

1 BLACKHORSE LANE
Design and Access Statement

June 2016



Client: TFC
c/o 163-165 Bromley Road
London SE6 2NZ

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Author: John Lineen
Bell Phillips Architects Ltd
Unit 305, Metropolitan Wharf
70 Wapping Wall
London E1W 3SS

t: 020 7234 9330
e: jlineen@bellphillips.com
w: www.bellphillips.com

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1 Introduction

1.1 Executive Summary

This Design and Access Statement has been prepared by Bell Phillips Architects (BPA) with input from the professional team listed in Section 1.2, on behalf of TFC.

The purpose of this report is to support a detailed planning application for a new mixed-use development on the site of the existing Royal Standard Public House at 1 Blackhorse Lane.

The subject of the planning application is a development comprising;

- demolition of the existing buildings on the site,
- construction of a new supermarket,
- construction of a new licensed venue with provision to stage live music events,
- construction of fifty flats (including five wheelchair-accessible flats),
- construction of a communal garden,
- provision of new car parking spaces serving the wheelchair-accessible flats and the supermarket.

The development of this site offers the opportunity to provide much-needed new homes in the local area, retain a music venue on the site, introduce a mix of activities that will create vitality and jobs within the local area, retain a music venue on the site and to provide a high quality development in this important strategic location within the Blackhorse Lane Regeneration Area.

The proposals set out in this document have been informed by the following planning policy and good practice guides;

- London Housing Design Guide
- Blackhorse Lane Urban Design Framework
- Blackhorse Lane Area Action Plan
- Lifetime Homes
- Wheelchair Housing Design Guide
- Secured by Design



Proposed view from junction of Blackhorse Lane and Forest Road

1.2 Professional Team

Client

TFC

c/o 163-165 Bromley Road
London
SE6 2NZ

Client's Representative

Kilich & Co.

1 Parkgate Crescent
Hadley Wood
Hertfordshire
EN4 0NW

Architect

Bell Phillips Architects

First Floor
43 Tanner Street
London
SE1 3PL

Landscape Designer

LDA Design

17 Minster Precincts
Peterborough
PE1 1XX

Transport Consultant

SCP

Lawrence Buildings
2 Mount Street
Manchester
M2 5WQ

Daylight / Flood risk / Sustainability Consultant

Syntegra Consulting

63 Milford Road
Reading
Berkshire
RG1 8LG

Acoustic Consultant

Syntegra Consulting

Britannia House
1-11 Glenthorne Road
London
W6 0LH

1.3 Acronym Definitions

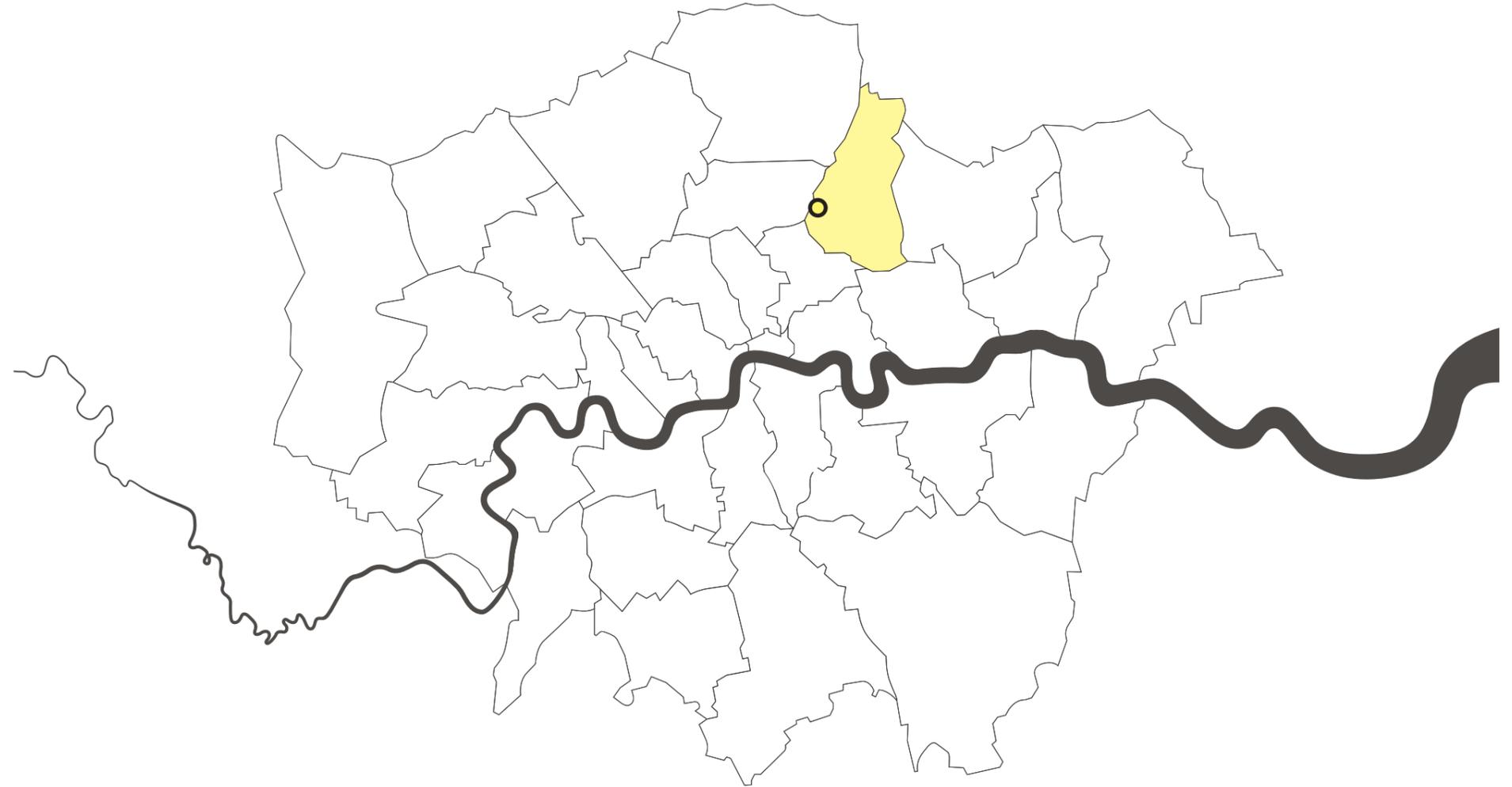
"AAP"	means Area Action Plan
"BRE"	means Building Research Establishment
"CfSH"	means Code for Sustainable Homes
"CHP"	means combined heat and power
"CIL"	means Community Infrastructure Levy
"CPZ"	means Controlled Parking Zone
"EA"	means Environment Agency
"FALP"	means Further Alterations to the London Plan
"GLA"	means Greater London Authority
"LBWF"	means London Borough of Waltham Forest
"LHDG"	means London Housing Design Guide
"LPA"	means Local Planning Authority
"NPPF"	means National Planning Policy Framework
"PTAL"	means Public Transport Accessibility Level
"PV"	means photovoltaic
"S106"	means Section 106
"SPD"	means Supplementary Planning Document
"UDF"	means Urban Design Framework
"UXO"	means unexploded ordnance

2 Site

2.1 Existing Context

2.1.1 The site

The site is located on the western edge of the London Borough of Waltham Forest, just to the east of the Walthamstow Reservoirs and close to the border of Hackney to the west.





2.1.2 The local area

The Blackhorse Lane area displays a highly diverse built character. Residential dwellings, shops, businesses, a range of social and physical infrastructure and industrial areas representing the 'working' character of the landscape in the Lea Valley are evident. The building stock is predominantly late Victorian, constructed in brick.

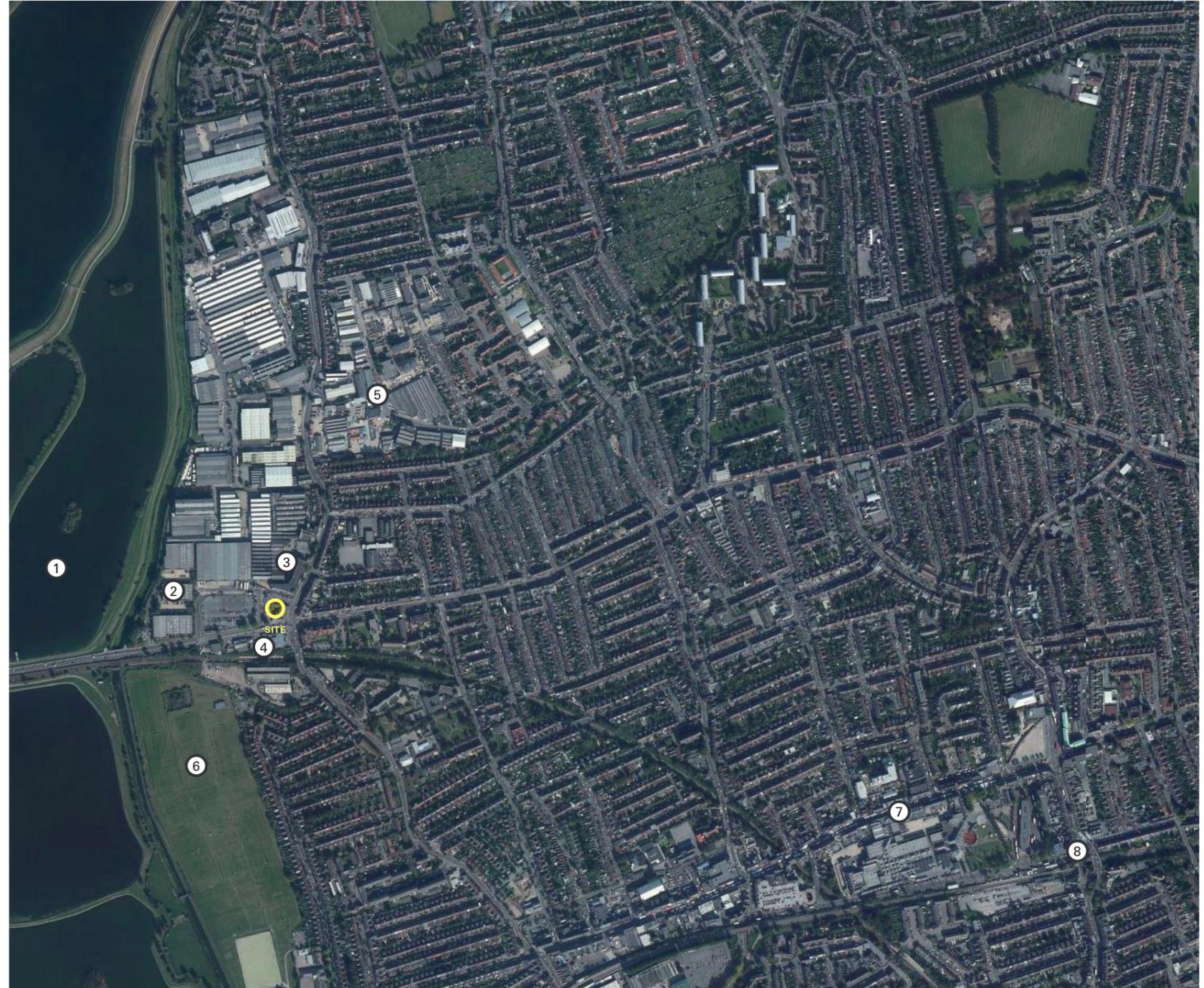
Blackhorse Lane and Forest Road are legible from the earliest documentation of settlement within the area. Today, they function as important high streets providing principal north-south and east-west links. Their intersection is a key node for public transport. The built and natural environment that has developed around the high streets is diverse; residential neighbourhoods to the east comprise of predominantly terraced streets, these are bounded to the west by industrial units and warehouses before reaching an expansive open environment of reservoirs.

Walthamstow has a distinct topography directly relating to the Lea Valley. The western edge adjoining the reservoirs sits at approximately 7 metres Above Ordnance Datum (AOD). The ground smoothly rises up towards the High Street area reaching 27 metres AOD at the corner with Hoe Street. Continuing East a steeper hill peaks at 43.8 metres AOD. To the North the highest point is Higham Hill at 20.4 metres AOD.

The LBWF Characterisation Study (July 2009) notes that there is a particular lack of clarity and identity along the Lea Valley edge, where piecemeal development and areas of industrial activity dominate and where recent developments illustrate a lack of overall composition to their design. The Study goes on to acknowledge the pressure for high density development in this area, given the context of the Valley setting and the opportunity for long views from taller buildings, but warns that given the low lying nature of this fringe, there is a need to consider carefully how buildings of any height might disrupt the overall skyline and relationship with topography.

Key

- 1 Reservoir
- 2 Ferry Lane Site
- 3 Mandora Site
- 4 Blackhorse Lane Station
- 5 Blackhorse Workshop
- 6 Copper Mill Playing Fields
- 7 Walthamstow High Street
- 8 Walthamstow Central Station



Aerial photograph

2 Site

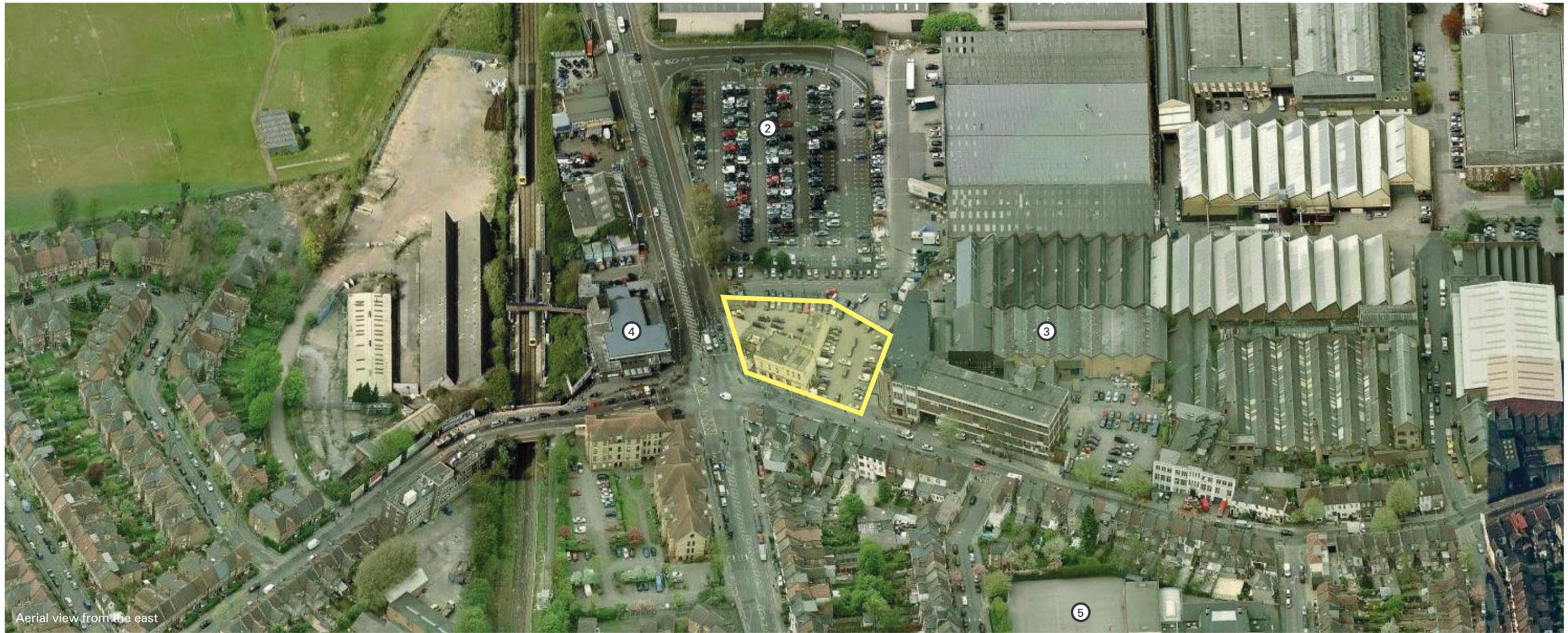
2.1 Existing Context

2.1.3 Aerial photographs



Key

- 1 Ferry Lane Site
- 2 TFL Carpark
- 3 Mandora Site
- 4 Blackhorse Lane Station
- 5 Willowfield School
- 6 Reservoir



Aerial view from the east

2 Site

2.1 Existing Context

2.1.3 Aerial photographs



Key

- 1 Ferry Lane Site
- 2 TFL Carpark
- 3 Mandora Site
- 4 Blackhorse Lane Station
- 5 Willowfield School
- 6 Reservoir



Aerial view from the west

2 Site

2.1 Existing Context

2.1.4 Site description

The site comprises a former public house “The Royal Standard” and associated land to the side and rear which is currently used as a public car park. The Royal Standard was a public house and music venue that closed in 2011. The building dates from the 19th Century and is two storeys in height. The original building has been extended over the years, notably with a large single storey extension on the southern corner.

The site is located on the north western corner of the intersection of Forest Lane and Blackhorse Lane. The site has a total area of 2,335sqm (0.234 hectares). The site slopes markedly by approximately 1.5m to the west from a datum of approximately +12.03 AOD on Blackhorse Lane to +10.45 AOD on the western boundary of the site.

The site is bound to the east by Blackhorse Lane, to the north by the Mandora Site (currently being developed), to the west a car park owned by TFL and to the south by Forest Road. Blackhorse Lane and Forest Road are both very busy and important arterial routes; Forest Road connects Tottenham to the west with the North Circular to the east

There are no existing trees on the site, however there is one tree in the pavement just beyond the boundary to the south of the site.



View of site from South East



View of site looking south along Blackhorse Lane



View of site looking north along Blackhorse Lane



View of site from Standard Junction



View of reservoir



View of pavement along southern boundary of site



TfL car park to the west of 1 Blackhorse Lane



View of site from TfL car park



View of Mandora site from 1 Blackhorse Lane (building now demolished)



View of Blackhorse Lane from Standard Junction

2 Site

2.1 Existing Context

2.1.5 Immediate context



6-22 Blackhorse Lane

The properties at 6-22 Blackhorse Lane comprise a terrace of two and three-storey buildings in an eclectic mix of styles. The properties immediately opposite 1 Blackhorse Lane have retail units on the ground floor and flats above, with the buildings aligned along the back of pavement. However as one moves north along Blackhorse Lane the buildings become more consistent in character with two-storey houses set back with a small front garden adjacent to the pavement.

The properties display a varied palette of materials including brick, painted brick, render and pebble-dash typically with plaster mouldings around doors and windows. Roofs are pitched and tiled and the buildings further north have projecting bays.

The properties immediately opposite 1 Blackhorse Lane incorporate new shopfronts, signage and a mural on the gable wall of 6 Blackhorse Lane. This work was completed in 2014 as part of a larger regeneration project on Blackhorse Lane. The mural by artists Chris Bracey and Jon Blake is a tribute to the industrial heritage of the area.



Blackhorse Lane Station

Blackhorse Lane station is located on the western corner of Blackhorse Road and Forest Road immediately to the south of 1 Blackhorse Lane. The station incorporates both Underground (Victoria Line) and Overground rail services.

The building comprises a single storey building in a modernist style with cubic massing and a series of stepped flat roofs. The building is constructed of grey brick with metal-framed clerestory windows, a deep fascia to the flat roof and canopies with London Underground signage.



Latchingdon Court

On the eastern corner of Blackhorse Road and Forest Road is located Latchingdon Court; a three to four-storey residential building dating from the late 20th/early 21st century. The building has buff brick with pitched tiled roofs and features red brick at ground level and in bands above. The building is set back from the back of pavement line with a defensible space surrounded with a brick/fence boundary wall.



Mandora Site (existing)

The Mandora Site, comprising 3, 5 and 7 Blackhorse Lane, is an industrial complex located immediately to the north of 1 Blackhorse Lane. The site includes;

- Mandora House (Mandora Factory, 3 Blackhorse Lane)
- Waltham Forest Business Centre (5 Blackhorse Lane)
- Gnome House and Works (7 Blackhorse Lane)
- Hoffman Thornwood Factory (Hookers Road)

The building immediately adjacent to 1 Blackhorse Lane previously accommodated Mandora House. Mandora House was a three-storey industrial warehouse building that was used as a mannequin factory. The building was an L-shape that fronts on to Blackhorse Lane, before returning along the northern boundary of 1 Blackhorse Lane.

The building was brick with render infill and large, warehouse-style windows. The building had a flat roof with a set back top floor along the southern facade.

Mandora House has now been demolished pending the site's redevelopment.



Mandora Site (proposed)

Planning consent has been granted for a comprehensive residential-led mixed-use redevelopment of the Mandora site (planning application ref: 2013/0554, consent granted September 2013) to comprise refurbishment and new-build development including;

- 475 residential dwellings
- 519 student bedrooms
- 1,080sqm of commercial (A1/A3) floorspace and 305sqm of commercial (B1)
- Associated landscaping, car parking and cycle parking etc

The planning consent has been obtained by Hollivale Blackhorse Lane llp with Pollard Thomas Edwards Architects (PTEa).

The new development located immediately to the north of 1 Blackhorse Lane (Block W) comprises 519 student bedrooms in a courtyard block ranging from 4-8 storeys in height. Block W can be seen on the left hand side of the image above.

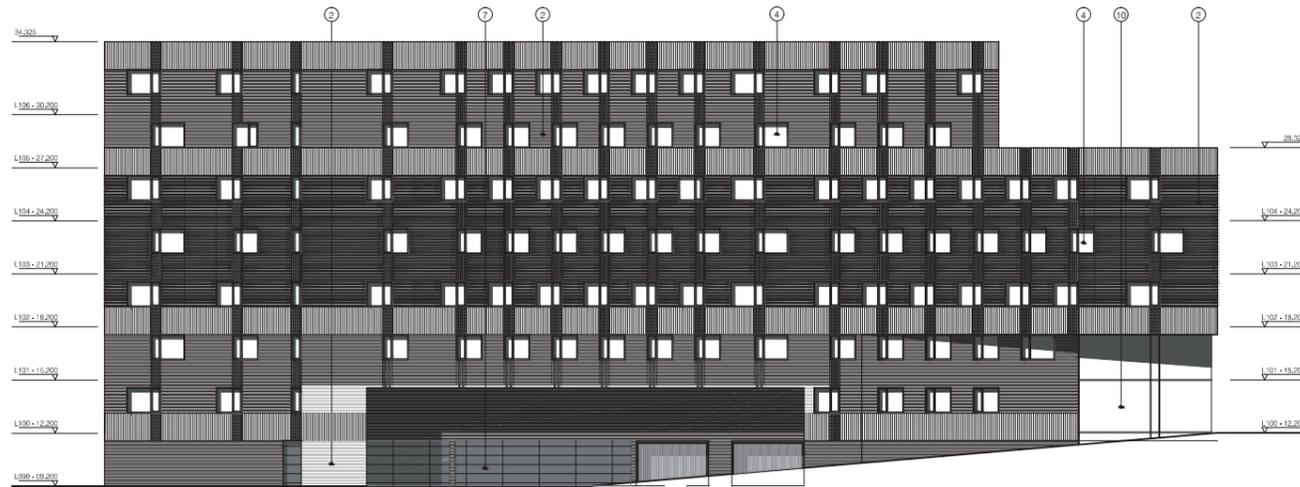
The building will be in red multi-stock brick with extensive glazing at ground and first floors fronting on to Blackhorse Lane and flat roofs. The south elevation facing 1 Blackhorse Lane will step from five to eight-storeys and will comprise a loading bay on the lower ground and ground floors with a large number of bedroom windows above.



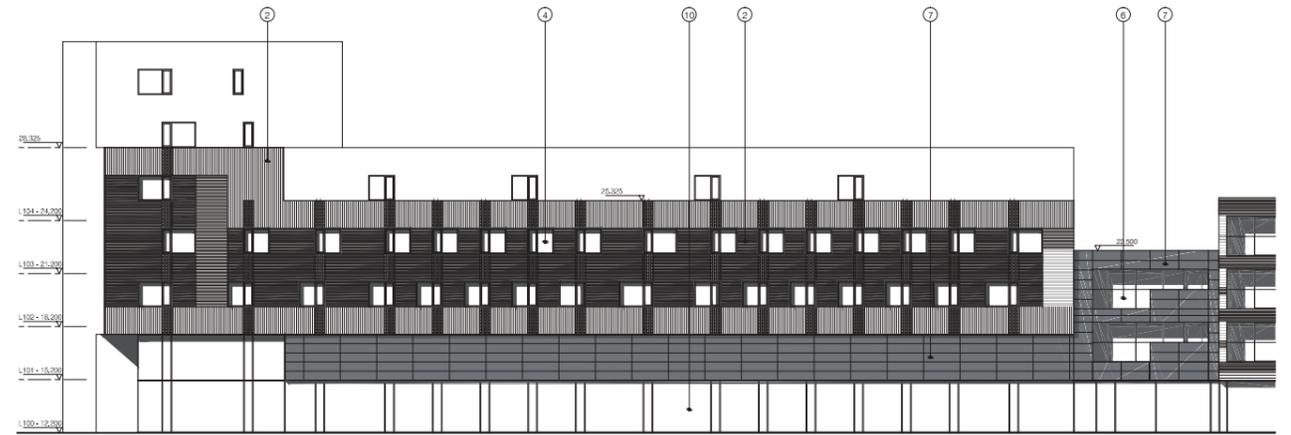
2 Site

2.1 Existing Context

2.1.6 Mandora Site proposals



Mandora Site, Block W - South Elevation

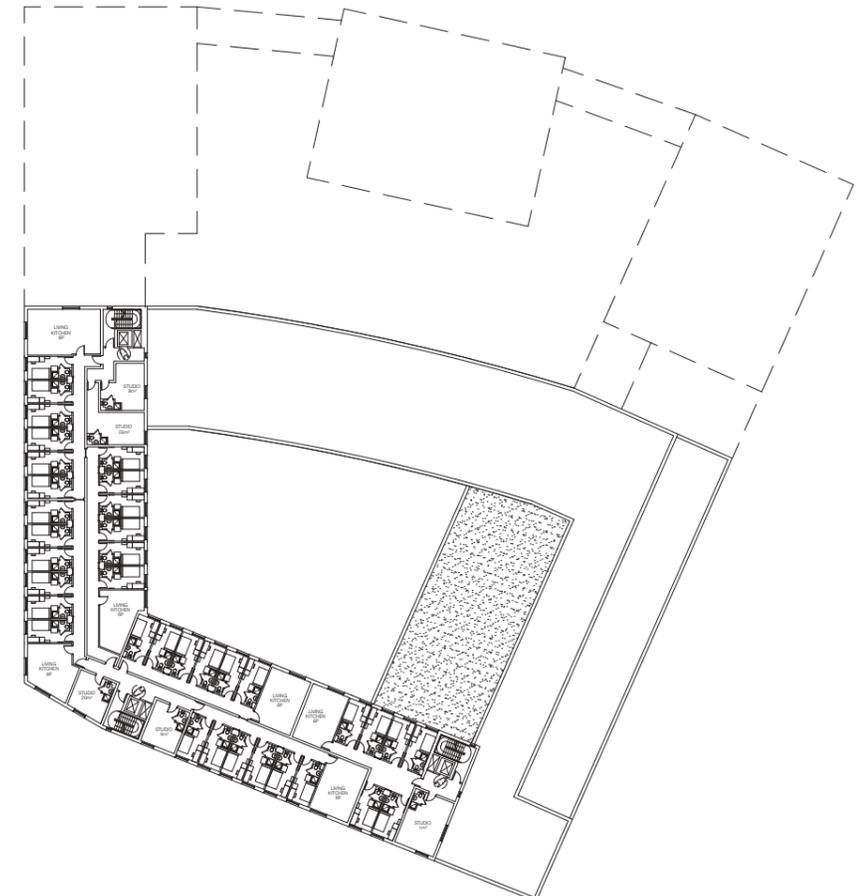


Mandora Site, Block W - East Elevation

The drawings shown above, to the right and on the adjacent page show the proposed design for the Mandora Site immediately adjacent to the northern boundary of 1 Blackhorse Lane.

The building immediately adjacent to 1 Blackhorse Lane, notated as Block W, is a perimeter block with a communal garden at the centre, comprising student accommodation. Block W steps up in height from 4-storeys on Blackhorse Lane, to 5-storeys adjacent to the north-eastern corner of 1 Blackhorse Lane. It then increases to 7-storeys for the majority of the development fronting on to the northern boundary of 1 Blackhorse Lane.

The building elevations are clad in brick, with alternating horizontal bands of different coloured brick, with repeating, offset windows.



Mandora Site, Block W - 4th Floor Plan

2 Site

2.1 Existing Context

2.1.7 Site history

The plan below shows the local area in 1888.

It is apparent that the extensive built-up residential and industrial areas seen today on both sides of Blackhorse Lane have not yet been established. However, both Forest Road and Blackhorse Lane existed and followed much the same path as they do today. The Royal Standard Public House is also present at the intersection of these two roads, where it stands today on the 1 Blackhorse Lane site. The railway line, Blackhorse Road Station and reservoirs are also evident from the map.

The presence of The Royal Standard pre-dates the 1861 census. It is likely that the pub incorporated associated stables and served travellers passing to or from London. In the latter part of the 20th Century the Royal Standard became a live music and comedy venue.



Historic map dated 1888 showing the Royal Standard public house

site



Historic photos of the Royal Standard public house

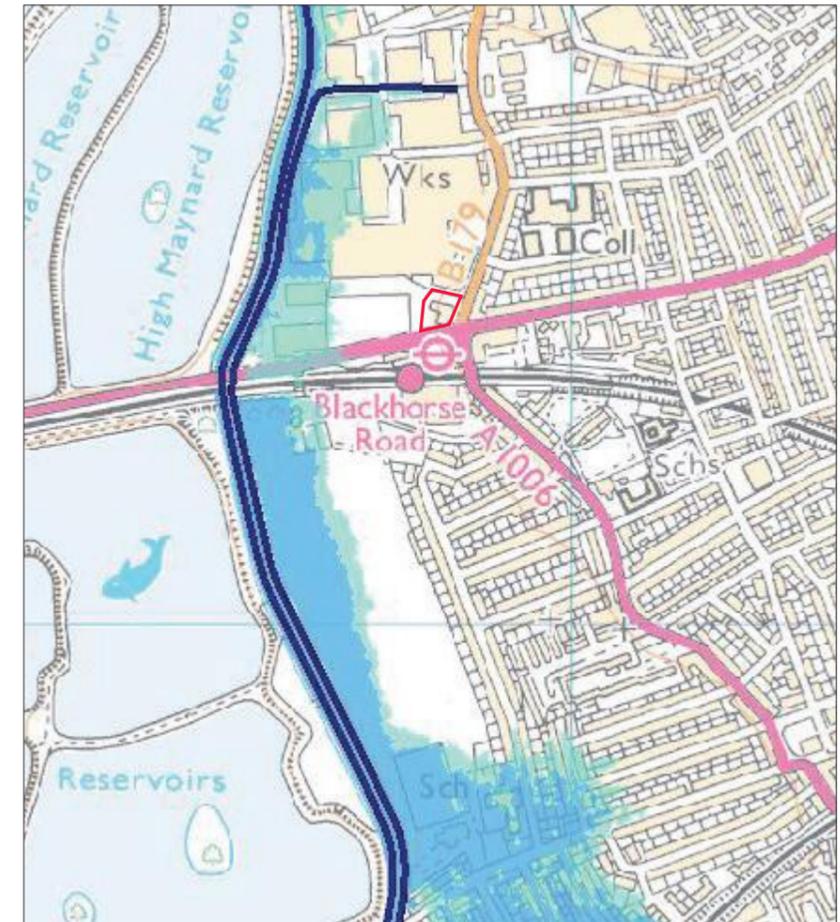
The Royal Standard closed down at the end of 2011 and the site has been unused since.

