0723

LONDON, UK

HARRODS WHARF

DESIGN AND ACCESS STATEMENT

DESIGN BOOK 01A

JANUARY 2021

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View of the proposal looking south from Harrods Wharf

INTRODUCTION

The intention of this document is to set out a basis for the use of artificial light within and around the Harrods Wharf project.

A variety of factors are considered together with relevant illumination methods and responses. Primary requirements include the provision of a safe and secure environment for people using the Harrods Wharf project, the development of a post-dusk presentation that is contextual within this part of the London Borough of Richmond (taking into account adjacent residential use) and the response to the presence of a local ecology.

A balanced approach is therefore described answering the various needs and requirements as indicated above so that Harrods Wharf becomes a positive and enhancing post-dusk addition.

KEY ADJACENCIES

Indicated in this diagram are two key adjacencies, Harrods Village and Castlenau. These are predominantly residential locations and will, therefore, be key informing aspects in relation to post-dusk lighting arrangements for Harrods Wharf.

CURRENT LIGHTING CONDITIONS

Current Street Lighting Provisions (Looking South on Castelnau)

Current Street Lighting Provisions (Riverview Gardens)

As the survey imagery indicates, the current lighting provision in the Harrods Village and Castlenau areas is predominantly High-Pressure Sodium although this will undoubtedly alter to LED at some future point.

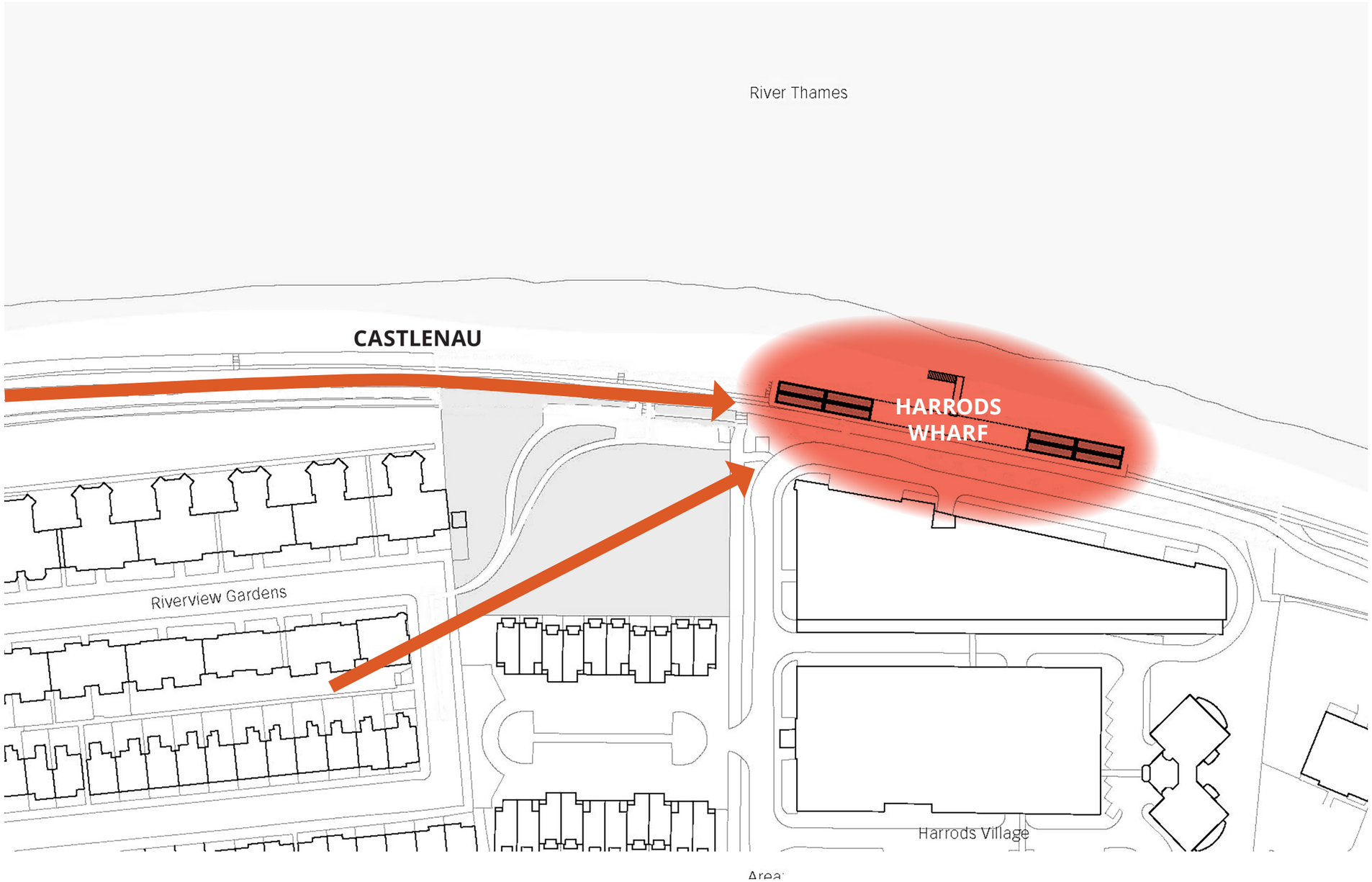
The fitting types include standard, utilitarian lamp-post fixtures and period reference Windsor type lanterns.

