

STURTS

YARD 



STATEMENT OF COMMUNITY INVOLVEMENT

POLITY ON BEHALF OF ACCESS SELF STORAGE
STURT'S YARD, 48 EAGLE WHARF ROAD, HACKNEY, PLANNING APPLICATION
SEPTEMBER 2018

1. Background

- 1.1 Polity Communications Ltd was asked by Access Self Storage Ltd (‘Access’) to organise community Involvement activities relating to their proposals for the development of their site at 48 Eagle Wharf Road, Hackney.
- 1.2 Currently the site operates as a fully functional self-storage (land use B8) facility of some 8,155 sq. m GIA and comprises four separate buildings of varying ages, the most recent being a single storey light metal frame warehouse constructed in 2002.
- 1.3 The proposed re-development of the 0.52 hectare site (to be known as Sturt’s Yard) involves the full demolition of existing buildings, with retention of elements of the two-storey concrete façade and roof trusses, and redevelopment of the site to provide a mixed-use scheme comprising blocks of 2 to 9 storeys and accommodating a self-storage facility (B8) at lower basement, basement and ground floor level, office accommodation (B1) at basement, ground and first floor level, and residential units at second to eighth floor, as well as a café (A3) at ground and first floor level, landscaped communal gardens, pedestrian link route to the Regents Canal and other associated works.
- 1.4 The overall mixed-use scheme will result in 11,584 sq. m GIA of residential (C3) uses (141 residential units ranging in size from Studio to 4 bedrooms), 4,600 sq. m GIA of office (B1) uses, 7,234 sq. m GIA of self-storage (B8) uses and 219 sq. m GIA of café (A3) uses. 13 car parking spaces and some 442 cycle spaces are allocated to the various uses.
- 1.5 The site falls within the Hoxton West ward within the London Borough of Hackney and neighbours the St Peter’s ward (north of the Regents Canal) within the London Borough of Islington.
- 1.6 In formulating pre-application community involvement activities around redevelopment proposals, Access considered how to ensure that residents, businesses and civic societies in the locality of the site could:
- Have access to information about the scheme;

- Put forward their own ideas and feel confident that there was a process for considering ideas;
- Comment on the formal proposals; and
- Get feedback and be informed about progress and outcomes.

1.7 Access indicated to officers of the local authority that it wished to respond to the desire expressed in the Council’s Statement of Community Involvement (2014) that applicants should undertake consultation with neighbours and/or local interest groups before submitting an application, particularly for larger-scale major or potentially controversial proposals. Contact with local ward members is also encouraged. Such pre-application consultation is a key feature of current best practice in community involvement in planning and is fully supported by Access.

1.8 The community involvement strategy for 48 Eagle Wharf Road, Hackney, was shared with Council officers in advance. Throughout, the approach followed was conceived with best practice in mind, taking into account Government Guidance and the policy of the London Borough of Hackney.

2. The Community Involvement Programme

- 2.1 The community involvement programme was a planned combination of briefing meetings with various stakeholder groups including residents’, civic, neighbouring commercial interests and special interest groups along with a two-day public exhibition on site to which neighbouring residents and businesses were invited. The primary objective of the programme was to inform local people and stakeholders about the emerging plans and actively seek their views prior to the finalisation of a planning application.
- 2.2 Engagement with stakeholder groups began with workshop with the Hackney Society Planning Group (6 members) on Monday 19th June 2017. A presentation was made by Studio Egret West (‘SEW’) to the Group and the model was displayed, followed by a questions and answers session. The Group sent its formal feedback in an email dated 18th July 2017 and key comments are contained in the table at Section 3 of this report.
- 2.3 A meeting took place with the owners (Executec) of the neighbouring Holborn Studios site on Eagle Wharf Road along with their architects (Davy Smith Architects) on Tuesday 27th June 2017. Following a presentation from SEW, key comments made at the meeting were recorded and are contained in the table at Section 3 of this report.
- 2.4 Two meetings with representatives of residents’ groups also took place on Tuesday 27th June 2017. Firstly, a meeting took place with Martin Brophy, the Chair of the Angel Wharf RA, followed by a separate meeting with Effric Smith of the Arlington Association which represents the interests of residents in the London Borough of Islington opposite the proposal site on the northern side of the Regents Canal. Following a presentation from SEW, key comments made at the meeting were recorded and are contained in the table at Section 3 of this report. Effric Smith also took the opportunity to attend the public exhibition and make further comments.
- 2.5 On Thursday 29th June 2017, a meeting took place with representatives of the City of London, given their property interest in the neighbouring Museum of London Archives (‘MOLA’) site on Eagle Wharf Road. Following a presentation from SEW, key comments made at the meeting were recorded and are contained in the table at Section 3 of this report. Representatives of MOLA subsequently attended the public exhibition.

- 2.6 On Friday 30th June 2017 a briefing meeting was also organised with Del Brenner, Secretary of the Regents Network and also a member of the London Waterways Commission which advises the Greater London Authority. The Regents Network is a campaign group for London’s waterways, seeking to bring them back to life. Following a presentation from SEW, key comments made at the meeting were recorded and are contained in the table at Section 3 of this report.
- 2.7 Finally, contact was made with the Friends of Regents Canal to seek the opportunity of a presentation, but no response to this request was received.
- 2.8 The community involvement event comprised an afternoon/evening exhibition held on Thursday 13th July 2017 between 3pm and 7pm and on Saturday 22nd July 2017 between 10am and 1pm both days on site at Access Self Storage, 48 Eagle Wharf Road. Hackney, N1 7ED.
- 2.9 Publicity for the public exhibition was by means of an invitation letter (**see Appendix A**) that was hand delivered door to door on 10th July 2017 within an identified catchment area (**see Appendix B**). This catchment was selected by assessing the site and its locality, and the delivery date was chosen in line with our normal practice to notify local residents and businesses just prior to the week preceding a consultation event. Some 1,000 leaflets were distributed and in addition to covering properties within the London Borough of Hackney, particular care was taken to include properties on the northern side of the Regents Canal within the London Borough of Islington.
- 2.10 Individual email invitations to the exhibition were sent out to the Ward Councillors and Residents’ Associations.
- 2.11 The exhibition comprised a series of boards showing the proposed development of the building and sketches illustrating how the development might look (**see Appendix D**). A model was also displayed to aid understanding of the emerging scheme.
- 2.12 There were 66 visitors to the exhibition and the team noted feedback from all visitors. Comment forms (**see Appendix C**) about the proposals were made available and 31 responses were submitted at the exhibition and further emails and written correspondence were received.

