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Adelaide Wharf

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Adelaide Wharf

Adelaide Wharf is a pioneering mixed tenure housing scheme comprising 147 new homes and 650 m² of workspace. Located on the Regent's Canal in Hackney, First Base have created sustainable, adaptable and well designed homes set within a safe environment with communal facilities for all residents. The scheme is the first to be delivered as part of English Partnerships' London-Wide Initiative with a mix of privately sold, Key Worker and socially rented apartments. There is no visible differentiation between tenures and all of the homes are built and managed to the same high specification. Adelaide Wharf combines sophisticated urban intervention, emerging efficient construction technologies and the latest thinking in residential development.

Sector :	Housing
Location :	London, UK
Address :	118/120 Queensbridge Road, Hackney, E2 8PD
Client :	First Base Ltd & English Partnerships
Value :	£22 Million
Start :	December 2004
Completion :	October 2007
Contract Type :	Bespoke Design and Build

Key Dates

August 2003 :	Allford Hall Monaghan Morris appointed by First Base to carry out Urban Keyworker Housing study.
September 2004 :	Allford Hall Monaghan Morris submit designs for First Base's London Wide Initiative bid.
November 2004:	English Partnerships allocate Adelaide Wharf site to First Base, to be developed as part of the London Wide Initiative.
December 2004:	AHMM appointed to prepare designs for Adelaide Wharf.
September 2005:	New planning application submitted to London Borough of Hackney.
November 2005:	Amended drawings submitted for planning application.
December 2005:	London Borough of Hackney grants planning approval.
January 2006:	GMP (Guaranteed Maximum Price) agreed between First Base & Bovis Lendlease, allowing detailed design to commence.
April 2006:	After delays in site clearance, work commences on site.
February 2007:	Topping out ceremony.
October 2007:	Practical Completion achieved.
November 2007:	New Residents move in.

Areas

Gross External :	159,300 ft ² 14,800 m ²
52 x 1 Bed flats :	474 - 495 ft ² 44 -46 m ²
53 x 2 Bed flats :	710 - 786 ft ² 66 - 73 m ²
38 x 3 Bed flats :	861 - 969 ft ² 80 - 90 m ²
4 x 4 Bed flats :	1,324 - 1,507 ft ² 123 - 140m ²

Flat tenure

41 no. London-wide Initiative Keyworker flats
73no. Private sale flats
33no. Social rented flats

Planning History

March 2004

The previous consent for this site was granted on 1st March 2004 Previous Applicant: BBS Fashion Merchandising Ltd). This consent established that a development of this type and scale was acceptable in principle, and was notably consistent with planning policies. The consented scheme had 131 flats, 1760m² of BI office space, and associated parking for 98 cars, 90 cycles and 10 motorcycles.

September 2005

A new application was made in September 2005 to create a mixed use scheme comprising 158 residential units and 690 m² of BI employment use wrapping around three sides of the Hackney site.

This proposal replaced the scheme promoted by the previous owners, for which planning permission was granted in 2004. English Partnerships purchased this site with the consent in place, and included it within its London Wide Initiative. First Base was offered the site to develop under the LWI scheme and English Partnerships and First Base made a new application with the alternative proposal, which it believed offered advantages over and above the previously consented scheme.

December 2005

The scheme was granted permission on the 14th of December 2005; subject to a Section 106 agreement and a schedule of conditions which needed to be discharged prior to construction work commencing on site.

Project Team

Client :	First Base Ltd & English Partnerships
Architect :	Allford Hall Monaghan Morris
RSL Landlord:	Family Mosaic with Housing Corporation funding
Main Contractor:	Bovis Lend Lease
Structural Engineer:	Adams Kara Taylor
Services Engineer:	Waterman Building Services
Quantity Surveyors:	Faithful and Gould
Building Manager:	Tower Homes
Landscape Architect:	Charles Funke Associates
Artist:	Richard Woods
Fire Consultant:	Warrington Fire
Acoustic Consultant:	Sandy Brown Associates
Access Consultant:	David Bonnett Associates
Approved Inspector:	Butler & Young
Planning Supervisor:	Bovis Lend Lease
Planning Consultant:	DP9 Planning Consultant
Transport Consultant:	ARUP,Transport
Ecological Consultant:	Ecology Solutions
Party Wall & Rights of Light:	Goodman Mann Associates
Real Estate Consultant:	Savills
Trade Contractors:	Sipral (cladding),AJ Morrisroe & Sons Ltd (concrete frame), PAD Contracts Ltd (balconies), Swift Brickwork Contractors Ltd, Cubitt Building & Interiors Ltd (landscape & lobbies), Prater Ltd (roof), Southdown Construction Ltd (metalwork), OTIS Ltd (lifts),Axiom Contract Flooring (flooring), M&S Contractors Ltd (joinery), Handrail Design Ltd (internal balustrades), OCP-Ratgrad Ltd bathroom pods),A&H Contractors Ltd (kitchens)

Allford Hall Monaghan Morris Team Members

Simon Allford, Marion Clayfield, Jonathan Hall, Will Lee, Paul Monaghan, Peter Morris, James Lusher, Morna Robertson, Morag Tait & Barbara Witt.

For further information and images please contact

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Project Description

Adelaide Wharf is a pioneering mixed tenure housing scheme comprising 147 new homes and 650 m² of workspace. Located on the Regent's Canal in Hackney, First Base has created sustainable, adaptable and well designed homes set within a safe environment with communal facilities for all residents. The scheme is the first to be delivered as part of English Partnerships' London-Wide Initiative with a mix of privately sold, Key Worker and socially rented apartments. There is no visible differentiation between tenures and all of the homes are built and managed to the same high specification. Adelaide Wharf combines sophisticated urban intervention, emerging efficient construction technologies and the latest thinking in residential development.

Project Description

In August 2003, the architect was commissioned by developers First Base to carry out a study into a generic housing type for Key Workers in London. The aims were to develop sustainable, high-density schemes of 150-250 units with a low cost target. The housing study turned into a successful bid for the London-Wide Initiative, and in December 2004, English Partnerships invited First Base to develop the Adelaide Wharf site. Adelaide Wharf is the result of three years of working closely with Bovis Lend Lease (BLL) to develop a building system which reduces trades, interfaces and construction time on site. BLL worked with the design team from the outset in putting together a fully costed bid for the London-Wide Initiative, and all proposals were discussed in detail with their trade contractors to test their buildability and find more efficient forms of construction. The resulting system is a prototype for other First Base schemes, which has and will continue to evolve as lessons are learnt from the procurement, construction and operation of future projects.

Urban context

The Adelaide Wharf site is in a residential part of Hackney, with the Regent's Canal to the north and Haggerston Park to the south. It was previously used as warehousing in a brutal building, on the site of an old timber wharf. The six storey block wraps around three sides of a landscaped courtyard defining the edges of the city block, and the two street elevations have coloured entrance courts lined in glossy vitreous enamel cladding panels punched through between streetscape and courtyard. The entrances are double height. Sheltered and secured outdoor spaces emphasise the break in the block at street level and frame views of the garden from the street side.

The courtyard at the heart of the scheme is a shared garden for use by the residents, the landscaping providing a focus when viewed from above and from the street. Simple use of geometric lines relating to the facades, planting and lines of movement through the site create a variety of smaller spaces for the use of different groups of people for resting or playing in the space simultaneously. Adelaide Wharf also includes 650m² of affordable workspace to be assigned to a community-run regeneration agency ensuring a lively mix of use and activity on the street.

Within the apartments, circulation is minimised with all serviced spaces located along the corridor wall, and the living/sleeping spaces making maximum use of the window walls. The layouts all have open plan living/kitchen/diners, and one bedroom apartments have double doors opening between the living and bedroom to maximise the sense of space. The family apartments within the upper storeys are mostly located on the south facing elevations with large balconies as extensions of the living room areas. The main entrance lobby and stairwell is lined with a 16m tall printed timber pattern by local artist Richard Woods echoing the former use of the site and the external cladding. Richard Woods was selected after a design competition run by First Base at neighbouring artist studio, The Tannery.

Making and materials

The modern construction methods employed at Adelaide Wharf reduced trades to as few as possible, minimising wet trades on site and making extensive and pragmatic use of prefabrication to reduce time on site and improve the quality of build. The principal components are a concrete frame with flat slabs and blade columns using prefabricated reinforcement mats, a unitised cladding system avoiding the need for scaffolding, prefabricated bathroom pods, balconies and plant, and dry-lined internal partitions. The build was completed in 18 months, including for 2 months lost due to below ground obstructions in the former brown-field site.

The simple massing of the building made the quality and articulation of the façade critical. Adelaide Wharf derives its aesthetic identity from a unitised facade system and pre-assembled balconies and its appearance a colourful blend of timber, zinc and glass. The ground floor is a smooth engineering brick base with projections and coloured doors creating a series of events on the street. The cladding to the upper storeys consists of panels of rough sawn Siberian Larch boards set around two repeating window patterns which reflect the arrangement of the flats inside, and the whole façade is unified by horizontal bands of smooth zinc at each floor level.

The balconies are supported from beams at roof level, cantilevering like lifting beams on warehouses. Each balcony is clad with a coloured plane with a single fold in it, and offset from the windows, cantilevering in alternate directions at each floor to produce double height gaps between them and reduce overshadowing to the living rooms below.