There is also a metal-halide feature lighting installation on the riverside frontage of the Harrods Depository building although this appears to be switched off at this point in time.

Current Street Lighting Provisions (Trinity Church Road)

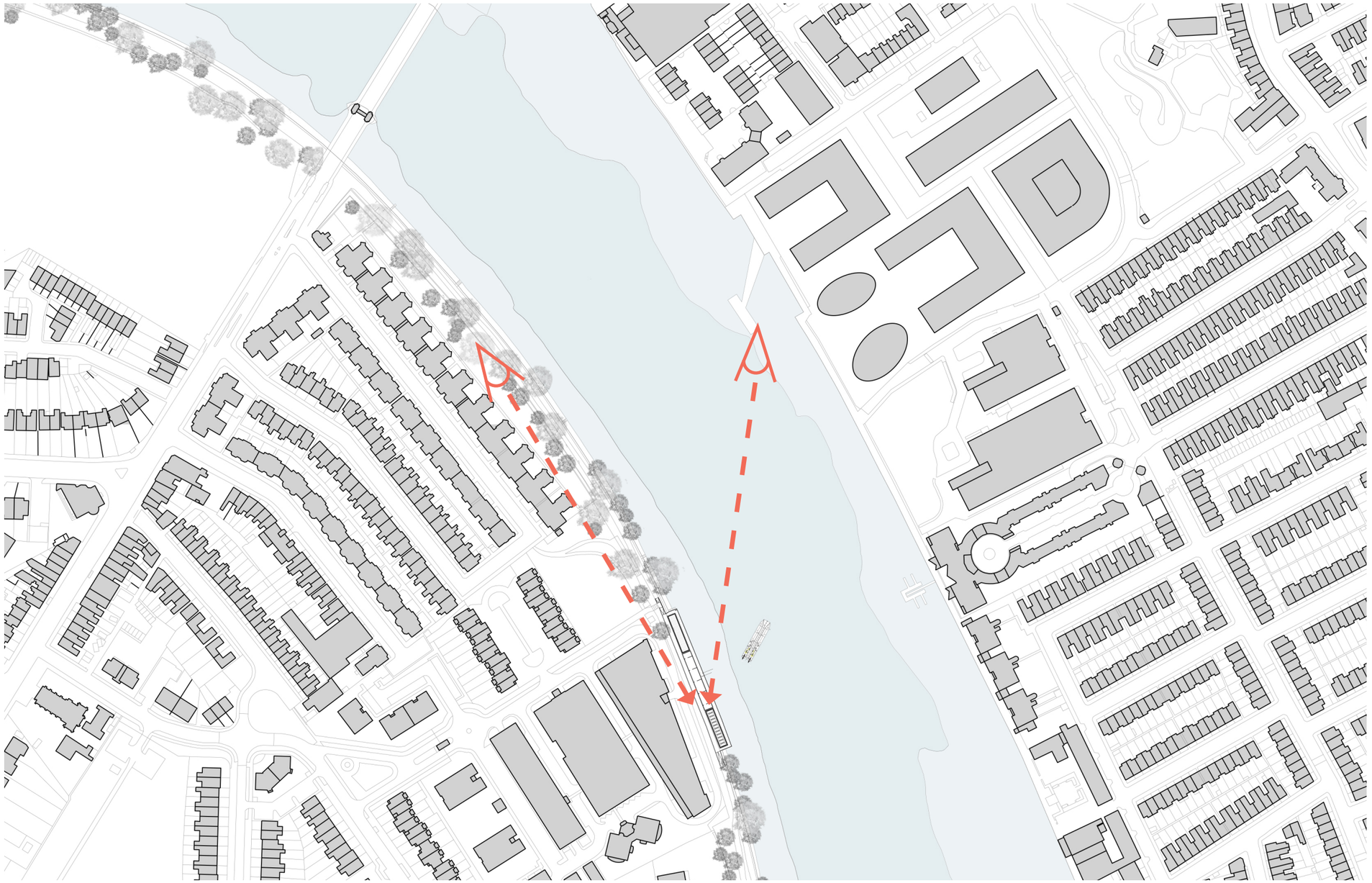
Current Street Lighting Provisions (Clavering Avenue)

