

# *Design & Access Statement.*

*Brentford Lock West* October 2010





**FULCRUMCONSULTING**

**Camlins**



This report has been produced by URBED on behalf of ISIS Waterside Regeneration and the design team.

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An aerial photograph of a residential neighborhood. The area is densely packed with houses, many of which are two or three stories high. There are numerous trees scattered throughout the neighborhood, particularly in the central and left portions. A road runs diagonally from the top left towards the bottom right. Another road runs horizontally across the middle of the image. The overall scene is a typical suburban or urban residential area.

# *1.0\_Introduction*



# 1.1 This Document

In which we describe the site and the role of document.



The overhanging sheds an existing feature of the Brentford Lock West site

## 1.1.1 Role of the document

This document accompanies the outline planning application which ISIS Waterside Regeneration will be submitting for a phased mixed-use neighbourhood development at Commerce Road, Brentford, West London known as Brentford Lock West (BLW).

This document has been prepared in order to explain the the design and access thinking behind the proposal and highlight the design process and evolution. the design has undergone. We aim to illustrate that the scheme is founded on a good understanding of the local character and has grown out of a close and meaningful dialogue with the local people of Brentford to produce what we believe to be a sustainable model for a 21st Century neighbourhood.

The report is broken down into 5 sections:

- 1.0 Introduction
- 2.0 Brentford: A Waterside Town
- 3.0 Masterplan Development
- 4.0 The Preferred Masterplan
- 5.0 Public Realm



Brentford - The site in the context of the Brentford Action Area Plan outlined in white





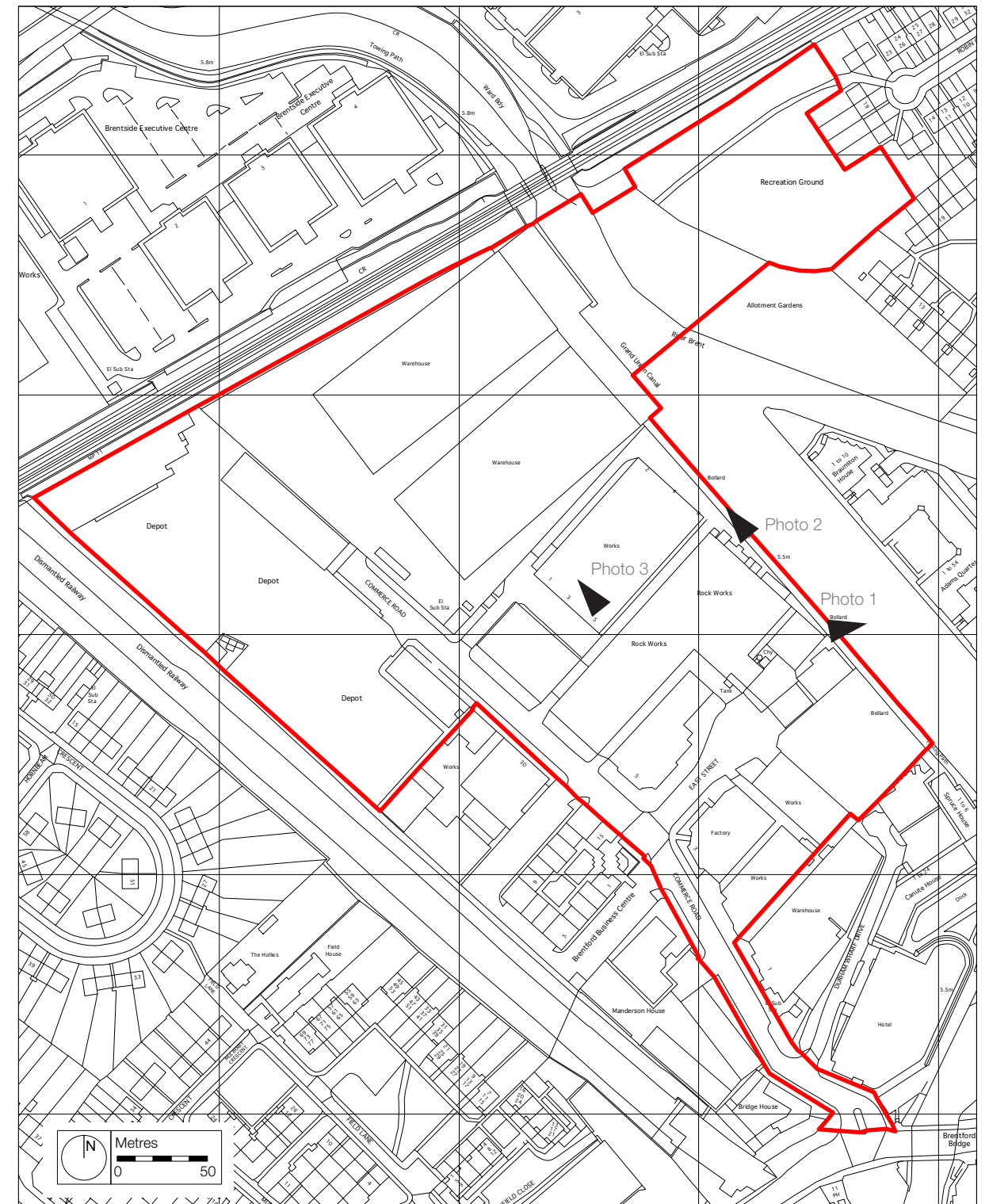
### 1.1.2 The site


The development site occupies a waterside industrial area in the heart of Brentford, West London; north of the River Thames and adjacent to the Grand Union Canal; as the aerial photograph shows on the previous page. The site is constrained by a dismantled railway embankment to the west, a live railway to the north, the aforementioned canal to the east and London Road/Brentford High Street to the south.

