

DESIGN STATEMENT FOR THE PROPOSED
DEVELOPMENT OF THE FORGE DACE ROAD

November 2013



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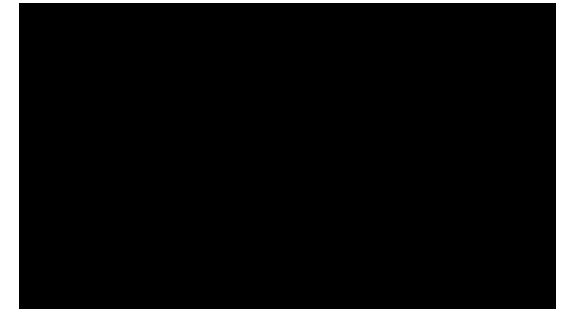
1.0 PROJECT DETAILS



1.1 INTRODUCTION

This design statement is submitted by [REDACTED] in support of a pre-application submission for the development of an existing building known as the forge which is part of the Crown Wharf Ironworks in Dace Road Fish Islands.

The proposed scheme is for:



2.0 THE SITE



Aerial photograph with the site outlined in red

2.1 SITE LOCATION

The Forge was part of the Crown Wharf ironworks and is accessed from Dace road to the north before the new development that occupies the rest of the site.

This area of Hackney Wick is known as Fish Islands and the name comes from Dace road, and the nearby Roach and Bream roads.

The site sits within what is known as mid Fish Islands and as its name suggests is bordered on its eastern boundary by the river Lea navigation.

2.2 PLANNING HISTORY

In 2002 a planning application for the ironworks site was submitted for 77 residential units, 6 B1 office units, a museum with cafe and 63 parking spaces. This was granted planning permission in 2003 and subsequently the site was generally cleared and the proposals built.

As part of this application the Forge building was to be developed to house 7 residential units with the museum and cafe at ground floor. Although the rest of the development was carried out the Forge was simply refurbished and remains mainly commercial use.

Over the years 11 of the residential units have been granted certificates of lawfulness for change of use to solely residential, and it can be assumed that this trend will continue.



The Hope chemical works established by Eugene Carless in 1859 on a site adjoining White Post Lane.



Industry on the Lea Navigation canal.

2.3 HISTORICAL DEVELOPMENT OF FISH ISLAND

Up until the 1800s this was a predominantly marshy area along the banks of the River Lea. Canals were cut across the marsh in the late 18th century and early 19th century. Railways followed shortly afterwards and industry began to establish here in the mid 1800s.

The sale of surplus railway land eventually led to the development of a small 'factory town' in the southern part of Old Ford Marsh in the second part of the 19th century.

A network of new roads, with terraced houses, factories and a school were developed between the Northern Outfall Sewer (now known as the Greenway) and the North London railway, and by the beginning of the 20th century Fish Island was an area of intense and diverse industrial activity including food processing, importing and processing of raw materials such as crude oil, rubber and iron and engineering works that used the imported materials.

The areas north and south of the Hertford Union Canal suffered heavy bomb damage in the Second World War and post-war redevelopment saw much of the housing cleared and the area developed as predominantly industrial with few other uses.



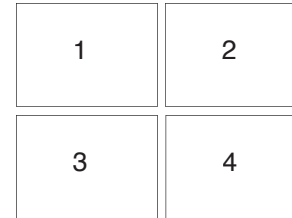
2.4 FISH ISLAND TODAY

While still generally industrial in character Fish Island has witnessed rapid change in the last 10 years. There are now a growing number of creative and cultural industries that sit alongside and complement the more traditional activities. These activities have supplanted the more traditional uses in many of the old redundant warehouses and factories because of the large spaces and reasonable rents on offer.

Research undertaken by the London Development Agency (LDA) identified over 600 studios and small businesses across the Hackney Wick and Fish Island area. Occupiers include creative practitioners such as designers, artists & galleries, and a variety of supporting businesses from printers to financial consultants.

In Dace Road itself there has been the conversion of historic Percy Dainton's peanut factory to provide 37 studios in the Budget Ready Studios and 55 studios in Britannia Works.

The huge investment afforded to the Olympics site across the river has further strengthened the character and potential of the area.



Accompanying this influx of new residents and businesses to the area are the beginnings of a support structure of associated amenities, such as cafes, shops and an enhancement of the existing footpaths and cycle ways.

With the opening up of the Olympic parks roads and cycle paths, Hackney Wick has also become a hub en route to Stratford which is currently seeing enormous regeneration backed by the confidence of retail giant Westfield, and established high-end property developer Manhattan Loft, and at Neptune wharf on Wyke road there are even discussions being had to establish a new primary school.

Fish ls and s changing rapidly as it has done in the past, and is now becoming a destination for those in search of an exciting, less homogenised environment that has the potential to evolve into a new kind of neighbourhood.

1. Britannia works on Dace road operated by Space studios
2. The White building on White post lane offering artists studios and a micro brewery & pizzeria
3. The Hackney Pearl bar and restaurant on Prince Edward road.
4. Hackney Wick skatepark in Rothbury road.



1	2
3	4
5	6

2.5 THE EXISTING BUILDING.

Records indicate that the site was first developed in the 1890s when the Old Ford iron works were constructed.

The Safety Tread engineering company manufactured non-slip stair treads and architectural ironwork at the site and in the early part of the twentieth century employed around 150 people. In 2001 the company vacated the site.

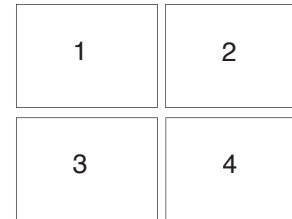
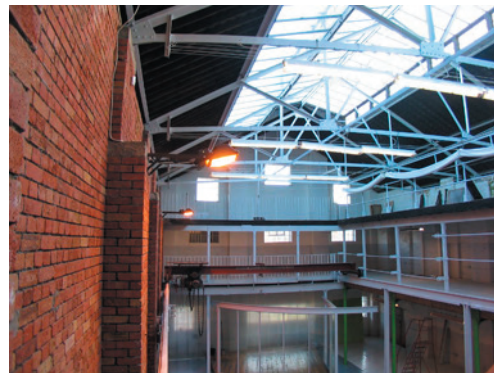
At the time of demolition the forge was the largest building on the site and as noted above was retained for redevelopment.

The existing building is three storeys in height and constructed in solid brickwork with substantial piers for stability. It has a corrugated asbestos roof with a gabled sky light at its apex and metal framed windows to the east and west elevations. To the south or courtyard elevation there are what appear to be 4 chimneys and several openings including a raised loading bay.



1. View from the Greenway
2. View from Old Ford Lock
3. View from the courtyard showing the relationship with the 6 storey block of Crown Wharf
4. Side view from the courtyard
5. The entrance to the Ironworks from Dace road.
6. The West elevation from the courtyard where the residual fragment of demolished buildings remain





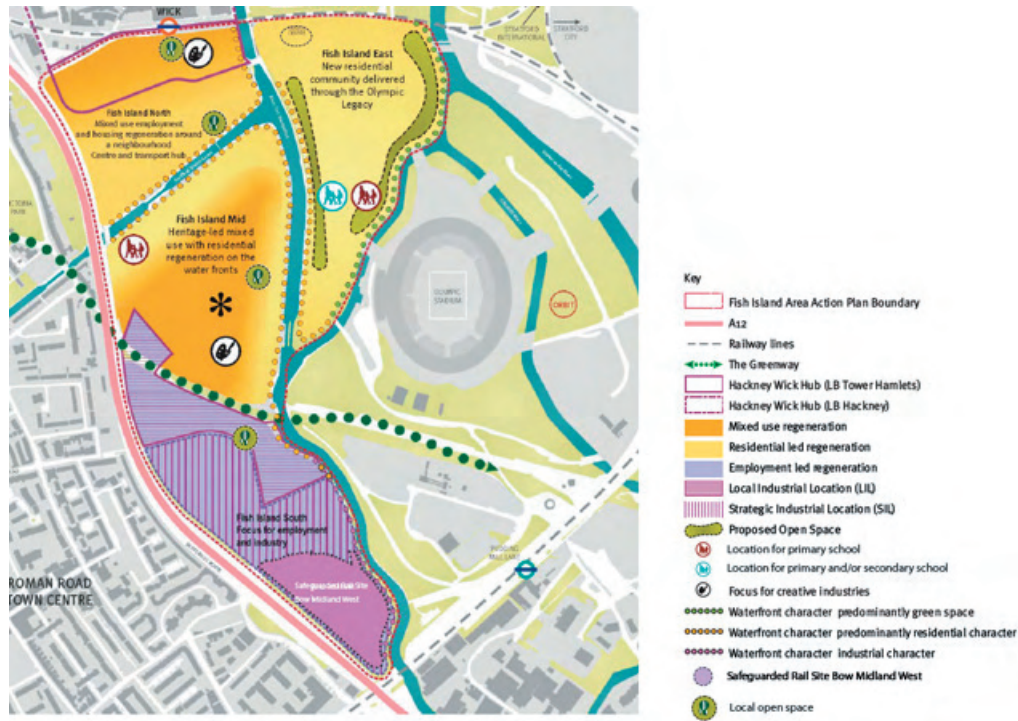
As seen in the photographs opposite, internally there is a steel framework that supports a series of walkways and mezzanine levels.

Large voids have been left in this structure so that light from the rooflight can filter down to the open plan ground floor.

The brickwork has been left exposed and the substantial brick piers have a robust presence.

1. Internally looking east
2. Internally looking east with upper walkways visible
3. View from the second floor walkway
4. View of roof structure from the second floor

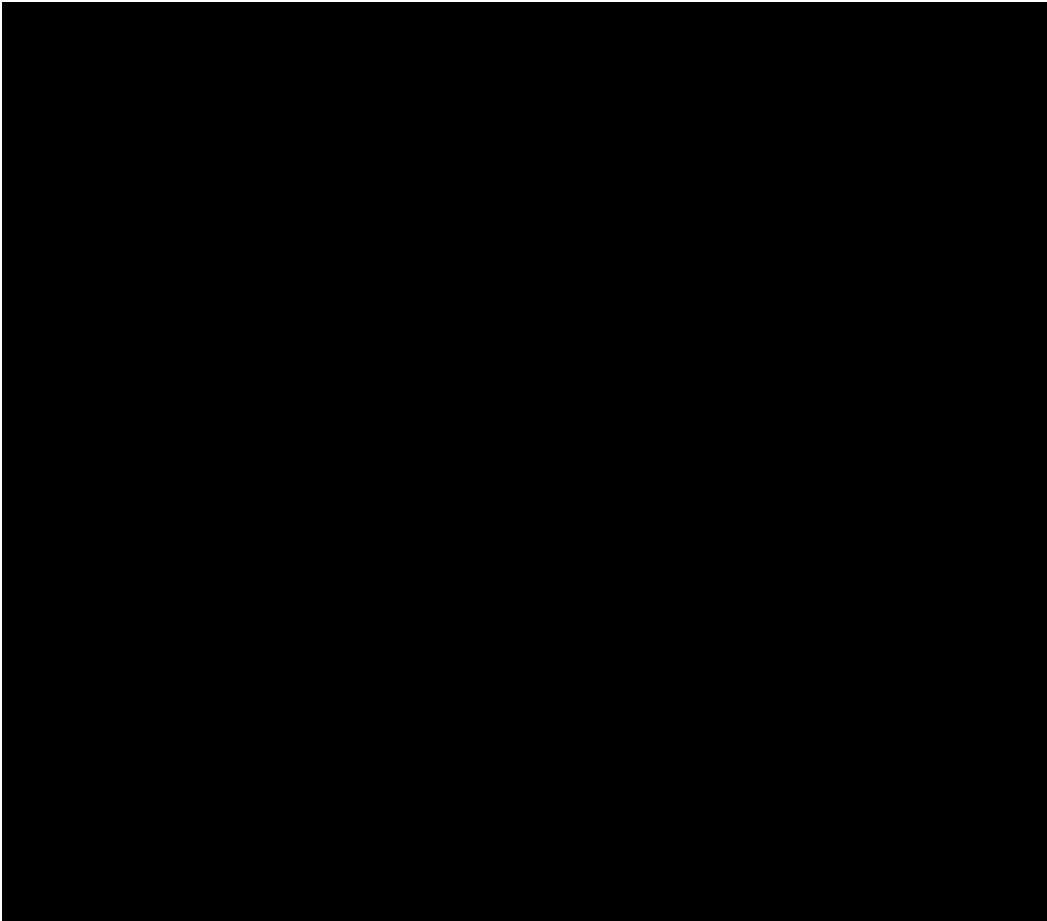
3.0 PLANNING POLICY.



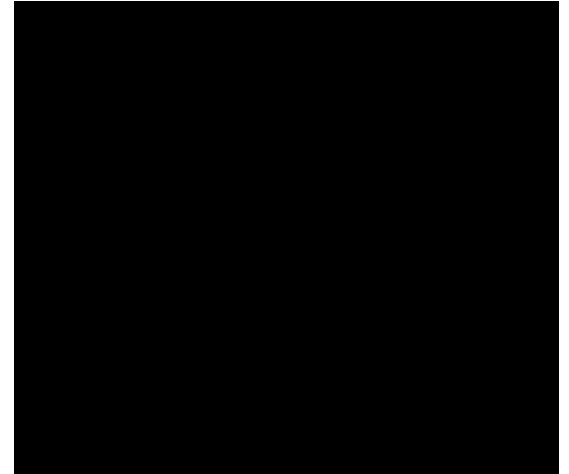
3.1 PLANNING APPRAISAL.



