Space



- ❑ 500sqm floor space with potential for additional mezzanine level
- ❑ Accessed at podium level from Riverside park
- ❑ Serviced from Telegraph Avenue as Enderby House
- ❑ Views out over river and relates to Olympian Way and Enderby House Pub

Proposed Development

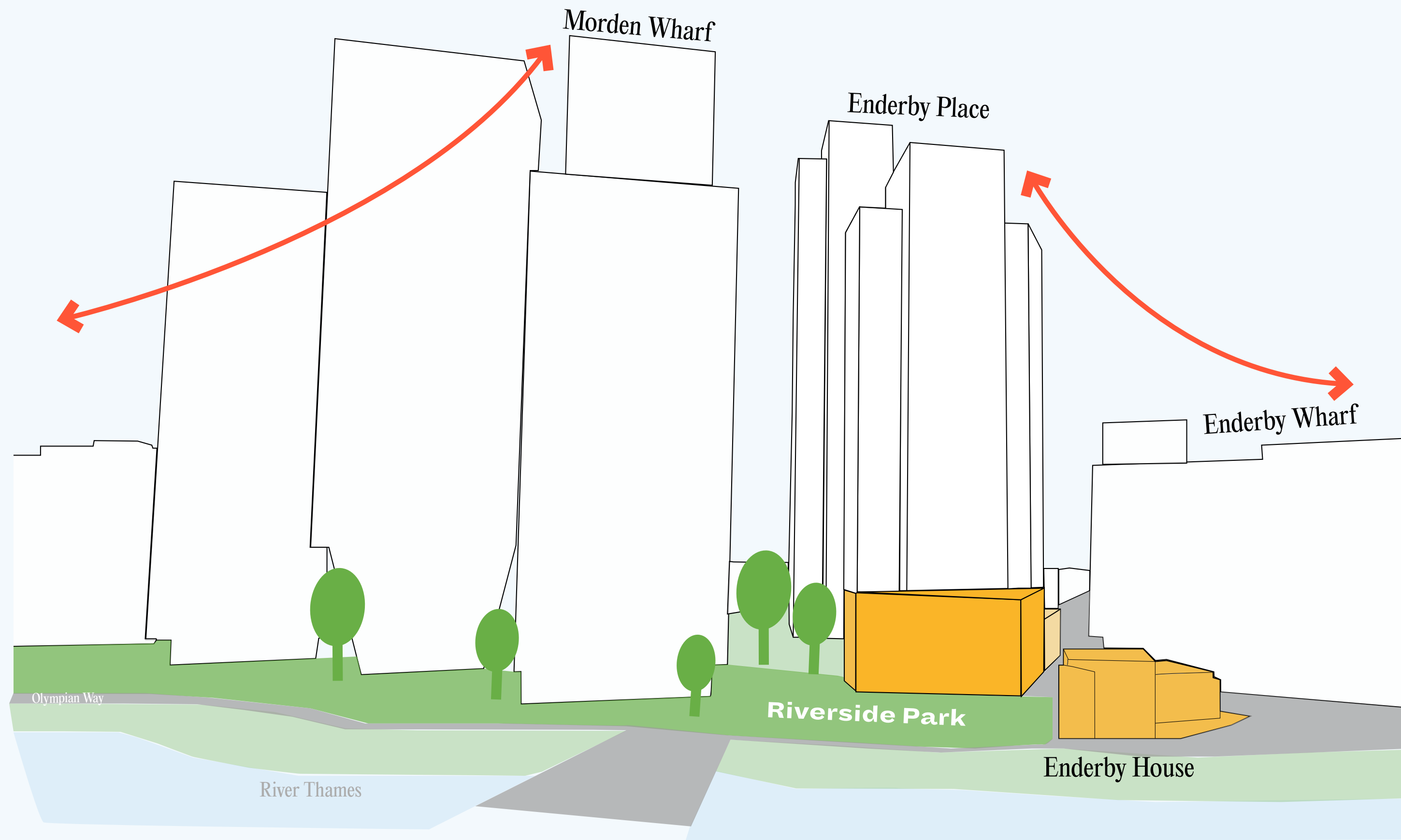


6.09 Enderby House

- Enderby House consists of two parts, the original listed house which was home to the Enderby's, and a recent extension. The original part of the house sits well forward of the proposed scheme, while the extension works with the proposed base of the river tower to frame the riverside park.
- The focal bay window looks out over the new river park

Enderby House

Cafe, Pub & River Frontage



- A riverside park is created to the west of the site, sloping down to the River Thames. This connects with Morden Wharf and Enderby House.
- The Community / Cafe Space at ground floor opens out onto the river park
- While the taller buildings mediate the scale of Morden Wharf and Enderby Wharf, the three storey 'base' of the river tower relates to Enderby House.
- The context and public realm surrounding Enderby House is improved, allowing it to sit proud of the residential blocks behind.

Proposed Development

6.10 Landscaping & Play Strategy

The following pages are taken from Spacehub's Landscape and Public Realm Strategy document, as an overview of our proposals. Please refer to the main document for more detailed information.



Landscaping & Play Strategy

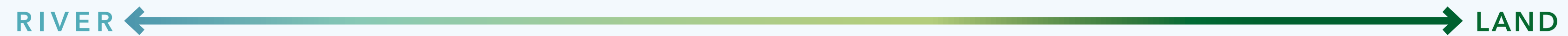
Landscape Designer Proposals

From the River to the Land

The landscape and public realm design of Enderby Place aims to provide a series of rich experiences transitioning from the Thames riverside to the tranquil woodland gardens. Through interventions around the boundary, the landscape + public realm design seeks to integrate with the neighbouring developments of Enderby Wharf and Modern Wharf.

Reflecting the unique and diverse ecology of the area, the riverside space will have a dynamic quality. Planting will include native climate-resilient species of trees and herbaceous plants, while the pollinator's gardens will provide vibrant sanctuaries for local wildlife.

As the design progresses deeper into Morden Tower and Telcon Tower, the landscape will feature a diverse mix of trees and understorey plants, offering a gradual shift in character from the open meadow to the dappled shade of the woodland.



RIVERSIDE



POLLINATOR'S GARDEN



WOODLAND EDGE



WOODLAND

Landscaping & Play Strategy

Landscape Designer Proposals

Enderby Place landscape and public realm is comprised of rich experiences, including landscape character areas as follows:

The Riverfront

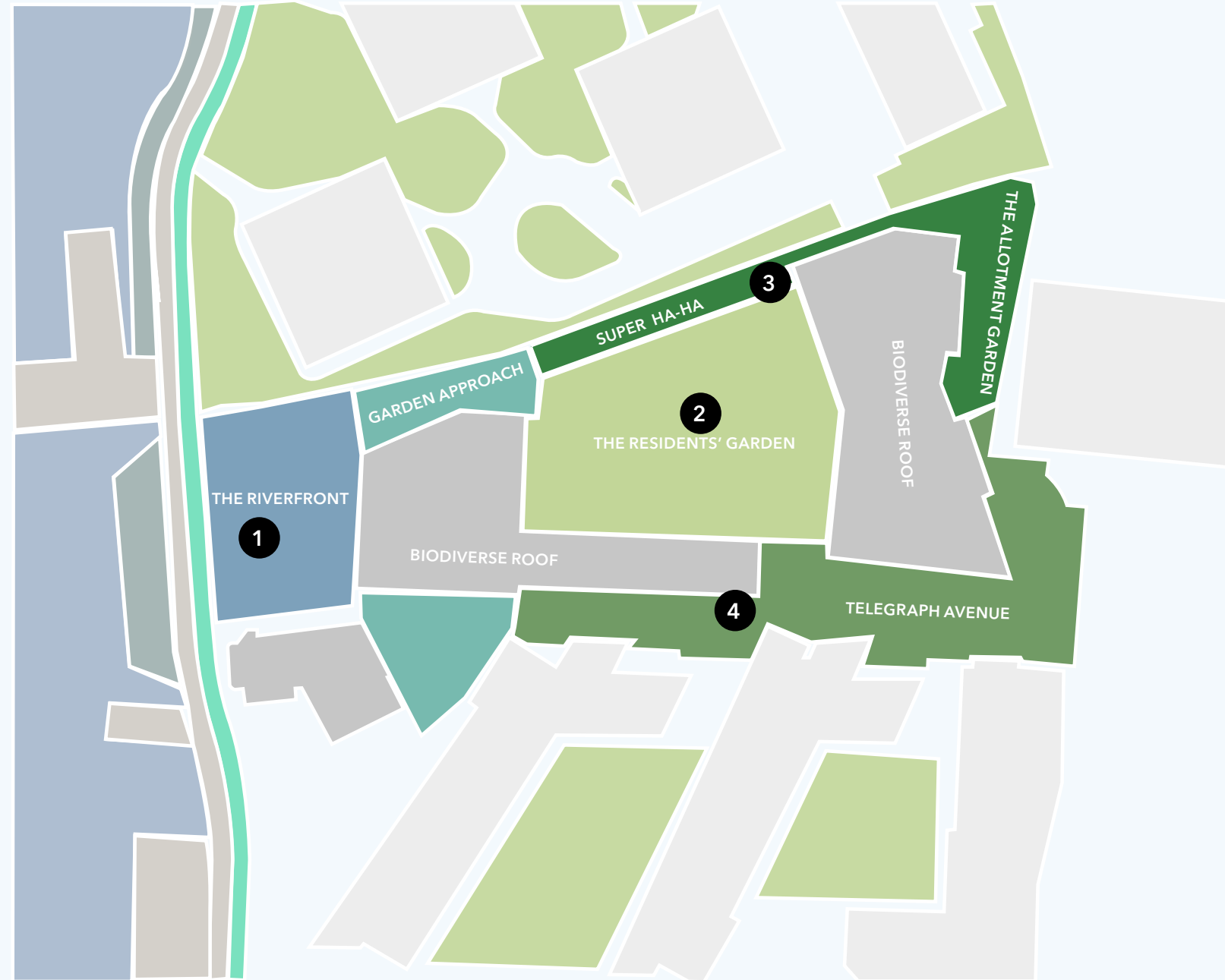
The Riverfront is an open and active public space along the Thames path. It provides amphitheatre seating and water fountains for social gatherings and plays. In the context of climate emergency, the flood defence wall will be integrated into the landscape design as much as possible to ensure a functional and enjoyable riverside. A flexible lawn area and cafe seating space at the higher level provide good vistas to the Thames.

Garden Approach

The Garden Approach provides a transitional experience from the public zone to the residential garden. Well-defined pathways, benches, and lush foliage are to create an inviting atmosphere.

The Residents' Garden

The residential garden is an area with a meticulous combination of open lawns, two designated play areas, and residents' front gardens with carefully curated planting schemes. Play trails are integrated into the verdant woodland edges.



The Super HA-HA

Super Ha-Ha is a sunken and shaded garden area adjacent to the retail unit on the Ground Level. Set at a lower level from the podium garden, the Ha-Ha has the existing brick wall retained to celebrate Enderby Wharf's historical context.

The Allotment Garden

The Allotment Garden features residential allotments and private gardens, the space aims to create communal green space while enabling personal pursuit of cultivation.

Telegraph Avenue / Telcon Way

This is an area that combines the existing public realm with various landscape interventions including a residential threshold that leads to the lobbies and gardens, as well as defensible space planting strip for the Telegraph Block. It comprises a series of compliant ramps and landscaped steps.



Landscaping & Play Strategy

Landscape Designer Proposals



Figure 22. Illustrative Masterplan - Ground Level

- | | | | |
|---|---|--|----------------------------------|
| 1 Riverfront Amphitheatre & Water Feature | 5 Play Equipment - Sailor theme | 9 Telegraph Block Residential Gardens | 13 Cycle and Vehicle Entrance |
| 2 Flood Wall and Ramp Access | 6 Playground, Natural Play Trails and Seating | 10 Residential Entrance Garden | 14 Allotment Garden |
| 3 Flexible Lawn and Riverfront Garden | 7 Open Lawn and Flower-rich border planting | 11 Residential Entrance Steps | 15 Allotments / Community Garden |
| 4 Cafe Spill-out | 8 Doorstep Play Zone | 12 Residential Entrance Ramps and Incidental Play Trails | 16 Super Ha-Ha |

Landscaping & Play Strategy

Landscape Designer Proposals



Figure 23. Illustrative Masterplan - Accessible Podium + Roof Level

- | | | |
|--|--|---|
| 1 Biodiverse Roof (G+2) | 5 Biodiverse Roof (G+2) | 9 Biodiverse Roof (G+21) |
| 2 Biodiverse Roof (G+20) | 6 Biodiverse Roof (G+32) | 10 Roof Plant Room and Equipment (G+22) |
| 3 Biodiverse Roof (G+19) | 7 Roof Plant Room and Equipment (G+34) | 11 Roof Plant Room and Equipment (G+16) |
| 4 Roof Plant Room and Equipment (G+22) | 8 Biodiverse Roof (G+31) | 12 Roof Plant Room and Equipment (G+2) |

Landscaping & Play Strategy

Landscape Designer Proposals

The Riverfront is a publicly accessible open space that sits along the Thames Path, designed to offer both aesthetic and functional enhancements. Its dynamic features, including a water feature and an amphitheatre seating, have been integrated for diverse community needs, serving as a versatile play area, a communal gathering point, and a welcoming gateway to Enderby Place.

The space makes a connection between the Riverfront, the historic Enderby House, and the future Morden Wharf Development. A flood defence wall is integrated within the landscape design and works together with the flooding defence along the adjacent sites.



Landscaping & Play Strategy

Landscape Designer Proposals

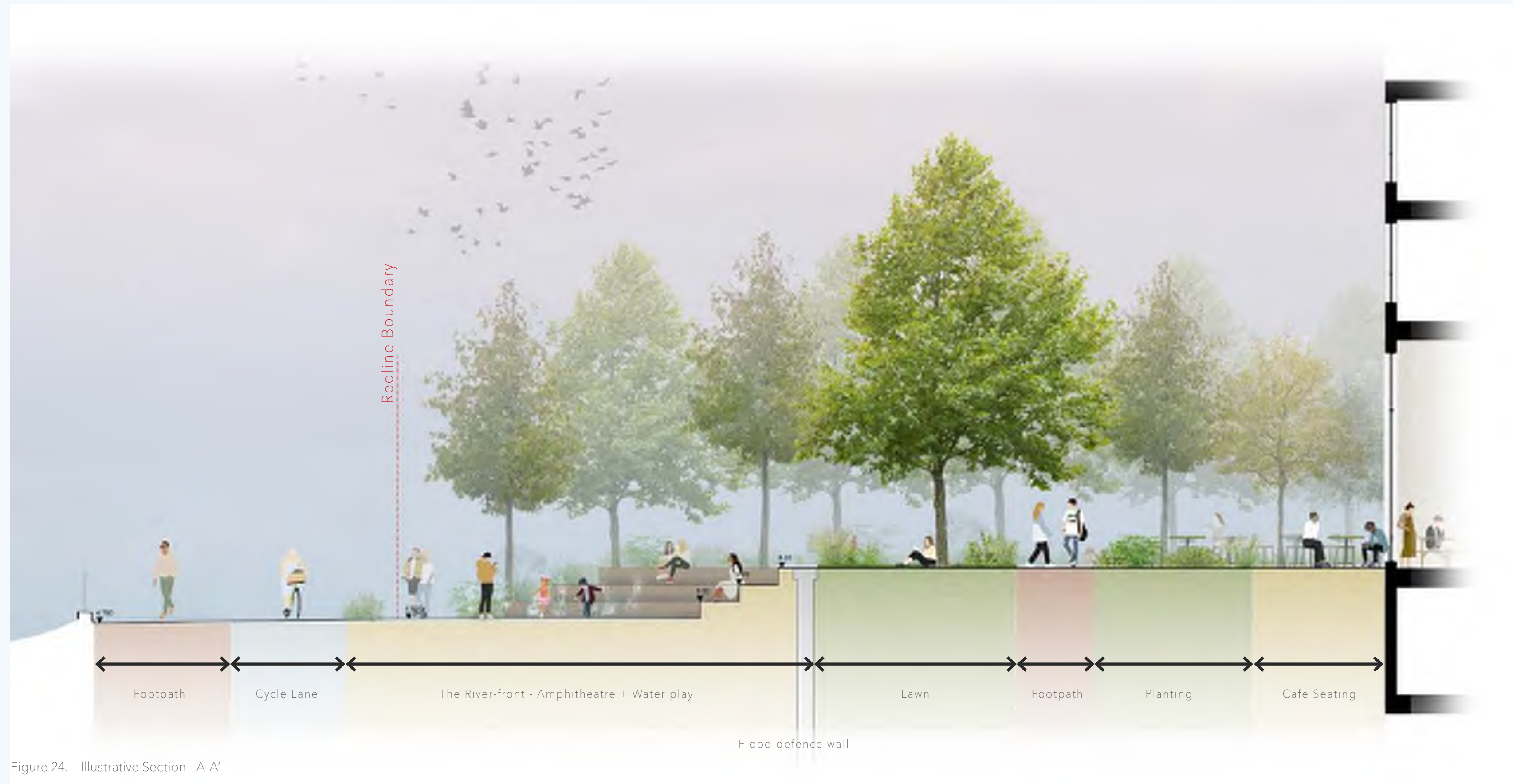
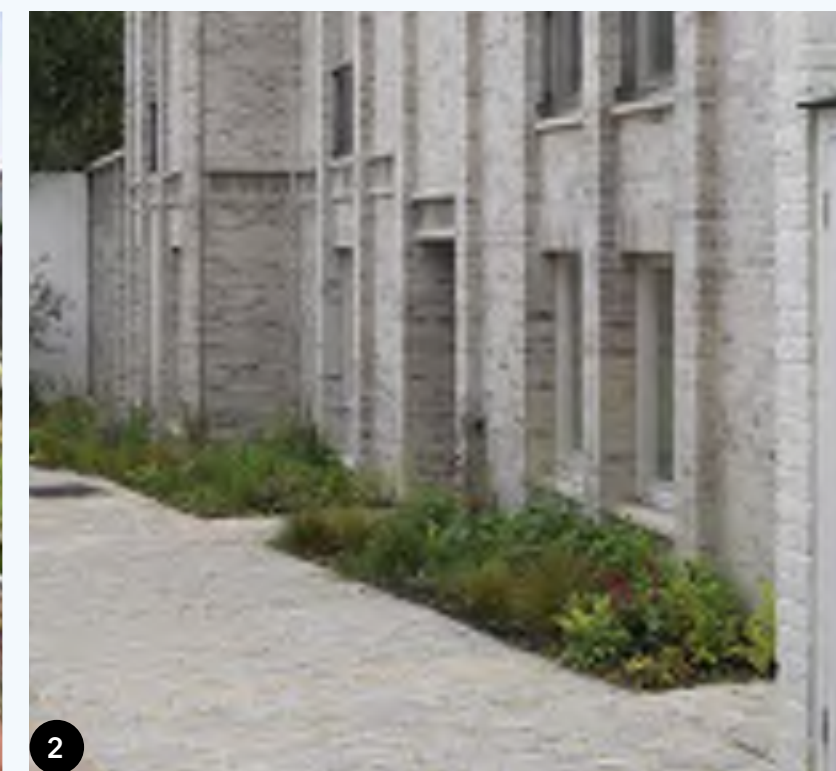


Figure 24. Illustrative Section - A-A'

Landscaping & Play Strategy

Landscape Designer Proposals

Telegraph Avenue will transform from a cut-through road into a residential street with the introduction of low-rise mews homes, play trails and shaded woodland planting. Steps and ramps from Telegraph Avenue provide the main access to Enderby Place, including the Residents' Garden and play areas. Telegraph Avenue will be a pedestrian and cyclist zone with occasional service vehicle access.



Landscaping & Play Strategy

Landscape Designer Proposals

The Garden Approach is a peaceful space, managing the journey and transition between the public Riverfront and the private Resident's Garden.

The Residents' Garden is a communal open space for those living within Enderby Place. A species-rich lawn serves as a place for residents to relax and play, as well as a flexible area for events. Mounds and tunnels with accessible paths running through provide a designated area for local play. Bordering the lawn and play space are a series of playful trails with climbing structures, stepping stones, boulders, and a zip line.



Landscaping & Play Strategy

Landscape Designer Proposals

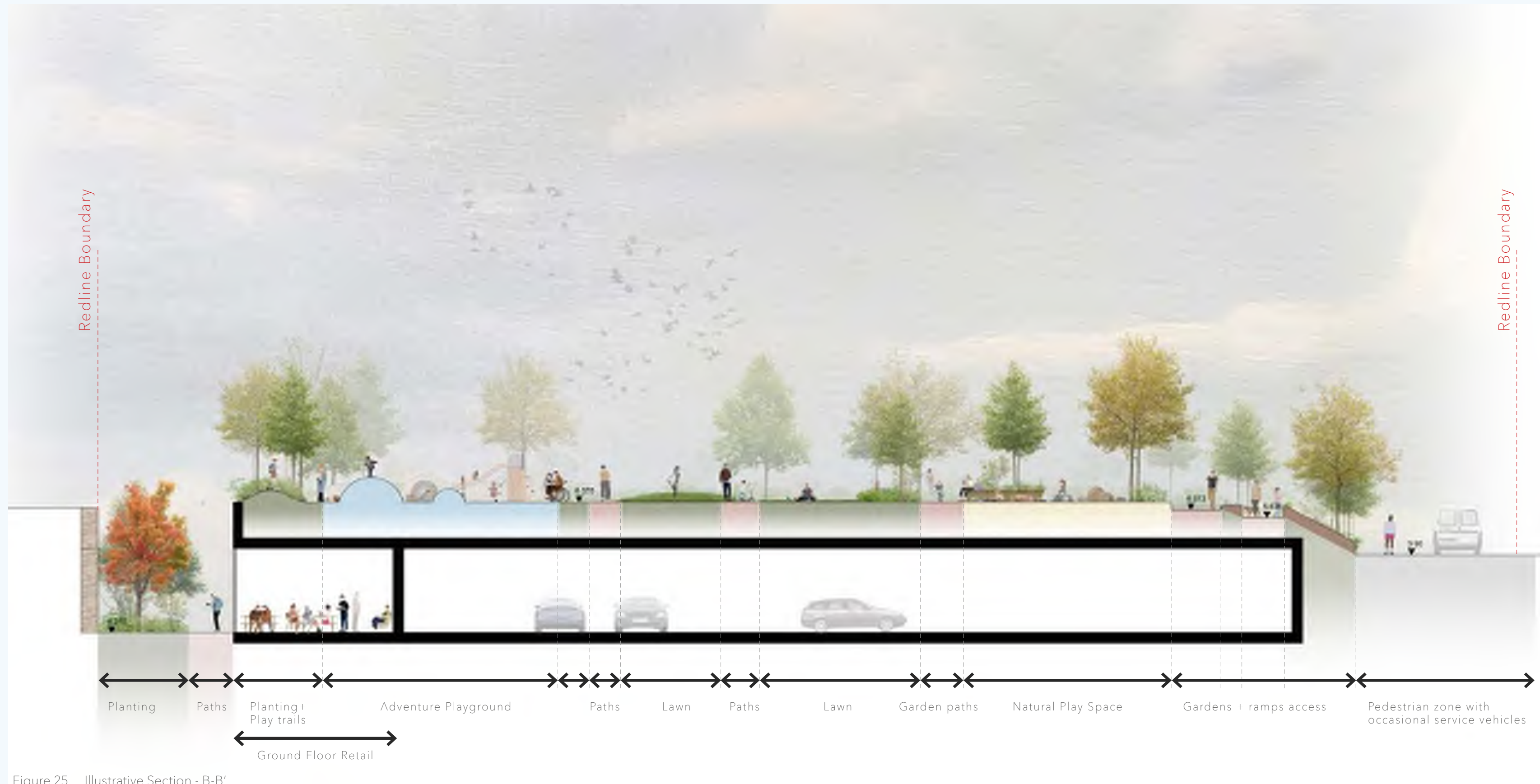


Figure 25. Illustrative Section - B-B'

Landscaping & Play Strategy

Landscape Designer Proposals

The Super Ha-ha is a sunken area that allows the ground-level commercial units to have a long, wooded outlook from their frontages, with the backdrop of the existing wharf wall.

This scenic vista has been framed to impart a sense of tranquillity with a shade-tolerant, woodland and rain garden planting scheme. The paving is proposed to be permeable to help with surface water drainage.

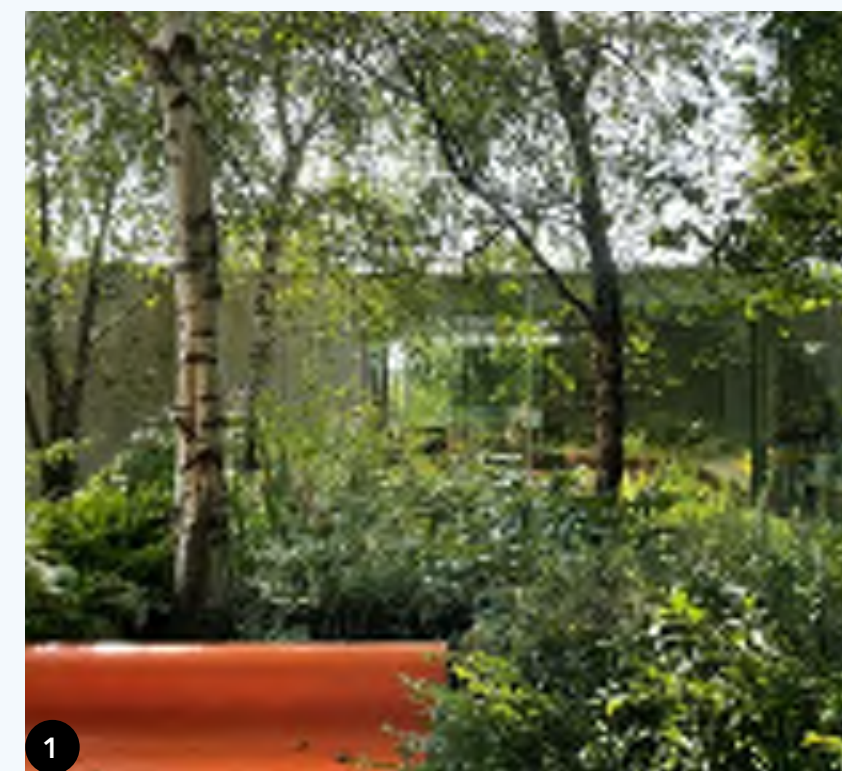
The Super Ha-Ha plays a key role in facilitating a visual continuity within the landscape, connecting the outdoor spaces at the podium level of Enderby Place and the future Morden Wharf development.



Landscaping & Play Strategy

Landscape Designer Proposals

The Allotment Garden is a lushly planted space, private to ground floor residents of the Morden Tower. The allotments are accessible from the Resident's Garden and feature a series of raised planters, benches, and planting. The space is a communal area for residents to garden, socialise and relax. It will be walled, making it enclosed and intimate - and will be a space for younger years of play and exploration.



Landscaping & Play Strategy

Riverside Aspirations



- ❑ No basement below river park, so capacity for larger trees
- ❑ Low level 'plinth' to river block reduces downdraft to tower, thus mitigating south westerly wind off the river
- ❑ Low level 'plinth' also relates to scale of Enderby House
- ❑ Clipper stop, Thames path, and Enderby House given a garden setting
- ❑ A park for public enjoyment which links into Morden Park.
- ❑ Gap between Morden Wharf and Enderby Place draws the eye along line of trees from the river

Landscaping & Play Strategy

Residential Garden Aspirations



- ❑ Super ha-ha forms soft boundary to Morden Wharf
- ❑ Potential for large trees planted into the ground
- ❑ ha-ha reveals heritage wall
- ❑ Playful 'bridges' through tree canopies form connection between two sites
- ❑ Low rise townhouses separate Telegraph Avenue from the residential garden
- ❑ Garden will be protected from wind, and in the sunniest location of the site

Landscaping & Play Strategy

Telegraph Avenue Aspirations



- Telegraph Avenue defined as a street
- Access to residential garden slopes up between buildings
- View towards Enderby house and the river at the end of the street
- Low rise townhouses open up onto the street giving it a clear edge
- Townhouses step back at the height where Enderby Wharf is residential
- Defining rather than absorbing street into landscape means that Enderby Wharf steps and back of house are more comfortable.

Proposed Development

6.11 **A Day in the Life Of...**

With the aim of providing a great place to live, we have given some thought to how residents of varied demographics might spend a typical day.

The following pages give an illustrated overview of how young professionals, retirees, teenagers and young families might live in Enderby Place.

