

Eastern End Thames View Detailed Design April 2011

Context

This is a detailed design document for the Eastern End of Thames View, a vacant quarter at the end of Thames View Estate, Barking. This document provides a background of the site and the masterplan which was finished in 2009. It details the relevant policies for any future development on the site and the minimum design requirements.

Location

The Eastern End of Thames View is a vacant piece of land at one end of Thames View. It is bordered on the east by Abridge Way and Renwick Road. Bastable Avenue cuts through the lower portion of the site, running west to east. The A13 runs to the north of the site, and immediately adjacent to the northern boundary is the rail line that links London with the East and Kent. The site is flat and currently fenced off.

Size

The original size in the masterplan was 5ha. This included a strip of land along the southern edge that is proposed to be developed into two rows of houses (11 and 12 in each row). After consultation with the existing residents of Thames View, this part of the development is not deemed to be viable, so is removed from the Eastern End of Thames View.

The remaining, developable area of the Eastern End is 4.25ha. This includes the entire strip of land adjacent to Renwick Road and a small block in the northern corner on Wivenhoe/Crouch Avenue for housing.

Transport links

The site, while being close to the railway and A13 has the feeling that it is not very well linked with Barking or surrounding areas due to the physical barrier of the A13. However, there are two frequent buses that run through the site, EL1 and EL2, these take passengers to Barking Town Centre and Dagenham Dock. The closest station is Upney on the District Line, but, by using the EL1/EL2 bus, it is easier for passengers to get to Barking station. Bastable Avenue is the only road onto and off the Estate, creating a gateway to the site and a central point for transport.

Surrounding uses

The surrounding uses to the west, east and south are residential. To the north is the rail line and further north of that is industrial uses and the A13. To the south west of the Thames View Estate is the Creekmouth Industrial area which brings a high number of HGVs to the area. In the southern part of the region is Barking Riverside, this is a brownfield development that is planned to deliver 10,800 new homes along with community centres, education facilities, increased transport links and public open space. Stage 1 of Barking Riverside commenced in September 2010 and by September 2011 the first primary school will be open along with approximately 150 residential units ready for occupation.

History of Site

This part of Thames View was the site of four high-rise flatted blocks. Built in the 1960s, Thames View estate is predominately terraced housing with some instances of higher density. The blocks at the Eastern End had become dilapidated and were in need of considerable upgrading. A decision was made to undertake a regeneration project across the whole estate. A masterplan was drawn up

throughout 2008 and suggested that on 6 garage sites the garages were demolished and new houses built. This was taken up by the Council and currently 31 new Council homes are being built across the Estate. This is some of the first development on the Estate since it was built in the 1960s. The four tower blocks and some surrounding houses at the Eastern End were demolished in 2009 and the site has remained vacant since that time.

Masterplan process

A masterplan was commissioned by the Council in August 2008 and this was undertaken by Patel Taylor Architects. The masterplan process was completed in June 2009 and in August 2009 Patel Taylor worked up the detailed designs for the 6 garage sites and an outline design for the Eastern End for planning approval. The 6 garage sites were given planning approval in March 2010 and will be complete in Summer 2011. A Hybrid application was not submitted for the Eastern End. The outline design was put to the GLA in March 2010 and they gave their initial support. No further action has been taken since this time.

Current Activity

There is no activity at the Eastern End of Thames View presently. The site is boarded off, but there are ongoing problems with fly-tipping and travellers.

Site Appraisal

Location and accessibility

The location of the site has some accessibility issues, as it is located south of the A13 which provides a large physical barrier to the area. Currently Renwick Road rail bridge is in need of repair and is limited to one lane only and no HGV access. This bridge is due to be repaired by the end of 2011. Large vehicles have to access the site from River Road via Thames Road, or from Choats Road which also has vehicle restrictions.

For residents, the area is well serviced by the EL1 and EL2 buses, which take people straight to Barking Town Centre or Dagenham Dock Station, both of which provide good transport links to other parts of London. The site is approximately a ten minute walk from Farr Avenue shops, the local shopping centre in Thames View. Once the Barking Riverside development is progressing and the Rivergate Centre is complete, the residents will be within a ten – fifteen minute walk to the new local centre which will have a new primary school, community facilities and a café. In the future a small store will also be located in this centre.