The majority of the site has recently been cleared and is currently vacant. Two overhanging warehouses on the waterside have been partially retained as well as three art deco frontages along Commerce Road. Apart from some temporary uses the active use on the site is a functioning TfL Bus Depot located in the north west. Adjacent uses include a hotel, offices, residential and a number of light industrial SMEs including a garage. The site is also overlooked by 'The Island' residential development on the other side of the canal, as well as an existing recreation ground and allotments on the far side to the north east.

The site is accessible to vehicles by Commerce Road, off London Road on the southern edge. However there is a through route for pedestrians and cycles along the towpath that runs along the southern edge of the Grand Union Canal which takes you underneath the live railway to the north, and connects to the Great West Road.

The only way to cross the canal at this location is by foot near the south eastern edge of the site which takes you firstly over the canal lock system via a limited access brick and iron bridge, and then over a more recent DDA compliant ramped bridge across the River Brent which delivers eventually onto the High Street.



 Site boundary (6.34ha)



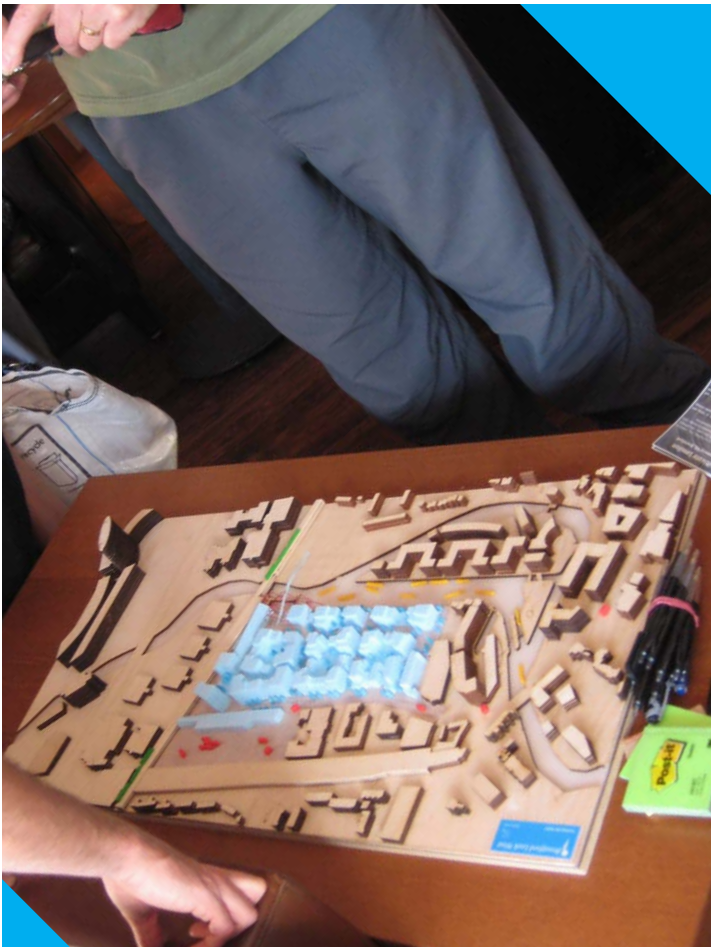


# 1.2 The Story so far...

In which we describe the process by which the team was selected and the work that has been done in the run up to the planning application.



design for change workshop in Grounds Cafe



Public consultation event on the emerging development framework

## 1.2.1 Previous application

Following the previously unsuccessful application to develop the Commerce Road site submitted in 2004 ISIS have re-appraised their approach to developing the Commerce Road site. A new internal team within ISIS have been appointed to develop the site inline with the ISIS Footprint Policy<sup>[1]</sup>. The overarching objective of the Policy is to unlock the unique potential of waterside regeneration sites, adding to the quality of life of their users, visitors and neighbours while ensuring that the natural systems, resources and diversity upon which they depend are enhanced both for their benefit and for that of future generations.

<sup>[1]</sup> The Footprint Policy helps assess the social, economic and environmental benefits that developments can bring to an area and ensure that sustainability in its widest sense is integral to how the project is approached.





Maryhill Locks, Glasgow



Granary Wharf, Leeds



Islington Wharf, Manchester

### 1.2.2 A new approach

The new team's approach within ISIS has been committed to ensuring design quality is at the heart of the project. In the very early stages of the BLW Project ISIS undertook a selective competition to find quality designers for the design team. Following a competition back in 2009, ISIS decided to use the collaboration of Klas Tham and Tovatt Architects & Planners (from Stockholm) alongside URBED – both of whom have extensive experience in urban design, masterplanning and community engagement.

The design team have been joined by Camlins who have developed a landscape and public realm strategy for the site. Additional technical input has been provided by Tibbalds (Planning), Colin Buchanans (Transport), Expedition (Structural / Civil Engineering), SPA (Economic), Fulcrum Consulting (Energy) and White Young Green (Flooding).

The design of the masterplan has been developed and tested over the last 18 months in close collaboration with the local community and stakeholders through a 'design for change process' run by the design team across a number of events and workshops. This process is explained later in this document. In addition ISIS signed a Planning Performance Agreement (PPA) with London Borough of Hounslow. In pursuit of this PPA some 10 or more meetings have been held to discuss issues including design, viability & affordable housing, transport impact and socio-economic impacts.



Pannier Market, Waterside Square, Leeds