2.13 On 14th September 2017 a briefing meeting was also organised with Clair McLean, Area Planner for the Canal and River Trust (CRT). The CRT was launched on 12 July 2012, taking over the guardianship of British Waterways canals, rivers reservoirs and docks in England and Wales and they are the owners of the neighbouring canal lock (this is lock 6 on the Regent’s canal on the Grand Union and is known as Sturt’s Lock). Following a presentation from SEW, key comments made at the meeting were recorded and are contained in the table at Section 3 of this report.



Public exhibition of plans, July 2017

3. Key issues and responses

3.1 The table below is a summary of the feedback received and it is possible that the issues or comments set out may have been made by more than one person or organisation. The order of the feedback does not reflect any weighting in terms of comments received.

3.2 Responses from the design team are shown.

Comment/viewpoint	Response
Hackney Society	
Clear design development and concept; the reorientation to original north-south warehouse building line is positive.	Noted.
A cross section through the canal, showing relative scale and distances from proposals to existing residential to the north is important to understand proximity and impact: sketches from canal path appear to increase space of canal or at least views are taken from within or behind buildings opposite.	The Design and Access Statement and Planning Drawings include a dimensioned site plan showing critical distances between neighbouring developments and the proposed scheme. These documents further contain contextual elevations and elevations and the Design and Access Statement shows extended contextual elevations. The Design Proposal section of the Design and Access Statement contains sketches taken with all surrounding context and proposed scheme shown to indicate true distances between.
Whilst six storeys is the general datum of adjacent approved proposals at Holborn, the articulation and fragmentation of a further three floors within ‘roof’ structures reduces the overall massing so that a nine-storey proposal can be considered.	Support for the design approach in terms of height is welcomed and the design development process which was followed is set out in detail in the Design and Access Statement which forms part of the planning submission.
The forms of the deep narrow blocks are strong; some Dutch influence clear.	Noted.
Recommended that the new development should be populated with multiple commercial tenants.	The commercial floors are designed for multiple tenants.
Organisation of elements of building, access and layout of housing suitably addresses the needs of the occupants and context. It was considered that the short deck access proposals were not a problem.	Noted.

Comment/viewpoint	Response
If the success of the proposals relies on the cacophony of materials, forms and details, then there is an argument that the architect should go further with this language, to really set the place apart and create a character that will be loved and achieve longevity. In which case, the retention of the architect by the developer through detail design and construction stages of the project is vital.	Noted.
The earlier work of Christian Portzamparc sprang to mind. The group enjoyed reuse of steel structures in public spaces.	Noted.
The earlier work of Christian Portzamparc sprang to mind. The group enjoyed reuse of steel structures in public spaces.	Noted.
The dumb forms and calm material quality of the original/ earlier masonry sheds could usefully influence aspects of the proposals; perhaps the roof cladding (assumed metal) could envelope the rear/north elevations to achieve a simpler reading of the forms, tying the rhythm of small units back into a simple pair, and so referencing the earlier buildings.	The gabled roof material now wraps onto vertical wall sections either side of the open yard.
Holborn Studios	
The existing building footprint vs the proposed, particularly regarding the canal edge should be compared.	The new footprint has a similar relationship to the canal as the existing, although the canal is now accessible and opened up through the introduction of new public realm.
During their consultation on the redevelopment of the Holborn Studios site concern was expressed by Islington residents about the loss of their view to the City of London.	Noted. This is addressed below.
Support for the intent for public access and the desire to connect with canal edge routes.	Noted.
Support for the architectural design.	Noted.
It could be nice to introduce windows on the Holborn Studios boundary flanking wall that allow light into the corridor and upgrade the wall with which the Sturt’s Lock development looks onto.	Noted.
Angel Wharf Residents Association	
Support for the architecture and noted it would be a positive development for the area.	Noted.

Comment/viewpoint	Response
Concern about construction traffic along Eagle Wharf Road, especially if there are multiple developments along Eagle Wharf Road. Access by vehicle to Eagle Wharf Road is limited via Shepherdess Walk or Croypley Street.	Construction-related traffic will be the subject of a Construction Management Plan which will seek to limit impacts as much as possible. Access aims to be a considerate constructor.
Concern about construction traffic along Eagle Wharf Road, especially if there are multiple developments along Eagle Wharf Road. Access by vehicle to Eagle Wharf Road is limited via Shepherdess Walk or Croypley Street.	Construction-related traffic will be the subject of a Construction Management Plan which will seek to limit impacts as much as possible. Access aims to be a considerate constructor.
Arlington Association	
Concern that any additional height to the existing condition would block the views from homes in Islington to the City (can see the Gherkin, etc.) and could create a ‘wall effect’ to the canal.	The proposal would enhance the rhythm of openness and enclosure with a new central open yard breaking the length of structure and exposing the roof of the distant 2 storey block, allowing new views into the city for some residents. A six - storey block scheme was considered for its lowered heights and match to emerging height datums but this would not bring forward the site-wide benefits of introducing an open yard, public access east-west, public access north-south, café and locating homes within distinctive roof-lines. Finally, no increased access across the towpath will be considered.
Concern on privacy and that new homes across the canal would feel oppressive.	All overlooking distances would meet local planning policy requirements and exceed 21 metres and feel like the existing condition between the tow path and Angel Wharf.
Support for a quantum of affordable housing as a solution to a real London problem.	Hackney Council’s Core Strategy Policy 20 seeks to meet a Borough-wide affordable housing target of 50 % of all units subject to site characteristics, location and overall scheme viability. An Affordable Housing Viability Assessment has been submitted separately from the planning application. The assessment tests the maximum level of affordable housing and additional financial obligations, including s106 obligations and CIL, which can be supported by the development without impeding the viability of the project and the chances of delivery. The assessment will be reviewed by Hackney Council and its independent assessors.