CONNECTING THE SITE



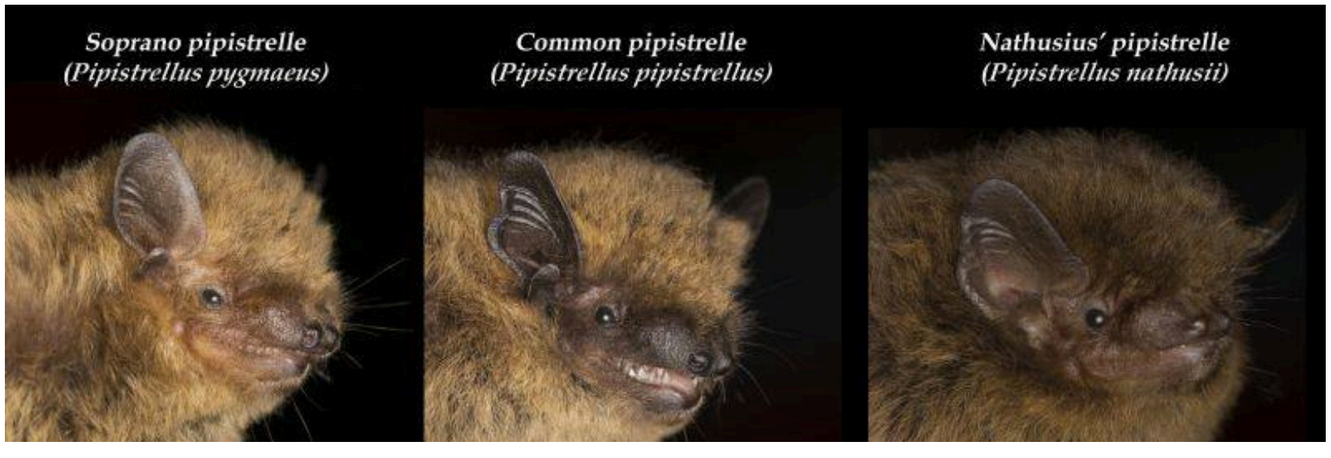
Primary connections, both visual and physical, for the Harrods Wharf site include the Castlenau residences, Harrods Village and, of course, the river edge and towpath. Ensuring that these connections are positive and work fully will be important when considering illumination methods for the Harrods Wharf project.

PRIMARY ARRIVAL VIEWS



Arrival views to the Harrods Wharf scheme, whether travelling to or departing from the terminal, will be from the North. It is anticipated that the majority, if not all of the departing passengers will be accessing the Wharf from the Castlenau direction.

ECOLOGY



Harrods Wharf has a number of key ecological adjacencies.

These include the closely located London Wetlands Centre, the more distant Leg O Mutton Pond and some relatively large school and public playing fields. The river-edge in the Harrods Wharf location is quite heavily tree lined and is relatively under-used, thus providing potential Wildlife locations.