A Day in the Life Of... Young Professionals

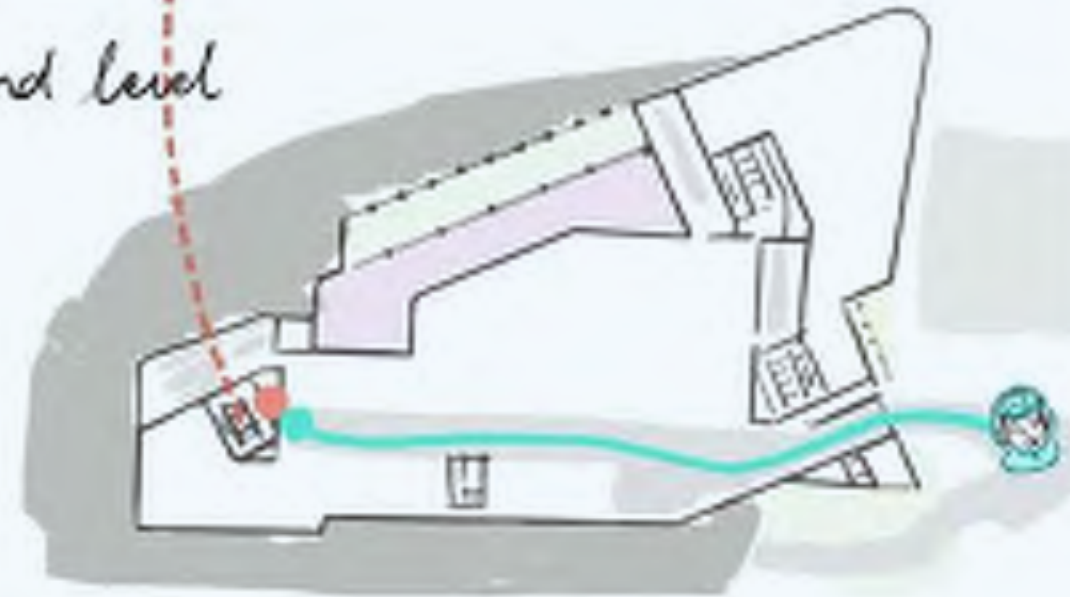
Level 3-17 (typical)



Podium level



Grand level



Morning Meditation
At Home



Quick Breakfast
Riverfront Commercial Units



Easy Commute
Morden Wharf Bus Stop (proposed)



Reception Service
River Tower Basement Reception



Home Delivery
At Home

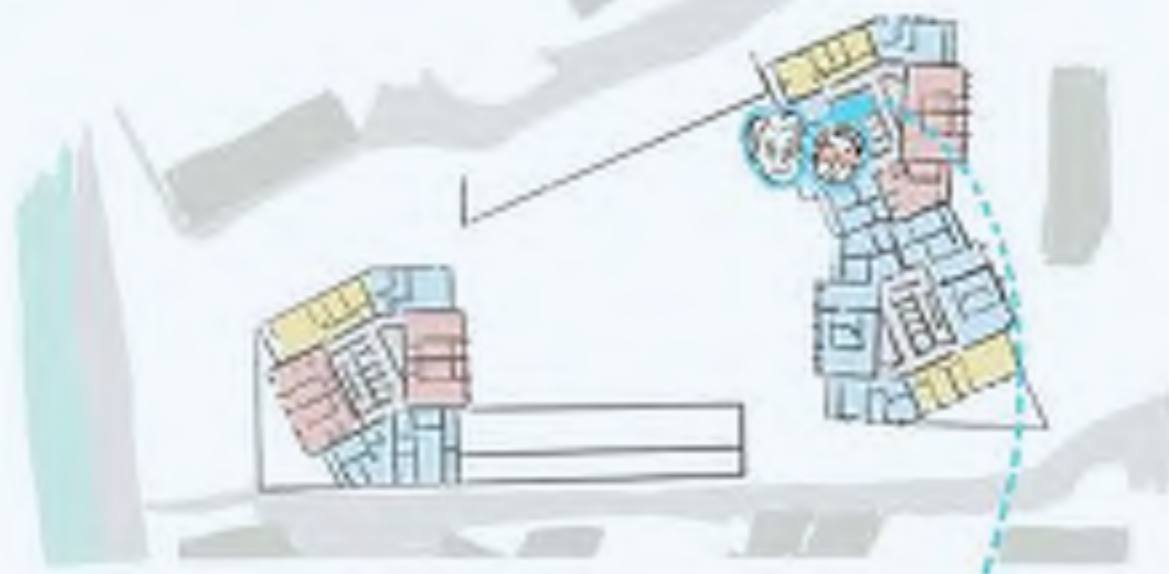


Dinner with Sunset
At Home

A Day in the Life Of...

Retirees

Level 3-17 (typical)



Podium Level



Walking Dog
Along the Thames River



Meeting Friends
Thames River Clippers



Lunch by the River
Enderby House - Rooftop



After Lunch Shopping
Trafalgar High Street



Chill Dinner
At Home



Night Resting
Residential Garden

A Day in the Life Of...

Teenagers

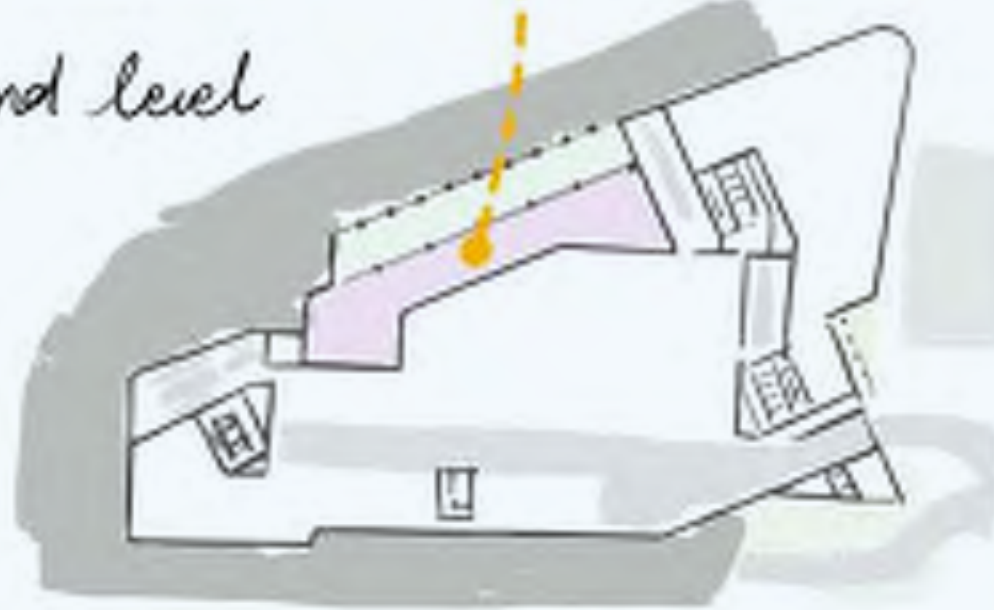
Level 1



Podium level



Ground level



Family Breakfast
At Home



Cycling to School
Telegraph Ave.



After-School Pottery Workshop
The Super Haha Commercial



Making Friends
The Super Haha



Weekends Film Day
Millennium Leisure Park



Socialising with Other Families
Riverfront Garden

A Day in the Life Of... Young Families

Podium Mezzanine level



Podium level



Busy Family Morning
At Home



Easy Commute
Outside the Private Garden



(Various locations around the site)



Grocery Shopping
Scarsbury Local Shop



Playing in the park
Riverside / Residential Garden

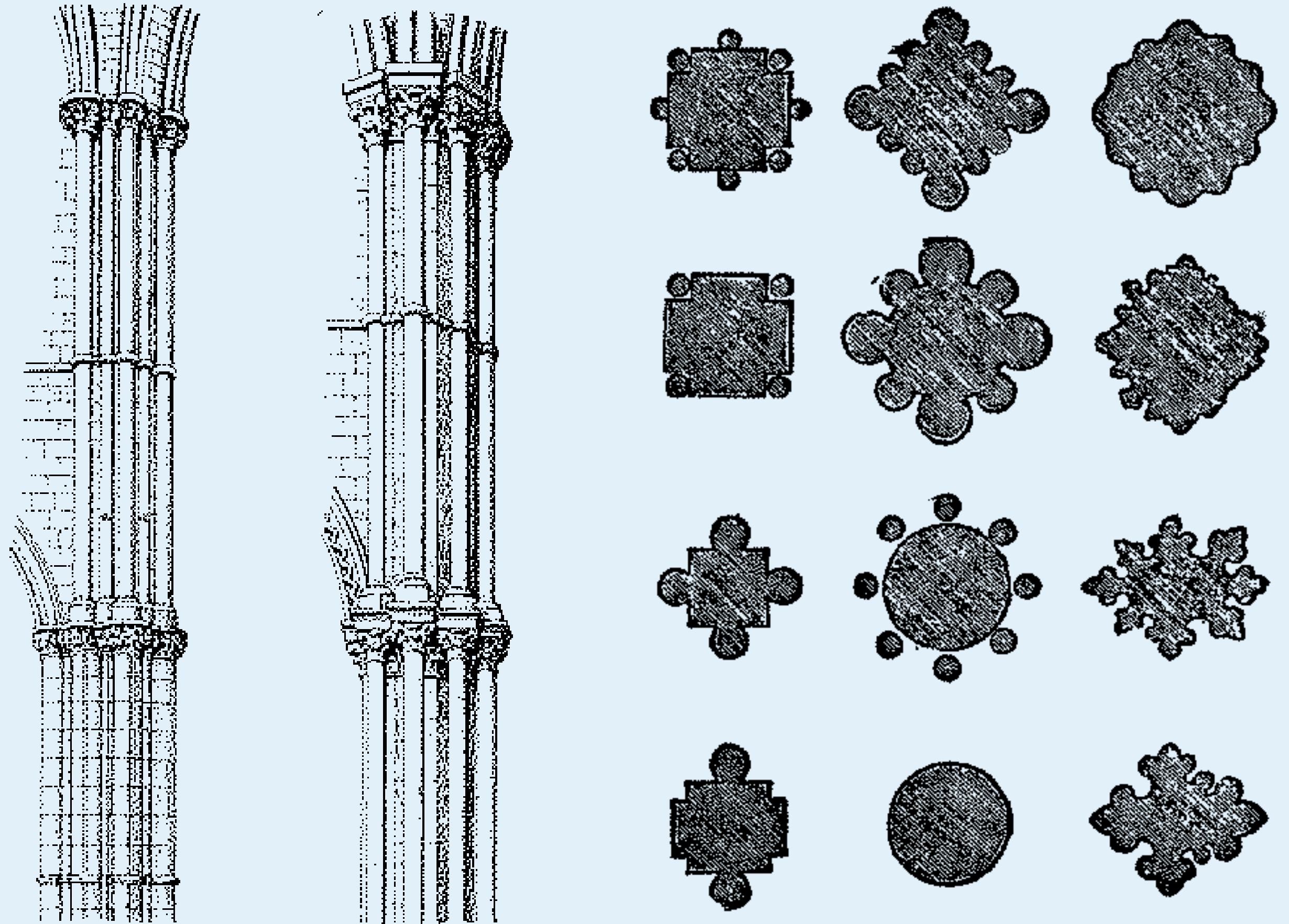


Family Story Time
At Home

Proposed Development

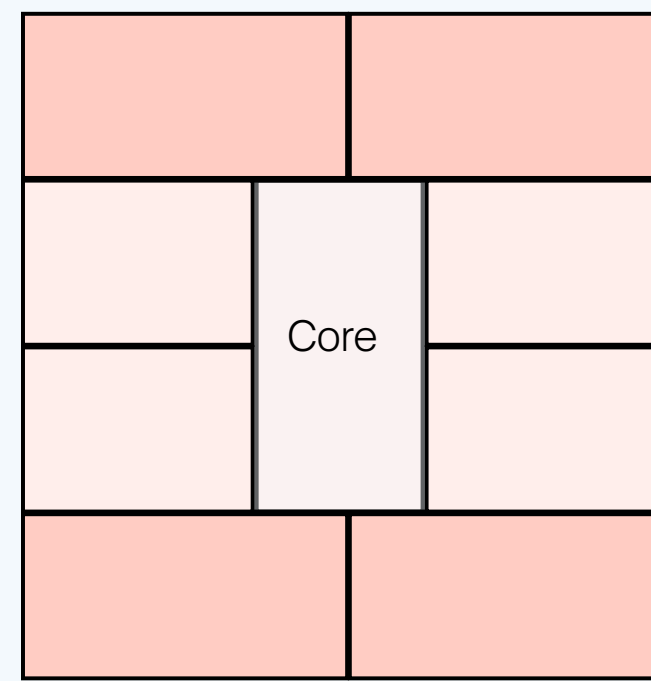
6.12 Building Massing

In exploring how to articulate the mass of the proposed towers we looked to history and the gothic column. By breaking down the form into smaller contingent parts, larger diameter structural columns were made to look slender and elegant.

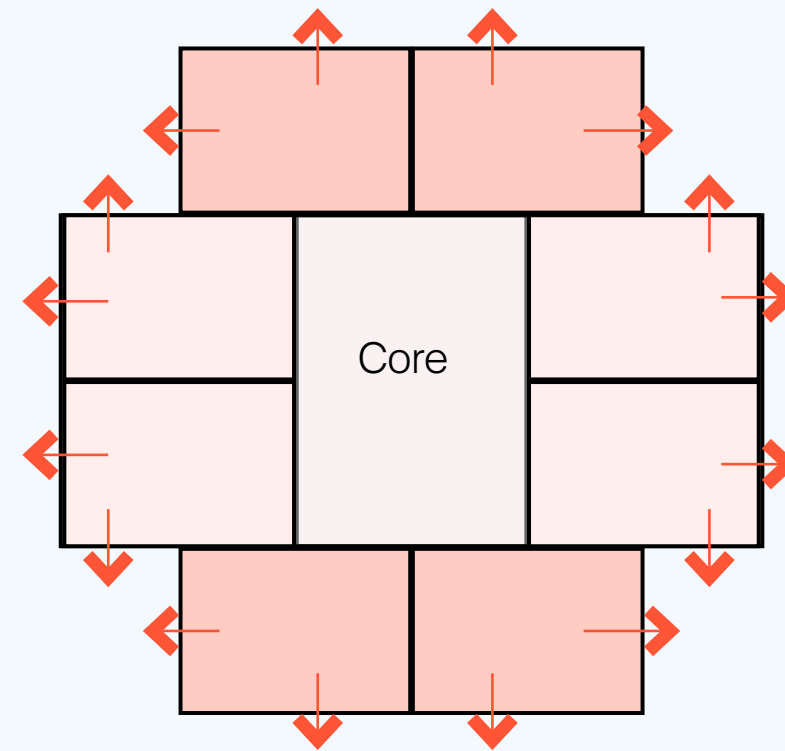


Building Massing

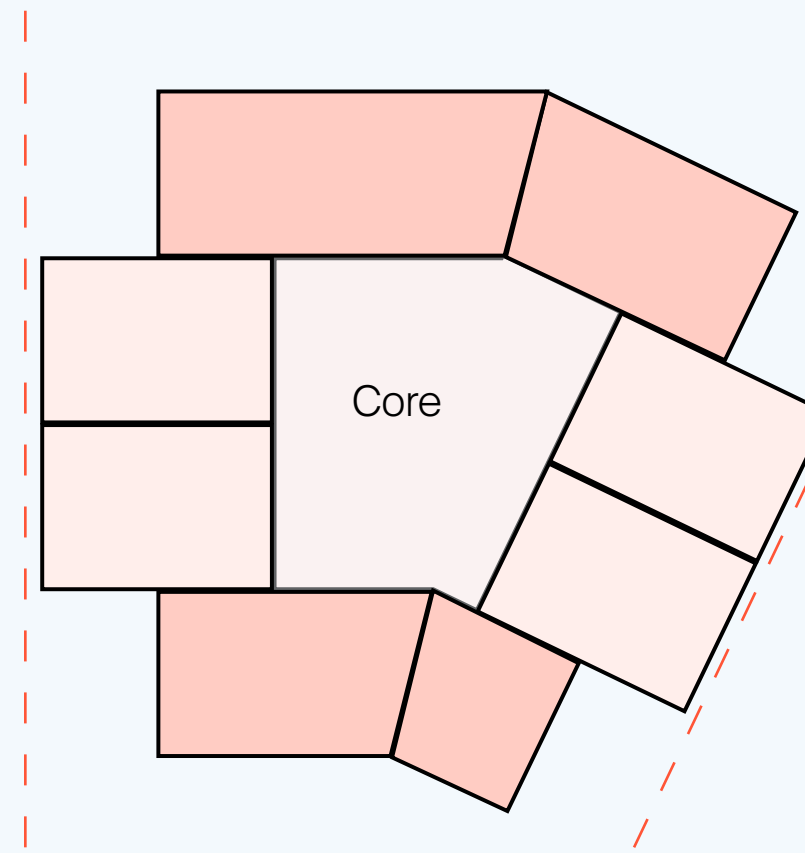
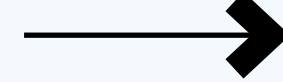
Sculpting the Plan



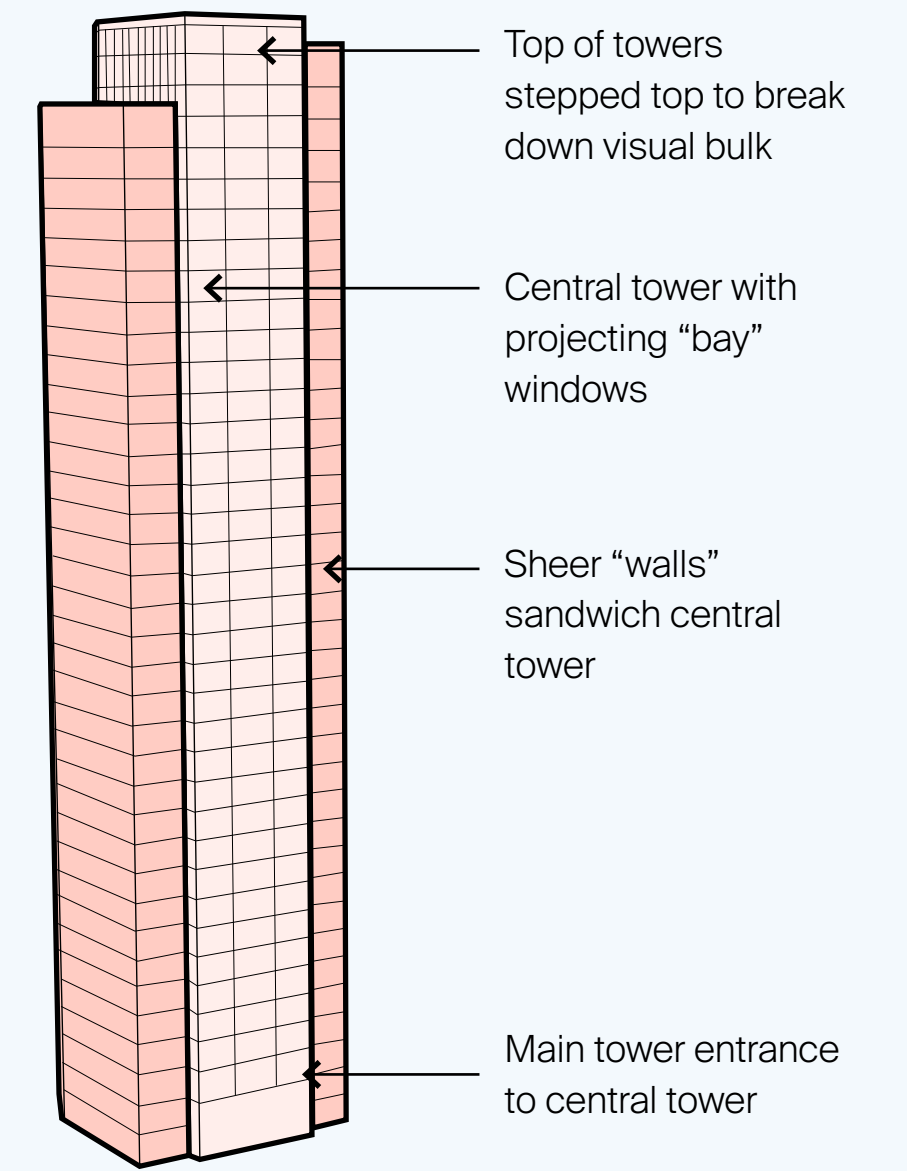
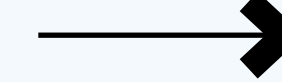
Basic Tower Layout



Maximise Dual Aspect Flats



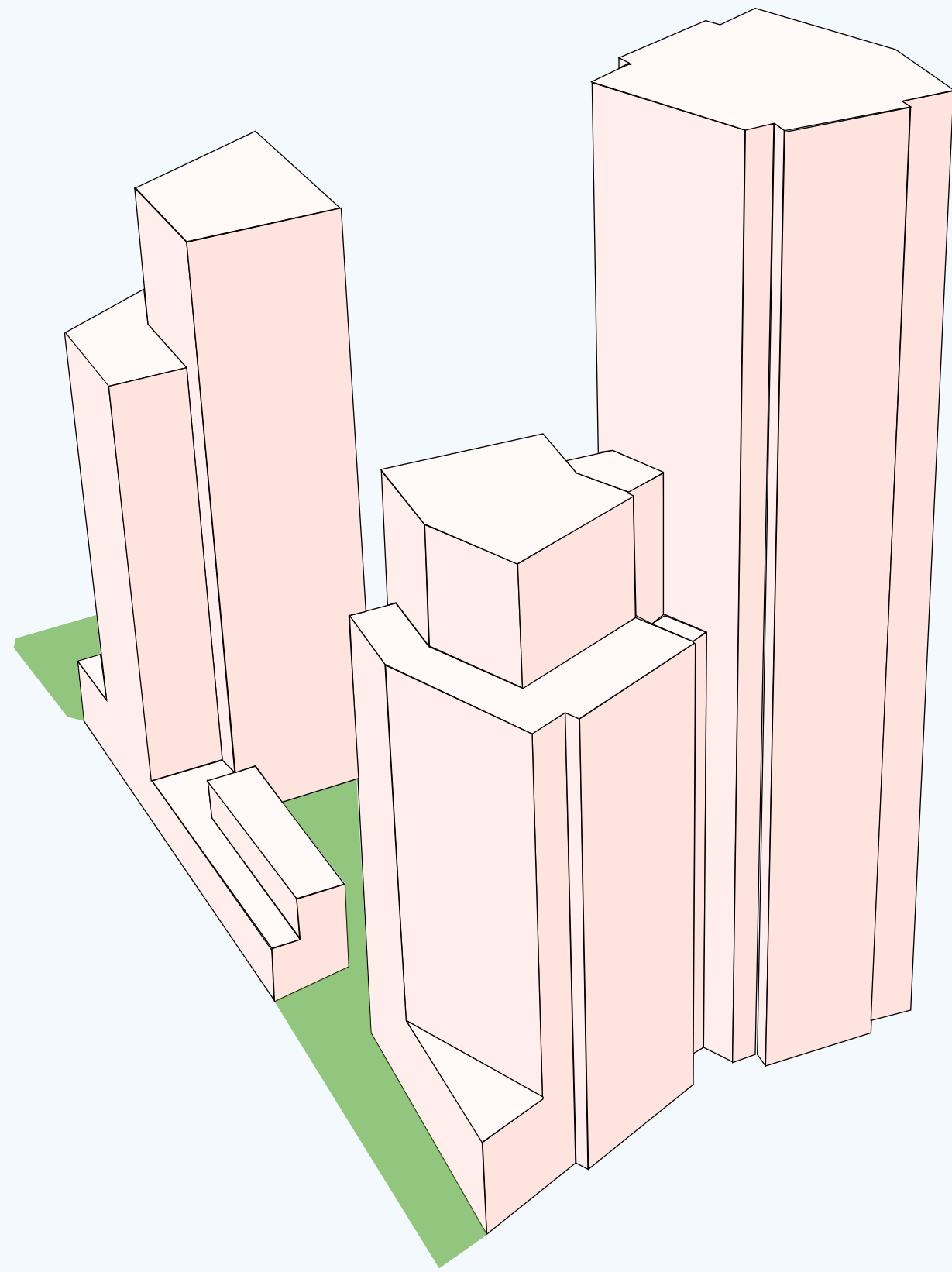
Respond to Immediate Site Constraints



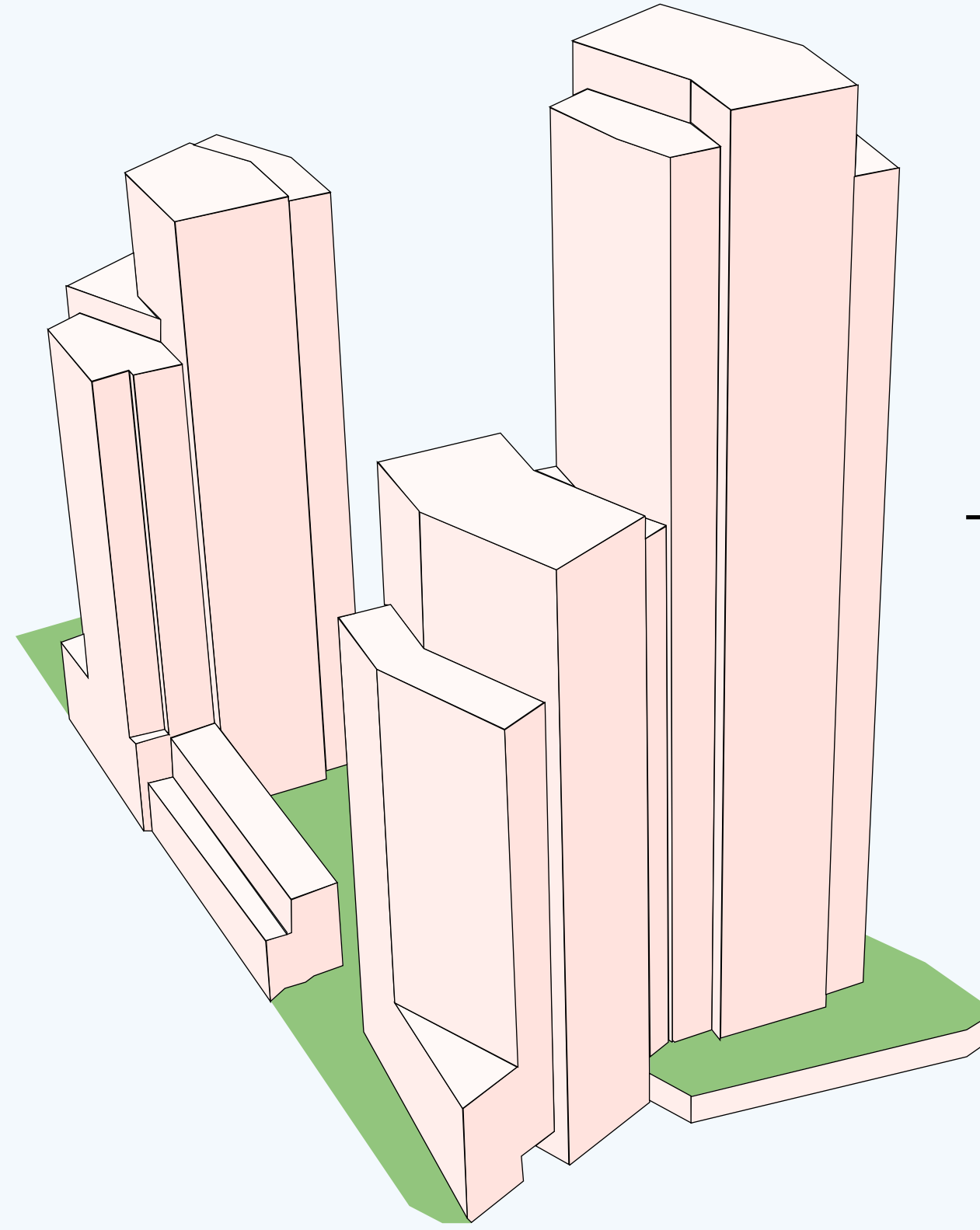
Massing Principle

Building Massing

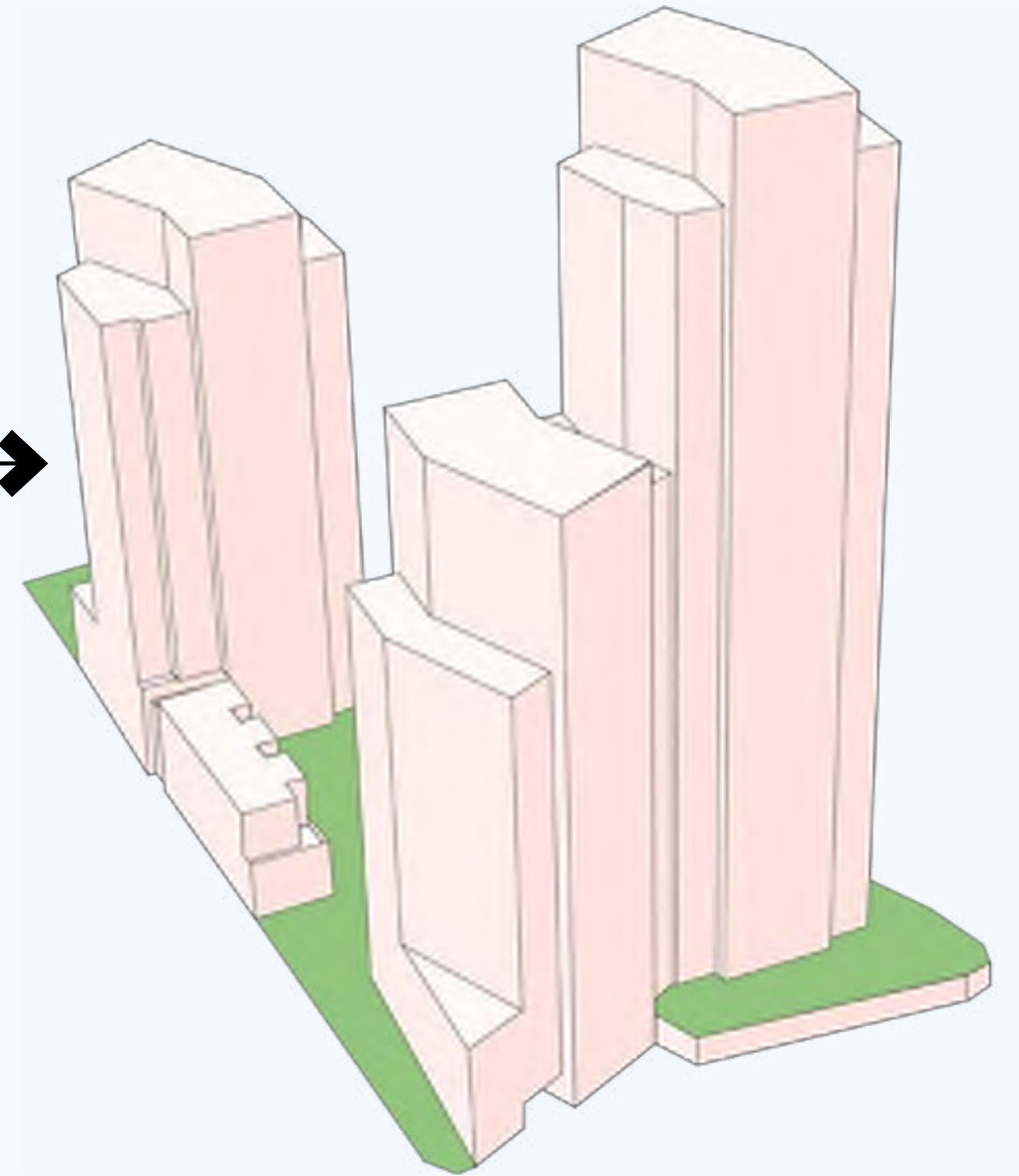
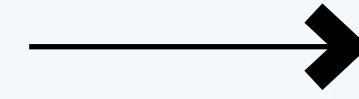
A Refined Form