4.0 PROPOSED DEVELOPMENT

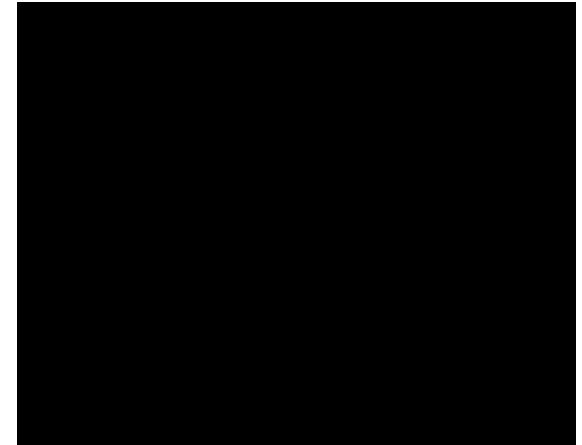


4.1 THE PROPOSAL





4.2 THE ACCOMMODATION SPLIT.



Flood map of Fish Island and with the site in the dark blue zone



Existing loading doors to the south elevation



Part of the west elevation showing the existing metal windows and the residual marks left by previously demolished buildings

4.3 THE EXISTING BUILDING.

Refurbishment of the existing forge building will follow a detailed appraisal of the existing fabric, but measures to be undertaken will include:

Localised repairs to brickwork as required

Repointing where necessary using lime mortar

New Crutty double glazed metal windows to match the original

Non-abrasive cleaning of the external brickwork

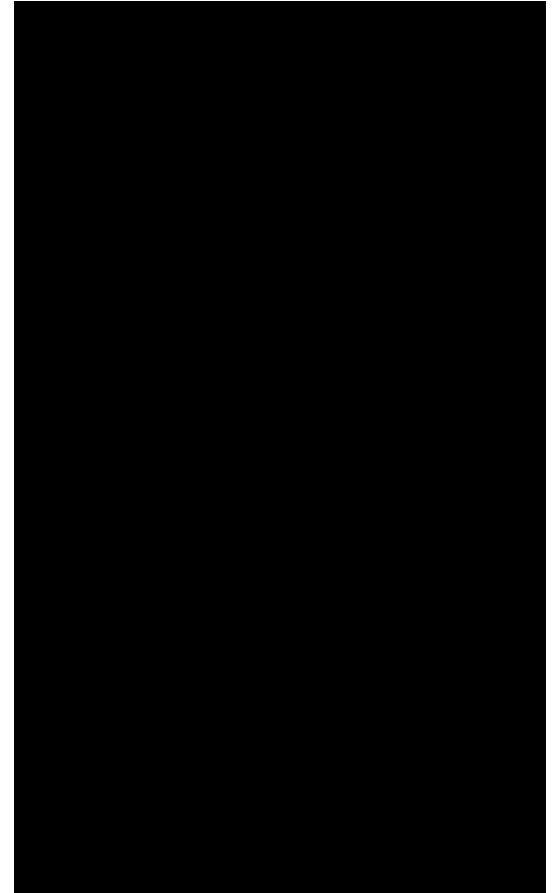
Sympathetic refurbishment of existing features

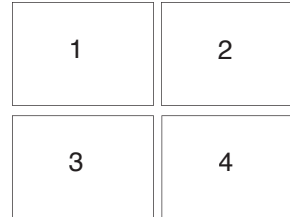
Ensuring proposed new openings respect bond and coursing

Retention of existing chimneys and flues

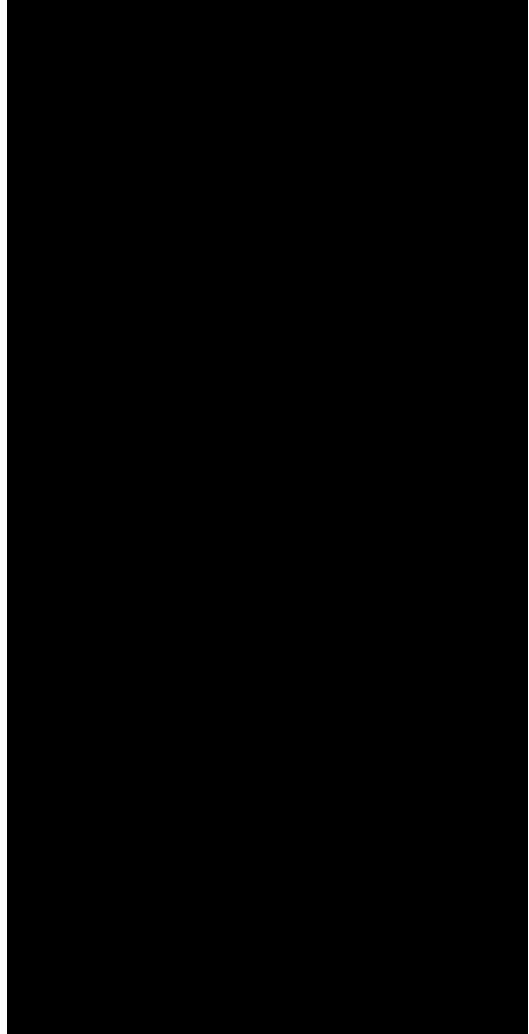
The remediation works to this building will be 'light touch' to ensure that its existing character is retained in a fabric which is appropriate for modern use.

4.4 THE COMMERCIAL SPACE.

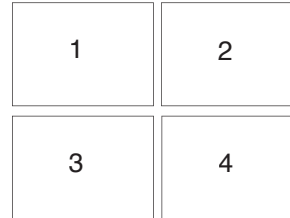
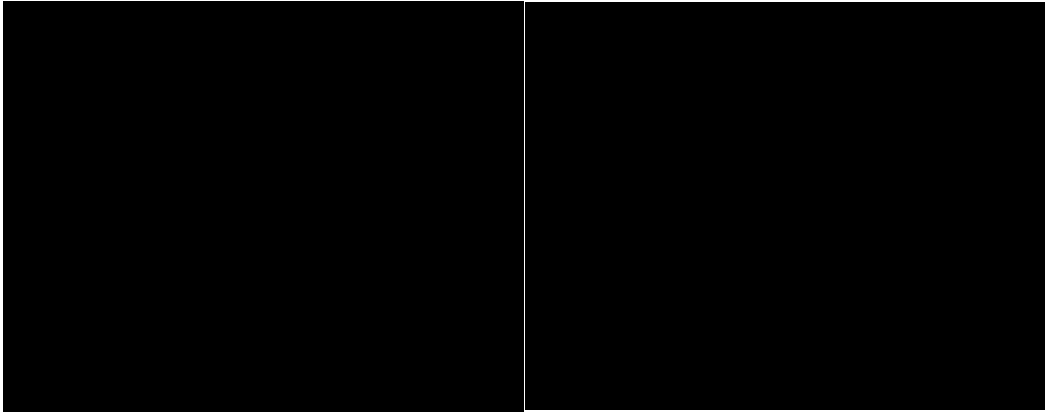




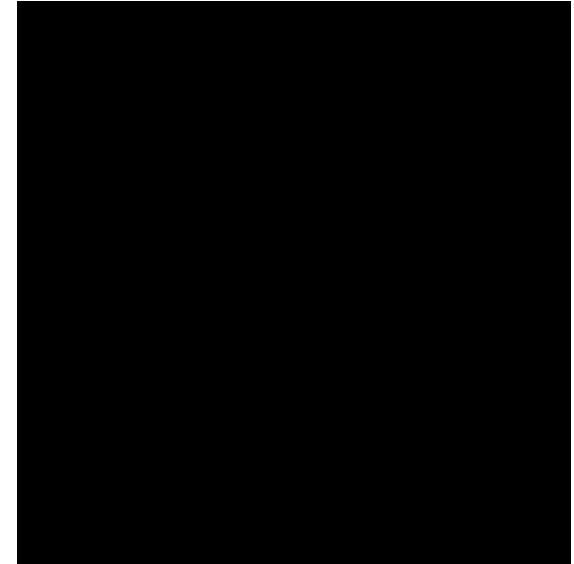
4.5 THE NEW ACCOMMODATION.



1. Traditional net drying huts in Hastings.
2. Caixa Forum in Madrid by Herzog & De Meuron
3. Shoreham street Sheffield by Project Orange
4. Martine museum in the Netherlands by Mecanoo

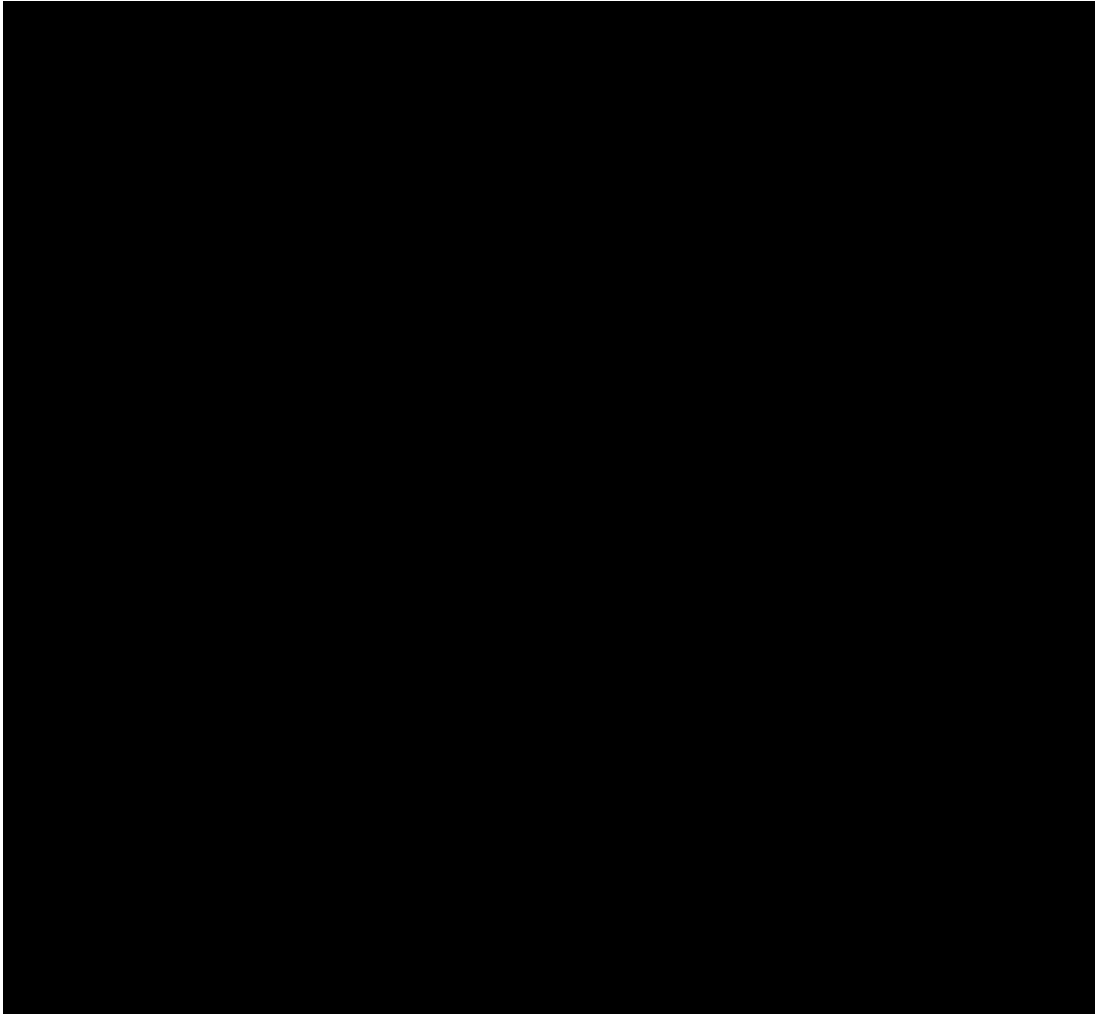


4.6 EVOLUTION OF THE DESIGN.



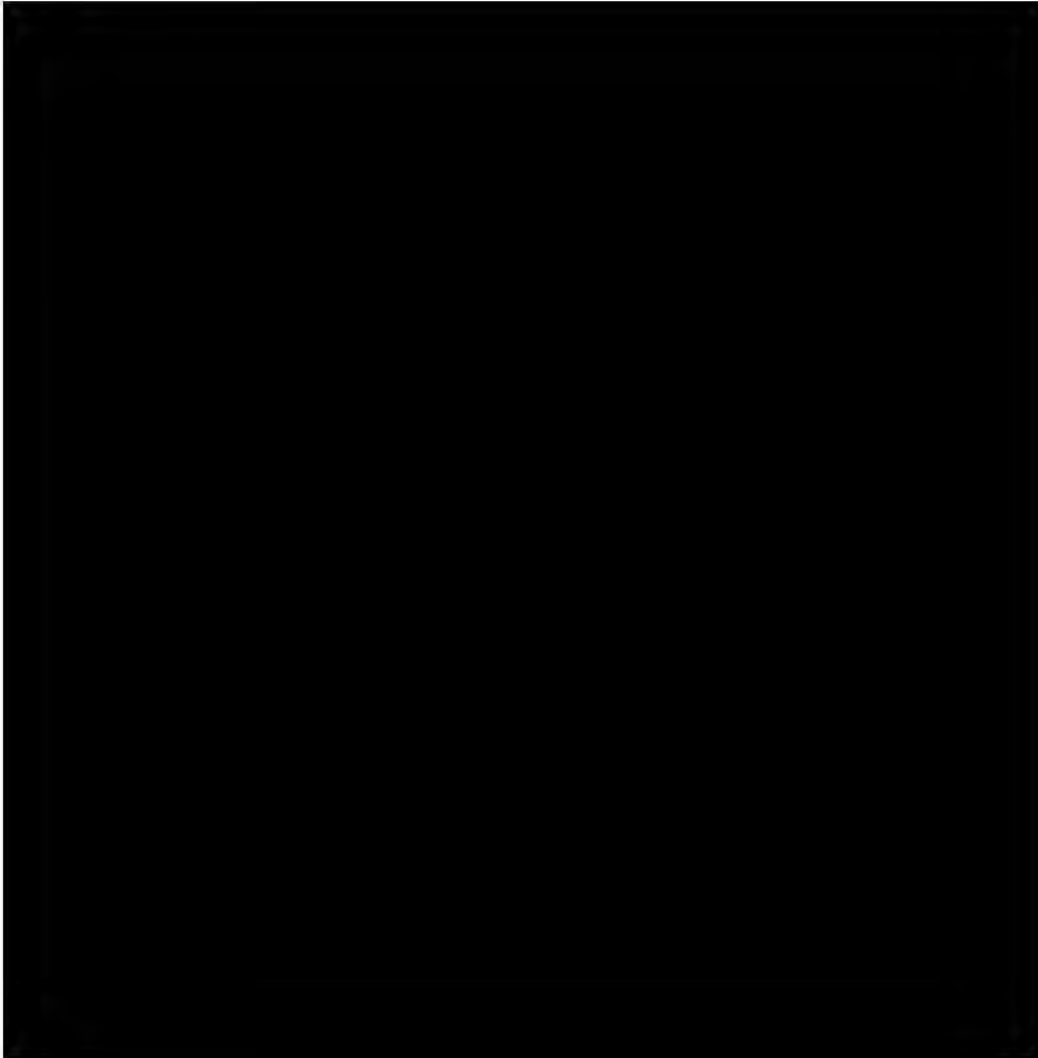
1. An early concept with a sawtooth roof.
2. An evolution into separated forms at roof level.
3. The verticality is accentuated.
4. The final massing is decided.





4.7 SITE MASSING IN CONTEXT.



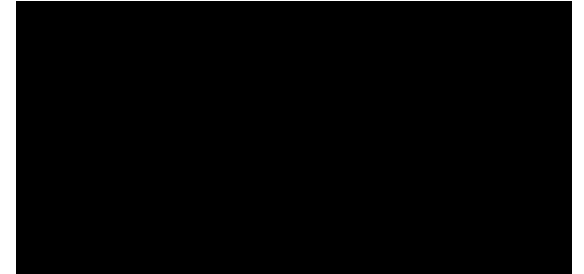


4.8 THE NEW APARTMENTS..





4.9 THE MATERIAL PALLETTE



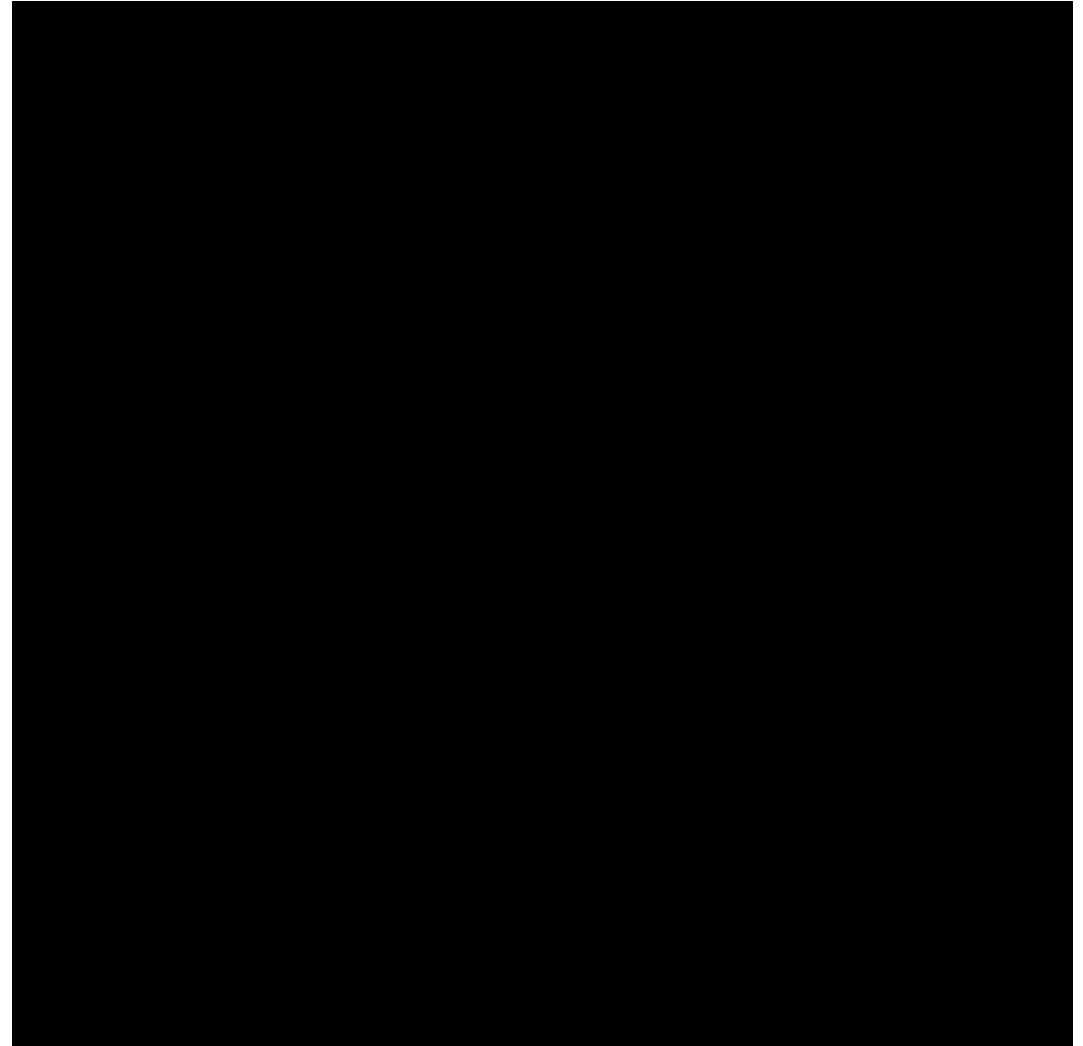
5.0 SUSTAINABILITY.