Blackhorse Road Underground station opened together with the opening of the Victoria Line in December 1968.

2.1.8 Flood risk

The site is not located in an area of flood risk as shown on the Environment Agency flood risk map shown below.

A Flood Risk Assessment has been undertaken by Syntegra Consulting, dated May 2016. The Flood Risk Assessment has been provided in support of the planning application (refer to Section 4.7).



Environment Agency flood risk map

site

2.1.9 Trees

The site is largely devoid of trees with the exception of a single tree located on the pavement on Forest Road adjacent to the south-west corner of the site.

The photograph below shows this tree.

In order to facilitate safe vehicular egress from the site it is proposed that this tree is removed and replaced with a new semi-mature fastigiated oak tree located within the site. This is described further in Section 3.8.2.

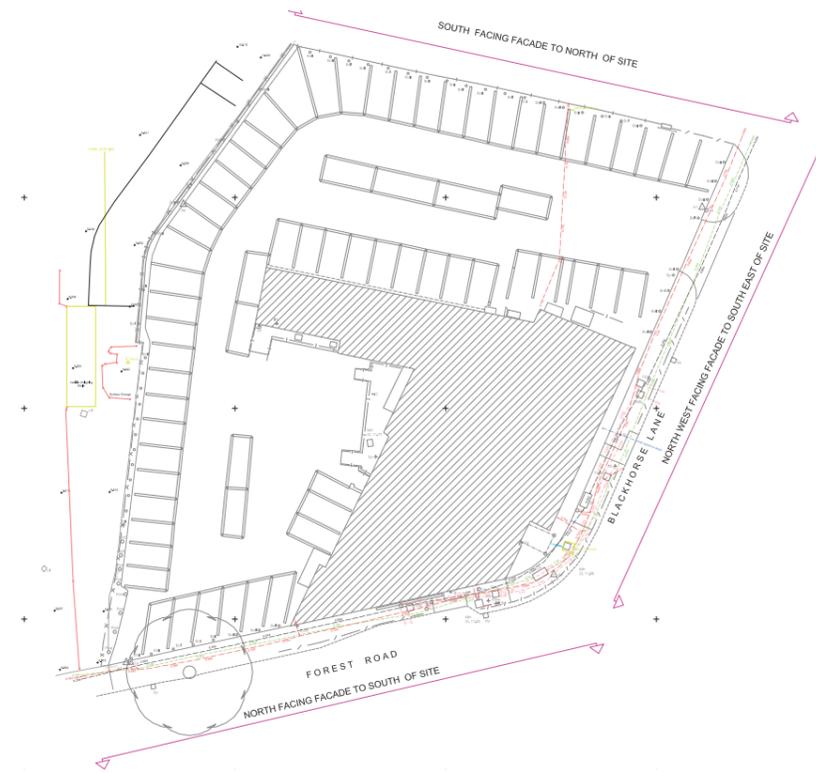


Existing tree on Forest Road

2.1.10 Utilities

A utilities search has been undertaken and the presence of existing underground utilities was surveyed on site by Mike Worby Survey Consultancy in June 2015.

The investigations demonstrate a large number of services located in the pavement of Blackhorse Lane and Forest Road immediately adjacent to the site. However there are very few services located within the site, with the exception of surface water drainage, electricity and gas serving the existing buildings. None of the utilities identified would have a significant impact on the development potential of the site (see plan below).



Topographical survey showing utilities trace

2.1.11 Acoustics, air quality and vibration

The site is located directly adjacent to two busy roads in Blackhorse Lane and Forest Road. These roads may have an impact on the proposed development in terms of noise, air quality and vibration.

In addition, the proximity of the underground and overground railway lines may also have an impact in terms of noise and vibration.

A Noise and Vibration Survey has been undertaken by KP Acoustics, dated to assess the impact of these constraints and consider appropriate mitigation measures for the proposed development. The Noise and Vibration Survey has been provided in support of the planning application (refer to Section 4.3).

An Air Quality Assessment has been undertaken by Aether, dated September 2015. The Air Quality Assessment has been provided in support of the planning application (refer to Section 4.6).

2.1.12 Ground contamination

A Preliminary Ground Contamination Risk Assessment Report has been undertaken by Ashdown Site Investigation Ltd, dated June 2015. This report will be included as part of the detailed planning submission.

The report is based on the findings of a walkover survey and reference to historical Ordnance Survey maps and published geological and environmental information obtained from various sources; the latter having been obtained from interrogation of database information compiled by GroundSure Limited. The findings are as follows;

- Potentially significant pollutant linkages have been identified to be present at the site. It is therefore recommended that an intrusive ground investigation be undertaken in order to allow a quantitative assessment to be made of the risks posed to end users and controlled waters.

2 Site

2.2 Site Analysis

2.2.1 Urban grain (existing)

The figure ground plans below show the current and evolving urban grain around Blackhorse Lane.

The local area is characterised by the distinct contrast between two very different urban characters: the large irregular footprints of the industrial buildings and estates located principally to the west of Blackhorse Lane and structured arrangement of low-rise terraced residential streets to the east. Of particular note is the clear definition to the eastern edge of Blackhorse Road and the northern edge of Forest Road (east of Blackhorse Lane) compared with the lack of clarity to the western and southern edge of these respective roads.

To the south of Forest Road the urban grain becomes more fragmented due to the overground railway.



site

Urban grain (consented)

The plan below shows the figure ground of the local area amended to include the consented design for the Mandora Site immediately to the north of 1 Blackhorse Lane.

This illustrates a more structured urban arrangement that sits more comfortably with the scale and grain of the existing development on the eastern side of Blackhorse Lane.

The development will introduce greater permeability, particularly new east-west routes connecting to the reservoirs, and introduce a more conventional streetscape. In addition the development will help to repair the fragmented frontage on the western side of Blackhorse Lane.



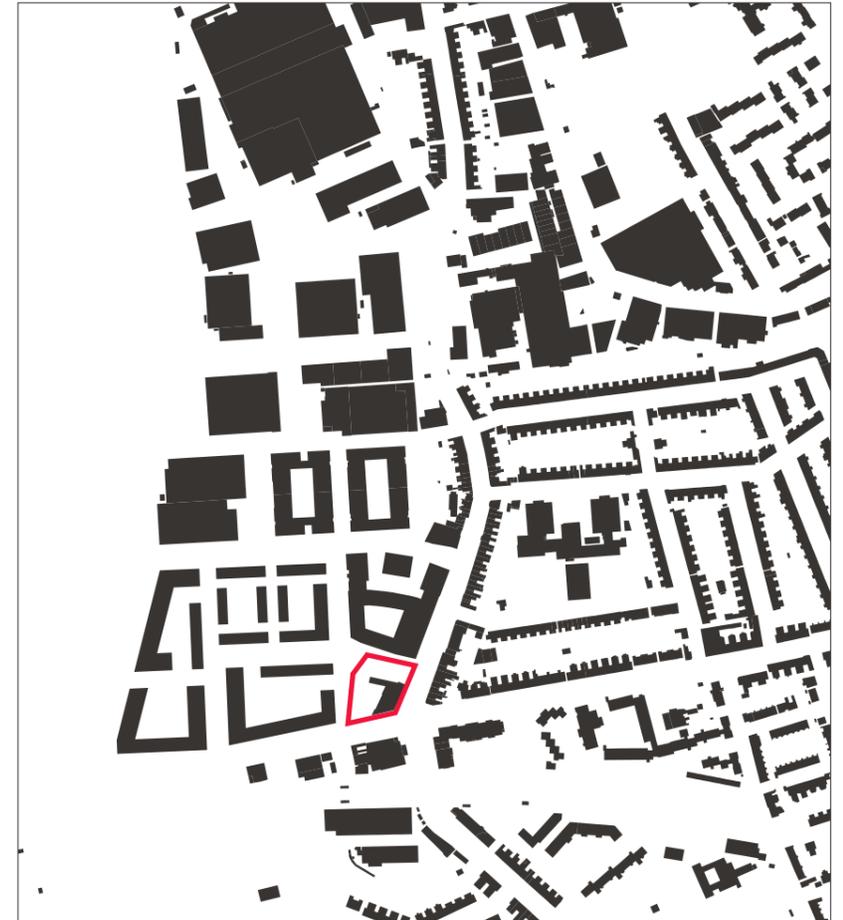
site

Urban grain (masterplan)

The plan below shows the figure ground of the local area amended to include the illustrative masterplan of the Station Hub as set out in the Blackhorse Lane Urban Design Framework and the consented design for the Mandora Site.

The plan illustrates a greater coherence between the east and west sides of Blackhorse Lane with comparable urban grain, streetscape and permeability. It also demonstrates a stronger frontage to the northern side of Forest Road.

The plan also demonstrates a gradual transformation of the area from predominantly industrial to a mixed-use area.

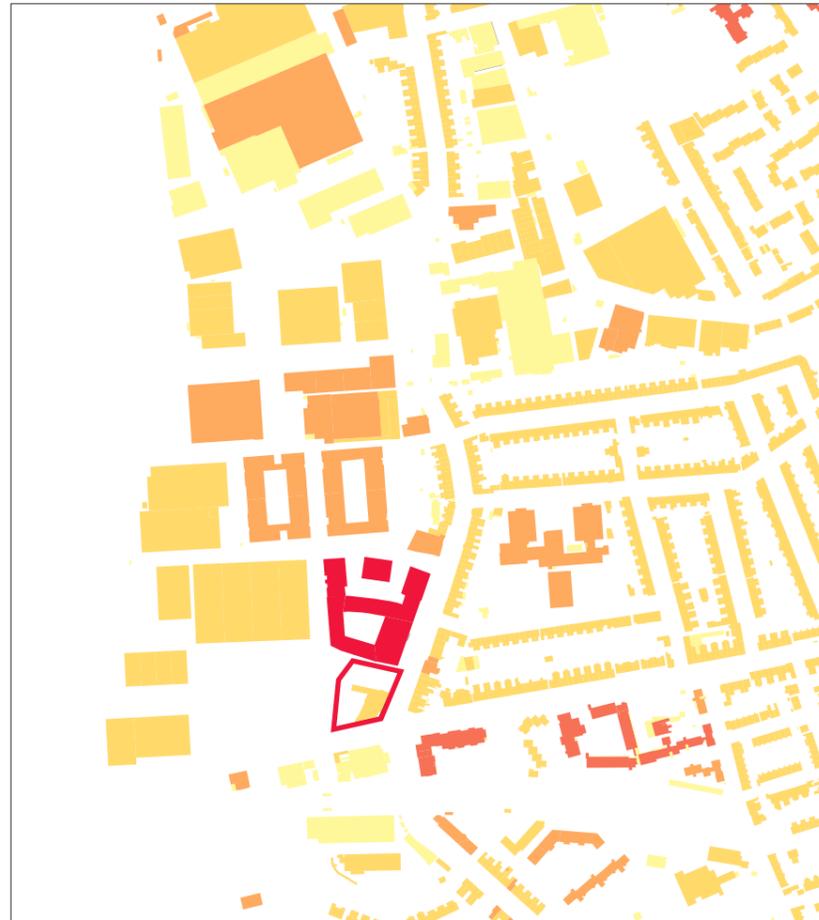


site

2.2.2 Building height

The residential area to the east of Blackhorse Lane, characterised by late-Victorian terraced housing, is comprised of low-rise two-storey housing. This is occasionally punctuated by taller post-war and late 20th-century development, for example the new housing development at Hillyfield and St. Andrew's Road which rises to 6-storeys and Latchingdon Court which is 4-storeys. The industrial area to the west of Blackhorse Lane is more varied in height with development generally being 2-4 storeys in height.

The planning consent for the Mandora site, which is currently under construction, sees a distinct increase in scale with buildings extending in height from 4-8 storeys. This is in line with the intent of the UDF to see a general densification of the area (refer to Section 2.3.2).

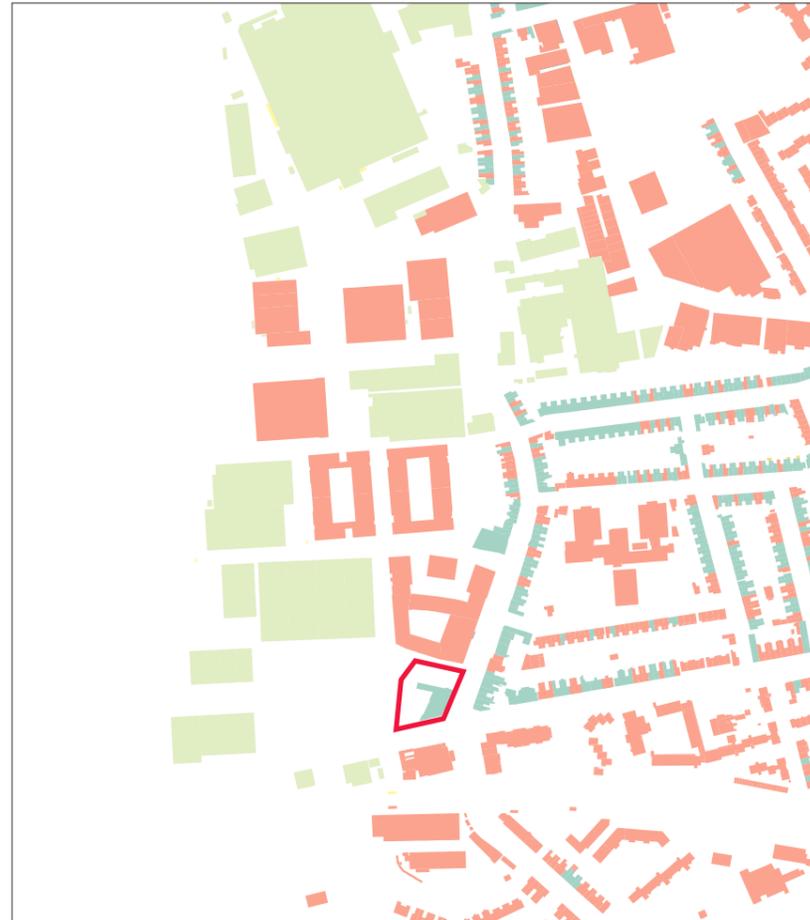


2.2.3 Materiality

The materials used on buildings in the surrounding area are generally as follows;

- Brick or render to the Victorian residential area to the east of Blackhorse Lane.
- Brick to late-Victorian industrial/warehouse buildings.
- Metal cladding to 20th Century industrial buildings.
- Brick to post-war and late 20th Century buildings and recently consented developments such as the Mandora Site.

The dominant use of brick gives the area a strong visual cohesiveness.



2.2.4 Open space

Open space in the local area is limited to the reservoirs to the west which provide opportunities for recreation and play in adjacent parks and play areas.

The UDF includes proposals for improved connections to the reservoir and the integration of pocket parks to provide increased opportunities for play.

The Mandora Site incorporates the principles of the UDR with a central green spine connecting Blackhorse Lane with the Reservoirs. This route will integrate hard and soft landscaping as well as areas for children's play.



2 Site

2.2 Site Analysis

2.2.5 Ground floor uses

An analysis of ground floor uses clearly illustrates the distinct difference in character between the residential area to the east of Blackhorse Lane and the industrial area to the west.

To the east of Blackhorse Lane the area is almost exclusively residential with the exception of buildings such as Willowfield School and the short parade of shops at the south end of Blackhorse Lane. In contrast, industrial and warehouse buildings dominate the western side of Blackhorse Lane.

This disparity is gradually being addressed, through the proposals set out in the UDF and the planning consent for the Mandora Site to create a more balanced and integrated mix of uses.

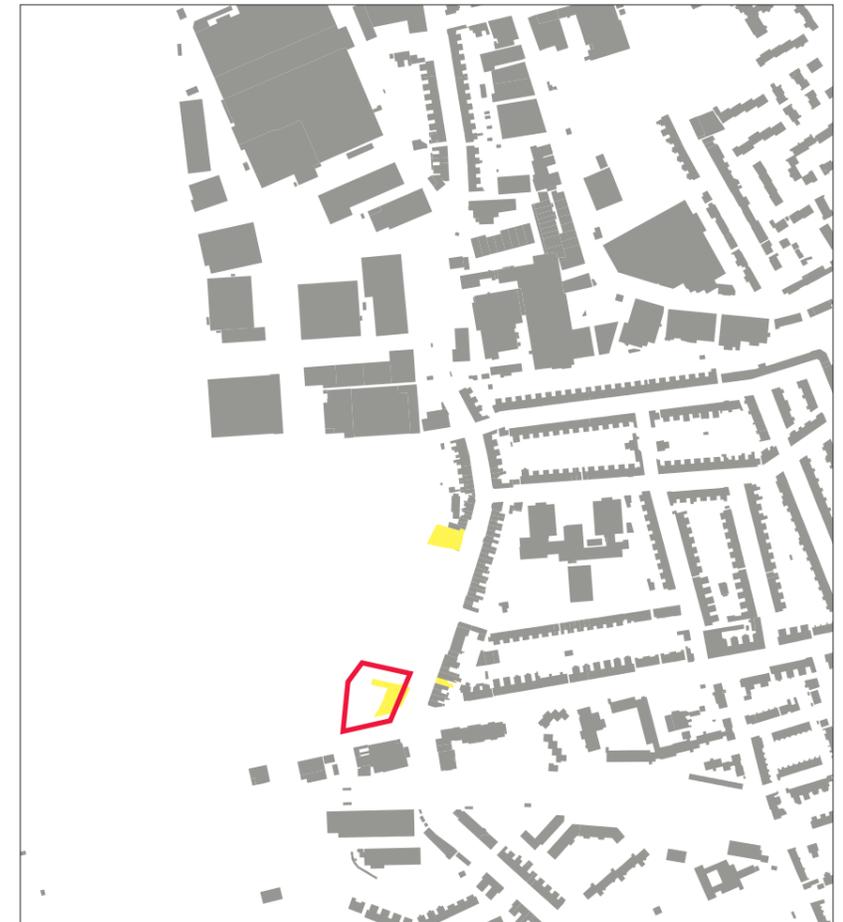
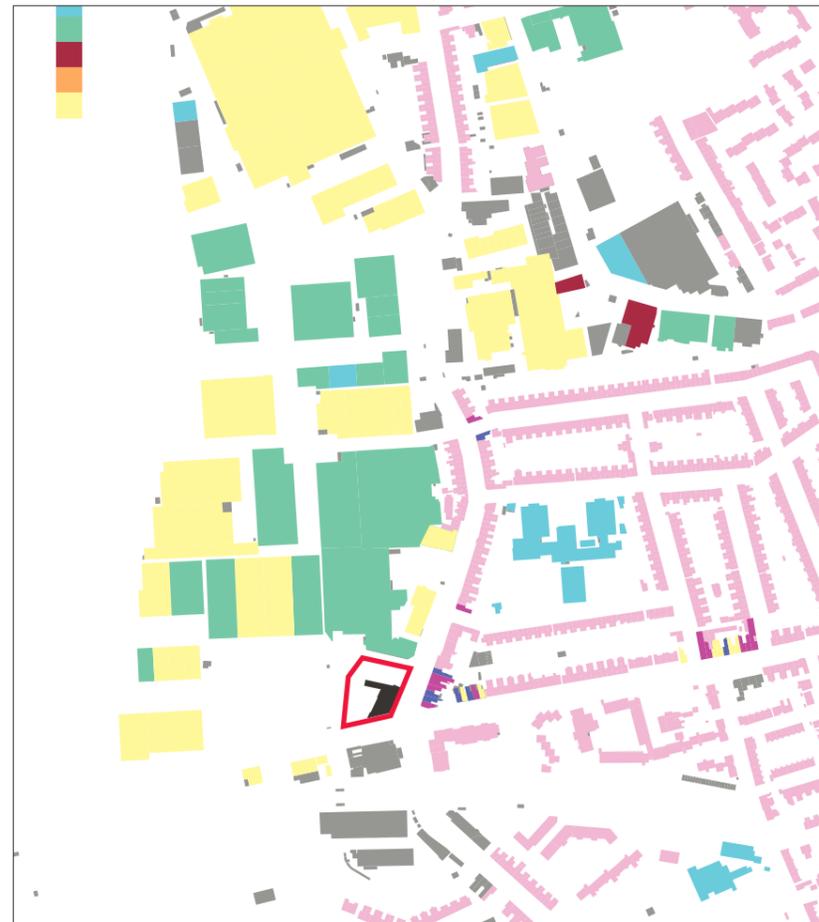
2.2.6 Upper floor uses

As with the ground floor uses, an analysis of upper floor uses shows a clear distinction between the residential areas located predominantly on the eastern side of Blackhorse Lane and the industrial areas located predominantly on the western side of Blackhorse Lane.

2.2.7 Buildings of merit

The Blackhorse Lane Area Action Plan and the Blackhorse Lane Urban Design Framework identify a number of 'buildings of merit' in the local area. These buildings include;

- King's Family Network, 57-61 Blackhorse Lane
- Former Tryst public house and Royal Standard music venue
- Old Station Cafe



2.2.8 Key views

There are a number of key locations from where the development at 1 Blackhorse Lane will be particularly visible. These are;

- Looking south along Blackhorse Lane
- Looking west along Forest Road
- Looking north along Blackhorse Road
- Looking east along Forest Road

These views will be given particular consideration in the development of the design proposals.



 site

2.2.9 Routes

Public routes around the site are clearly defined with Blackhorse Lane and Forest Road being the only public pedestrian and vehicular routes adjacent to the site.

The proposals for the Mandora Site incorporate a service road immediately adjacent to the north of the site serving Block W. From the proposals this appears to be gated and therefore private.

To the west of the site there is an access road that provides access to the industrial units located to the north-west of 1 Blackhorse Lane.



 site  primary routes (public)  secondary routes (public)
 tertiary routes (private)

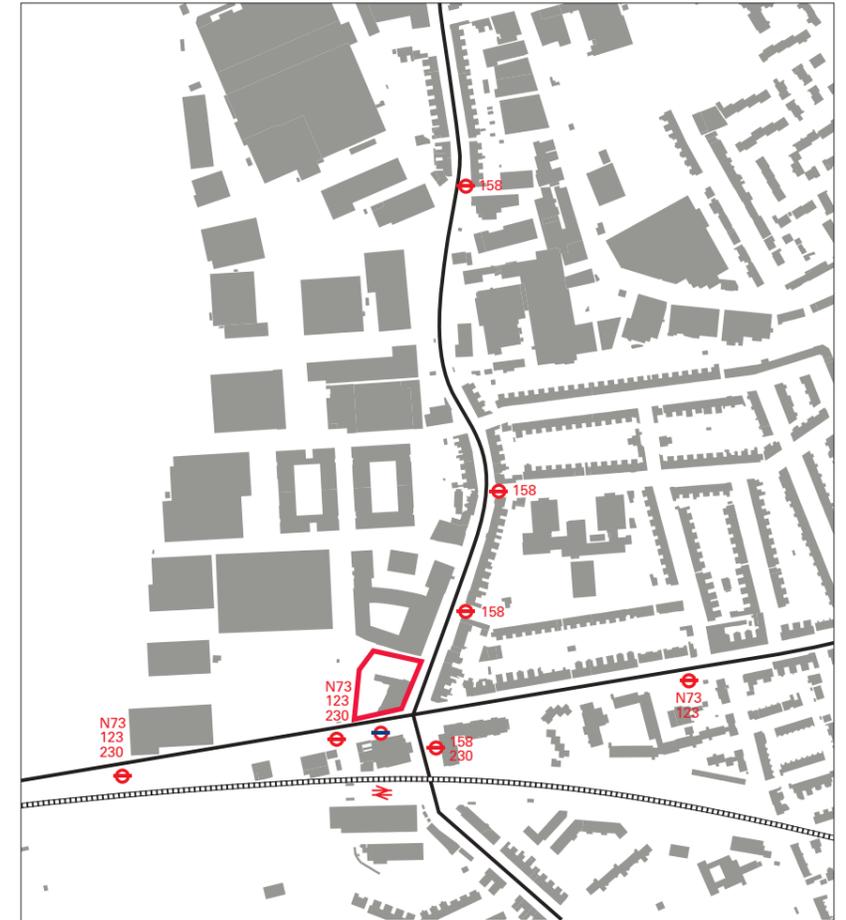
2.2.10 Public transport

The site is well served by public transport with excellent connections via bus, rail and tube.

Blackhorse Road Tube Station immediately south of the site provides Victoria Line services to Central London and Walthamstow.

Blackhorse Road Rail Station provides overground rail services to Barking in the east and Gospel Oak in the west.

Bus services on Blackhorse Lane and Forest Road provide services 158, 123, 230 and N73 services.



 site

2 Site

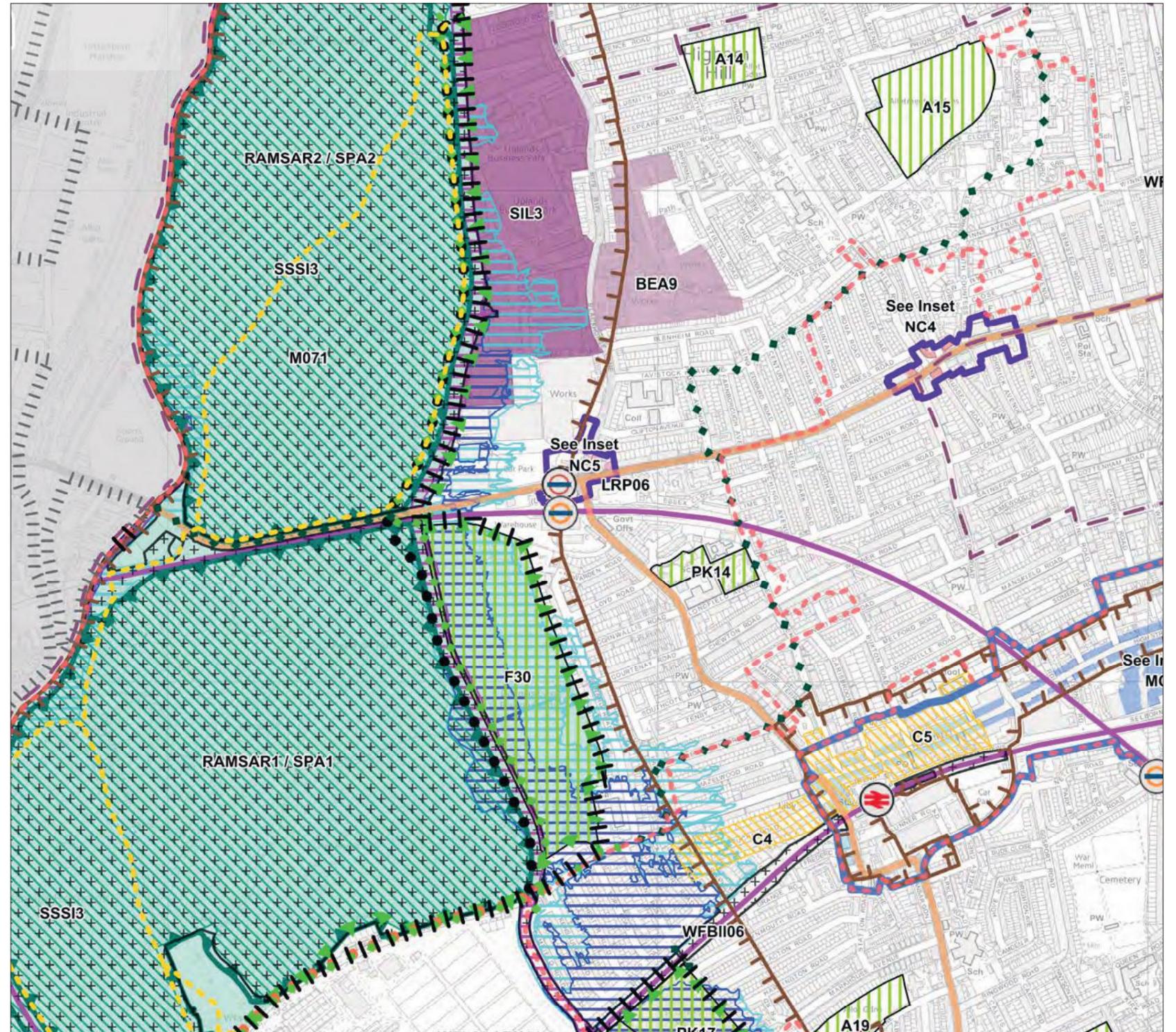
2.3 Planning Considerations

2.3.1 Planning context

The site is located in the London Borough of Waltham Forest.

The Development Plan for the site comprises the following documents;

- The London Plan: the Spatial Development Plan for Greater London (2015)
- Waltham Forest Local Plan
- Blackhorse Lane Urban Design Framework (2009)
- Blackhorse Lane Area Action Plan (2015)
- Supplementary Planning Documents including;
 - Inclusive Housing Design
 - Inclusive Design for Non-Residential Buildings
 - Urban Design
 - Shop Front Design Guide



Local Plan - Proposals Map (2012)



Local Plan - Inset Map NC5 (2012)

2 Site

2.3 Planning Considerations

2.3.2 Blackhorse Lane: Urban Design Framework

The Urban Design Framework (UDF) was produced by Waltham Forest (LBWF, with assistance from the London Development Agency (LDA), in 2011 to provide a framework for the future development of the Blackhorse Lane Regeneration Area. The document which was produced by Maccreanor Lavington with Gort Scott, draws on the Interim Planning Policy Framework and the Planning Brief for the Station Hub. The document notes that the UDF will represent interim planning guidance and form part of the evidence base for the Area Action Plan (AAP).

The masterplan seeks to obtain a number of objectives;

- Network of streets
- Multiple modes of transport
- Green network
- Improve station access
- Sustainable development
- Housing diversity and quality
- Appropriate building heights
- New businesses
- Active ground floors
- Integrate buildings of merit
- Support local enterprise and businesses

The UDF highlights the importance of residential design and refers to LBWF's Urban Design SPD (February 2010) and the Mayor of London's Housing Design Guide (August 2010).

The diagrams to the right represent the urban vision for the development of Blackhorse Lane into a mixed-use area comprising a range of housing interspersed with small-scale local businesses and public open space structured around a network of permeable residential streets.



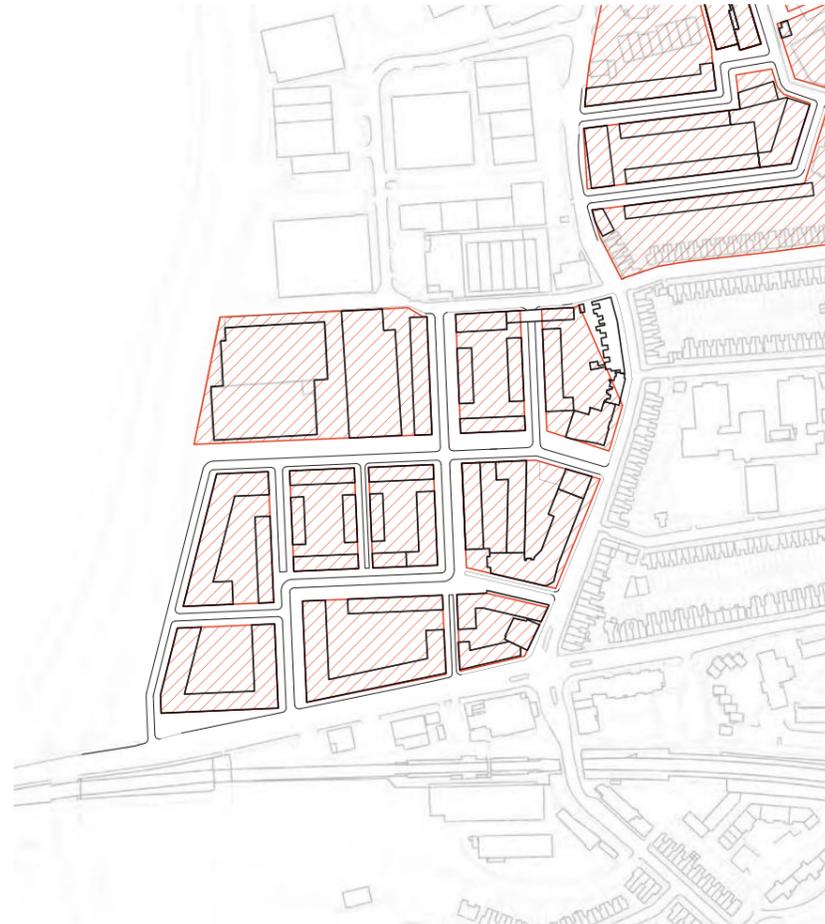
Public Realm Overview

The UDF identifies Blackhorse Road and Forest Road as High Streets. The new roads to the north and west of 1 Blackhorse Lane are identified as Tertiary Streets.



