

**King William Street Quarter
Detailed Design
April 2011**

Context

This is a detailed design document for the King William Street Quarter, a vacant piece of land in Barking Town Centre, suitable for residential development. This document provides a background of the site and the recent masterplanning exercise. It details the relevant policies for any future development on the site and the minimum design requirements.

Location

King William Street is a 1.52ha site located in Barking Town Centre, to the north of the shopping precinct and adjacent to Barking station. It is a flat site with the Hapag-Lloyd building against the south-east corner. To the north of the site is the Northern Relief Road (A124).

Size

The original size of the site was 2.57ha. Throughout the masterplanning process and subsequent viability reviews, a small portion (0.56ha) on the eastern side has been developed as the Mews development. This is 31 Council houses, which will be finished in Spring 2011.

What was originally conceived as Phase 1 of the KWSQ masterplan, the Barking Business Centre, is being built on the southern edge of the site. This is a 0.37ha piece of the site. This will not incorporate the 93 apartments in a tower block as originally planned. On the plan that accompanies this detailed design, the Barking Business Centre is shown in two phases. The first phase includes the business centre and landscaping area. The second phase is not being developed currently and could be used for an extension of the business centre, or for housing.

The final piece that is not included is a 0.12ha piece in the north-western corner that may be sold to the Gurdwara Association for an expansion to their premises.

The developable area is 1.52ha.

Transport links

The site is well situated, it is adjacent to Barking Station, which has three London Underground lines and the C2C. Ten bus routes go through Barking Town Centre to different parts of London.

Surrounding uses

The surrounding land uses are transport (the Northern Relief Road and Barking Station), offices on Cambridge Road and Linton Road and the Gurdwara site also on Linton Road and Northbury Primary School to the north.

History of Site

The site was the home of The Lintons estate, a 1960s estate, comprised three blocks of 256 flats. This was demolished in 2008 after years of deterioration. To the south of the estate was an old workshop complex that manufactured waste bins, this was also demolished.

Masterplan process

A masterplan was commissioned by the Council in 2007, this was revised in 2008 and submitted for planning considering in November 2008. KWSQ was also going to be the first development for the Local Housing Company which was approved in May 2008 by the Executive. Unfortunately, the Local

Housing Company was not established and the Council with Mansell Construction have separately taken forward the development of the 31 houses at the Mews in KWSQ.

Current Activity

The 31 Council houses in the Mews development on the Eastern side of the site are currently under construction and will be ready for occupation by the summer. The Barking Business Centre started construction in January 2011.

Site Appraisal

The location of the site, adjacent to Barking Station and within close walking distance of the facilities in Barking is ideally suited to residential, or a mixed use development with residential and community facilities. As discussed further in this report, there is a need for residential development within Barking Town Centre and the size of this site will allow for a mix of houses and flatted development. The proximity to a wide range of transport options will make the development desirable for professionals who may work in other parts of London and can commute easily. Families may also take advantage of the location due to proximity to schools and shops.

The Lintons Estate has left a legacy that is common to many estates from the 1960s in England, it was viewed as an area that had been neglected, was run-down and not an attractive place to live. As a result, after the demolition, the name of the site has been changed to King William Street Quarter to create a fresh start for the place. The design and nature of the development will reflect the new start for the site as well as improve this part of Barking Town Centre.

However, there are still some hurdles to exceptional design. The location of the Northern Relief Road, immediately adjacent to the northern side of the site creates a physical barrier as well as reducing the aesthetics for dwellings located in this area. Clever design will eliminate these problems and by improving the pedestrian subway beneath the Northern Relief Road, residents can move around through the site a lot easier.

Development Issues

Since the masterplan was released, the size of the site has reduced from 2.57 to 1.52 hectares. The Barking Business Centre has not used more land than originally planned, but does not have the 93 residential units in a tower on the top as previously designed.

The viability of tall buildings has significantly diminished in recent times, as it is difficult for developers to sell flatted developments. However, a strong case will be needed to be presented as to why no tall buildings are provided for on this site, as the development of a tall building may be viable in the future, and through phased development, may suit a development plan as the final stage of build.

The location of the site, the proximity to the Town Centre and the size make it very attractive to a high density development and this should be kept in consideration with any development design.

The development directly to the west of the site was uncertain for the duration of the masterplanning process. This development has since commenced and it will have daylight and sunlight issues for the planned houses in the area marked C2 on the plan. Future design will have to take this into account and flats may be more suitable for this location.

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.