MASSING PRESENTED AT PRE-APP 4



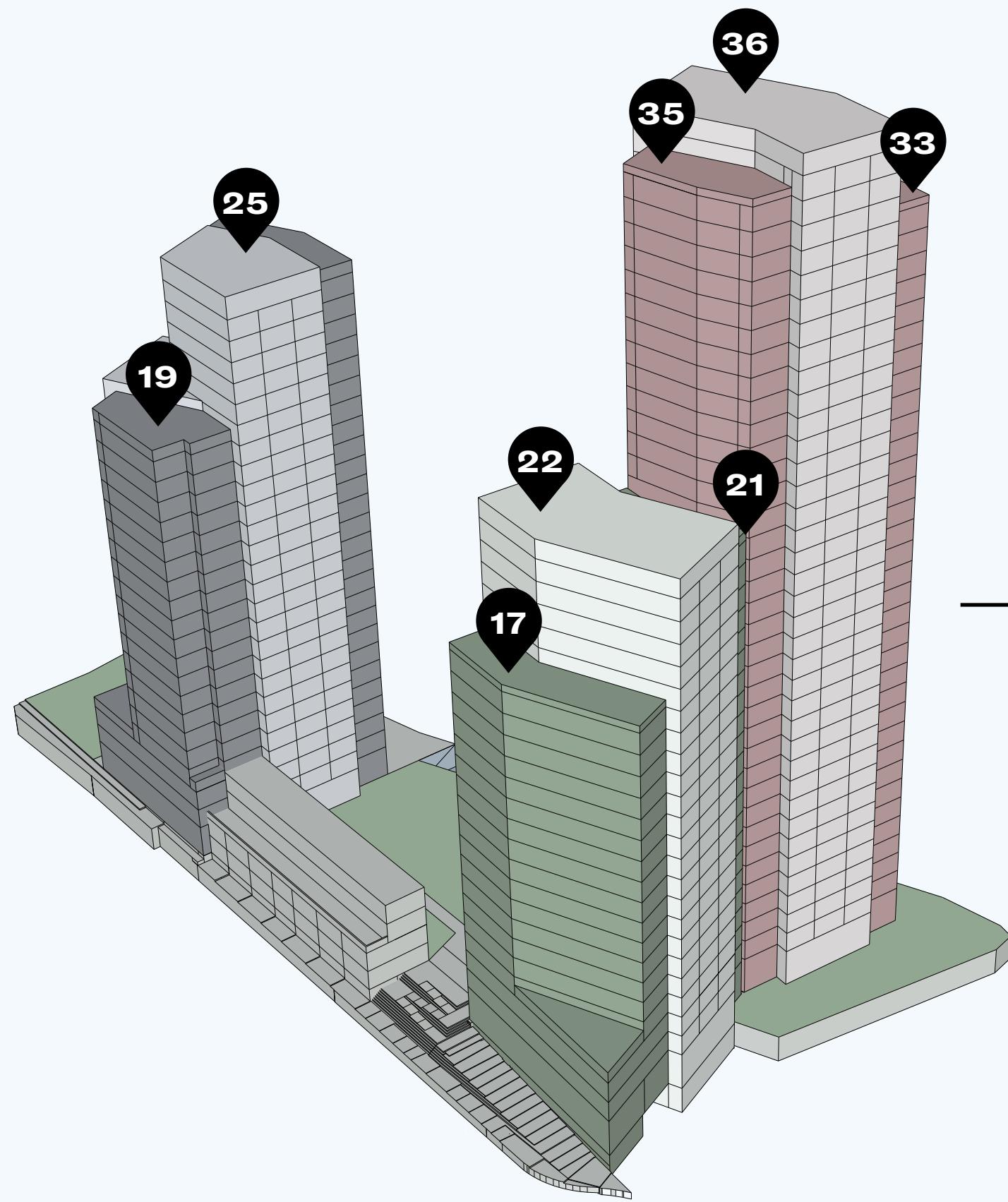
MASSING PRESENTED AT PRE-APP 5



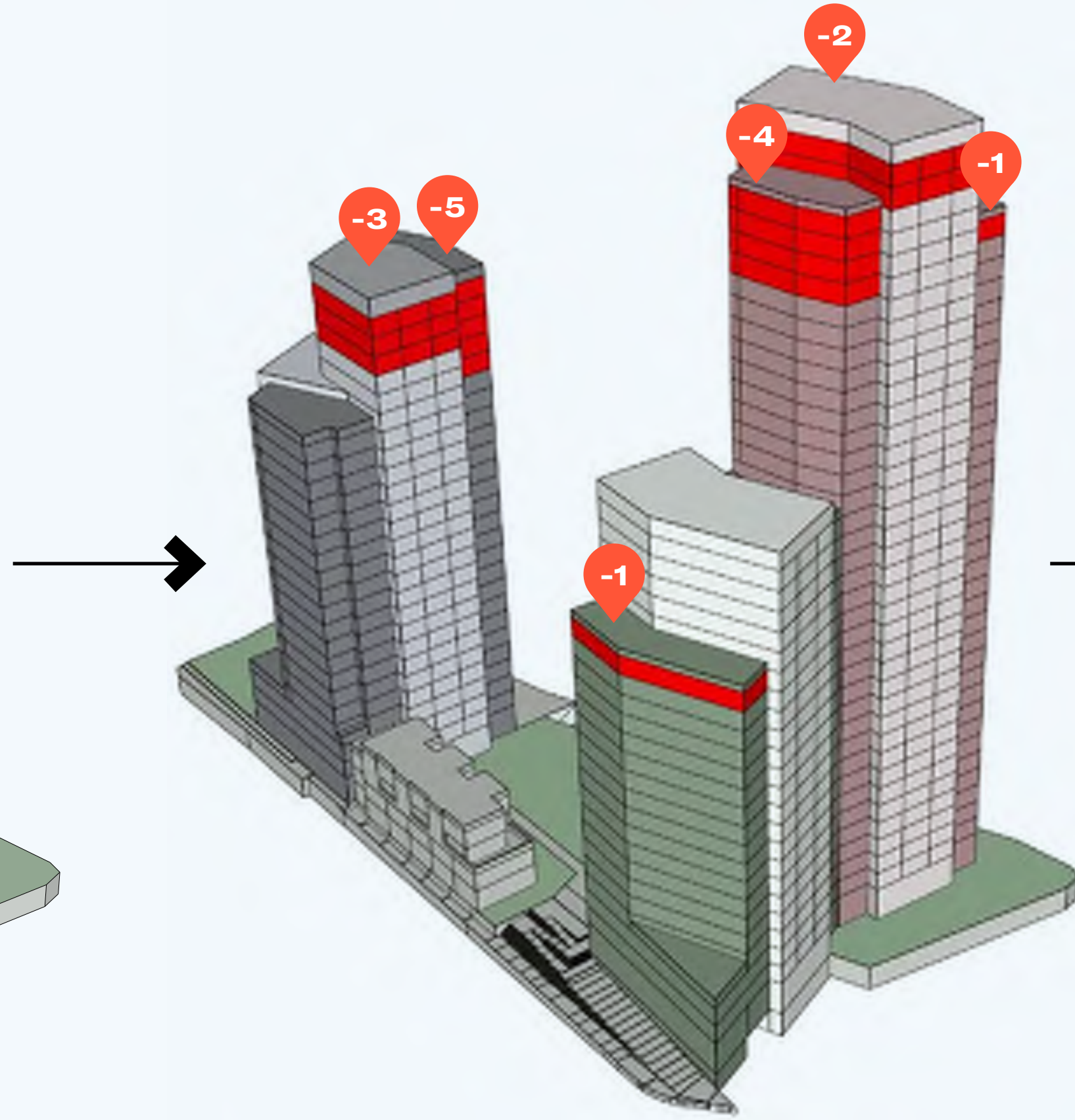
MASSING FOR THIS APPLICATION

Building Massing

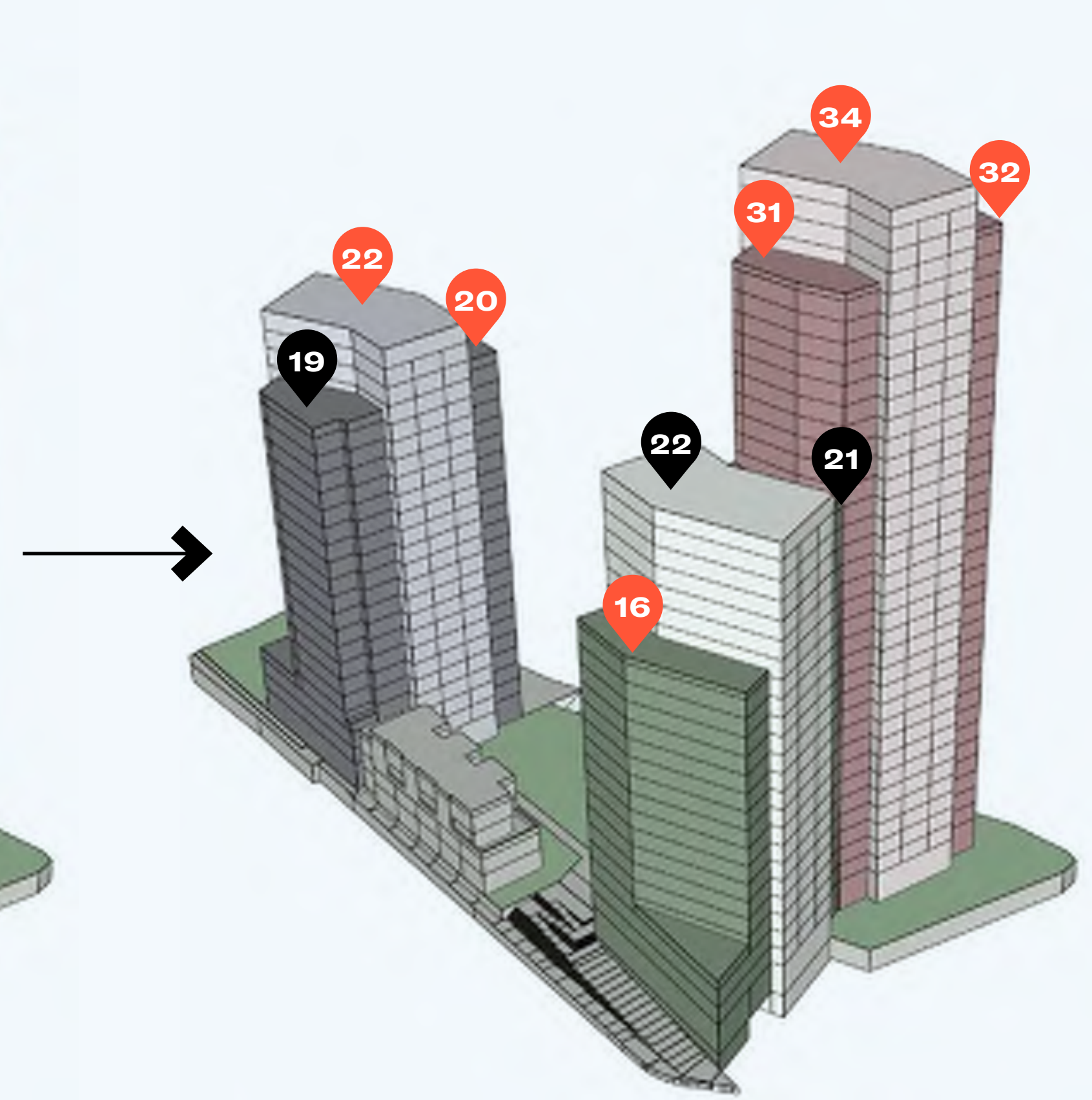
Further Reduction in Levels



MASSING PRESENTED AT PRE-APP 5



REDUCTION IN MASSING FOR THIS APPLICATION



REVISED MASSING FOR THIS APPLICATION

Building Massing

Improving View Looking West Along Telecon Way



PRE-APP 4 MASSING



PRE-APP 5 MASSING



MASSING FOR THIS APPLICATION

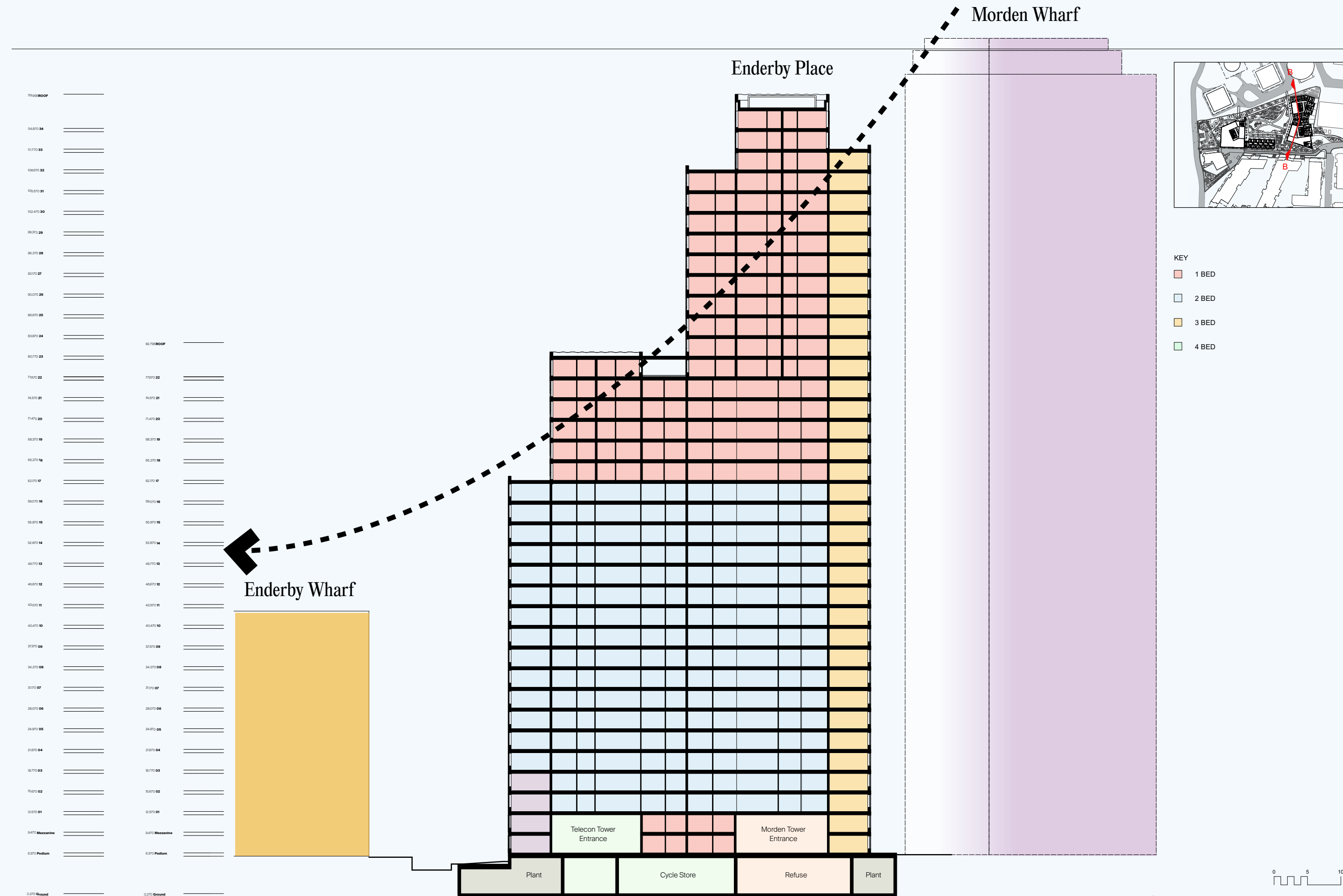
Building Massing Site & Building Levels



Entrance to the site is along Telcon way, which is at +2.0m AOD. Telegraph Avenue gently slopes up to connect to the podium level of +6.370m .

Building Massing

Stitching Developments Together



The proposed massing has been designed in such a way as to bridge between Morden Wharf and Enderby Wharf, creating a cascade from the highest point of Morden Wharf down to the lower rise blocks at Enderby Wharf.

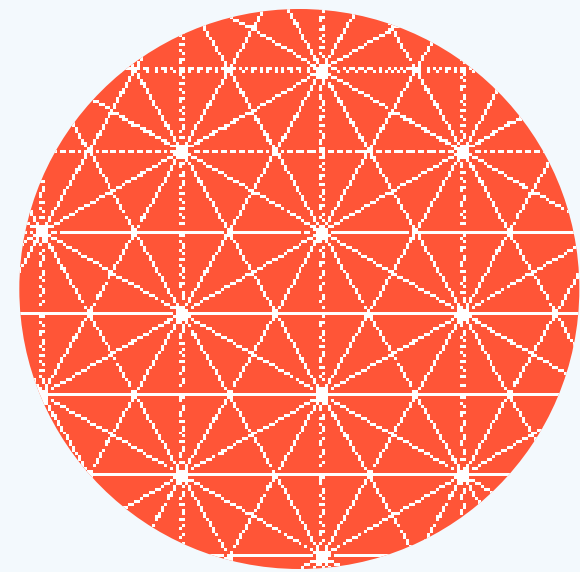
Proposed Development

6.13 Appearance

Detailed analysis was undertaken of successful tall buildings in order to understand how to design a beautiful and well proportioned tower which is appropriate and responsive to its surroundings both immediate and further afield.



Appearance Facade Analysis



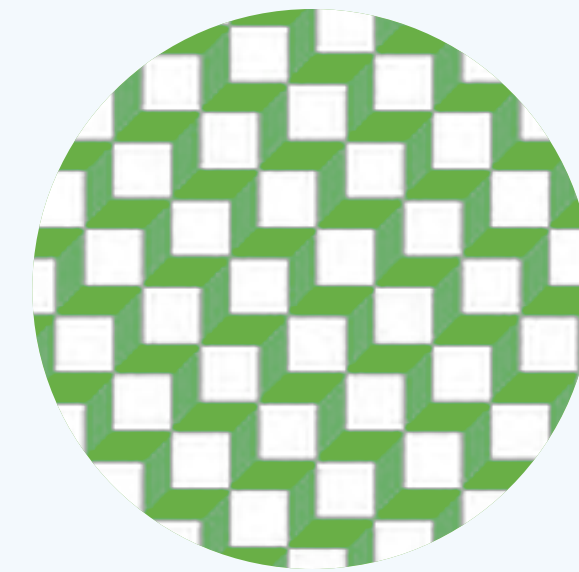
Rational Grid

An ordered and geometric plan which creates a rational base grid to the elevation



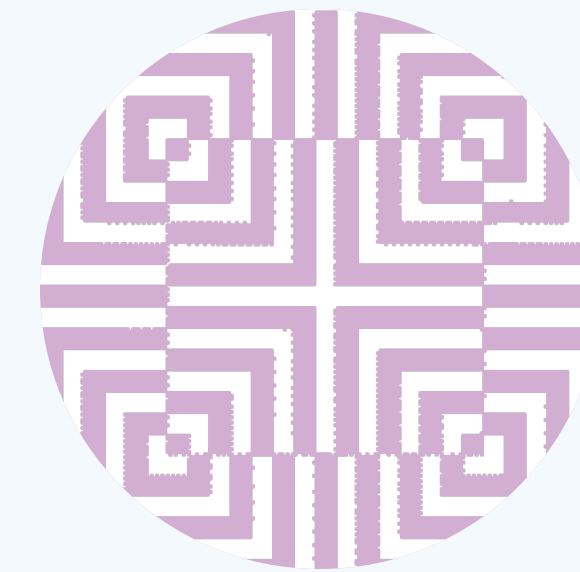
A Twist

Taking the elevational grid and adding an element of interest



Repetition

Repeating the twist to create an interesting overall pattern



Contextual Variation

Adjusting the grid or twist slightly according to the different functional requirements



Moments of Exception

Celebrating parts of the building which are different such as the entrances or amenity

Appearance

Stylistic Approaches



A number of approaches were explored in order to understand what felt appropriate contextually, and what looked harmonious proportionally, before an approach was settled on to take forward.

Appearance

Technical Considerations

1B Buildings or parts of buildings with no cross-ventilation should not exceed the maximum glazing areas in Table 1.2.

Table 1.2 Limiting solar gains for buildings or parts of buildings without cross-ventilation¹

Largest glazed façade orientation	High risk location		Moderate risk location	
	Maximum area of glazing (% floor area)	Maximum area of glazing in the most glazed room (% floor area of room)	Maximum area of glazing (% floor area)	Maximum area of glazing in the most glazed room (% floor area of room)
North	75	26	18	26
East	11	10	18	26
South	11	11	15	15
West	11	18	11	11

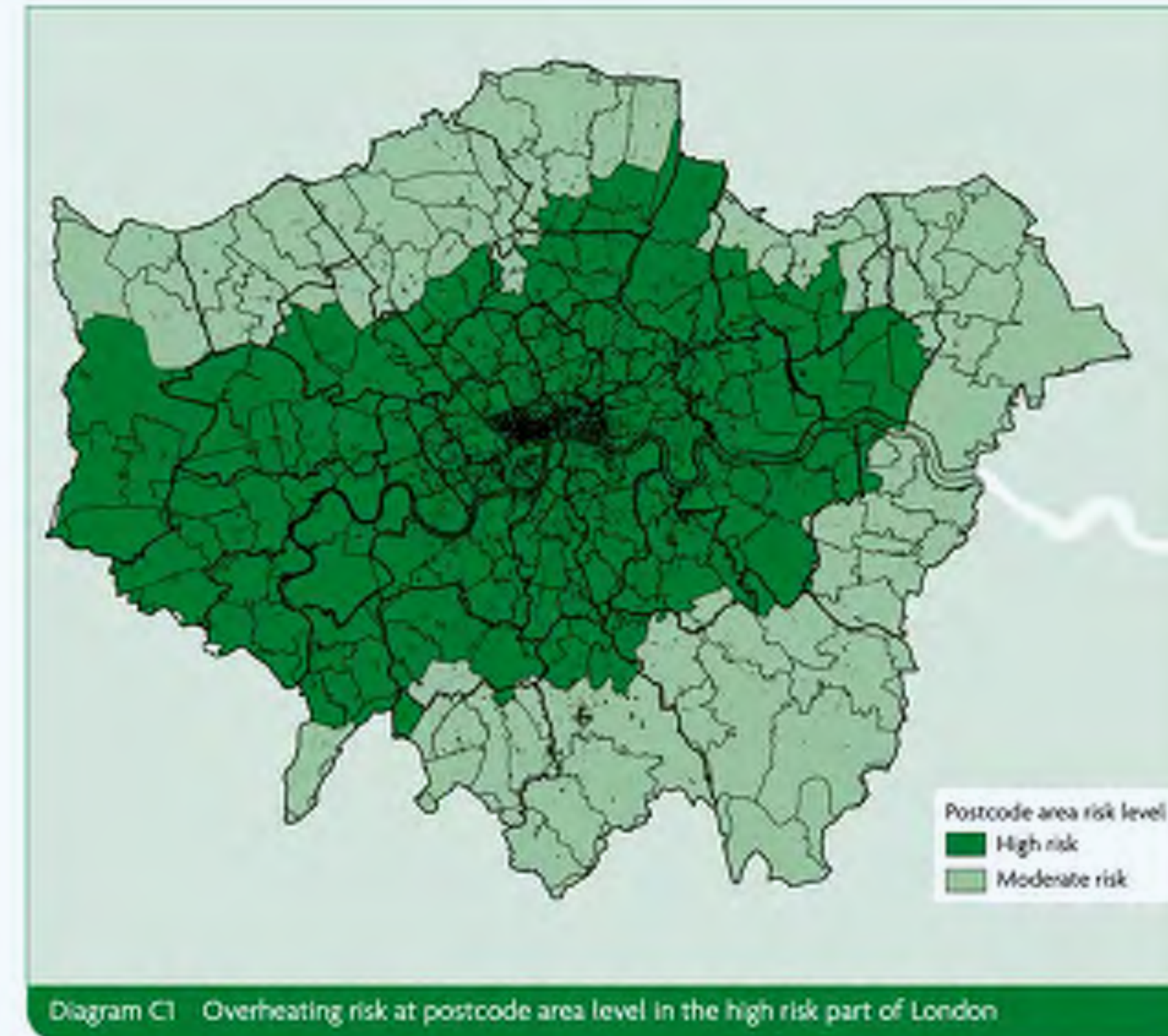
NOTE:
1. Floor area and floor area of room are as defined in Appendix A.

1.11 Buildings or parts of buildings with no cross-ventilation should equal or exceed the minimum free areas in Table 1.4.