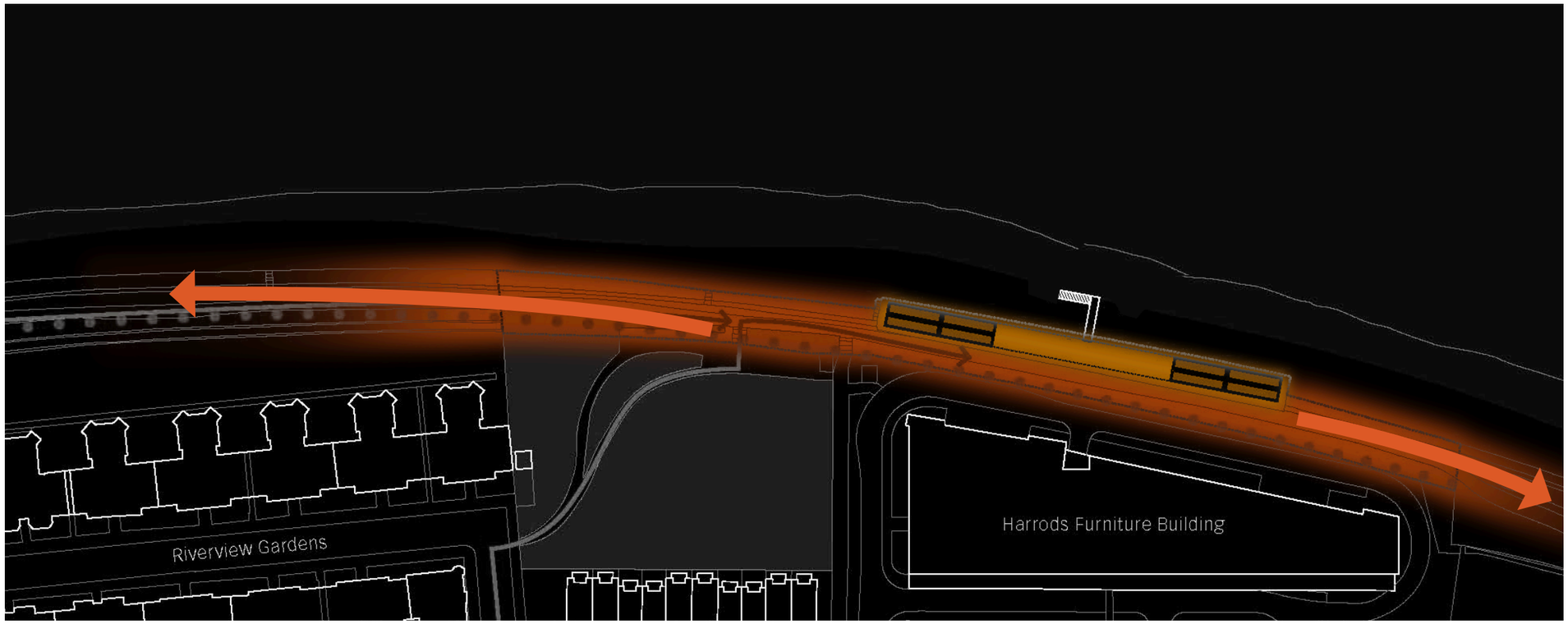
As part of a planning application for a temporary pedestrian/ cycle bridge in the vicinity of Hammersmith Bridge, Transport for London has commissioned and Bat Survey Report which includes the Harrods Wharf riverside. This has indicated the presence of foraging bats in this location, albeit in relatively low numbers. No bat roosts appear to have been identified and the most common species are a number of different types of the relatively light tolerant Pipistrelle.

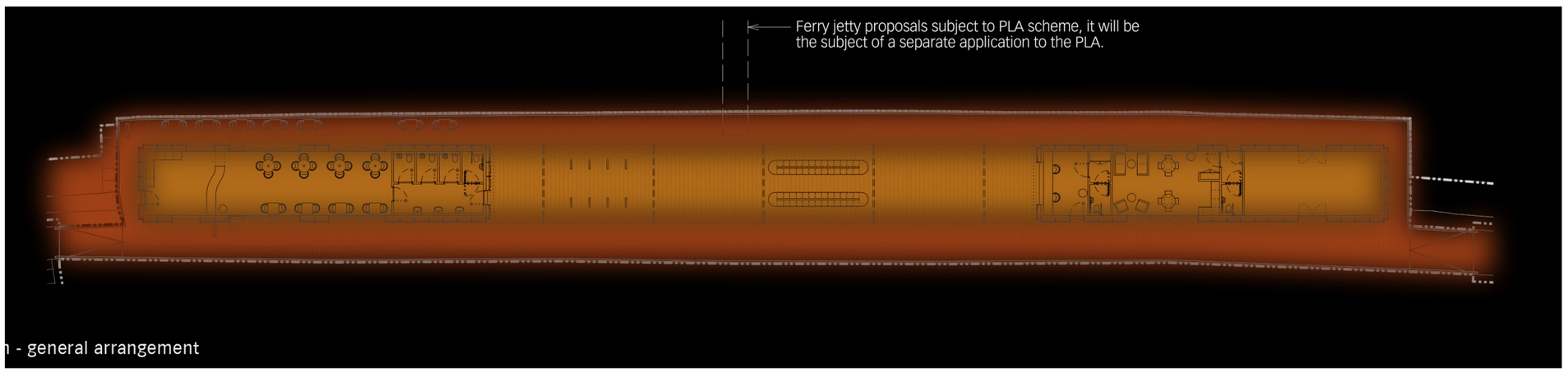
The presence of bats and the potential presence of other wildlife species has helped to determine a lighting approach for the Harrods Wharf project. Key outputs, in this respect, include the use of tightly controlled, full cut-off lighting arrangements, specific limitations to illuminance levels, the provision of artificial light at the 'warm-end' of the spectrum (warm-end light is less obtrusive in this context), the removal of ultra-violet radiation and the use of intelligent lighting control.