Conclusion

At Adelaide Wharf, the project team have developed a high quality, sustainable building with 147 homes that brings a new urban density, scale and architectural quality to the area and provides an innovative prototype for future housing schemes.

First Base Housing Study

In August 2003, Allford Hall Monaghan Morris were commissioned by First Base to carry out a study into a generic housing type for Keyworkers in London.

The aims of the proposal:

- High density schemes of 150-250 units
- Cost target:
1 bed flat: £40k
2 bed flat: £60k
- High quality design – value focused where it is noticed
- Communal facilities
- The Stanhope way of construction
- Flexibility, adaptability, sustainability ... and a popular place to live

The team's aspirations:

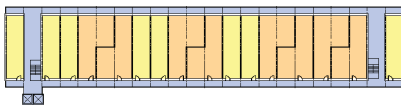
- To maximise useable space, minimise circulation inside flats
- To focus expenditure to retain delight - balconies and large windows
- Deep flats - efficient shape and wall to floor ratio

- Aspire to west facing living rooms
- "Borrow space" to increase sense of spaciousness
- Rationalised structure to maximise efficiency and buildability
- Services onto corridor for ease of access

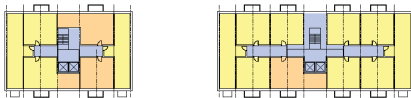
To meet the cost criteria, the team investigated:

- Block configurations
- Block heights & options 8 or 12 storeys
- Flat layouts and options
- Structural options
- Cladding options
- Services options
- Buildability issues ... bearing in mind the rules of housing, UDP's, daylighting, etc.

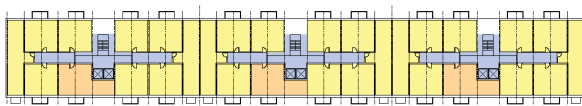
Block Options



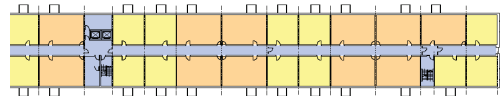
A. Deck access



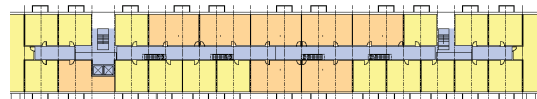
B. Towers



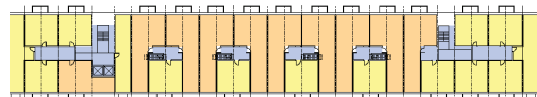
C. Maison blocks



D. Central corridor



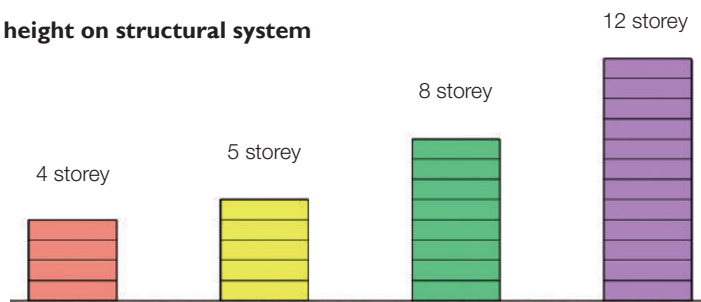
E. "Pop up flats" Level 0



E. "Pop up flats" Level +1

Impact of building height on structural system

Legend	
Applicable	✓
Not applicable	X
Possible	O



Structural System

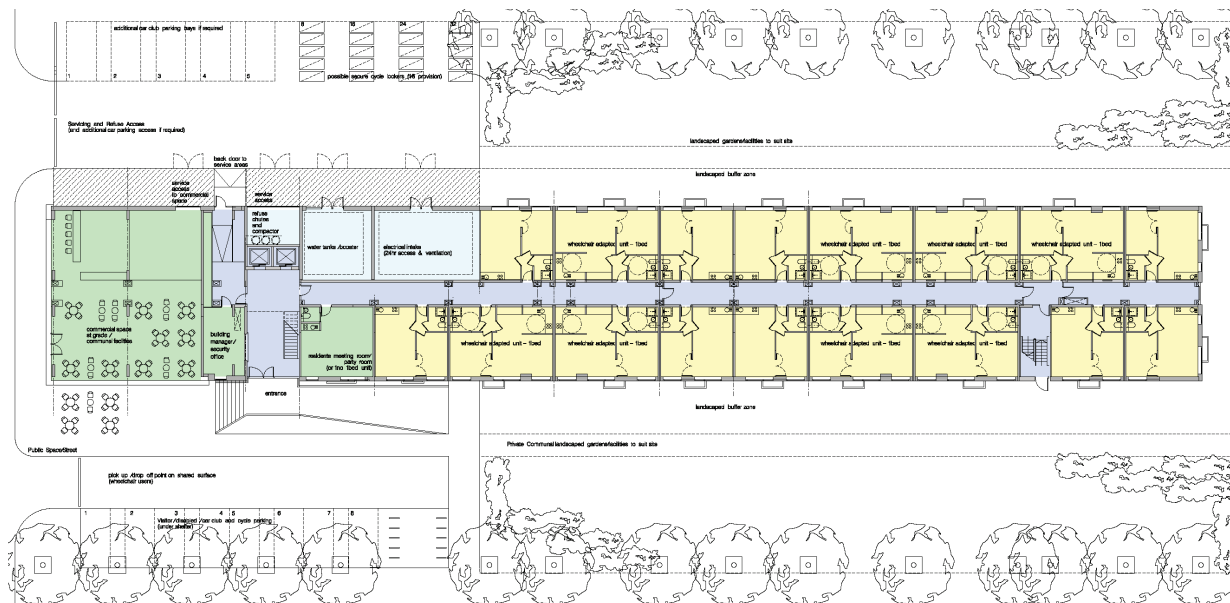
• Frame	✓	✓	✓	✓
• Load-bearing	✓	O	X	X
• Hybrid	✓	✓	✓	✓
• Volumetric pod	✓	✓	X	X

Facade System

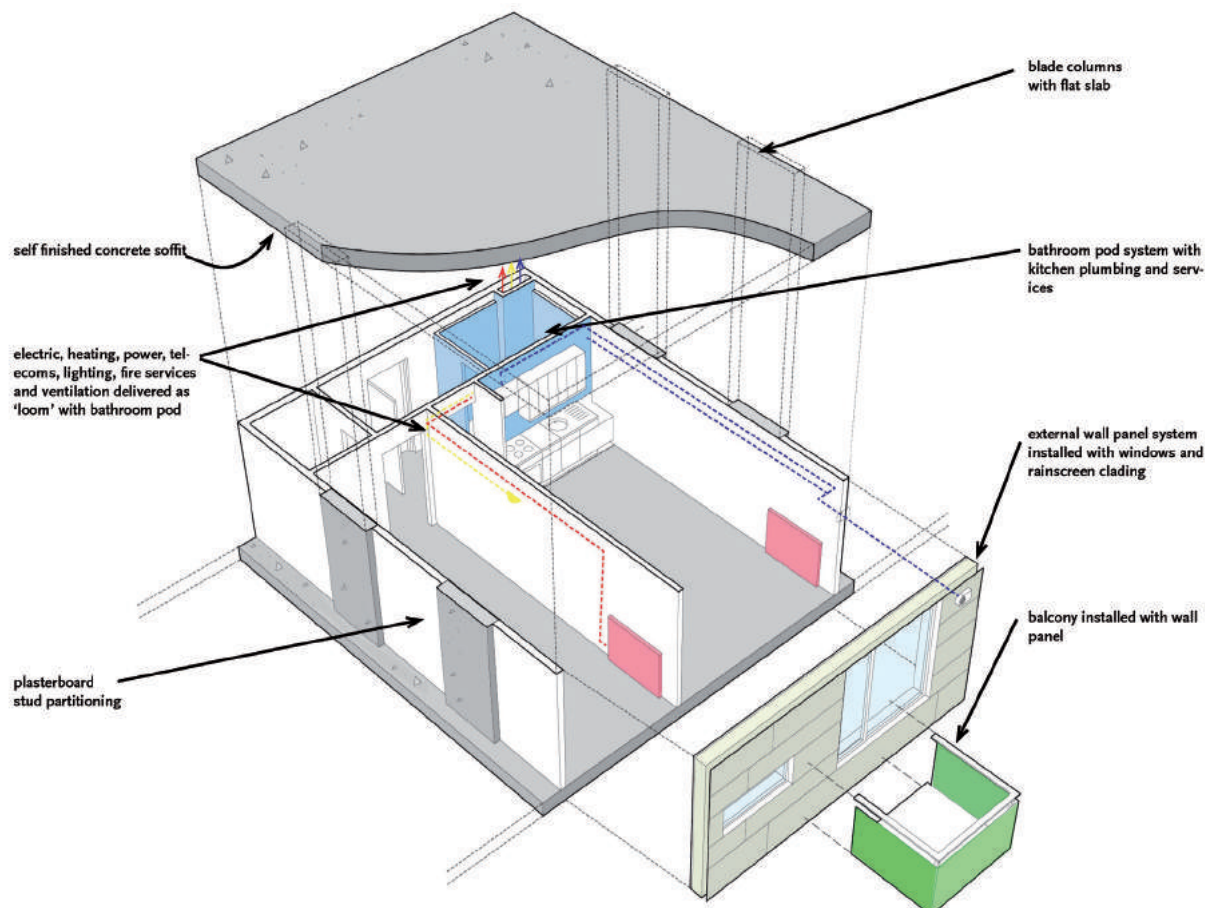
• Light	✓	✓	✓	✓
• Heavy	✓	✓	X	X

First Base Keyworker Housing study: The Model Scheme Being Tested

- Eight storeys high
- 185 units
- Central corridor, single aspect flats
- Maximum block length: two escape stairs
- 2.7m floor to ceiling
- 32.5m² one bed; 46.5m² two bed
- Communal facilities, guest / meeting rooms
- Centralised services