Table 1.4 Minimum free areas for buildings or parts of buildings without cross-ventilation

	High risk location	Moderate risk location
Total minimum free area ¹	The greater of the following: a. 10% of the floor area ² b. 9% of the glazing area ³	The greater of the following: a. 12% of the floor area ² b. 8% of the glazing area ³
Bedroom minimum free area	10% of the floor area of the room ⁴	4% of the floor area of the room ⁴

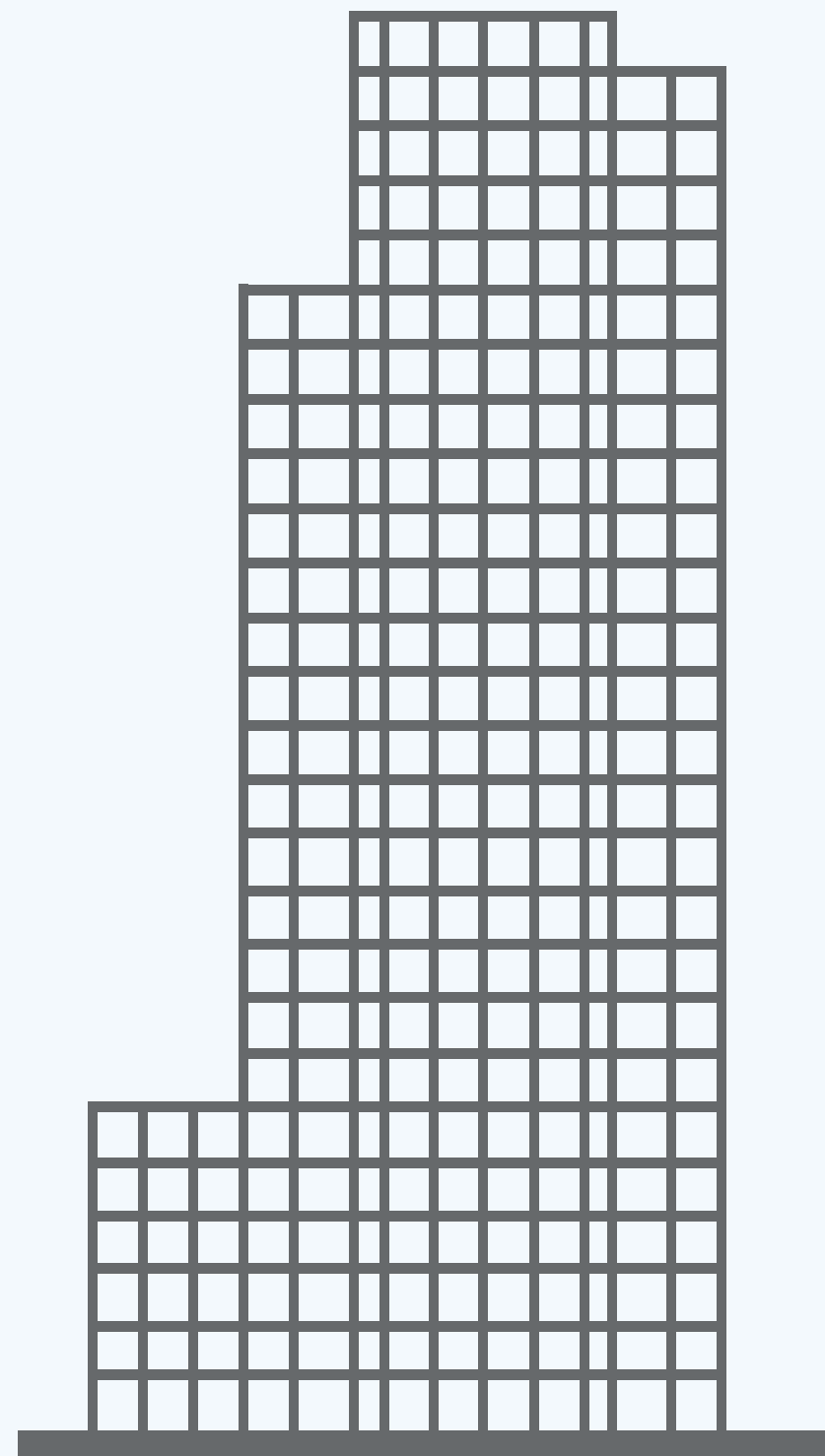
NOTES:
1. The total minimum free area is the free area for the whole dwellinghouse, residential unit, shared communal room or common space, including any bedrooms.
2. 'Floor area' is a key term. See Appendix A.
3. 'Glazing area' is a key term. See Appendix A.
4. 'Floor area of the room' is a key term. See Appendix A.



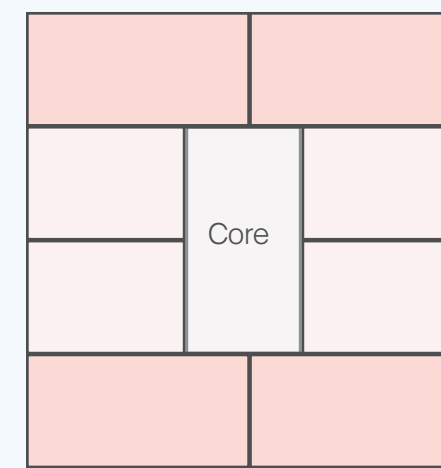
Part O of the Building Regulations is having a significant influence on the development of building facades. The requirement to address overheating spells the end of heavily glazed facades a new and considered approach to more sustainable facade design.

Appearance

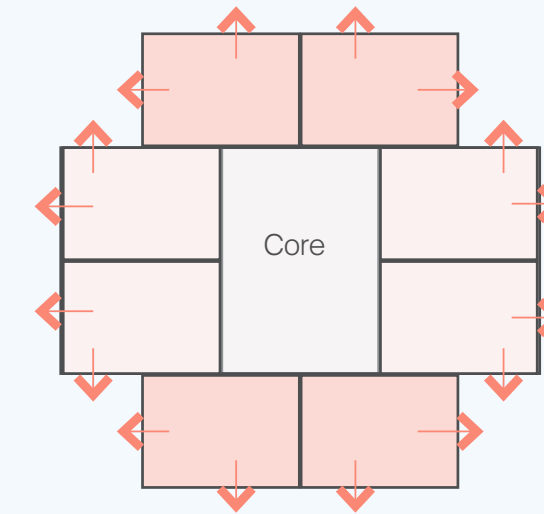
A Rational Grid



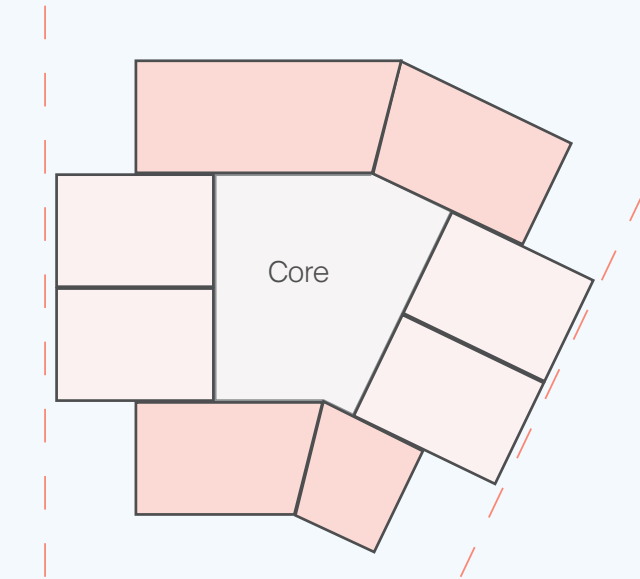
The plan has been rationalised so that the four corners are identical, yet respond to the site constraints. This plan is then reflected across all three blocks. This allows for a rational elevational grid consisting of a few limited repeating modules.



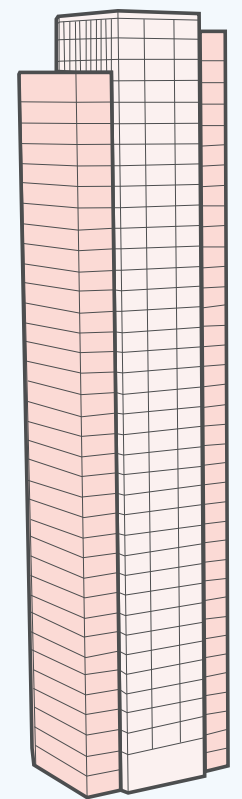
Basic Tower Layout



Maximise Dual Aspect Flats



Respond to Immediate Site Constraints

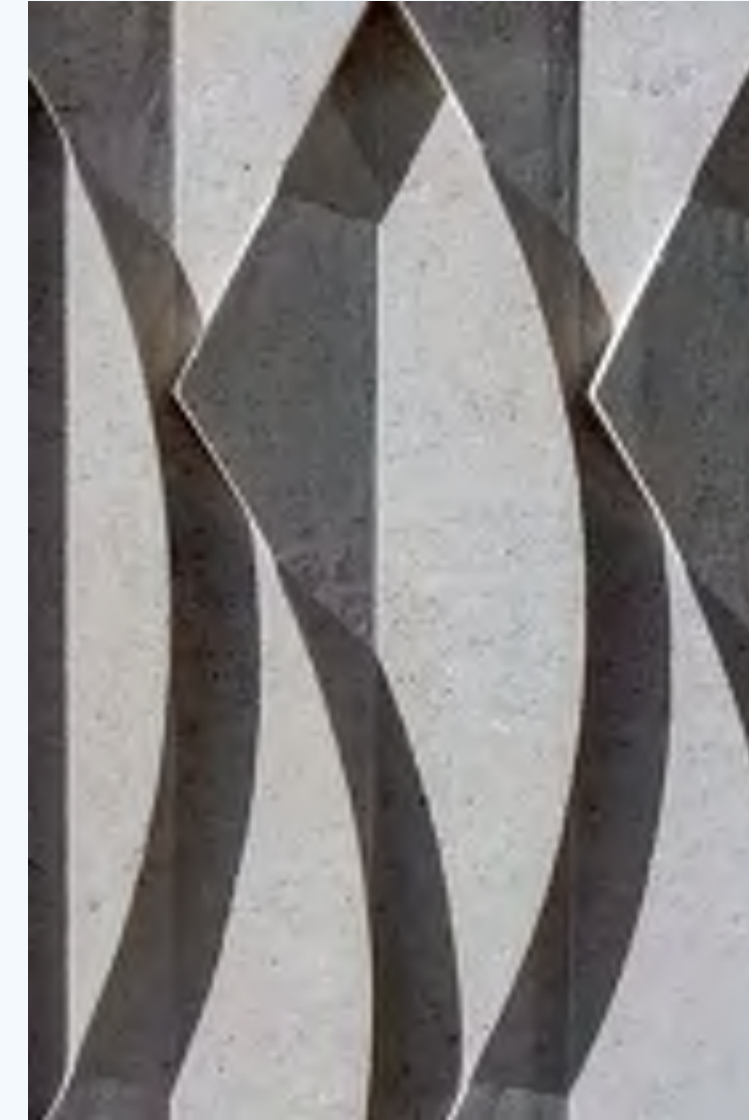
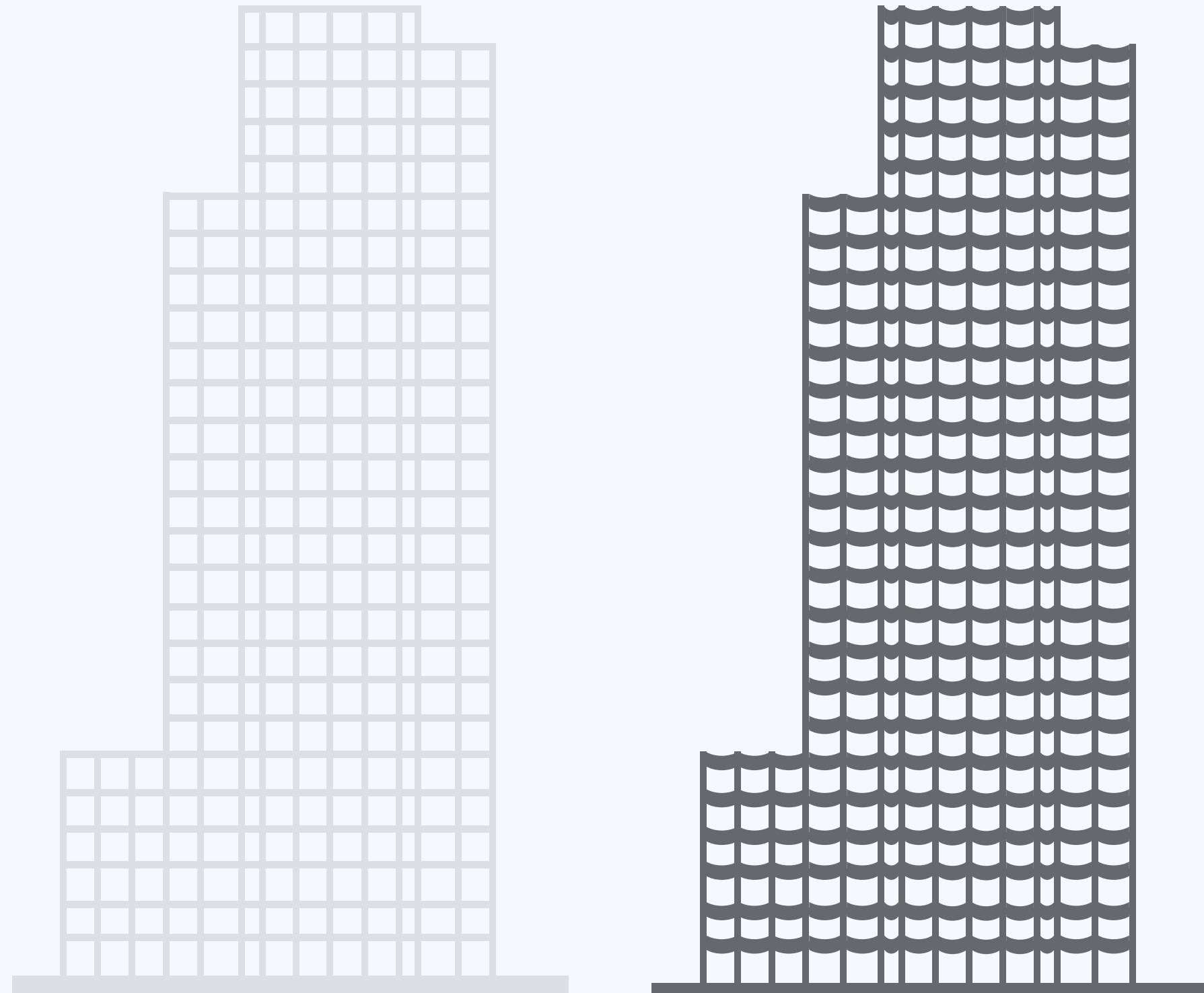


Massing Principle

Appearance

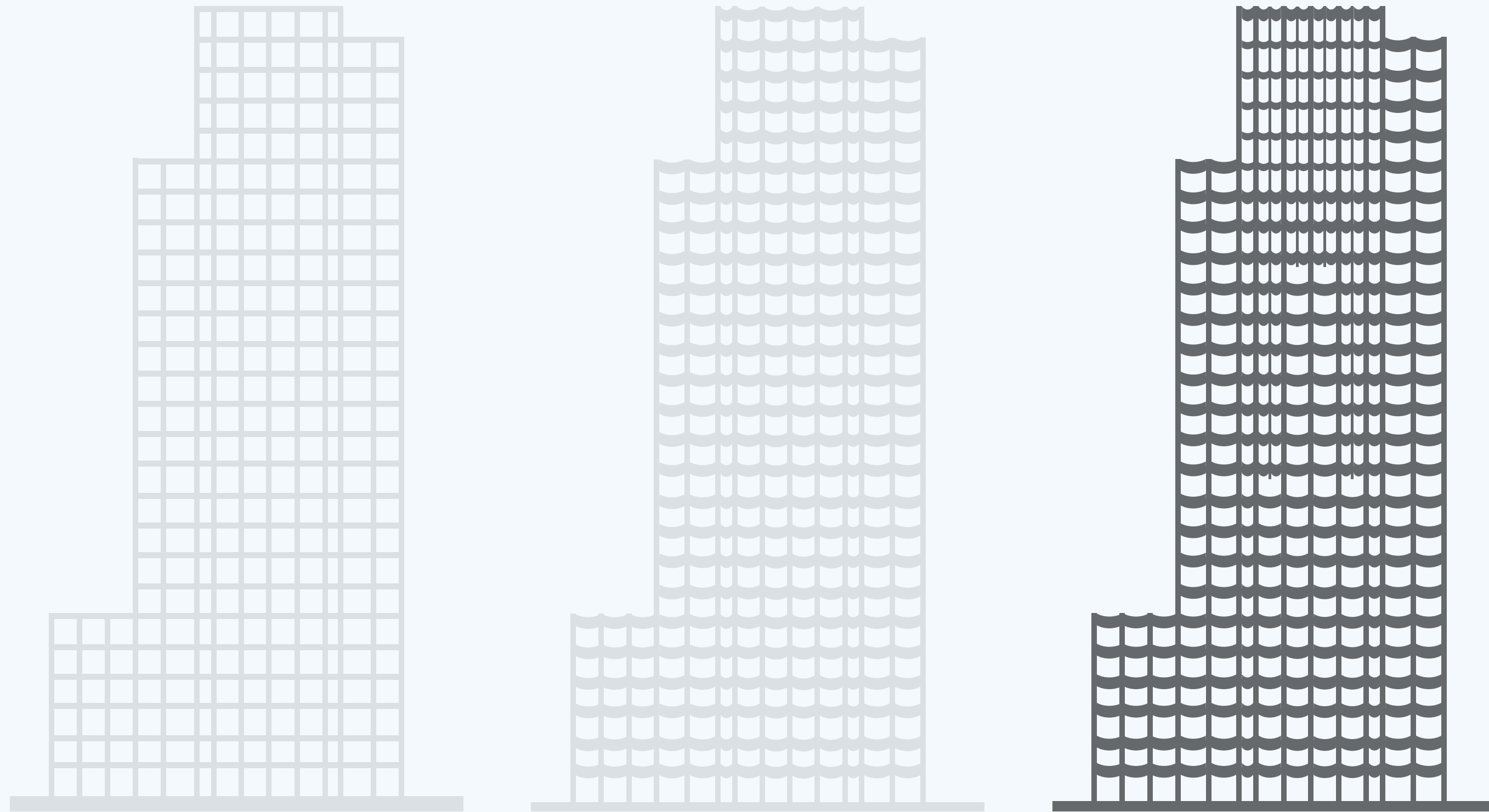
Repetition of a Twist

The level of modularity and repetition allows for a rich and detailed 'twist' to be incorporated into the design to add visual interest and respond to the architectural heritage of the site



Appearance

Contextual Variation

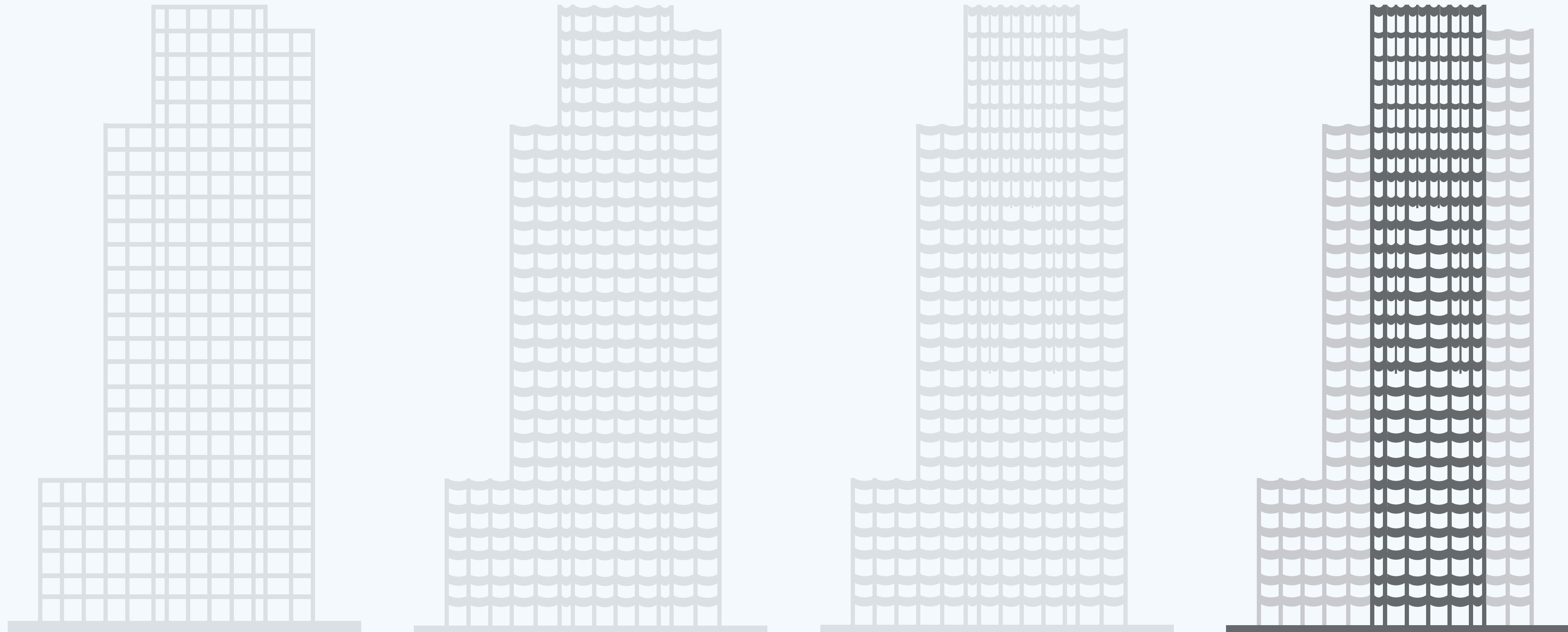


The repetitive grid is then further broken down into a few variations to articulate the height and respond to the immediate context of each opening. Windows towards the top are more vertically proportioned to make the building appear lighter. These relate to the wider context. They also have more shading as they will be more exposed. Windows near the base are wider, creating the sense of a plinth while letting more light in as these will be more shaded. The base responds to the immediate and street level context.



