

## WELCOME

Welcome to this exhibition for the proposed plans for the redevelopment of 168 Station Lane Site, Hornchurch.

The exhibition illustrates the current design development of the scheme which presently is for 34 new homes.

We welcome your input, thoughts and comments in order to refine our proposal in advance of a planning application to the London Borough of Havering.

### EXISTING LAND USE

Site area: 0.35 Hectares / 0.87 Acres

Existing use: Members' club

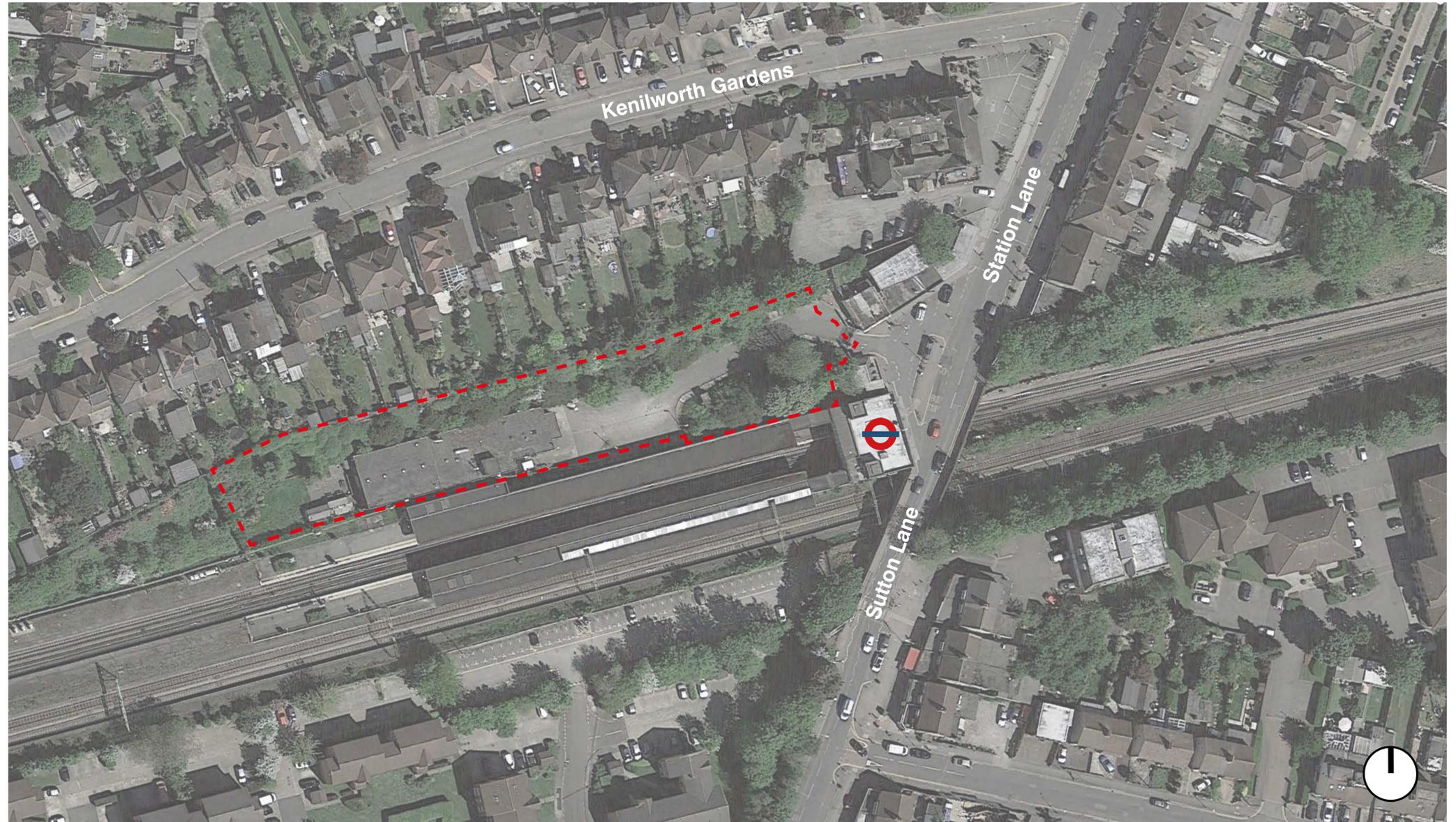
Ward: Hacton

### VISION

- Positively redevelop a disused site
- Provide quality housing

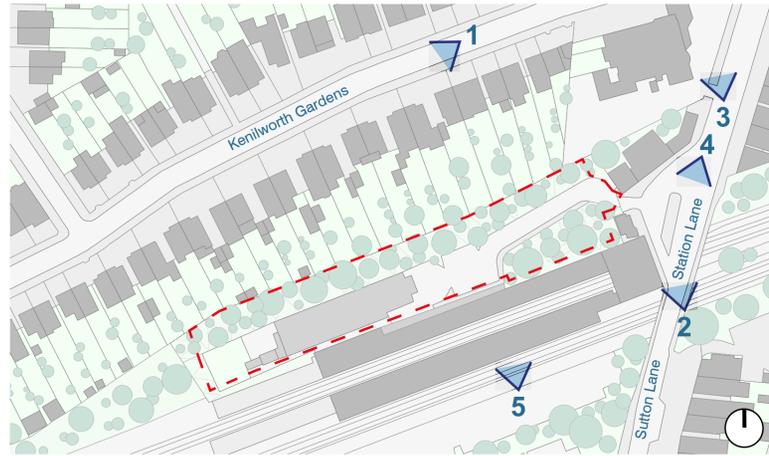
### ABOUT US

Caerus Developments and its partner Passion Property Group are independently owned property companies specialising in the delivery of boutique residential developments and benefit from over 50 years experience of redeveloping sites like this across London and the South East. Other sites that are in the process of being delivered in Havering include; Pelham House Hornchurch (23 apartments built and occupied), Victoria Road Romford (35 apartments currently going through planning) and 240 London Road Romford (at pre-application stage).



- - - - Site Boundary
- Hornchurch Station

# THE SITE & SURROUNDING AREA



1 - View of Kenilworth Gardens



2 - Approach to the station from Sutton Lane



3 - View of 'The Railway' pub