Ground floor plan



Buildability

First Base Keyworker Housing study:
Journey Through the Proposal



Arriving home from station: the block in the city



Arriving at First Base: the cafe and entrance canopy



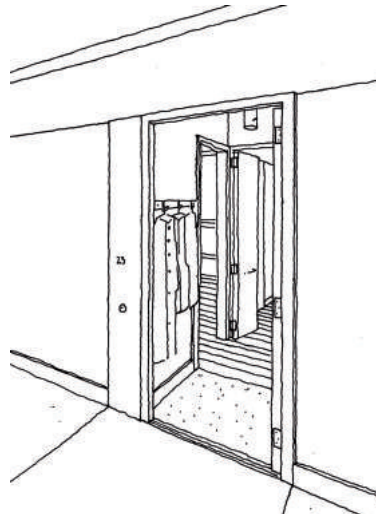
Entering the lobby



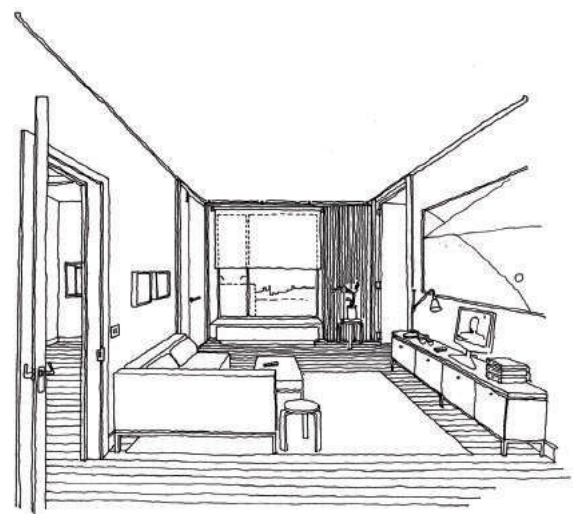
Living in the city at First Base



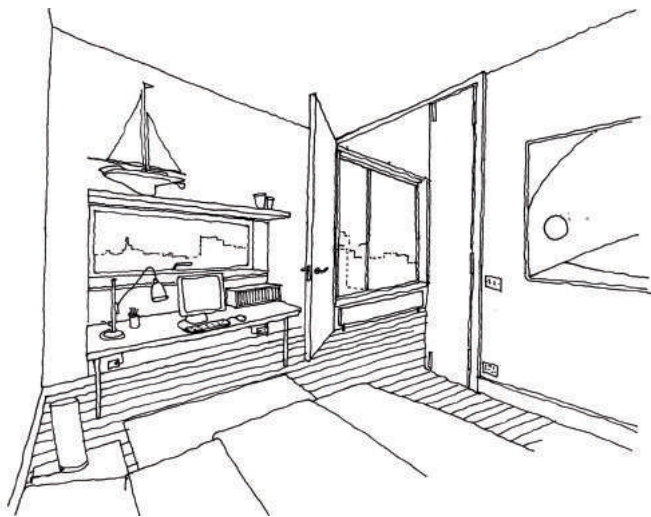
Walking down the corridor



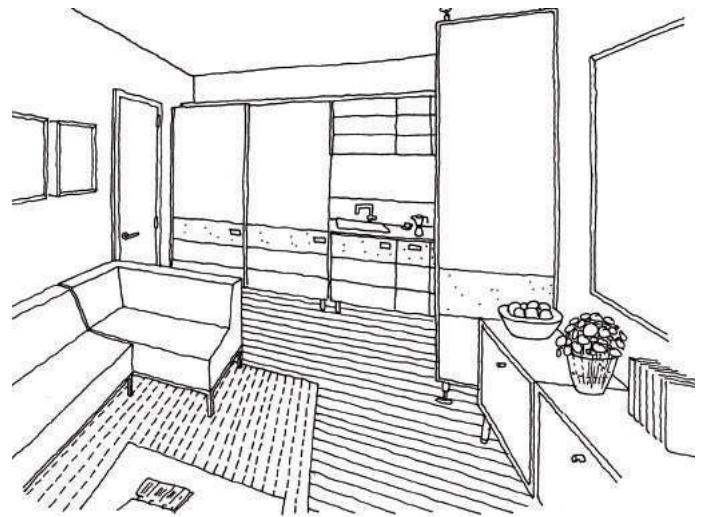
Entering the flat



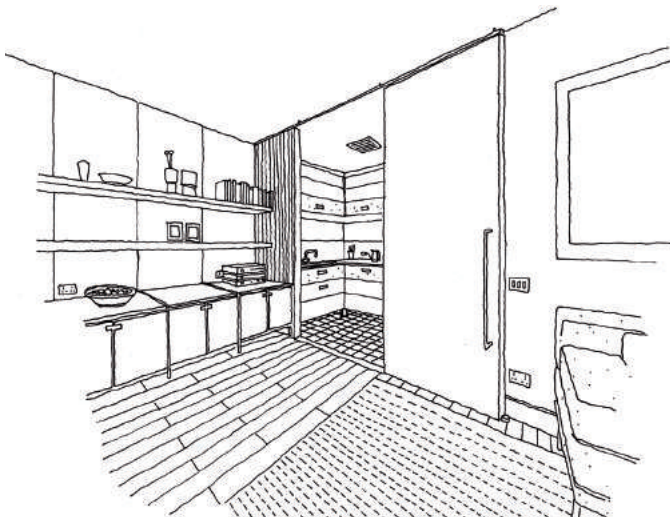
The living room & view of the city



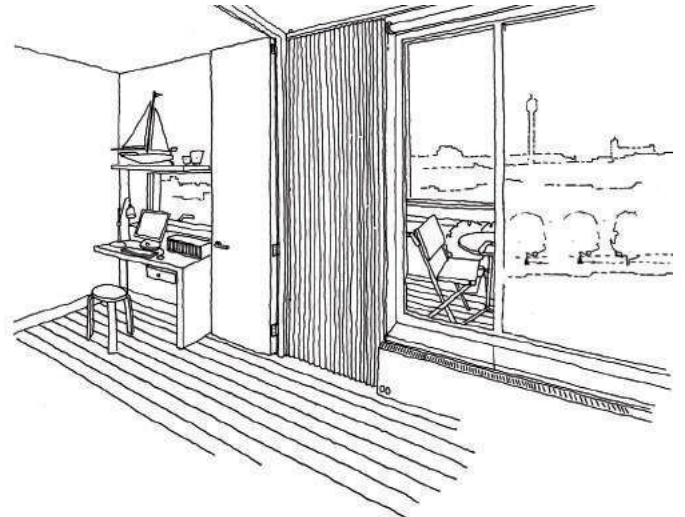
Lying in bed, looking out



Open plan kitchen & living (1 bed flat)



The above kitchen (2 bed flat)



Going out onto the balcony

Foreward to Adelaide Wharf Pack By Edwin Heathcote

Adelaide Wharf is the latest instalment in a phenomenon which sees London's housing hitting the headlines every half century or so. And this slightly forgotten piece of London, wedged between hip Shoreditch and gritty Haggerston and Hackney, seems always to be at the heart of the debate. From slum clearances as the worst of the city's remaining rookeries were replaced around the turn of the century to the huge social housing and rebuilding programme of the Post War era, there has been no shortage of well-meaning attempts to make the area good. Adelaide Wharf represents the most significant step in the new wave of interventions to address both the city's dramatic housing crisis and this area's traditional isolation from the rest of London.

The building of Adelaide Wharf resonates with all the housing issues facing a city which has reached crisis point and which can seem intractable – how to house its existing population plus a further half a million or more over the next decade. Developer First Base has made astounding steps towards creating a programme of mixed tenure housing using first-rate architects more usually employed in the commercial sector. Architects Allford Hall Monaghan Morris have built a reputation for adopting and adapting a blend of sophisticated urban intervention and emerging efficient construction technologies. Together they have created a substantial building embracing 147 apartments which brings a new urban density, scale and architectural quality to the area.

Adelaide Wharf derives its aesthetic identity from a unitised façade system and pre-assembled balconies, its appearance a cheerfully colourful and modelled cocktail of timber, zinc and glass. The building wraps around a central courtyard entered through a lofty arch which evokes memories of the striking and urbane Peabody housing which, over a century after its advent, remains among central London's boldest and most architecturally coherent social housing experiments. But what is particularly striking about Adelaide Wharf is its ambition of combining good quality private sector apartments with social housing in a non-hierarchical architecture.