Appearance

Articulation of the form

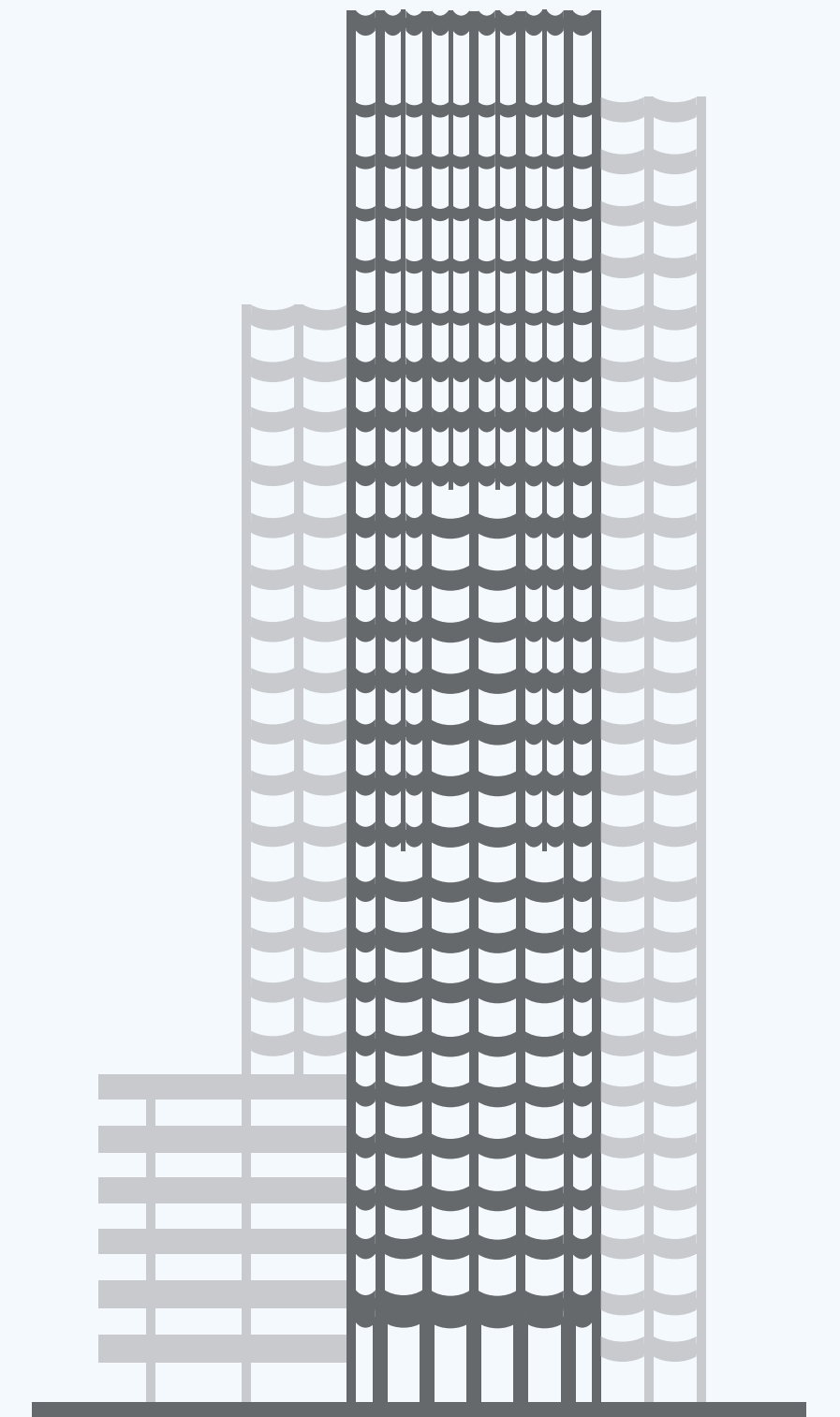
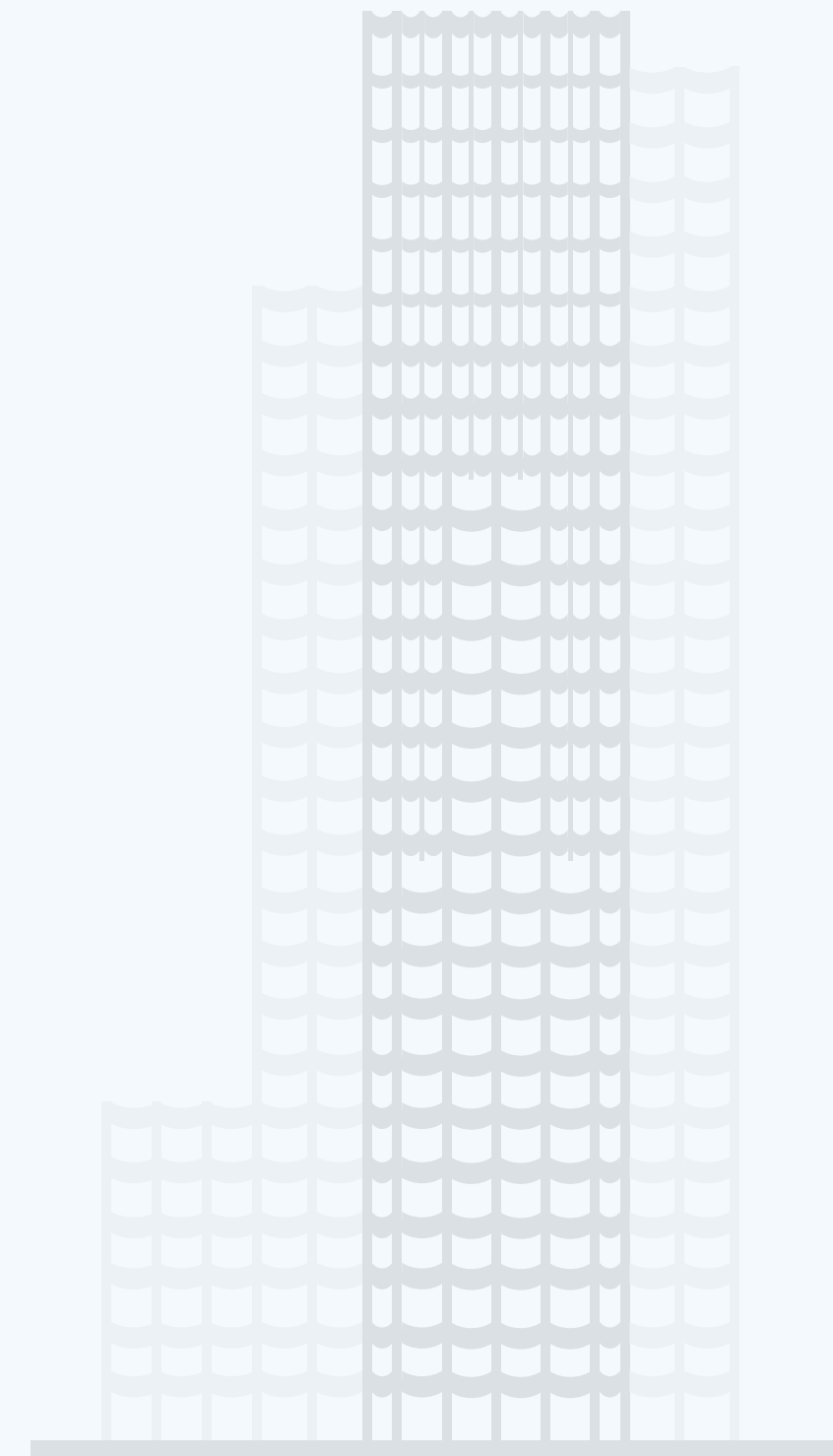
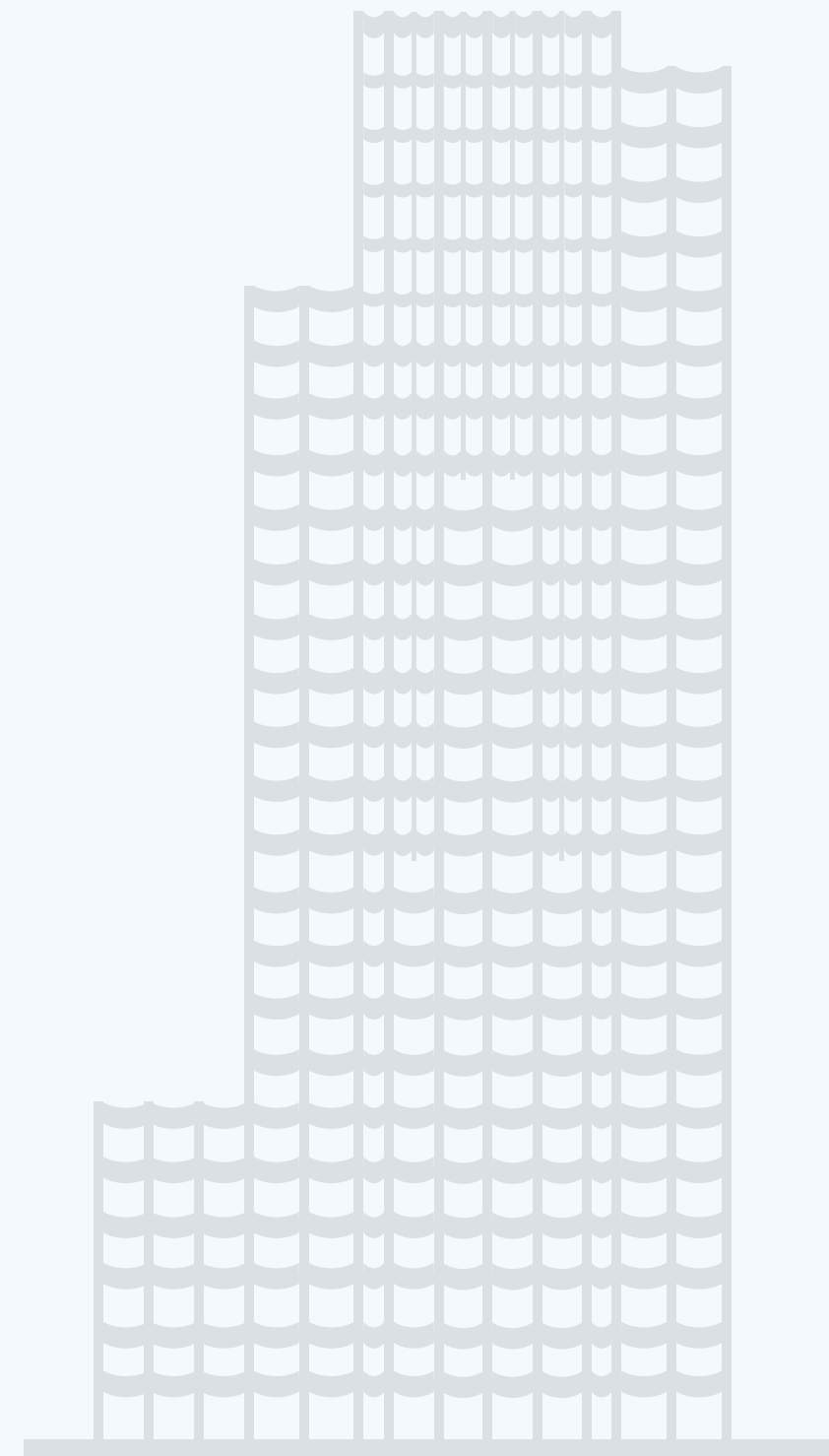
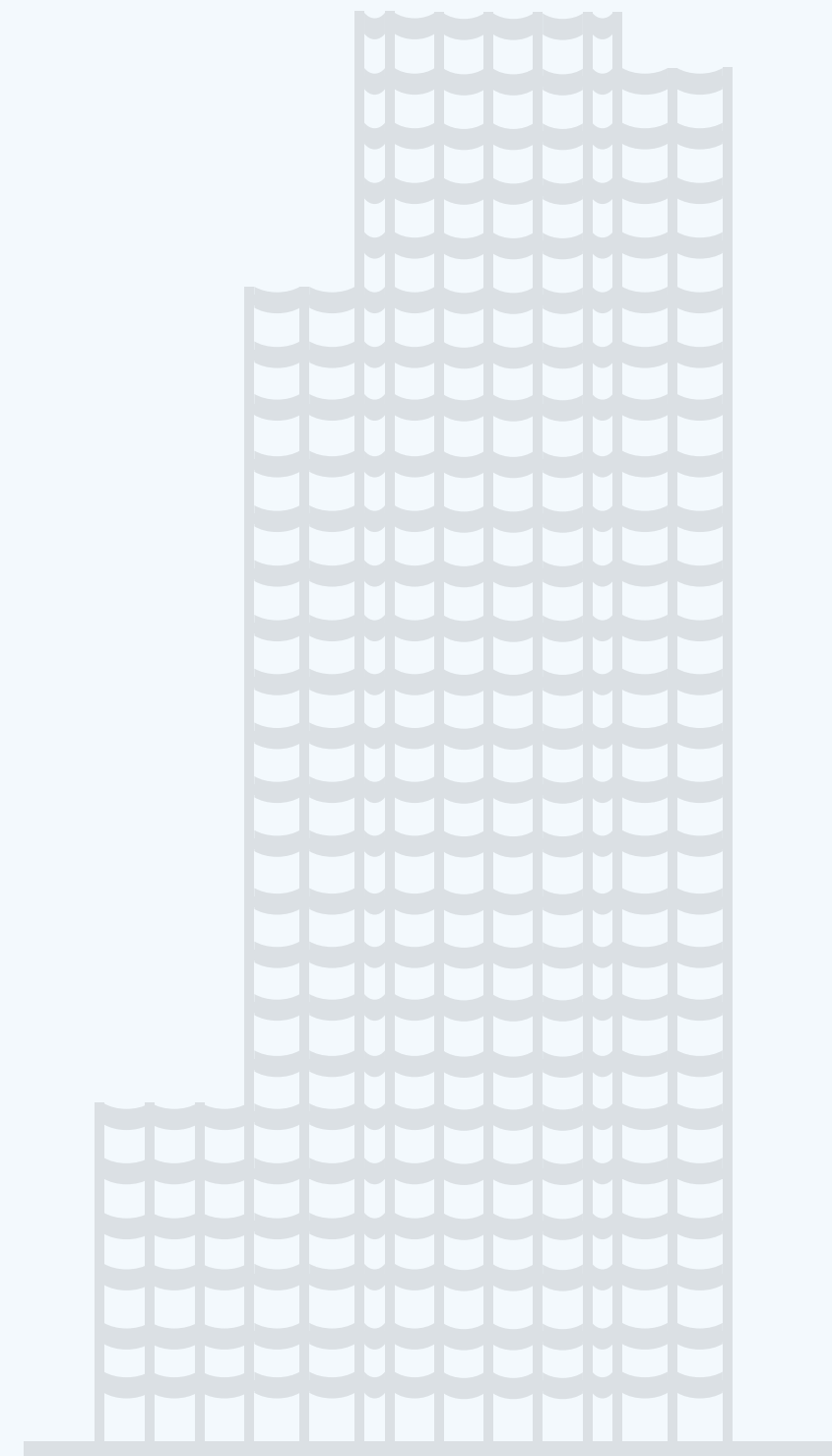
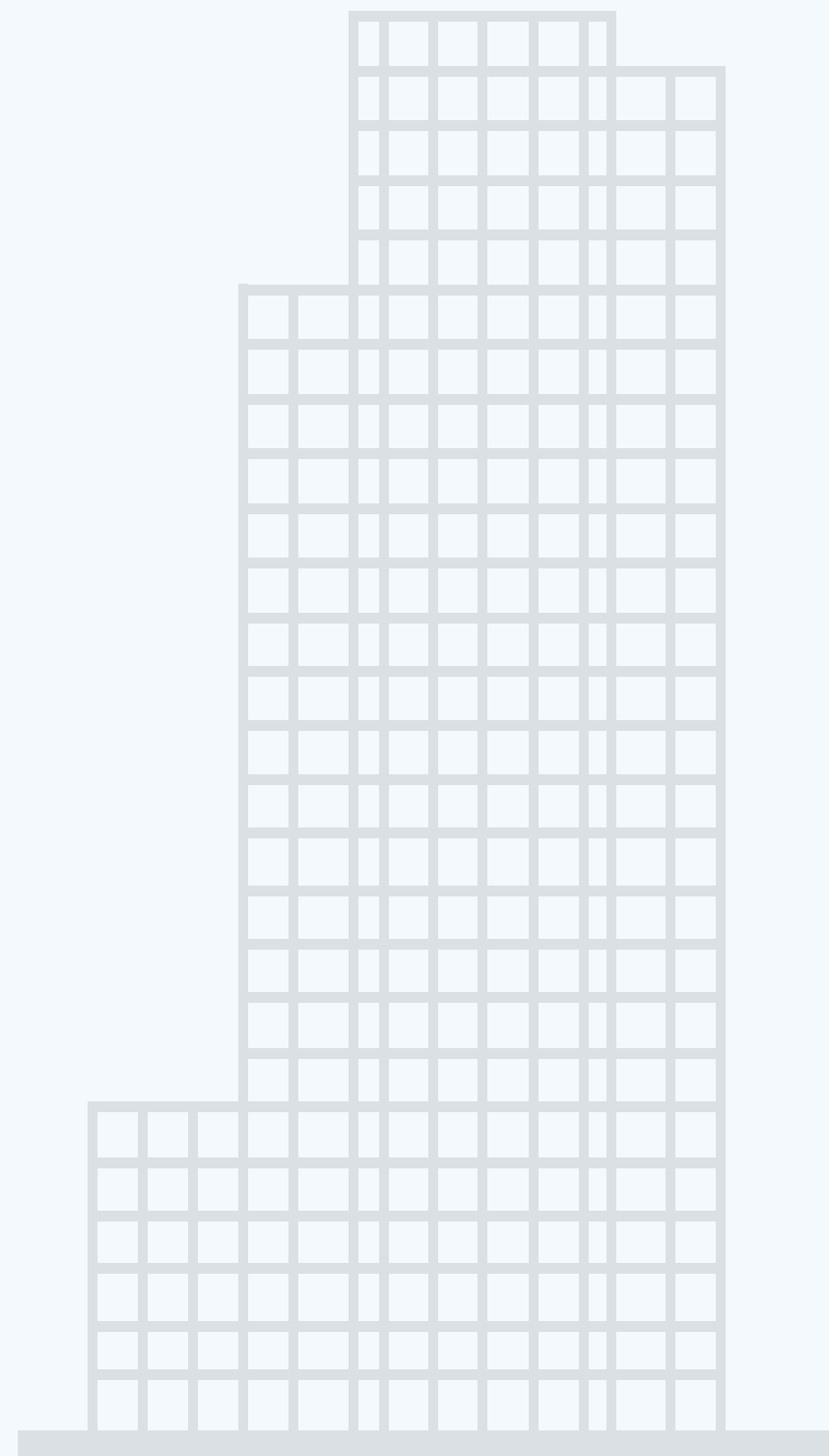


Subtle variations including colour are further integrated into the building to articulate the form and further emphasise the massing principles. By emphasising the central tower, the buildings appear slimmer and more elegantly proportioned. The side 'wings' have a more simple treatment applied to them so that they act in more of a support role to the central element.

Appearance

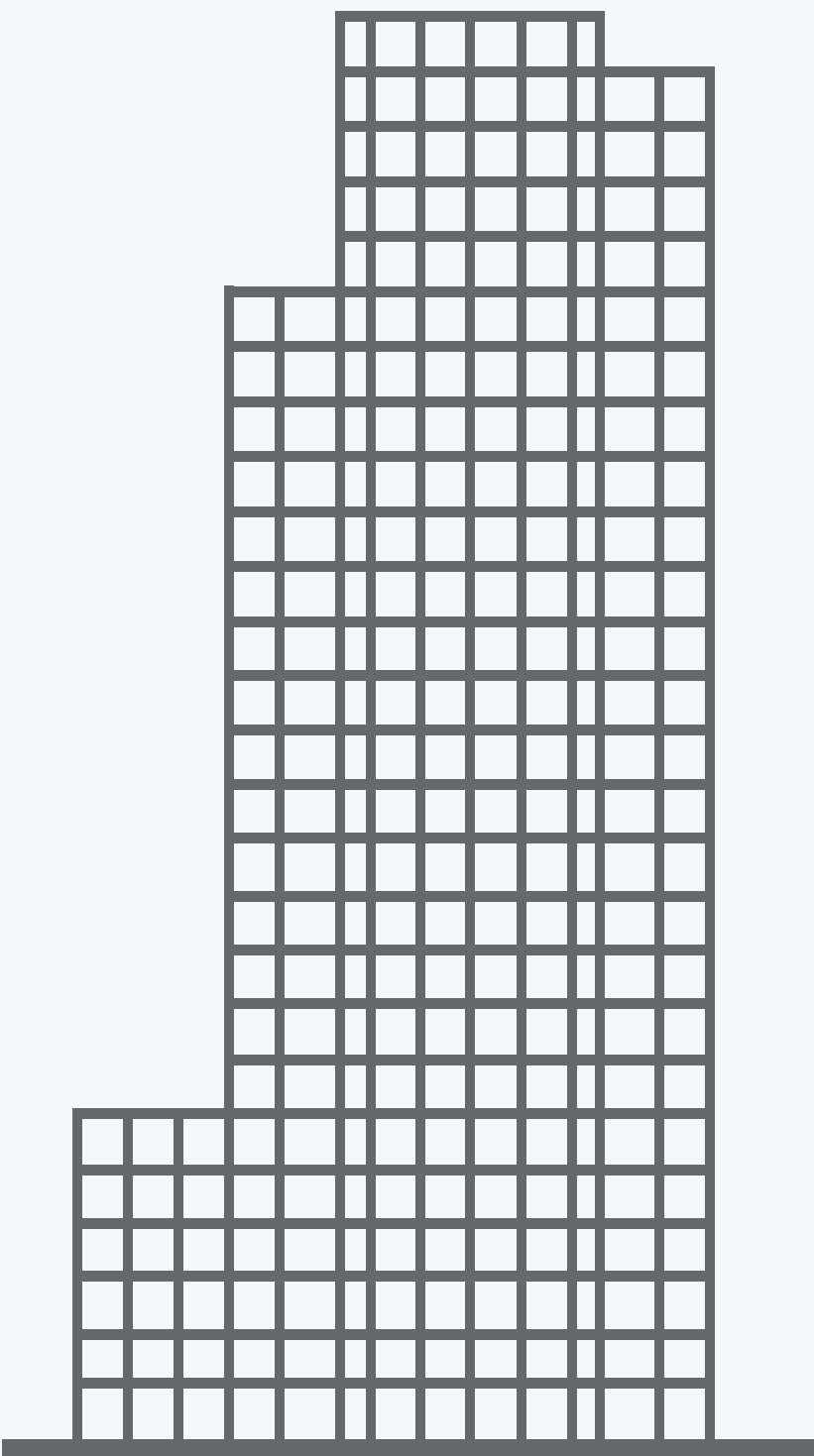
Moments of Exception

The crown is raised up to further enhance the lightweight vertical proportions of the central tower.

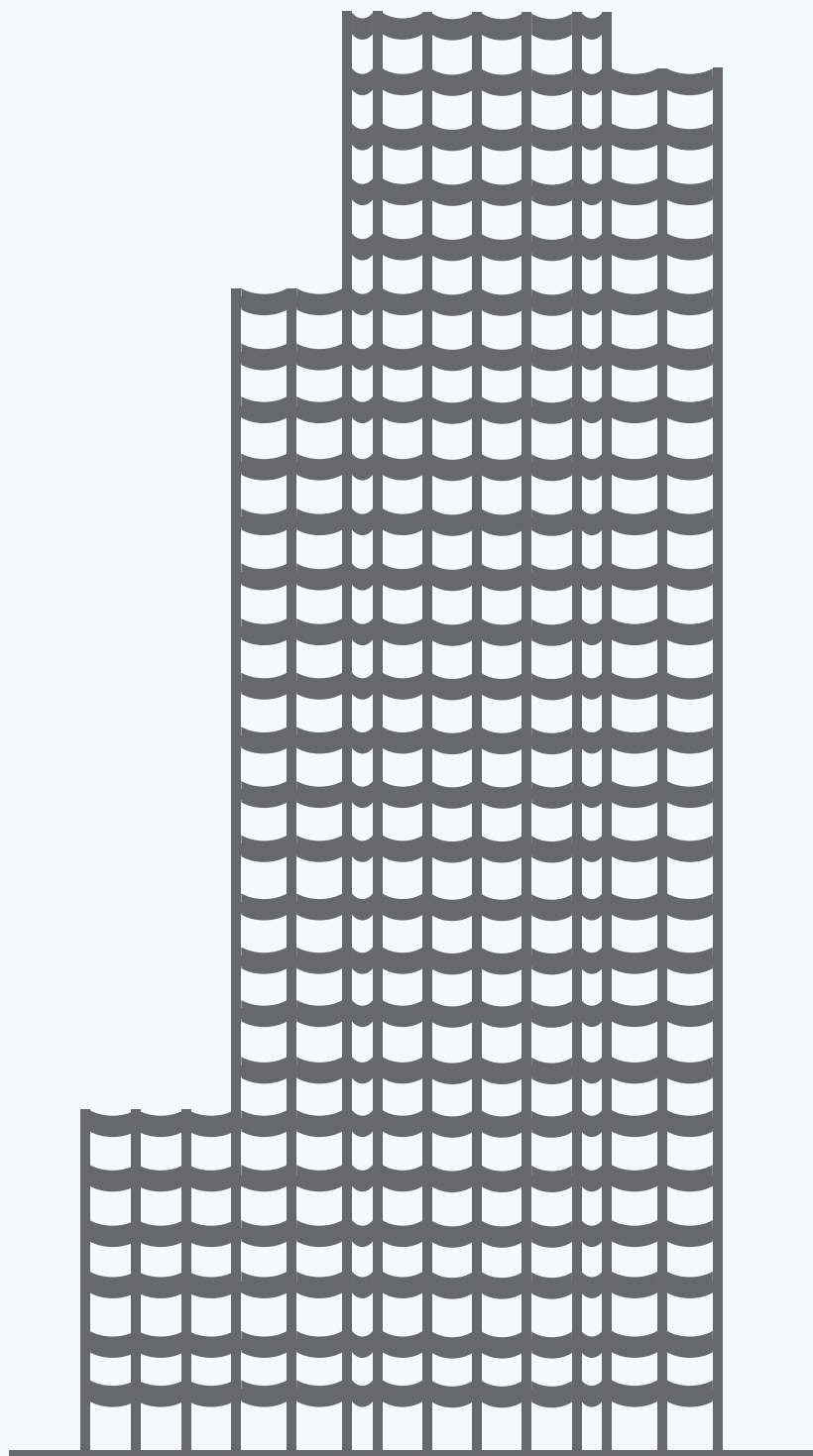


The base and crown of the tower are celebrated and given a special treatment which varies from the rest of the tower.

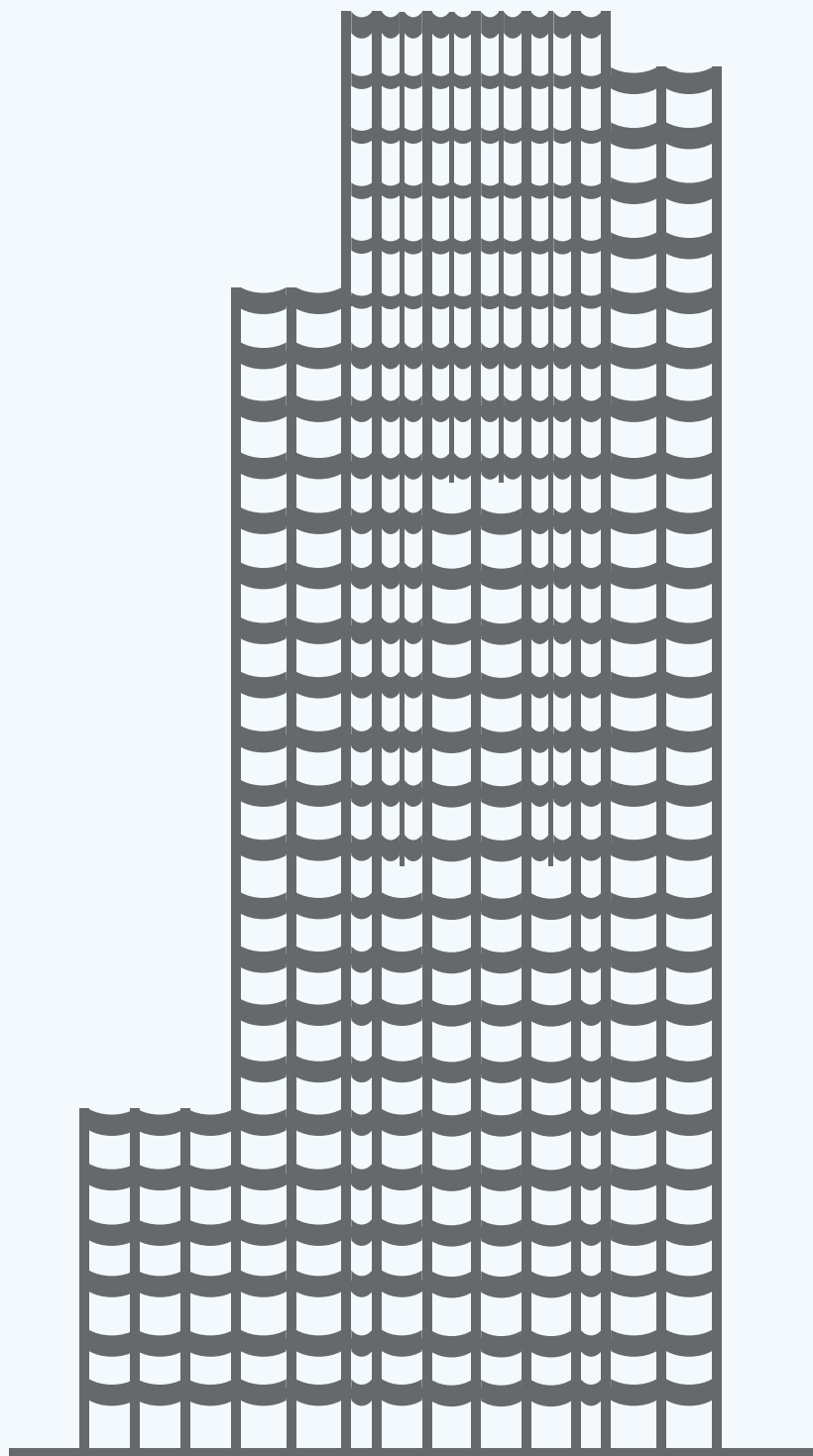
Appearance
Elevational Concept



**Rational
Grid**



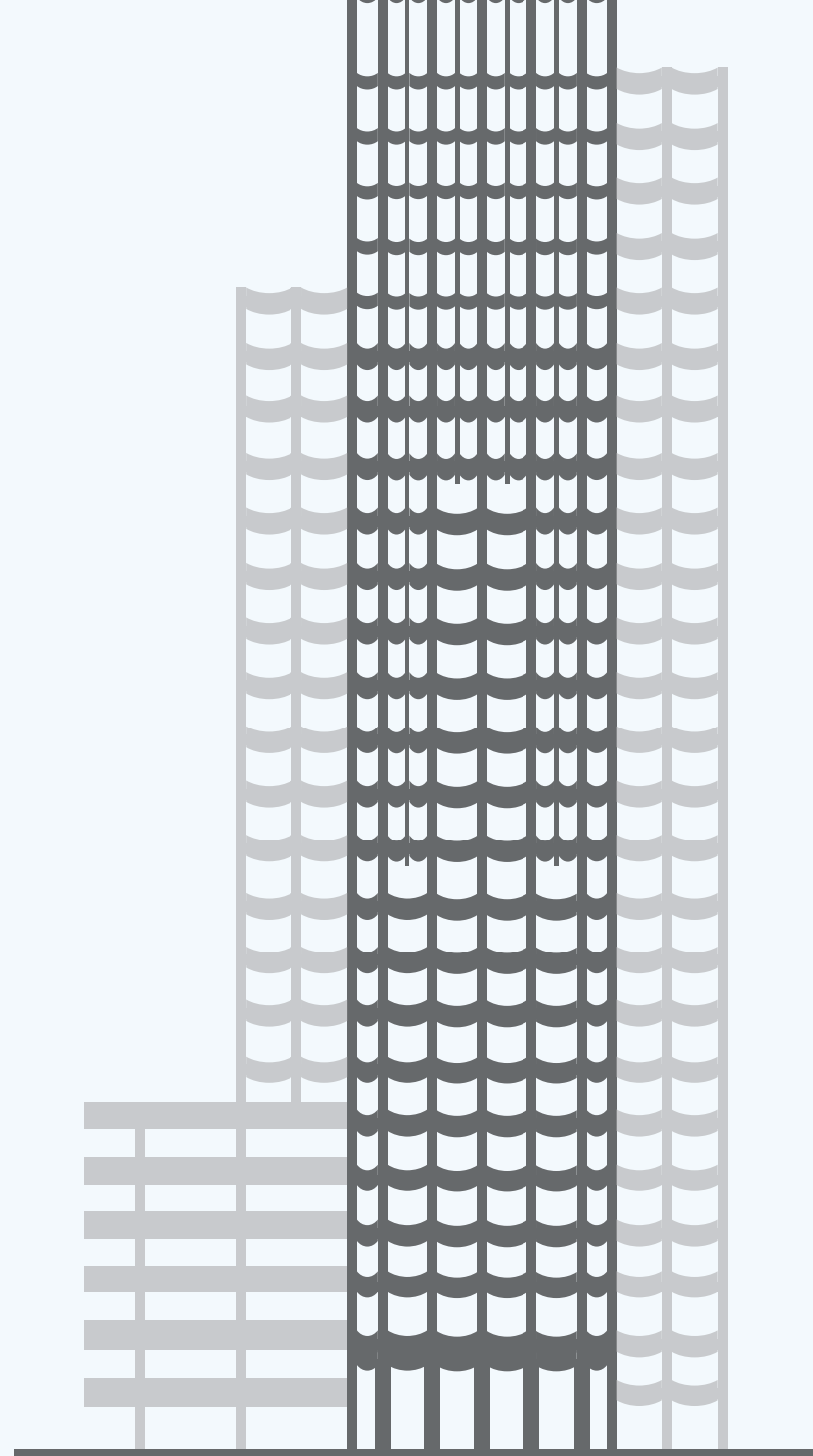
**Repetition
of a Twist**



**Contextual
Variation**



**Articulation
of the Form**



**Moments of
Exception**

Appearance

Vertical Proportions



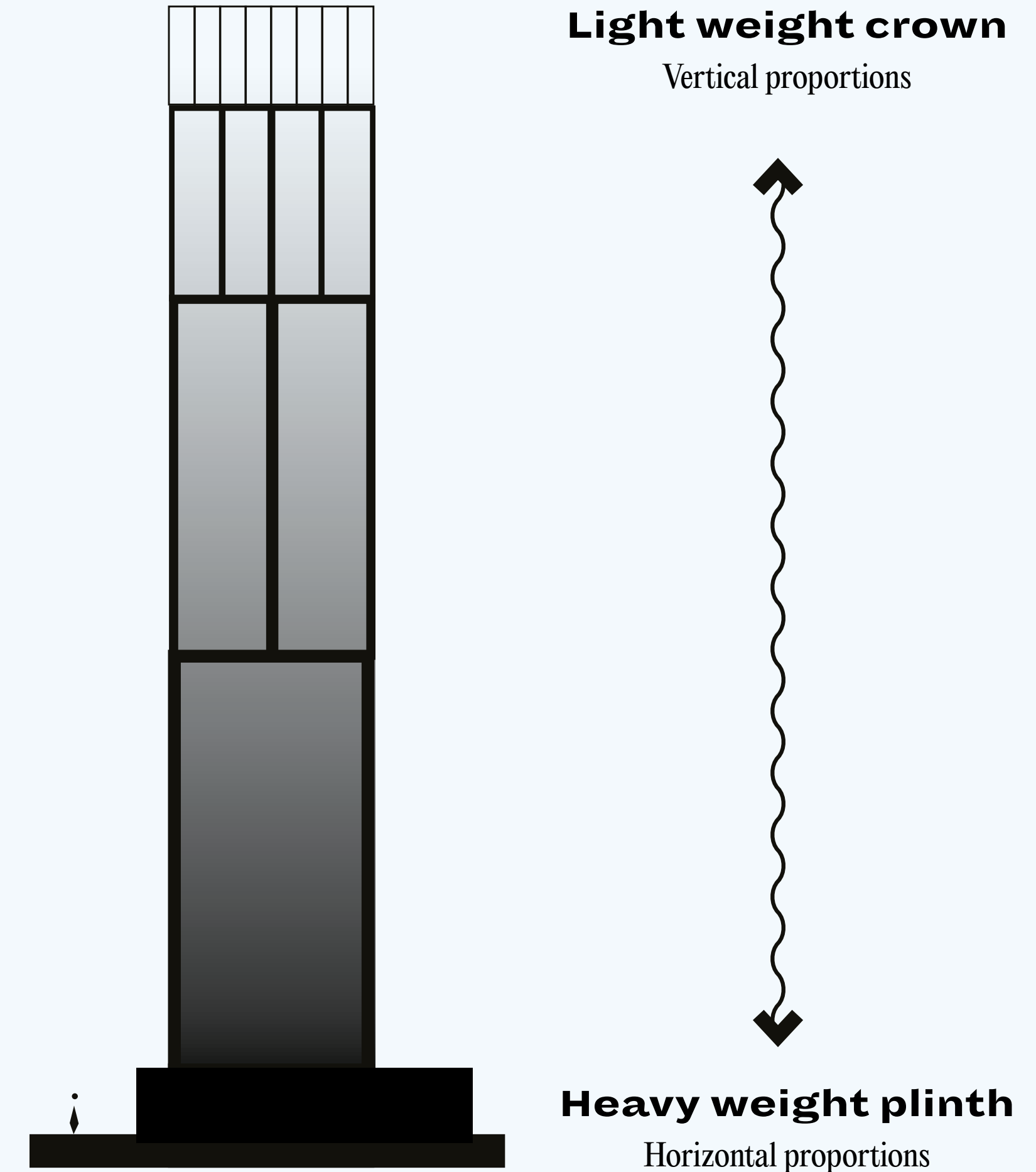
Winder context relates to tops of towers as they will be perceived from greater distances



Immediate surrounding buildings are context to central part of towers



Street level context relates to the base of the towers



Appearance Working at Scale



Window Elevation

The individual windows are sculpted to create a sense of craft and richness, and to give them a sense of human scale.