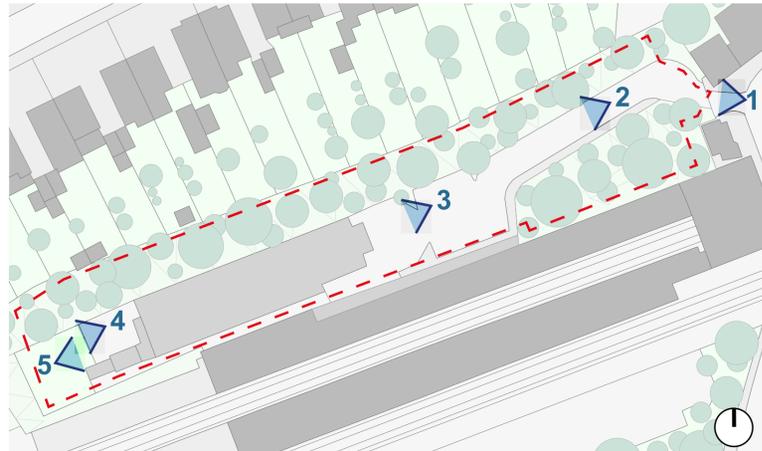


4 - Approach to the station from 'The Railway' pub



5 - View of the station from Naunton Way car park

# THE SITE & SURROUNDING AREA



1 - Approach to the site, entrance gate



2 - View of the site from the access slope



3 - Existing disused members' club on site



4 - View of the members' club garden to the west of the site



5 - View of the disused members' club from the garden to the west of the site

# THE SITE & SURROUNDING AREA

## Site Analysis

### 1. Site geometry

As you can see, the site stretches horizontally along a narrow portion of land directly to the north of Hornchurch underground station.

### 2. Neighbouring uses

To ensure a successful neighbouring relationship between existing properties and our new development, careful consideration will be given to the side of the buildings facing the existing houses to the north. To prevent overlooking this elevation will not contain any habitable rooms. Corridors will be fully screened and existing trees and bushes will be retained where possible.

### 3. Proximity of the railway

We know that the District Line is a source of noise for existing residents and will also be for new residents, and consideration must be given to this to ensure comfortable noise levels are achieved. A noise survey will be carried out and mitigation measures will be put in to place based on the results.