Comment/viewpoint	Response
Arlington Association is likely to be concerned about the impact of the new development.	Noted.
City of London	
Scheme is understood and no concerns.	Noted.
No immediate changes to the neighbouring Museum of London Archives site due to long leasehold.	Noted.
Regents Network	
Positive about repurposed truss work.	Noted.
Agree with the concept of opening the canal edge and connecting it to the Holborn Studios canal edge.	This is a key element of the proposal, bringing access and activity to the canal edge.
The site is constrained in space for construction and should consider using the canal for construction access.	This is a matter which will be addressed in a Construction Management Plan, which will be subject to agreement with Hackney Council.
Interested in Sturt’s Lock being restored to two working locks in the future.	Noted. This is a matter for the Canal and River Trust.
The projecting blackened frames surrounding balconies on the Eagle Wharf Road elevation looks obtrusive and would recommend recessed balconies.	The Eagle Wharf Road elevation sets the buildings further back than adjacent architectures to give variety to the infill street pattern. The framed winter gardens and balconies bring selected sections of the elevation in-line with extents of surrounding structures. As encouraged, the shoulder blocks of this elevation have been given only recessed balcony types to give a dramatic depth difference to zones of the building’s street façade.
The projecting balconies on the two elevations enclosing the new courtyard are also obtrusive and would be better as recessed. Long balconies preferred.	A mixture of recessed and projecting balconies was chosen in the refined design for these uses to create depth and shadow. While only recessed was tested, this produced a flat façade and the massing and ground floor experience was better with depth. The projecting balconies elements further enabled zones for high quality metal work details in keeping with the metal work details of the central courtyard that shadow historic uses of the site.

Comment/viewpoint	Response
The canal architecture across the canal from the site is gentle and the proposal should respond to that in some way, whether it be materiality, etc.	Early proposals for the site included flat roofed long elevation architectures. These solutions presented a tall, wall like architecture and a highly-supported design direction of re-orienting and sculpting the architecture to the original gable roof buildings on site was taken. The gabled sections of the architecture are broken into two slender couples via the steel space frame to reflect on the pair of locks and staggered in height to refer to changing water levels. They carry a three-layered language with commercial base, single residential shaft and duplex residential hats. The commercial base carries across east to west along the Canal elevation, assisting relation to the developments to the north of the canal. Blackened mild steel projecting space frames are fixed to the façade allowing a frame with which to read the linearity of the gabled couples and reference back to the site’s Ironworks past. In a softer, domestic language, balconies are in this zone, resting on the space frame, and wrapped in inverted V patterned balustrades. The attention to detail along the elevation addresses the need to take a crafted approach that gives as much focus to the human scaled details as it does the general form.
Could the height of the scheme be on the Eagle Wharf side rather than on the canal edge side?	The Eagle Wharf Road frontage comprises 3 building elements: a central block of 2 storeys (with an open steel space frame at the second level); two end blocks of 5 storeys (with 6th floor setbacks) to bookend the overall elevation; and setbacks of 7 storey gabled peaks to draw across the gabled roof form from canal side that mark the siting of Sturt’s Lock beyond. Some height redistribution was made during the design process and the submitted design is believed to respond successfully to the streetscape.
Policy 218 in the London Plan protects a canal to the same degree as a park and as such protection must be considered in the same way.	Noted.
Noted the proposal is not trying to be overly high in scale.	Noted.
Canal and River Trust (CRT)	
Assumed that Access own all the land up to the canal including the canal wall bar the trees zoned with lock wall.	Agreed.

Comment/viewpoint	Response
<p>CRT prioritise the protection of their residential moorings (a new mooring is being located at Acton’s Lock), the closest to the site being the mooring in front of the Mortimer Wheeler House (MOLA). They would not by default support the “masterplan” vision of continuing the public canal edge from bridge to bridge. They would not support pedestrian access along the edge of MOLA.</p>	<p>The private access condition of the pontoon will remain as it is at present. No increased access along the towpath is provided.</p>
<p>The mooring in front of the site is leased to Holborn Studios (HS). CRT will reflect the opinion of Holborn Studios on the proposed change to access and privacy. CRT are keen to understand if HS view the proposal as a threat/opportunity to their barge business viability.</p>	<p>As above.</p>
<p>CRT would not support any hypothetical public pedestrian links across the lock. The Teddington Lock has undergone the transformation to allow inclusive access and this is incompatible with the heritage elements of the existing lock.</p>	<p>Noted.</p>
<p>On paving, CRT is concerned about the potential of cobblestones becoming loose or being thrown into the canal, however so long as the proposals are within the application site ownership CRT will not have an opinion. Where the hardscape is proposed within CRT ownership (below the trees), the material would require CRT approval.</p>	<p>All planting and paving details within the CRT land ownership will be submitted for approval.</p>
<p>CRT will review the tree replacement strategy with their ecologist. CRT believes it is likely the off-site planting in front of the site naturally seeded and therefore was never planned for or maintained. CRT acknowledged that where structural issues or liabilities of their off-site tree/planting are shown, this usually allows for consideration of a removal and replacement strategy.</p>	<p>In order to make the canal fully accessible, a number of existing trees and areas of planting will need to be removed. It is proposed to replicate the naturalistic, wild nature of planting, which is important to the character of Regents Canal.</p>
<p>Further dialogue proposed on use of the canal water for heating and cooling as well as surface water discharge.</p>	<p>Further collaboration on using the canal water is welcomed and will be investigated at the next stage of the design process.</p>
<p>Possibility of using the canal to transport excavated materials.</p>	<p>Noted.</p>
<p>CRT will condition any planning consent to evidence that a waterway wall survey concludes that the wall is stable for the design life of the proposal. The survey is to go below the water line. This may require repairs to lining.</p>	<p>Noted.</p>