Principle Connections

The UDF identifies Blackhorse Lane and Forest Road as principle connections.



Spatial Structure

The UDF sets out a legible urban structure for the western side of Blackhorse Lane. However it should be noted that the layout of 1 Blackhorse Lane does not correspond to the ownership of the plot.



Buildings of Merit

The UDF sets out Buildings of Merit that could be integrated into forthcoming developments. This includes the Royal Standard Pub at 1 Blackhorse Lane and Mandora House.

Mandora House has now been demolished as part of the Mandora Site re-development.



Active Facades and Uses

The UDF sets out a mix of uses along different building frontages in order to provide active frontages and occupancy throughout the day. For 1 Blackhorse Lane the UDF proposes commercial use along Forest Road and Blackhorse Lane, and residential use along the northern and western edges of the site.

2 Site

2.3 Planning Considerations

2.3.2 Blackhorse Lane: Urban Design Framework

Within the UDF, 1 Blackhorse Lane is identified as part of an opportunity site titled BHL1: Station Hub and Waterfront.

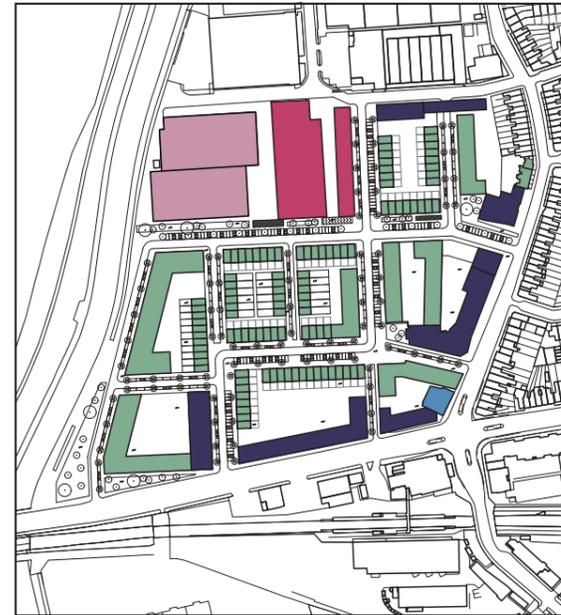
“The vision is to make the most of these assets by turning the Station Hub & Waterfront and Sutherland Road areas into desirable mixed-use, mixed-income and sustainable neighbourhoods capitalising on the incredible potential for the sites to have proactive relationship with the Lea Valley.”

The diagrams to the right demonstrate the proposed building heights and land uses as noted within the UDF.

The UDF proposes the retention of The Standard for Food & Drink. To the north is a new-build residential development and to the south is a new-build development with Retail / Commercial / Business on the ground floor with Residential use above.

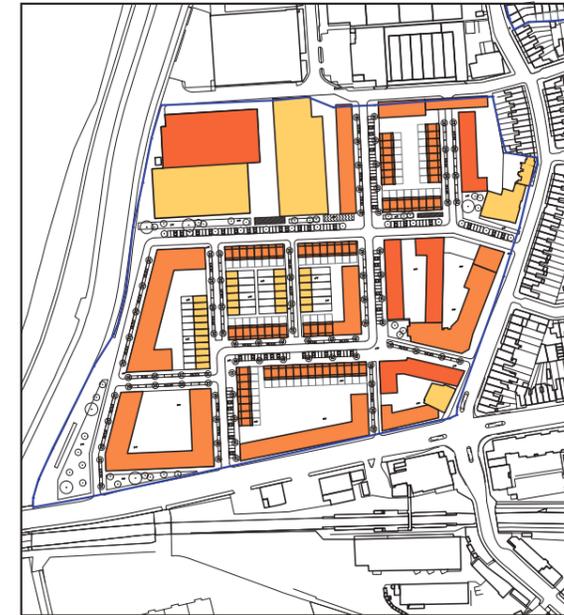
Adjacent to the retained Standard, the new-build building to the north is identified as being 5-6 storeys in height with the new-build building to the south being shown as 3-4 storeys in height.

Proposed Land Uses



- Retail / Commercial / Business - Residential above
- Commercial / Business
- Workspace
- Food & Drink
- Residential

Proposed Building Heights



- 2 - 3 Storeys
- 3 - 4 Storeys
- 5 - 6 Storeys



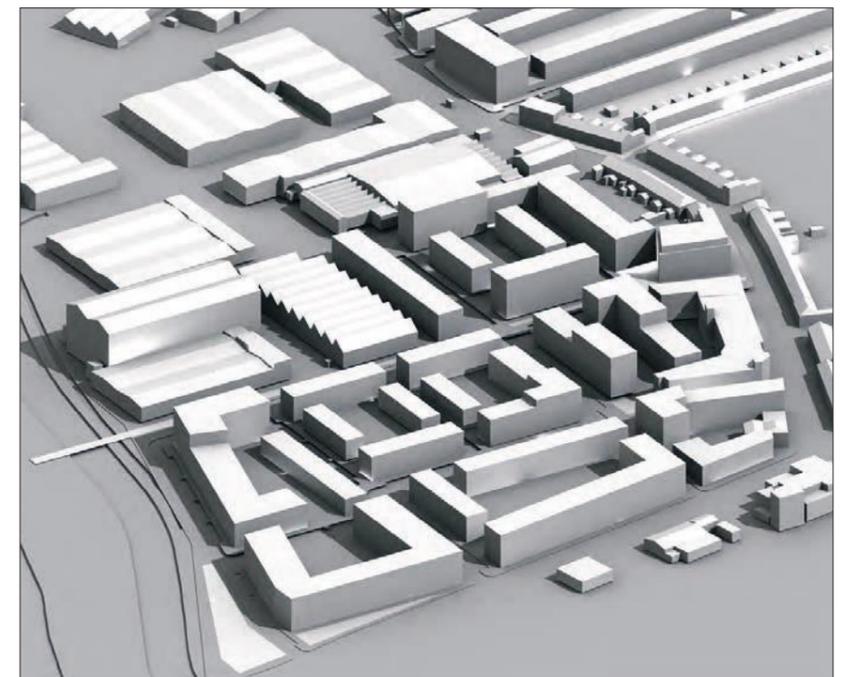
Illustrative Masterplan

The illustrative masterplan set out in the UDF shows a new-build perimeter block on the 1 Blackhorse Lane site that 'wraps' around the retained Standard pub.

The images show residential uses on the upper floors with the ground floor comprising an active frontage of shops. The new-build development rises from 4 storeys to 6 storeys in height with a landscaped central courtyard.



Illustration of the Royal Standard pub, retained and revalued, forming the social focus of the area, refreshing and enhancing a new generation of residents.



2 Site

2.3 Planning Considerations

2.3.3 Blackhorse Lane Area Action Plan

The Blackhorse Lane Area Action Plan (AAP) was adopted by LBWF in January 2015. The AAP forms part of the Local Plan and is a statutory document used to determine planning applications in the area.

Section 2.1 sets out the vision for the Blackhorse Lane area;

'The long-term vision is to evolve Blackhorse Lane into a mixed-use area, comprising a range of housing, interspersed with small-scale local business/ commercial spaces and public open spaces. Existing built fabric and cultures are retained and characterise the new neighbourhoods, creating meaningful desirable places to live and work. Residents and employees have access to resources and opportunities locally, offering betterment and wealth generation. Unique resources such as the Lee Valley Regional Park and the phenomenal Walthamstow Wetlands are integrated into a positive public realm framework, designed to encourage social interaction and creating access for all. New developments are well integrated, demonstrate high levels of environmental sustainability, and enhance the image of the area.'

Section 2.2 sets out objectives for the Blackhorse Lane area;

'Objective 1 - A Neighbourhood Centre

To ensure Blackhorse Lane has a clear neighbourhood centre, which provides a range of shops and services to meet the needs of local residents and businesses, and encourages passers by to spend more time in the area.

Objective 2 - A Place to Live

To provide a range of high quality homes that attracts families and the young and upwardly mobile to live in the area, as part of a mixed and balanced community that also caters for local housing need.

Objective 3 - A Green Place

To ensure existing and new residents and workers in the area have better access to a range of open spaces, including Walthamstow Wetlands, Lee Valley Regional Park, and the Olympic Park.

Objective 4 - A Well Designed Place

To enhance the image of Blackhorse Lane by ensuring all new developments in the area (including both buildings and public realm) are designed to a high standard and fit for purpose, and interact sensitively with their surroundings, especially blue/ green spaces.

Objective 5 - A Place for Creative and Green Industries

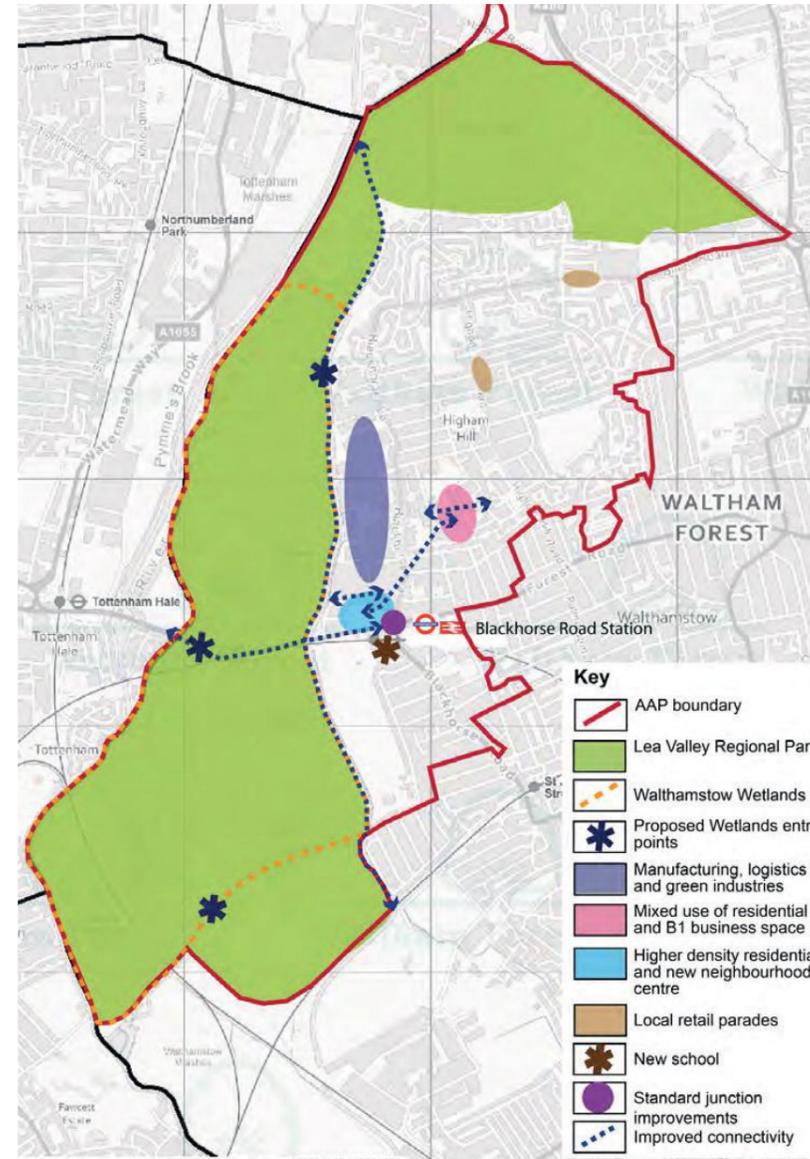
To ensure Blackhorse Lane continues to provide a range of jobs for our residents, and support the retention and growth of creative and green industries in the area.

Objective 6 - A Sustainable Place

To ensure new developments incorporate the highest levels of sustainable design and their impact on climate change is minimised.

Objective 7 - A Connected Place

To facilitate a modal shift away from private car use and towards



walking, cycling and public transport for trips within the area and beyond; through a range of measures and incentives including physical enhancements to the Standard Junction.

Objective 8 - A Community Place

To enhance or provide a range of new facilities including social spaces, to meet the needs of existing and new residents and businesses, in order to strengthen 'community spirit'."

The AAP includes a number of policies that are relevant to the proposed

development, as follows;

"Policy BHL1: Presumption in Favour of Sustainable Development

A) When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

B) Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

C) Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

Any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or

Specific policies in that Framework indicate that development should be restricted.

Policy BHL2: Housing Growth

As a key growth area, we will seek to deliver at least 2500 new homes by 2026 in the Blackhorse Lane area. This target will be met by bringing forward housing as a key element of mixed use schemes in the opportunity sites set out in section 4 of this document. Where proposals are acceptable in all other respects, windfall sites that would result in an increased housing supply will also be supported.

Any proposals for purpose built student accommodation should not undermine the Council's ability to meet its housing growth targets and provide for mixed and balanced communities, or result in overdevelopment of opportunity sites. Such accommodation should be located close to the neighbourhood centre and Blackhorse Road Station, be linked to a registered provider of higher education accommodation, and meet the space standards set out in Development Management Policy DM9.

Policy BHL3: Housing Densities

The Council will seek to optimise housing densities on sites throughout the plan area. As a general principle, higher density residential development should be concentrated on sites surrounding Blackhorse Road Station. Key considerations when determining appropriate densities will be:

A) the existing PTAL covering the site;

B) any planned improvements in provision of shops, services and public transport in the locality;

C) the need to provide a high quality design; including generous room sizes, storage space and communal gardens where appropriate. As a minimum, the standards set out in Development Management Policies DM7 (Amenity and Internal Space) and DM29 (Design Principles, Standards and Local Distinctiveness) should be met.

Policy BHL4: Household Sizes

A range of household sizes will be required in new developments in the interests of creating a mixed community. Our standard requirements are set out in Development Management Policy DM5 (Housing Mix). Cases in Blackhorse Lane where we will consider deviating from this include:

A) Site BHL1 (Station Hub and Waterfront) and Site BHL2 North (Car Wash Site); a higher proportion of one and two bedroom properties will be acceptable; provided that proposals offer generous room sizes and amenity space. In the interests of securing a high quality scheme at these landmark locations, at least 30% of dwellings at this site should have 3 or 4 bedrooms.

B) More peripheral locations, such as Site BHL7 (Billet Works); where a higher proportion of family housing will be sought.

Policy BHL5: Affordable Housing

New developments should provide affordable housing in accordance with the requirements of Core Strategy Policy CS2 (Improving Housing Quality and Choice), and Development Management Policy DM3 (Affordable Housing Provision).

The mix of affordable units in terms of size and tenure should be in accordance with the Development Management Policy DM5 (Housing Mix). The Council will prioritise shared ownership as its preferred intermediate product in Blackhorse Lane.

Financial contributions to off site affordable housing will only be accepted in exceptional circumstances, where it is not practical to provide affordable housing on site.

Policy BHL7: Neighbourhood Centre and Local Retail Parades

A) A new neighbourhood centre will be created at Blackhorse Lane within the designated area shown on figure 6 to meet the needs of local communities by:

i) Protecting and enhancing the Neighbourhood Retail Parade as shown on the policies map in line with DM Policy 25: Managing Changes of Use in Town Centres, and securing physical improvements to these properties.

ii) Focussing new A1-A4 and D1-D2 uses along the ground floor of the Forest Road Neighbourhood Retail Parade shown in figure 6

iii) Resisting all proposals for new A5 units and avoiding the proliferation of betting offices

iv) Restricting the net floor area of any individual retail development to

1000m2

v) Ensuring redevelopment of the Station Hub (Site BHL1) either retains and refurbishes the Tryst Public House and Standard Music Venue for their established uses, or re-provides a public house capable of hosting live music within the scheme as part of a high quality mixed use development.

vi) Ensuring proposals provide, and do not compromise opportunities for, an enhanced public realm and new public open spaces including internal courtyards, in accordance with the Urban Design Framework.

B) Outside of the neighbourhood centre, local retail parades at Higham Hill and Billet Road (as shown on the policies map) will be managed in accordance with DM Policy 25: Managing Changes of Use in Town Centres. Environmental enhancement projects that support the viability of these parades will also be supported.

C) Outside of the designated local retail parade, the loss of units 256, 260 and 318-322 Higham Hill Road to residential use will be resisted, unless they can be re-provided within the designated parade.

D) Any proposals for town centre uses outside of the neighbourhood centre and local retail parades will need to meet the requirements of Development Management Policy DM26: New Retail, Office and Leisure Developments.

Policy BHL8: Design and Local Character

New developments in Blackhorse Lane should:

A) ensure the highest standards of urban and architectural design which responds positively to local character and context (including the Lee Valley Regional Park), and secures a high quality public realm, including landscaping;

B) reinforce and develop a network of connected streets that will form the principal means of access and movement within a regenerated area, and encourage walking, cycling, and the use of public transport;

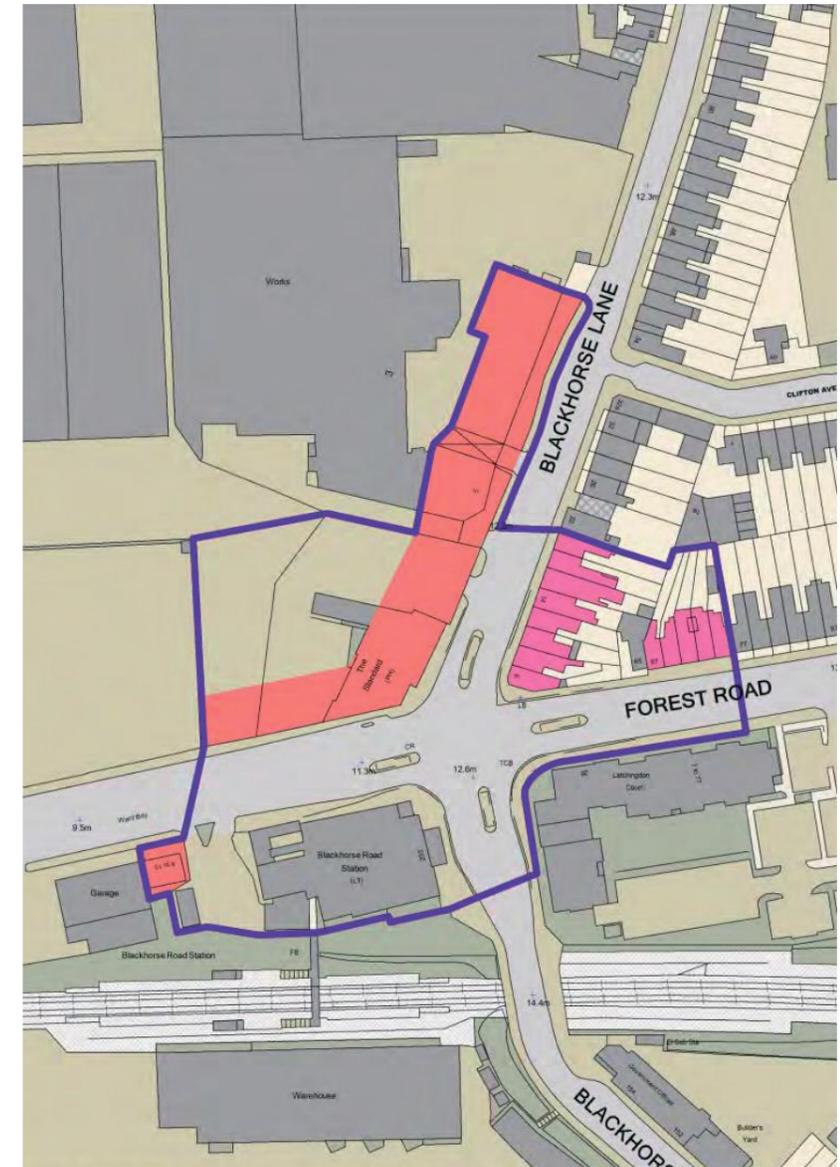
C) where viable, integrate buildings of merit and ensure that new development is carefully integrated to respect and enhance existing built heritage;

D) ensure appropriate building heights that respond to the existing built context and adjacent landscape features. Across the AAP, building heights should normally be 3-6 storeys. At the key gateway site of BHL1: The Station Hub and Waterfront, some taller elements that exceed this range (up to but not exceeding 9 storeys) may be acceptable, subject to an exemplary standard of design. Tall buildings (i.e. 10 storey and above) will not be acceptable anywhere in the plan area.

E) ensure residential development has active frontages with front doors onto streets and windows that overlook them.

Policy BHL9: Open Space and Nature Conservation

A) New developments in Blackhorse Lane should:



i) provide new green public open space, and appropriate landscaping, to ensure new development has a 'green signature' and to provide opportunities for social interaction and help alleviate flood risk. Play facilities should also be sought in appropriate cases;

ii) be designed to respect the setting of the natural landscape, particularly along the valley edge, and improve physical, visual and intellectual access to the Lee Valley Regional Park and Walthamstow Wetlands.

iii) avoid any negative impact on Lee Valley Special Protection Area

2 Site

2.3 Planning Considerations

and Ramsar site and other sites of importance to nature conservation, including watercourses.

In exceptional circumstances a development causing negative impacts may be permitted, but only where appropriate mitigation for any harm has been provided, and no adverse impacts on the integrity of the Lee Valley Special Protection Area/ Ramsar Site would result;

iv) incorporate measures to enhance biodiversity, such as green/ brown roofs, wildlife-friendly landscaping, tree planting, creating green corridors along watercourses, bird nesting and roofing spaces;

v) provide financial contributions towards projects that enhance the quality of open space and public access to it, in particular the Lee Valley Regional Park and Walthamstow Wetlands.

B) Existing open spaces in the area should be protected and enhanced. Opportunities for increased public use will be welcome.

C) To enhance biodiversity, water quality and public enjoyment, opportunities to open up and naturalise the Dagenham Brook will be supported.

D) Development proposals that help protect and enhance the ecological integrity of the Lee Valley Special Protection Area/ Ramsar Site, in order to sustain the complex habitats and the levels of populations for which it was classified, will be supported.

E) The area shown in figure 13 is no longer designated as a playing field.

Policy BHL11: Flood Risk

A) New developments in Blackhorse Lane should be designed and sited to minimise and reduce flood risk to new and existing communities.

B) Basement dwellings will not be permitted, in the interests of avoiding

groundwater flooding issues.

C) All sites in flood zones 2 or 3, and any other sites over 1 hectare, should be accompanied by a site specific flood risk assessment. This should be used to ensure new developments minimise risk through matters such as:

i) incorporating Sustainable Urban Drainage Systems (SuDs) to achieve Greenfield run-off rates, including maintenance schemes to ensure their long term effectiveness is not compromised;

ii) configuring road and building layouts to preserve and improve existing flood routing;

iii) raising habitable floor levels to an appropriate height above the maximum flood water level;

iv) using flood resistant or resilient construction techniques dependent on likely depth of flooding;

v) providing safe routes to and from properties, and evacuation strategies, so that site users and residents have a means of safe access and egress during times of flood

D) Where any development is proposed in areas susceptible to

a 1 in 100 year flood event, taking account of climate change (as shown in figure 17), provision should be made for an equal level of compensation storage in the local area to mitigate for this loss. This compensation must be level for level and volume for volume and not alter flooding mechanisms or increase flood risk offsite. Compensation must also be able to account for climate change.

E) Only water compatible and essential infrastructure uses (as defined by national policy and associated technical guidance), will be allowed in flood zone 3b.

F) Where development is proposed near the Dagenham Brook:

i) No new development should be built over the Dagenham Brook Culvert;

ii) All development should be set back at least 4 metres from the edges of the culvert and 8m from the open sections of the Dagenham Brook;

lii) Opportunities should be investigated to open up the culvert and naturalise the banks of the watercourse and implemented where possible.

Policy BHL12: Transport

A) Major new developments will be required to:

i) incorporate a network of streets designed for all users, that prioritises pedestrians, cyclists, and public transport users, following the guidance in the Urban Design Framework;

ii) incorporate appropriate traffic calming measures within the street network to encourage pedestrian and cycle permeability and discourage rat-running by vehicles;

iii) consider access to shops and services and public transport accessibility to inform the density of new developments;

iv) take opportunities to enhance pedestrian and cycle access to the Lee Valley Regional Park and Walthamstow Wetlands including the proposed extension to the National Cycle Network (NCN) Route 1 between Lockwood Way and Coppermill Lane;

v) accord with the maximum car parking and minimum cycle parking standards set out in Appendix 4 of the Development Management Policies DPD;

vi) make a financial contribution towards proposed improvements to pedestrian crossings at the Standard Junction and/ or other sustainable transport projects in the area;

vii) provide and comply with a Travel Plan in order to minimise private car use and harmful emissions, whilst also meeting the operational and servicing needs of the development;

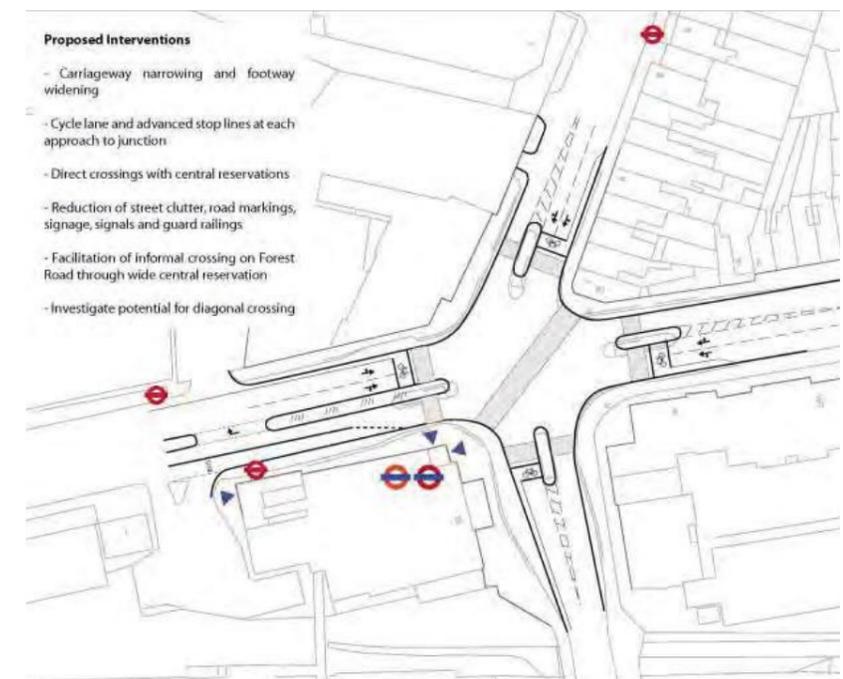
viii) secure adequate provision for buses and taxis to meet the needs of the proposed development, which may include financial contributions.

B) On sites within easy walking distance of Blackhorse Road Station, car free developments will be encouraged.

C) The Council will support in principle other sustainable transport measures that encourage a modal shift including; the removal of

unnecessary street clutter, new secure cycle parking at public transport hubs, road narrowing and pavement widening, Home Zones and DIY streets, Advance Stop Lanes, Greenways and the introduction of bus priority measures.

D) The Council will work in partnership with the Greater London Authority, Transport for London, London Legacy Development Corporation, and the Lee Valley Regional Park Authority to explore opportunities for improved sustainable transport up the east side of the Lee Valley, drawing together a string of development clusters and enhanced leisure activities.



Policy BHL13 Climate Change and Decentralised Energy

A) To ensure proposals in the Blackhorse Lane area minimise carbon emissions, all developments of one or more units or greater than 100sqm should be accompanied by an energy assessment that demonstrates:

- how the resource efficiency, the London Plans stepped carbon reduction targets and high environmental standards set out in Policy DM11 from our Development Management Policies DPD will be met;

- how the proposal will link in the short to medium term to the planned Blackhorse Lane Cluster, and ultimately the Upper Lee Valley

Decentralise Energy Network, unless this can be demonstrated to be unfeasible or unviable. Where schemes come forward in advance of this infrastructure, they should be designed to be 'connection ready', and agree to connect to the proposed network once this is available. Planning conditions will be imposed to that affect.

B) The Council will work with landowners to secure the delivery of new energy

centres that serve clusters of development at the Station Hub and Sutherland Road, as part of the Upper Lee Valley Decentralised Energy Network. Where a landowner provides an energy centre capable of also powering neighbouring sites, any loss of developable area will be reflected in the s106 agreement.

C) Where it has been demonstrated that it is not feasible or viable to connect to the Blackhorse Lane Cluster or Upper Lee Valley Decentralised Energy Network, a sitewide CHP network should be provided, or failing that, communal heating and cooling. In these cases sites should be served from a single energy centre, unless evidence is presented to demonstrate that this is not feasible. Furthermore, they should also be designed to be connection ready so the opportunity to link to the planned energy network once it has been implemented is not lost.