In addition to the provision of warm end light (2500K to 2700K), the spectral outputs of the proposed luminaires will be checked to ensure that there is no 'blue-end' component present even with a warm tone light (blue end outputs can still be present, even in warmer light colour temperatures). Specifically, the intention will be to remove/reduce to insignificant levels, any emissions below 540 Nanometers.

These methods and techniques are covered in more detail below, but it is interesting to note that there is a symbiosis here – the methods described above in response to local ecology will also accommodate the requirements of adjacent residential locations.

COLOUR TEMPERATURE PLANS





2700K

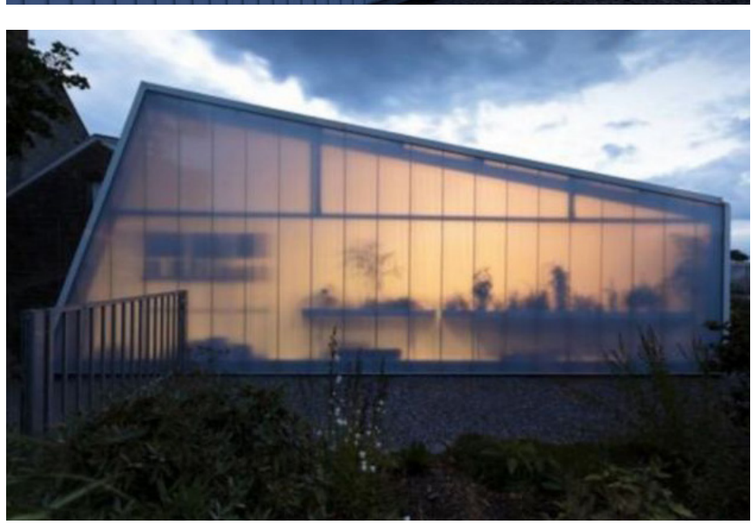
2500K

The adjacent plans indicate a broad design intent with regard to the colour temperature placement across the Harrods Wharf scheme. The intention is to user warm colour tones to provide a comfortable, attractive location for people using the Wharf, a characteristic that will also support the local ecological requirements.

As the top diagram indicates, there is an intent to knit the Wharf lighting installation in with the new installation that is being trialled by the London Borough of Richmond along the towpath. A key part of this continuity will be the use a warm colour temperatures (2500K to 2700K), an important response to both human and wildlife interaction.