### 4. Site Level

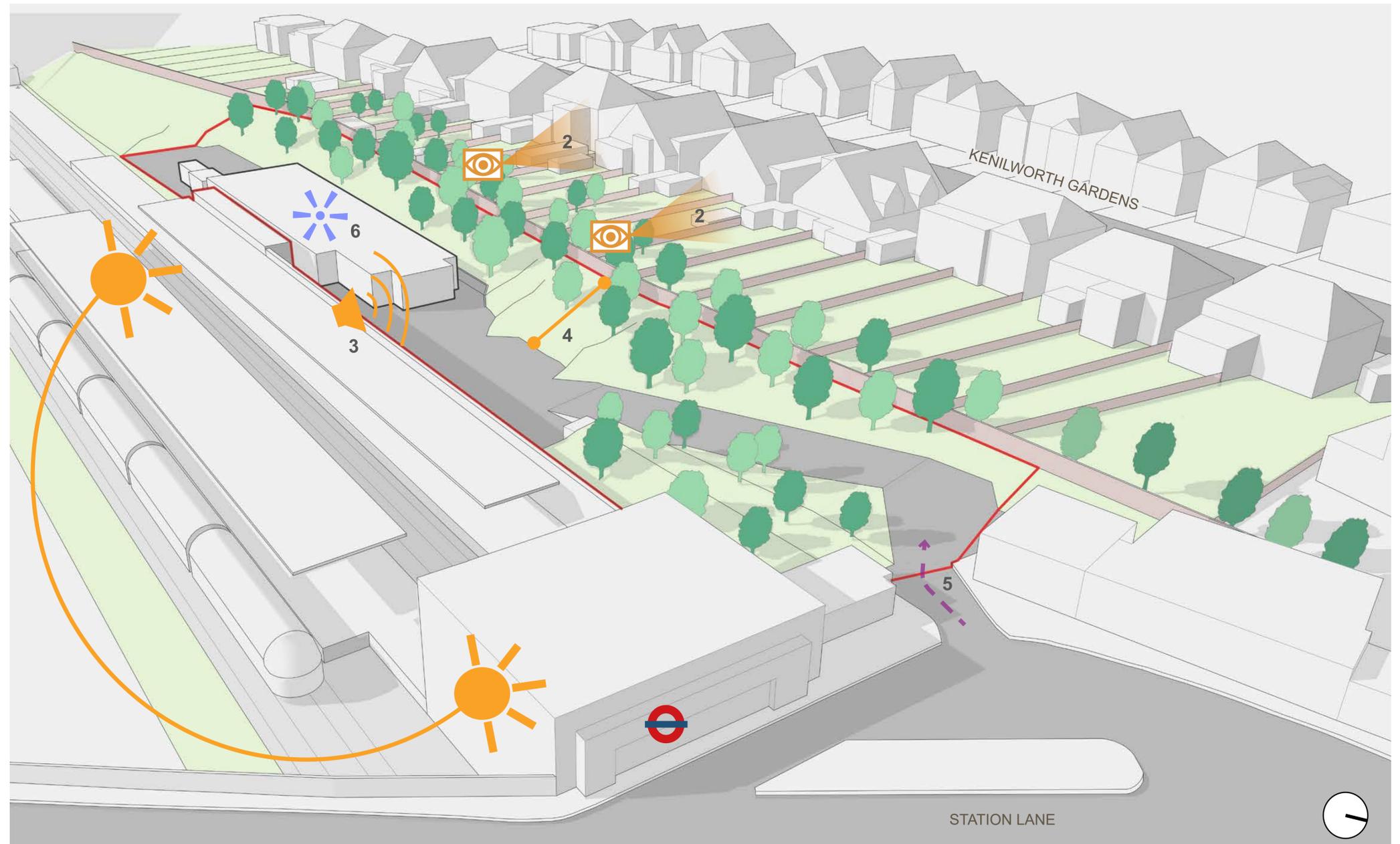
Having carried out surveys on the site, we now know that the site sits five meters below the rear parts of the neighbouring Kenilworth Garden properties. As a result of this we have designed the scheme to be partially concealed and its appearance from the Kenilworth properties is reduced.

### 5. Single point of access

The site can only be accessed through the Station Lane entrance, so we will be giving careful consideration to delivery, refuse, service and fire access when formulating our plans.

### 6. Opportunity for new homes

As the site is currently disused, this high quality and well considered redevelopment will provide new homes with excellent access to public transport.



## DESIGN DEVELOPMENT

### Development diagrams

The following diagrams show the evolution of the proposal which carefully tackles its future relationship with the existing residential buildings to the North of the site:

- The initial concept mass, which extends along the entirety of the site, has been divided to soften its appearance, producing two separate residential blocks.
- To prevent overlooking, the principle outlook of the new homes will face South towards the railway whilst perforated metal panels will screen the communal circulation zones which face the rear parts of the existing residential properties.