Bay Elevation

While the module is varied over the height of the tower, repeating only three window typologies allows for a greater richness to each individual opening.



Tower Elevation

The tower elevation repeats the limited typologies in such a way as to create variety, slenderness and delight.

Appearance

Modular Windows



Lower Floors

Lower level floors have a lower wider proportion to emphasise the 'plinth' concept. Additionally, they will require less shading and more daylight and have been adapted to allow for this.



Middle Floors

The middle floors transition the glazing size from the lower to the upper floors. The shading is increased and the proportions are lengthened with the addition of the central column.

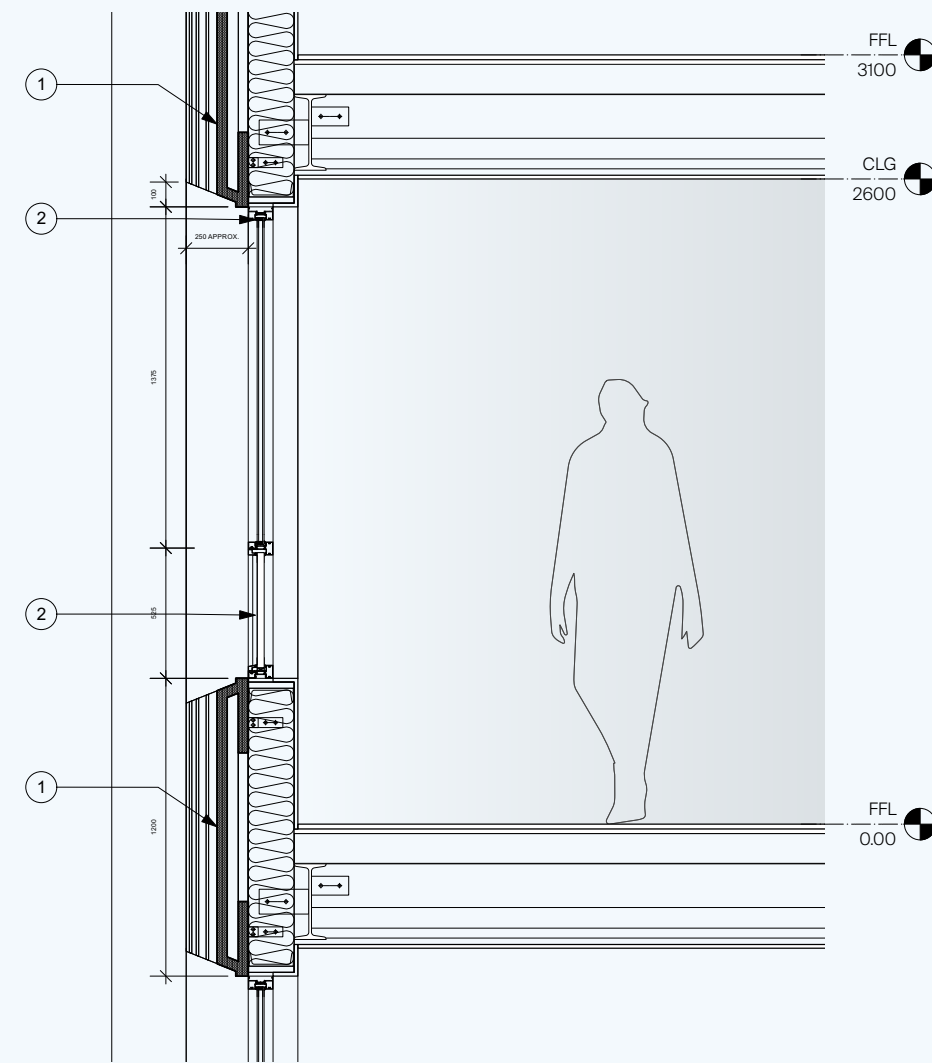


Upper Floors

The upper floor windows relate to the wider city and the sky. The proportions are further lengthened to make the top of the tower look lighter.

Appearance

Detailed Bay Study 1



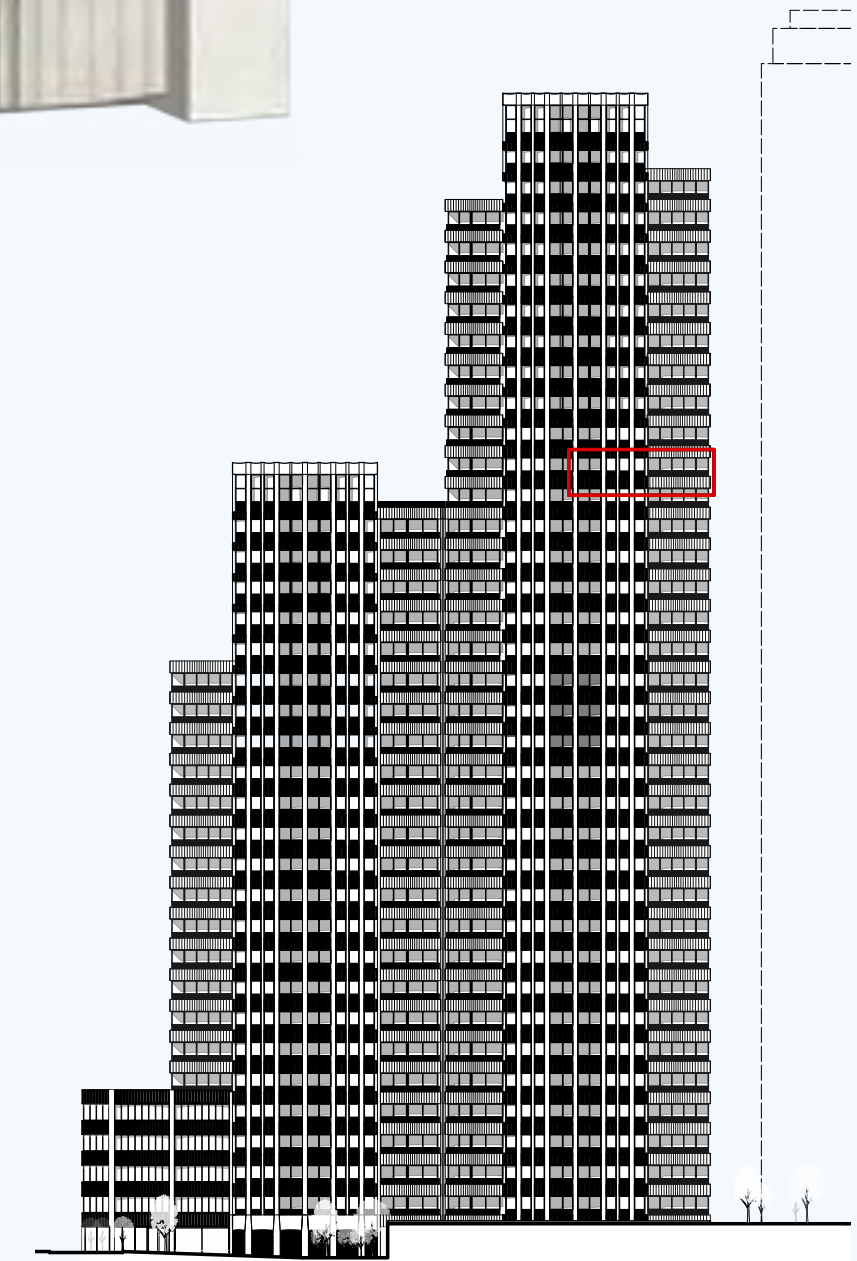
SECTION



ELEVATION



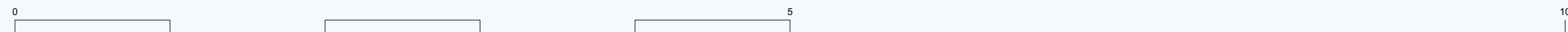
3D VIEW



BUILDING ELEVATION

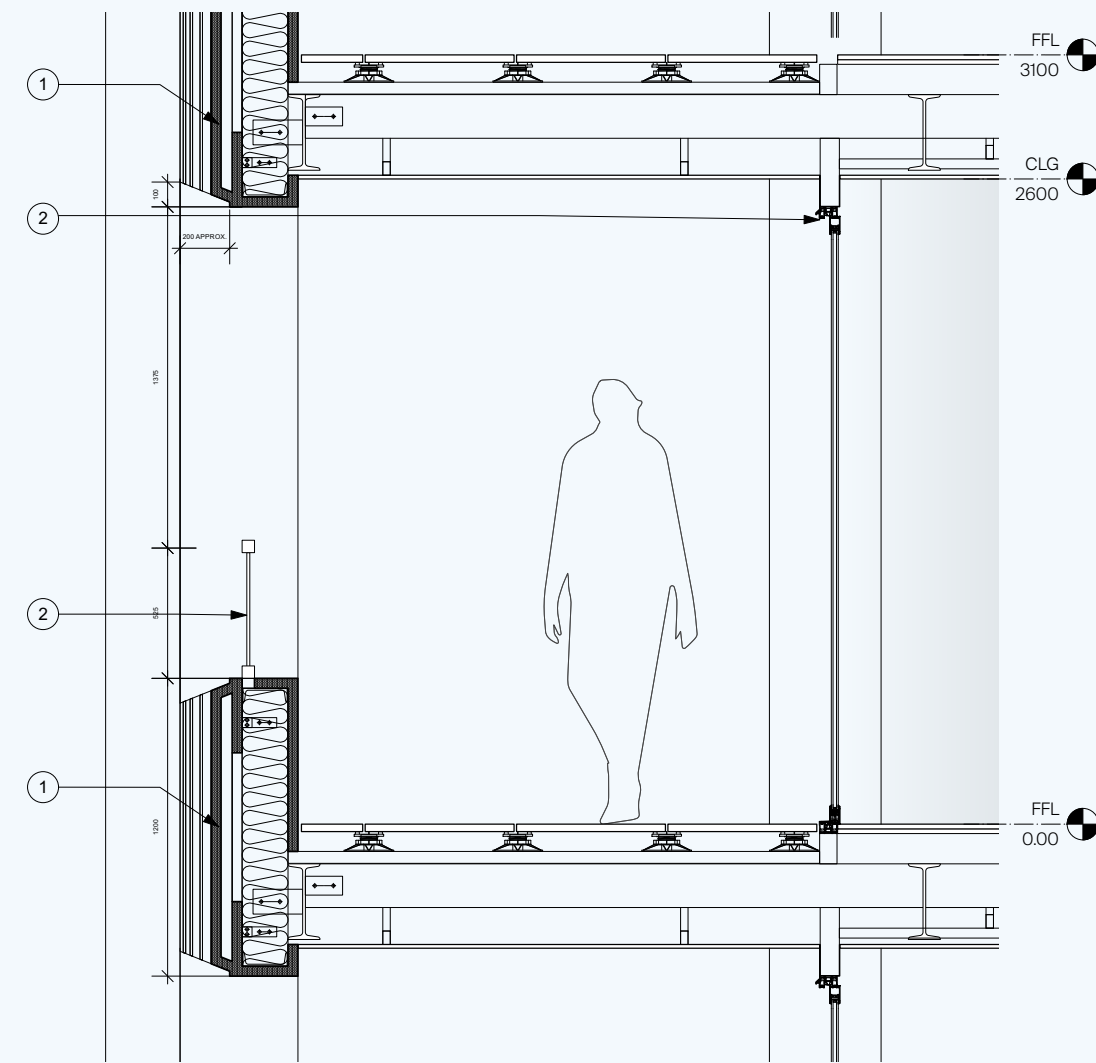
FINISHES KEY

- 1 RIBBED GRC
(Cream, Red, Green or Ochre)
- 2 GLAZING
High quality aluminium framed windows with ribbed aluminium transom panels
(Cream, Red, Green or Ochre)
- 3 BALUSTRADES
Powder coated finish
(Cream, Red, Green or Ochre)

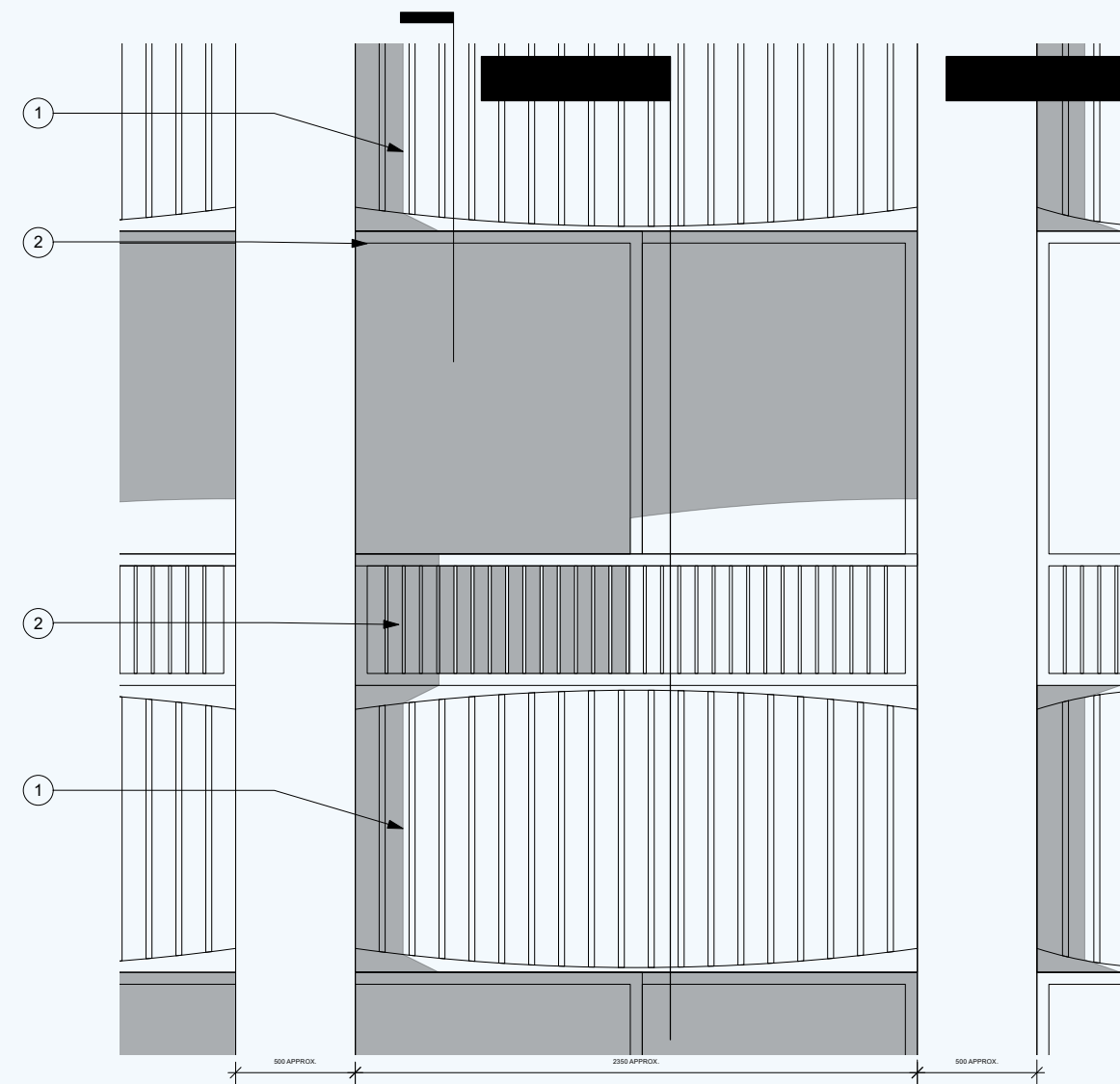


Appearance

Detailed Bay Study 2



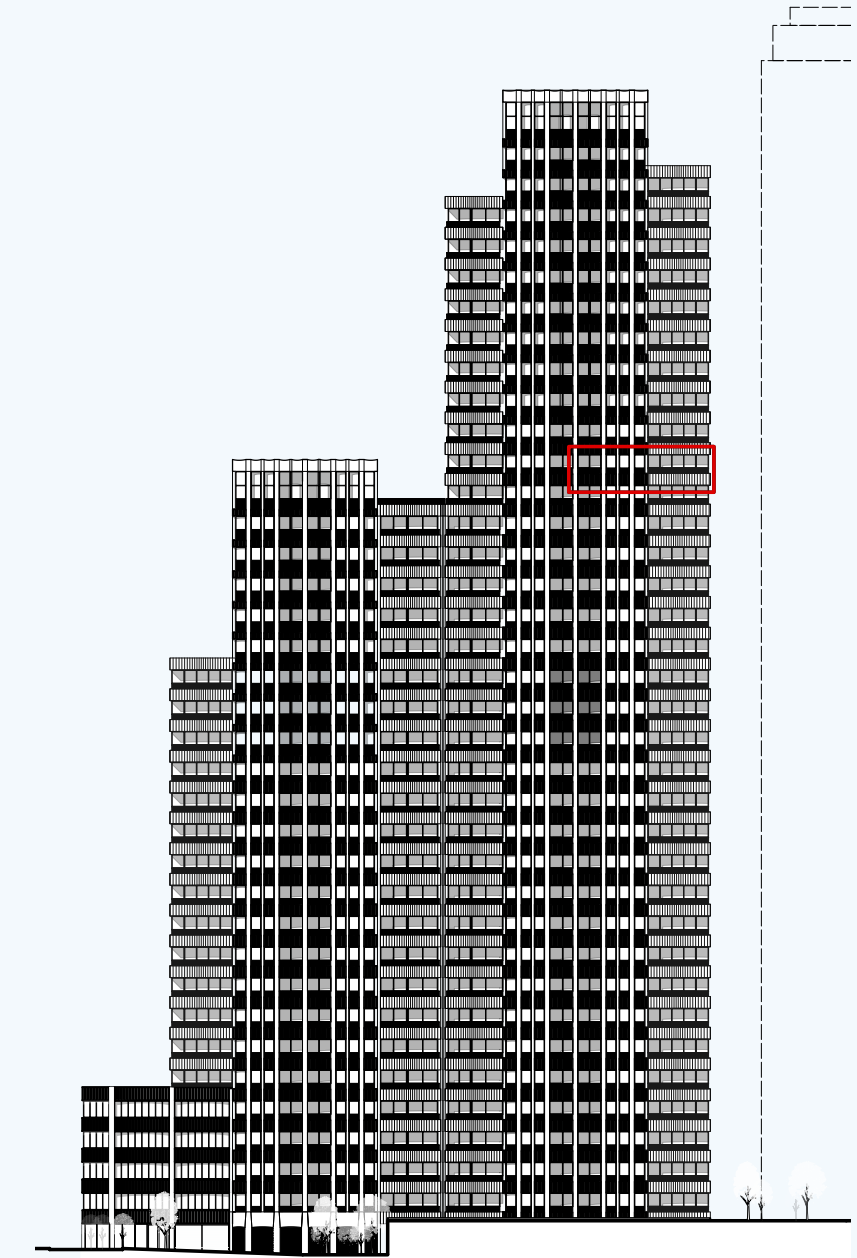
SECTION



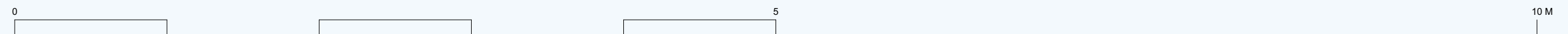
ELEVATION

FINISHES KEY

- 1 RIBBED GRC
(Cream, Red, Green or Ochre)
- 2 GLAZING
High quality aluminium framed windows with ribbed aluminium transom panels
(Cream, Red, Green or Ochre)
- 3 BALUSTRADES
Powder coated finish
(Cream, Red, Green or Ochre)

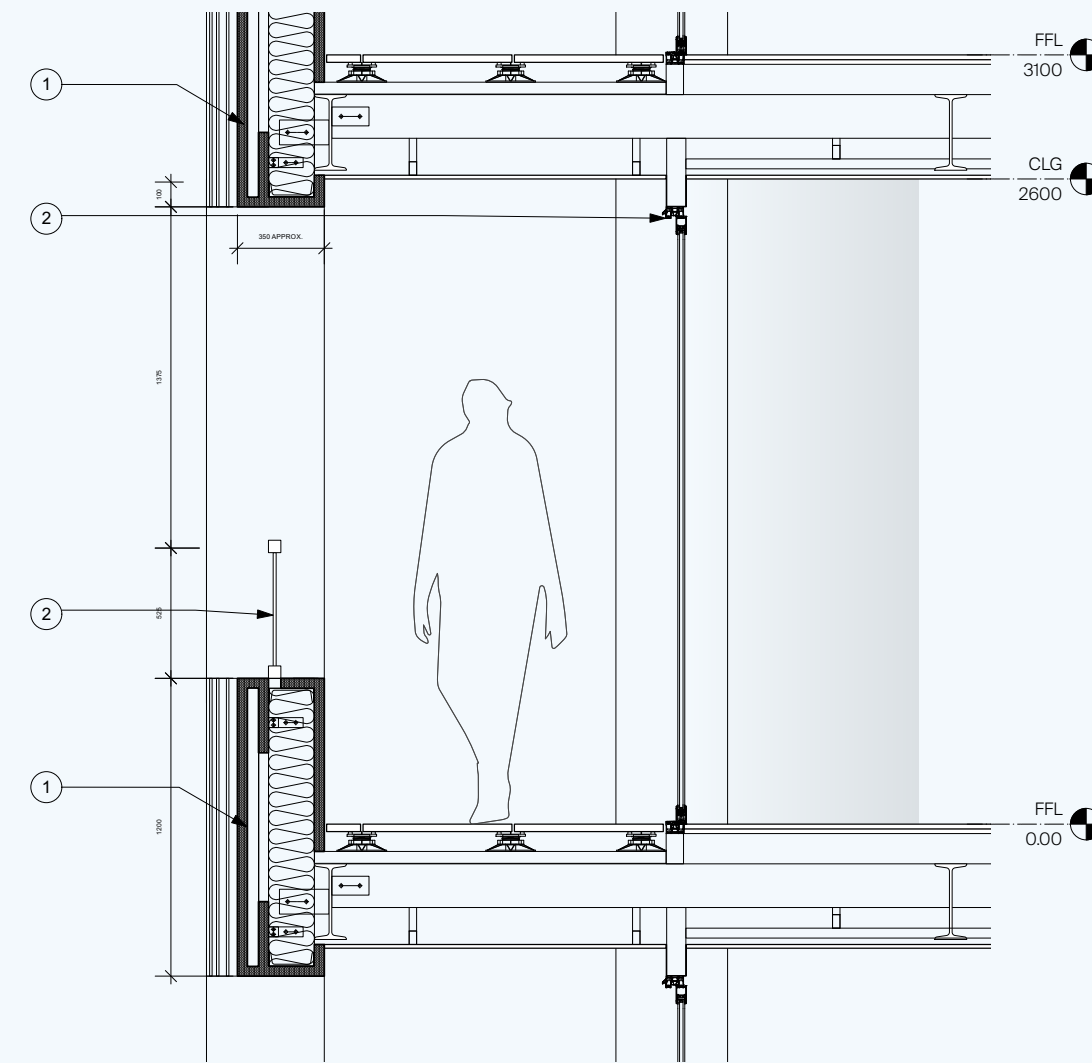


BUILDING ELEVATION



Appearance

Detailed Bay Study 3



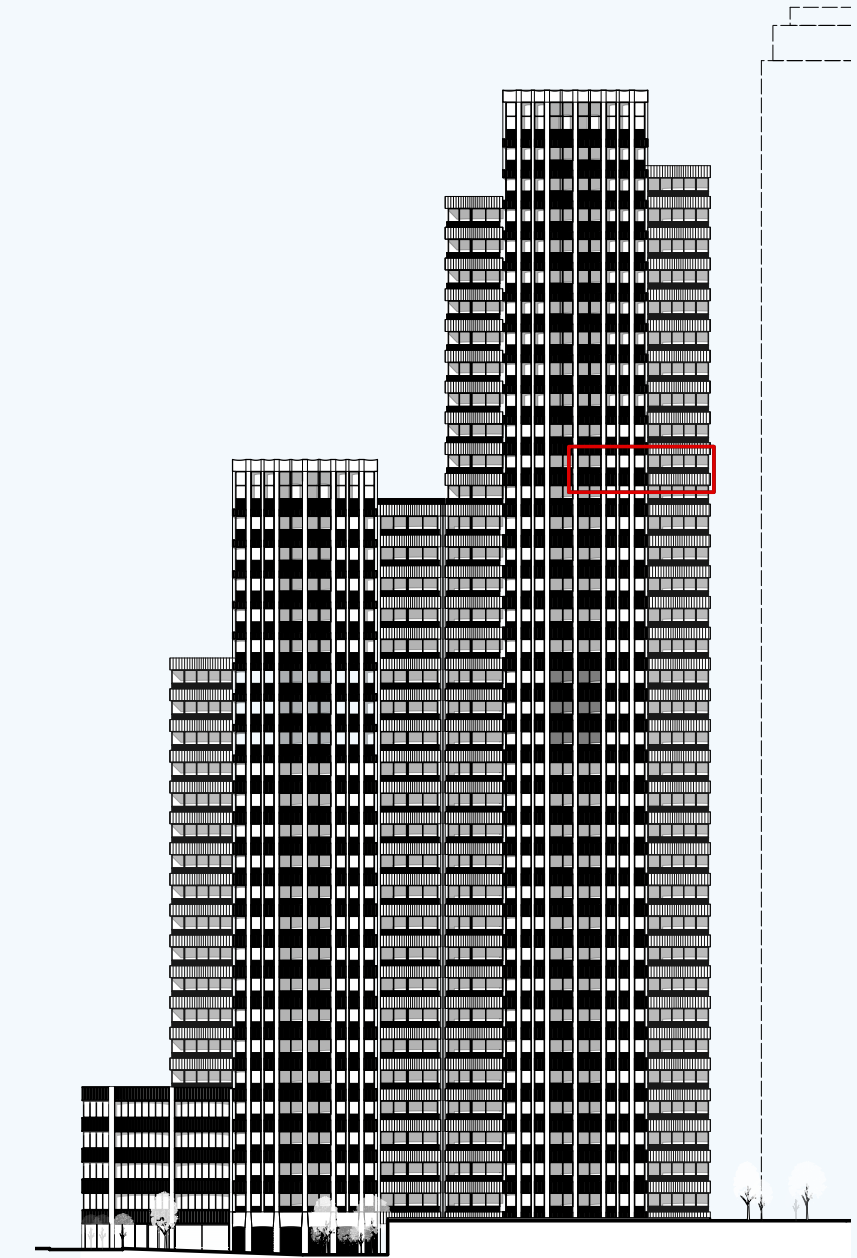
SECTION



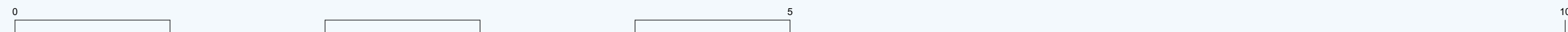
ELEVATION

FINISHES KEY

- 1 RIBBED GRC
(Cream, Red, Green or Ochre)
- 2 GLAZING
High quality aluminium framed windows with ribbed aluminium transom panels
(Cream, Red, Green or Ochre)
- 3 BALUSTRADES
Powder coated finish
(Cream, Red, Green or Ochre)



BUILDING ELEVATION



Appearance

Moments of Exception: Residential Entrances



The residential entrances are treated as 'moments of exception' which are the gateways into the towers. These are treated with a variation on the theme across the rest of the tower, giving them a greater significance and richness.