Policy BHL14: Social Infrastructure

To secure a sustainable pattern of development:

A) sites BHL2 South and BHL3 (see Section 4: Opportunity Sites) will be protected for education use in the medium to long term to meet increased demand as population in the area grows;

B) we will work with health providers and developers to secure the provision of a new GP and dental practice within site BHL1, BHL4 or BHL6 (see Section 4: Opportunity Sites);

C) The Tryst Public House and Standard Music Venue will be retained or re-provided as part of the redevelopment of site BHL1 (see Section 4: Opportunity Sites), as an important social facility;

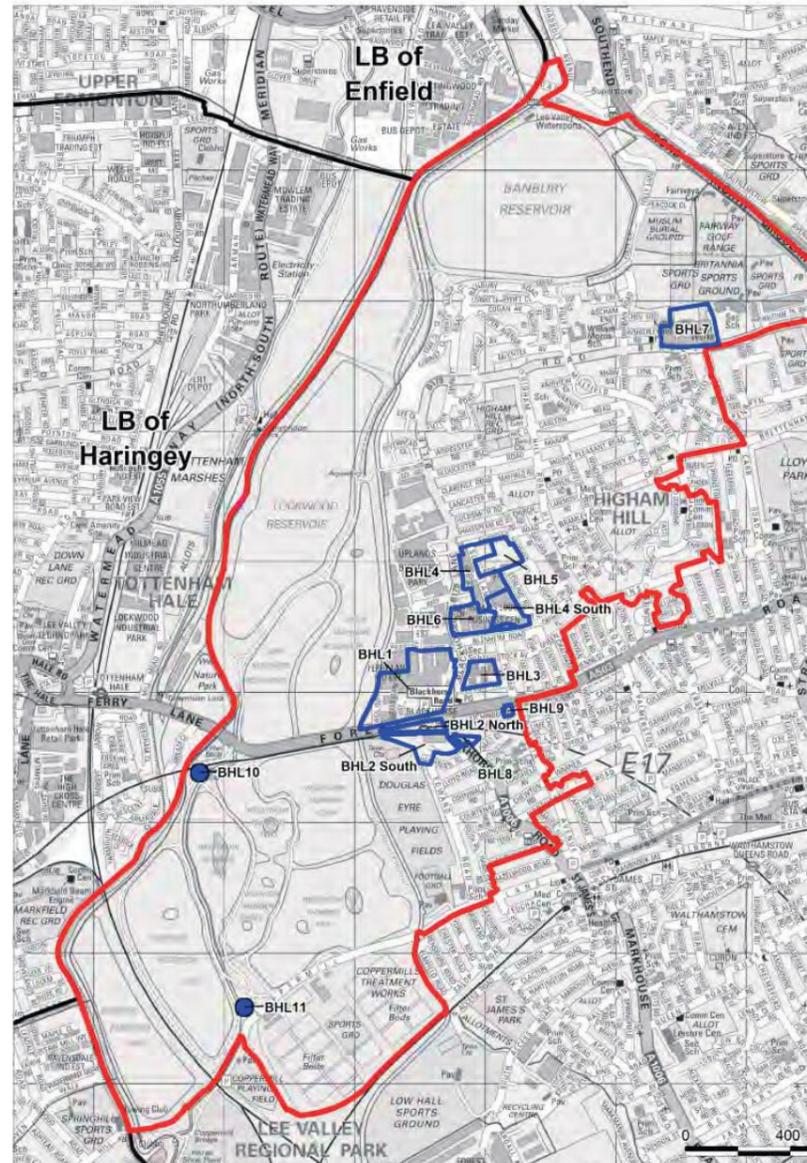
D) a new community meeting space will be provided as part of the development of site BHL7 (see Section 4: Opportunity Sites)

E) additional community uses and social infrastructure will be supported as part of mixed use developments on opportunity sites, where there are no overriding concerns in terms of neighbour amenity;

F) developer contributions will be sought to support the provision of new, or expansion and maintenance of existing social infrastructure;

G) the net loss of key social infrastructure in new developments will be resisted."

Section 4 includes specific development briefs for Opportunity Sites within the Blackhorse Lane area. 1 Blackhorse Lane is located within the area identified as BHL1 - Station Hub and Waterfront, which also includes the Mandora Site to the north, the TfL car park to the west and the Ferry Lane site located between the TfL car park and the reservoirs.



Section 4.2 sets out the development brief for Opportunity Site BHL1 as follows;

Site Reference:

BHL1

Site Name:

Station Hub and Waterfront

Site Area (ha):

6.8

Current Use:

Predominantly general industrial and warehousing uses. Also includes a vacant public house and music venue, surface level car parking, and some B1 business space.

Planning History:

2013 - Approval of redevelopment of part of site to provide 484 residential dwellings, 519 rooms of student accommodation, 1080m² of retail space, 305m² of B1 space, refurbishment and extension of 7 Blackhorse Lane to provide flexible A3/B1/D1 floorspace and provision of a linear park.

2014 - Outline approval for demolition of existing and mixed use redevelopment comprising 311 residential units, up to 2210m² commercial/ community floorspace (A1/A3/B1/D1 class uses) creation of two vehicular access, new internal roads, car parking, open space/ landscaping and highways works.

Context

A large, relatively low density site located at the junction of Forest Road and Blackhorse Lane. Industrial buildings dominate, which are predominantly 2-3 storey warehouses. A large area of surface level car parking is also provided at the Forest Road frontage of the site.

As set out in section 3.5: Design and Local Character, there are some buildings of merit along the Blackhorse Lane frontage of the site; namely the Kings Family Network building (art deco building), the former Tryst Public House and Standard Music Venue, and the frontage to Gnome House. Some mature trees exist on the southern, western, and eastern boundaries of the site.

Surrounding uses to the site are mixed. To the south of the site is Blackhorse Road Station, which is adjacent another opportunity site (BHL2 North). To the east is two storey Victorian terrace housing, and a small retail parade, to the north is predominantly industrial uses, and to the west is Walthamstow reservoirs and the Lee Valley Regional Park. A series of cottages exist immediately north of the Kings Family Network building.

In addition to Blackhorse Road Station, the site also benefits from bus links to Walthamstow town centre, Tottenham Hale and Wood Green.

PTAL

3-5

Issues / Opportunities

Intensification

The existing pattern of development has resulted in an inefficient use of land at this major transport hub. A combination of large industrial buildings and surface level car parking results in an unattractive and impermeable built form at this prominent site. Potential exists for high quality, higher density development with active frontages that better address public realm; in particular the frontages of Forest Road and Blackhorse Lane. Opportunities also exist to enhance views the striking views across Walthamstow Wetlands.

Neighbourhood centre

2 Site

2.3 Planning Considerations

There is currently a lack of quality shops and services in the Blackhorse Lane area to meet the needs of local residents and businesses. As a prominent central site close to the train station, an opportunity exists to provide a core of activity in the form of a new neighbourhood centre through use of ground floors for convenience shopping, a retained or replaced public house and music venue, new restaurants and cafes (potentially with internal courtyards as shared public space), and social infrastructure, to compliment existing retail units in the vicinity. Consolidating these uses along the the Blackhorse Lane frontage not only helps compliment existing retail, but also maximises their accessibility to the major areas of population growth, north of Forest Road. Such units could benefit also benefit from movements from visitors entering Walthamstow Wetlands through the new linear park.

Employment

5 Blackhorse Lane is home to a number of valuable businesses providing local jobs. However, the ground floor frontage has been earmarked for development of new retail uses for the reasons set out above. Any new development proposals will therefore need to secure the relocation of existing employers locally to ensure our objective that Blackhorse Lane is a place to do business and for creative businesses is not compromised. Similarly, relocation of other existing businesses within the borough, such as those at Ferry Lane Industrial Estate, will be sought.

Housing

Given the sustainable location of the site, scope exists for the introduction of a significant amount of residential development. This is envisaged to be a largely flatted development, geared more towards smaller units rather than large family housing (but with some provision of larger units). As public transport provision is comparatively good, and the Lee Valley Regional Park provides an attractive setting, high quality developments that attract the upwardly mobile to the area are envisaged. The mass of people and disposable income this would generate in the area can also help support the provision of high quality shops and services in the neighbourhood centre. The size and locational benefits of the site means there is scope for some purpose built student accommodation. As a substantial amount has now been approved on part of the site, additional provision is unlikely to be supported under the terms of Policy BHL2.

Heritage and building heights

Any new development needs to be harmonised with the heritage of the area. A number of buildings are identified as being of some merit; namely The Tryst Public House and Royal Standard Music Venue, and the Kings Network Building. The locations of these are shown on the plan below. In addition, immediately outside the site area are some attractive cottages (along Blackhorse Lane). Proposals for taller buildings should be designed to avoid over-dominating these assets with particular care taken to harmonise proposed development with the setting of these existing assets.

Public realm and pedestrian/ cyclist environment

The area is currently car dominated, with a poor public realm and environment for pedestrians and cyclists. Redevelopment can better address the relationship of the site with the Lee Valley Regional Park

through the orientation of buildings and provision of a new linear park and bridge as detailed in figure 16. Internal courtyards, as set out in the Urban Design Framework, can also provide opportunities for social interaction within the neighbourhood centre. Developer contributions should be provided towards improvements to pedestrian crossings at the Standard Junction, and new pedestrian and cycle links within Lee Valley Regional Park. To create an attractive and welcoming environment around the linear park, there may be a need for some small scale commercial uses such as cafes outside of the neighbourhood centre as part of mixed use developments, in order to secure an active frontage and bring life to this communal space.

Car parking

As the site is close to Blackhorse Road station and a number of bus routes, car free development can be supported on the residential element of any scheme. Some concession may be necessary for disabled access, and the operational requirements of the commercial element of any scheme.

Flood risk

Flood risk is also a constraint to development, and making space for water will need careful consideration in development proposals. Flood risk is highest on the western edge of the site, as shown in figure 18. This has implications for the use of ground floor buildings along the western edge of the site; since highly vulnerable uses here should be avoided; yet any uses proposed should seek to achieve an active frontage, and respect the boundaries of the neighbourhood centre. Despite known flood risk, the site is considered to pass the sequential test required by national policy, due to the number of key regeneration benefits redevelopment for the proposed uses will bring that could not be achieved on alternative sites. These overriding benefits are:

- It is the only site close to Blackhorse Road Station that offers scope for comprehensive redevelopment incorporating a new neighbourhood centre that includes indoor and outdoor spaces for social interaction. This is important in meeting the requirements of national planning policy on economic development and fostering a sense of community;
- Its prominent location at a key junction, opposite Blackhorse Road Station, and adjacent Walthamstow reservoirs, offers scope for a high quality flagship development that enhances the image of the area and exploits fantastic views of the reservoirs;
- No other site offers the same opportunities in terms of providing new physical and visual links into Walthamstow Wetlands for surrounding communities that currently suffer from a deficient access to open space;
- Alternative sites do not offer the same opportunities for the restoration of the Dagenham Brook and enhancement of the Flood Relief Channel.

Furthermore the Preferred Options Interim Sustainability Appraisal noted that the development of the site is key to the regeneration of the Blackhorse Lane area and the borough. Nevertheless, Site Specific Flood Risk Assessments will be required when individual planning applications come forward, in order to demonstrate that dry access to a place of safety can be achieved in the event of a flood, that development would not result in an increase in flood risk elsewhere, and where possible, flood risk overall will be reduced through the proposals. On the western

edge of the site, a clear buffer should be provided from the Dagenham Brook and flood relief channel, in accordance with Policy BHL11: Flood Risk.

Decentralised Energy

The size and location of the site, and scale of development planned offers opportunities for the incorporation of a new energy centre to serve multiple development phases as part of the wider Upper Lee Valley Decentralised Energy Network. This is in addition to the two energy centres already approved to serve the first phase of development, which will be 'connection ready' to the wider network. Given the prominent location of the site, the incorporation of an energy centre will need to be sensitively incorporated so it does not undermine opportunities for a high quality design at this gateway location.

Walthamstow Wetlands

Proposals should seek to enhance the relationship with Walthamstow Wetlands through the orientation of buildings, provision of new routes into Lee Valley Regional Park, and generous levels of landscaping, consideration of green roofs etc. Proposals should seek to exploit views throughout the site; not just for residents on the western edge immediately adjacent the open space. The need to provide a setback from the flood relief channel and Dagenham Brook offers an opportunity to provide a green edge to the development. Whilst adjacent areas of nature conservation value are an asset that developments should seek to better utilise, such interests also influence development opportunities. Any demolition and construction phases will need to minimise disturbance to wintering waterfowl populations. This will be negotiated at the planning application stage, but could include requirements such as using noise attenuation techniques, or avoiding works between September and March.

Noise and air pollution

As the Standard Junction experiences high levels of road traffic air quality is known to be poor. Noise and air quality assessments will therefore be needed as developments come forward, and depending on the findings, mitigation measures may be required. This could include use of commercial buildings such as business units rather than residential at street level.

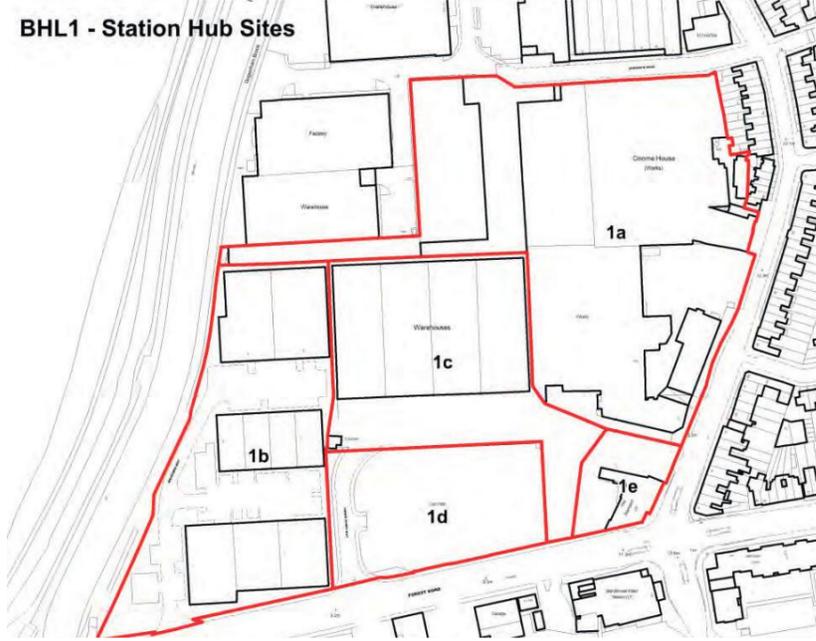
Land ownership

One issue that has prevented the development of the site from coming forward in recent years despite our regeneration efforts is that the site is in multiple private land ownerships. A detailed masterplan for the site that allows it to come forward in compatible phases has therefore been prepared and included in the Urban

Design Framework.

A plan is provided below showing the extent of different land parcels covering the site. In section 5.3 of the AAP, an indication is provided of how the headline figures for the Station Hub is broken down across these different land parcels.

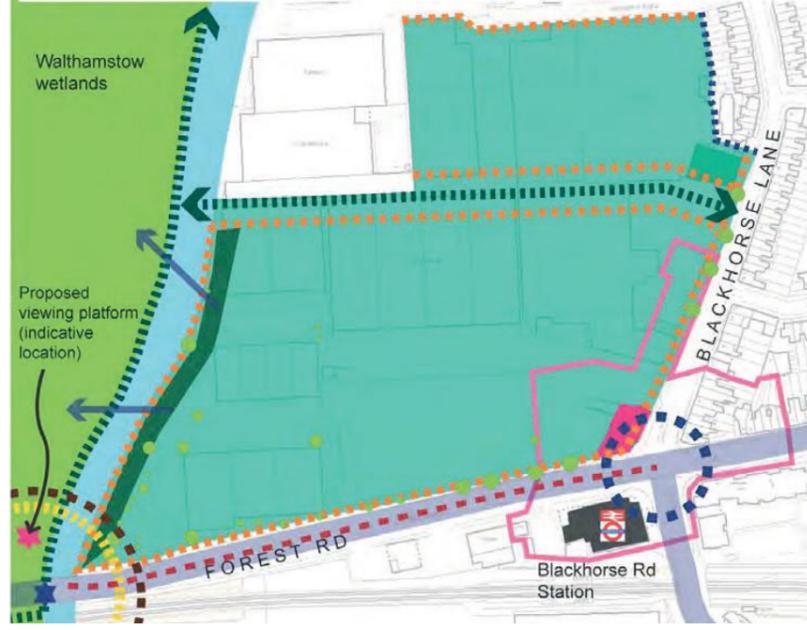
BHL1 - Station Hub Sites



BHL1
Station hub and waterfront



KEY					
	Site area		Principal road		Proposed neighbourhood centre
	Existing buildings retained		Busy junction needs improvements		Environment enhancement
	Existing building/use retained		Proposed pedestrian/cycle route		Green edge development
	Approx. extent/location of trees		Proposed crossing point		Wetlands gateway
	Active edge required		Wetlands gateway		Blackhorse Lane area gateway
	Sensitive edge		Blackhorse Lane area gateway		Views to reservoirs



3 Concept Design

3.1 Site Constraints and Opportunities

Site area and topography

The site is approximately trapezoidal in shape measuring 58m x 43m with a total area of 2,335sqm (0.234 hectares). The site slopes markedly by approximately 1.5m from the north-east to the south-west from a datum of approximately +12.03 AOD on Blackhorse Lane to +10.45 AOD on the western boundary of the site.

Site access

Through negotiation with Highways Officers from LBWF it has been agreed that a vehicular entrance to the site is acceptable at the north-eastern corner of the site from Blackhorse Lane and that a vehicular egress from the site is acceptable at the south-western corner of the site from Forest Road. The egress on to Forest Road is to be left-hand turn only.

Daylight, sunlight and overshadowing

Development of the site may have an impact on the daylight, sunlight and rights to light on the following adjacent sites;

- Mandora Site (Existing and Proposed)
- 6-22 Blackhorse Lane
- Blackhorse Road Station

Consideration will be given to the design of the development to minimise impact on these buildings.

Privacy and overlooking

Similarly consideration will be given to the potential impact on privacy of dwellings at 6-22 Blackhorse Lane and the proposed development on the Mandora Site.

Views and aspect

The site offers the potential for western views towards the Lea Valley reservoirs. In time these may be lost as adjacent sites to the west are developed, but in the short-medium term these will be an attractive amenity for residents of the proposed development.

The site benefits from a good solar aspect with low-rise buildings to the east, south and west.

Underground services

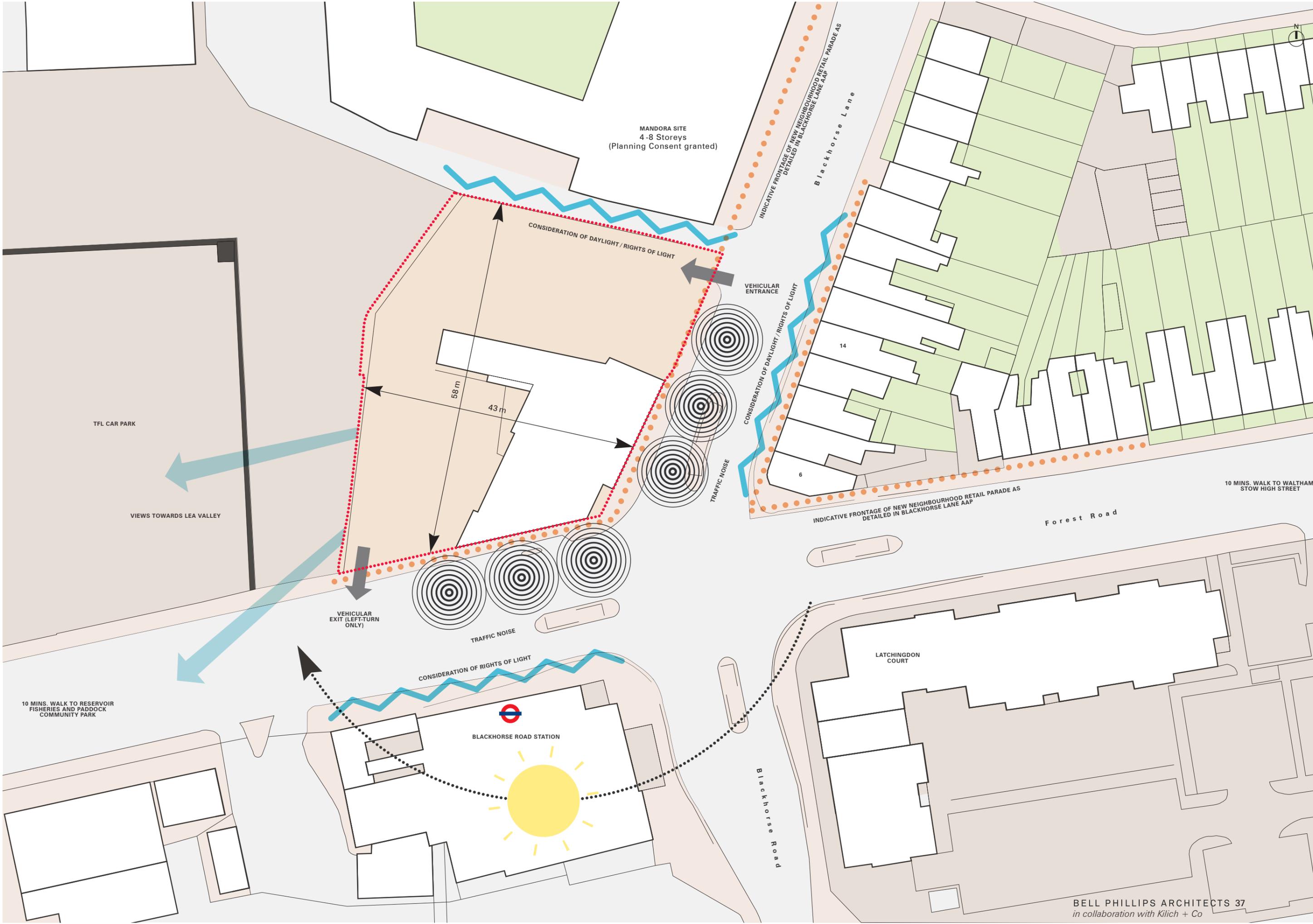
The site is not significantly restricted by underground services.

Existing trees

The site does not have any existing trees within the site boundary. However there is an existing tree in the pavement close to the south-western corner of the site.

Noise, vibration and air quality

The proximity of the busy roads at Blackhorse Lane and Forest Road will have an impact in terms of noise, vibration and air quality. The impact of this on the development and mitigation measures will be considered as part of the design



MANDORA SITE
4-8 Storeys
(Planning Consent granted)

TFL CAR PARK

VIEWS TOWARDS LEA VALLEY

10 MINS. WALK TO RESERVOIR
FISHERIES AND PADDOCK
COMMUNITY PARK

BLACKHORSE ROAD STATION

LATCHINGDON
COURT

10 MINS. WALK TO WALTHAM-
STOW HIGH STREET

INDICATIVE FRONTAGE OF NEW NEIGHBOURHOOD RETAIL PARADE AS
DETAILED IN BLACKHORSE LANE AAP

Blackhorse Lane

VEHICULAR
ENTRANCE

CONSIDERATION OF DAYLIGHT / RIGHTS OF LIGHT

TRAFFIC NOISE

INDICATIVE FRONTAGE OF NEW NEIGHBOURHOOD RETAIL PARADE AS
DETAILED IN BLACKHORSE LANE AAP

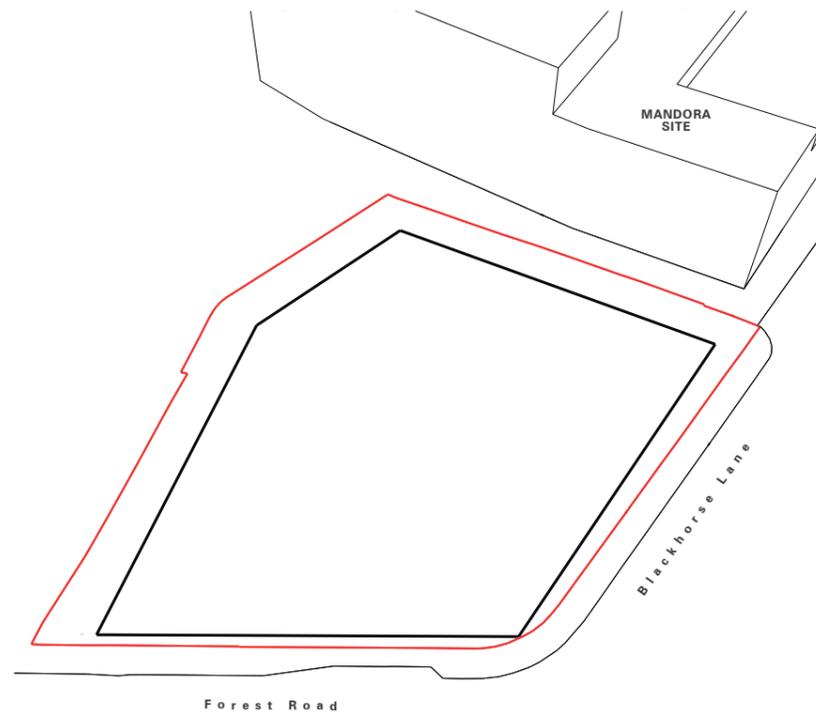
Forest Road

Blackhorse Road

3 Concept Design

3.2 Building Concept: Form, Height and Massing

The diagrams below illustrate how the form and massing has been developed in response to the specific constraints and opportunities of the site.



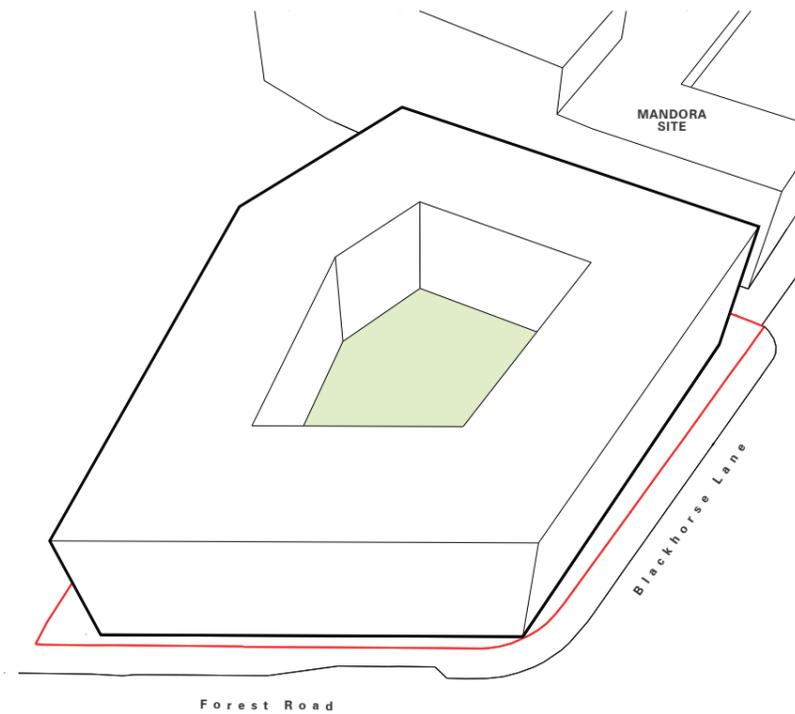
Alignment of frontages

The building footprint has been arranged to provide an improved public realm and a consistent relationship with the Mandora Site to the north.

The eastern frontage has been arranged to align with the proposed building frontage of the Mandora Site to the north. This maintains a coherent street frontage along Blackhorse Lane.

The eastern and southern frontages of the proposed development have been pulled back from the boundary of the site to provide a wider pavement than the existing condition. This results in a pavement width of approximately 3.7m along Forest Road and 4.4m along Blackhorse Lane. This additional width will be a substantial improvement and provide a pavement width more appropriate to the scale and use of the proposed development.

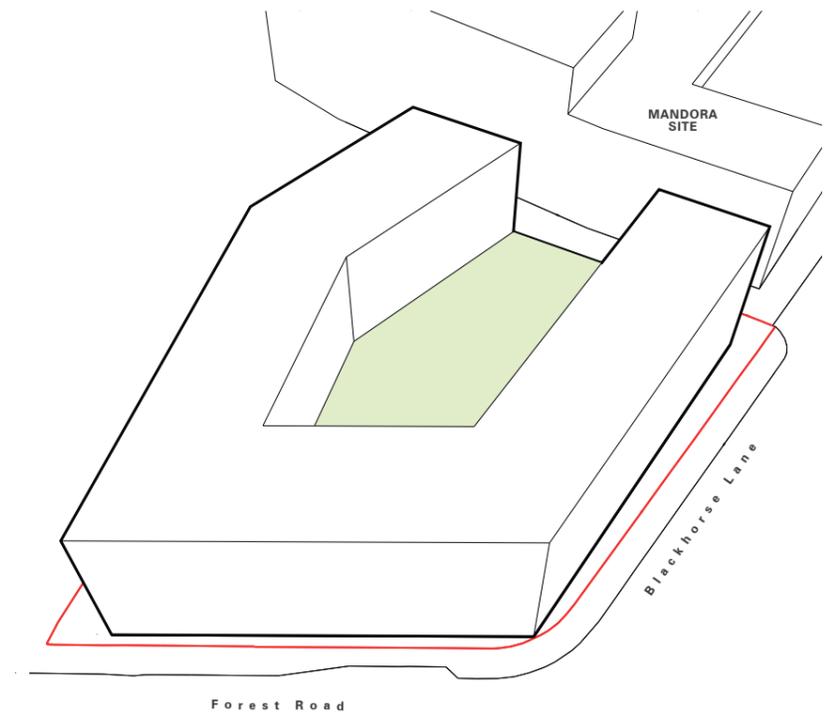
To the northern and western boundaries the proposed building frontage has been set back approximately 5m from the site boundary.



Perimeter block

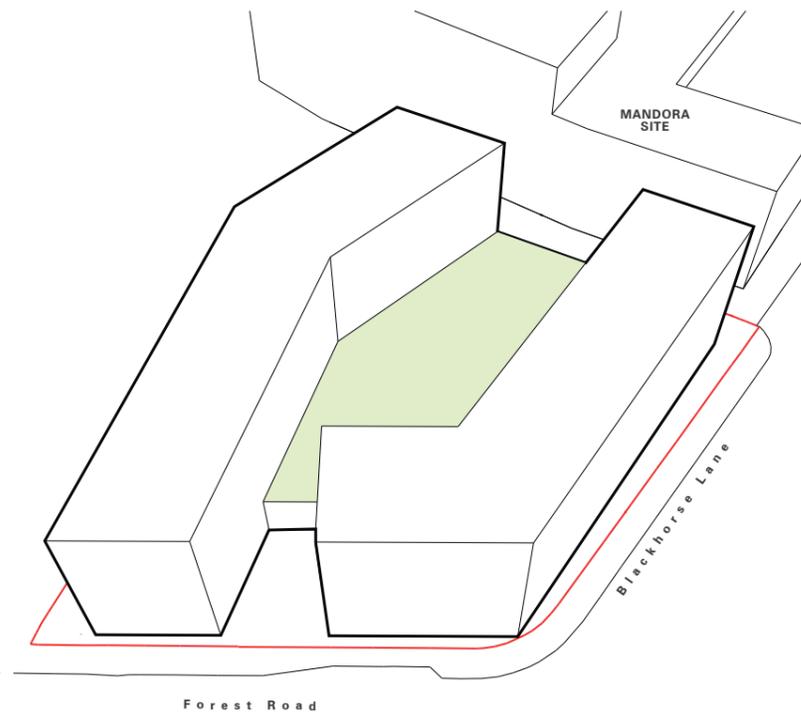
The outline masterplan set out in the UDF (refer to Section 2.3.2) envisages a conventional perimeter block arrangement with active frontages to Blackhorse Lane, Forest Road and the two proposed tertiary streets to the north and west respectively.

However this arrangement would have an adverse impact on the daylight and outlook to the proposed student housing development of the Mandora Site to the north.



Minimising impact on Mandora Site

In order to reduce the impact on the daylight and outlook of the proposed student housing development on the Mandora Site, the northern portion of the perimeter block is omitted resulting in a u-shaped development.

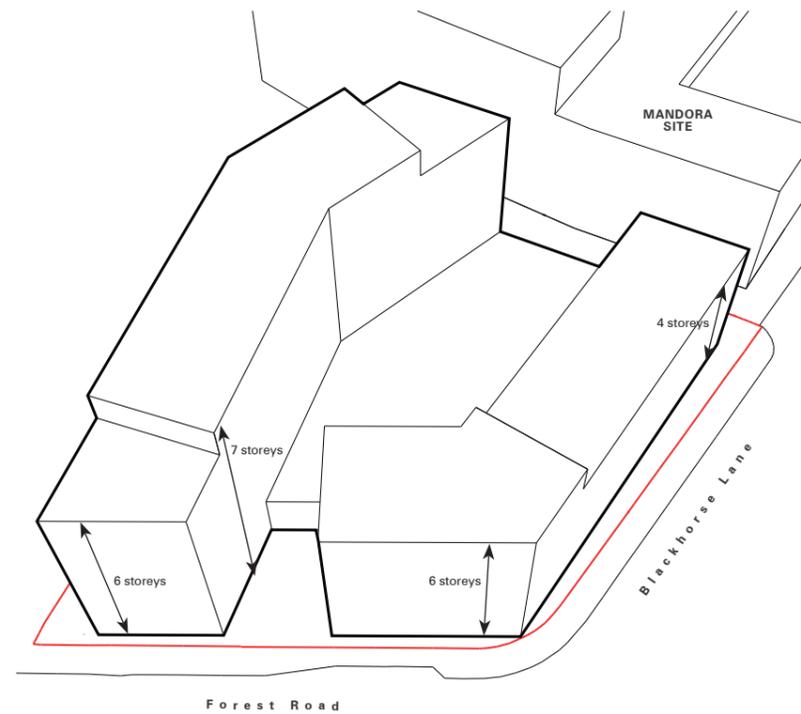


Southern entrance

The southern portion of the development will result in overshadowing of the central communal garden. In order to bring more light into the garden the block is broken at the southern end, resulting in two cranked blocks.