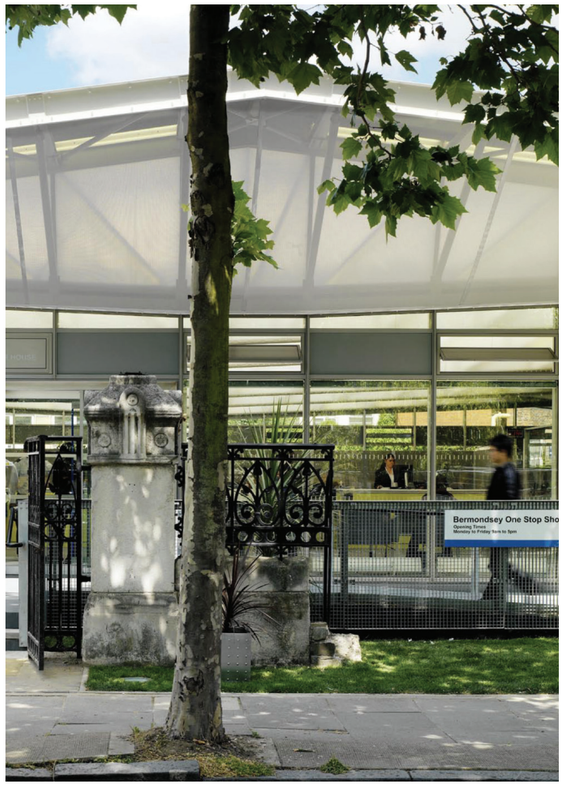
DESIGN INTENT CONTAINERS

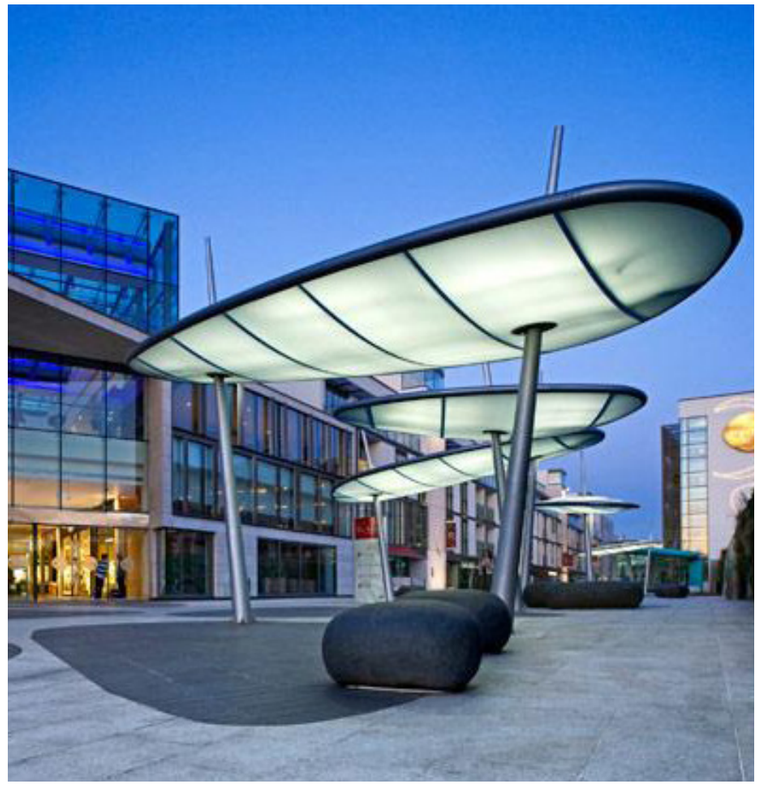
GENTLY ILLUMINATED AT NIGHT TO PROVIDE A QUIET FOCUS



DESIGN INTENT CANOPIES

BACK ILLUMINATED TO CREATE A CONTAINED PRESENTATION THAT IS POSITIVE AND RESPONSIVE



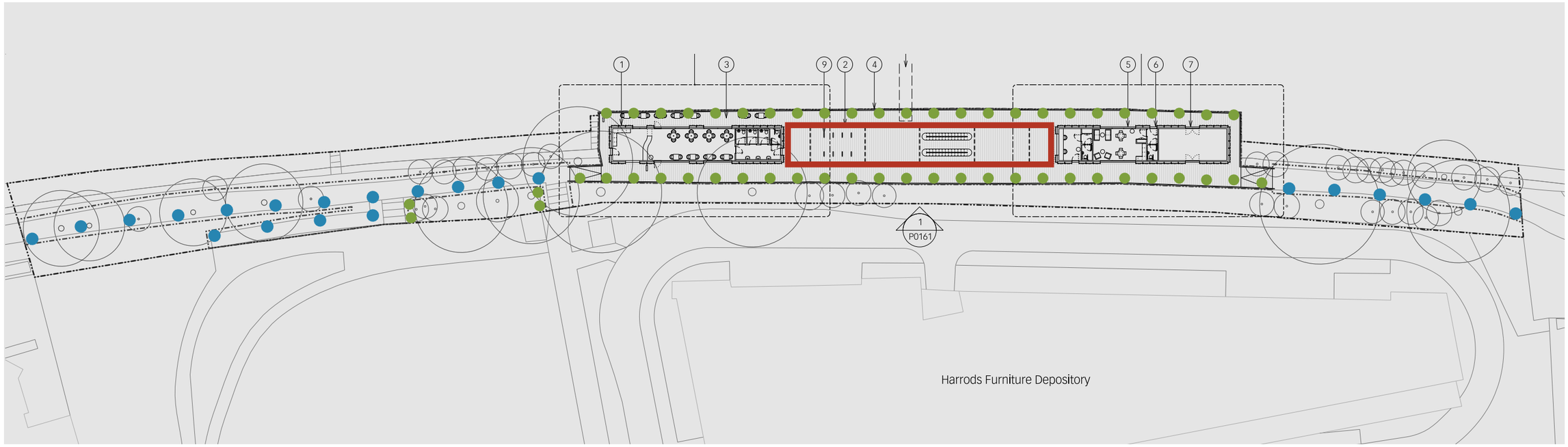


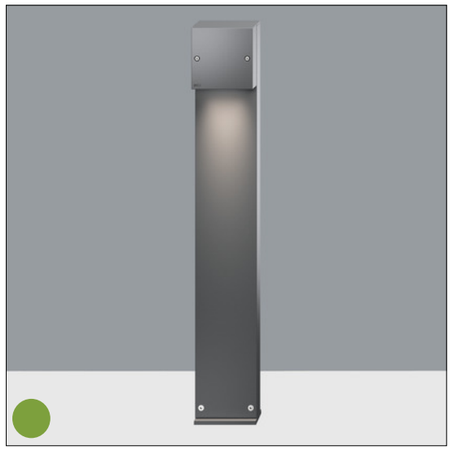
AMBIENT

USING FULL CUT-OFF TECHNOLOGY TO ENSURE A QUIET PRESENTATION LEADING UP TO AND AROUND THE WHARF

LIGHTING PLAN / LUMINAIRES

SITE WIDE PLAN



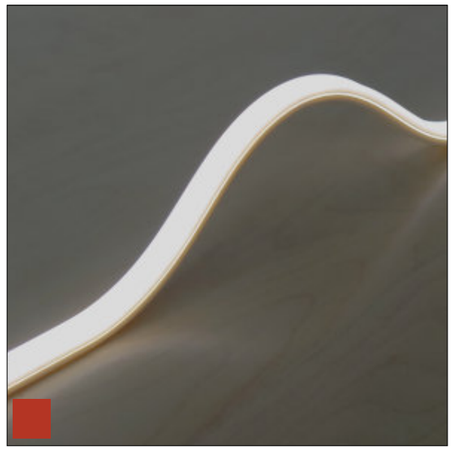


TYPE A
ERCO - 33267.000

Full cut-off low level bollard situated on the Wharf at 4-6 metre centres to create supplementary ambient illumination.

TYPE B
EWO - FA770/AS09

Full cut-off 4m high lamp post at 6 to 8 metre centres to provide a quiet ambient illumination.