Introduction.

We are committed to ensuring that the development of this site is seen as an opportunity to create a project that during design, construction, and throughout its life cycle aims for sustainability in a holistic sense.

Sustainability is not just about exceeding part B of the building regulations, it's about trying to make the environment from home to street and beyond, suit the wide range of people that are going to benefit from it by reflecting their changing needs, whilst respecting the environment and its limited resources.

A selection of the ways in which we have tried to encompass current thinking on sustainability within the project follows.



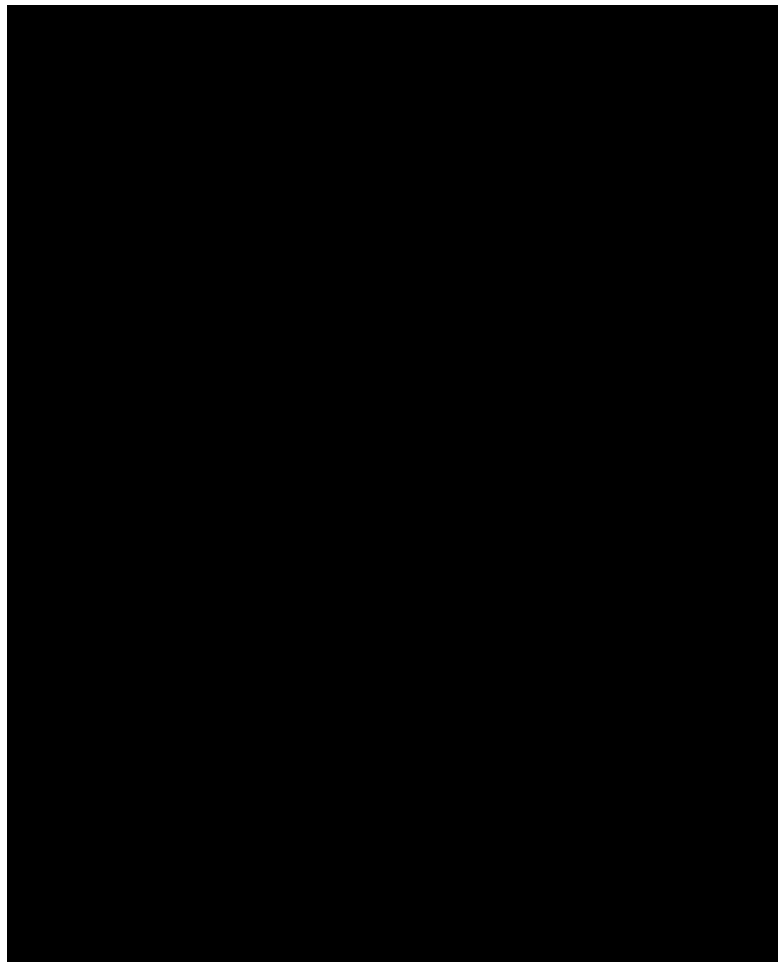
6.0 ACCOMMODATION SCHEDULE.

EXISTING BUILDING

COMMERCIAL

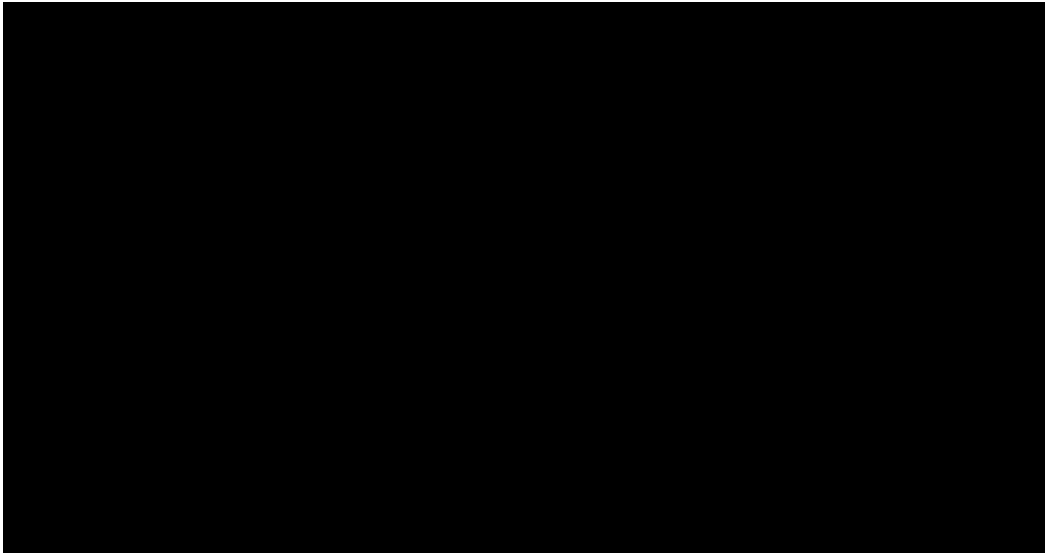
Ground			378 sqm
First			229 sqm
Second			155 sqm

PROPOSED BUILDING



Tota	762 sqm
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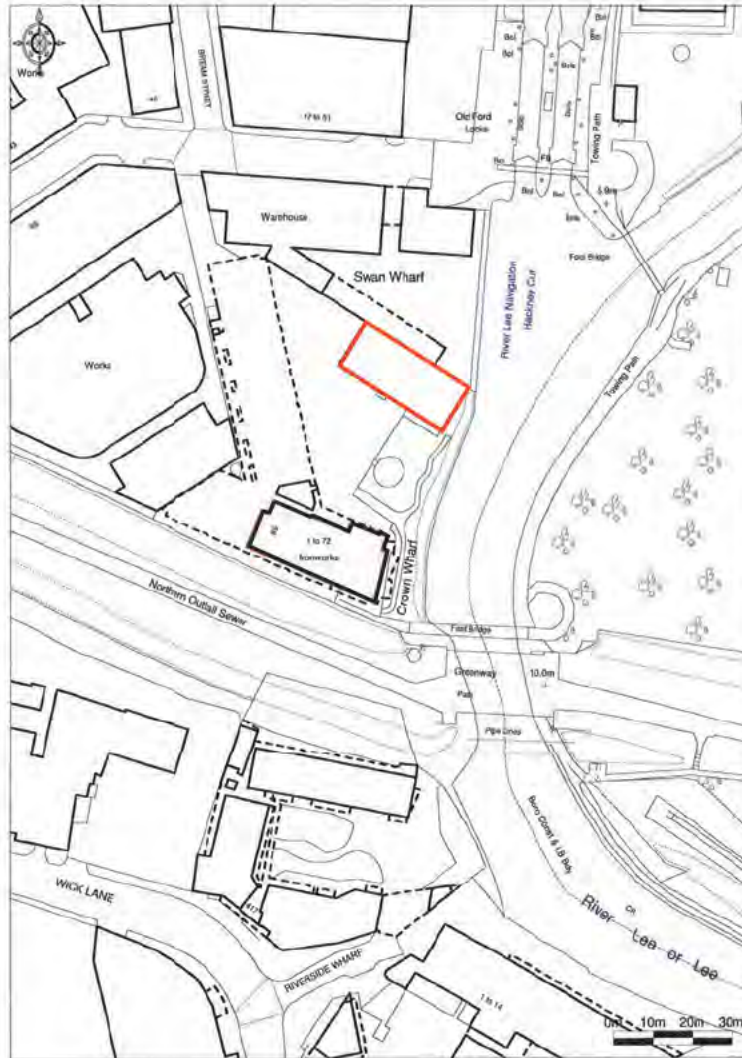
7.0 CONCLUSION.



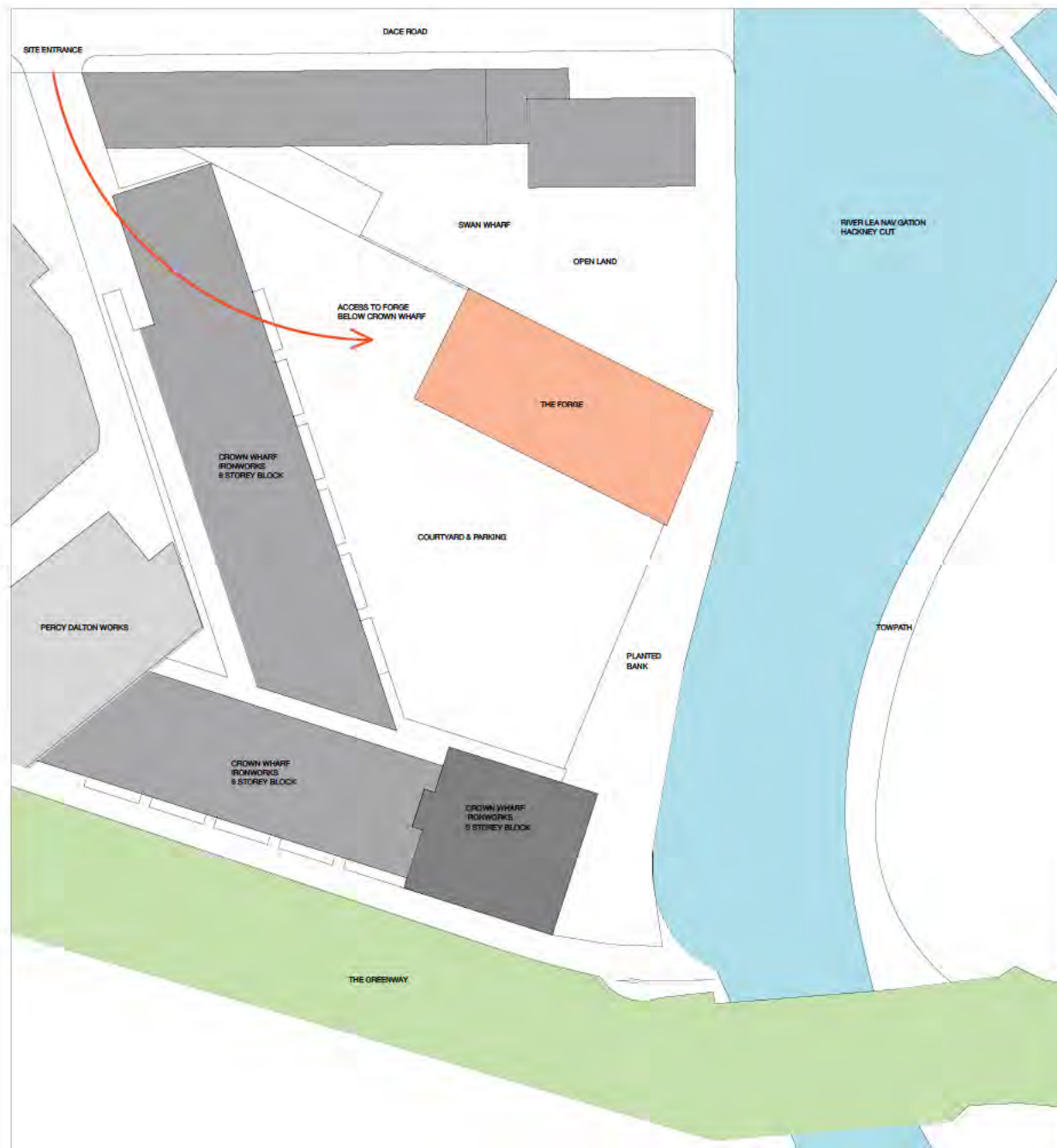
With these development proposals we are committed to creating a vibrant exciting place to live and work at an appropriate density using high quality materials.

The quality of the spaces will be exemplary, and the new additions will create an elegant but bold focus for the site and its wider context.