Other considerations which have informed the design:

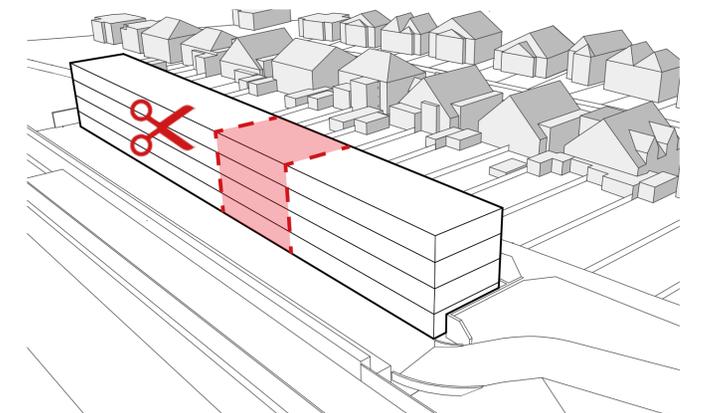
- Station Lane has a PTAL (Public Transport and Access Level) of 4, raising to 5 (out of a possible 6) in 2021, which suggests the area is adequately served by public transport such as rail and local buses. Parking provisions reflect this level of connectivity.



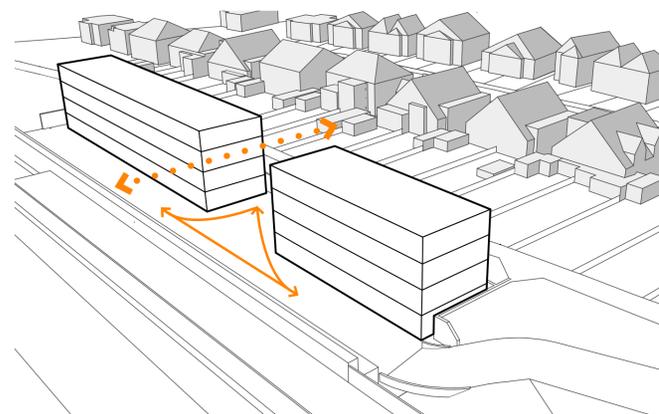
1 - The disused club will be demolished, the embankment reinforced and retained



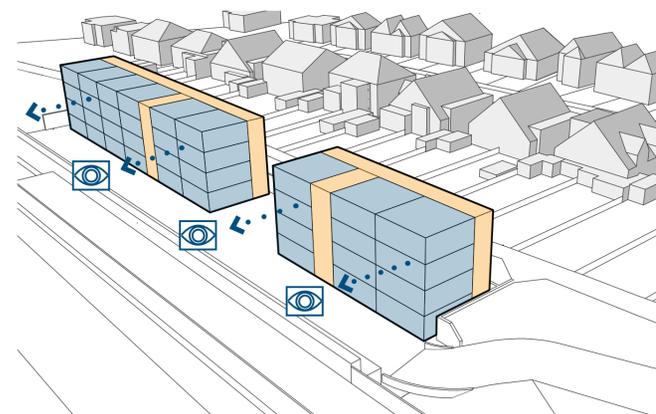
2 - The footprint of the development stretches along the site, sided by a servicing zone.



3 - The building mass is broken up to provide two blocks, thereby reducing the overall mass and scale.



4 - The break also facilitates a turning circle for vehicles.