There is no visible differentiation between tenures. Whilst the private units overlook the canal the social housing element enjoys views over the expansive park opposite and beyond to the City skyline. This, despite its location barely a mile from the City, was traditionally working class London and the effort to ensure a social mix stripped of stigmatization is a profound and important innovation, one which more than meets the Mayor's criteria, indeed pushes ambition far beyond the mandatory, and often grudging, concessions to affordable housing. This is a major milestone for English Partnerships and the Housing Corporation.

Just as social balance is at the heart of First Base's innovative approach, Adelaide Wharf also attempts to balance life and work. The inclusion of 700 sq m of affordable workspace to be assigned to a community-run regeneration agency

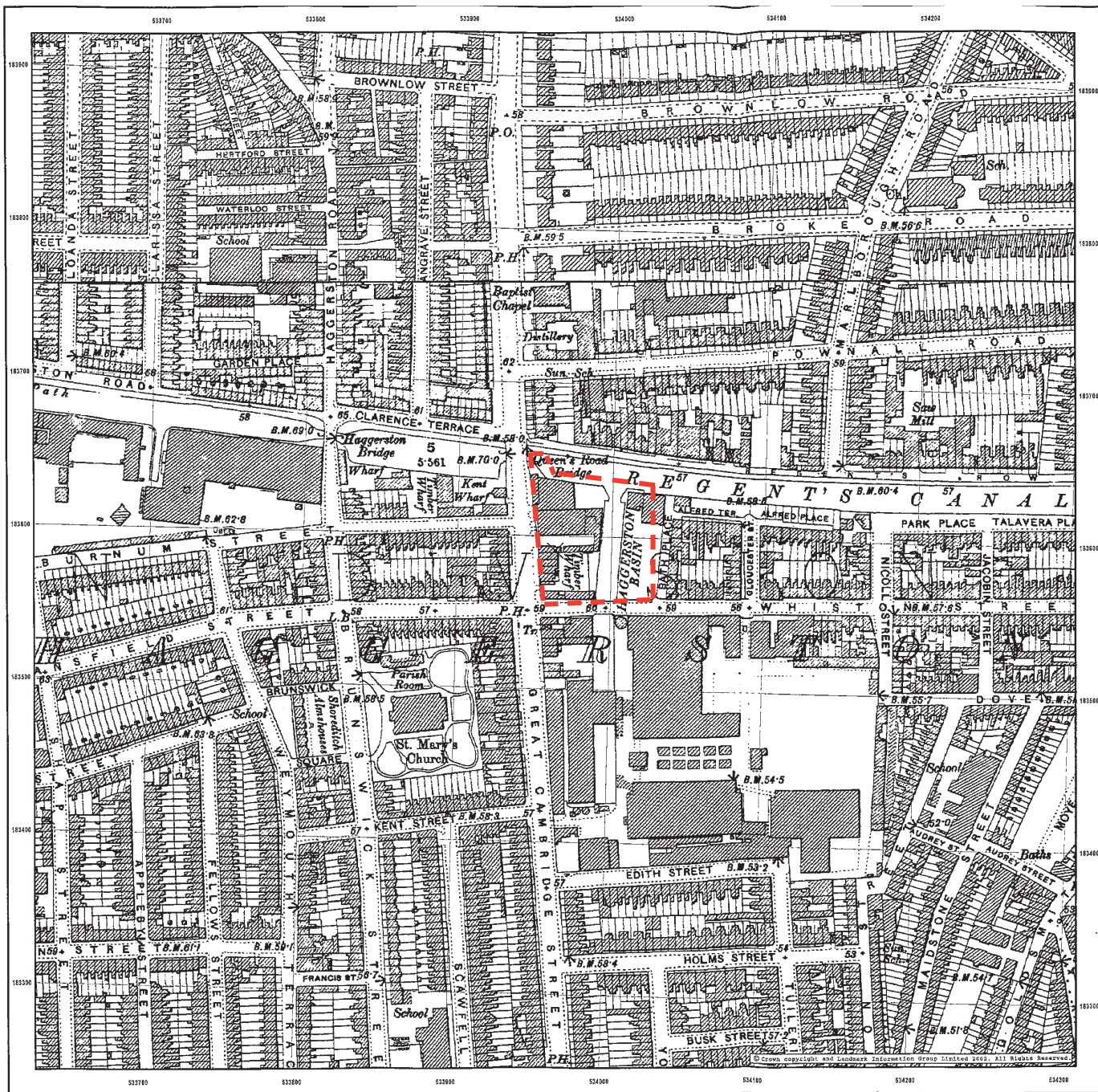
ensures a lively mix of use and an engaging presence on the street, the activity which has for so long been lacking in new developments around East London. Environmental balance is also a factor – this is an exemplary sustainable development in all the varied uses of the term, from environment to energy consumption, from density to ease of maintenance.

But perhaps most importantly in the insane rush to develop the last vestiges of the city's brown field sites it is sustainable because it is good. By that I mean this is a substantial work of architecture at a scale and density which provides a model for further regeneration. As it begins to loom into view on the canalside, the simple, modular, rather industrial aesthetic of the elevations already appears entirely at home, at ease with its setting.

Sustainability is of course about the environment, about energy, about materials but more importantly (and this is usually forgotten) it is about the creation of buildings which can last, which will prove themselves as adaptable and open to change as the city's terraces or industrial buildings have proved. Its sustainability is amplified through an innovative scheme which allows key workers to buy their homes but to leave a proportion of the uplift in value to the landowner, ensuring the property remains affordable each time it is sold on.

Sitting on the edge of the area which will be changed beyond recognition by the Olympics, Adelaide Wharf provides the best possible example of how a city can embrace change without losing character, how a single development can be at once rooted in its environment, in its social and working context and in a tradition of form, language and material. It is sustainable because it is thoughtful, intelligent, socially-aware, designed to be able to accommodate change and because it is the kind of fine architecture which, despite the building boom, remains extremely rare.

Historical Reference



OS Map, 1886 The historical map shows the site as formerly developed, with Haggerston Basin extending through the site and Timber Wharf to a Coke Works (in the present day Haggerston Park).

Former Building at Adelaide Wharf



Haggerston Baths

Mansfield Court

Queensbridge Road

Site

Whiston Road

Haggerston Park

Panorama from corner opposite site



View of the site from canal bridge



View of canal boundary towards bridge



Adjacent view of Gloucester Square roofscape from Adelaide Wharf

Previous Planning Consent

The site was provided by English Partnerships with an existing planning consent for 131 flats (36 of which were affordable), 1600 sq m of BI office space, and 98 underground car parking spaces.