8.0 THE PROPOSED DRAWINGS.

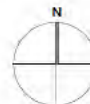


project	THE FORGE DACE ROAD E3 2NW			
drawing	SITE LOCATION PLAN			
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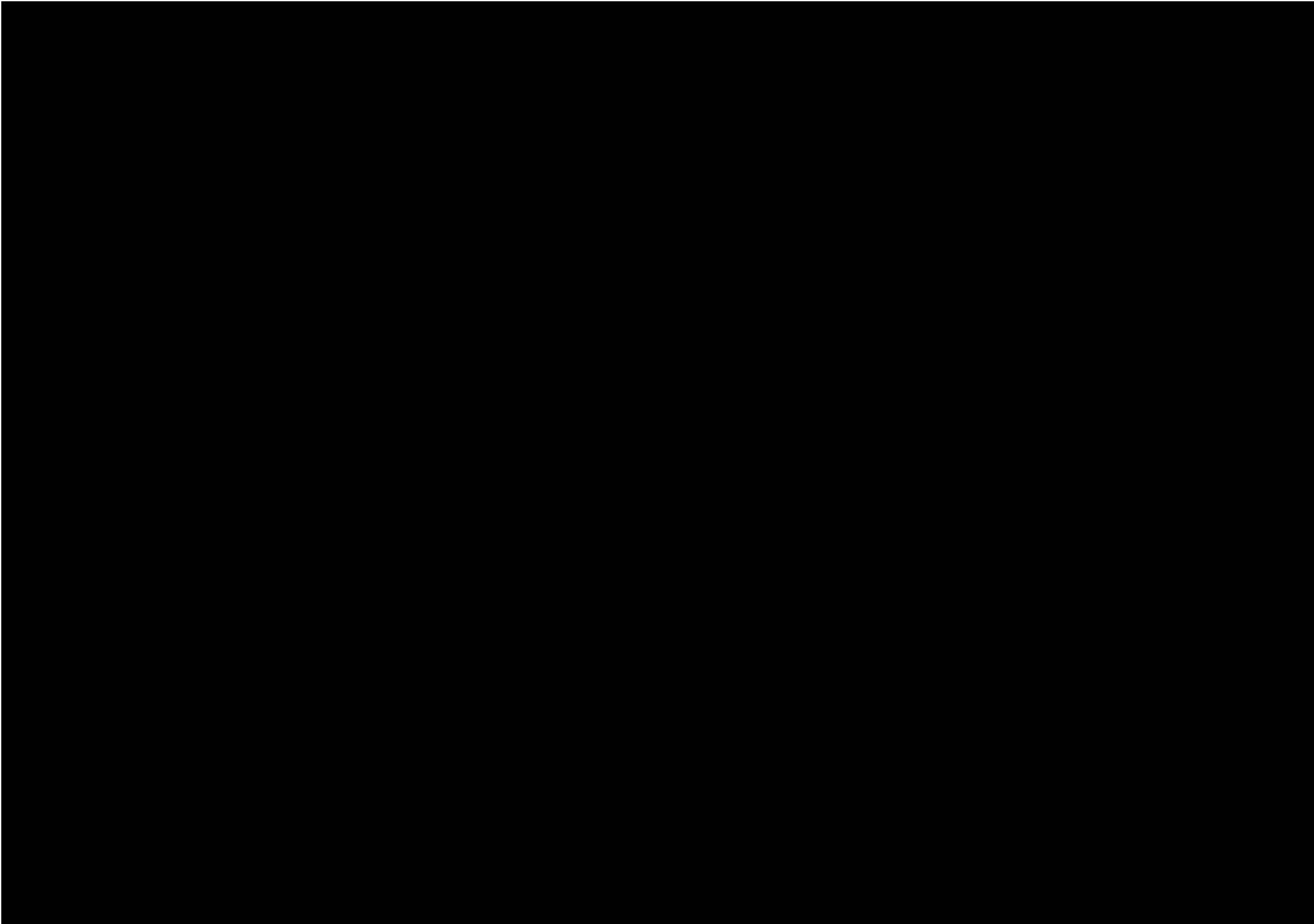


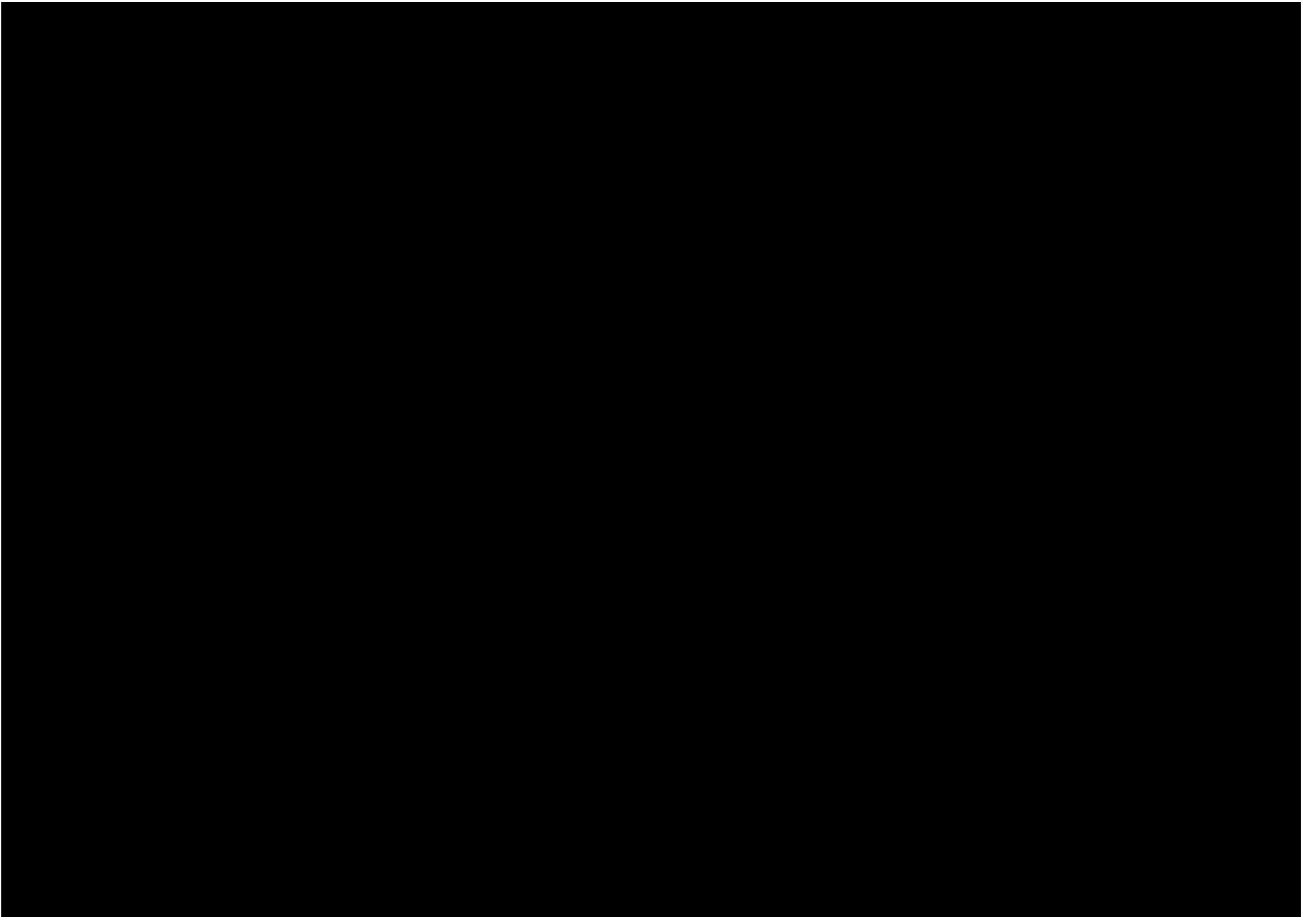
do not scale from this drawing
all dimensions to be checked on site
report all errors to the architect

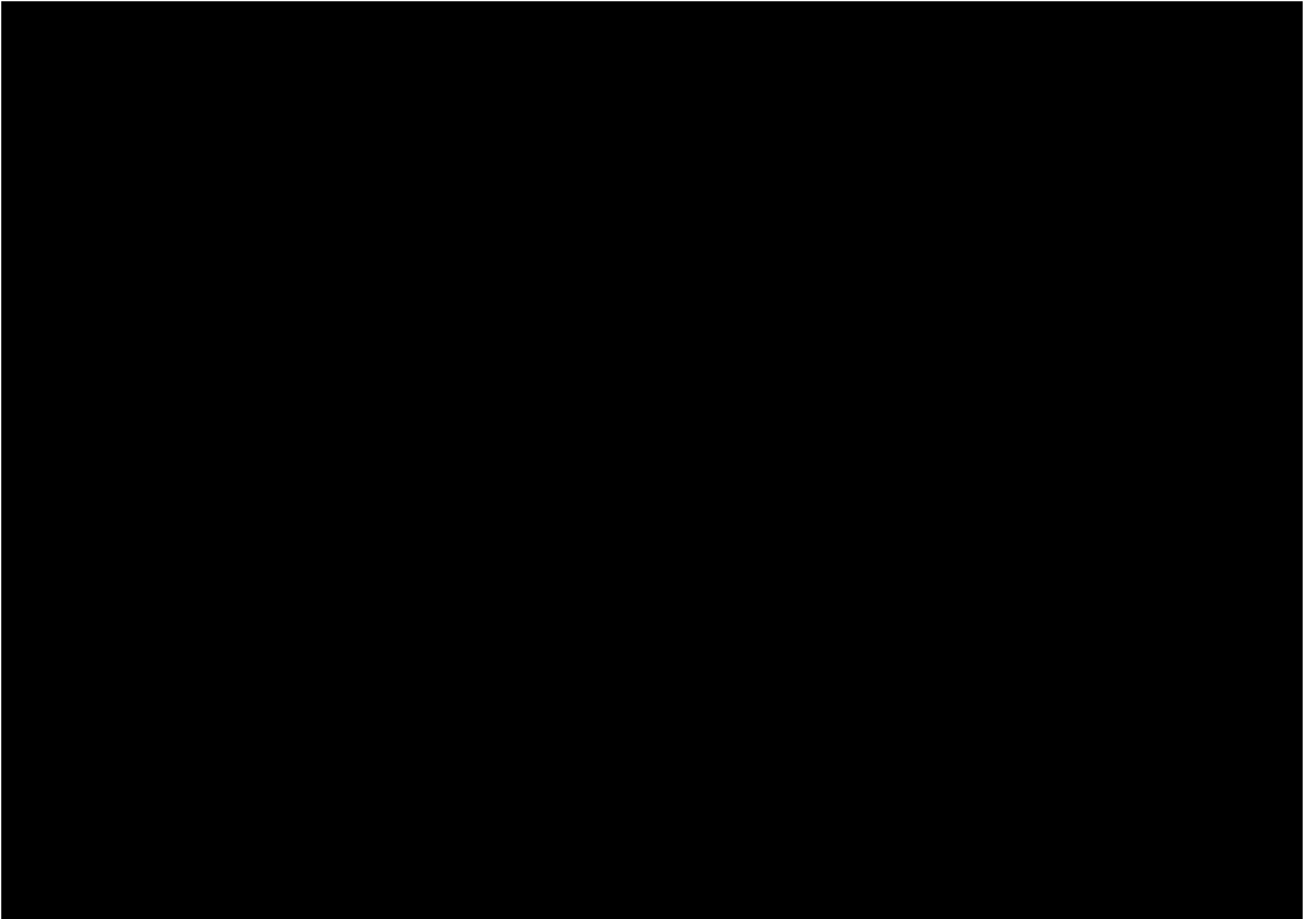
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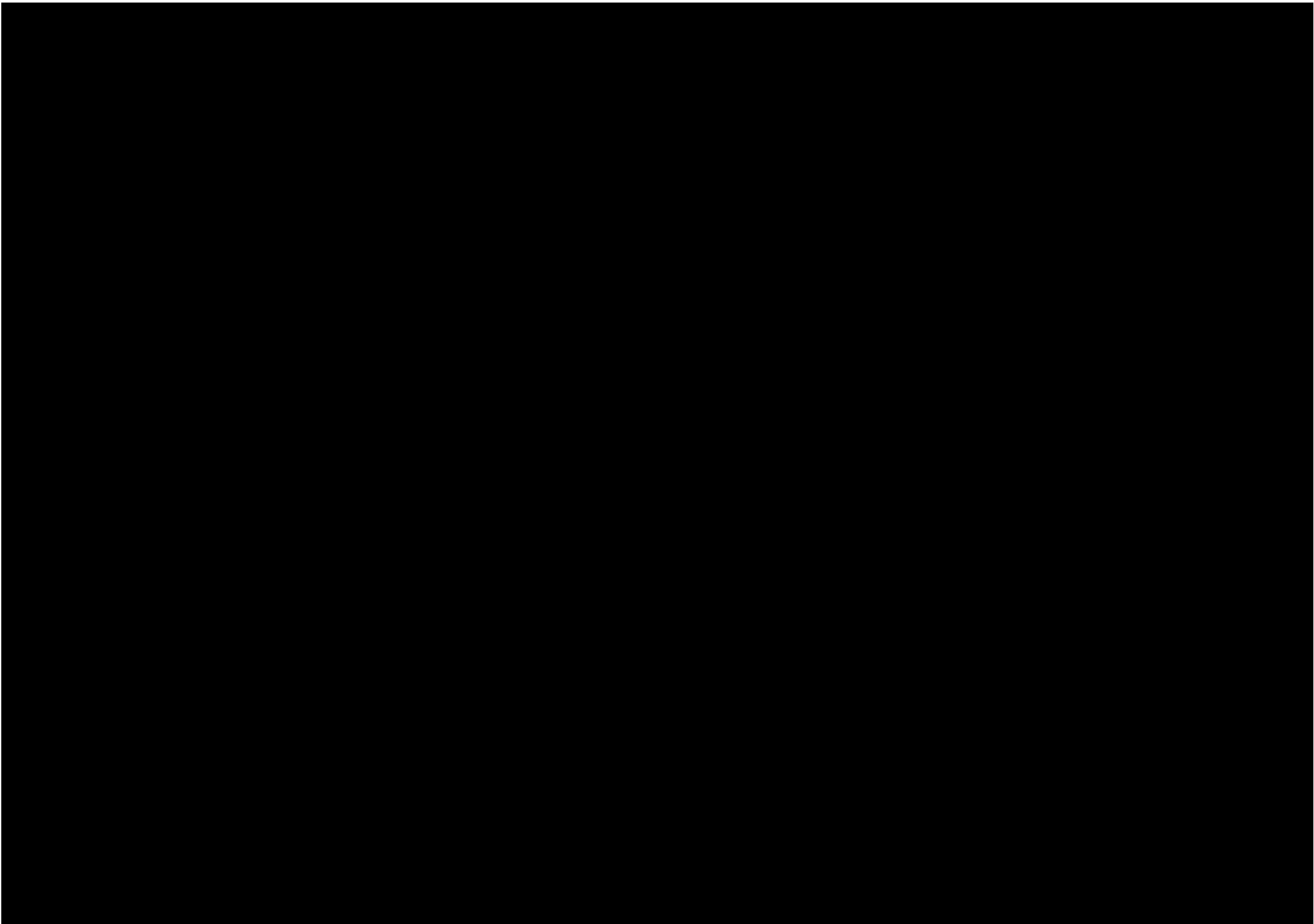