Comment/viewpoint	Response
Request for design pack for later review.	Supplied following meeting.
Exhibition feedback	
Looks promising, seems tall from the Arlington Square, however good luck.	The Design and Access Statement shows a number of verified views of the proposal and it is believed that these demonstrate that there is no unacceptable harm to the Arlington Square Conservation Area. The London Borough of Hackney Design Review Panel also found no harm in this respect.
Support!	Noted.
Much too high and involves a great loss of privacy to Union Wharf.	The rationale for the proposed height is explained in detail in the Design and Access Statement. Respect for neighbouring residential amenity and privacy has been at the forefront of the design process and it is believed that there are no unacceptable impacts.
Café will cause noise and nuisance and is not needed.	The café is proposed to animate the waterfront and will serve the new residential/commercial population as well as the general public. It will be professionally managed and its hours of operation will be subject to planning conditions.
Looks interesting on the canal side.	Noted.
You must maintain the new public access to the canal side.	This is the intention.
Retain as much sunlight as possible on the canal side.	A specialist report has been submitted as part of the planning submission which analyses the daylight and sunlight impacts of the proposal. The report demonstrates that the overall effects of the development’s impact upon the neighbouring properties is considered to be consistent with the intentions of the BRE guidance and relevant planning policy in terms of daylight and sunlight.
Will you be using the canal during construction?	This is being considered and if included, will form part of a Construction Management Plan.
Not keen on the nine floor blocks in this area.	Please see above.
Indifferent to the old trusses.	Noted.
Support! Generally OK, concerned at height on canal side.	Noted.

Comment/viewpoint	Response
Design is aggressive and tall in its frontage to the canal, which has a present a calm character, this is a Conservation Area!	A Townscape Visual Impact Assessment forms part of the planning submission. It has been prepared by a specialist consultancy which includes 13 viewpoints to illustrate the effect of the proposed development on townscape and views. Overall, the views analysis demonstrates that the proposals will engage positively with its context, enhancing the quality of these views and acting as positive marker of Sturt’s Lock. The report concludes that the proposed development would form a high quality and characterful piece of architecture, would be appropriately scaled, and would either enhance or have a neutral effect on the local and wider views and townscape in which it would be visible. It would create a welcoming environment that strengthens links to the canal side and encourages social interaction. Please also see previous responses relating to ‘calmness’ of the design response.
Support! Space through from the street to canal is positive.	Noted. Public access from Eagle Wharf Road is a key part of the scheme.
Please keep to agreed construction times.	Considerate construction practices will be used.
Uneasy about the through footpath onto canal, very nice but room for youths to hang out of and has a quick escape route.	The design team met with the North East Designing Out Crime Officer (DOCO) in June 2017 to discuss the security strategy of the site. Measures are proposed and described in the Design and Access Statement which ensure that the proposal will be ‘secured by design’.
No parking spaces!	13 car parking spaces are allocated.
Noise and access routes are concerning!	Please see other responses.
Support! What type of offices will the development incorporate?	The proposed office floorspace has been designed to provide modern, flexible and efficient accommodation for future office occupiers, including hot desks, incubator and micro studies which are designed to encourage and meet the modern day working of the more creative industries
128 is too many flats!!	The Proposed Development has a density of 627 hr/ha, which is within the London Plan density guidelines.
Should only be 6 stories and not 9!	Please see other responses.
The roofs look out of place!	Please see previous responses on the gabled roof treatment above. The design approach and justification for it is fully set out in the Design and Access Statement which forms part of the planning submission.

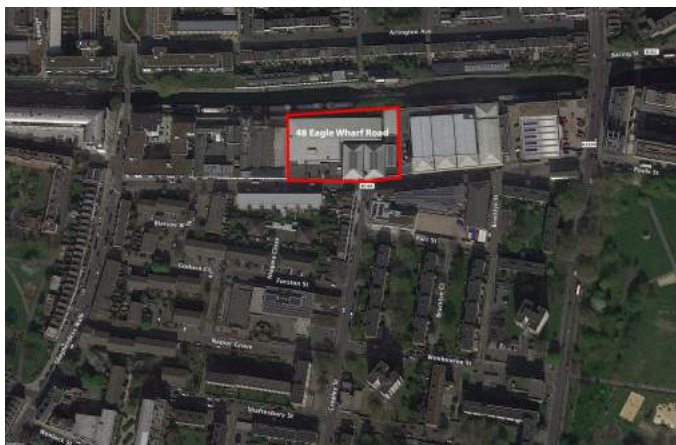
Comment/viewpoint	Response
Can the development be moved back?	The siting of the proposals has been carefully considered to ensure that there are adequate separation distances with neighbouring properties on both sides of the canal. It is believed that there is no unacceptable harm to residential amenity and privacy.
The view to Arlington Square will be very intrusive.	Please see previous response on the Townscape Visual Impact Assessment.
Like the idea of canal fronted café’s and more public access to the canal.	Noted.
Would be interested in purchasing one of the residential units.	Noted.
Would like to be updated with the proposals.	Noted.
Great prospect of building more public space and offices this side of the canal.	Noted.
Green space/eco interests are important to me.	The existing site does not currently offer much in the way of biodiversity. The proposals will greatly increase the species variety and coverage across the site through the creation of a range of new habitats and wildlife zones. The aim is to increase the tree coverage across the site by over 5%, in line with the Mayor’s planning standards.
S106 monies are essential to the area.	The draft Heads of Terms have been considered in relation to Hackney’s Section 106 Planning Obligations SPD (2015). Further details are provided in the separate Draft Section 106 Heads of Terms document submitted with the planning application.
It is a small development, so why the need for social housing?	The provision of affordable housing is a Hackney Council policy requirement where 10 or more residential units are being provided.
Appreciate the consultation, well done to all concerned.	Noted.
Think more office space element is good for the area and is much needed.	This underlines the mixed-use nature of the scheme and will create jobs and vitality.
I like the approach, even with the minor concerns.	Noted.
Positive on the residential and workspace elements of the development.	Noted.