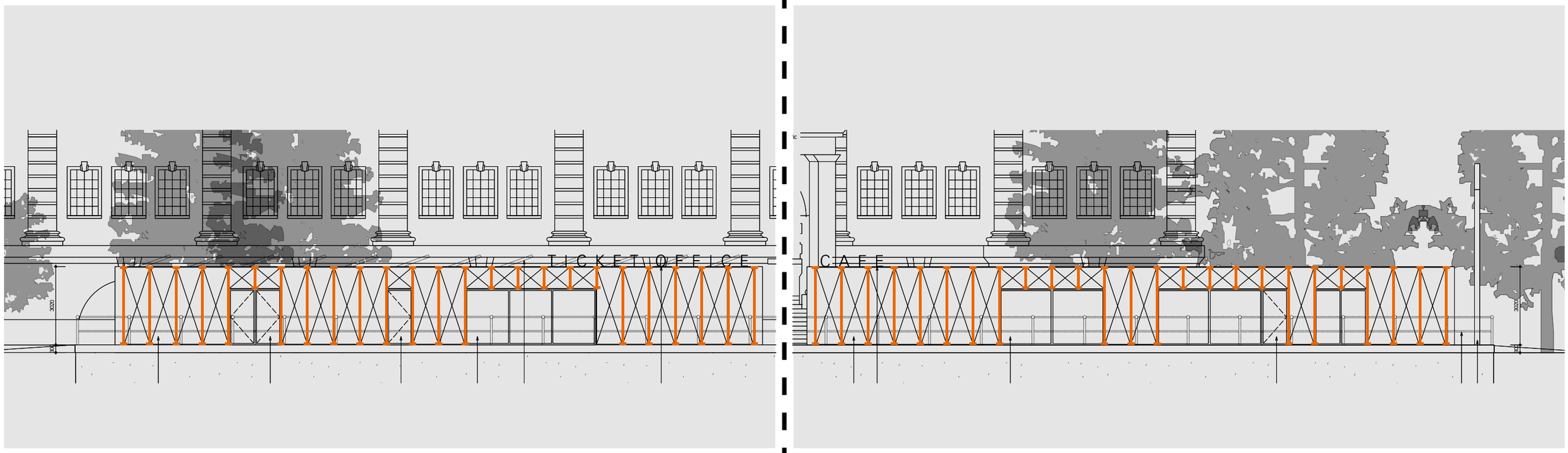


TYPE C
OSRAM - LFD800T -G1-830-06

Warm colour tone LED to gently back light the central Wharf canopy to provide ambient illumination and focus.

LIGHTING PLAN / LUMINAIRES

EAST ELEVATION



TYPE D
ENCAPSULITE - MT50 SATIN DIFFUSED

Robust LED battens integrated within the container façades to create a gentle presence for the Wharf in post-dusk conditions. This fitting will sit behind the main container facade framework to provide gentle back illumination.

VISUAL - DUSK

NOTE: SIGNAGE IS INDICATIVE AND SUBJECT
TO A SEPARATE ADVERTISING CONSENT

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LIGHTING CONTROL / TECHNICAL MEMORANDA

LIGHTING CONTROL

Lighting control will be used as part of the Harrods Wharf lighting scheme to ensure relevant operation and to assist in creating a sustainable solution. In its simplest form, it will provide a dusk to timed switch-off ensuring that correct operational periods and curfew times are maintained.

The intention for Harrods Wharf however is to use lighting control to add in some additional operational capacity. This will include the capacity to dim all or part of the installation at relevant times, provide part night performance (across the course of an evening operation or in response to specific ecological requirements) and also to enable the lighting installation to be set at low level which is then triggered to a maintained level by activity. The latter of these two capacities is particularly important when considered from the security, sustainability and light pollution perspectives.

TECHNICAL MEMORANDA

A full range of technical memoranda will be consulted as part of the development of the Harrods Wharf scheme with key, primary documents including the following:

British Standard 5489-1:2020 and the Associated EN13201-2:2015
This British Standard document provides a basic platform for the use of artificial light within the Harrods Wharf scheme. A key reference is table A6 'Lighting Classes for City and Town Centres', where a Classification of C2 to C4 will be reviewed in relation to a 'Pedestrian Only' space.

Chartered Institute of Building Services Engineers, Lighting Guide 6: 2016
In particular, focusing on the guidance indicated for 'Pedestrian Routes, Cycleways and Subways' and also the Appendix 4 section of the document that provides guidance in relation to Birds, Mammals, Bats, Reptiles, Amphibians and Invertebrates.It should be noted that much of this guidance is embodied in the methodologies describes previously in this document.

Institute of Lighting Professionals, Guidance Note 01/20, 'Guidance Notes for the Reduction of Obtrusive Light'
Again, the principles of lighting control, optical control/methods are fully incorporated into the proposed scheme described above. Pre- and post-curfew illumination and intensity levels will be based upon an environmental classification of E4.

Institute of Lighting Professionals, Guidance Note 08/18, 'Bats and Artificial Lighting in the UK'
A key piece of Guidance recognizing the particular requirements of Bats in the urban environment. Specific performance guidance with regard to lamp spectral outputs, ultra-violet emissions, illuminance limitation zones and dimming/part night lighting are all incorporated in the proposals described above.

View of the proposal looking west across the river Thames

CONCLUSION

The methods and approach outlined above will, in our view, enable the provision of a positive new addition to the river edge in this part of the London Borough of Richmond.

Lighting arrangements will combine the twin requirements of providing a facility that is safe and secure for people using the Wharf, whilst at the same time, incorporating the performance and adaptability that will be needed to respond the local ecological requirements.

The proposed lighting methods will also work within the context of adjacent residential locations, using both luminaire optical performance and lighting control to ensure a cognisant and relevant performance.