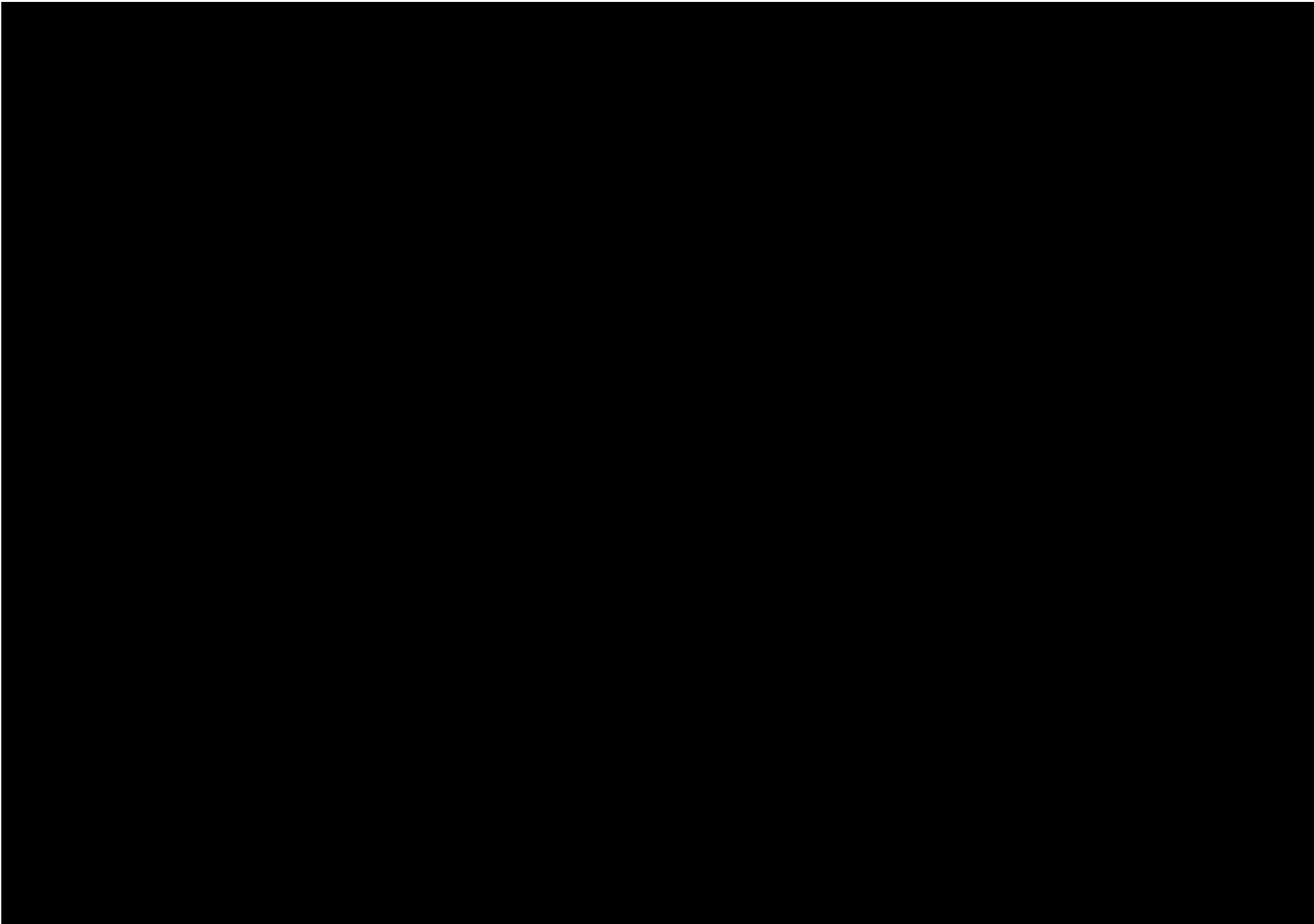
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drawing	SITE LAYOUT			
status	PRE-APPLICATION			
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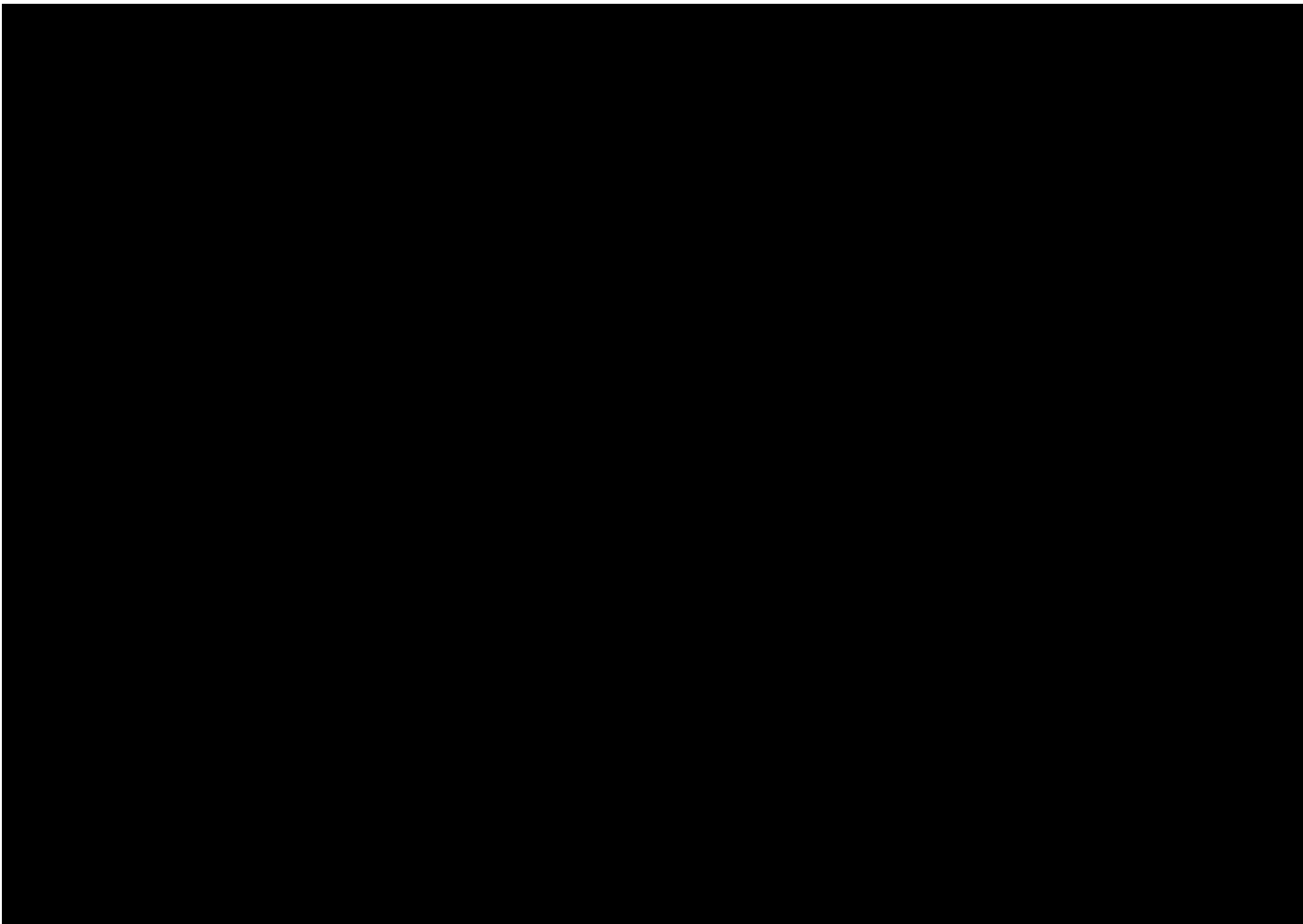