Comment/viewpoint	Response
Have concerns about the storage element of the development.	The Site is located within a Priority Employment Area (PEA). The main purpose of PEAs is to protect and promote business locations in the Borough, especially in areas where clusters are well-established. The proposed land uses, which includes a new Class B8 self- storage facility and Class B1 office accommodation, will complement and enhance the surrounding area, reinforcing the role and identity that the area has within the social, economic and physical make-up of the Borough creating a total of circa 369 jobs (gross).
Looks very heavy and bulky.	The scale and massing of the proposed development is informed by the site constraints, site opportunities with the siting at Sturt’s Lock, the new buildings’ relationships with the replicated or repurposed structures and the scale of neighbouring and local developments of a comparable use type. The rationale for the scale, massing and composition of the proposal is fully explained in the Design and Access Statement which forms part of the planning submission.
Like the idea of keeping the original trusses.	A series of reclaimed truss frames and new steel frames will be covered in climbing plants. Users will feel as if they have discovered something unique, as if nature has taken over a former industrial site.
Too many different material types!	The materiality and detailing of the proposed development is informed by the character of the existing site and the character strengths of the Regent’s Canal Conservation Area and the Arlington Square Conservation Area. This is explained in more detail in the Design and Access Statement.
Looks very nice.	Noted.
What will happen to the chimney?	The new buildings along the canal frontage are in plan and elevation to maintain visibility to the retained formal industrial chimney of Holborn Studios west of the site.
Support architectural style and quality.	Noted.

4. Conclusions

- 4.1 The community involvement programme for the redevelopment of the Access Self Storage Site at 48 Eagle Wharf Road was designed with best practice in mind and in consultation with the London Borough of Hackney.
- 4.2 Considerable efforts were made to engage with key stakeholders and the local community. In our extensive experience of similar activity around comparable schemes in London, participation from the local community was above average for this type of exercise.
- 4.3 Overall, the community involvement programme revealed that in general terms there was support from stakeholders and local residents for the proposed design approach and uses presented in the pre-application consultation. There was strong support for improved public access to the canal and the animation of the waterfront. Principal concerns came from residents living on the opposite side of the canal (in Islington) who expressed concern about the proposed height of the development and its impact on long distance views and privacy.
- 4.4 As a result of the feedback received during the programme, the application proposals were adjusted in the following ways:
- Reduction in height and amendments to the articulation of the proposed buildings;
 - Protection of views within the Conservation, particularly towards the Holborn Studios chimney;
 - Changes to the mix of land uses to ensure an employment-led development;
 - Refinements and enhancements to the roof and elevations; and
 - Refinement of public realm and landscaping.
- 4.5 Access will continue to engage in appropriate dialogue as required with stakeholders and local residents in the period between submission and determination of the planning application.

APPENDIX A: Invitation letter



polity

Public Affairs

Level 1, Devonshire House
One Mayfair Place
London W1J 8AJ

T: 020 7242 0170

10th July 2017

Dear Resident/Neighbour,

INVITATION TO VIEW NEW DEVELOPMENT PROPOSALS FOR 48 EAGLE WHARF ROAD (ACCESS SELF STORAGE SITE)

I write to invite you to come and find out more about the proposals at the above site (approximately outlined in red).

An exhibition will take place on **Thursday 20th July between 3pm and 7pm and on Saturday 22nd July 2017 between 10am and 1pm, on site at Access Self Storage, 48 Eagle Wharf Road, Hackney, N1 7ED.** Plans will be available and the development team will be present to answer any questions you may have and importantly take on board any suggestions.

This is a good opportunity for local residents and businesses to view the draft plans for the proposed development and give feedback prior to a planning application being submitted to the London Borough of Hackney.

If you cannot make the exhibition, you can find out more by contacting me or my colleague Lee Jameson on **0207 242 0170** or by emailing lee@polityuk.com I do hope that you will be able to make the session next Thursday or Saturday.

Yours sincerely,

Martin Hughes
Director

APPENDIX B: Distribution catchment for letter



APPENDIX C: Feedback form



**48 Eagle Wharf Road, Hackney
Thursday 20th July & Saturday 22nd July**

FEEDBACK FORM

Please fill on your details and give us your views on the exhibition today. All feedback will be reviewed by the team in the ongoing design process and taken into account.

Name _____

Address _____

Email _____

Your comments

Thank you.

**If not completed at the exhibition please return to Polity Communications,
Level 1, Devonshire House, One Mayfair Place, London, W1J 8AJ or email
lee@polityuk.com**

APPENDIX D: Exhibition boards



WELCOME

Welcome to this public exhibition for the proposed development of 48 Eagle Wharf Road. The purpose is to provide you with an overview of the proposals and seek your feedback to help inform our plans for the site.

The exhibition forms part of a wider community involvement programme with residents, key stakeholders, councillors and officers at the London Borough of Hackney. We hope to submit a planning application to the Council later this autumn.

Our proposal for the redevelopment of 48 Eagle Wharf Road, adjacent to Sturt's Lock, seeks to build upon the incremental transformation of Regent's Canal, offering an accessible public place, activated by diverse workspace and homes, whilst respecting the site's heritage and local context.