This break helps to open out the garden, to give it a less enclosed feel, as well as allowing views into it from Forest Road.

The break between the two blocks makes for a natural place to locate the communal residential entrance.



Modulation of height

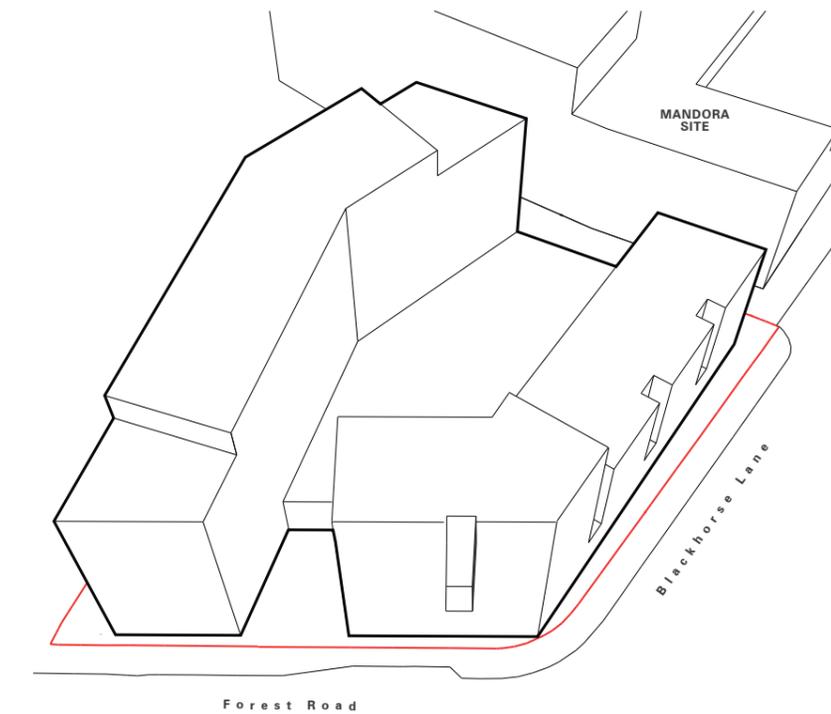
The height of the blocks is adjusted in response to the scale of the local context.

The building steps up in scale from 4-storeys in the north-eastern end of the site to 7-storeys on the western side.

In the north-eastern corner of the site the proposed 4-storeys aligns with the height of the proposed Mandora Site on the Blackhorse Lane frontage. This height is appropriate given the smaller scale of existing buildings on the eastern side of Blackhorse Lane. The lower height of development also reduces the impact on daylight and rights of light to the existing properties along the eastern side of Blackhorse Lane.

On the corner of Blackhorse Lane and Forest Road the height increases to 6-storeys, appropriately acknowledging the corner at this important junction.

On the western side, where it is acknowledged that forthcoming development will be of an increased scale, and where there are fewer constraints, the building increases in height to 7 storeys before stepping down in height to reduce the impact on amenity to the Mandora Site.



Articulation of eastern block

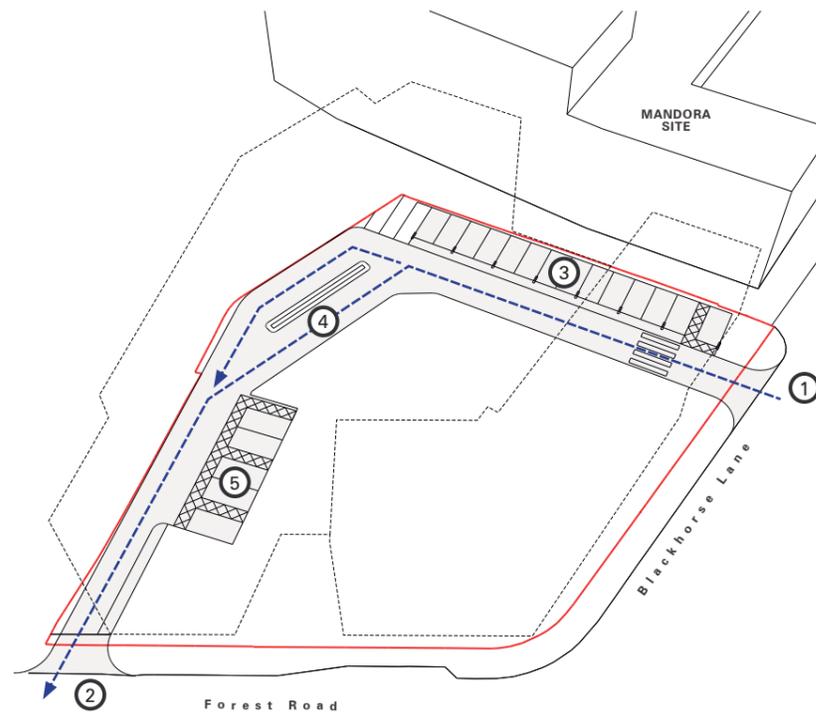
The eastern block is articulated with a rhythm of vertical chops created by stacking vertical balconies.

This articulation divides the block giving it the visual appearance of a series of smaller blocks that is related to the scale and urban grain of the Victorian buildings on the eastern side of Blackhorse Lane.

3 Concept Design

3.3 Building Concept: Layout and Use

The diagrams below illustrate how the proposed building has been arranged in order to provide active frontages, discrete servicing and a complimentary arrangement of uses.



Vehicular access

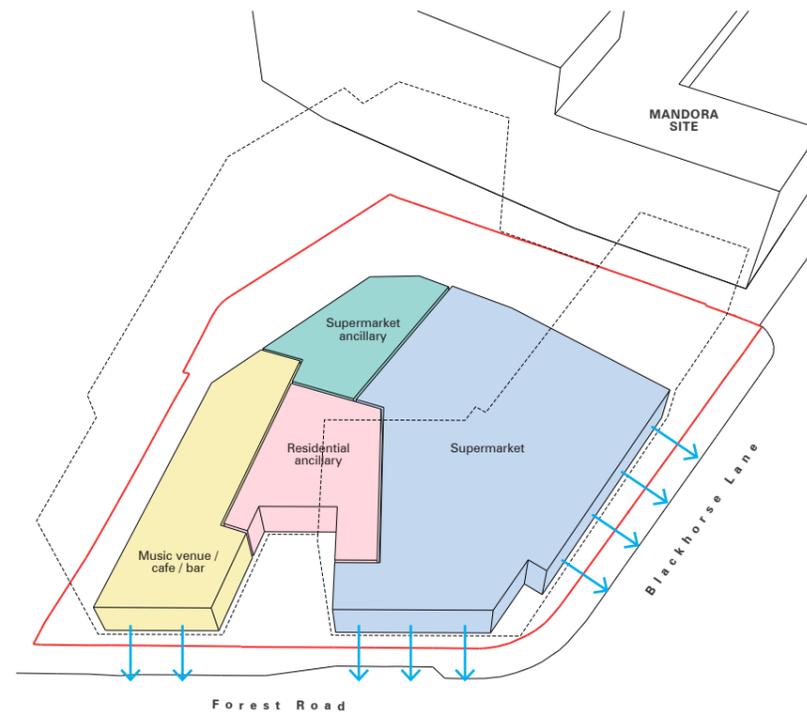
In accordance with the arrangements agreed with LBWF Highways there is a vehicle access to the site at the north-eastern corner from Blackhorse Lane (1) and a vehicle egress (left-hand turn only) from the site at the south-western corner on to Forest Road (2).

Between these two access/egress points is a road that provides access for cars and service vehicles.

The service road provides access for the following;

- Customer car parking for the supermarket (3),
- Deliveries and refuse vehicles serving the retail, public house/music venue (4),
- Wheelchair accessible car parking for the residential units (5).

Further detail is provided on vehicular access in Section 4.2.

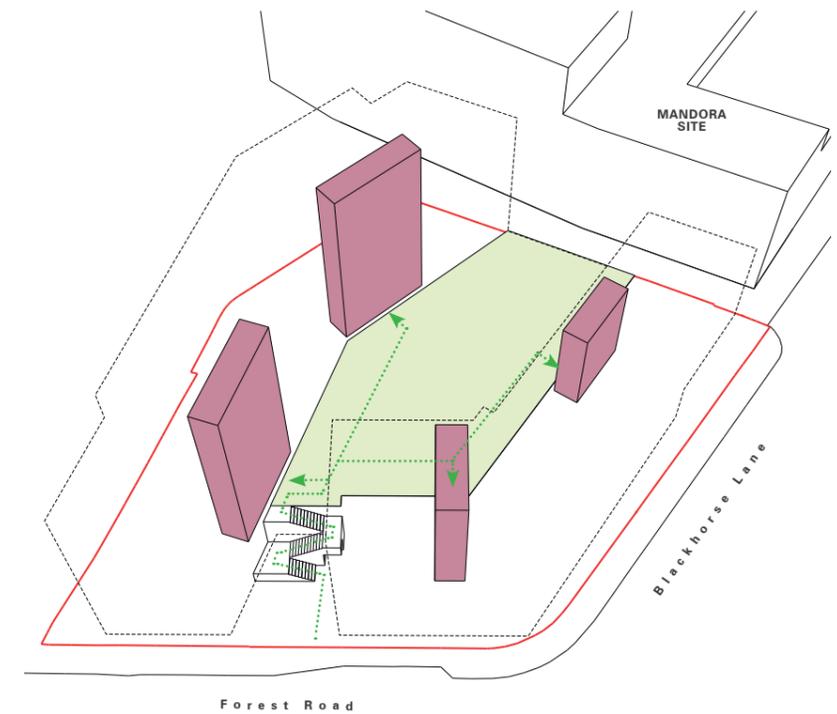


Active frontages

The ground floor has been designed with active frontages fronting on to Blackhorse Lane and Forest Road to provide a vibrant, attractive frontage to the street. This will reinforce the existing retail uses along the southern end of Blackhorse Lane and help to create an active hub around Blackhorse Road station.

The majority of the Blackhorse Lane frontage, and a portion of the Forest Lane frontage will be taken up with the facade of the supermarket. The entrance to the supermarket is located at the most prominent point at the corner of Blackhorse Lane and Forest Road (Refer to Section 3.5).

On the south-western corner of the site, the new music venue / cafe / bar will provide activity, interest and passive surveillance, whilst the location away from existing residential areas will reduce any potential impact from the venue on existing residents (Refer to Section 3.6).



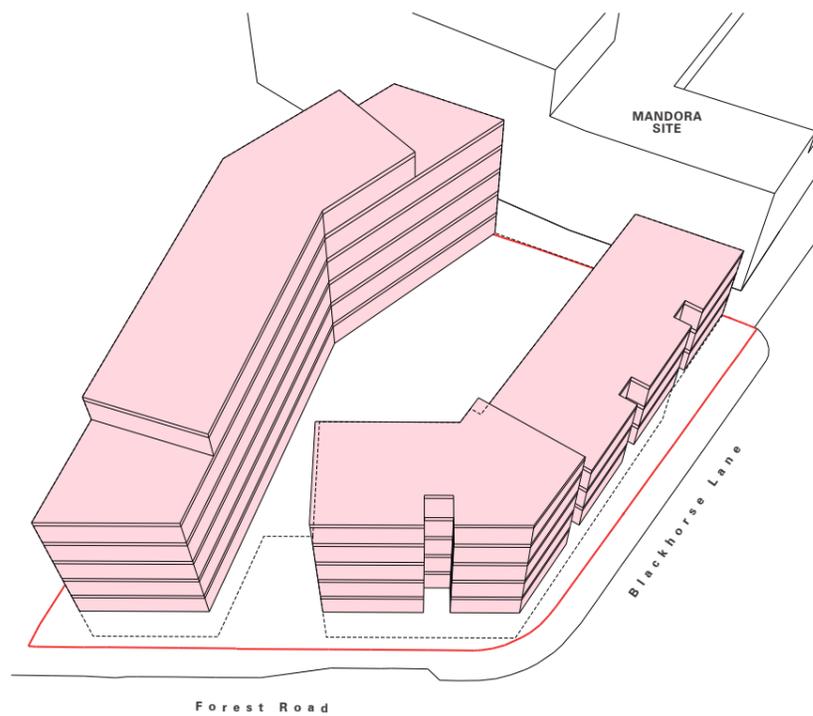
Residential access

The residential units are accessed via the landscaped communal garden on the podium from a single communal entrance on Forest Road.

This arrangement means all residents experience an attractive and active landscaped space en-route to their flats, as well as facilitating uninterrupted space for the non-residential uses on the ground floor.

The communal entrance provides access to the podium either via an attractive, cascading external stair on the southern facade, or via two lifts accessed via an internal lobby.

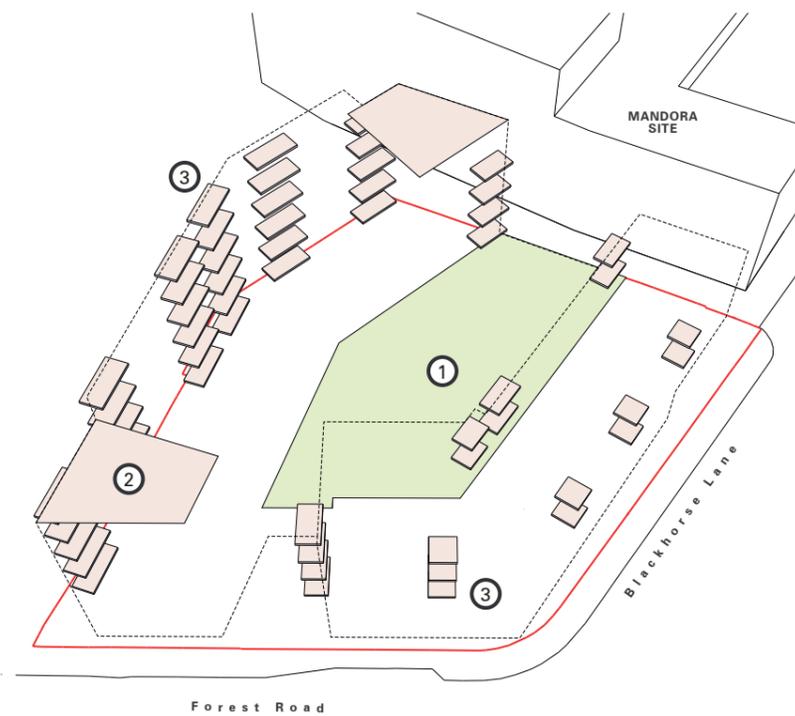
From the landscaped garden residents access four separate residential cores which provide access to flats on the upper floors.



Residential units

The residential units are arranged on the upper floors (Floors 1-6), in two blocks. All tenants will enter the development via a shared communal entrance.

The building provides outstanding residential accommodation that conforms to the requirements of the London Housing Design Guide, Lifetime Homes and the Wheelchair Housing Design Guide (refer to Section 3.7 and Appendix A.3).

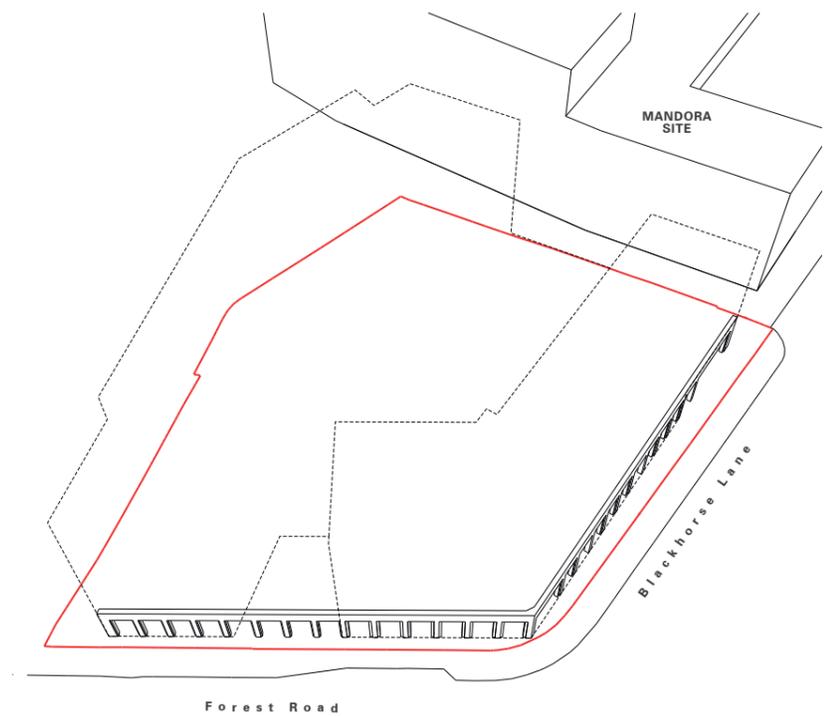


Amenity space

The residential units will benefit from outstanding private and communal amenity. This is provided in the form of;

- Landscaped communal garden at podium level (1)
- Roof terraces (2)
- Private balconies and wintergardens (3)

These spaces provide residents with a range of different amenity space. These are described in more detail in Section 3.8.



Ground floor colonnade

The ground floor is articulated with a colonnade that extends along the Blackhorse Lane and Forest Road frontages.

This colonnade provides a coherent treatment to the street frontage.

Nevertheless there are subtle differences within the articulation and treatment of the colonnade that respond to the different uses along the building's frontage. For example the width of bays open out to create more generous openings at the supermarket entrance and vehicular entrances. In addition the articulation changes at the south-western corner where the natural fall of the site results in a 2-storey colonnade. This opens out to form a terrace at first floor on the south-western corner. At the residential entrance glazing gives way to a decorative metal screen allowing views to the residential entrance courtyard and stairs beyond.

3 Concept Design

3.4 Building Layout

3.4.1 Layout and configuration

The proposed building is arranged with a U-shape plan that extends from the south-eastern corner of the Mandora Site, along Blackhorse Lane, then along Forest Road before returning along the western side of the site to the Mandora Site.

The building effectively comprises three elements, a podium (containing the retail and music venue / bar / cafe elements of the scheme), an eastern block of four to six storeys (Ground + 3/5 storeys) and a western block of six to seven storeys (Ground + 5/6 storeys).

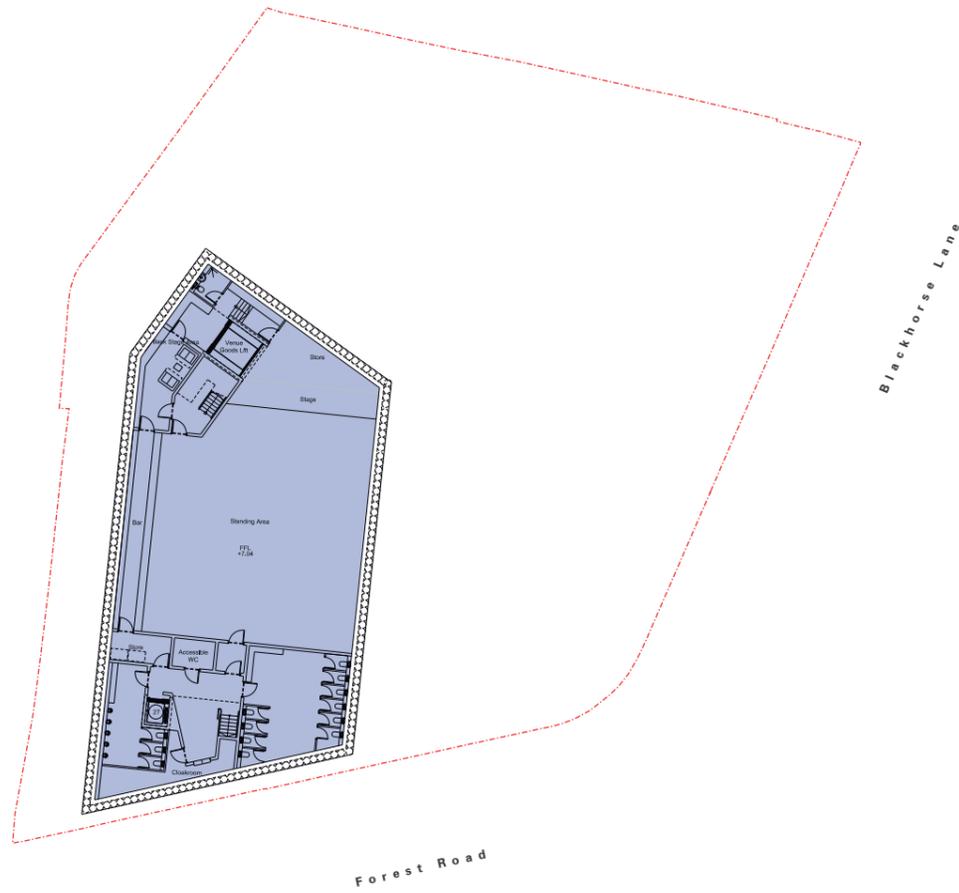
A communal garden accessible to all residents is located in the centre of the site forming a communal focal point to the scheme.

Communal entrances are located at the southern side of the site with access from Forest Road. Cycle stores and refuse stores are located on the ground floor.

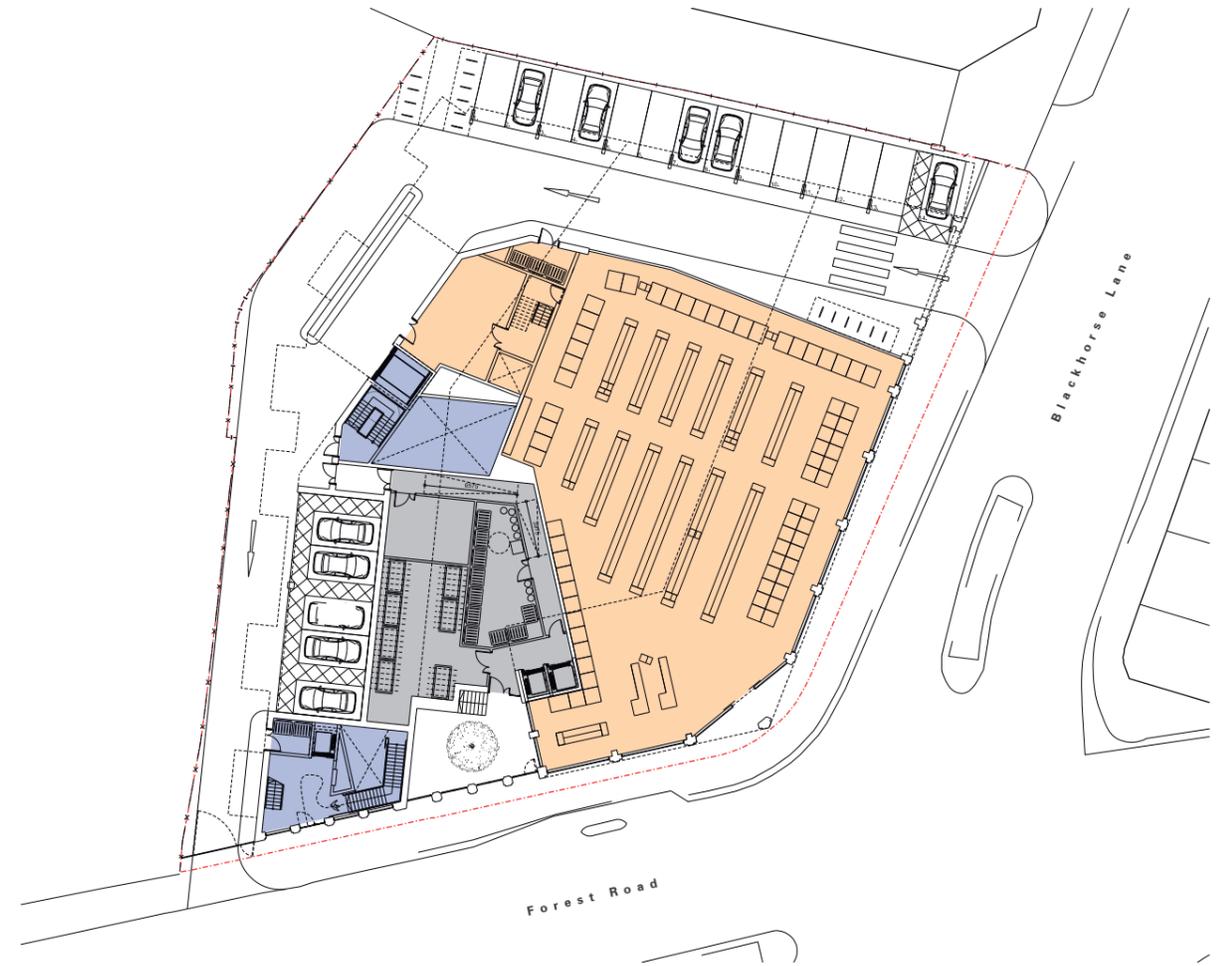
The upper floors comprise flats providing 50 residential units in total.



3.4.2 Floor plans



Basement floor plan



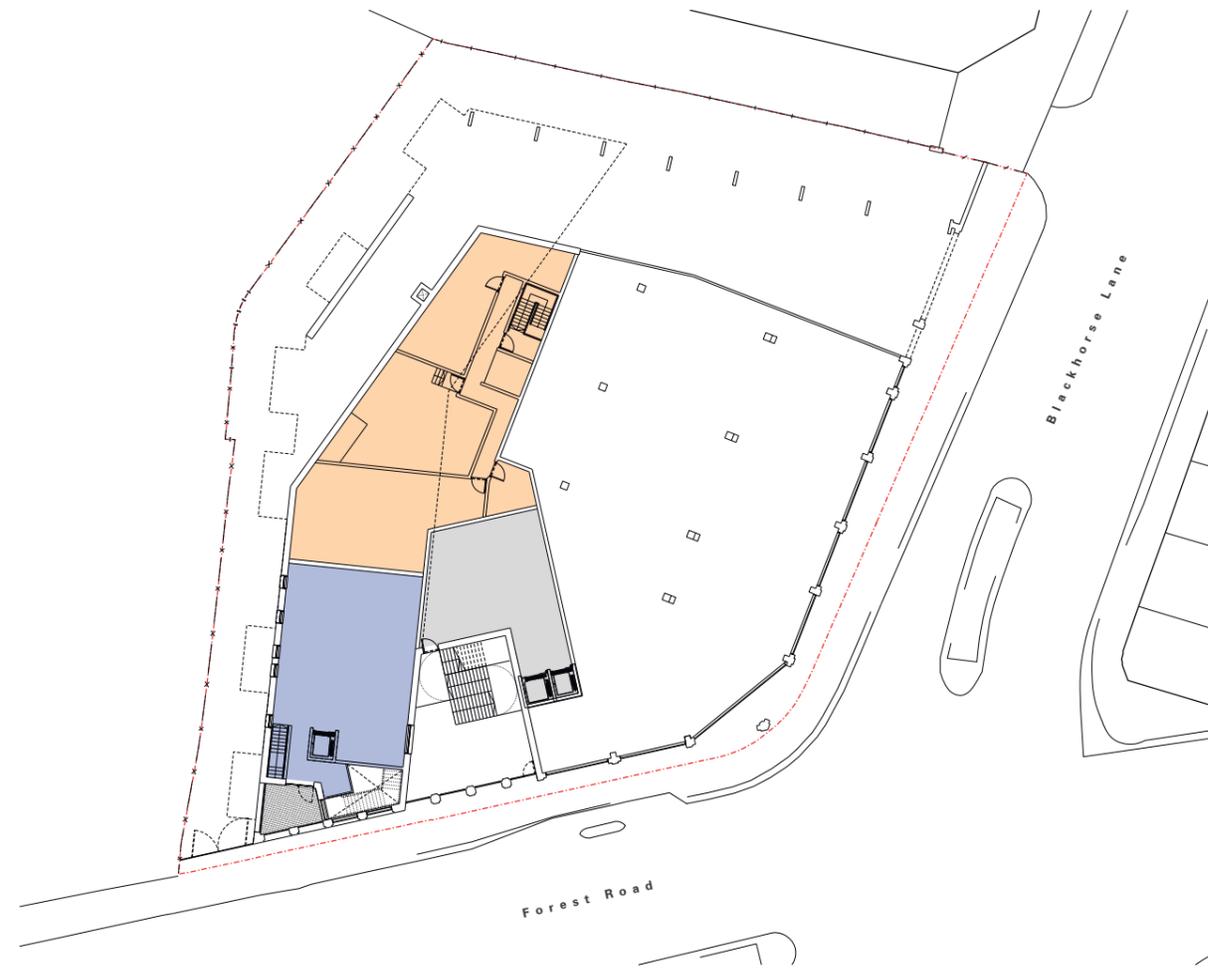
Ground floor plan

- supermarket
- music venue / bar / cafe
- residential bike store/refuse

3 Concept Design

3.4 Building Layout

3.4.2 Floor plans



Mezzanine floor plan



First floor plan

- supermarket
- music venue / bar / cafe
- residential bike store/refuse

- 1 bed/2 person
- 2 bed/3 person
- 2 bed/4 person
- 3 bed/5 person



Second floor plan



Third floor plan

- 1 bed/2 person
- 2 bed/3 person
- 2 bed/4 person
- 3 bed/5 person

3 Concept Design

3.4 Building Layout

3.4.2 Floor plans

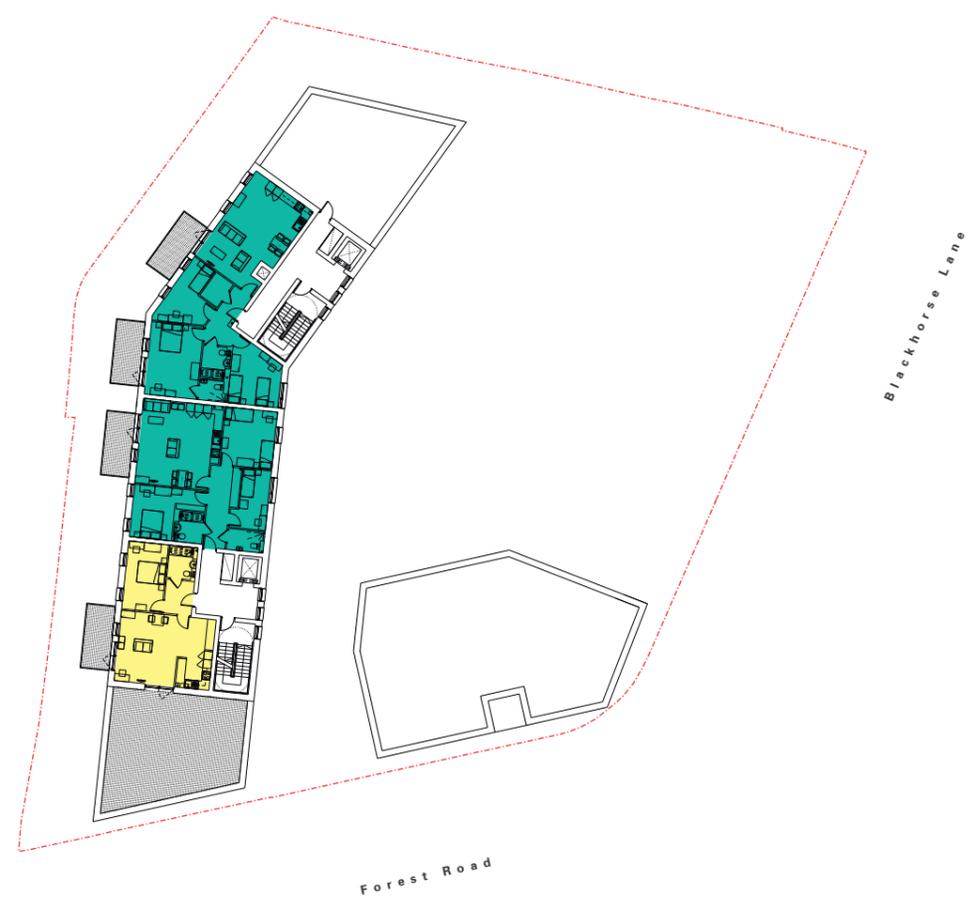


Fourth floor plan

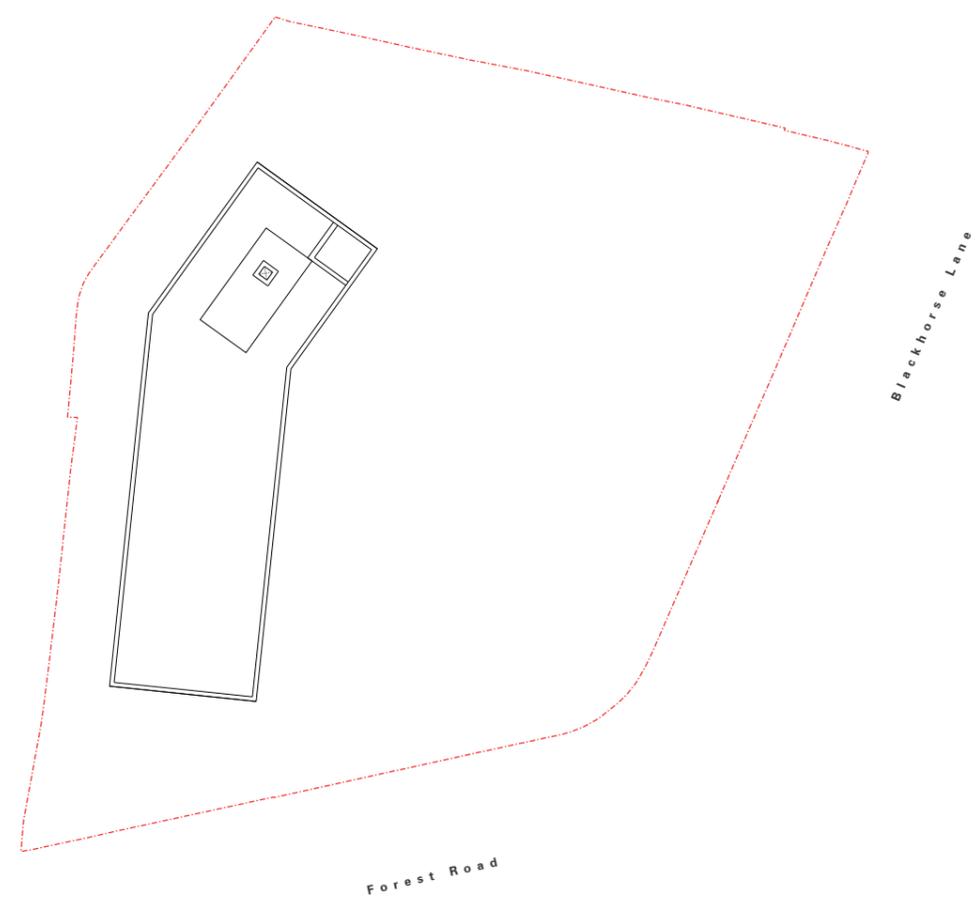


Fifth floor plan

-  1 bed/2 person
-  2 bed/3 person
-  2 bed/4 person
-  3 bed/5 person



Sixth floor plan



Roof plan

-  1 bed/2 person
-  2 bed/3 person
-  2 bed/4 person
-  3 bed/5 person

3 Concept Design

3.5 Supermarket

3.5.1 Supermarket accommodation

The proposed building includes a supermarket on the ground floor. The supermarket includes ancillary space, storage, staff amenity and car parking for customers.