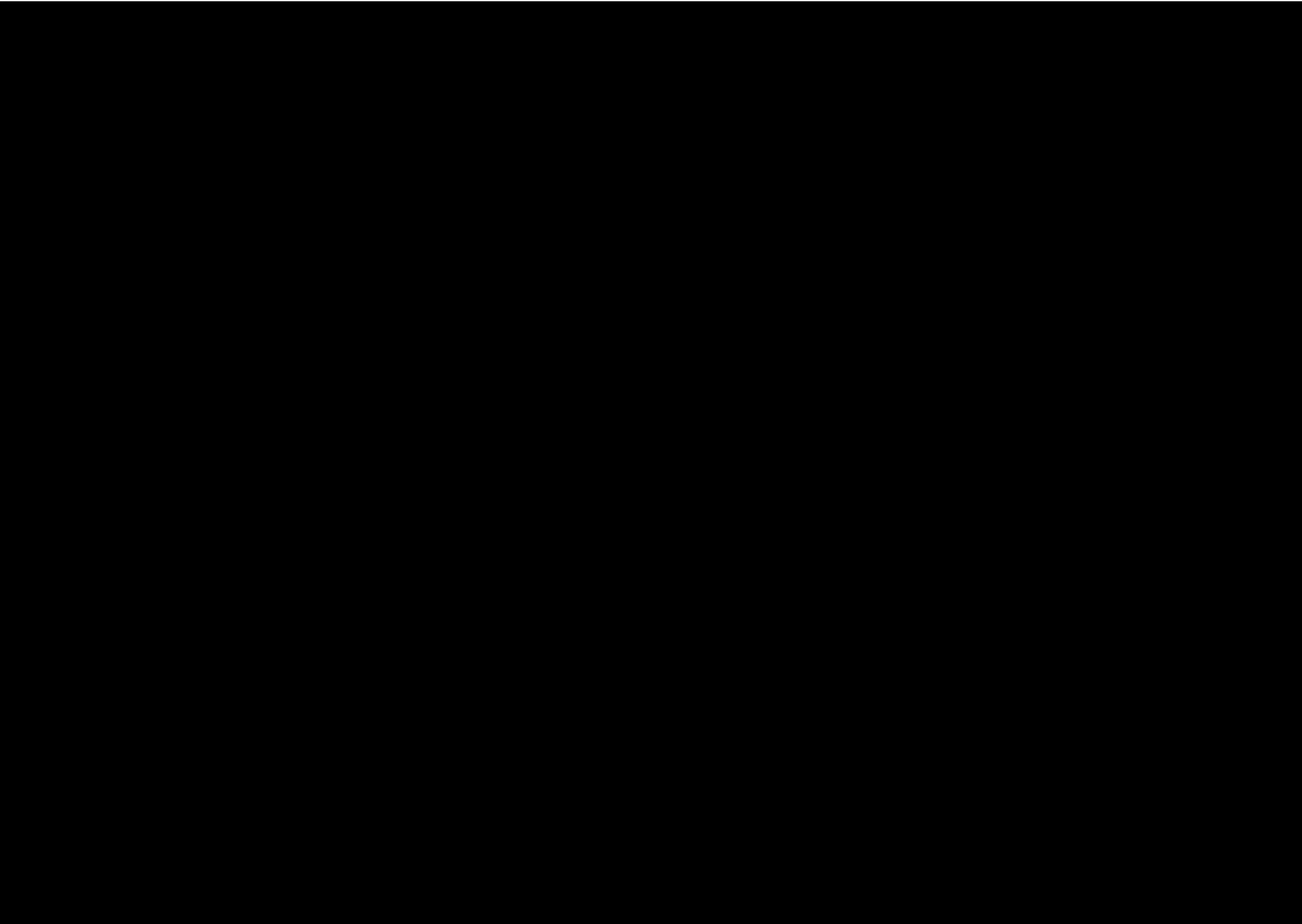


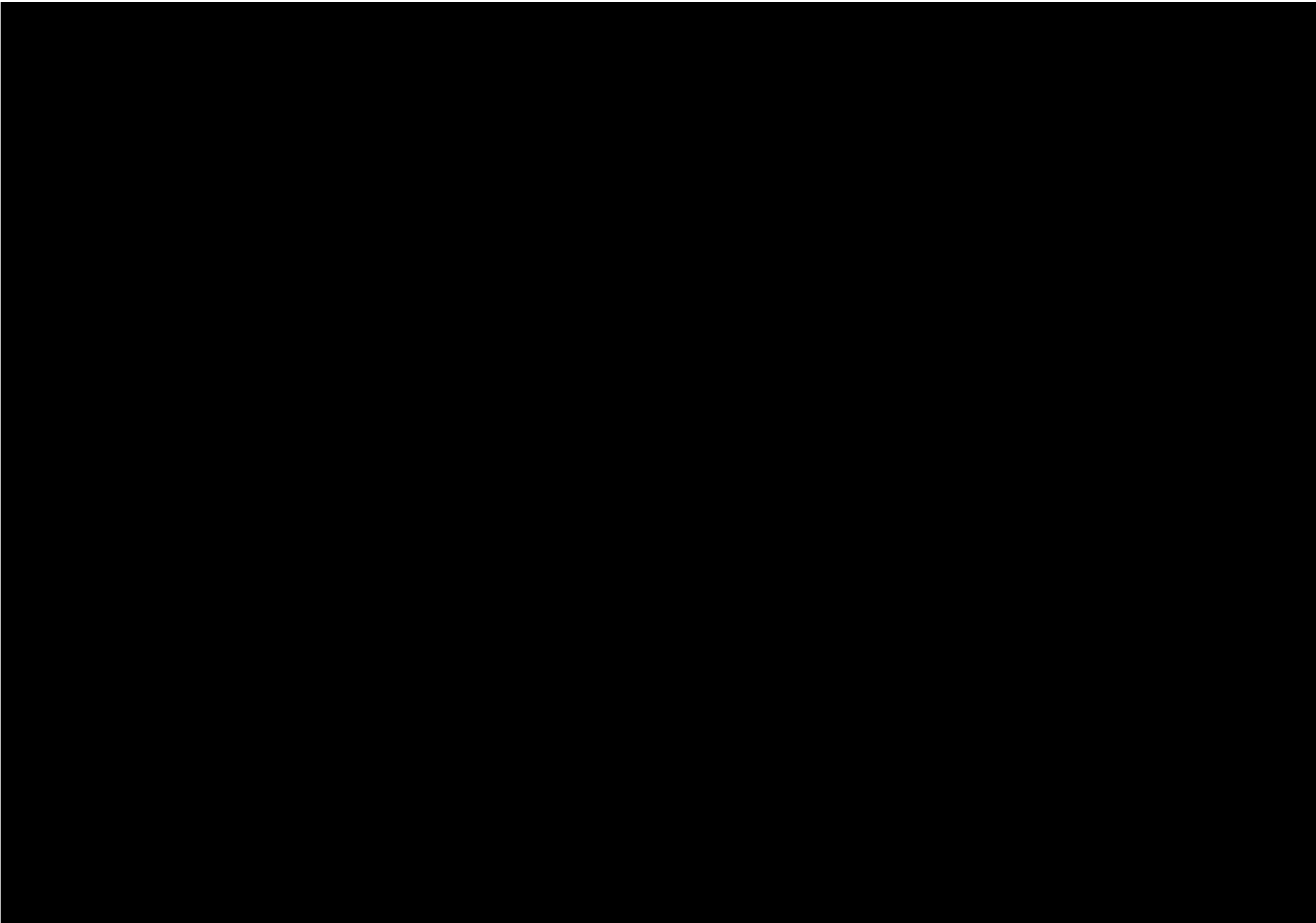


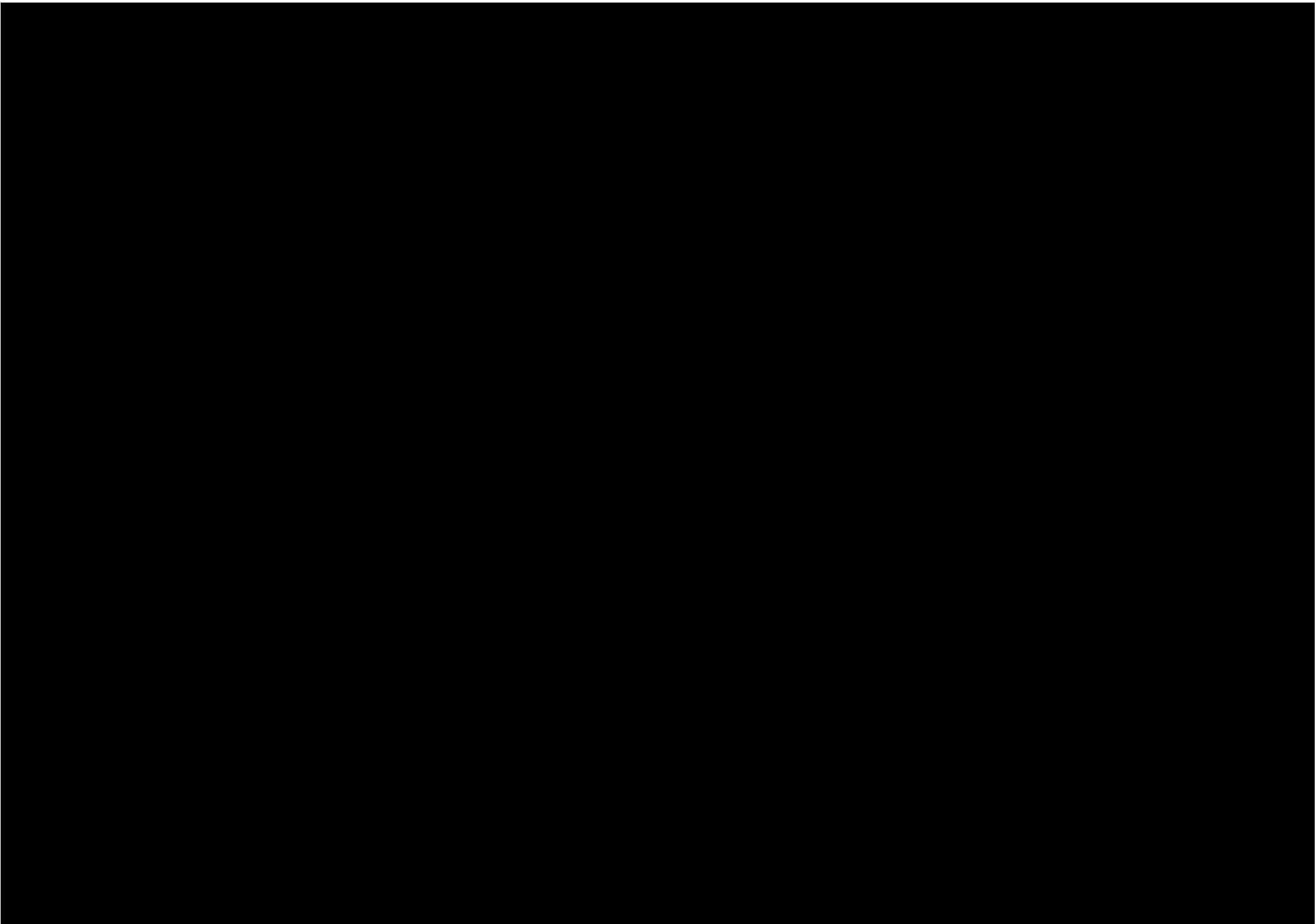


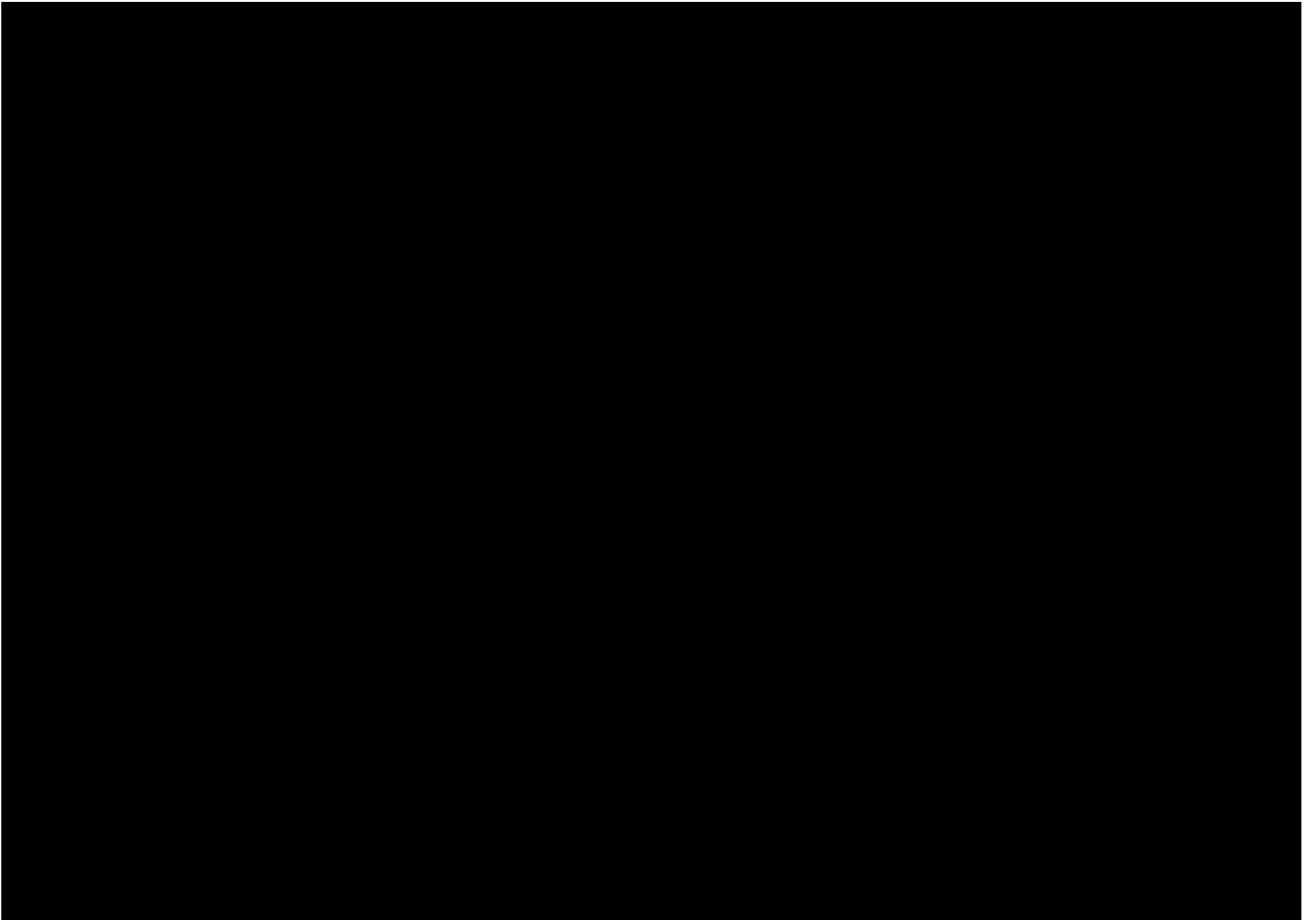


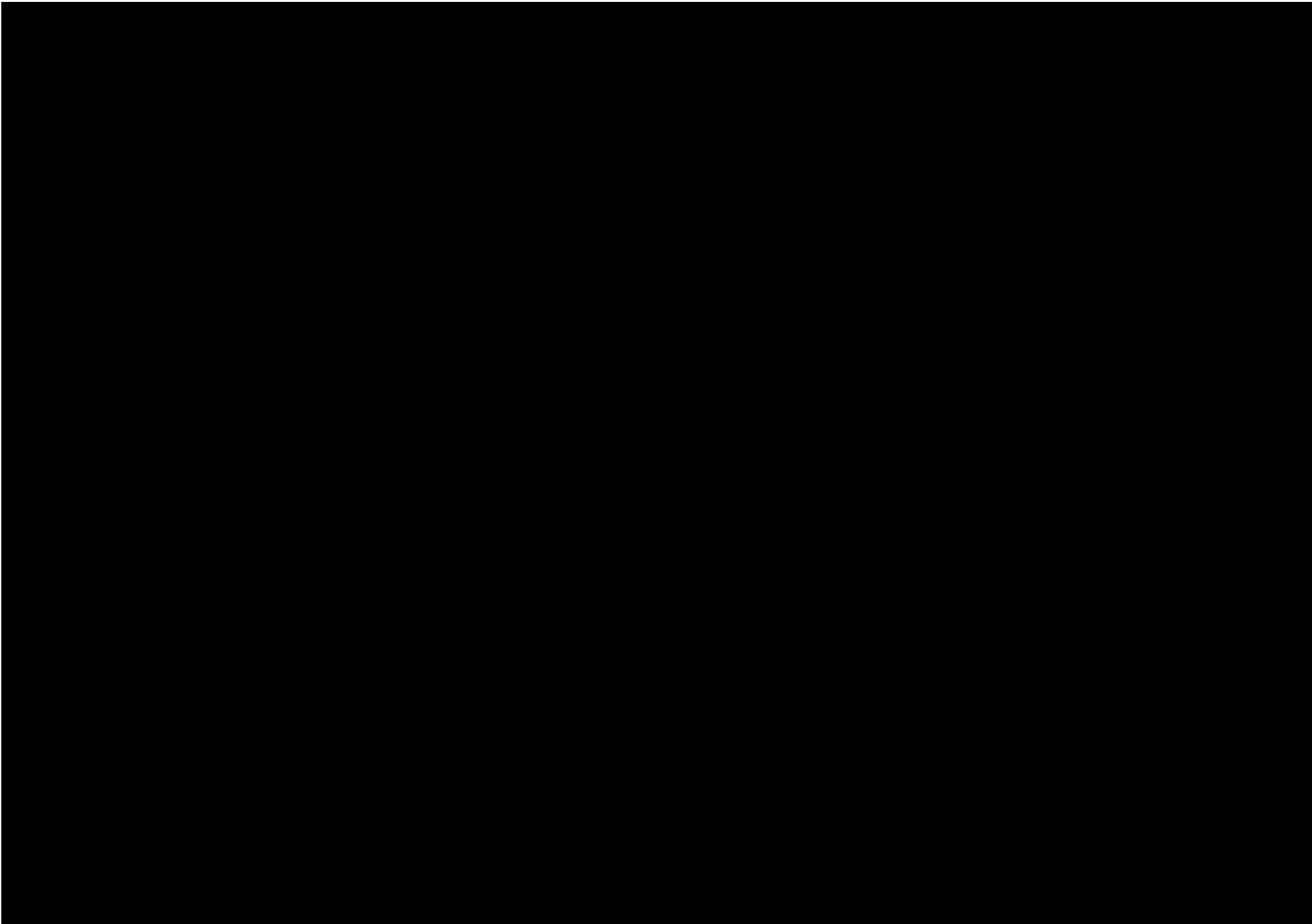


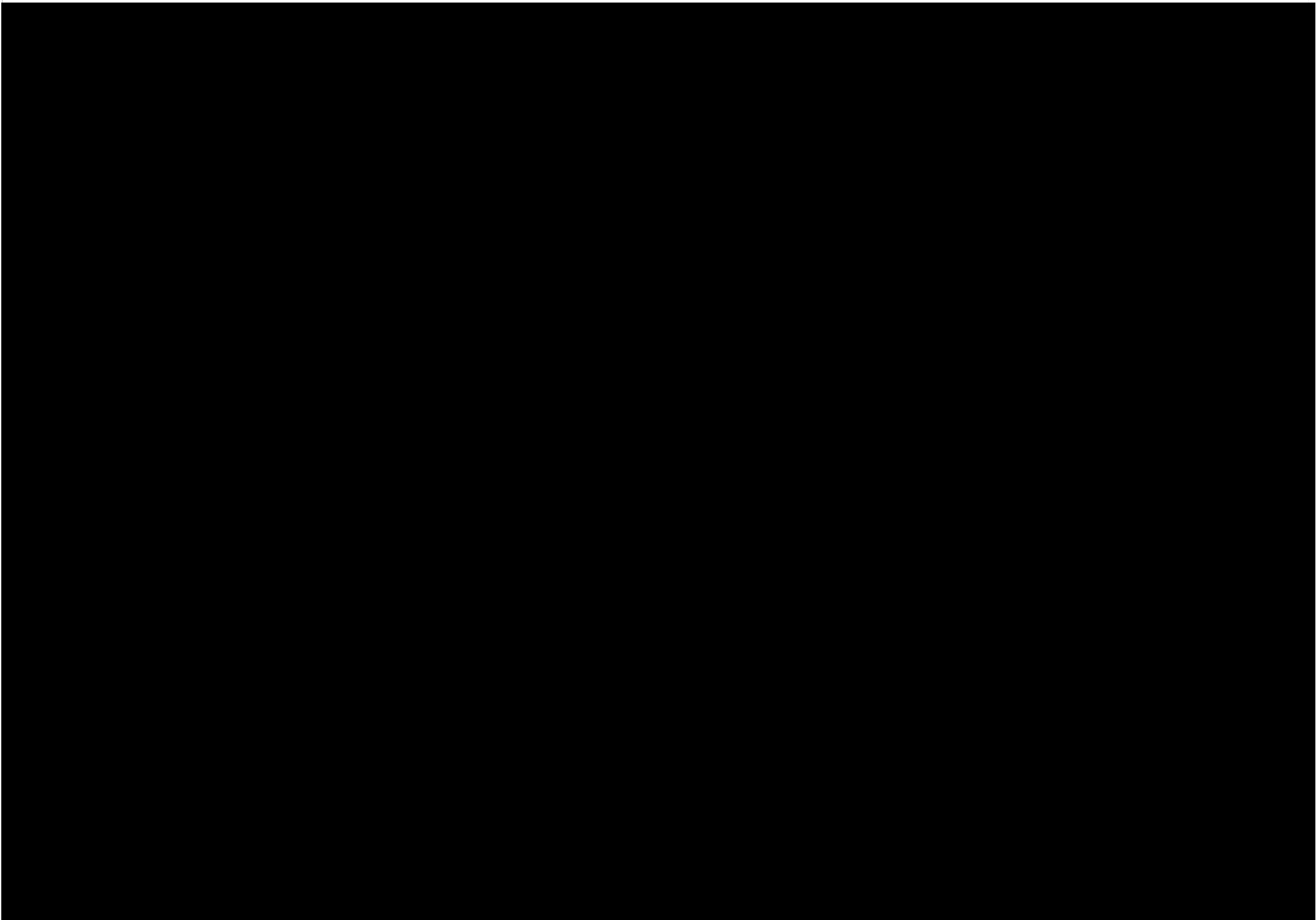


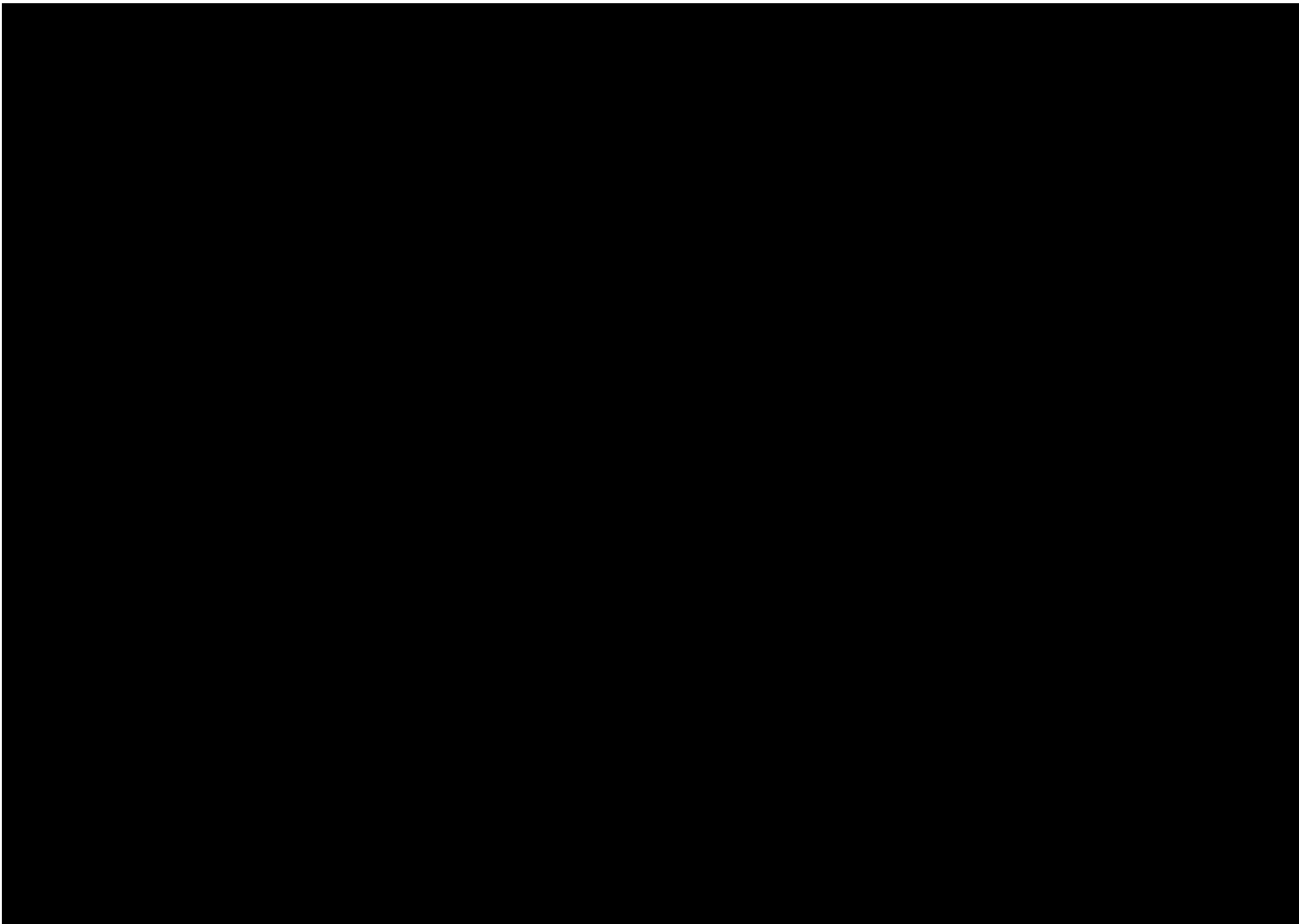




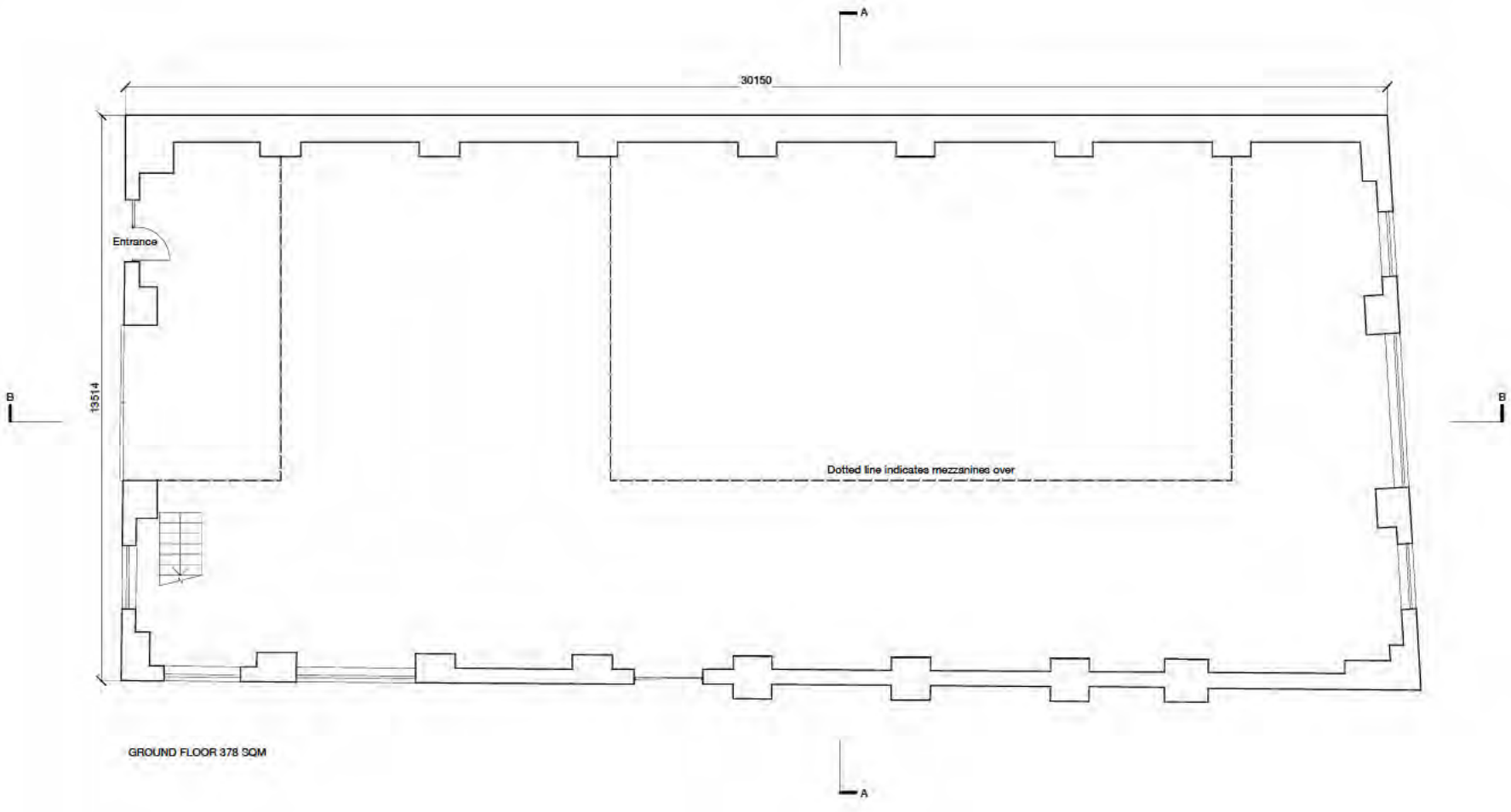








9.0 THE EXISTING DRAWINGS.

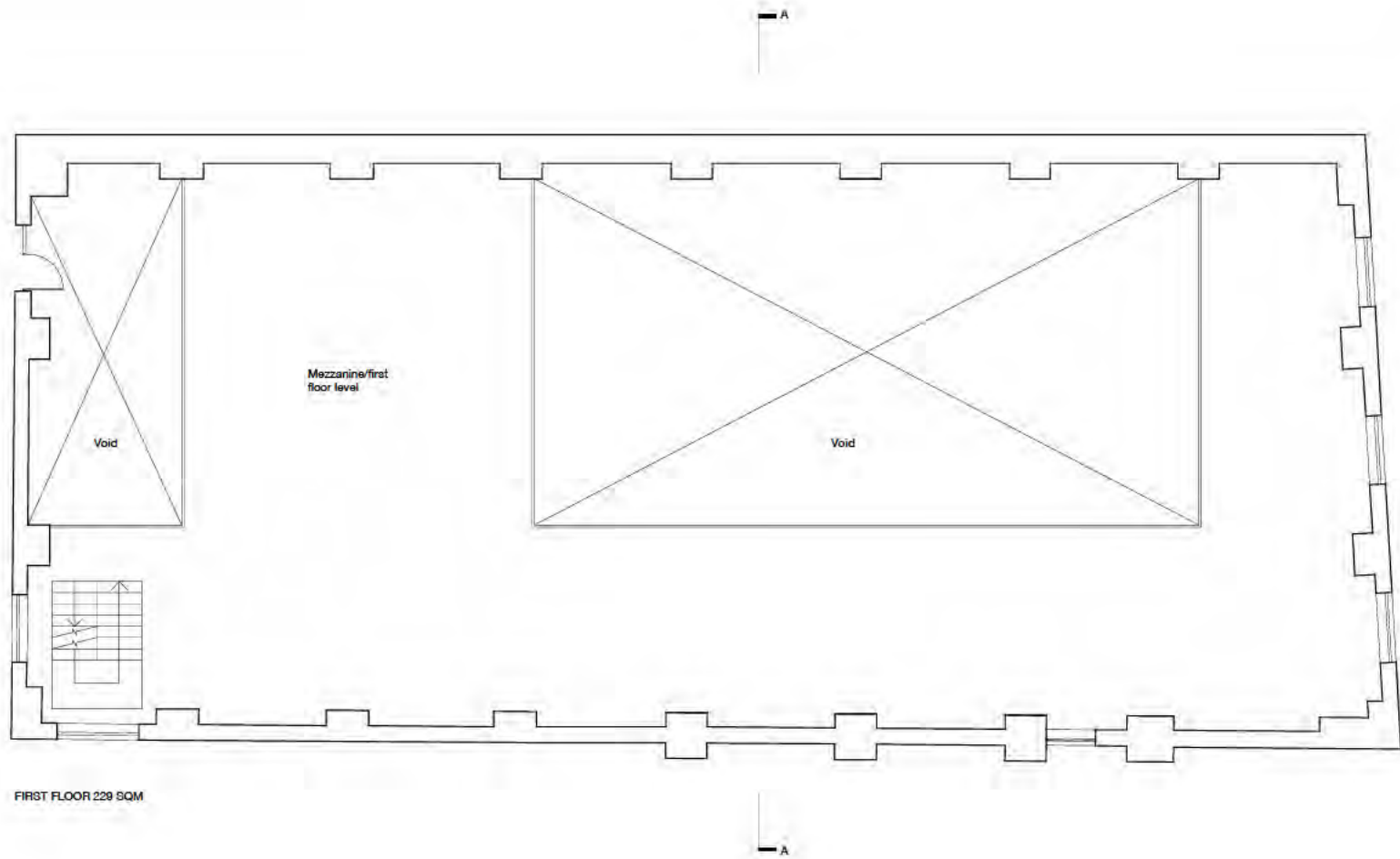


GROUND FLOOR 378 SQM

do not scale from this drawing