Appearance

Telegraph Avenue Block



The telegraph Avenue Block consist of two storey four bedroom houses, with a further four four bedroom apartments stepped back above. While these speak to the architectural language of the towers, they also relate strongly to the local architectural identity of low rise terraced houses.

Proposed Development

6.14 Materials

A simple material palette has been selected, comprising:

- Glass reinforced concrete panels (GRC)
Mixture of flat/smooth and fluted panels
- Aluminium framed windows with fluted aluminium spandrel panels
- Metal balustrades

Colour is integrated into each of the towers, not only to tie into the surrounding urban context, but to articulate the form. By emphasising the central tower, the buildings appear slimmer and more elegantly proportioned.

Further more, glazed tiles are proposed to the base of the River Tower, to emphasise the cafe and community space, along the riverside.



VIEW SHOWING VARIATION IN COLOUR OF TOWERS



VIEW SHOWING GLAZED TILES TO RIVER FRONT



GRC SAMPLE COLOURS

Sustainability

Sustainable Design Principles

6.15 Sustainable Design Drivers

South facing podium garden and riverside terrace

High-quality external green spaces will provide valuable amenity provision for the residents.

Indoor environmental design

Achieved through the careful consideration of balancing thermal comfort with achieving optimal daylight levels. Providing comfort and air quality through openable windows for natural ventilation.

'Lean' building performance

Lean performance to exceed U-value and air permeability requirements.

Efficient floorplate layouts

Efficient apartment and core layouts result in an efficient footprint minimising volume of structure and external cladding.

High-quality, durable materials

Durable low-impact materials will be used to internal and external surfaces to ensure longevity of finishes.



Sustainability

Energy & Sustainability Strategy

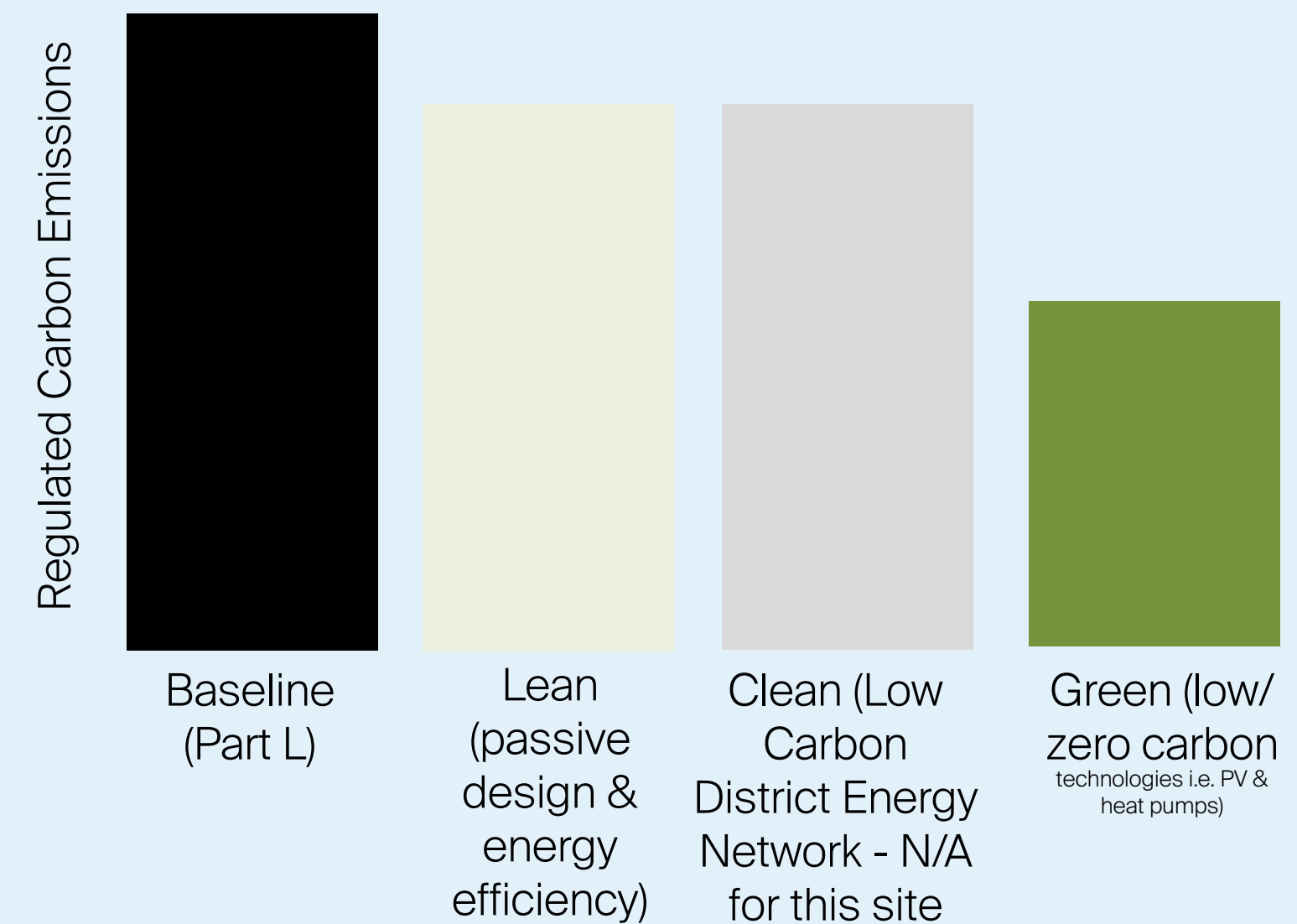
This note summarises the proposed approach to the energy and sustainability strategy for the Enderby Place development.

The Proposed Development is achieving the following targets:

- Meet the aspirations of the mayor's 'priorities' and strive to meet the 'best practice' as defined in the GLA's Sustainable Design and Construction SPG
- Carbon emissions reductions: Achieving a greater than 35% carbon emission reduction using GLA and Part L calculations
- Carbon offset contributions for the remaining carbon emissions, in line with GLA requirements for Zero Carbon.
- Preliminary Part L modelling and thermal comfort modelling (including overheating modelling) have been used to inform the design and energy strategy
- The team have developed a holistic sustainability strategy to enhance performance in areas beyond energy and carbon

The carbon reduction strategy is following the energy hierarchy:

Be Lean – Be Clean – Be Green



Sustainability

Approach to Energy & Carbon Reduction

The following performance requirements are included in the design:

- Walls – 0.18W/m²K (Part L minimum of 0.3W/m²K)
- Floors – 0.13W/m²K (Part L minimum of 0.25W/m²K)
- Roofs – 0.10W/m²K (Part L minimum of 0.20W/m²K)
- Doors – 1.0W/m²K (Part L minimum of 2.0W/m²K)
- Glazing – 1.0W/m²K (Part L minimum of 2.0W/m²K)
- Accredited construction details (Part L minimum of standard details)
- Air permeability – 2.5m³/m²/hr (Part L minimum of 10m³/m²/hr)
- Mechanical ventilation with heat recovery
- LED lighting

Be Lean:

Passive design and energy efficiency. Modelling is used to optimise the balance between beneficial winter solar gains and summer comfort, while maximising internal daylight levels.

There is a target for the development to exceed Part L of the Building Regulations from passive design and energy efficiency alone by up to 10%, before the incorporation of Low and Zero Carbon technologies (LZCs).

The proposed passive design and efficiency targets will be achieved through careful consideration of building design, a high-performance façade, and high-efficiency services.



London Heat Map. Site marked in red

Be Clean:

The proposed heating system is a site-wide heat network which is an ambient loop fed by communal air source heat pumps. This achieves the best carbon emission reductions and is future proofed for zero carbon as the grid continues to decarbonise.

The development is designed to enable a future connection to a district heat / energy network.



Proposed green technologies including heat pumps and PV panels

Be Green:

The potential for incorporating renewable energy systems has been reviewed.

In order to follow the Mayor's energy hierarchy, priority will be given to systems that would not displace loads from the proposed heat pump systems.

Roof-mounted renewable energy systems in the form of photovoltaic (PV) panels are also considered.

Beyond Part L compliance and regulated emissions, opportunities will be sought to encourage a reduction of non-regulated emissions in practice through measures such as metering, displays and controls.

Enderby Place

7.0
Visuals

Visuals



View along Telegraph Avenue

Visuals



View from Morden Tower Balconies

Visuals



View from the Thames Clipper

Visuals



View Along Telegraph Way

Visuals



View of Telecon Tower Balconies

Visuals

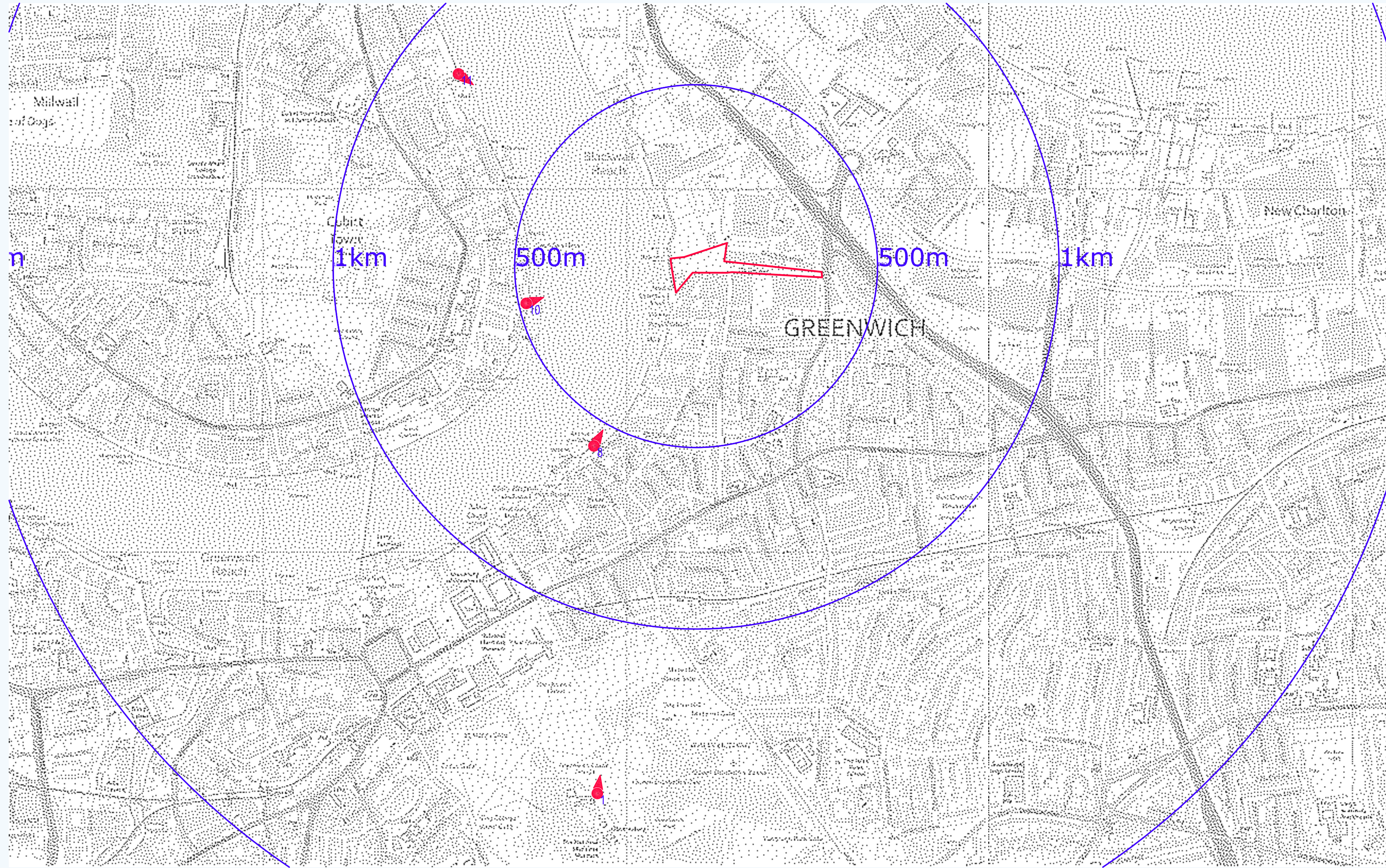


Aerial View

Enderby Place

8.0 Townscape

Townscape



Townscape



View 1

Townscape



View 8

Townscape



View 10

BUCKLEY GRAY YEOMAN

Townscape



View 11

Enderby Place

9.0 Numbers

Proposed Development

8.01 Numbers

Total 564 units.

The proposals achieve 35% affordable housing by habitable room.

Of this 35%, 70% is low cost rent housing located in the Telegraph Block and Telcon Tower. The remaining 30% is intermediate housing located in the maisonettes and the upper storeys of Telecon Tower and lower storeys of Morden Tower.

90% M4 (2), 10% M4 (3)

There is a total of 1455 sqm of commercial space.

Numbers Telcon Tower

TELCON TOWER

LEVEL	UNIT NO.	TYPE						TENURE						UNIT ACCESSIBILITY				
		TYPE	1B 2P	2B 3P	2B 4P	3B 5P	3B 6P	4B 6P	UNITS			HAB ROOMS			UNITS		HAB ROOMS	
									L.C.Re nt	inter.	Private	L.C.Re nt	inter.	Private	M4(2)	M4(3)	M4(2)	M4(3)
PODIUM	TP.01	2B	-		1			AFFORDABLE	1			3		1	-	3	-	
	TP.02	1C	1					AFFORDABLE	1			2		-	1	-	2	
	TP.03	2J	-		1			AFFORDABLE	1			3		0	1	0	3	
MEZZ	TM.01	2B	1					AFFORDABLE	1			3		1	-	3	-	
	TM.02	1C	1					AFFORDABLE	1			2		-	1	-	2	
	TM.03	2J	-		1			AFFORDABLE	1			3		0	1	0	3	
			1		2						8		1	2				
1	T1.01	2B			1			AFFORDABLE	1			3		1	-	3	-	
	T1.02	2B			1			AFFORDABLE	1			3		1	3	-		
	T1.03	2D			1			AFFORDABLE	1			3		1	1	-	3	
	T1.04	2J			1			AFFORDABLE	1			3		1	0	3		
			0	0	4	0	0				12		3	1				
2	T2.01	2B			1			AFFORDABLE	1			3		1	0	3		
	T2.02	2B			1			AFFORDABLE	1			3		1	0	3		
	T2.03	2D			1			AFFORDABLE	1			3		0	1	3		
	T2.04	2C			1			AFFORDABLE	1			3		1	0	3		
			0	0	4	0	0				12		0	3	1			
3	T3.01	2B			1			AFFORDABLE	1			3		1	-	3	-	
	T3.02	3A				1		AFFORDABLE	1			4		1	4	-		
	T3.03	2A			1			AFFORDABLE	1			3		1	3	-		
	T3.04	2B			1			AFFORDABLE	1			3		1	3	-		
	T3.05	2D			1			AFFORDABLE	1			3		1	1	-	3	
	T3.06	2C			1			AFFORDABLE	1			3		1	3	-		
			0	1	4	1	0				19		0	5	1			
4	T4.01	2B			0	1	0	AFFORDABLE	1			3		1	0	3	-	
	T4.02	3A			0	0	1	AFFORDABLE	1			4		1	0	4	-	
	T4.03	2A			0	1	0	AFFORDABLE	1			3		1	0	3	-	
	T4.04	2B			0	0	1	AFFORDABLE	1			3		1	0	3	-	
	T4.05	2D			0	0	1	AFFORDABLE	1			3		0	1	-	3	
	T4.06	2C			0	0	1	AFFORDABLE	1			3		1	0	3	-	
			0	1	4	1					19		5	1				
5	T5.01	2B			0	0	1	AFFORDABLE	1			3		1	0	3		
	T5.02	3A			0	0	1	AFFORDABLE	1			4		1	0	4		
	T5.03	2A			0	1	0	AFFORDABLE	1			3		1	0	3		
	T5.04	2B			0	0	1	AFFORDABLE	1			3		1	0	3		
	T5.05	2D			0	0	1	AFFORDABLE	1			3		0	1	-	3	
	T5.06	2C			0	0	1	AFFORDABLE	1			3		1	0	3		
			0	1	4	1					19		5	1				
6	T6.01	2B			0	0	1	AFFORDABLE	1			3		1	0	3		
	T6.02	3A			0	0	1	AFFORDABLE	1			4		1	0	4		
	T6.03	2A			0	1	0	AFFORDABLE	1			3		1	0	3		
	T6.04	2B			0	0	1	AFFORDABLE	1			3		1	0	3		
	T6.05	2D			0	0	1	AFFORDABLE	1			3		0	1	-	3	
	T6.06	2C			0	0	1	AFFORDABLE	1			3		1	0	3		
			0	1	4	1					19		5	1				
7	T7.01	2B			0	0	1	AFFORDABLE	1			3		1	0	3		
	T7.02	3A			0	0	1	AFFORDABLE	1			4		1	0	4		
	T7.03	2A			0	1	0	AFFORDABLE	1			3		1	0	3		
	T7.04	2B			0	0	1	AFFORDABLE	1			3		1	0	3		
	T7.05	2D			0	0	1	AFFORDABLE	1			3		0	1	-	3	
	T7.06	2C			0	0	1	AFFORDABLE	1			3		1	0	3		
			0	1	4	1					19		5	1				

8	T8.01	2B			0	0	1	0	AFFORDABLE	1			3		1	0	3	
	T8.02	3A			0	0	0	1	AFFORDABLE	1			4		1	0	4	
	T8.03	2A			0	1	0	0	AFFORDABLE	1			3		1	0	3	
	T8.04	2B			0	0	1	0	AFFORDABLE	1			3		1	0	3	
	T8.05	2D			0	0	1	0	AFFORDABLE	1			3		0	1	-	3
	T8.06	2C			0	0	1	0	AFFORDABLE	1			3		1	0	3	
			0	1	4	1					19		5	1				
9	T9.01	2B			0	0	1	0	AFFORDABLE	1			3		1	0	3	
	T9.02	3A			0	0	0	1	AFFORDABLE	1			4		1	0	4	
	T9.03	2A			0	1	0	0	AFFORDABLE	1			3		1	0	3	
	T9.04	2B			0	0	1	0	AFFORDABLE	1			3		1	0	3	
	T9.05	2D			0	0	1	0	AFFORDABLE	1			3		0	1	-	3
	T9.06	2C			0	0	1	0	AFFORDABLE	1			3		1	0	3	
			0	1	4	1					19		5	1				
10	T10.01	2B			0	0	1	0	AFFORDABLE	1			3		1	0	3	
	T10.02	3A			0	0	0	1	AFFORDABLE	1			4		1	0	4	
	T10.03	2A			0	1	0	0	AFFORDABLE	1			3		1	0	3	
	T10.04	2B			0	0	1	0	AFFORDABLE	1			3		1	0	3	
	T10.05	2D			0	0	1	0	AFFORDABLE	1			3		0	1	-	3
	T10.06	2C			0	0	1	0	AFFORDABLE	1			3		1	0	3	
			0	1	4	1					19		5	1				
11	T11.01	2B			0	0	1	0	AFFORDABLE	1			3		1	0	3	
	T11.02	3A			0	0	0	1	AFFORDABLE	1			4		1	0	4	
	T11.03	2A			0	1	0	0	AFFORDABLE	1			3		1	0	3	
	T11.04	2B			0	0	1	0	AFFORDABLE	1			3		1	0	3	
	T11.05	2D			0	0	1	0	AFFORDABLE	1			3		0	1	-	3
	T11.06	2C			0	0	1	0	AFFORDABLE	1			3		1	0	3	
			0	1	4	1					19		5	1				
12	T12.01	2B			0	0	1	0	AFFORDABLE	1			3		1	0	3	
	T12.02	3A			0	0	0	1	AFFORDABLE	1			4		1	0	4	
	T12.03	2A			0	1	0	0	AFFORDABLE	1			3		1	0	3	
	T12.04	2B			0	0	1	0	AFFORDABLE	1			3		1	0	3	
	T12.05	2D			0	0	1	0	AFFORDABLE	1			3		0	1	-	3
	T12.06	2C			0	0	1	0	AFFORDABLE	1			3		1	0	3	
			0	1	4	1					19		5	1				
13	T13.01	2B			0	0	1	0	AFFORDABLE	1			3		1	0	3	
	T13.02	3A			0	0	0	1	AFFORDABLE	1			4		1	0	4	
	T13.03	2A			0	1	0	0	AFFORDABLE	1			3		1	0	3	
	T13.04	2B			0	0	1	0	AFFORDABLE	1			3		1	0	3	
	T13.05	2D			0	0	1	0	AFFORDABLE	1			3		0	1	-	3
	T13.06	2C			0	0	1	0	AFFORDABLE	1			3					

Numbers Morden Tower

MORDEN TOWER

LEVEL	UNIT NO.	TYPE	TYPE					TENURE			UNIT ACCESSIBILITY						
			1B 2P	2B 3P	2B 4P	3B 5P	3B 6P	4B 6P	TENURE			UNITS		HAB ROOMS			
									L.C.Re nt	inter.	Private	L.C.Re nt	inter.	Private	M(2)	M(3)	M(2)
PODIUM	MP.01	3A	0	-	-	1	-	-	AFFORDABLE	1			4	1	-	4	-
	MP.02	2A	0	1	-	-	-	-	AFFORDABLE	1			3	1	-	3	-
	MP.03	1A	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
	MP.04	1A	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
	MP.05	1C	1	-	-	-	-	-	AFFORDABLE	1			2	-	1	-	2
	MP.06	1B	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
			4	1	0	1	0	0				0	15		5	1	
MEZZ	MM.01	3A	0	-	-	1	-	-	AFFORDABLE	1			4	1	-	4	-
	MM.02	2A	0	1	-	-	-	-	AFFORDABLE	1			3	1	-	3	-
	MM.03	1A	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
	MM.04	1A	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
	MM.05	1C	1	-	-	-	-	-	AFFORDABLE	1			2	-	1	-	2
	MM.06	1B	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
			4	1	0	1	0	0				15		5	1		
1	M1.01	2B	-	-	1	-	-	-	AFFORDABLE	1			3	1	-	3	-
	M1.02	3A	-	-	-	1	-	-	AFFORDABLE	1			4	1	-	4	-
	M1.03	2A	-	1	-	-	-	-	AFFORDABLE	1			3	1	-	3	-
	M1.04	1A	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
	M1.05	1A	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
	M1.06	1C	1	-	-	-	-	-	AFFORDABLE	1			2	-	1	-	2
	M1.07	2C	-	-	1	-	-	-	AFFORDABLE	1			3	1	-	3	-
			3	1	2	1	0	0				19		6	1		
2	M2.01	2B	-	-	1	-	-	-	AFFORDABLE	1			3	1	-	3	-
	M2.02	3A	-	-	-	1	-	-	AFFORDABLE	1			4	1	-	4	-
	M2.03	2A	-	1	-	-	-	-	AFFORDABLE	1			3	1	-	3	-
	M2.04	1A	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
	M2.05	1A	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
	M2.06	1C	1	-	-	-	-	-	AFFORDABLE	1			2	-	1	-	2
	M2.07	2C	-	-	1	-	-	-	AFFORDABLE	1			3	1	-	3	-
			3	1	2	1	0	0				19		6	1		
3	M3.01	2B	-	-	1	-	-	-	AFFORDABLE	1			3	1	-	3	-
	M3.02	3A	-	-	-	1	-	-	AFFORDABLE	1			4	1	-	4	-
	M3.03	2A	-	1	-	-	-	-	AFFORDABLE	1			3	1	-	3	-
	M3.04	1A	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
	M3.05	1A	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
	M3.06	1C	1	-	-	-	-	-	AFFORDABLE	1			2	-	1	-	2
	M3.07	2C	-	-	1	-	-	-	AFFORDABLE	1			3	1	-	3	-
			3	1	2	1	0	0				19		6	1		
4	M4.01	2B	-	-	1	-	-	-	AFFORDABLE	1			3	1	-	3	-
	M4.02	3A	-	-	-	1	-	-	AFFORDABLE	1			4	1	-	4	-
	M4.03	2A	-	1	-	-	-	-	AFFORDABLE	1			3	1	-	3	-
	M4.04	1A	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
	M4.05	1A	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
	M4.06	1C	1	-	-	-	-	-	AFFORDABLE	1			2	-	1	-	2
	M4.07	2C	-	-	1	-	-	-	AFFORDABLE	1			3	1	-	3	-
			3	1	2	1	0	0				19		6	1		
5	M5.01	2B	-	-	1	-	-	-	AFFORDABLE	1			3	1	-	3	-
	M5.02	3A	-	-	-	1	-	-	AFFORDABLE	1			4	1	-	4	-
	M5.03	2A	-	1	-	-	-	-	AFFORDABLE	1			3	1	-	3	-
	M5.04	1A	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
	M5.05	1A	1	-	-	-	-	-	AFFORDABLE	1			2	1	-	2	-
	M5.06	1C	1	-	-	-	-	-	AFFORDABLE	1			2	-	1	-	2
	M5.07	2C	-	-	1	-	-	-	AFFORDABLE	1			3	1	-	3	-
			3	1	2	1	0	0				0	19		6	1	
6	M6.01	2B	-	-	1	-	-	-	PRIVATE		1		3	1	-	3	-
	M6.02	3A	-	-	-	1	-	-	PRIVATE		1		4	1	-	4	-
	M6.03	2A	-	1	-	-	-	-	PRIVATE		1		3	1	-	3	-
	M6.04	1A	1	-	-	-	-	-	PRIVATE		1		2	1	-	2	-
	M6.05	1A	1	-	-	-	-	-	PRIVATE		1		2	1	-	2	-
	M6.06	1C	1	-	-	-	-	-	PRIVATE		1		2	-	1	-	2
	M6.07	2C	-	-	1	-	-	-	PRIVATE		1		3	1	-	3	-
			3	1	2	1	0	0				19		6	1		

7	M7.01	2B	-	-	1	-	-	-	PRIVATE		1		3	1	-	3	-
	M7.02	3A	-	-	-	1	-	-	PRIVATE		1		4	1	-	4	-
	M7.03	2A	-	1	-	-	-	-	PRIVATE		1		3	1	-	3	-
	M7.04	1A	1	-	-	-	-	-	PRIVATE		1		2	1	-	2	-
	M7.05	1A	1	-	-	-	-	-	PRIVATE		1		2	1	-	2	-
	M7.06	1C	1	-	-	-	-	-	PRIVATE		1		2	-	1	-	2
	M7.07	2C	-	-	1	-	-	-	PRIVATE		1		3	1	-	3	-
			3	1	2	1	0	0				19		6	1		
8	M8.01	2B	-	-	1	-	-	-	PRIVATE		1		3	1	-	3	-
	M8.02	3A	-	-	-	1	-	-	PRIVATE		1		4	1	-	4	-
	M8.03	2A	-	1	-	-	-	-	PRIVATE		1		3	1	-	3	-
	M8.04	1A	1	-	-	-	-	-	PRIVATE		1		2	1	-	2	-
	M8.05	1A	1	-	-	-	-	-	PRIVATE		1		2	1	-	2	-
	M8.06	1C	1	-	-	-	-	-	PRIVATE		1		2	-	1	-	2
	M8.07	2C	-	-	1	-	-	-	PRIVATE		1		3	1	-	3	-
			3	1	2	1	0	0				19		6	1		
9	M9.01	2B	-	-	1	-	-	-	PRIVATE		1		3	1	-	3	-
	M9.02	3A	-	-	-	1	-	-	PRIVATE		1		4	1	-	4	-
	M9.03	2A	-	1	-	-	-	-	PRIVATE		1		3	1	-	3	-
	M9.04	1A	1	-	-	-	-	-	PRIVATE		1		2	1	-	2	-
	M9.05	1A	1	-	-	-	-	-	PRIVATE		1		2	1	-	2	-
	M9.06	1C	1	-	-	-	-	-	PRIVATE		1		2	-	1	-	2
	M9.07	2C	-	-	1	-	-	-	PRIVATE		1		3	1	-	3	-
			3	1	2	1	0	0				19		6	1		
10	M10.01	2B	-	-	1	-	-	-	PRIVATE		1		3	1	-	3	-
	M10.02	3A	-	-	-	1	-	-	PRIVATE		1		4	1	-	4	-
	M10.03	2A	-	1	-	-	-	-	PRIVATE		1		3	1	-	3	-
	M10.04	1A	1	-	-	-	-	-	PRIVATE		1		2	1	-	2	-
	M10.05	1A	1	-	-	-	-	-	PRIVATE		1		2	1	-	2	-
	M10.06	1C	1	-	-	-	-	-	PRIVATE		1		2	-	1	-	2
	M10.07	2C	-	-	1	-	-	-	PRIVATE		1		3	1	-	3	-
			3	1	2	1	0	0				19		6	1		
11	M11.01	2B	-	-	1	-	-	-	PRIVATE		1		3	1	-	3	-
	M11.02	3A	-	-	-	1	-	-	PRIVATE		1						