Barking Town Centre Area Action Plan:

- Objective 3 – Housing. 6,000 new homes in BTC by 2025
- Policy BTC14 – Estate Regeneration. Council will avoid a net loss and seek a net gain of social housing in the KWSQ regeneration site.
- Policy BTC16 – Urban Design. All new developments to be of high standard that reflect the principles of good architecture and urban design to improve physical environment
- Policy BTC17 – Tall Buildings. KWSQ site identified as suitable for tall buildings
- Policy BTC20 – Parks, Open Spaces, Play Areas and Tree Planting. Provide a communal open space and children’s play area within the KWSQ
- BTCSSA4: The King William Street Quarter:
 - A scheme providing these uses will be encouraged and permitted provided that it:
 - Ensures no overall loss of affordable housing.
 - Incorporates a community facility, a corner shop and some communal open space and children’s play areas.
 - Recreates the traditional street pattern and better connects the site to the surrounding area.
 - Improves the pedestrian subway under the Northern Relief Road
 - Provides some tall buildings.
 - Incorporates a Home Zone.
 - Provides reduced levels of car parking for housing and no parking for the Business Centre.
 - Ensures a high quality public realm through high quality amenity space and use of the Barking Code for landscaped areas.
 - Incorporates sustainable urban drainage techniques to minimise surface water run off and improve water quality.

Barking Town Centre Urban Design Guidance:

- Identified as Character Area F4
- Identified as an area where particularly tall buildings of 15+ storeys would be appropriate
- Any tall building to be considered within the ‘Barking Group’ of tall buildings, not to be iconic, but to reflect the general design principles of other tall buildings.
- Design requirements are the same as the Barking Town Centre AAP and also provides further points:
 - Designed to link into Barking Station and High Street Network
 - Make sure development presents an attractive frontage to the Northern Relief Road
 - Carefully design service entrances and make active frontages at the back and between buildings as well as the front where possible
 - New buildings should relate to and enhance the architectural character of new and existing buildings close to the station by way of simple façade treatments and unfussy detailing

Detailed Design Parameters

Density Range and Number of Units

The desired density levels of the site are 183units/ha. The original masterplan envisaged approximately 470 residential units on this site. Due to a reduction in developable land and changes in the market that have rendered tall buildings currently undesirable, the predicted number of units is significantly less.

The following table details the units that have been removed from the original masterplan:

Location	Site size	Tenure	Number of units
Barking Business Centre	0.37ha	N/A	0
Mews Development	0.56ha	3 / 4 bed homes	31 (completed)
Land possibly to be sold to Gurdwara	0.12ha	2 and 3 bed flats	50 (approximately)
Remaining land	1.52ha	1 and 2 bed flats, 3 and 4 bed houses	250 (approximately)
Total	2.57ha		281 (331)

Tenure Mix

A recommended mix for the remainder of the development as proposed by the original masterplan is:

Size of unit	Percentage of total
1 bed flat	31%
2 bed flat	31%
3 bed house	24%
4 bed house	14%

Parking and car clubs

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

Unit type	London Plan Maximum Car Parking Spaces	Indicative Maximum Number of Spaces
1 – 2 bed unit	Less than 1	100
3 bed unit	1	80
4 bed unit	1.5	70
Total		250

However, because the site is located within 300 metres of Barking Station, a car free development could be considered. This gives the developer a wide remit for car parking provision, please note the Council would support as few car parks as possible.

The masterplan identified 4 spaces for car club parking, this is a suitable number for the reduced size of the development, therefore this should be provided.

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 500 for this 331 unit development. As the development is located in the heart of Barking Town Centre, this is considered to be very suitable for high numbers of cycle parking.

The road layout cannot be altered from the masterplan as it allows for a Homezone layout while also providing for emergency service access and cycle links.

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.

One of the key features for the development should be a 'play on the way' link for children to walk through the site between their house and off-site play provision with small pieces of play and educational equipment.

Roads

Roads are to be designed in the layout of the masterplan from 2009. This layout is to be kept as the roads are a homezone design and provide for safe ingress and egress while also providing room for pedestrians and areas of informal play.

Daylight/Sunlight

A daylight/sunlight assessment will be required for any new development scheme, double aspect flatted developments should be designed where possible. The masterplan showed 3 and 4 bedroom houses on the western side of the development, adjacent to a new apartment building that is currently being built on North Street. Due to this development at Kings Reach coming forward, there may be daylight and sunlight issues for new units along this boundary and the design will have to take this into accordance.

Noise

The proximity of the site, adjacent to the rail lines and the Northern Relief Road will provide some challenges to design out any noise issues. Clever design and residential units sympathetic to the surrounding area should provide for a reasonable level of residential amenity.

Sustainability

The homes will be built to Lifetime Homes Standards, with a minimum 10% of all units being wheelchair accessible.

Homes will be required to meet a minimum of Code for Sustainable Homes Level 4, with a focus on passive design, low energy and water use and natural light.

Accessibility

There has not been an Equalities Impact Assessment carried out on KWSQ since the demolition of the Lintons. To ensure that the site is accessible to all and the correct community facilities are provided for the BME population, an Equalities Impact Assessment will be carried out before the detailed design brief is complete.

Aim of development

To provide an exemplar residential quarter within Barking Town Centre, focusing on the benefits of the location and size of the site, while designing around neighbouring transport uses. An area that feels like a neighbourhood, with homezones and play areas for children, allowing interesting walking and cycling routes through the site and with the potential for a mix of density and tenure.