all dimensions to be checked on site
report all errors to the architect



project	THE FORGE DACE ROAD E3 2NW			
drawing	EXISTING GROUND FLOOR PLAN			
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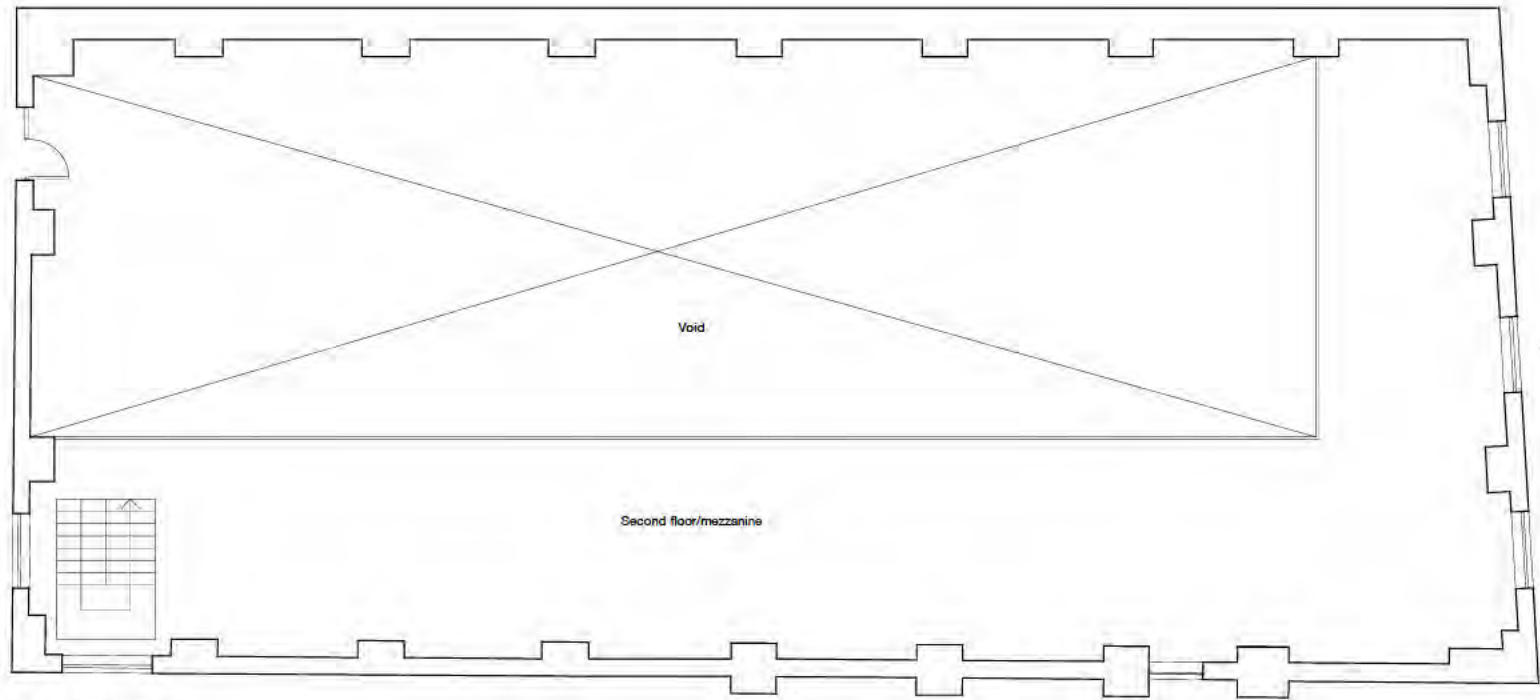


FIRST FLOOR 229 SQM

do not scale from this drawing
all dimensions to be checked on site
report all errors to the architect



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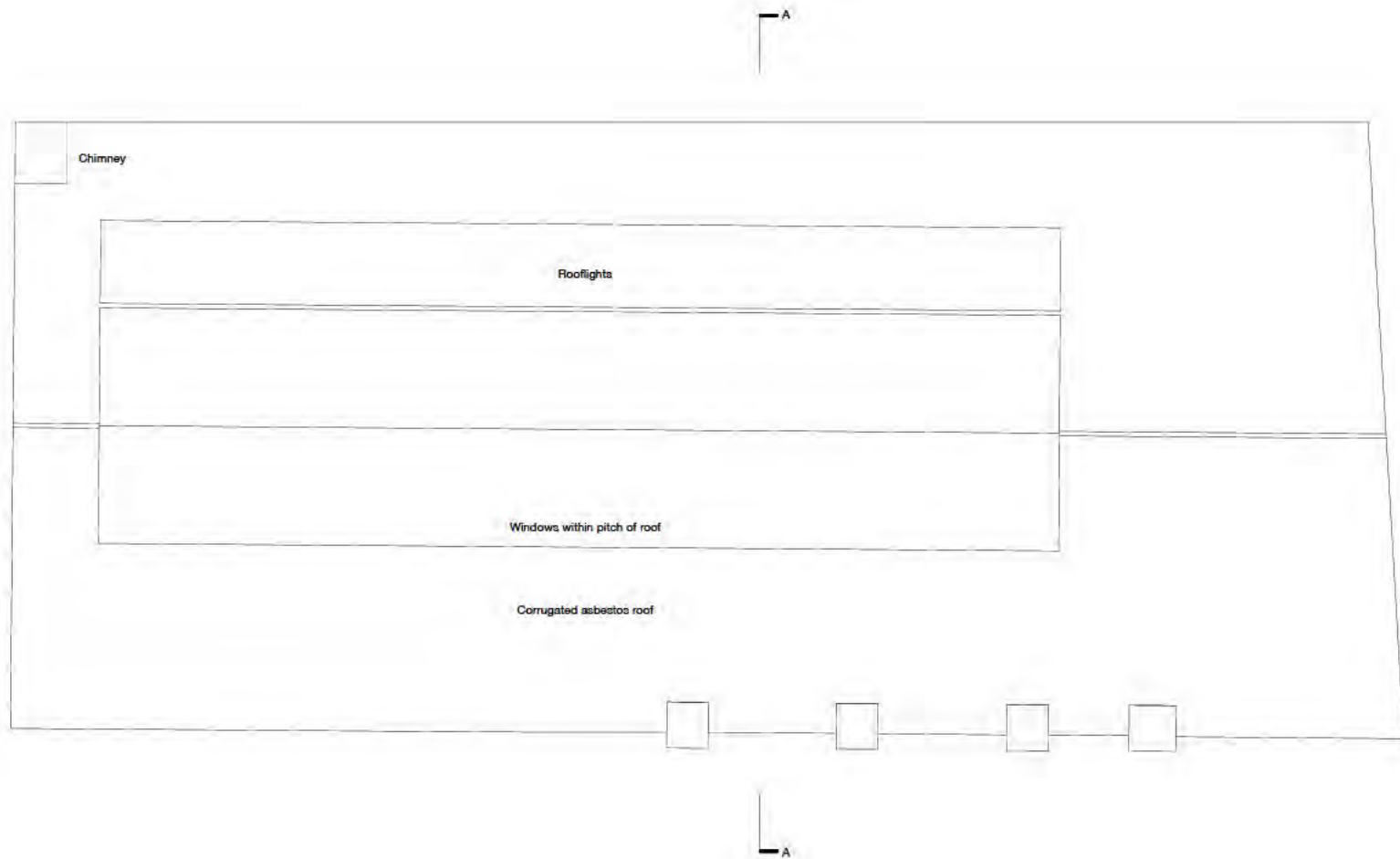