The location of the site means that is best suited for residential development. The masterplan also recommended a small retail or community use on the Bastable Avenue frontage, this is encouraged, as it will help to provide a focal point for the development as well as improve the entrance into Thames View estate. If the use is a small shop, this will also help to serve the community at Great Fleete who currently do not have any shopping facilities of their own.

The size of the site is large for a vacant piece of land within the Borough and provides scope for a mix of terraced housing and higher density flats and maisonettes. At 4.25ha there is also the ability for areas of private and semi-private open space. The area will also allow for generous provisions of carparking, should this be deemed necessary.

The nearby Barking Riverside development will improve the access and the amenities for this site. The first stage of Barking Riverside includes the Rivergate Centre as mentioned above as well as housing and open space and leisure facilities for the public to use. As the development progresses, a District Centre with a secondary school, special school, library, leisure centre and superstore will be

built. This is on the opposite side of Renwick Road from the site and will be accessed by a five minute walk.

Development Issues

The site is flat and being at the end of Thames View Estate, it can be developed at a higher density than the rest of the estate to make the best use of the size of the site, the proximity to bus links and to act as a gateway into the site. The development will also be viewed by those travelling down Renwick Road towards Barking Riverside, so it is important that it showcases the best in design for the Borough.

The outline design for the masterplan showed four buildings of a maximum of 7 storeys, with the highest points being along the gateway of Bastable Avenue and at the northern corner. This is not considered to be out of scale with the surrounding estate and helps to reflect the history of the site.

Relevant Policies

London Plan:

The London Plan is a strategic plan that provides goals for London in different areas such as housing, accessibility, economic growth, health and sustainability. It requires that the Borough provide 1,190 new homes each year between 2008 – 2017.

Site Specific Allocations Document:

- Site SSA SM13: Thames View Regeneration Sites
- Identified the Eastern End of Thames View as a site for comprehensive redevelopment replacing existing uses including housing, community and open spaces.
- Retail uses to front Bastable Avenue
- Deliver maximum reasonable amount of affordable housing ensuring no net loss of existing affordable housing
- Proposals must be in line with the approved masterplan
- Pedestrian and cycle routes to be designed to facilitate ease of and safe movement throughout the site.
- Improve relationship of estate with surrounding area by improving access and visibility arrangements to Bastable Avenue from Renwick Road and from River Road.
- Proposed development scheme at the eastern end should complement the proposed junction improvements to the A13 and the upgrade of the rail crossing

Urban Design Framework:

- This document encourages design led regeneration and sets the context for things to happen
- Relevant Objectives:
 - Objective O1: Design and Maximising the Potential of the Site
 - Objective O2: Promoting Ease of Movement /Accessibility and Connectivity
 - Objective O6: Making Places Safe for Occupants and Passers-by
 - Objective O7: Respecting Local Context, Built Heritage, Urban and Landscape Character
 - Objective O9: Creating Attractive, Exciting and Inspiring Environments
 - Objective O11: Flood Risk Management and Water Quality, Minimising Water Consumption and Promoting Sustainable Urban Drainage (SUDS)
 - Section 5.8: The Character of the Southern Area of the Borough
 - Design Guidance CAS 1, CAS2, CAS5, CAS6, CAS9,

Detailed Design Parameters

Density Range

During the previous masterplanning exercise, a range of densities were considered. The highest density range of 103 units/ha is considered unviable. The desired density levels of the site is the medium level of 68 units/ha, which equates to approximately 300 units across the 4.25ha site.