The proposed development will provide a number of public benefits as a result of demolishing the existing storage building and redeveloping the site to provide a mixed-use scheme comprising circa 130 residential units, re-provided storage facility, and flexible workspace. The new buildings will be of high architectural quality that have been carefully designed to respond to the site's constraints and the surrounding area.



Studio Egret West was established in November 2004 by Christophe Egret and David West with a shared vision: to offer strategy with architectural specificity and specificity within an overall strategy. Studio Egret West brings surprise and delight to place making. Architecture is too often seen in isolation from its urban context. Planning is too often seen as soulless, unresponsive proposals that gather dust on shelves. We believe that the way forward is the synthesis between planning and architecture. Studio Egret West is just this.

We follow no formula and no recipe. Not just architecture by architects and not just planning by planners. SEW Architecture and Urban Design with the public realm prioritised as the foundation of sustainable communities.

We are a growing practice of international architects, urban designers, landscape architects, graphic designers and model makers with diverse interests and skills. Our tight-knit team work together in a collaborative studio environment. Our graphic designers form part of the team, exploring the unique identity and branding of places. Our in-house model making team help us test different design iterations as part of an iterative design process.

We are constantly looking for people and places that share our ambitions and want to work with us. No inhibitors. No superiority and no pretensions. Just high ambitions, clarity of thinking and imagination in abundance.



Access is a family owned and operated commercial, residential and hospitality sites across the United Kingdom, United States and Canada. Access Self Storage operates 63 sites providing circa 4,300,000 sq ft of self storage, of which 19 sites provide additional office space of circa 125,000 sq ft.

They offer a range of office rental options for businesses of all sizes – from start-ups requiring a small office, to larger organisations needing several hundred square feet of space. Through these facilities they offer support to local businesses and entrepreneurs.

Access works with a wide range of companies across a variety of industries. From cleaning companies to care workers, food companies to beauty brands.

Current clients include Best Good (a brand of beeswax based skincare range) at their Basingstoke facility, Saturday Sewing Sessions (a space for those wanting to learn the sewing basics) as well as a popular event for hen-dos and baby showers in Access self storage Chelsea, and Sous Chef (a provider of specialist ingredients to home chefs and adventurous foodies through their Sous Chef website) based in Haringey.



Proximity to Key Areas

The site is located within a Primary Employment Area (PEA), a Core Growth Area as identified within the City Fringe Opportunity Area and one of Hackney's Tall Building Opportunity Areas identified in the LB Hackney Core Strategy. The City Fringe Opportunity Area recognises the significant development capacity within this part of London and the role

of Core Growth Areas to continue the supply of employment floorspace within employment-led mixed use development. The site is therefore located within an area where growth and development is encouraged.





HISTORY

Recognising the industrial context of the site, the emerging proposals aim to expose and celebrate its historic grain on both macro and micro scales, from the characterful roof line along the Regent’s Canal to the re-purposed wrought iron trusses which can be enjoyed from the public and shared amenity spaces.

01
 In 1850, the site served as Grissett’s Ironworks at Eagle Wharf known as the Regent’s Canal Ironworks.

During this time, Iron Henry, as he was known, made a palette of cast metals on site for well known projects such as the British Museum Gates, the Royal Exchange Gates, Floral Hall at Covent Garden, and the Primrose Hill Bridge.

Loading docks along the canal provided a historic break out space between warehouse buildings which enabled the storage and transport of goods off loaded from the canal, into the location where the proposal’s central yard will go. The current Access Self Storage purpose built structure replaced some of the previous structures in 2002.



Iron Henry - Prevailing palette of cast metals made on site



British Museum Gates

Primrose Hill Bridge

British Museum Gates

Royal Exchange Gates

02
 1850
 IRON HENRY IRONWORKS

03
 1871 - GUN FACTORY

04
 1914-1933
 MARBLE WAREHOUSE
 CABINET MANUFACTURER

05
 WORLD WAR II
 SITE BOMBED

06
 1954
 LARGE WAREHOUSE COVERS
 MOST OF THE SITE

07
 1965
 Eastern boundary has been in-filled with the rectangular building seen on site today

08
 2002 - ACCESS SELF STORAGE

09
 The ironworks closed in 1866. In 1871, the building was leased as a Gun Factory known as Blenheim Wharf/Blenheim Works (or Eagle Wharf).

Historical maps and photographs as far back as 1871 reveal a grain of prominent north-south warehouse buildings which front the canal. A form, roofline and front to the canal expressed a surprise to the otherwise utilitarian form of the surrounds.



10
 Around this time the site subdivided after a fire and the marble warehouse stood one side, with a cabinet and wooden bedstead manufacturers on the other.

Walton, Gooddy & Cripps LTD - were the merchants and manufacturers of statures and marble within warehouses.



TODAY

The site is currently fully operational and houses Access Self Storage, contained within several warehouses. We propose to retain the scale and character of the 1937 Facade, and re-purpose the Victorian wrought iron roof trusses and the 1937 steel roof trusses.

While the existing trusses are not considered to be of historic significance, the design team desires to re-purpose and expose the trusses to develop expressive public and private amenity spaces, and furthermore link back to the site’s original use as an iron works factory.



01 Light Metal Frame Building (2002) 02 Concrete Building (1937) 03 Brick Building (1940) 04 Victorian Brick Warehouse (c.1860) with Potomac Truss

ELEMENTS TO MAINTAIN THE SCALE AND CHARACTER



Light Metal Frame Building (2002)

Brickwork refers to Victorian building

ELEMENTS TO RETAIN AND RE-PURPOSE



Victorian building wrought iron roof trusses

1937 Steel Roof Trusses

sew South East **access**
 SELF STORAGE

KEY MOVES

Generating activity and connectivity across the scheme at every level is one of the key ambitions. The proposed massing follows the orientation of the Victorian wharves and between these new blocks, a sequence of animated spaces and courtyards have been created. The residential units are elevated above these spaces giving them privacy whilst maximising light and views.