The supermarket is located to the south and east of the ground floor, where it presents an active frontage to Blackhorse Lane and Forest Road,. The supermarket will extend, reinforce and support the concentration of retail that currently exists along the Blackhorse Lane and reinforce the aspiration of an active hub around Blackhorse Road Station. The public entrance is located on the south-eastern corner of the site, at the most prominent location opposite Blackhorse Road station.

The supermarket frontage to Blackhorse Lane and Forest Road is designed to have a large extent of glazing, framed by the brick colonnade that extends along the ground floor. The supermarket will be arranged so that shelving is away from the glazing ensuring a clear, unrestricted view into the store.

At the south-western corner of the site the colonnade is adjusted to form a wider, more generous opening to the supermarket entrance. The facade sets in from the corner to provide a covered entrance and access from both Blackhorse Lane and Forest Road.

To the north-west of the supermarket store is the associated ancillary accommodation arranged over two floors. This includes the following;

- Offices
- Welfare facilities for staff
- Supermarket store
- Supermarket bakery

In accordance with Policy BHL7 of the Blackhorse Lane Area Action Plan, the proposed supermarket is less than 1,000sqm, measuring 991.8sqm (including ancillary space).

3.5.2 Supermarket servicing

The supermarket is serviced from within the site via the proposed access road that extends from Blackhorse Lane along the northern edge of the site and then along the western edge of the site before discharging on to Forest Road.

A dedicated loading bay has been incorporated so that deliveries can be undertaken without interrupting the movement of vehicles along the service road. The loading bay is located immediately adjacent to the supermarket ancillary accommodation to the north-west of the site.

This arrangement ensures that deliveries can be undertaken discretely and conveniently without interrupting the primary frontages of the building, or impacting adversely on adjacent residents.

3.5.3 Supermarket refuse

Supermarket waste is stored within a refuse store which is located on the ground floor to the north-west of the supermarket adjacent to the ancillary accommodation and the loading bay.

The refuse store has been located to facilitate ease of access for supermarket staff and waste management staff (within 10m of the refuse collection point).

The refuse store has been designed to accommodate 3no. 1100litre eurobins.

The refuse stores will be lockable, well-ventilated and incorporate wash down facilities and gulleys for ease of cleaning.

The refuse store provides ease of access for waste operatives from the service road. Refuse vehicles can access the service road from Blackhorse Lane, pull up in the loading bay and collect the refuse bins from the store. Refuse vehicles can then leave the site via Forest Road to the south.

3.5.4 Supermarket car parking

14no. car parking spaces are provided for customers of the supermarket. These are located at the northern end of the site where they are accessed from the service road. 2no. of the car parking spaces are dedicated disabled bays, measuring 4800mm x 2400mm with a 1200mm zone to the side and rear.

In order for customers to access the supermarket a safe, dedicated, covered pedestrian route has been provided. This route extends along the rear of the car parking spaces and via a pedestrian crossing across the service road. Customers can then walk along the pavement on Blackhorse Road to access the supermarket on the corner of Blackhorse Road and Forest Road.

The car parking area including the pedestrian route will benefit from natural light during the day and artificial lighting at night. The external wall of the supermarket fronting on to the service road will be glazed providing passive surveillance of the service road and car parking area.

3.5.5 Supermarket cycle parking

The site is located adjacent to London Cycle Network route 203 and is therefore well-suited for access by bicycle. In accordance with the principles of sustainable transport 32no. cycle parking spaces are provided for customers of the supermarket. 20no. are located at the north-western end of the site at the western end of the customer car parking. The remaining 12no. are located adjacent to the vehicular entrance off Blackhorse Lane. Sheffield stands will be provided to enable bicycles can be securely locked.

In addition a further 2no. cycle spaces have been provided within the supermarket ancillary accommodation for the use of supermarket staff.

3.5.6 Supermarket signage

Zones for supermarket signage have been identified within the brick colonnade that extends along the supermarket frontage. These zones have been considered as an integral part of the building elevation.

We anticipate that the design of the signage itself will be subject to a planning condition and/or subject to a separate application.



The new supermarket, with its entrance on the corner of Forest Road and Blackhorse Lane will provide an active frontage opposite Blackhorse Road Station

3 Concept Design

3.6 Music Venue / Bar / Cafe

3.6.1 Music venue / bar / cafe accommodation

In accordance with Policy BHL14 (C) of the Blackhorse Lane Area Action Plan, the proposed building includes a new dedicated music venue / bar / cafe to replace the Royal Standard Public House.

The Royal Standard Public House will be demolished as part of the development proposals. The dedicated music venue / bar / cafe will provide 749sqm of purpose-built accommodation compared to the 461sqm provided within the Royal Standard.

The new public house / music venue is located to the south-west of the site, where it presents an active frontage to Forest Road. The location of the venue takes advantage of the sloping topography of the site to accommodate three floors of accommodation. These three levels offer flexibility in the way that the venue can be arranged and the potential for different types of space on each level. It is proposed that the music venue is located in the basement, where it is furthest away from the residential accommodation, thereby minimising the impact of noise. The ground floor is given over to an entrance lobby, while the mezzanine floor accommodates a larger bar /cafe. The three spaces are connected by an atria that extends up through the space, providing a visual connection between the levels and a double height space on the ground floor as one enters the bar. A recessed terrace is located at first floor level on the south-western corner providing external space for the venue as well as activity and visual interest on this prominent corner of the site.

Vertical circulation is provided by a stair and lift located at the southern end of the space.

The frontage to Forest Road is designed to have a large extent of glazing, framed by the brick colonnade that extends along the ground floor. In this location the natural topography of the site results in the colonnade extending over two storeys providing visual connection between the street and the double height space that extends between the bar on the ground floor and the mezzanine floor.

A buffer zone has been provided between the music venue / bar / cafe and the residential accommodation above in order to ensure that there is appropriate acoustic insulation between the two spaces.

It is proposed that the music venue / bar / cafe is provided as a shell space to be fitted out by an operator. In the course of developing these proposals the design team has worked with local experts Sound Diplomacy and Village Underground to ensure that the space is designed in such a way that it will be a viable, well-functioning music venue. A statement of support, including expressions of interest from potential operators, has been provided with the planning application by Sound Diplomacy and Village Underground in support of these proposals.

3.6.2 Music venue / bar / cafe servicing

The music venue / bar / cafe is serviced from within the site via the proposed access road that extends from Blackhorse Lane along the northern edge of the site and then along the western edge of the site before discharging on to Forest Road.

A dedicated loading bay has been incorporated so that deliveries can be undertaken without interrupting the movement of vehicles along the service road. The loading bay is located immediately adjacent to the supermarket ancillary accommodation to the north-west of the site.

This arrangement ensures that deliveries can be undertaken discretely and conveniently without interrupting the primary frontages of the building. A goods lift, located adjacent to the loading bay enables goods to be delivered directly to the basement.

3.6.3 Music venue / bar / cafe refuse

Waste for the music venue / bar / cafe is stored within a refuse store which is located on the ground floor to the west of the music venue / bar / cafe adjacent to the loading bay.

The refuse store has been located to facilitate ease of access for staff and waste management staff (within 10m of the refuse collection point).

The refuse store has been designed to accommodate 2no. 1100litre eurobins.

The refuse stores will be lockable, well-ventilated and incorporate wash down facilities and gulleys for ease of cleaning.

The refuse store provides ease of access for refuse operatives from the service road. Refuse vehicles can access the service road from Blackhorse Lane, pull up adjacent to the residential car parking bays on the western side of the site and collect the refuse bins. Refuse vehicles can then leave the site via Forest Road to the south. It is noted that the refuse vehicle will temporarily block the service road whilst refuse is collected, however given the anticipated frequency of use and the time of day that refuse is collected this is considered acceptable.

3.6.4 Music venue / bar / cafe car parking

No car parking is being provided for the music venue / bar / cafe.

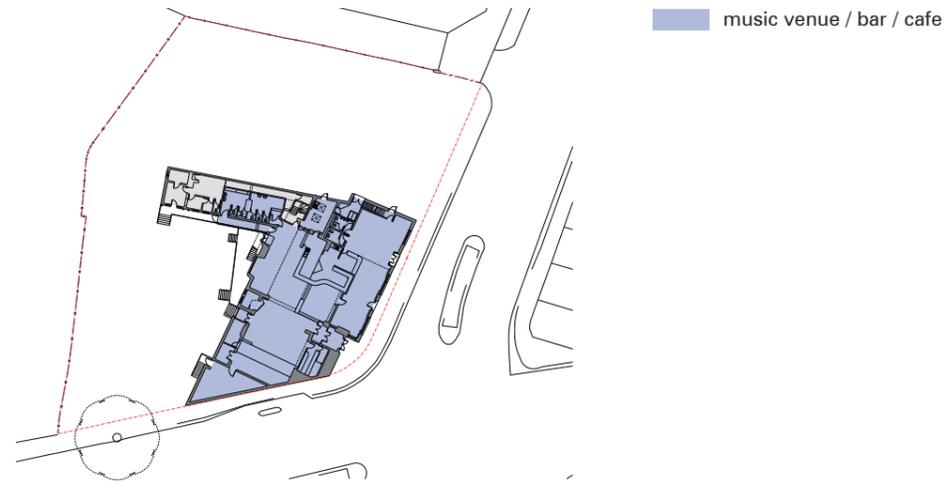
3.6.5 Music venue / bar / cafe cycle parking

No cycle parking is being provided for the music venue / bar / cafe.

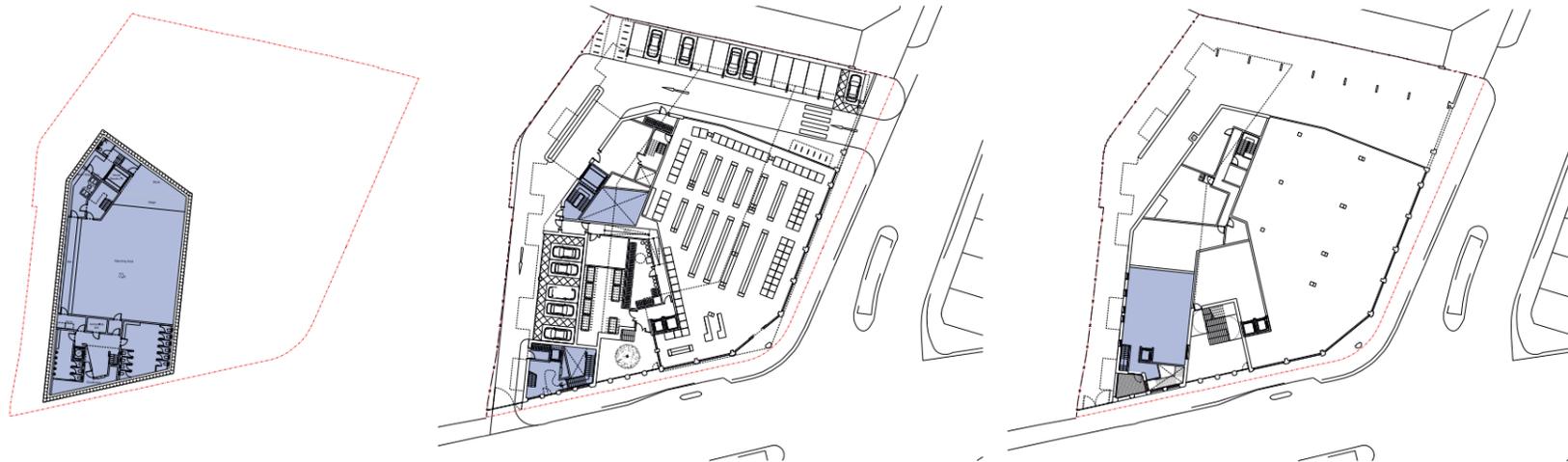
3.6.6 Music venue / bar / cafe venue signage

Zones for music venue / bar / cafe signage have been identified within the brick colonnade that extends along the supermarket frontage. These zones have been considered as an integral part of the building elevation.

We anticipate that the design of the signage itself will be subject to a planning condition and/or subject to a separate application.



Existing Music Venue (The Standard)
Total area = 461sqm



Proposed Music Venue
Total area = 749sqm



The name of The Standard will be retained as a permanent feature within the new development

3 Concept Design

3.7 Residential Accommodation

3.7.1 Residential accommodation

The proposed building provides 50 flats in a range of sizes from 1-bed, 2-person units up to 3-bedroom, 5-person units.

Of the 50 flats provided, five are fully wheelchair accessible and all have been designed in accordance with Lifetime Homes.

The dwelling and room sizes have been designed in accordance with the London Housing Design Guide.

For a detailed schedule of accommodation refer to Appendix A.2.

The plans in Section 3.4.2 illustrate the arrangement of dwellings.

Dwellings have been arranged so that services and party walls stack vertically in order to simplify services distribution and structural design.

The wheelchair accessible flats are located on the first floor where they are served by two lifts and have ease of access to the communal garden. This will facilitate ease of access to these flats even when lifts are out of service or undergoing routine maintenance.



The residential communal entrance creates a visual connection from Forest Road to the podium garden

3.7.2 Communal entrances

The residential accommodation is accessed via a single communal entrance located on the south-western corner of the site off Forest Road.

A secure gated entrance, with an entrance gate controlled with an audio-visual access control, gives on to a hard landscaped courtyard. From here residents can either access the landscaped communal garden on the podium via the external cascading stairs, or can use one of the two internal lifts which are accessed via an internal lobby.

From the podium residents can circulate through the landscaped garden to the four residential entrances that serve each of the residential blocks. Each of the residential entrances will be controlled by an audio-visual access control.

This arrangement ensures that everyone experiences the communal garden en-route to their flat, making for a lively, active communal space. In addition it allows the non-residential uses on the ground floor to be uninterrupted.

All entrances will be covered and illuminated.

3.7.3 Vertical circulation

The proposed building is arranged around four vertical circulation cores, one serving each block.

The cores have been designed for ease of access for all residents with lifts designed to be wheelchair accessible in accordance with Approved Document M and Lifetime Homes with 1500mm circulation space adjacent to each lift. Lift car sizes will not be less than 1100 x 1400mm.

Communal stairs have been designed in accordance with Approved Document M and K and Lifetime Homes, suitable for ambulant disabled users.

The two cores serving the western block (5-6 storeys above podium) comprise a stair and lift per core. The two cores serving the eastern block (3-5 storeys above podium) comprise a stair per core.

Two lifts and a stair serve the podium ensuring that there is ease of access to podium level even when one lift is out of order or undergoing routine maintenance. This ensures that the wheelchair-accessible flats, which are all located at podium level, always have lift access.

3 Concept Design

3.7 Residential Accommodation

3.7.4 Residential refuse

Residential waste is stored within a refuse store located on the ground floor in the heart of the plan, close to the communal residential lobby (1).

The refuse store has been located to facilitate ease of access for all residents adjacent to the communal residential entrance (within 30m of all flats), and LBWF waste management staff (within 10m of the refuse collection point).

The refuse store has been designed in accordance with "LBWF Storage and Collection – Guidance for Developers" dated August 2015 produced by LBWF. 10no. 1100litre Eurobins have been provided as well as a food waste bin. The proposals have been reviewed by LBWF Refuse Department who have confirmed that the provision is acceptable (refer to Section 5.4 for details of consultation with LBWF Refuse Department).

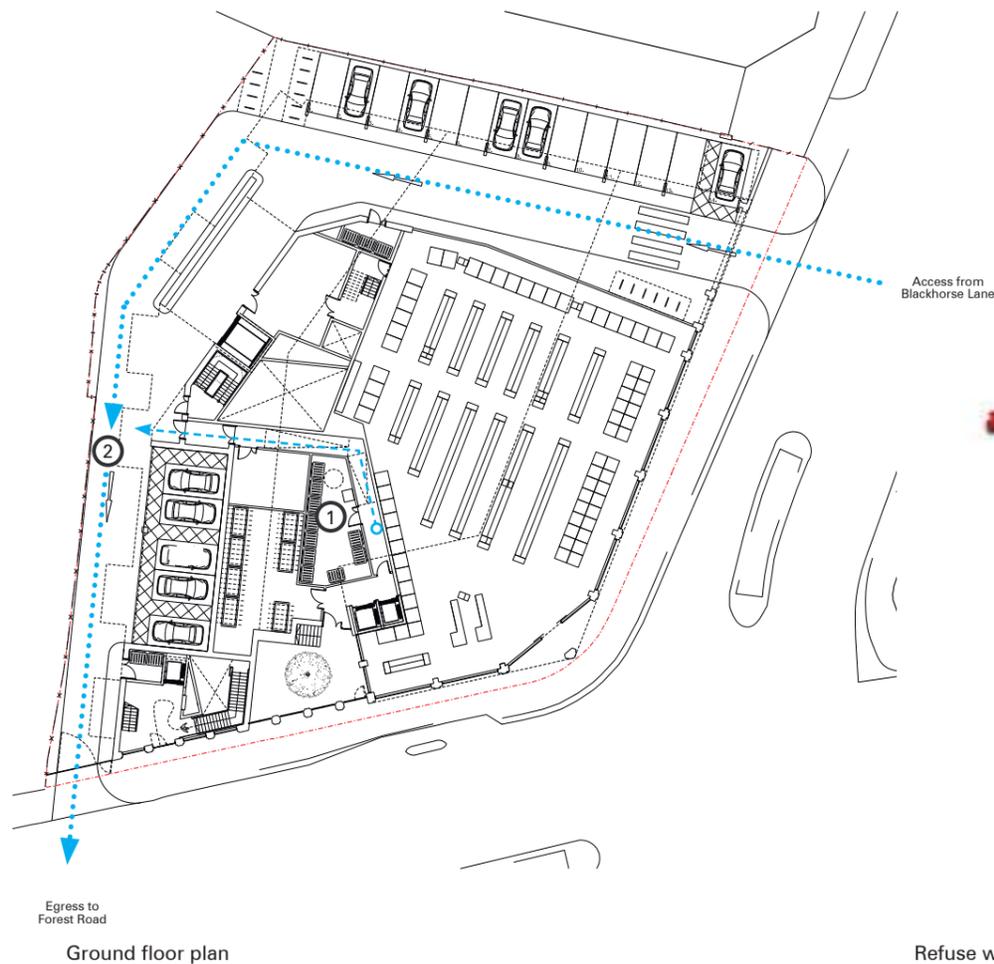
The refuse stores will be lockable, well-ventilated and incorporate wash down facilities and gulleys for ease of cleaning.

The refuse store provides ease of access for LBWF Refuse Department operatives from the service road. Refuse vehicles can access the service road from Blackhorse Lane, pull up adjacent to the residential car parking bays on the western side of the site (2) and collect the refuse bins via the internal corridor. Refuse vehicles can then leave the site via Forest Road to the south. It is noted that the refuse vehicle will temporarily block the service road whilst refuse is collected, however given the anticipated frequency of use and the time of day that refuse is collected this is considered acceptable.

The refuse stores provide adequate circulation for residents as required by the Code for Sustainable Homes. This is indicated with a 1500mm turning circle indicated on the plans.

For wheelchair users unable to use Eurobins, 94 litre "tuffbins" will be provided. These have a diameter of 470mm and are 737mm tall. The lid lifts off easily.

These bins will be emptied into the Eurobins by operatives.



Refuse will be stored in 1100litre Eurobins



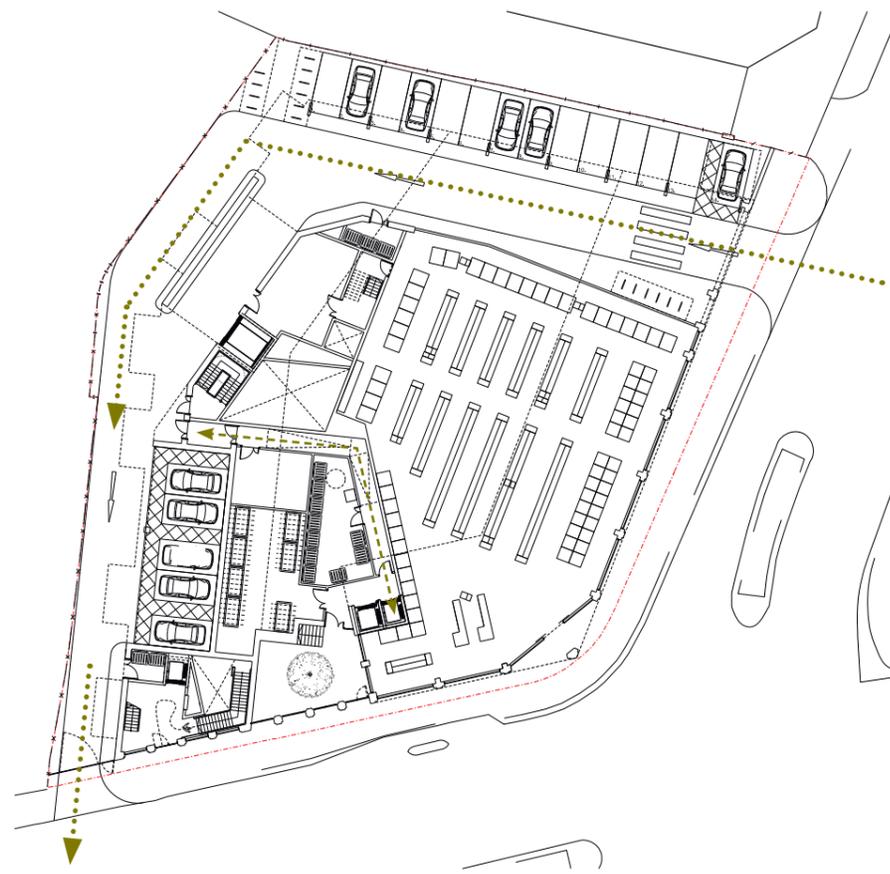
94 litre bin for use by wheelchair users.

3.7.5 Car parking

In compliance with local and regional planning policy the development is a 'car-free' development.

Five allocated car parking spaces are provided for residents of the wheelchair flats. The spaces are located adjacent to the service road on the western side of the development. A secure internal corridor provides access to the residential entrance from the car parking spaces. Shutters along the western side of the car parking spaces allow the car parking spaces to be secured.

The spaces measure 2400 x 4800mm with 1200mm circulation space located adjacent to one side and the end of the spaces. Where necessary a drop kerb will be provided adjacent to the car parking space.



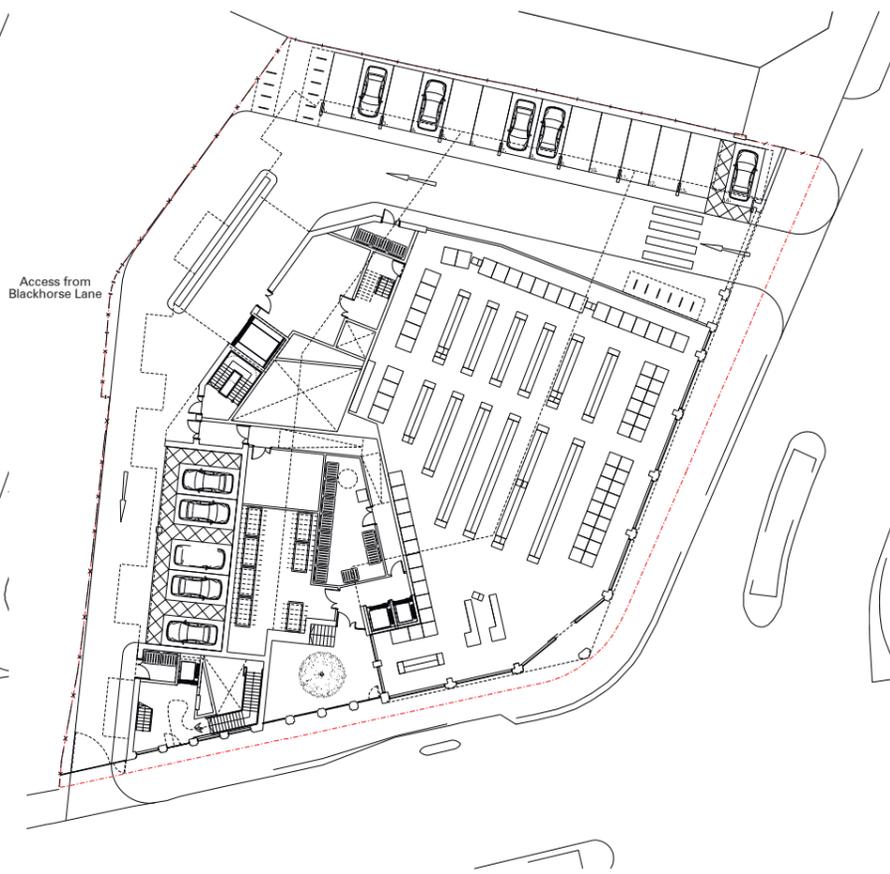
Ground floor plan

3.7.6 Cycle storage

The site is located adjacent to London Cycle Network route 203 and is therefore well-suited for access by bicycle. In accordance with the principles of sustainable transport secure internal cycle storage is provided. This is located in a cycle store adjacent to the communal residential entrance on the ground floor at the southern end of the development. The store can be conveniently accessed from within the residential lobby.

The store accommodates 86 cycle spaces as agreed with LBWF Planning Officers. The 86 spaces equates to 1no. spaces per 1-bed flats and 2no. spaces per 2 and 3-bed flats.

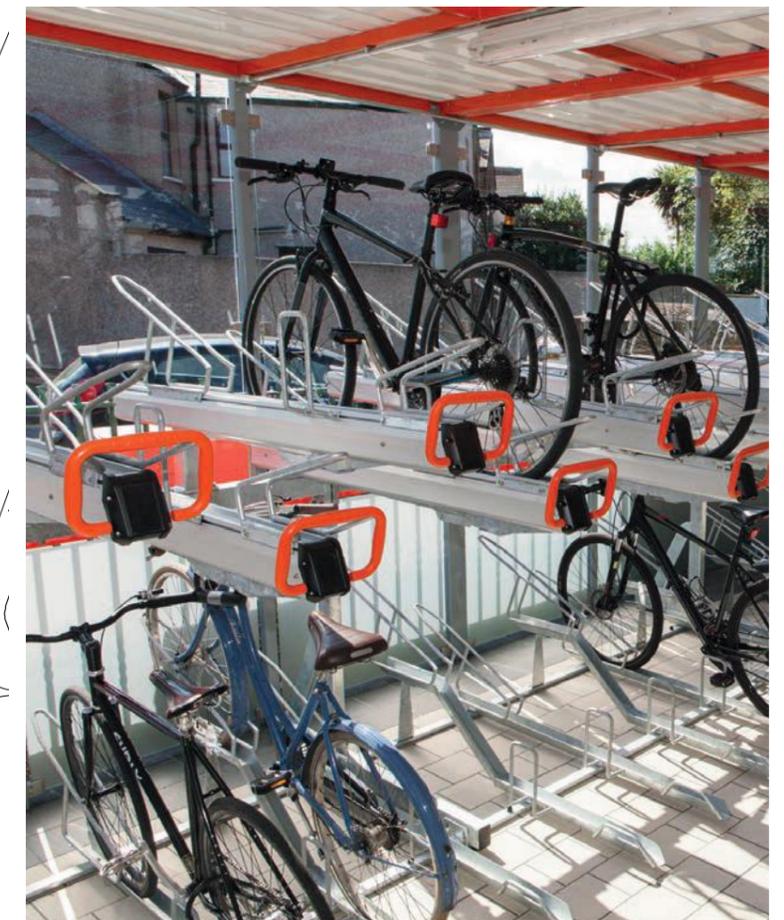
Further to email correspondence with Tobias Newland (Transport Planner for LBWF), it is proposed to use a two-tier cycle racking system produced by Falco which incorporates gas-assisted lifting to enable ease of use for residents of all ages and capabilities.