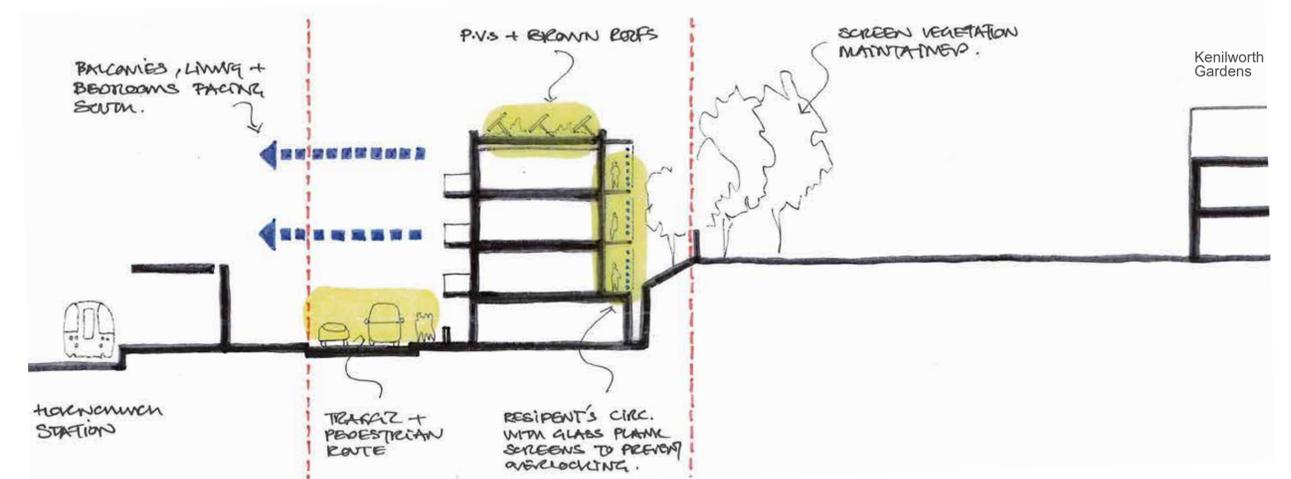
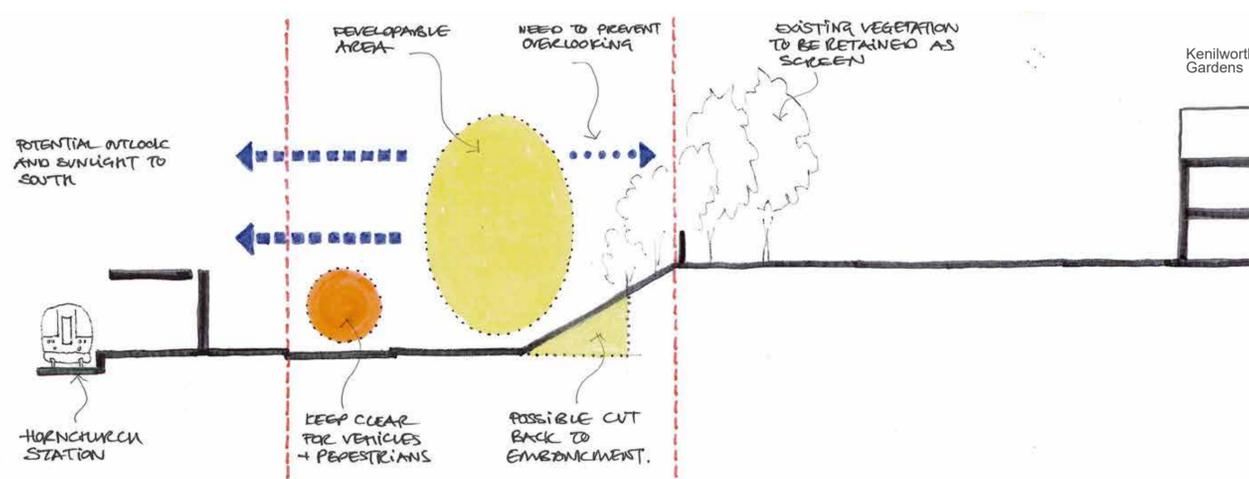


5 - The primary aspects of the proposed units will be towards the railway. Communal circulation zones run along the back of the buildings.



6 - To prevent overlooking, the existing vegetation will be maintained where possible and the circulation zones will be fully screened

### Concept sketches - Sections



# PROPOSED FLOOR PLANS

## Ground Floor Plan

### Routes and Servicing

The proposed development sits against the bank to the north of the site, allowing for a vehicular access route to the south. The access route serves the statutory disabled parking spaces as well as a turning head for refuse and delivery vehicles.