SECOND FLOOR 155 SQM

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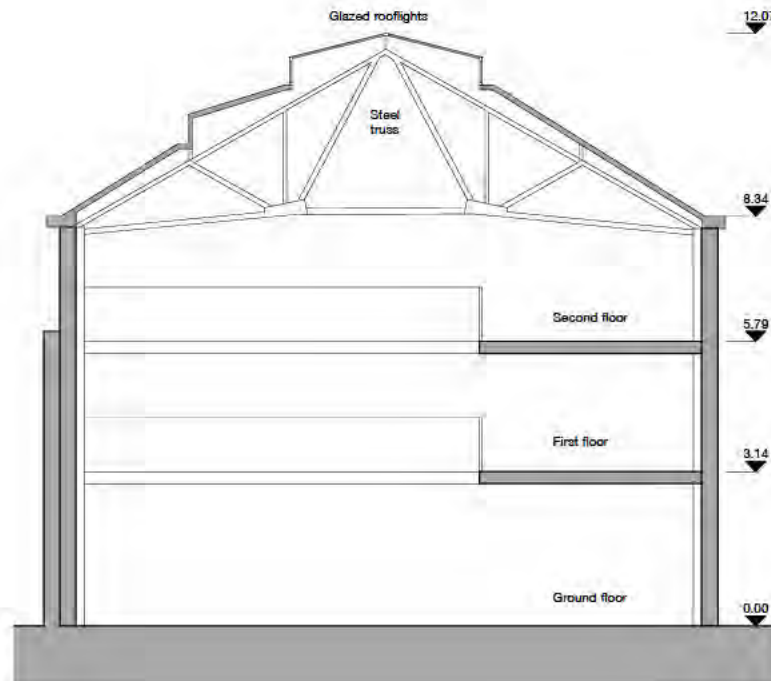
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drawing	EXISTING SECOND FLOOR PLAN				
status	PRE-APPLICATION				
scale	1:100 @ A3	date	OCT 2013	dwg. no.	109.TF.06



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all dimensions to be checked on site
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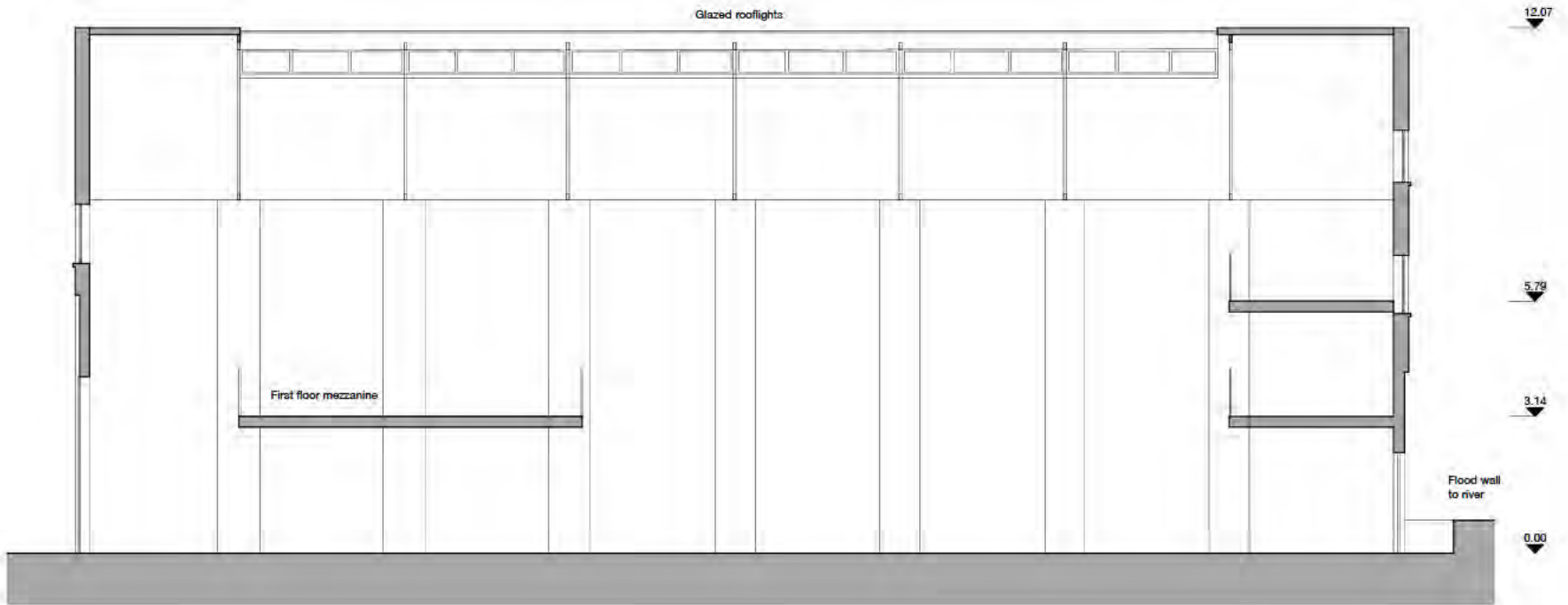
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drawing	EXISTING ROOF PLAN			
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scale	1:100 @ A3	date	OCT 2013	dwg. no. 109.TF.07



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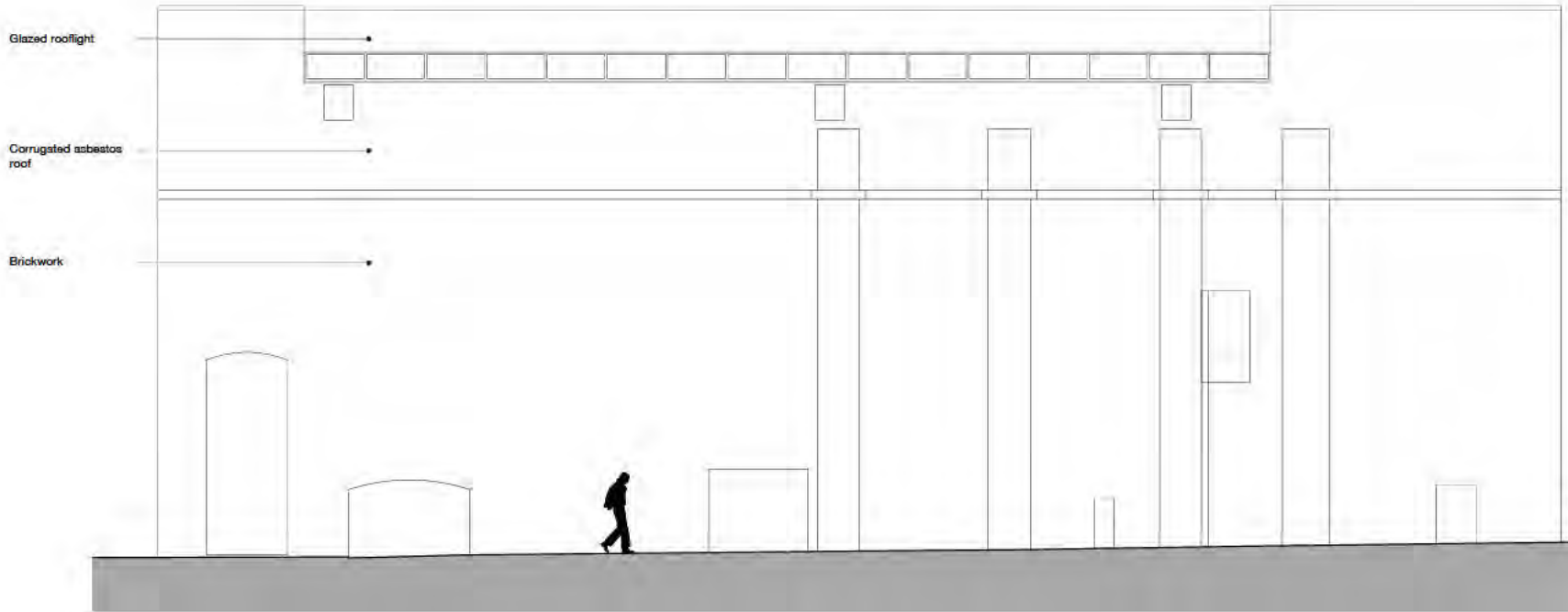
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drawing	EXISTING SECTION AA			
status	PRE-APPLICATION			
scale	1:100 @ A3	date	OCT 2013	dwg. no. 109.TF.08



do not scale from this drawing
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report all errors to the architect



project	THE FORGE DACE ROAD E3 2NW			
drawing	EXISTING SECTION BB			
status	PRE-APPLICATION			
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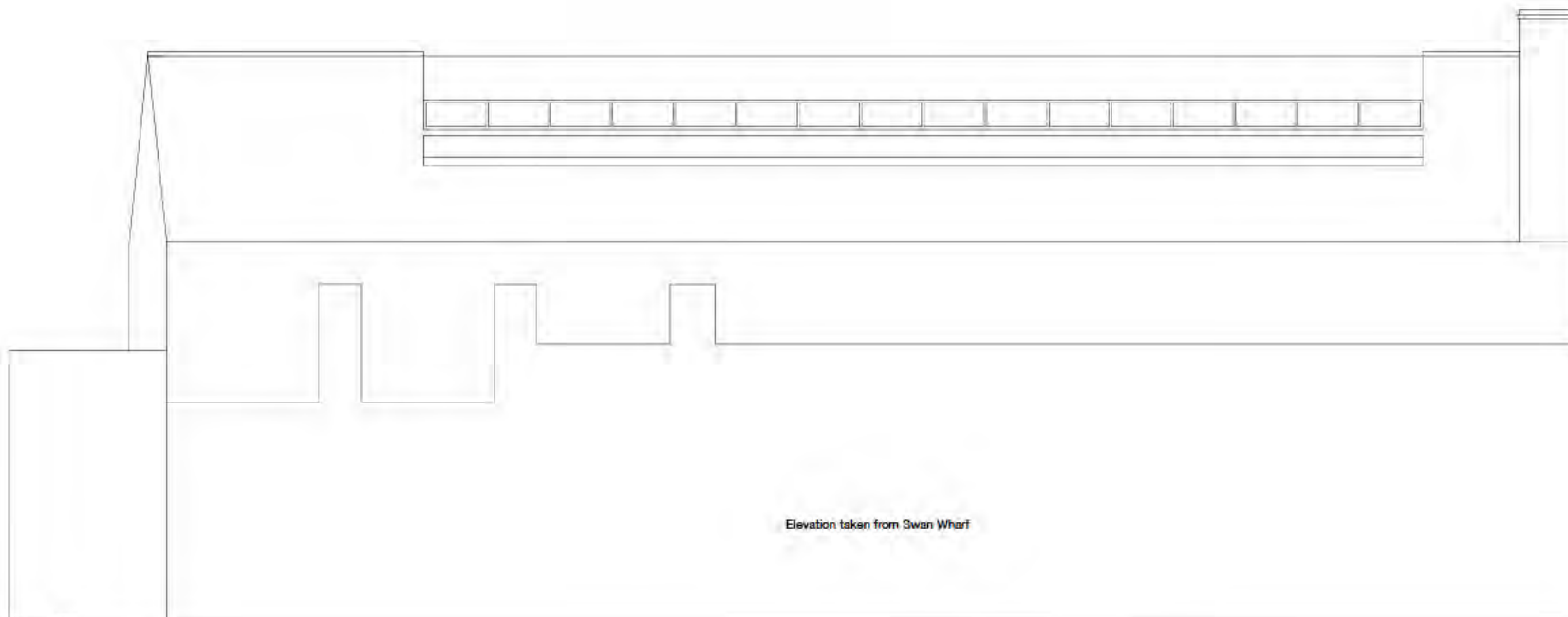


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project	THE FORGE DACE ROAD E3			
drawing	EXISTING SOUTH ELEVATION			
status	PRE-APPLICATION			
scale	1:100 @ A3	date	SEP 2013	dwg. no. 109.TF.010

Crown Wharf Ironworks beyond shown dotted



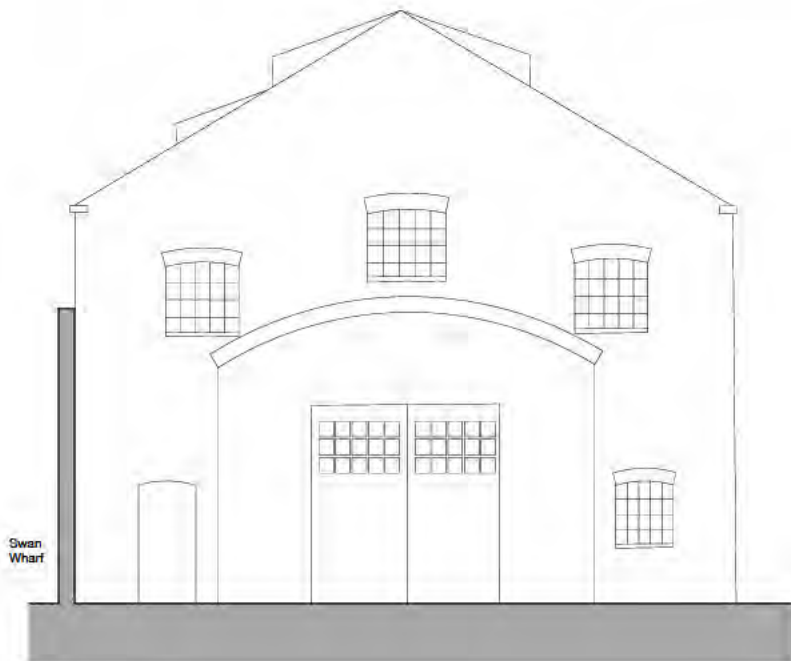
Elevation taken from Swan Wharf

River Lea

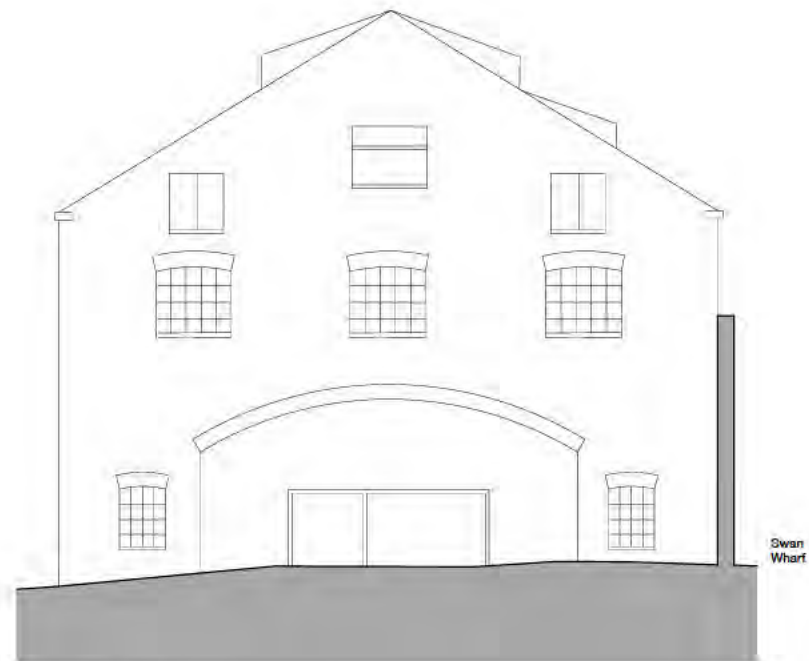
do not scale from this drawing
all dimensions to be checked on site
report all errors to the architect



project	THE FORGE DACE ROAD ES				
drawing	EXISTING NORTH ELEVATION				
status	PRE-APPLICATION				
scale	1:100 @ A3	date	SEP 2013	dwg. no.	109.TF.011



East elevation



West (canal) elevation

do not scale from this drawing
all dimensions to be checked on site
report all errors to the architect



project	THE FORGE DAGE ROAD E3			
drawing	EXISTING EAST & WEST ELEVATIONS			
status	PRE-APPLICATION			
scale	1:100 @ A3	date	SEP 2013	dwg. no. 109.TF.012