Ground floor plan

It is understood that this is the same type of cycle parking that LBWF is installing at the Blackhorse Lane Cycle Hub as part of the Mini Holland programme. Further information is available at:

<http://www.falco.co.uk/products/cycle-parking/cycle-racks/falcolevel-premium-two-tier-cycle-parking/>



Gas-assisted 2-tier cycle racks

3 Concept Design

3.7 Residential Accommodation

3.7.7 Privacy and overlooking

The layout of dwellings has been carefully arranged to avoid compromising privacy to the proposed dwellings or to existing properties adjacent to the site.

The properties at 6-11 Blackhorse Lane are located approximately 21m from the eastern frontage of the proposed development. Whilst the southern elevation of the Mandora Site is approximately 10m away from the northern elevation of the proposed development, windows on the northern elevation of the proposed development are minimal.

Within the proposed development windows to habitable rooms facing each other across the landscaped garden have been avoided through careful planning of the internal layout.

3.7.8 Orientation and aspect

Where possible, dwellings are dual or triple aspect and none of the dwellings are north-facing. This will provide the homes with a high quality internal environment with excellent natural light, views and good ventilation.

For the minority of flats where it has not been possible to achieve a dual-aspect, none of the flats are north-facing and the flats are very shallow ensuring that good levels of natural daylight and ventilation can be achieved.

In addition all of the common parts will benefit from natural light and ventilation.

3.7.9 Daylight, sunlight and overshadowing

A Daylight, Sunlight and Overshadowing Study has been undertaken by Syntegra Ltd, dated June 2016, to assess the impact of the proposed development on the surrounding buildings and amenity areas, gardens and open spaces. A copy of this report has been included with this planning application.

The report concludes the following;

- The levels of daylight at 6 to 12 Blackhorse Lane, at Latchington Court and at Mandora Site of the surrounding buildings are adequate.
- The levels of sunlight at the surrounding buildings at 6 to 12 Blackhorse Lane, at Latchington Court and at Mandora Site are adequate.
- No existing amenity areas/gardens/open spaces have been identified on the drawings and/or site plan.
- Therefore, on balance, it can be concluded that the surrounding buildings at 6 to 12 Blackhorse Lane, at Latchington Court and at Mandora Site will not be adversely impacted by the proposed development.



Third floor plan



Third floor plan

- Triple aspect flats
- Dual aspect flats
- Single aspect flats

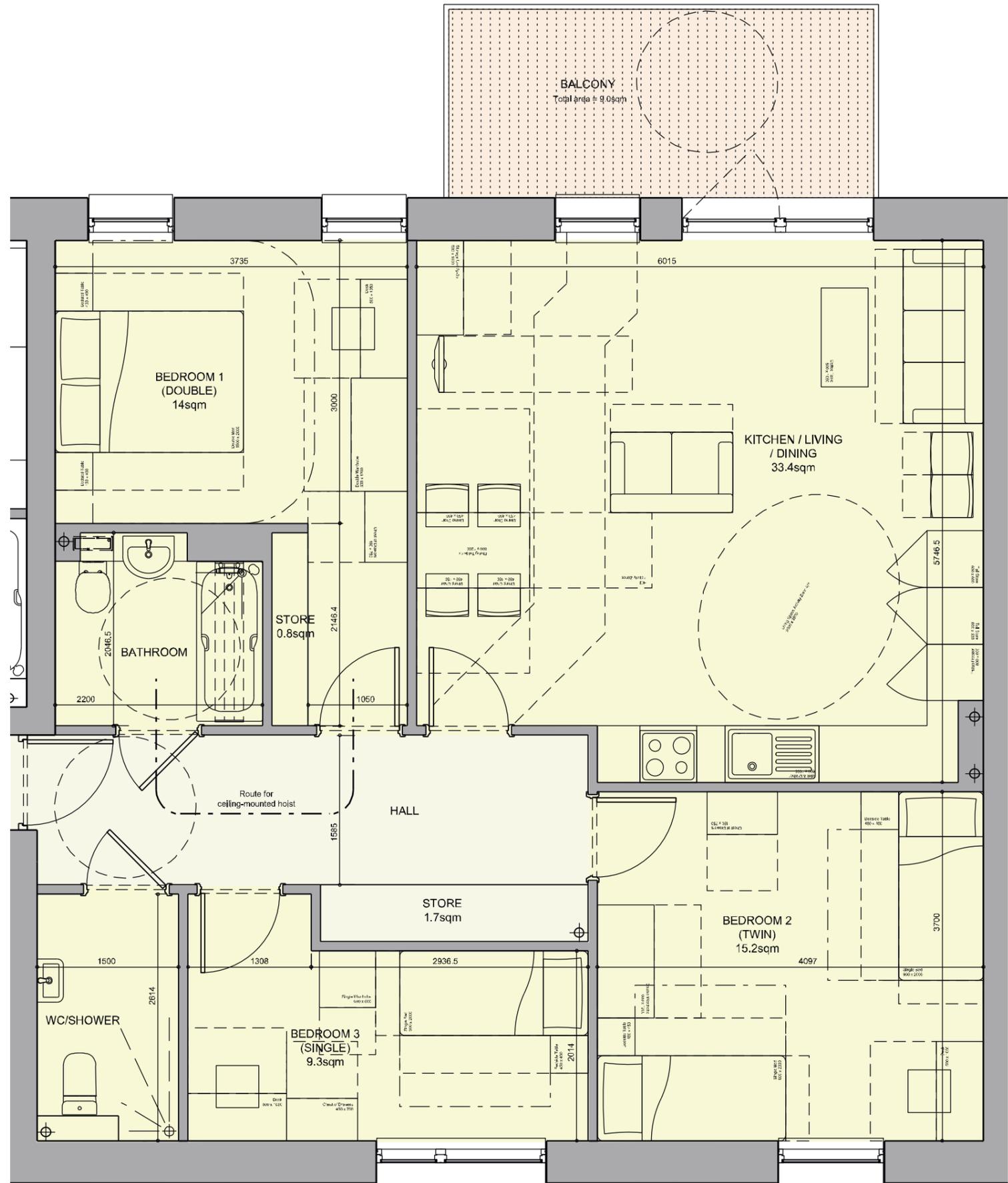
3.7.10 Dwelling design

The homes have been designed to provide excellent thermal comfort, ventilation, natural light and views. The majority of dwellings are dual aspect (many are triple aspect) to provide excellent natural light and natural ventilation.

The homes will be generously proportioned with good sized, usable rooms and high floor to ceiling height.

Typical features to dwellings will include;

- Hallways generously-sized to provide ease of access
- Bathrooms designed to allow for future grab rails, or replacement of bath with level-access shower
- Walls and floors between flats incorporate high levels of acoustic insulation
- Floor to ceiling heights in excess of 2.5m will provide good natural ventilation and daylight
- Low energy light fittings throughout will reduce energy bills
- Flat sizes and room sizes meet or exceed London Housing Design Guide standards
- Dual and triple-aspect flats provide excellent ventilation, daylight and views
- Good-sized, high-performance windows will provide good natural light throughout
- Kitchens will incorporate recycling bins
- Kitchens will have access to natural light and ventilation where possible
- External walls incorporate exceptional levels of insulation to reduce heating bills
- Generously-sized balconies big enough to sit out on provide views across adjacent open space
- Rainwater collected for watering plants
- Space for homeworking



Typical 3-bedroom flat

3 Concept Design

3.7 Residential Accommodation

3.7.11 Inclusive design

The design has been developed to facilitate ease of access for all residents and visitors to the building. Dwellings have been designed to be functional and adaptable to meet the changing needs of residents throughout their lives.

The main access standards and regulations referred to in the scheme development are:

- The Building Regulations 2013, Access to and use of Buildings, Approved Document M, HM Government, 2013;
- The Building Regulations 2013, protection from falling, collision and impact, Approved Document K, HM Government, 2013
- The Building Regulations 2013, Fire Safety, Volume 2 - Buildings other than Dwellings, HM Government, 2013;
- British Standard 8300:2009 (Amended 2010) Design of Buildings and their Approaches to Meet the Needs of Disabled People - Code of Practice, British Standards Institution, 2010;
- British Standard 9999:2008 Code of Practice for Fire Safety in the Design, Management and use of Buildings, British Standards Institution, 2008.
- Lifetime Homes, Habinteg 2010
- Wheelchair Housing Design Guide, Stephen Thorpe and Habinteg 2006

Car parking

Five allocated blue badge car parking spaces are provided for wheelchair residents. These are located on the western side of the development at ground floor adjacent to the service road and close to the residential entrance (refer to Section 3.7.5). The spaces measure 2400 x 4800mm with 1200mm access zone to the side and rear. Drop kerbs, no steeper than 1:12, are provided between car parking bays. The car parking bays are all located within 50m of the building entrances. The doors into and out of the parking area are fully automated and operated by a key fob. They will have a clear opening width of minimum 850mm and level landings of 1500mm x 1500mm on either side. The corridor leading from the parking area to the lift lobby negotiates a change in level of 300mm with a slope of 1:35. The slope is broken up by a landing after 6575mm and continues for a further 3975mm before the corridor becomes level.

Entrances

The main communal residential entrances to the building will be clearly identifiable and will have secure controlled entry. All principal main entrance doors to the building will be power assisted, with emergency breakout and accessible secure entry systems.

Details of automatic and power assisted entrance doors, sizes, glazing manifestation, accessible secure entry and exit systems, materials and finishes, lighting and acoustics are to be reviewed at the next stage of detailed design.

All communal entrance doors will be maintained and available for people to use at all times without requiring assistance. Each principal entrance

will be designed to meet Building Regulations Approved Documents M and K and other relevant standards and include:

- Weather protection.
- Manifestation to glazed screens and doors, dependent on their detailed design, with entrance doors providing at least one metre clear opening width;
- Any intercom will be located to suit all users (including wheelchair users) and have a speech reinforcement system and visual indication for users with hearing loss;
- A large easily traversable flush fitted solid mat (or similar) to remove water and dirt from shoes, wheelchairs and buggies; and
- Highly reflective internal finishes will not be specified.

Horizontal circulation

Corridors to main common circulation areas will be level access throughout. Corridors are 1200mm wide generally and 1500mm wide adjacent to lifts and wheelchair-accessible units to permit ease of access and to allow wheelchair turning through 90 degrees into accessible units.

Details of décor, surfaces, lighting and acoustics will be reviewed at the appropriate stage of design development.

Switches and sockets to communal areas are to meet Approved Document M and BS8300 with regard to location, height and contrast, subject to detail design.

All internal doors are to meet Approved Document M regarding clear opening width, operating force, ironmongery and colour contrast. All doors will be to appropriate clear width and will have a 300mm unobstructed return to the pull side.

Vertical circulation

Two accessible passenger lifts provide access from the ground floor to the communal garden on the first floor. These duplicated passenger lifts provide back-up in the event of maintenance or break down and reduce waiting times for disabled users during peak periods. The two lifts provide ease of access for residents accessing wheelchair-accessible flats on the first floor. The two cores in the western block have been provided with a wheelchair-accessible lift and stair each.

Lift car sizes will be not less than 1100mm x 1400mm in accordance with Approved Document M.

All stairs will be to Approved Documents M and K, suitable for ambulant disabled users. Not everyone can use lifts and stairs may be preferred.

Details of lifts, stair nosings, finishes, handrails and lighting will be reviewed to ensure these meet best practice requirements.

Apartment Layouts

All of the dwellings have been designed in accordance with Lifetime Homes.

Five of the dwellings have been designed to be wheelchair-accessible flats (Units 1.01, 1.04, 1.08, 1.09 and 1.11). These units are all located on

the first floor to provide ease of access. Of these five dwellings, two are 1-bed, 2-person flats and three are 2-bed, 3-person flats.

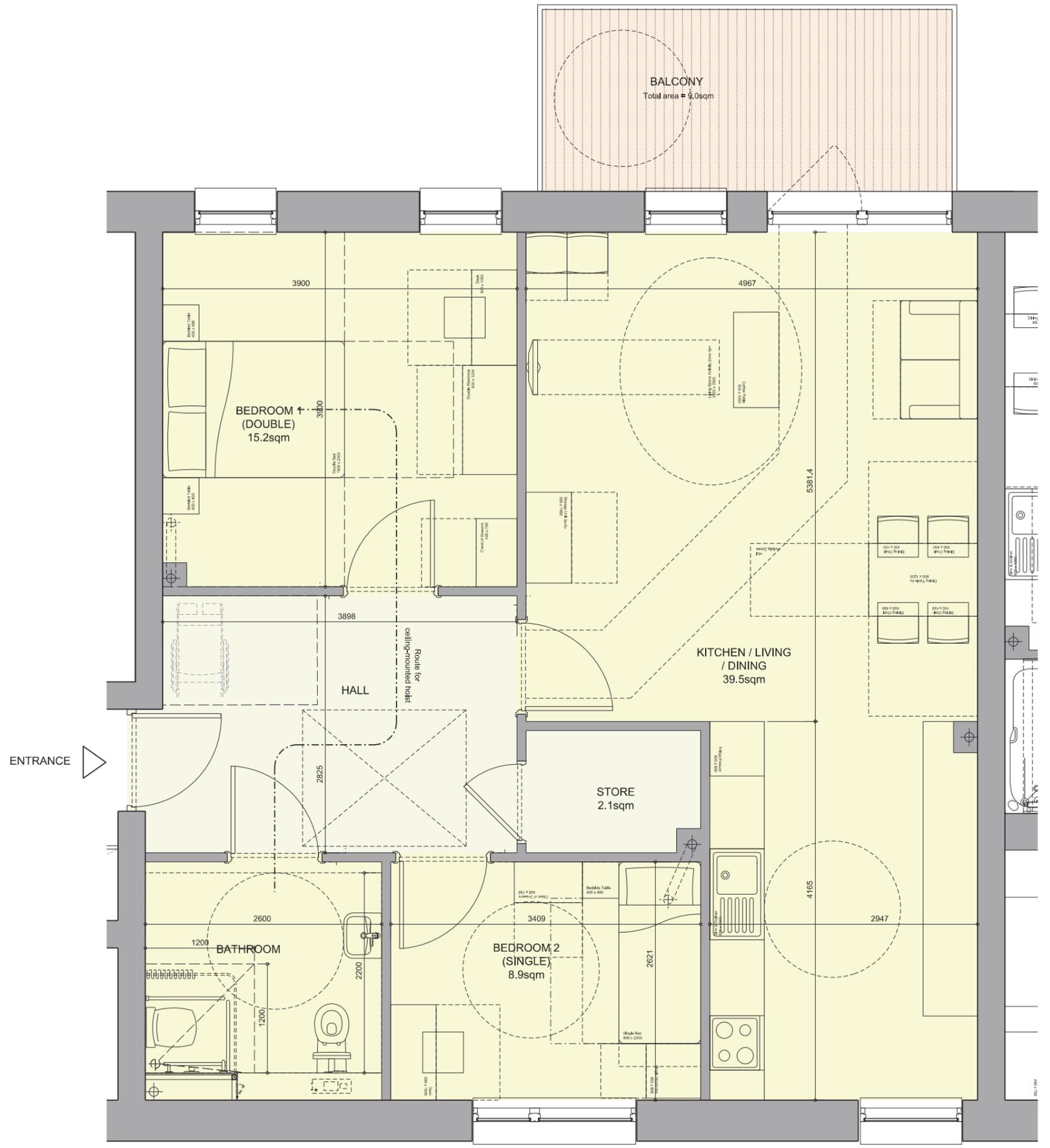
The flats have been designed in accordance with the Habinteg Wheelchair Housing Design Guide.

Feedback on the proposed flat layouts were received from Waltham Forest Senior Occupational Therapist in Housing Jacquelin Runnalls in June 2016. These comments have been incorporated and the proposed layouts updated accordingly (refer to Section 5.5).



First floor plan

■ Wheelchair-accessible flats



Typical wheelchair-accessible flat

3 Concept Design

3.8 Amenity and Landscape

3.8.1 Private amenity space

All of the flats have been provided with a generous cantilevering or inset balcony and/or a terrace. Some flats at first floor level fronting on to the communal garden have private terraces.

Flats facing into the communal garden or west towards the reservoirs have projecting balconies. Flats facing east or south towards Blackhorse Lane or Forest Road respectively have inset balconies with sliding glazing panels forming winter gardens.

All of the balconies have an area that meets or exceeds the minimum standards set out in Section 4.10 of the London Housing Design Guide.

Balconies and terraces have been designed to provide level access from the living spaces of each respective dwelling.

All of the balconies and terraces exceed 6sqm and will therefore be fully drained. The finish to the balconies and terraces will be Ecodek or similar. Ecodek is a recycled, non-slip product which is visually attractive, durable, requires minimum maintenance and has a long life span.

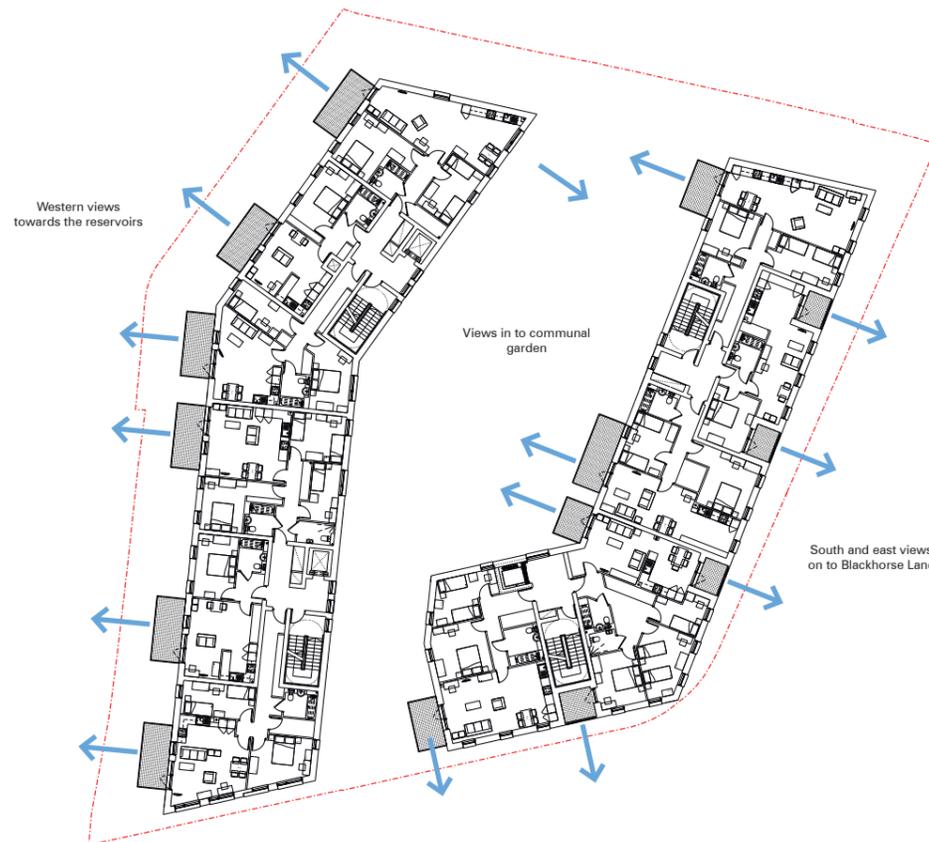
It is proposed that the balustrades are fabricated from metal, colour-coated (i.e. polyester powder coated or anodised). Balconies fascias and undersides will be in metal, finished to match the balustrades.

3.8.2 Communal entrance

It is proposed to unify the spaces around the proposed building to provide a clear setting for the development which identifies those areas which are accessible to the public and those which are for residents only.

The main entrance for residents will be provided via a gated access on the southern boundary. This entrance point will also provide access on to the podium deck. In order to highlight the entrance and to replace the plane tree that will be lost due to construction, a semi-mature fastigiated oak tree will be planted within the entrance space. The proposed tree will provide some softening of the built form but also provides a visual link to the garden on the podium deck.

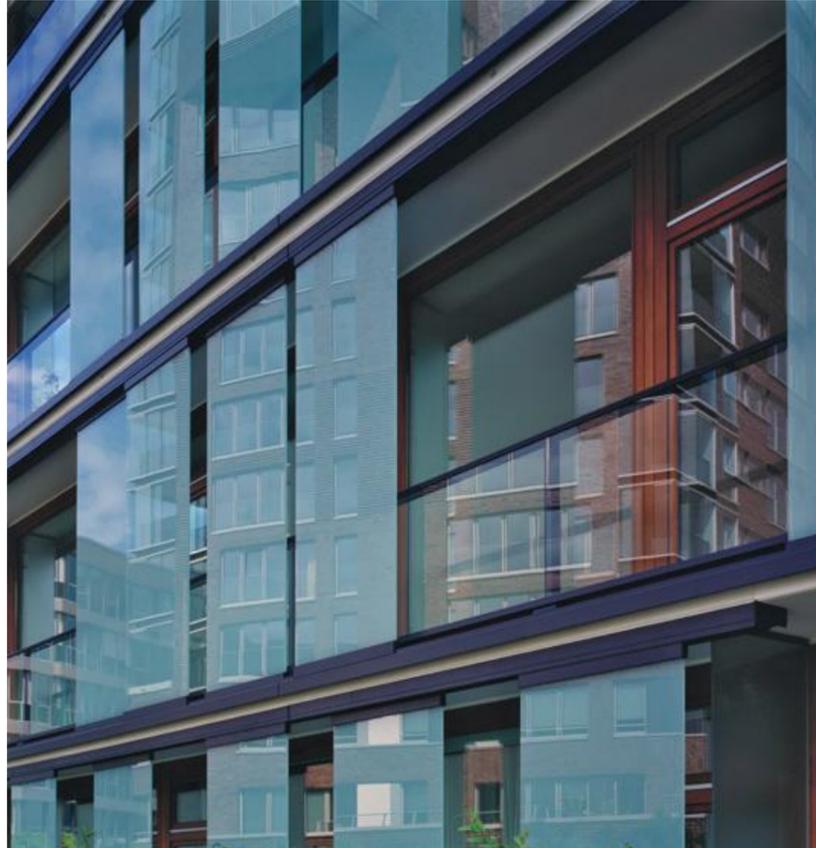
The tree will also replace the existing tree adjacent to the south-western corner of the site that will need to be removed to provide safe vehicular egress from the site.



Third Floor Plan



Sixth Floor Plan



Glazed winter gardens by Baumschlager Eberle Architects



Brickwork and colour coated metal balconies at Brentford Lock West by Duggan Morris Architects



Proposed view from Forest Road showing inset balconies with winter gardens.

3 Concept Design

3.8 Amenity and Landscape

3.8.3 Communal garden

The podium deck has been designed to provide a multi- functional outdoor space for residents. The deck can be accessed via the main four access cores and via the entrance stairwell to the south. These entrance points are highlighted through the use of a buff coloured concrete paving slab.

Raised planters have been used to introduce tree and shrub planting to the podium deck but also to create individual spaces and define areas. These planters will be created at two different heights.

The planters will be formed by pre cast concrete walls. Timber seating will be incorporated within the walls in selected locations.

Stone boulders have been included as play features but also to provide some informal seating. The centre of the podium deck is formed by a 'square' allowing for community space, BBQs etc.

To the eastern side the podium, three private residents' areas face onto the podium deck. These areas are separated from the 'public garden' with metal raised planters and instant hedging. Privacy screens will be installed between individual areas.



Proposed view of communal garden



First floor plan showing the communal garden

3 Concept Design

3.8 Amenity and Landscape

3.8.4 Materials

Footpaths

The footpaths to the front of the development will be surfaced with silver grey, smooth concrete slabs with natural aggregates.

Roads and car parking

The access road and residents parking bays will be surfaced with tarmac. Individual parking bays will be set out in white lining.

The visitor parking bays will be surfaced with silver grey, permeable concrete block paving. The use of permeable paving is subject to the drainage engineer's recommendation. Individual parking bays are set out with T's and L's in the same sized block but a darker grey colour.

Metal railings

Metal railings at a minimum height of 1.8m are proposed along the northern and western boundary. The style and colour are to match the gates and railings used within the southern building façade.

Cycle parking

Cycle parking will be provided at the northern boundary. Stainless steel Sheffield cycle stands are proposed to suit the contemporary style of the development.

Raised planters

These will be formed from precast concrete stone elements with a smooth, white finish. Seating will be incorporated within the walls in specific locations. Seating surfaces will be timber as these are the warmest, most comfortable surfaces to sit on.

Timber is likely to be hardwood (for durability) and FSC sourced (for sustainability).

Privacy planters

Privacy planters will be bespoke and made of galvanised sheet metal. The colour finish will match the metal work e.g. railings. The planters will be 450 mm high and will be planted with an instant hedge to aid privacy to residents as soon as they move in.

Paving material

Three different paving concrete slabs are used to create an attractive paving pattern adding visual interest when viewed from above but also to identify different uses to spaces. Entrance areas will be paved with a buff coloured concrete paving slab with a smooth texture. Paths will be paved with a silver grey concrete paving slab which is also used within the public realm at ground floor level. This approach is chosen to aid continuity and legibility of the design. The central 'square' will be paved with darker grey paving slab using larger slab sizes for increased contrast.



Key

- 1 Terrapave flags - Genoa Ground
- 2 Tarmac
- 3 Permeable concrete block paving
- 4 Terrapave flags - Tuscany Ground
- 5 Precast concrete stone - White finish
- 6 Galvanised sheet metal
- 7 Terrapave flags - Sorrento Ground
- 8 Seating pebbles

3.8.5 Planting

A semi mature, fastigiated Oak tree – *Quercus robur* 'Koster' will be planted within the entrance space along the southern boundary. The tree will be underground guyed and installed within a 2x2x0.9m tree pit which will sit within hard surfacing. The top of the tree pit will be surfaced with a tree frame containing the same concrete paving slabs used elsewhere. Provision for aeration and a watering pipe will be provided.

The design intention for the podium deck is to provide planting areas with a lush character, which in parts will overhang the planters. In order to achieve that, an irrigation system will be installed which will work in conjunction with the drainage strategy.

Proposed Trees

Three Himalayan birch trees, *Betula utilis* var. *jaquemontii*, will be included within the raised planters. They have been chosen for their striking white stem and light crown which will avoid further shading of the podium deck. The trees will be underground guyed and planted as semi mature specimens

Large shrubs/ small trees

In order to provide a layered structure small trees and large shrubs are proposed towards the centre of the planting beds. Evergreen planting will be included to provide all year round interest.

Chosen species include:

- Japanese Aralia - *Fatsia japonica*
- Japanese Maple 'Dissectum' - *Acer palmatum* 'Dissectum'
- Japanese Maple 'Atropurpureum' - *Acer palmatum* 'Atropurpureum'
- Black Bamboo - *Phyllostachys nigra*

Low shrub and herbaceous planting

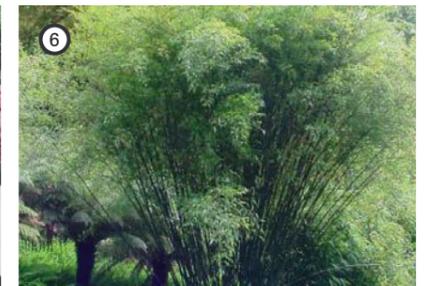
Low shrub and herbaceous planting will provide the final layer of the landscape design and create most of the seasonal interest.

Chosen species include;

- Large flowered Barrenwort – *Epimedium Grandiflorum*
- Japanese Spurge - *Pachysandra Terminalis* 'Green Carpet'
- Tiarella Cordifolia – Foam flower
- Geranium 'Ingwersen' - *Geranium Macrorrhizum* 'Ingwersen'

Key

- | | |
|----|---------------------------|
| 1 | Fastigiated Oak tree |
| 2 | Himalayan Birch |
| 3 | Japanese Aralia |
| 4 | Japanese Maple |
| 5 | Japanese Maple |
| 6 | Black Bamboo |
| 7 | Large flowered Barrenwort |
| 8 | Japanese Spurge |
| 9 | Tiarella Cordifolia |
| 10 | Geranium 'Ingwersen' |



3 Concept Design

3.8 Amenity and Landscape

3.8.6 Maintenance and management plan

The purpose of the sections below is to support and guide the future management of the public realm and podium deck, to help maximise the overall quality and appearance of the development, its enjoyment by residents and its recreational, amenity value.

The Management Plan should be reviewed regularly to clarify management objectives and ensure regimes (management prescriptions) are appropriate to deliver the objectives as set out below.

Responsibilities

The maintenance and management will be undertaken by a private management company.

At the time of writing this report, the management arrangements have not been finalised. This document uses the term "Management Company" to refer to the organisation that will be undertaking the maintenance and management of the public realm and the podium deck.

Maintenance and management objectives

The overall design objectives have been set out above. Apart from more specific objectives set out below the general aim of the Maintenance and Management plan is to retain and maintain the public realm and podium deck as intended at design stage.

Short term objectives;

- To achieve high quality landscape and associated maintenance, resulting in early and successful establishment of planting and the need for minimal remedial and replacement works.

Long term objectives;

- To manage all landscape areas effectively, to ensure that the principles of the Landscape strategy are achieved.
- To maintain all plant material in a healthy and safe condition by regular inspection and management by landscape specialists.
- To create an attractive open space for residents to live in and move through.
- To provide attractive and interesting views from the upper storeys overlooking the podium deck.
- To maintain hard surfaces, raised planters, railings, lighting, and other structures in a safe and functional condition.
- To maintain all public areas in a safe and clean condition by regular removal of litter and other debris, including measures to minimise dog fouling.

Health and safety

At all times it is a requirement that the relevant British Standards, Statutory Regulations and Codes of Practice are complied with. Particular attention should be paid to the latest issue of the following:

- The Food and Environment Protection Act
- The Control of Pesticides Regulations

- The Control of Substances Hazardous to Health Regulations
- The Code of Practice for the Use of Approved Pesticides in Amenity and Industrial Areas
- The Health and Safety Work etc. Act

The work prescribed in the Management Programmes should be undertaken using appropriate and well-maintained equipment operated by qualified and supervised staff.

Work should be planned and carried out in a manner and at times to minimise unnecessary disturbance to residents of Blackhorse Lane, as well as taking into account the correct timing of seasonal works such as pruning and hedge cutting to comply with good horticultural practice and any restrictions imposed by ecological constraints.

3 Concept Design

3.9 Elevations and Materials

3.9.1 Elevations

The building has been designed to be a modern and forward-looking building that nevertheless acknowledges its surrounding context in its selection of materials, detailing and fenestration.

Located at this important, strategic site at the southern end of Blackhorse Lane, the building is designed as a strong anchor to Blackhorse Lane; addressing the street in a confident, yet understated manner with a sense of permanence, robustness and quality.

The building is articulated into two blocks which step up in height from the north-west adjacent to Blackhorse Lane to the western block adjacent to the TfL car park. This change in height gives the building a good degree of richness and variation. Therefore it is proposed to use one primary material on the elevations to unite the building into a strong, coherent form.