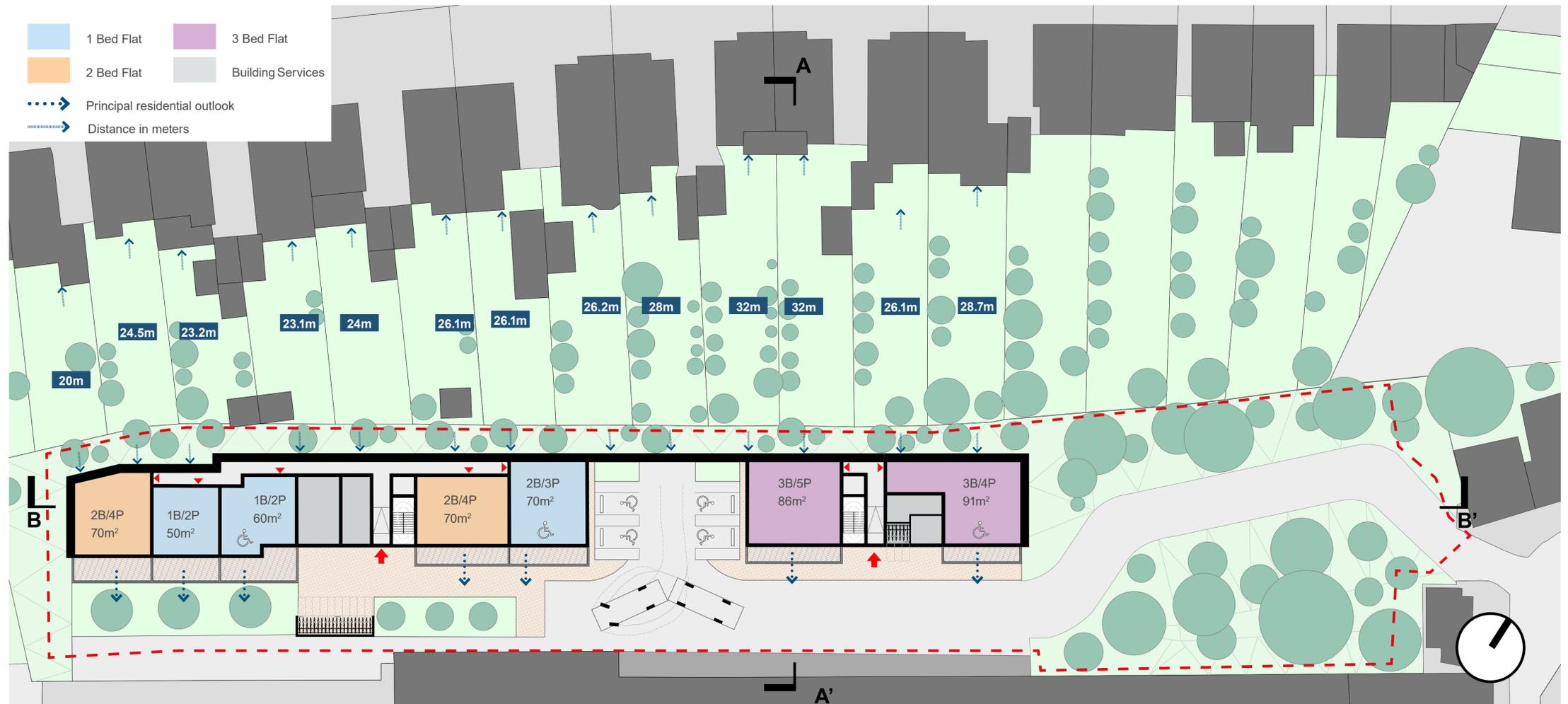
A pedestrian only walkway sits alongside the residential blocks. This allows for easy access to the residential blocks through demarcated entrances.

### Landscaping

New foliage is proposed along the northern boundary to supplement the trees already present. This enables the preservation and enhancement of screening to the properties along Kenilworth Gardens.

Soft landscaping and amenity spaces for residents will also be provided at ground level away from the vehicular access route.

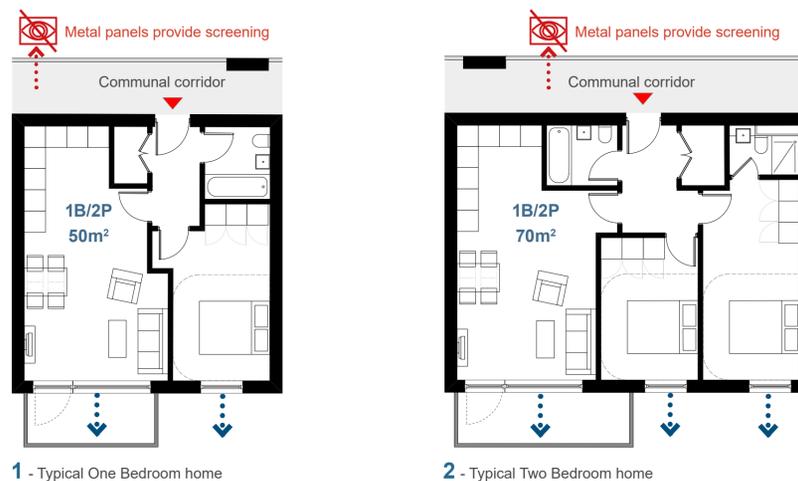
Strong links to public transport as demonstrated by the site's high PTAL score of 4 (rising to 5 in 2021) enables the scheme to be car free other than the provision of 4 disabled spaces. 65 cycle parking spaces will be provided for future residents and guests.