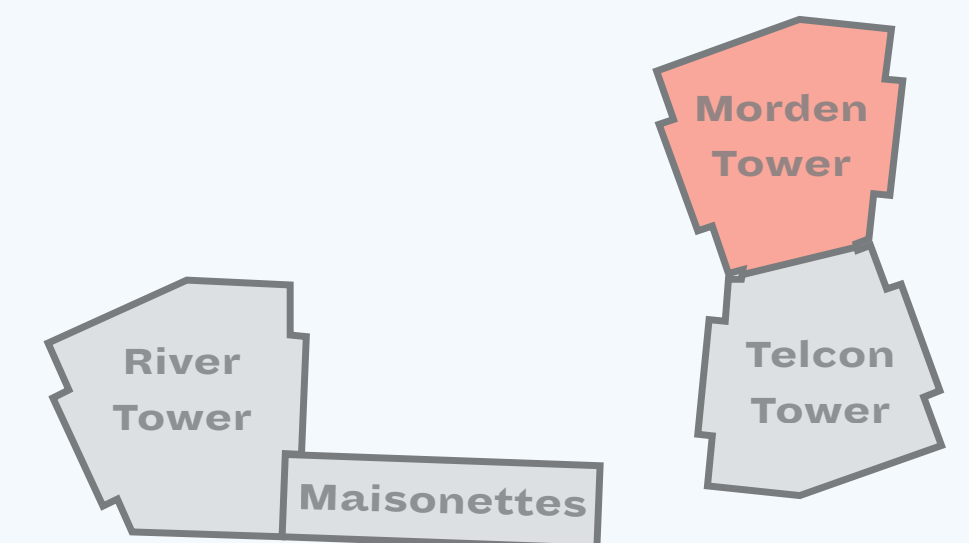
Numbers Morden Tower

Block	Unit	1A	2A	3A	4A	1C	1F	1A	Tenure	1B	2B	3B	4B	Commercial	
24	M24.01	1A	1	-	-	0	0		PRIVATE	1	2	1	-	2	-
	M24.02	3A	-	-	-	1	-		PRIVATE	1	4	1	-	4	-
	M24.03	2A	-	1	-	-	-		PRIVATE	1	3	1	-	3	-
	M24.04	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M24.05	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M24.06	1C	1	-	-	-	-		PRIVATE	1	2	-	1	-	2
	M24.07	1F	1	-	0	-	-		PRIVATE	1	2	1	-	2	-
	M24.08	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
			6	1	0	1	0	0			19	7	1		
25	M25.01	1A	1	-	-	0	0		PRIVATE	1	2	1	-	2	-
	M25.02	3A	-	-	-	1	-		PRIVATE	1	4	1	-	4	-
	M25.03	2A	-	1	-	-	-		PRIVATE	1	3	1	-	3	-
	M25.04	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M25.05	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M25.06	1C	1	-	-	-	-		PRIVATE	1	2	-	1	-	2
	M25.07	1F	1	-	0	-	-		PRIVATE	1	2	1	-	2	-
	M25.08	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
			6	1	0	1	0	0			19	7	1		
26	M26.01	1A	1	-	-	0	0		PRIVATE	1	2	1	-	2	-
	M26.02	3A	-	-	-	1	-		PRIVATE	1	4	1	-	4	-
	M26.03	2A	-	1	-	-	-		PRIVATE	1	3	1	-	3	-
	M26.04	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M26.05	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M26.06	1C	1	-	-	-	-		PRIVATE	1	2	-	1	-	2
	M26.07	1F	1	-	0	-	-		PRIVATE	1	2	1	-	2	-
	M26.08	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
			6	1	0	1	0	0			19	7	1		
27	M27.01	1A	1	-	-	0	0		PRIVATE	1	2	1	-	2	-
	M27.02	3A	-	-	-	1	-		PRIVATE	1	4	1	-	4	-
	M27.03	2A	-	1	-	-	-		PRIVATE	1	3	1	-	3	-
	M27.04	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M27.05	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M27.06	1C	1	-	-	-	-		PRIVATE	1	2	-	1	-	2
	M27.07	1F	1	-	0	-	-		PRIVATE	1	2	1	-	2	-
	M27.08	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
			6	1	0	1	0	0			19	7	1		
28	M28.01	1A	1	-	-	0	0		PRIVATE	1	2	1	-	2	-
	M28.02	3A	-	-	-	1	-		PRIVATE	1	4	1	-	4	-
	M28.03	2A	-	1	-	-	-		PRIVATE	1	3	1	-	3	-
	M28.04	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M28.05	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M28.06	1C	1	-	-	-	-		PRIVATE	1	2	-	1	-	2
	M28.07	1F	1	-	0	-	-		PRIVATE	1	2	1	-	2	-
	M28.08	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
			6	1	0	1	0	0			19	7	1		
29	M29.01	1A	1	-	-	0	0		PRIVATE	1	2	1	-	2	-
	M29.02	3A	-	-	-	1	-		PRIVATE	1	4	1	-	4	-
	M29.03	2A	-	1	-	-	-		PRIVATE	1	3	1	-	3	-
	M29.04	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M29.05	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M29.06	1C	1	-	-	-	-		PRIVATE	1	2	-	1	-	2
	M29.07	1F	1	-	0	-	-		PRIVATE	1	2	1	-	2	-
	M29.08	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
			6	1	0	1	0	0			19	7	1		
30	M30.01	1A	1	-	-	0	0		PRIVATE	1	2	1	-	2	-
	M30.02	3A	-	-	-	1	-		PRIVATE	1	4	1	-	4	-
	M30.03	2A	-	1	-	-	-		PRIVATE	1	3	1	-	3	-
	M30.04	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M30.05	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M30.06	1C	1	-	-	-	-		PRIVATE	1	2	-	1	-	2
	M30.07	1F	1	-	0	-	-		PRIVATE	1	2	1	-	2	-
	M30.08	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
			6	1	0	1	0	0			19	7	1		
31	M31.01	1A	1	-	-	0	0		PRIVATE	1	2	1	-	2	-
	M31.02	3A	-	-	-	1	-		PRIVATE	1	4	1	-	4	-
	M31.03	2A	-	1	-	-	-		PRIVATE	1	3	1	-	3	-
	M31.04	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M31.05	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M31.06	1C	1	-	-	-	-		PRIVATE	1	2	-	1	-	2
	M31.07	1F	1	-	0	-	-		PRIVATE	1	2	1	-	2	-
	M31.08	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
			6	1	0	1	0	0			19	7	1		

Block	Unit	1A	2A	3A	4A	1C	1F	1A	Tenure	1B	2B	3B	4B	Commercial	
32	M32.01	1A	1	-	-	0	0		PRIVATE	1	2	1	-	2	-
	M32.02	3A	-	-	-	1	-		PRIVATE	1	4	1	-	4	-
	M32.03	2A	-	1	-	-	-		PRIVATE	1	3	1	-	3	-
	M32.04	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M32.05	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
	M32.06	1A	1	-	-	-	-		PRIVATE	1	2	1	-	2	-
			4	1	0	1	0	0			15	6	0		
33	M33.01	1A	1	0	0	0	0		PRIVATE	1	2	1	-	2	-
	M33.02	1A	1	0	0	0	0		PRIVATE	1	2	1	-	2	-
	M33.03	1A	1	-	-	0	0		PRIVATE	1	2	1	-	2	-
	M33.04	1A	1	-	-	0	0		PRIVATE	1	2	1	-	2	-
			4	0	0	0	0	0			8	4	0		
34	M34.01	1A	1	0	0	0	0		PRIVATE	1	2	1	-	2	-
	M34.02	1A	1	0	0	0	0		PRIVATE	1	2	1	-	2	-
	M34.03	1A	1	0	0	0	0		PRIVATE	1	2	1	-	2	-
	M34.04	1A	1	0	0	0	0		PRIVATE	1	2	1	-	2	-
			4	0	0	0	0	0			8	4	0		

TOTAL UNITS	TYPE						TENURE						UNIT ACCESSIBILITY			
	1B 2P	2B 3P	2B 4P	3B 5P	3B 6P	4B 6P	UNITS			HAB ROOMS			UNITS		HAB ROOMS	
							L.C.Re nt	inter.	Private	L.C.Re nt	inter.	Private	M4(2)	M4(3)	M4(2)	M4(3)
258	158	34	32	34			0	47	211	106	544	225	33	584	66	

- 1B APARTMENT
- 2B APARTMENT
- 3B APARTMENT
- 4B APARTMENT
- COMMERCIAL



Numbers River Tower

LEVEL	UNIT NO.	TYPE						TENURE						UNIT ACCESSIBILITY				
		TYPE	1B 2P	2B 3P	2B 4P	3B 5P	3B 6P	4B 6P	UNITS			HAB ROOMS			UNITS		HAB ROOMS	
									L.C.Re nt	inter.	Private	L.C.Re nt	inter.	Private	M4(2)	M4(3)	M4(2)	M4(3)
GROUND																		
PODIUM																		
MEZZ																		
1																		
R1.01	1D	1						PRIVATE	1			2	1	-	2			
R1.02	3C							PRIVATE	1			4	-	1	-	4		
R1.03	3A(2)							PRIVATE	1			4	1	-	4			
R1.04	2A		1					PRIVATE	1			3	1	-	3			
R1.05	1A	1						PRIVATE	1			2	1	-	2			
R1.06	1A	1						PRIVATE	1			2	1	-	2			
R1.07	2F		1					PRIVATE	1			3	1	-	3			
R1.08	1E	1						PRIVATE	1			2	1	-	2			
		4	2	0	2	0	0		8			22	7	1				
2																		
R2.01	1D	1						PRIVATE	1			2	1	-	2			
R2.02	3C							PRIVATE	1			4	-	1	-	4		
R2.03	3A(2)							PRIVATE	1			4	1	-	4			
R2.04	2A		1					PRIVATE	1			3	1	-	3			
R2.05	1A	1						PRIVATE	1			2	1	-	2			
R2.06	1A	1						PRIVATE	1			2	1	-	2			
R2.07	2F		1					PRIVATE	1			3	1	-	3			
R2.08	1E	1						PRIVATE	1			2	1	-	2			
		4	2	0	2	0	0		8			22	7	1				
3																		
R3.01	1A	1						PRIVATE	1			2	1	-	2			
R3.02	3A							PRIVATE	1			4	1	0	4			
R3.03	2A		1					PRIVATE	1			3	1	-	3			
R3.04	1A	1						PRIVATE	1			2	1	-	2			
R3.05	1A	1						PRIVATE	1			2	1	-	2			
R3.06	2G		1					PRIVATE	1			3	1	-	3			
R3.07	2E		1					PRIVATE	1			3	1	0	3			
R3.08	1A	1						PRIVATE	1			2	1	-	2			
		4	2	1	1	0	0		8			21	8	0				
4																		
R4.01	1A	1						PRIVATE	1			2	1	-	2			
R4.02	3A							PRIVATE	1			4	1	0	4			
R4.03	2A		1					PRIVATE	1			3	1	-	3			
R4.04	1A	1						PRIVATE	1			2	1	-	2			
R4.05	1A	1						PRIVATE	1			2	1	-	2			
R4.06	2G		1					PRIVATE	1			3	1	-	3			
R4.07	2E		1					PRIVATE	1			3	1	0	3			
R4.08	1A	1						PRIVATE	1			2	1	-	2			
		4	2	1	1	0	0		8			21	8	0				
5																		
R5.01	1A	1						PRIVATE	1			2	1	-	2			
R5.02	3A							PRIVATE	1			4	1	0	4			
R5.03	2A		1					PRIVATE	1			3	1	-	3			
R5.04	1A	1						PRIVATE	1			2	1	-	2			
R5.05	1A	1						PRIVATE	1			2	1	-	2			
R5.06	2G		1					PRIVATE	1			3	1	-	3			
R5.07	2E		1					PRIVATE	1			3	1	0	3			
R5.08	1A	1						PRIVATE	1			2	1	-	2			
		4	2	1	1	0	0		8			21	8	0				
6																		
R6.01	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2			
R6.02	3A	0	0	0	1	0		PRIVATE	1			4	1	0	4			
R6.03	2A	0	1	0	0	0		PRIVATE	1			3	1	-	3			
R6.04	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2			
R6.05	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2			
R6.06	2G	0	0	1	0	0		PRIVATE	1			3	1	-	3			
R6.07	2E	0	1	0	0	0		PRIVATE	1			3	1	0	3			
R6.08	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2			
		4	2	1	1	0	0		8			21	8	0				
7																		
R7.01	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2			
R7.02	3A	0	0	0	1	0		PRIVATE	1			4	1	0	4			
R7.03	2A	0	1	0	0	0		PRIVATE	1			3	1	-	3			
R7.04	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2			
R7.05	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2			
R7.06	2G	0	0	1	0	0		PRIVATE	1			3	1	-	3			
R7.07	2E	0	1	0	0	0		PRIVATE	1			3	1	0	3			
R7.08	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2			
		4	2	1	1	0	0		8			21	8	0				

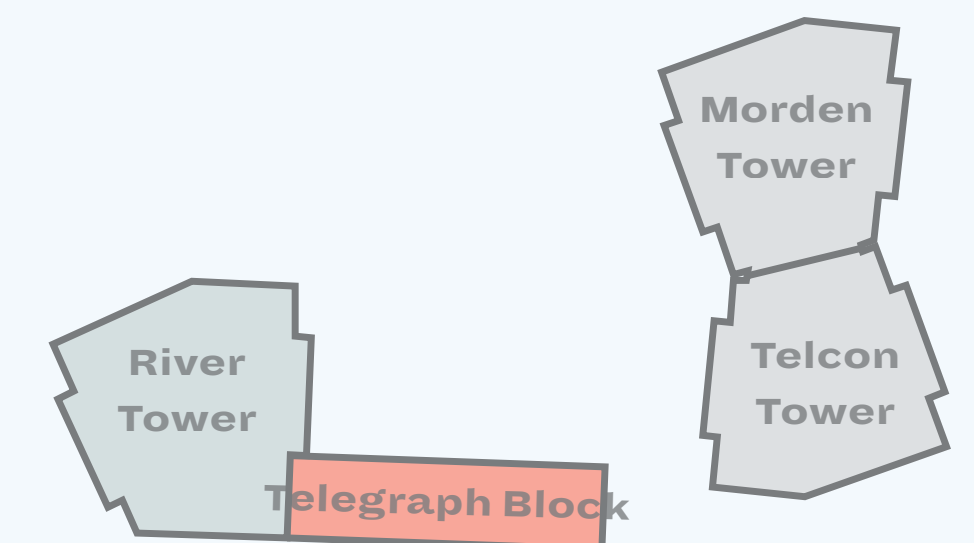
8																	
R8.01	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R8.02	3A	0	0	0	1	0		PRIVATE	1			4	1	0	4		
R8.03	2A	0	1	0	0	0		PRIVATE	1			3	1	-	3		
R8.04	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R8.05	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R8.06	2G	0	0	1	0	0		PRIVATE	1			3	1	-	3		
R8.07	2E	0	1	0	0	0		PRIVATE	1			3	1	0	3		
R8.08	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
		4	2	1	1	0	0		8			21	8	0			
9																	
R9.01	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R9.02	3A	0	0	0	1	0		PRIVATE	1			4	1	0	4		
R9.03	2A	0	1	0	0	0		PRIVATE	1			3	1	-	3		
R9.04	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R9.05	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R9.06	2G	0	0	1	0	0		PRIVATE	1			3	1	-	3		
R9.07	2E	0	1	0	0	0		PRIVATE	1			3	1	0	3		
R9.08	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
		4	2	1	1	0	0		8			21	8	0			
10																	
R10.01	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R10.02	3A	0	0	0	1	0		PRIVATE	1			4	1	0	4		
R10.03	2A	0	1	0	0	0		PRIVATE	1			3	1	-	3		
R10.04	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R10.05	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R10.06	2G	0	0	1	0	0		PRIVATE	1			3	1	-	3		
R10.07	2E	0	1	0	0	0		PRIVATE	1			3	1	0	3		
R10.08	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
		4	2	1	1	0	0		8			21	8	0			
11																	
R11.01	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R11.02	3A	0	0	0	1	0		PRIVATE	1			4	1	0	4		
R11.03	2A	0	1	0	0	0		PRIVATE	1			3	1	-	3		
R11.04	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R11.05	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R11.06	2G	0	0	1	0	0		PRIVATE	1			3	1	-	3		
R11.07	2E	0	1	0	0	0		PRIVATE	1			3	1	0	3		
R11.08	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
		4	2	1	1	0	0		8			21	8	0			
12																	
R12.01	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R12.02	3A	0	0	0	1	0		PRIVATE	1			4	1	0	4		
R12.03	2A	0	1	0	0	0		PRIVATE	1			3	1	-	3		
R12.04	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R12.05	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R12.06	2G	0	0	1	0	0		PRIVATE	1			3	1	-	3		
R12.07	2E	0	1	0	0	0		PRIVATE	1			3	1	0	3		
R12.08	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
		4	2	1	1	0	0		8			21	8	0			
13																	
R13.01	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R13.02	3A	0	0	0	1	0		PRIVATE	1			4	1	0	4		
14																	
R14.01	1A	1	0	0	0	0		PRIVATE	1			2	1	-	2		
R14.02	3A	0	0	0	1	0		PRIVATE	1			4	1	0	4		
R14.03	2A	0	1	0	0	0		PRIVATE	1			3	1	-	3		
R14.04	1A	1	0	0	0	0		PRIVATE	1			2					

Numbers Telegraph Block

TELEGRAPH BLOCK

LEVEL	UNIT NO.	TYPE						TENURE	TENURE						UNIT ACCESSIBILITY				
		TYPE	1B 2P	2B 3P	2B 4P	3B 5P	3B 6P		4B 6P	UNITS			HAB ROOMS			UNITS		HAB ROOMS	
										L.C.Re	nt	inter.	Private	L.C.Re	nt	inter.	Private	M4(2)	M4(3)
PODIUM																			
	TGP.01	4A	1	1	1	1	1	AFFORDABLE	1	1	1	6	6	1	6				
	TGP.02	4A	1	1	1	1	1	AFFORDABLE	1	1	1	6	6	1	6				
	TGP.03	4A	1	1	1	1	1	AFFORDABLE	1	1	1	6	6	1	6				
	TGP.04	4A	1	1	1	1	1	AFFORDABLE	1	1	1	6	6	1	6				
	TGP.05	4A	1	1	1	1	1	AFFORDABLE	1	1	1	6	6	1	6				
			5						5			30		5					
MEZZ																			
1																			
	TG1.01	4B	1	1	1	1	1	AFFORDABLE	1	1	1	6	6	1	6				
	TG1.02	4B	1	1	1	1	1	AFFORDABLE	1	1	1	6	6	1	6				
	TG1.03	4B	1	1	1	1	1	AFFORDABLE	1	1	1	6	6	1	6				
			3						3			18		3					
2																			
TOTAL UNITS																			
			8						8			48		8	0	48	0		

- 1B APARTMENT
- 2B APARTMENT
- 3B APARTMENT
- 4B APARTMENT
- COMMERCIAL



- 1B APARTMENT
- 2B APARTMENT
- 3B APARTMENT
- 4B APARTMENT
- COMMERCIAL

Numbers Total Scheme

BLOCK							TENURE				UNIT ACCESSIBILITY				UNIT AREAS		OVERALL AREAS										
	1B 2P	2B 3P	2B 4P	3B 5P	3B 6P	4B 6P	TOTAL UNITS	UNITS			HAB ROOMS			TOTAL HAB ROOMS	UNITS		HAB ROOMS		NIA (sqm)	AMENITY. (sqm)	NIA RESI. (sqm)	NIA Commercial. (sqm)	GIA. (sqm)	GEA. (sqm)			
								L.C.Re nt	inter.	Private	L.C.Re nt	inter.	Private		M4(2)	M4(3)	M4(2)	M4(3)									
RIVER	88	39	17	22																							
TELEGRAPH	0	0	0			8				48				8	0	48	0	919		919	0	1055	1248				
MORDEN	158	34	32	34				47	211		106	544		225	33	584	66	15904		15904	0	21636	23603				
TELCON	36	14	68	14				22		320	54			107	25	303	71	9356		9356	460	13643	15518				
	282	87	117	70	0	8	564	118	69	377				368	160	976	1504	504	60	1359	145	36429		36429	1445	56499	62538
Percentages%	50%	15%	21%	12%	0%	1%	100%							24%	11%	65%	100%			90%	10%						

*No north facing single aspect units

- 1B APARTMENT
- 2B APARTMENT
- 3B APARTMENT
- 4B APARTMENT
- COMMERCIAL

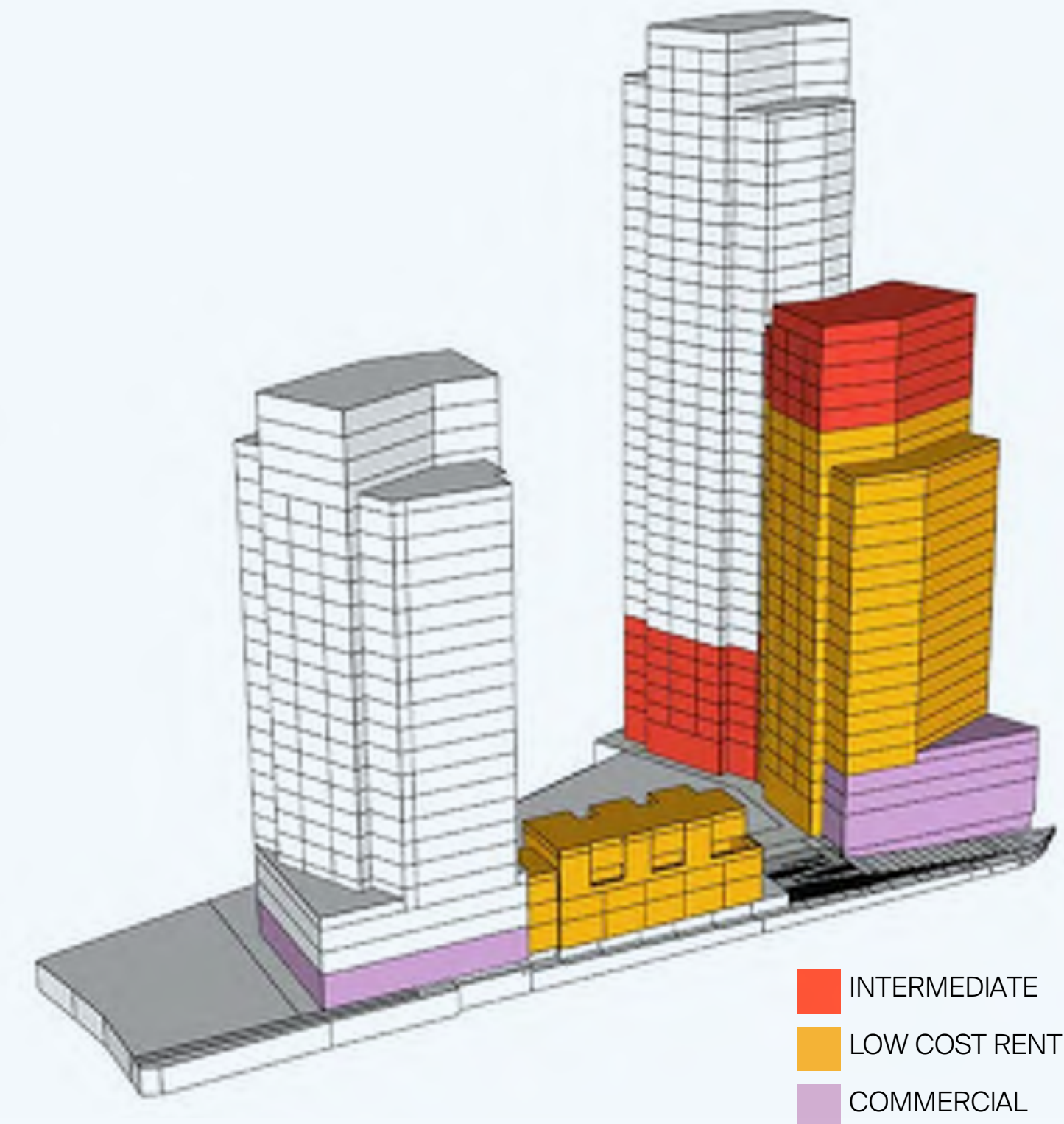
Numbers

Affordable Housing

AFFORDABLE UNIT MIX

BLOCK	UNITS										HAB ROOMS		TOTAL HAB ROOMS	
	LOW COST RENT					INTERMEDIATE					L.C.Re nt	inter.		
	1B 2P	2B 3P	2B 4P	3B 5P	3B 6P	4B 6P	1B 2P	2B 3P	2B 4P	3B 5P				4B 6P
RIVER	0	0	0	0			0	0	0	0				
TELEGRAPH	0	0	0			8	0	0	0			48		
MORDEN			0	0			23	7	10	7			106	
TELCON	14	14	68	14			22	0	0	0		320	54	
	14	14	68	14	0	8	45	7	10	7	0	368	160	528
Percentages%	11.9%	11.9%	57.6%	11.9%		6.8%						70%	30%	100%

The proposals achieve 35% affordable housing by habitable room. Of this 35%, 70% is low cost rent housing located in the Telegraph Block and Telcon Tower. The remaining 30% is intermediate housing located in the maisonettes and the upper stories of Telecon Tower and lower stories of Morden Tower.



- 1B APARTMENT
- 2B APARTMENT
- 3B APARTMENT
- 4B APARTMENT
- COMMERCIAL

Numbers

Commercial

Commercial Space	GIA		GEA		NIA	
	m ²	ft ²	m ²	ft ²	m ²	ft ²
	Super Ha-Ha (Ground Level)	485	5,220	519	5,586	358
Telcon Tower (Podium & Level 1)	460	4,951	545	5,866	340	3,660
River Tower (Podium Level)	500	5,382	603	0	459	4,941
GIA Total	1,445	15,554				
GEA Total			1,667	11,453		
NIA Total					1,157	12,454

10.0
Conclusion

Conclusion

9.01 A Brief Summary

We believe that these proposals will form a positive contribution to the area through the development of this site by:

- Providing 564 well designed new homes, of which 35% will be affordable tenure. These homes will benefit from generous and attractive private and communal amenity space.
- Creating new jobs through the provision of a range of commercial spaces catering for different scales and types of businesses.
- Engaging in a vigorous design process in which we consulted with community groups, the local authority, design and community review panels and the GLA.
- Developing and adapting the proposals to respond to comments received to provide a thoughtfully designed proposal using high quality materials to add to the vibrancy of the area.
- Making a valuable contribution to greening and biodiversity in the locality through the scheme's green roofs, podium garden and riverside park.
- Working to stitch together the existing context visually, by transitioning the building heights and physically, by addressing the level change across the site.
- Respecting and enhancing the historic context by opening up the space in front of Enderby House and adjusting the scale of the buildings to respond to this and making the existing stone retaining wall a central part of the landscaping design.
- Following a sustainable design approach and the energy hierarchy - be clean, be lean, be green. Exceeding U-value and air permeability targets, using all electric heat pumps and renewable energy to reduce carbon use.

Conclusion



Provide Great Homes

External amenity for all flats

A garden with a residential community feel

Affordable homes integrated within scheme



Enhance the Riverside

A parkland connecting to Morden Park, Enderby House and Morden Clipper Service

Stepped architectural form which relates to different contextual scales



Mend the Context

Connection with Thames Path

Massing relates to both Morden Wharf and Enderby Wharf

Public realm responds to parkland, as well as street and step access.



BGY

TITLE	DAS	Date
Prepared	RP	03/11/23
1st Check	AB	13/11/23
Final Check	AB	30/11/23
Approval	AB	05/12/23

Thank you