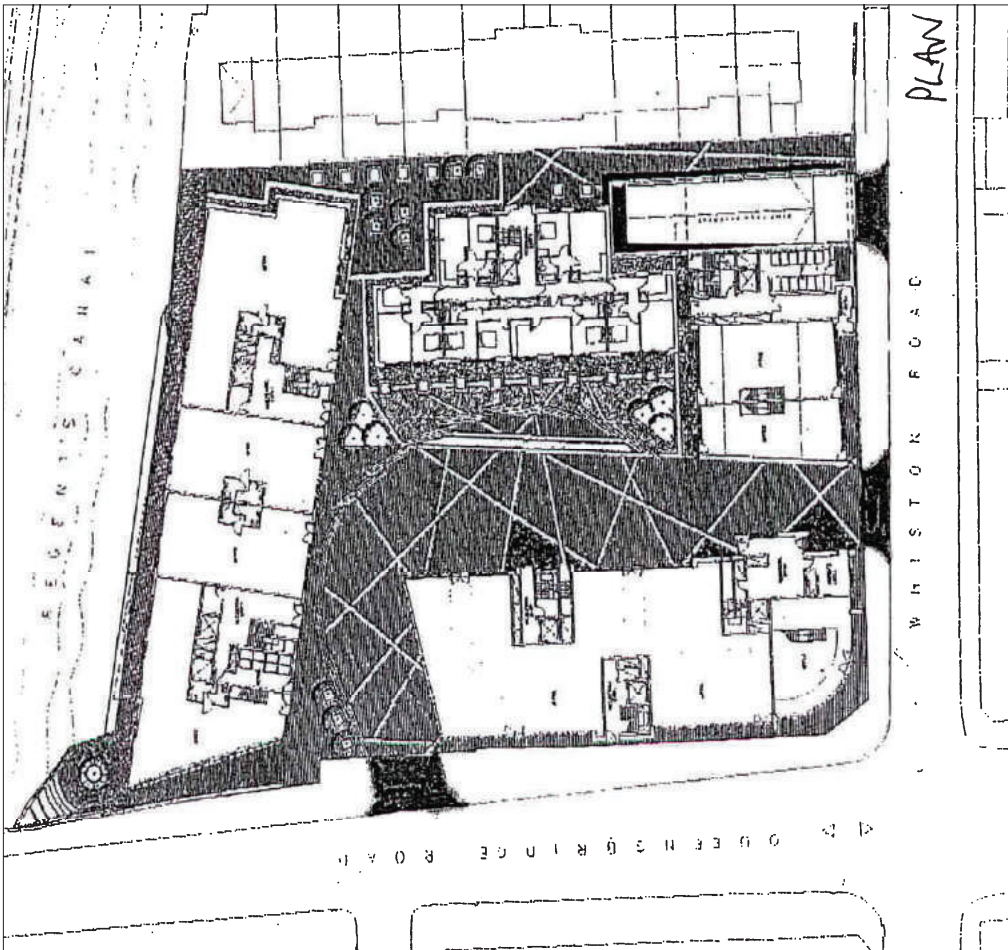
Perspective



West elevation - Queensbridge Road

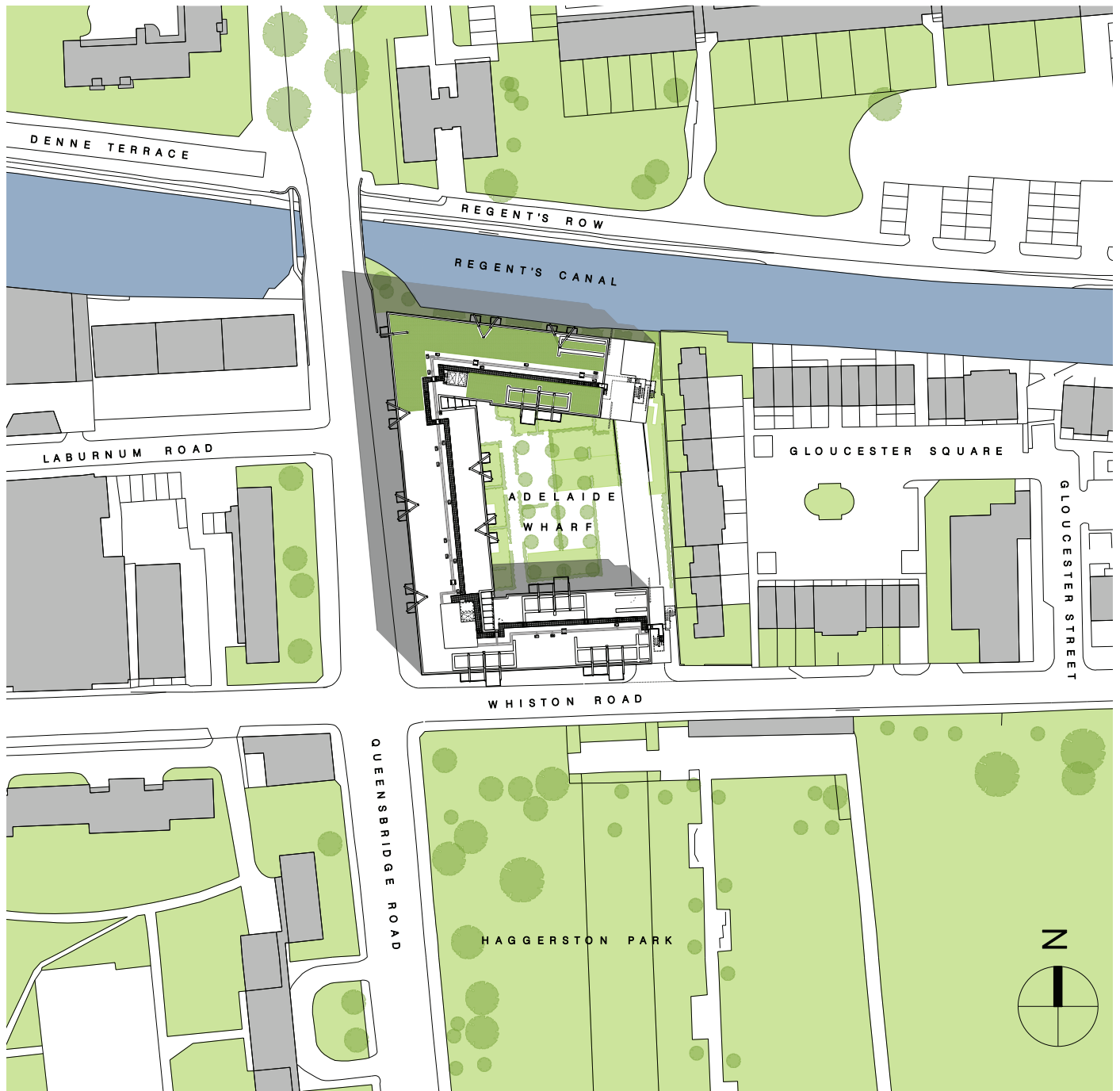


South Elevation - Queensbridge Road



Ground floor plan

Location

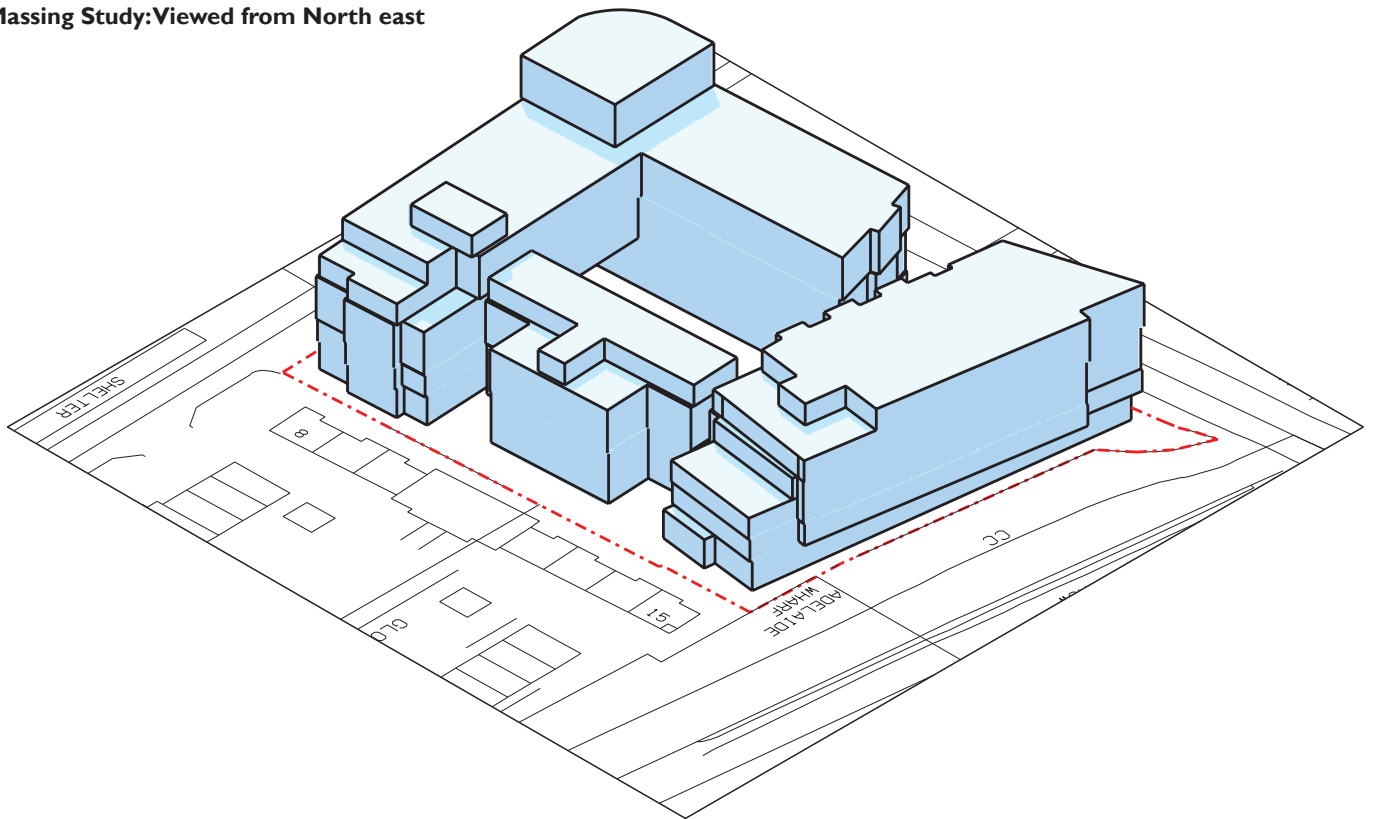


Location Plan

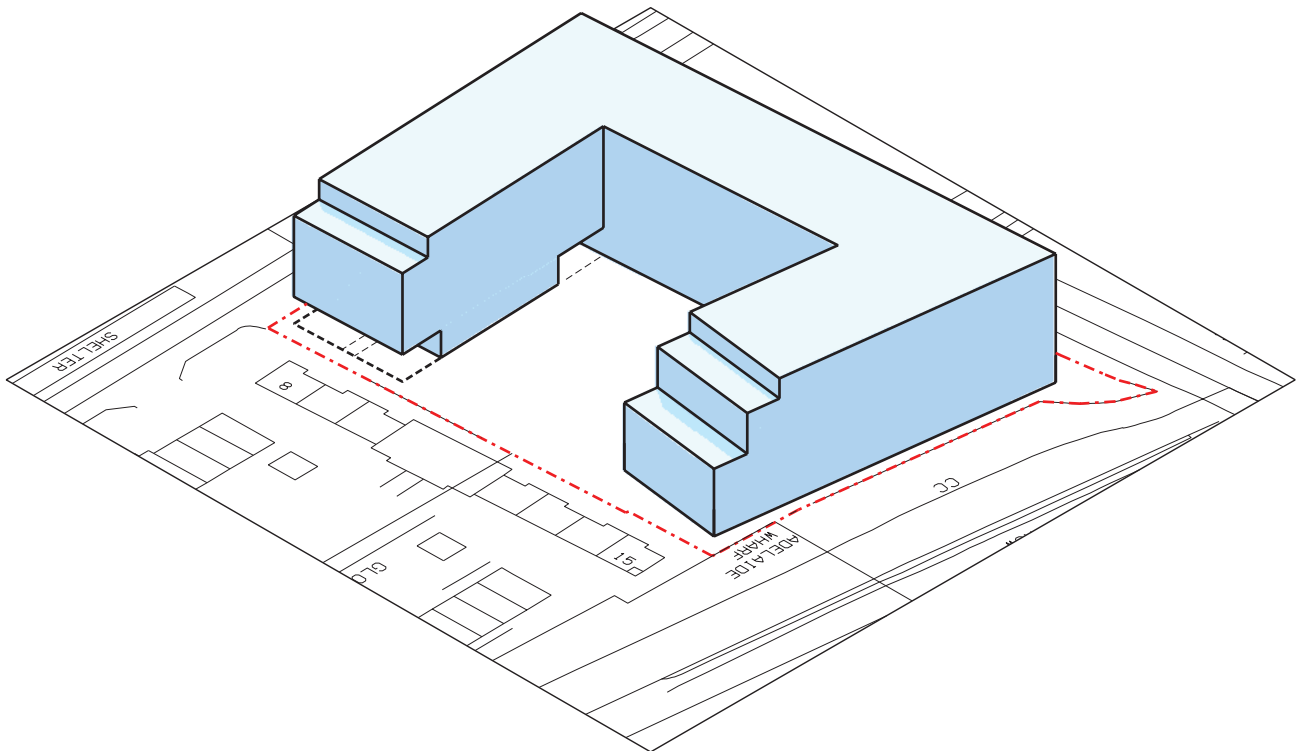
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Massing Study

Massing Study: Viewed from North east



Previously consented scheme



AHMM proposal: Rationalised massing, removing courtyard box

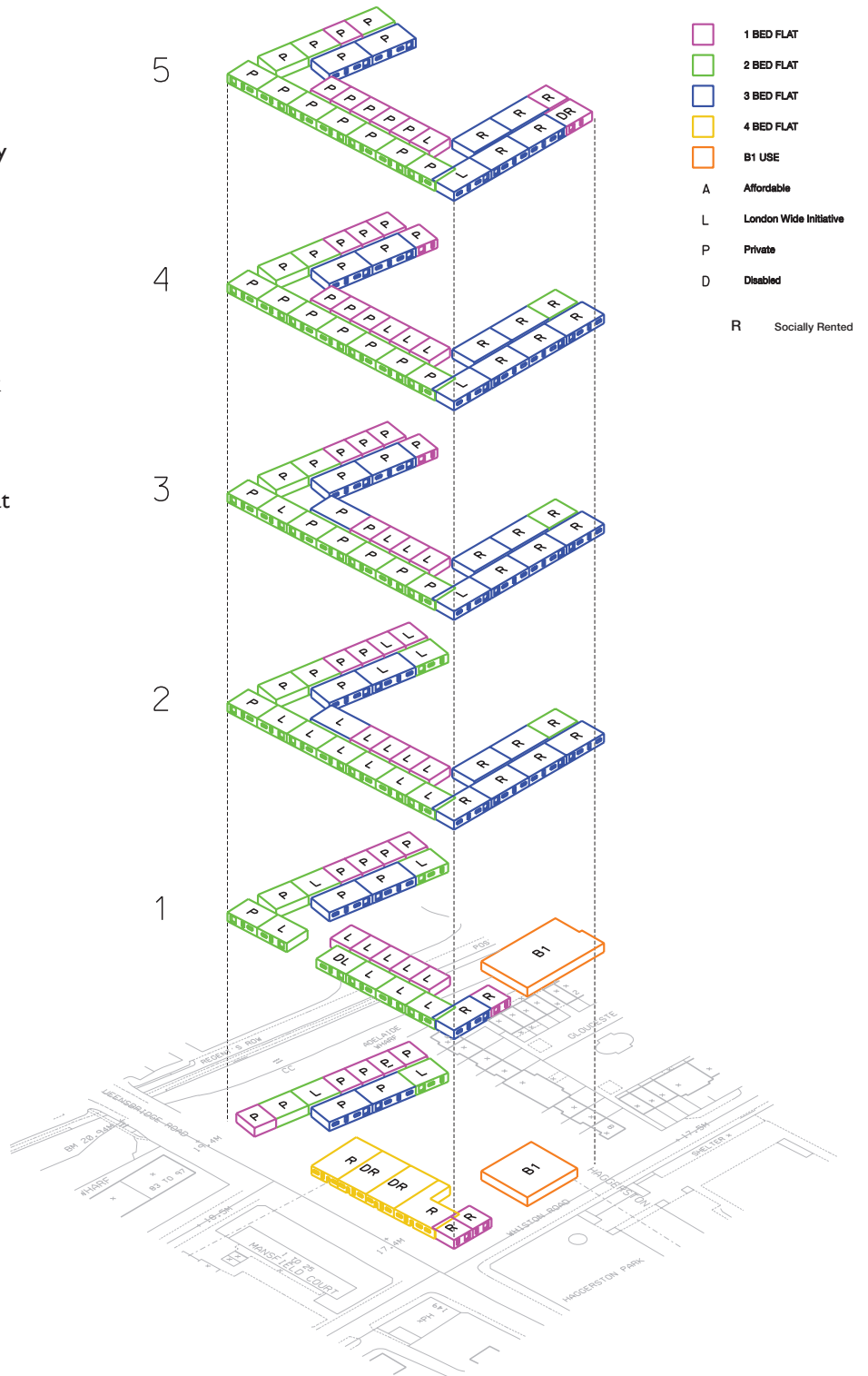
- Improved courtyard amenity space
- Improved daylighting & overlooking within courtyard and to neighbouring housing
- Improved buildability
- Improved architecture

Tenure Mix

The development aims to be 'tenure blind', with Private Sale, Keyworker (LWI) and Affordable flats indistinguishable from each other. A separate core is provided for the affordable flats to enable management by the RSL landlord, while the Private and LWI flats share common parts.

This results in the majority of the RSL flats being located in the south block overlooking Haggerston park to the south and the landscaped courtyard, while the private and LWI flats overlook Queensbridge road to the west, the canal to the north, and the courtyard.

The large gaps in the block from the previous planning consent are retained at ground level creating covered entrance courts from which the circulation cores are accessed.