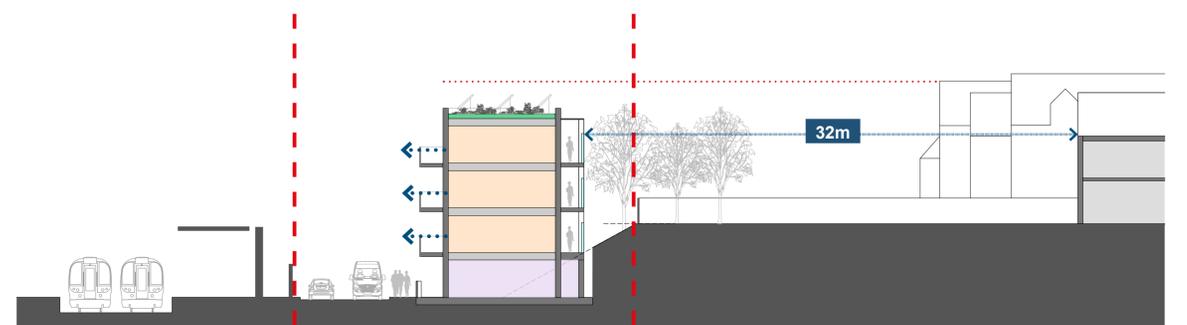
## TYPICAL UNIT LAYOUTS

To ensure quality housing the units layout will comply with the London Plan guidelines.

The units have a combined kitchen and living area, generous windows and a balcony facing the railway. They are accessed through the communal corridor which is screened by metal panels to prevent overlooking onto the back gardens of the properties fronting Kenilworth gardens.



## PROPOSED SECTION AA'



# PROPOSED FLOOR PLANS

## First, Second & Third Floor Plan

The proposal seeks to provide up to 34 homes. The flats follow the current London Housing Design Guide standards. Three-bedroom and DDA units (units which conform with the Disability Discrimination Act) are located at ground floor, whilst the upper floors house one and two-bedroom units.

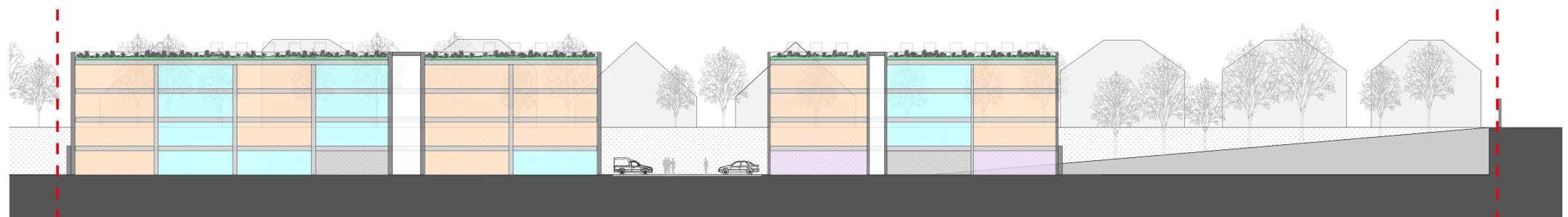
DDA units are designed for residents who are wheelchair users. These units have improved space standards to accommodate for additional circulation and storage areas.

All the units primary outlook and private balconies face South-East, therefore benefiting from prolonged hours of daylight and sunlight.

- 1 Bed Flat
- 2 Bed Flat
- 3 Bed Flat
- Building Services
- Principal residential outlook
- Secondary residential outlook



## PROPOSED SECTION BB'



# PRECEDENTS & MATERIALS

The proposed development strives towards sensitively designed, high quality new homes. The following images demonstrate materials and design elements considered.

- Masonry brick will be the main facing material which, coupled with well proportioned aluminium framed windows, will give to the development a sense of robustness and permanence. Careful consideration will be given to the brick and mortar textures. Red bricks which reflect the Station's industrial nature and a lighter brick to provide contrast are being considered.
- Projected balconies and handrails will complement the brick and window frames to create a simple, uncluttered appearance.
- Perforated metal panels will complement the brick tones and provide screening to the north of the site whilst still allowing daylight and air to naturally enter the communal circulation zones of the development.
- Brick detailing on the northern elevations will add visual interest to the appearance of the blocks
- Glazed brick walls will add further visual interest and help identify the entrances.