Brick has been selected as the primary material as this is the dominant and indigenous local material that is used across residential and industrial buildings from the Victorian, post-war and late 20th Century eras. Brick will give the building a human scale and pleasing visual appearance with variation in hue, texture and colour as well as requiring minimal maintenance ensuring that the building endures and weathers attractively over time.

The buildings have flat roofs to facilitate the incorporation of terraces, green roofs and PV panels that contribute to the sustainability strategy.

Windows have been designed to be generously proportioned, extending from floor to ceiling. On the eastern block facing Blackhorse Lane, vertically proportioned windows are arranged in a repeated three-bay arrangement that responds to the scale and arrangement of the smaller scale buildings on the eastern side of Blackhorse Lane.

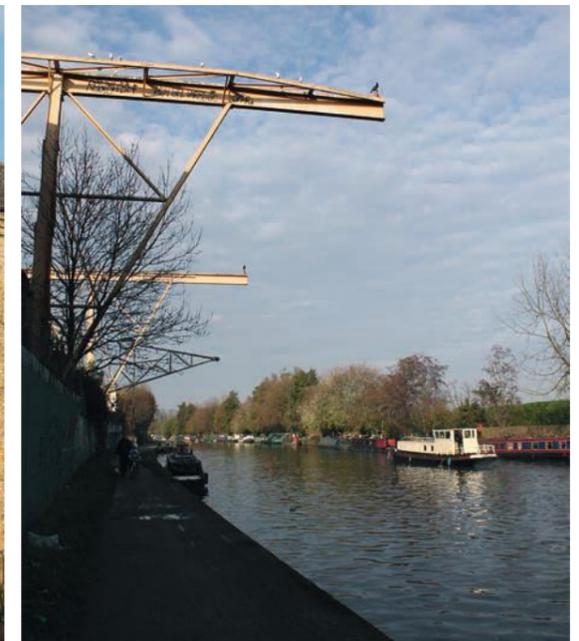
On the western block the scale, proportion and rhythm of the windows changes to acknowledge the larger scale of the western block and the transition from a response to a historic context to a building that is more contemporary in nature.

Balconies similarly reflect the difference between the eastern and western blocks. On the eastern block balconies facing Blackhorse Lane are inset. This gives the balconies a greater sense of shelter away from the road and helps to accentuate the articulation of the block into smaller elements. However on the western block the balconies change to projecting balconies that 'reach out' to the western views towards the reservoirs.

Balconies will be fabricated with metal railings, metal fascias and metal soffit panels with either a powder coated or anodised finish to match. The metal finish will be selected to match the window frames and other metalwork such as the railings and gates to the communal residential entrance and refuse store cladding and doors.

The ground floor of the building fronting on to Blackhorse Lane and Forest Road is articulated with a colonnade comprising brick columns that unites the frontage. The colonnade adapts and changes in a number of ways along the frontage as it responds to the variations in the ground floor usage;

- Opening out to become a free-standing colonnade at the entrance of the supermarket and the communal residential entrance.
- Increased width of bays in response to the supermarket entrance and the vehicular entrance from Blackhorse Lane.
- Increasing in height to two storeys at the south-western corner for the frontage of the public house / music venue.
- Opening out on the first floor on the south-western corner to incorporate a recessed terrace.



The local area has a strong industrial heritage characterised by robust buildings and structures in brick and metal



Proposed view of public house/music venue and residential entrance from Forest Road

3 Concept Design

3.9 Elevations and Materials

3.9.2 Materials

Materials have been carefully selected to be robust, low maintenance, cost-effective, attractive and appropriate to the local context. Materials have been selected to have a long life span and be durable so that the building can stand the test of time.

Brick has been selected as the primary material. This will give the building the sense of permanence and robustness and will be detailed to give the building a real sense of solidity. Windows and doors will be set well back from the face of the building (225mm nominal) with brick reveals and soffits so that the thickness and mass of the brick is expressed. Brick will not require any maintenance, will have a long lifespan and will weather sympathetically over time. At each floor level there will be a decorative soldier-course. This will occur again as a deeper band of soldier coursing at the top of the building. A recessed brick detail will be incorporated into the ground floor colonnade to emphasise the mass of the brick. These details will add variation and visual interest to the brick emphasising the quality and attention to detail. A warm grey facing brick, that nevertheless incorporates rich variations in colour and hue, has been selected. This brick recalls the robust, industrial heritage of the local area and will imbue the building with a sense of solidity and permanence. It is proposed that the brick used on the outer facades of the buildings will be laid in dark mortar, whilst the brick utilised for the courtyard elevations will be laid in a light mortar. This subtle difference will reflect the different qualities of these elevations.

It is proposed that windows will be high performance timber/aluminium composite triple glazed windows (e.g. Velfac or Rationel) with a colour coated (i.e. polyester powder coated or anodised) finish. These windows are sustainable, low maintenance, have good thermal properties and have a long life span.

Metalwork (i.e. balustrades, balconies, copings, metal fences and gates) will be galvanised steel or aluminium with a colour coated (i.e. polyester powder coated or anodised) finish. The colour of the metalwork will be selected to match the window frames and complement the colour of the brickwork. It is proposed that balcony fascias and soffits will be the same colour coated metal to provide longevity and a good visual appearance.

Recesses over the glazing of the shopfronts will be clad in a decorative mosaic, which will help communicate the function of the building and will enliven the street frontage with colour.

Aluminium side panels adjacent to windows on the Forest Road elevations and the metal screen that defines the residential entrance will have a patterned finish. The pattern will be inspired by William Morris to give the development richness, interest and a real sense of place.



Warm grey brick



Floor to ceiling windows



Proposed mosaic lining winter gardens and over shopfronts



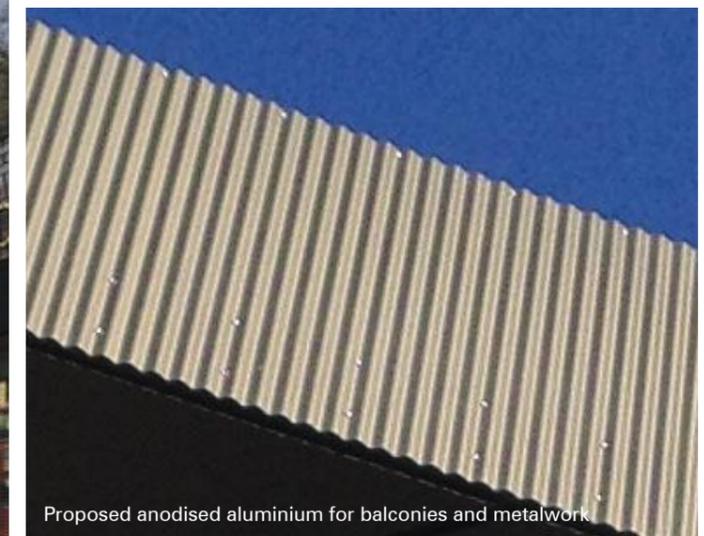
Proposed brick with light mortar



Brick details and anodised aluminium balconies



Deep reveals and brick details



Proposed anodised aluminium for balconies and metalwork

Precedents

Proposed materials

Detailed elevation of Forest Road frontage



Key

- 1 Facing brick
- 2 Soldier course feature brickwork
- 3 Timber/aluminium composite double-glazed windows and balcony doors, colour coated finish
- 4 Metal coping, colour coated finish
- 5 Metal balustrades, colour coated finish
- 6 Metal balcony fascias and soffits, colour coated finish
- 7 Aluminium shop front glazing, colour coated finish
- 8 Mosaic tile
- 9 Feature relief brickwork
- 10 Aluminium opening vents with feature pattern, colour coated finish
- 11 Brick colonnade
- 12 Decorative steel screen with feature pattern, colour coated pattern

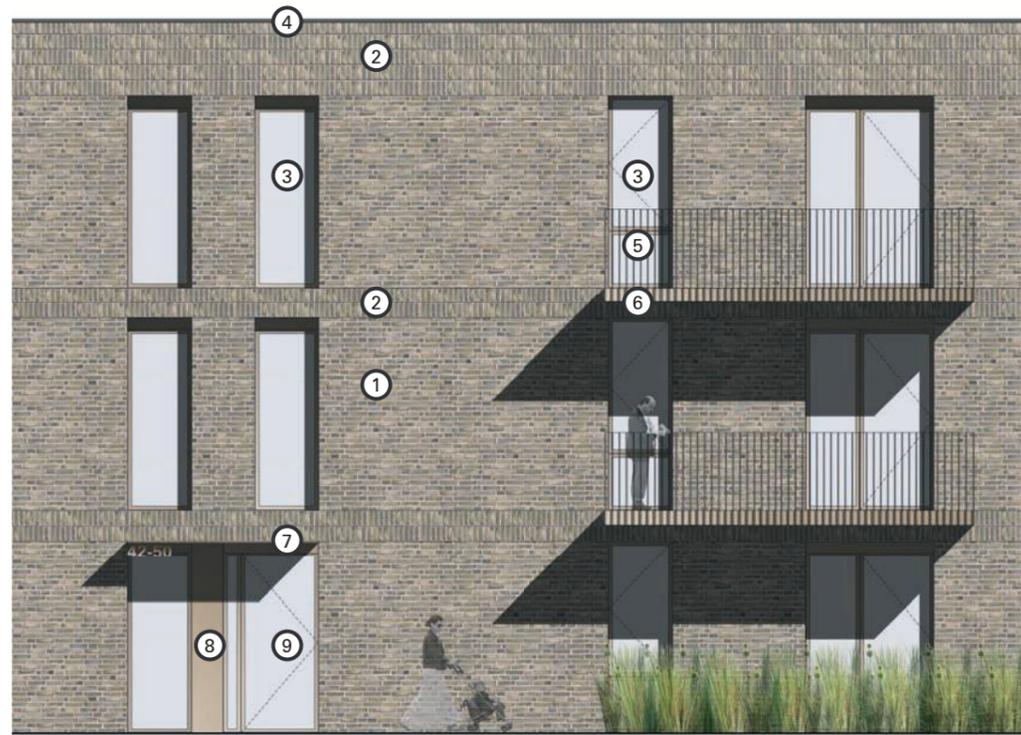
3 Concept Design

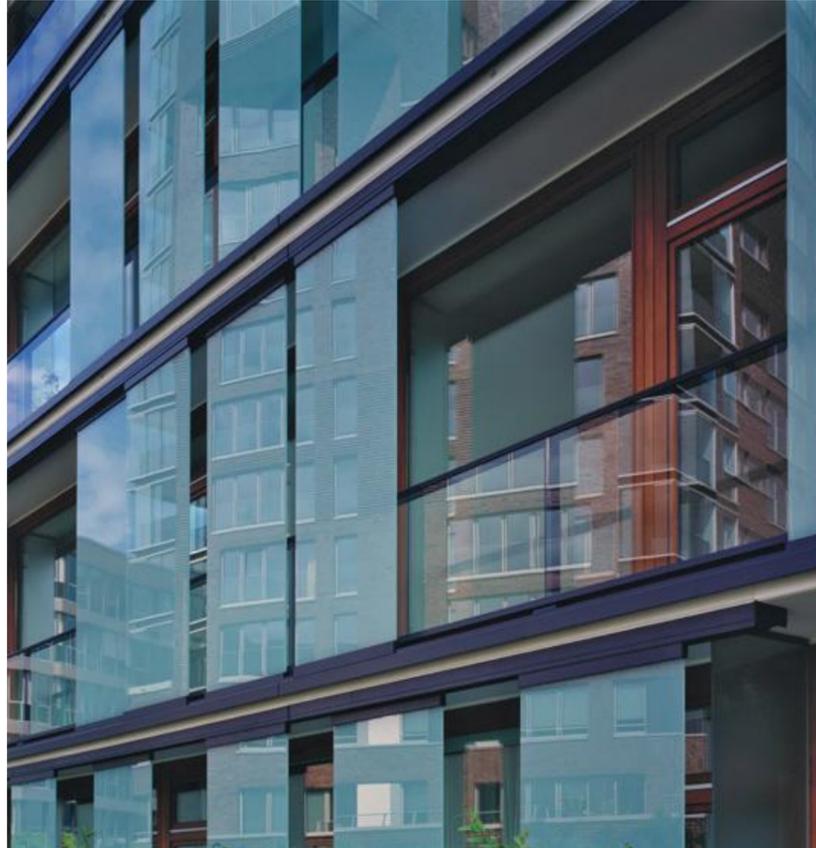
3.9 Elevations and Materials

Detailed elevation of communal garden frontage

Key

- 1 Facing brick
- 2 Soldier course feature brickwork
- 3 Timber/aluminium composite double-glazed windows and balcony doors, colour coated finish
- 4 Metal coping, colour coated finish
- 5 Metal balustrades, colour coated finish
- 6 Metal balcony fascias and soffits, colour coated finish
- 7 Metal canopy, colour coated finish
- 8 Metal cladding with integral door entry controls
- 9 SBD-approved aluminium/steel entrance door





Glazed winter gardens by Baumschlager Eberle Architects



Brickwork and colour coated metal balconies at Brentford Lock West by Duggan Morris Architects



Proposed view from Forest Road showing inset balconies with winter gardens.

3 Concept Design

3.8 Amenity and Landscape

3.8.3 Communal garden

The podium deck has been designed to provide a multi- functional outdoor space for residents. The deck can be accessed via the main four access cores and via the entrance stairwell to the south. These entrance points are highlighted through the use of a buff coloured concrete paving slab.

Raised planters have been used to introduce tree and shrub planting to the podium deck but also to create individual spaces and define areas. These planters will be created at two different heights.

The planters will be formed by pre cast concrete walls. Timber seating will be incorporated within the walls in selected locations.

Stone boulders have been included as play features but also to provide some informal seating. The centre of the podium deck is formed by a 'square' allowing for community space, BBQs etc.

To the eastern side the podium, three private residents' areas face onto the podium deck. These areas are separated from the 'public garden' with metal raised planters and instant hedging. Privacy screens will be installed between individual areas.



Proposed view of communal garden



First floor plan showing the communal garden

3 Concept Design

3.8 Amenity and Landscape

3.8.4 Materials

Footpaths

The footpaths to the front of the development will be surfaced with silver grey, smooth concrete slabs with natural aggregates.

Roads and car parking

The access road and residents parking bays will be surfaced with tarmac. Individual parking bays will be set out in white lining.

The visitor parking bays will be surfaced with silver grey, permeable concrete block paving. The use of permeable paving is subject to the drainage engineer's recommendation. Individual parking bays are set out with T's and L's in the same sized block but a darker grey colour.

Metal railings

Metal railings at a minimum height of 1.8m are proposed along the northern and western boundary. The style and colour are to match the gates and railings used within the southern building façade.

Cycle parking

Cycle parking will be provided at the northern boundary. Stainless steel Sheffield cycle stands are proposed to suit the contemporary style of the development.

Raised planters

These will be formed from precast concrete stone elements with a smooth, white finish. Seating will be incorporated within the walls in specific locations. Seating surfaces will be timber as these are the warmest, most comfortable surfaces to sit on.

Timber is likely to be hardwood (for durability) and FSC sourced (for sustainability).

Privacy planters

Privacy planters will be bespoke and made of galvanised sheet metal. The colour finish will match the metal work e.g. railings. The planters will be 450 mm high and will be planted with an instant hedge to aid privacy to residents as soon as they move in.

Paving material

Three different paving concrete slabs are used to create an attractive paving pattern adding visual interest when viewed from above but also to identify different uses to spaces. Entrance areas will be paved with a buff coloured concrete paving slab with a smooth texture. Paths will be paved with a silver grey concrete paving slab which is also used within the public realm at ground floor level. This approach is chosen to aid continuity and legibility of the design. The central 'square' will be paved with darker grey paving slab using larger slab sizes for increased contrast.



Key

- 1 Terrapave flags - Genoa Ground
- 2 Tarmac
- 3 Permeable concrete block paving
- 4 Terrapave flags - Tuscany Ground
- 5 Precast concrete stone - White finish
- 6 Galvanised sheet metal
- 7 Terrapave flags - Sorrento Ground
- 8 Seating pebbles

3.8.5 Planting

A semi mature, fastigiated Oak tree – *Quercus robur* 'Koster' will be planted within the entrance space along the southern boundary. The tree will be underground guyed and installed within a 2x2x0.9m tree pit which will sit within hard surfacing. The top of the tree pit will be surfaced with a tree frame containing the same concrete paving slabs used elsewhere. Provision for aeration and a watering pipe will be provided.

The design intention for the podium deck is to provide planting areas with a lush character, which in parts will overhang the planters. In order to achieve that, an irrigation system will be installed which will work in conjunction with the drainage strategy.

Proposed Trees

Three Himalayan birch trees, *Betula utilis* var. *jaquemontii*, will be included within the raised planters. They have been chosen for their striking white stem and light crown which will avoid further shading of the podium deck. The trees will be underground guyed and planted as semi mature specimens

Large shrubs/ small trees

In order to provide a layered structure small trees and large shrubs are proposed towards the centre of the planting beds. Evergreen planting will be included to provide all year round interest.

Chosen species include:

- Japanese Aralia - *Fatsia japonica*
- Japanese Maple 'Dissectum' - *Acer palmatum* 'Dissectum'
- Japanese Maple 'Atropurpureum' - *Acer palmatum* 'Atropurpureum'
- Black Bamboo - *Phyllostachys nigra*

Low shrub and herbaceous planting

Low shrub and herbaceous planting will provide the final layer of the landscape design and create most of the seasonal interest.

Chosen species include;

- Large flowered Barrenwort – *Epimedium Grandiflorum*
- Japanese Spurge - *Pachysandra Terminalis* 'Green Carpet'
- Tiarella Cordifolia – Foam flower
- Geranium 'Ingwersen' - *Geranium Macrorrhizum* 'Ingwersen'

Key

- | | |
|----|---------------------------|
| 1 | Fastigiated Oak tree |
| 2 | Himalayan Birch |
| 3 | Japanese Aralia |
| 4 | Japanese Maple |
| 5 | Japanese Maple |
| 6 | Black Bamboo |
| 7 | Large flowered Barrenwort |
| 8 | Japanese Spurge |
| 9 | Tiarella Cordifolia |
| 10 | Geranium 'Ingwersen' |



3 Concept Design

3.8 Amenity and Landscape

3.8.6 Maintenance and management plan

The purpose of the sections below is to support and guide the future management of the public realm and podium deck, to help maximise the overall quality and appearance of the development, its enjoyment by residents and its recreational, amenity value.

The Management Plan should be reviewed regularly to clarify management objectives and ensure regimes (management prescriptions) are appropriate to deliver the objectives as set out below.

Responsibilities

The maintenance and management will be undertaken by a private management company.

At the time of writing this report, the management arrangements have not been finalised. This document uses the term "Management Company" to refer to the organisation that will be undertaking the maintenance and management of the public realm and the podium deck.

Maintenance and management objectives

The overall design objectives have been set out above. Apart from more specific objectives set out below the general aim of the Maintenance and Management plan is to retain and maintain the public realm and podium deck as intended at design stage.

Short term objectives;

- To achieve high quality landscape and associated maintenance, resulting in early and successful establishment of planting and the need for minimal remedial and replacement works.

Long term objectives;

- To manage all landscape areas effectively, to ensure that the principles of the Landscape strategy are achieved.
- To maintain all plant material in a healthy and safe condition by regular inspection and management by landscape specialists.
- To create an attractive open space for residents to live in and move through.
- To provide attractive and interesting views from the upper storeys overlooking the podium deck.
- To maintain hard surfaces, raised planters, railings, lighting, and other structures in a safe and functional condition.
- To maintain all public areas in a safe and clean condition by regular removal of litter and other debris, including measures to minimise dog fouling.

Health and safety

At all times it is a requirement that the relevant British Standards, Statutory Regulations and Codes of Practice are complied with. Particular attention should be paid to the latest issue of the following:

- The Food and Environment Protection Act
- The Control of Pesticides Regulations

- The Control of Substances Hazardous to Health Regulations
- The Code of Practice for the Use of Approved Pesticides in Amenity and Industrial Areas
- The Health and Safety Work etc. Act

The work prescribed in the Management Programmes should be undertaken using appropriate and well-maintained equipment operated by qualified and supervised staff.

Work should be planned and carried out in a manner and at times to minimise unnecessary disturbance to residents of Blackhorse Lane, as well as taking into account the correct timing of seasonal works such as pruning and hedge cutting to comply with good horticultural practice and any restrictions imposed by ecological constraints.

3 Concept Design

3.9 Elevations and Materials

3.9.1 Elevations

The building has been designed to be a modern and forward-looking building that nevertheless acknowledges its surrounding context in its selection of materials, detailing and fenestration.

Located at this important, strategic site at the southern end of Blackhorse Lane, the building is designed as a strong anchor to Blackhorse Lane; addressing the street in a confident, yet understated manner with a sense of permanence, robustness and quality.

The building is articulated into two blocks which step up in height from the north-west adjacent to Blackhorse Lane to the western block adjacent to the TfL car park. This change in height gives the building a good degree of richness and variation. Therefore it is proposed to use one primary material on the elevations to unite the building into a strong, coherent form.

Brick has been selected as the primary material as this is the dominant and indigenous local material that is used across residential and industrial buildings from the Victorian, post-war and late 20th Century eras. Brick will give the building a human scale and pleasing visual appearance with variation in hue, texture and colour as well as requiring minimal maintenance ensuring that the building endures and weathers attractively over time.

The buildings have flat roofs to facilitate the incorporation of terraces, green roofs and PV panels that contribute to the sustainability strategy.

Windows have been designed to be generously proportioned, extending from floor to ceiling. On the eastern block facing Blackhorse Lane, vertically proportioned windows are arranged in a repeated three-bay arrangement that responds to the scale and arrangement of the smaller scale buildings on the eastern side of Blackhorse Lane.

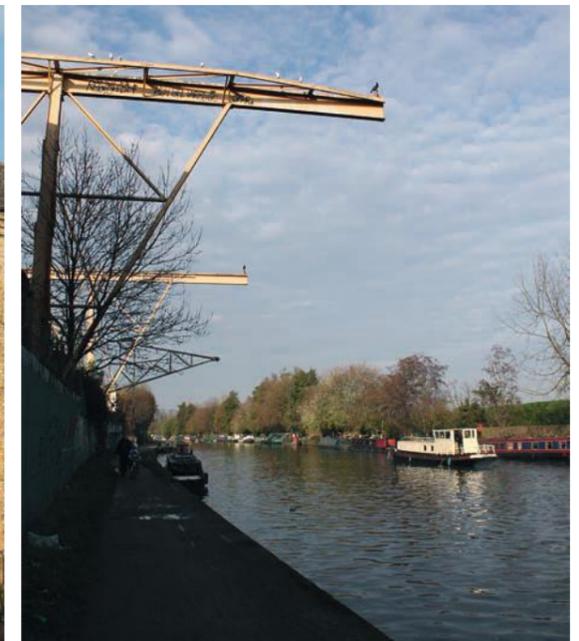
On the western block the scale, proportion and rhythm of the windows changes to acknowledge the larger scale of the western block and the transition from a response to a historic context to a building that is more contemporary in nature.

Balconies similarly reflect the difference between the eastern and western blocks. On the eastern block balconies facing Blackhorse Lane are inset. This gives the balconies a greater sense of shelter away from the road and helps to accentuate the articulation of the block into smaller elements. However on the western block the balconies change to projecting balconies that 'reach out' to the western views towards the reservoirs.

Balconies will be fabricated with metal railings, metal fascias and metal soffit panels with either a powder coated or anodised finish to match. The metal finish will be selected to match the window frames and other metalwork such as the railings and gates to the communal residential entrance and refuse store cladding and doors.

The ground floor of the building fronting on to Blackhorse Lane and Forest Road is articulated with a colonnade comprising brick columns that unites the frontage. The colonnade adapts and changes in a number of ways along the frontage as it responds to the variations in the ground floor usage;

- Opening out to become a free-standing colonnade at the entrance of the supermarket and the communal residential entrance.
- Increased width of bays in response to the supermarket entrance and the vehicular entrance from Blackhorse Lane.
- Increasing in height to two storeys at the south-western corner for the frontage of the public house / music venue.
- Opening out on the first floor on the south-western corner to incorporate a recessed terrace.



The local area has a strong industrial heritage characterised by robust buildings and structures in brick and metal



Proposed view of public house/music venue and residential entrance from Forest Road

3 Concept Design

3.9 Elevations and Materials

3.9.2 Materials

Materials have been carefully selected to be robust, low maintenance, cost-effective, attractive and appropriate to the local context. Materials have been selected to have a long life span and be durable so that the building can stand the test of time.

Brick has been selected as the primary material. This will give the building the sense of permanence and robustness and will be detailed to give the building a real sense of solidity. Windows and doors will be set well back from the face of the building (225mm nominal) with brick reveals and soffits so that the thickness and mass of the brick is expressed. Brick will not require any maintenance, will have a long lifespan and will weather sympathetically over time. At each floor level there will be a decorative soldier-course. This will occur again as a deeper band of soldier coursing at the top of the building. A recessed brick detail will be incorporated into the ground floor colonnade to emphasise the mass of the brick. These details will add variation and visual interest to the brick emphasising the quality and attention to detail. A warm grey facing brick, that nevertheless incorporates rich variations in colour and hue, has been selected. This brick recalls the robust, industrial heritage of the local area and will imbue the building with a sense of solidity and permanence. It is proposed that the brick used on the outer facades of the buildings will be laid in dark mortar, whilst the brick utilised for the courtyard elevations will be laid in a light mortar. This subtle difference will reflect the different qualities of these elevations.

It is proposed that windows will be high performance timber/aluminium composite triple glazed windows (e.g. Velfac or Rationel) with a colour coated (i.e. polyester powder coated or anodised) finish. These windows are sustainable, low maintenance, have good thermal properties and have a long life span.

Metalwork (i.e. balustrades, balconies, copings, metal fences and gates) will be galvanised steel or aluminium with a colour coated (i.e. polyester powder coated or anodised) finish. The colour of the metalwork will be selected to match the window frames and complement the colour of the brickwork. It is proposed that balcony fascias and soffits will be the same colour coated metal to provide longevity and a good visual appearance.

Recesses over the glazing of the shopfronts will be clad in a decorative mosaic, which will help communicate the function of the building and will enliven the street frontage with colour.

Aluminium side panels adjacent to windows on the Forest Road elevations and the metal screen that defines the residential entrance will have a patterned finish. The pattern will be inspired by William Morris to give the development richness, interest and a real sense of place.



Warm grey brick



Floor to ceiling windows



Proposed mosaic lining winter gardens and over shopfronts



Proposed brick with light mortar



Brick details and anodised aluminium balconies



Deep reveals and brick details

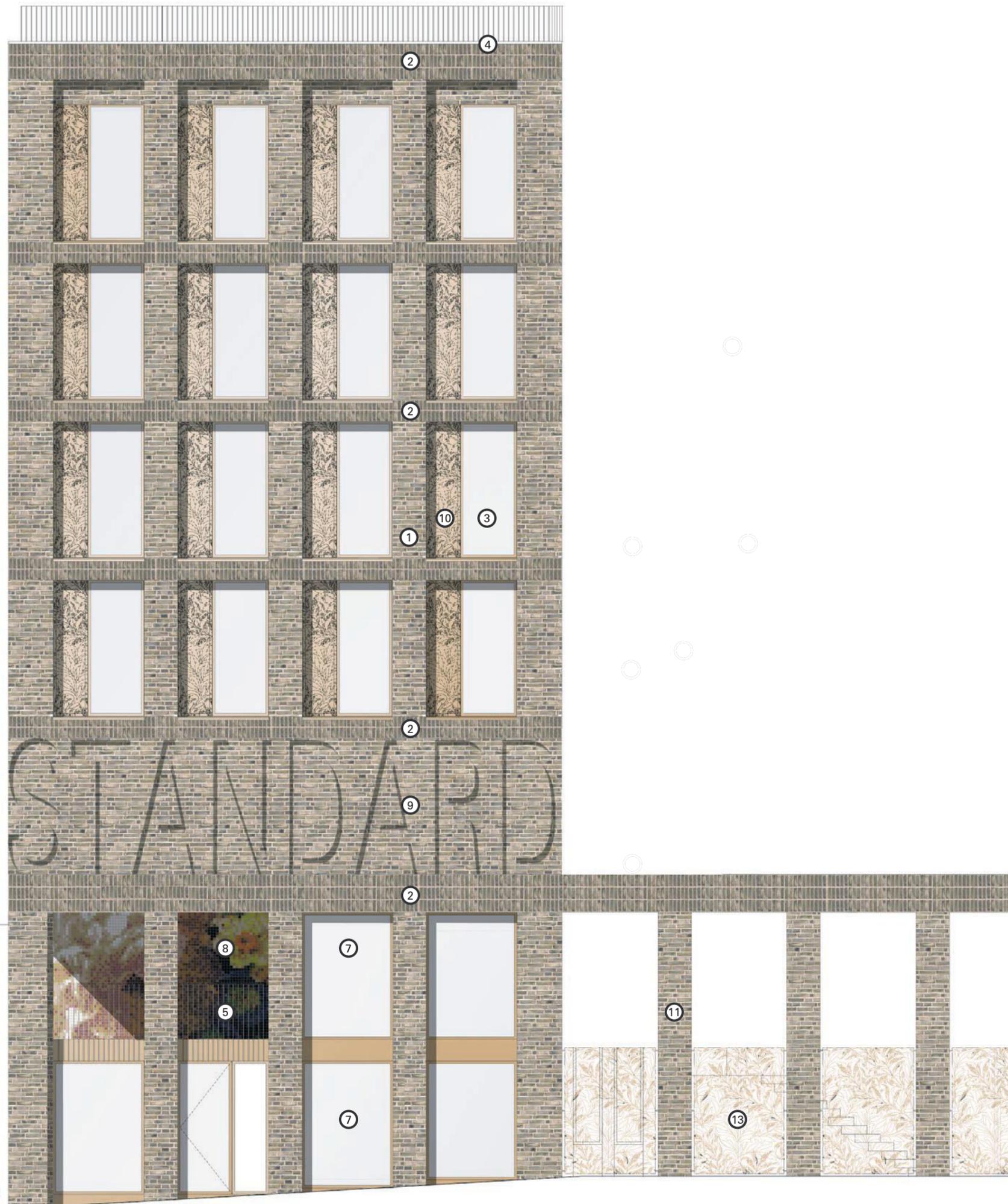


Proposed anodised aluminium for balconies and metalwork

Precedents

Proposed materials

Detailed elevation of Forest Road frontage



Key

- 1 Facing brick
- 2 Soldier course feature brickwork
- 3 Timber/aluminium composite double-glazed windows and balcony doors, colour coated finish
- 4 Metal coping, colour coated finish
- 5 Metal balustrades, colour coated finish
- 6 Metal balcony fascias and soffits, colour coated finish
- 7 Aluminium shop front glazing, colour coated finish
- 8 Mosaic tile
- 9 Feature relief brickwork
- 10 Aluminium opening vents with feature pattern, colour coated finish
- 11 Brick colonnade
- 12 Decorative steel screen with feature pattern. colour coated pattern

3 Concept Design

3.9 Elevations and Materials

Detailed elevation of communal garden frontage

Key

- 1 Facing brick
- 2 Soldier course feature brickwork
- 3 Timber/aluminium composite double-glazed windows and balcony doors, colour coated finish
- 4 Metal coping, colour coated finish
- 5 Metal balustrades, colour coated finish
- 6 Metal balcony fascias and soffits, colour coated finish
- 7 Metal canopy, colour coated finish
- 8 Metal cladding with integral door entry controls
- 9 SBD-approved aluminium/steel entrance door