01 Maximise ground floor site potential with workspace, including affordable workspace.

02 Retain the scale and architectural character of an existing warehouse canal route through site & create generous canal side communal courtyard.

03 Provide two working yards to create site permeability & access & loading.

04 Create high quality workspace along canal edge.

05 Anchor site with community cafe opening on to communal courtyard & siting the lock.

06 Connect residential cores to entrances along Eagle Wharf Road & provide accessible parking.

07 Connect loading yard to below ground storage area & maximise basement potential.

08 Re Create north-south blocks with pitched roofs that formed the two prominent features at Sturt's Lock from 1870s.

09 Normalise street condition with dual gallery access, dual aspect homes that respond to the existing urban grain.

10 Animate podiums with residential amenity spaces, bridged connections/frames/balconies to celebrate the ex-factory users and provide views to the canal.

HOME & WORKSPACE

The draft proposal offers a variety of open plan apartments which will meet the needs of 21st century urban living whilst the extensive workspaces will provide flexibility for a range of activities and users helping to enhance activity at street level.

Open plan living spaces with large windows overlooking the canal, providing natural light and views.

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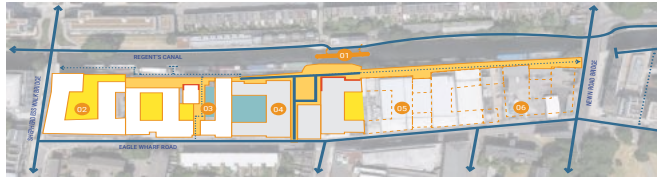
Open plan living spaces with large windows overlooking the canal, providing natural light and views.

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CONNECTIVITY

Introducing a pedestrian route between Shepherdess Walk and New North Road bridges, a key component of The Blue Ribbon Walk, not only increases connectivity but it also aims to instigate and sustain growth and activity along the canal.



The scheme would continue the streets set by Holborn Station and Angel Wharf schemes to the west and would create a variety of new public realm, courtyard spaces and active frontages, including a cafe at Sturt's Lock. This may also instigate a future redevelopment of Mortimer Wharf House and Royal Mail buildings to the west, continuing to enhance the area further.

01 Sturt's Lock 02 Angel Wharf 03 Holborn Station 04 48 Eagle Wharf Road 05 Mortimer Wharf House 06 Royal Mail buildings

- ➔ Primary Public Pedestrian Route
- ➡ Secondary Public Pedestrian Route
- Public Realm
- Private Residential Yard
- Private Working Yard
- Canal
- Potential future redevelopment

PUBLIC REALM

Recognising the importance of useable open public space within the city, the scheme aims to improve the quality of the public realm and emphasise Eagle Wharf and Sturt's Lock as a moment along Regent's Canal in which people can sit, walk, cycle, work and relax.

Public Realm at the Canal Edge



Aerial view towards the Public Realm 01 Existing canal boat's return in their original locations 02 Make a stronger connection to allow for public routes along canal edge 03 Overgrown area to be removed Lock and managed to generate better public realm 04 Public access

Publicly Accessible Links



01 Re-proposed metalworks 02 Public route 03 public courtyard with re-proposed metalworks 04 Cafe 05 Public canal edge



Aerial view from the north showing the new public courtyard fronting onto the canal and connecting to the proposed pedestrian canal route



Aerial view highlighting the permeability of the site through the new route from Eagle Wharf Road to the canal

Character Spaces

The industrial aesthetic is expressed and woven through the architecture and spaces on all levels through the pitched roofs, metal frames and large factory style windows. The choice of traditional and robust materials, such as brick and metal, also helps to root the modern design in its historical context.

Sturt's Lock

The proposal reintroduces the coupled north-south blocks. We propose to celebrate the original Victorian north-south oriented blocks, where the historic pitched roofs are brought through with a modern interpretation and the original wrought iron trusses will be re-purposed to create the canal-side public courtyard.

The proposal also reintroduces the historic linear cut space between the north-south blocks with the re-proposed Victorian wrought iron trusses.



Eagle Wharf Road

In contrast to the Regent's Canal situation, the pitched roof structure is also for a further roof line helping to tie in with the adjacent buildings.



Sturt's Lock Passage

Framing of facades on Eagle Wharf contrasts with full linear facades on Regent's Canal, also helps distinguish entrances and routes to the canal.



Polonceau Place

Reutilising of the 1970's wrought iron Victorian roof trusses. Helps to enclose and define the public courtyard which fronts onto the canal.



View towards Sturt's Lock



Sturt's Lock Cafe

The frame structures to the elevations along the canal touch down along the public realm and create an arcade effect through which people can meander. These structures also help to define the outdoor spaces whilst provide more shelter for customers and passers-by.



Podium Gardens

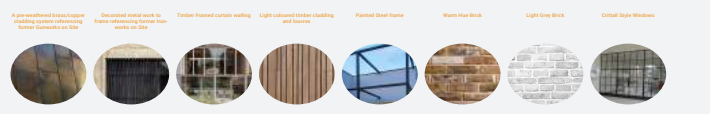
The industrial aesthetic is carried up into the landscape of the podium gardens with elements of steel framing planted along the shared walk ways providing structures for climbing plants, play equipment and lighting.

Verified Sketch Views



Map of verified views

Future development potential
Proposed scheme



SEW Standard
West

access
SELF STORAGE

LOCAL BENEFITS

Space for commerce and for living have always co-existed side by side in big cities and Eagle Wharf, through its mixed uses, aims to enhance employment and activities on site whilst providing affordable living within the city.

Scheme benefits

The current proposals seek to provide for an employment led mixed use redevelopment of the site in accordance with its principal designations, being located within the Core Growth Area of the City Fringe Opportunity Area and one of Hackney’s Priority Employment Areas.