Facade Study

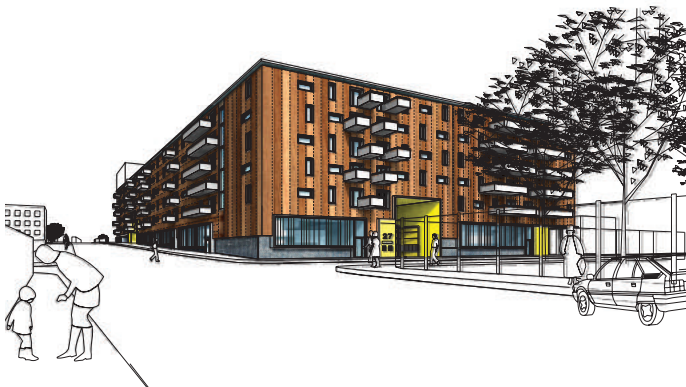
A Facade Development: Early Studies



Early massing study



Early facade study



Cladding study

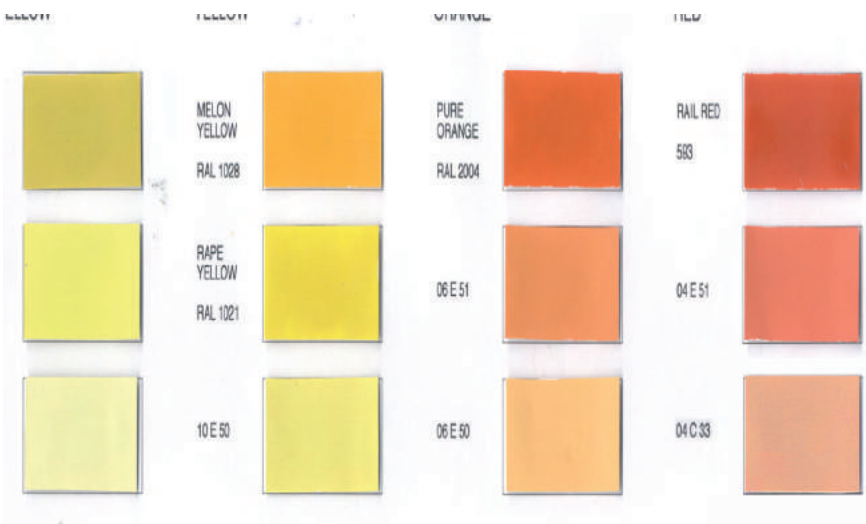


Unitised facade and balcony study

Facade Study



Entrance to Queensbridge Road



Gradation of balcony colours

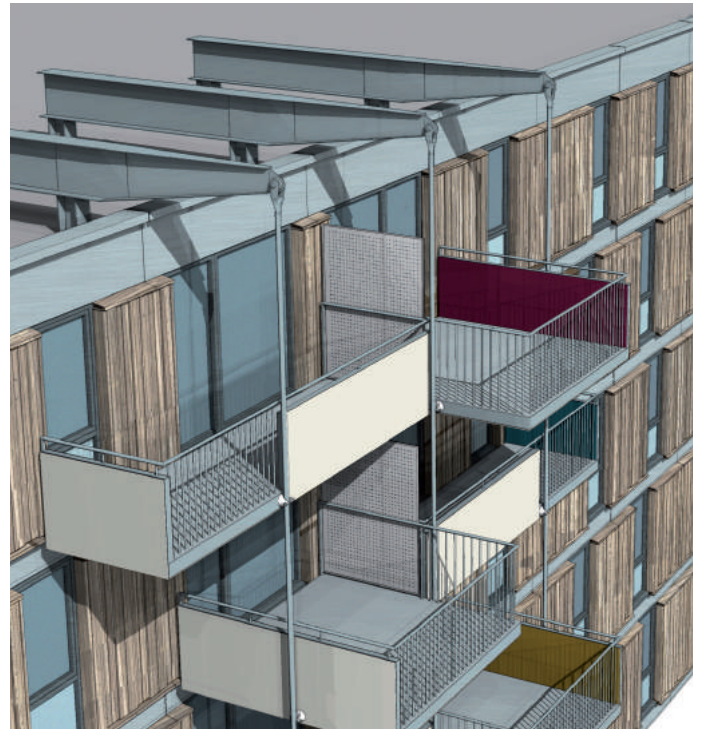


Final colour façade study

Façade Detailing



1 & 2 bed flat balconies (3.6sqm)



3 bed flat balconies (9sqm)



Timber capping piece:

1. Protects end grain of the vertical boards
 2. Angled at the top to allow fast water run off
- Timber capping piece will darken quickest as has most exposure to sun/rain

Top of boards will retain colour longest as they are protected from sun/rain by capping piece

Vertical boards arranged in 'Board on Board' design:

1. Creates 'corduroy' effect to disguise any differential weathering
2. Joint between cladding panels can be easily disguised in recessed area
3. Doubled boards create the impression of a larger module width

Timber side piece/reveal to window

Vertical boards are angled at the top and bottom to encourage water run off

Timber base panel/Cill piece:

1. Conceals the cut ends of the vertical boards
2. Is angled at top to allow fast water run off and direct water to the front of the cladding

Facade Study

Entrance Sequence



View along Queensbridge Road



View along Whiston Road



Detailed façade study: Main Entrance

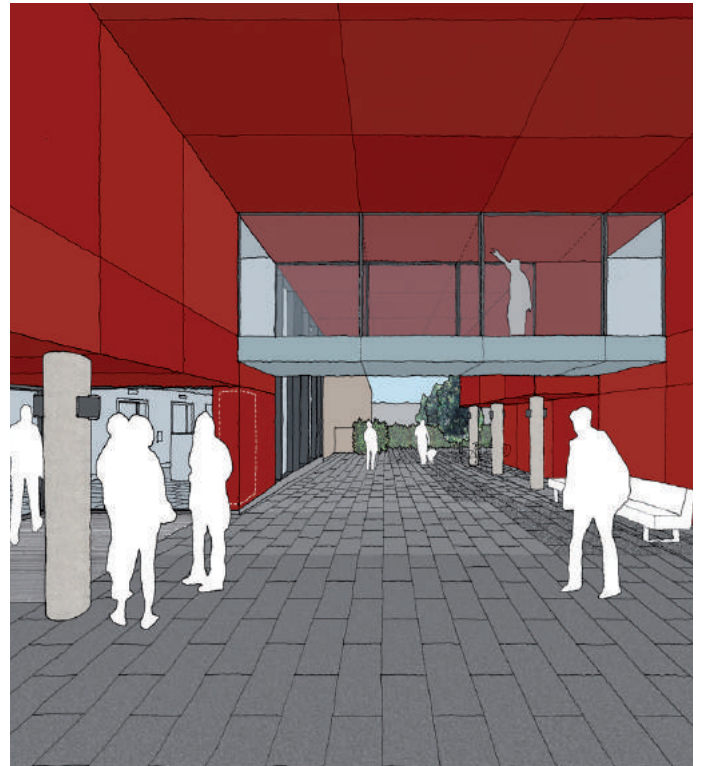


Flat entrance

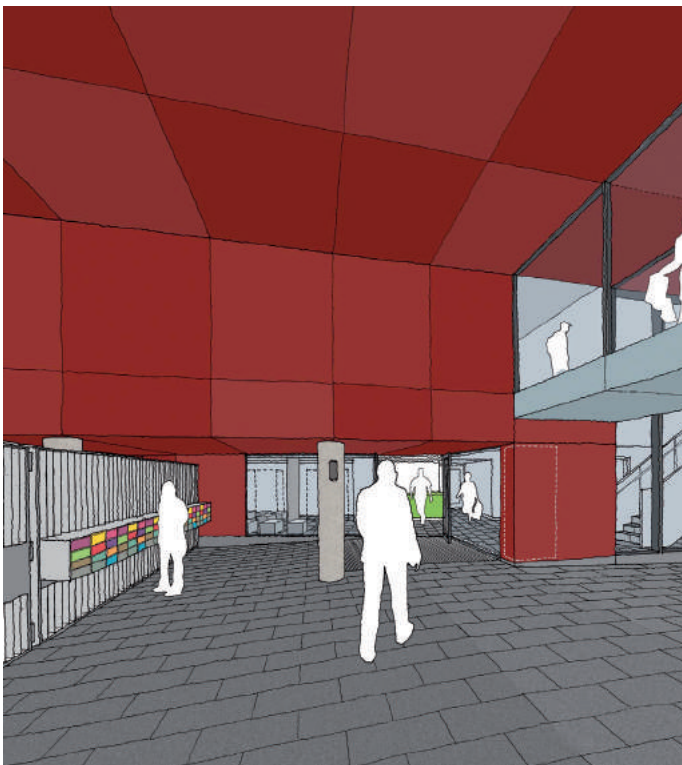
Facade Study



Main entrance



Entrance court with bridge and courtyard beyond



Flat entrance



Reception desk with artwork

Artist - Richard Woods



Logo no.10, London 2004



Logo series, Adelaide Wharf 2007

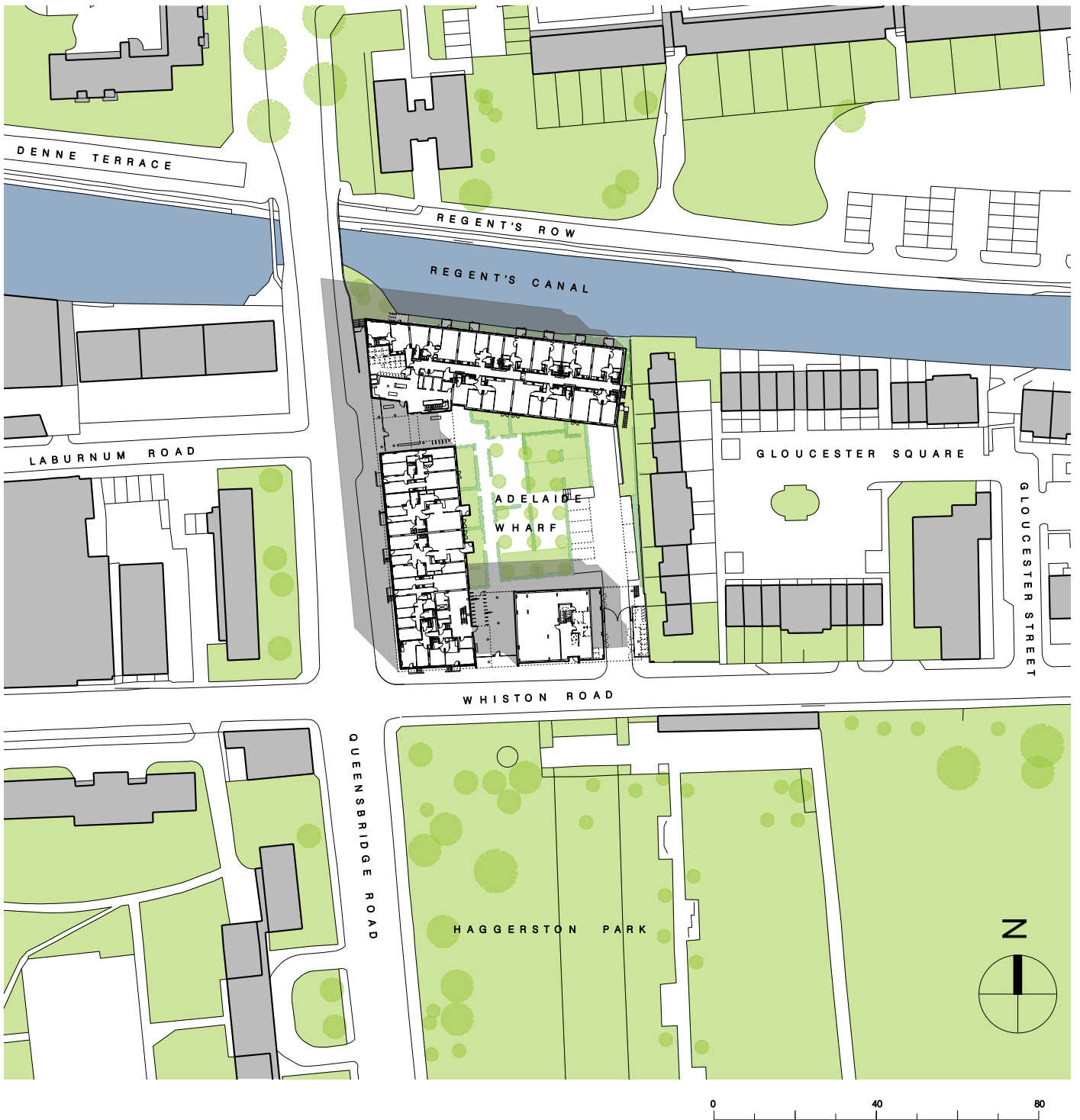
Richard Woods was born in Chester in 1966. He studied at Winchester School of Art from 1985 until 1988 and the Slade School of Fine Art, University College London between 1988 and 1990.