1 - Example of a four/five-storey residential development with complementary tones of brick cladding, projected balconies and generous fenestration



2 - Example of a two/three-storey residential development with a modest access zone



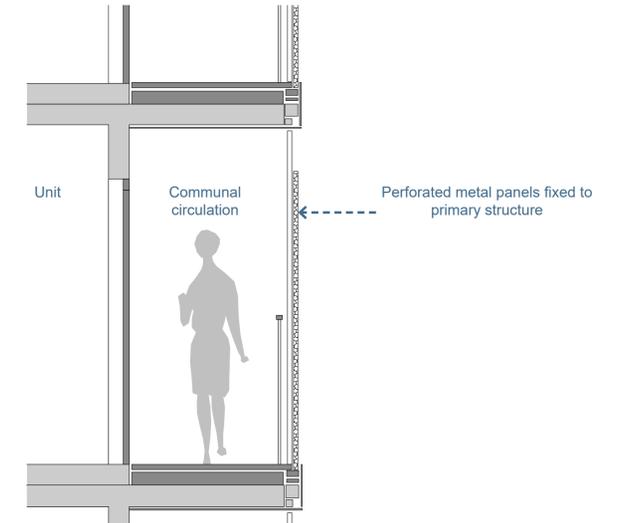
3 - Example of a five-storey residential development with brick detailing and a featured glazed brick entrance



4 - Example of a five-storey residential development with perforated metal panels to fully screen the communal circulation zones



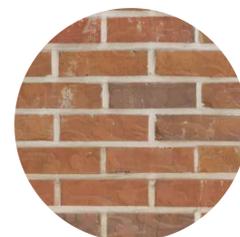
5 - Example of a residential development with perforated metal panels to screen the communal circulation zones



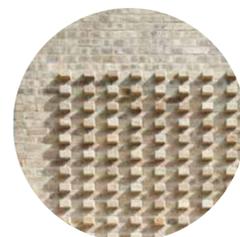
6 - Sketch section showing the perforated metal panel system which will fully screen the communal circulation zones of the proposed development. This will prevent overlooking onto the rear parts of the existing residential properties to the north of the site



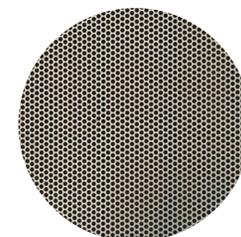
Light brick



Dark Brick

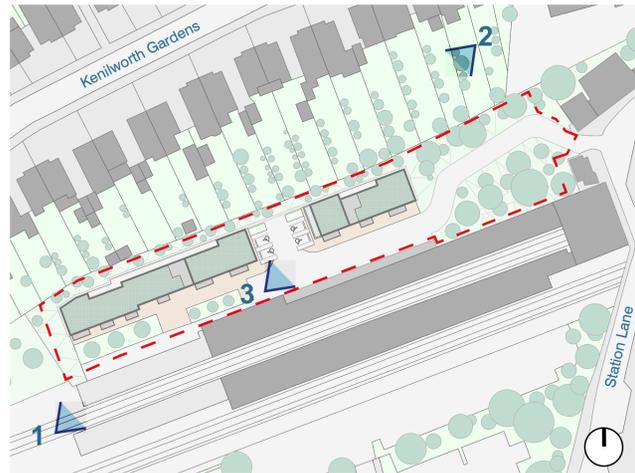


Brick Detailing



Perforated metal

# VIEWS OF THE PROPOSAL



1 - View of the development from a train approaching Hornchurch underground station



2 - Bird's eye view of the development facing the rear parts of the existing residential units fronting Kenilworth Gardens



3 - View of the proposed development from its access zone

## NEXT STEPS

Thank you for visiting today's exhibition which we hope you found informative.

Thank you for taking the time to view our proposal for the development of Station Road, Hornchurch.

Keeping in mind your feedback, we will carry out further work and surveys to continue the design. We aim to submit a planning application for the development in early 2019.

We shall keep all interested parties up-to-date with the proposal as it progresses.

We would like to welcome any feedback on this draft proposal, which you can submit via one of the options shown below.

You can leave your comments on the proposal via:

-  Filing in a comment card at the exhibition
-  Emailing us at [hornchurch@glhearn.com](mailto:hornchurch@glhearn.com)
-  Calling us on **0344 225 0003**

### KEY BENEFITS:

- The proposal re-activates a disused site and provides up to 34 high quality new homes
- The proposal offers a sensitively designed building which will improve the approach to Hornchurch station
- The proposal aims to include affordable housing, thus providing economic benefits to the community