The proposed development will provide a number of public benefits as a result of demolishing the existing storage building and redeveloping the site to provide a mixed use scheme comprising circa 130 residential units, re-provided storage facility, and flexible workspace. The new buildings will be of high architectural quality that have been carefully designed to respond to the site’s constraints and the surrounding area.

An overview of the scheme’s benefits is set out below:

The proposed development will increase the employment offer on the site providing a mix of flexible workspace including hot desks and dedicated office space, including affordable workspace designed to encourage and meet the modern day working of the more creative industries. The additional employment space also provides the opportunity to significantly increase the number of jobs provided on the site from the existing 4 permanent employees to approximately 300-400 jobs.

The current proposals will increase the provision of affordable work space on site to provide 10% of the total employment offer in accordance with the London Plan and Hackney’s local policy requirements whilst providing storage facilities on site. The development has been designed to provide modern, flexible and efficient workspace for future office occupiers, which are suitable for further sub-division or reconfiguration.

The development will provide circa 130 residential units which will contribute towards the LB of Hackney’s housing targets and accord with the mixed use requirements of the Site’s PMA designation, in being suitable for the main employment uses of the site.

The existing building is of a poor architectural quality which does not contribute to enhancing the surrounding streetscene. The proposed development will improve the public realm through the provision of landscaped areas as part of the site’s interface with the public pavement and direct link down to the canal side. The new commercial cases will enhance the vitality and quality of the area and contribute to animating the streetscene.

The proposed development will remove the existing poor quality structures and provide a well-proportioned development which respects the important views of the surrounding townscape. The scale and massing of these new buildings have been carefully designed to respond to the site’s context. The facade treatment varies in response to the building heights, creating a visually interesting and appealing development which improves the appearance of the surrounding area.

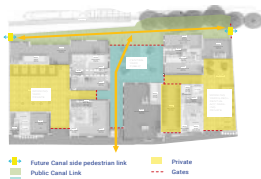
Enhancing the setting of locally listed buildings and structures in the immediate vicinity of the site, including the chimney at no. 50 and Sturt’s Lock, improving both access to and appreciation of these heritage assets.

The retention and reinstatement of existing features at the site, including the reinstatement of piloted roots and historic break out spaces between the north and south blocks through the re-proposed 1930 Victorian wrought iron structure to create the new canal side public courtyard.

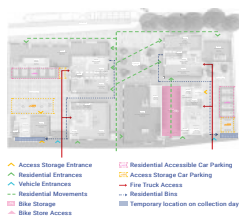
ACCESS

Balancing permeability with security is key to Eagle Wharf and both passive and managed strategies are being developed to control access and movement across the site, whilst maintaining an open and welcoming environment for the residents, employees and public.

Ground Floor Public - Private Realm



Ground Floor Cycle, Vehicular and Pedestrian Movements



Ground Floor Active Frontage



SUSTAINABILITY

The Energy Strategy for the development is being designed to meet the energy and climate change issues raised within The the London Plan. In particular, the requirement for new developments to make the fullest contribution to the mitigation of and adaptation to climate change, as well as to minimise emissions of carbon dioxide.



- Energy**
- Energy performance to be a significant improvement over Building Regulations
 - Energy efficient fit out standards
 - External lighting to be automatically controlled with presence detection and daylight controls



- Water**
- Low flow water fittings to be installed to increase water efficiency
 - Leak detection systems and flow controls devices to be installed to reduce potential impact of water leaks



- Materials**
- Major building element materials to follow Client Guide to Specification to ensure a low environmental impact
 - Insulation materials and hard landscaping to achieve high Green Guide ratings



- Waste**
- Construction waste to be minimised to increase resource efficiency and reduce waste diverted to landfill
 - Appropriate level of recycling facilities to be provided for operational waste
 - Functional Adaptability study to be completed with measures implemented to enable future change or adaptation



- Transport**
- Excellent level of public transport and local amenities to be available for the development
 - Dedicated cycle storage facilities to be provided to encourage use of sustainable transport



- Management**
- Considerate Constructors Scheme to be used with a high score target of between 35 to 50 points
 - Responsible construction practices to include monitoring of energy and water consumption, and transport of materials and waste
 - Commissioning programme to be scheduled to include operational commissioning of building services systems



- Health and Wellbeing**
- Energy efficient lighting to be installed
 - Thermal model to be completed providing full dynamic thermal analysis of the building
 - High acoustic performance to be achieved including sound insulation, indoor ambient noise and reverberation levels



- Land Use and Ecology**
- New development to be on previously developed land
 - Ecology on site to be enhanced as a result of the development by implementing recommendations by a qualified Ecologist
 - A landscape and habitat management plan to be provided to ensure the long term ecology is maintained and enhanced

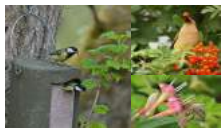


- Pollution**
- Heating systems installed to have low NOx emissions less than 10mg/kWh
 - Development site within a low flood risk area
 - Surface water runoff to be managed to ensure peak runoff is no greater than the pre-development site
 - External lighting designed to ensure efficient use and to avoid night time light pollution

Ecological Improvements

As part of our proposals we are aiming to enhance the ecological value of the canal side in the following ways:

- Introducing a number of native, hibernating species within understorey planting, including the aquatic butterfly, *Coenonympha pamphilus* (Great Blue), *Ceryle alcyon* (Lesser Grebe), *Rissa tridactyla* (Lesser Frigatebird), *Lanius borealis* (Common Nighthawk) and *Viburnum opulus* (Guelder-rose). These will provide a species rich food source, nesting opportunity and ground cover for birds as well as attracting a variety of insects.
- We are also proposing two Schwegler 18 bird boxes and one Schwegler 13P sparrow terrace are installed to provide enhanced nesting opportunities and enhance the site for house sparrows, a red list species (Birds of Conservation Concern).



SEW SEWERAGE AND WATER access ACCESS TO SELF STORAGE