Tenure Mix

20% at 50% Of Market Rent

30% at 65% of Market Rent

50% at 80% of Market Rent

Eastern End Blocks and Wivenhoe:

Unit type	Number	Percentage
1b 2p flat	75	26%
2b 3p flat	40	14%
2b 4p flat	58	20%
3b 5p houses/duplex	66 + 3 (Wivenhoe)	24%
4b 6p house	33 + 14 (Wivenhoe)	16%
Total	289	100%

The tenure split for the four blocks and Wivenhoe is suggested as below:

1 bed 2 person flat: 26%

2 bed 3 person flat: 14%

2 bed 3 person flat: 20%

3 bed 5 person house/duplex: 24%

4 bed 6 person house: 16%

Total number of units at EETV: 289

Parking and car clubs

The number of car parking spaces will have to reflect current Council Policy and the London Plan.

Unit type	Number of Unit	London Plan Maximum Car Parking Spaces	Maximum Number of Spaces
1 – 2 bed unit	173	Less than 1	86
3 bed unit	69	1	69
4 bed unit	47	1.5	70
Total			225

The site is located near to a frequent bus service, but it has a low PTAL level, and so some car parking will be acceptable. Underground, or under podium car parking will be desirable, as the area not used for development should be left for public open space where possible.

Disabled parking should be provided at 10% of the car parking provided. For example, if 100 car parking spaces are provided, 10 of these must be for disabled users.

Cycle parking provision should follow the rule of thumb of the more the better. The TfL guidance recommends 1 per flatted unit and 2 per 3+ unit. This would give a figure of 405 for this 289 unit development.

As the development site is within close proximity to Barking Riverside, a sharing scheme with the Barking Riverside car club could be established, with some spaces on the Eastern End of Thames View.

Home zone road layouts are preferable, to reduce the instances of rat-running from parts of the estate to Bastable Avenue. No new roads onto Renwick Road have been designed as part of the masterplan, this is due to safety issues with Renwick Road being a busy road.

Public realm/design

The general principles for open space must be adhered to:

- Aim for the London SPG target provision of 10m² of playable space for every child within a reasonable walking distance of home
- Acceptable walking distances within individual homes: Age 0-5, 100m walk, Age 5-11, 400m walk and Age 11+, 800m walk.
- Partially rely on off-site provision for facilities suited to more boisterous types of play for the 5-11 and 11+ age groups (open kick-about areas, MUGAs, ball games, wheeled sports etc) within acceptable walking distance
- Communal playable space will be provided within courtyard blocks where possible
- Public playable space for 0-4 age and 5-11 age group will be provided within public realm where appropriate.

There is a fair amount of open space on Thames View Estate, but most of this is under-utilised by residents. Sufficient open space is required for all new residents to the area.

Roads

Roads are to be constructed to adoptable standards for the Council. They must allow safe ingress and egress for emergency vehicles. No new road links to Renwick Road are proposed due to the safety constraints that a new intersection would create.

Daylight/Sunlight

A daylight/sunlight assessment will be required for any new development scheme, double aspect flatted developments should be designed where possible.

Flood Risk

The site is within Flood Zone 3a, so the development should be designed so that less vulnerable areas such as kitchens, living/dining rooms and garages are at the ground level. For a higher density development that will be proposed at the Eastern End of Thames View, the garage level should be on the ground level.

Noise

Due to the proximity to the rail line and the A13, parts of the Eastern End of Thames View may have higher than acceptable ambient noise levels. Any new design will have to be designed to ensure that the noise levels for the residential units are acceptable.

Ecology

Phase 1 Ecology surveys were undertaken as part of the masterplanning process. These must be referenced in any new design.

Accessibility

The location of the Eastern End of Thames View, while being within walking distance of a good bus link, is not highly accessible. There may be issues for those with disabilities and the BME population. The community facility requirements for the BME population must also be assessed in the design stages of this development. If a community facility is provided, it must meet the needs of the residents while being in a highly accessible location. An updated Equalities Impact Assessment will be carried before the detailed design brief is complete.

Aim of development

Design for the Eastern End of Thames View has to reflect the residential history of the site and the surrounding residential estate, while also embracing modern design techniques and styles to be compatible with the new development at Barking Riverside. The site does not have many constraints and is a large site that will allow for a high number of units at a medium density. This site presents an opportunity to revive an ageing estate while providing high quality residential units for the Boroughs residents.