He is one of a younger generation of artists whose sculptures and installations operate on the boundary between art, architecture and design. Whatever structures he takes as his starting point - the floor of a domestic house, the walls of a gallery, the courtyard of a convent or the external walls of a public building - they are all used as flat surfaces to be embellished with paint.

'For a number of years after leaving college I worked as a carpenter, laying laminate floors. Whilst spending days laying laminate flooring was in some part a frustrating business, I enjoyed that fact that the surfaces we laid had a practical use as well as decorative and retrospectively this obviously influenced my art making process.'

The work we installed at Adelaide wharf is part of the 'Logo' series. Each of these works is a wood block printed wood pattern. The wood grain is always very graphic in appearance, they are called Logo as to imply that the wood pattern acts as a Logo or branding of itself.'

Every time we make a 'Logo' artwork the print blocks that we use to make the work become the property of the commissioner. The reason for this is so a work can be installed in one location and then reprinted and re installed at a later date in a very different place. I like this aspect of the work, it implies that it only becomes complete as an artwork when reacting with the architecture it exists within.'



3.01 Ground floor plan



3.02 Typical Upper Floor plan



0 5 10m

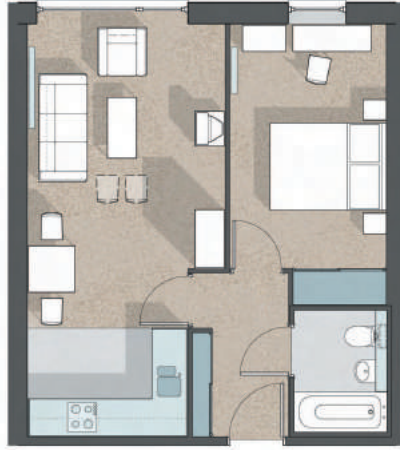


3.04 Section facing west

Typical Flat Types



3.05 1 Bed: Market / LW1: 44 sq. m



3.05 1 Bed: Affordable: 47 sq. m



3.06 2 Bed: Market: 67 sq. m

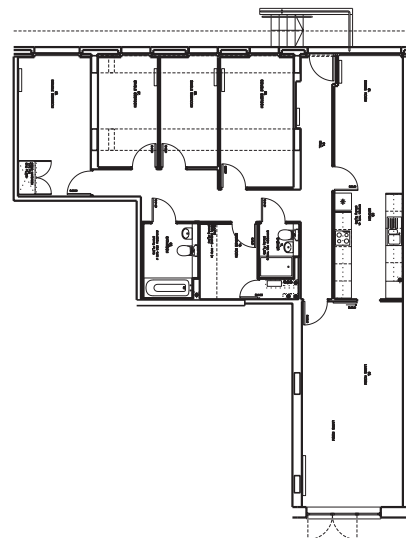
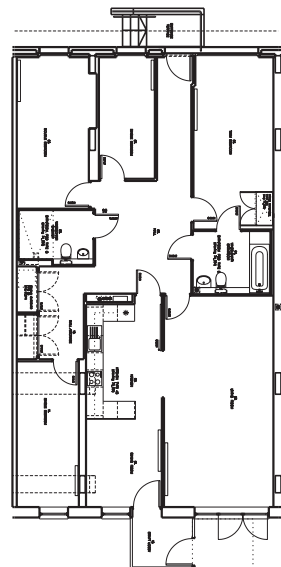
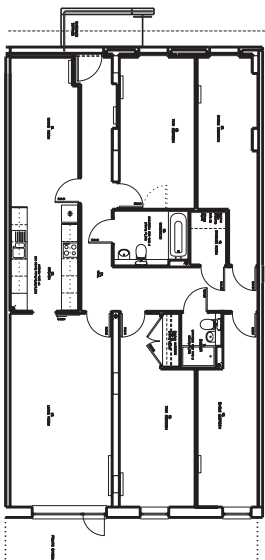
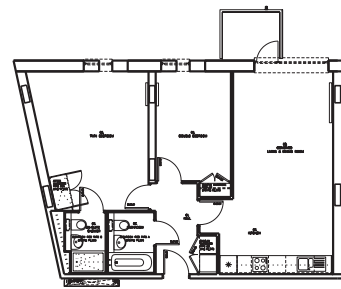
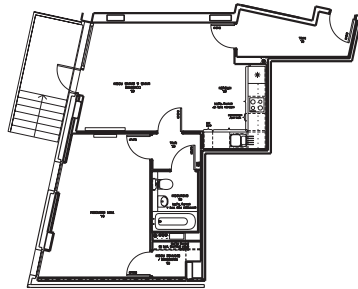
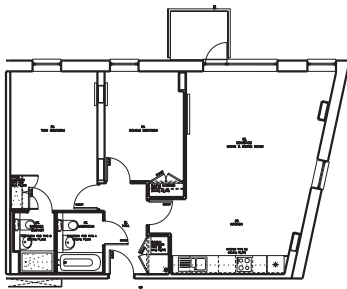
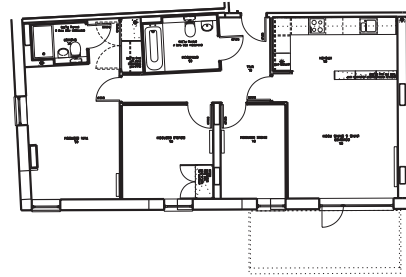
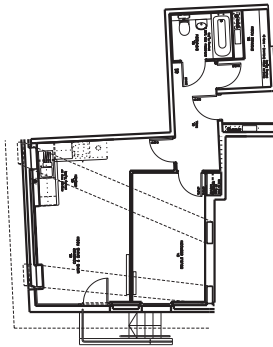
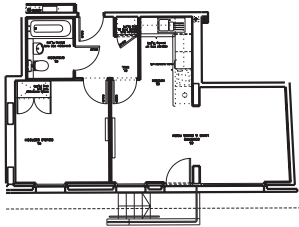
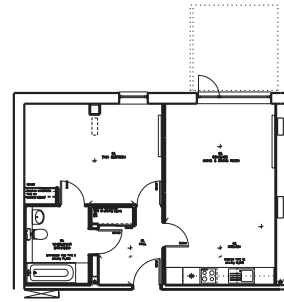
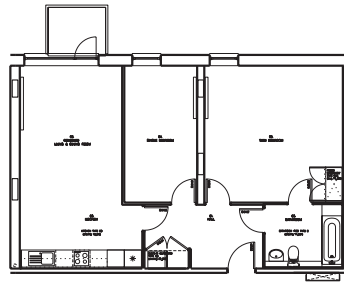
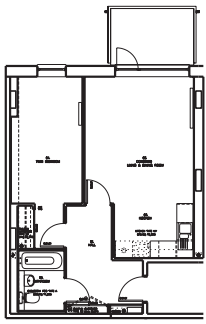


3.06 2 Bed: Affordable: 66 sq. m



3.07 3 Bed: Private / LW1: 90 sq. m

Variant Flat Types



Site Progress Shots



November 2006



January 2007



March 2007



June 2007



September 2007



October 2007

Site Progress Shots



Sept 2006



Nov 2006



Jan 2007

Site Progress Shots



Mar 2007



April 2007

Site Progress Shots



3.10 Frame construction Dec 2006



3.11 Roof being poured Jan 2006



3.12 Flat slabs & balde columns



3.13 Cladding proof type inspection July 2006



3.14 Unitised cladding panels delivered Jan 2007,

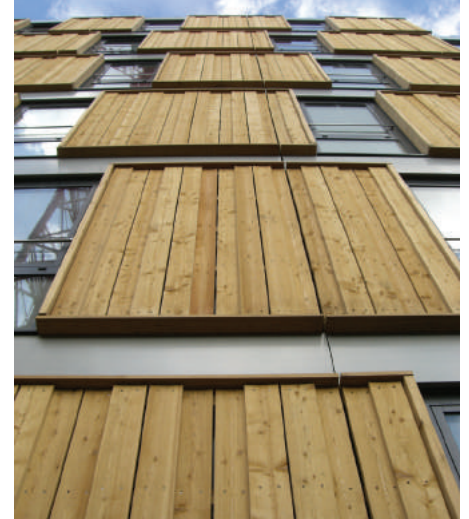
Site Progress Shots



3.15 unwrapped



3.16 craned into position



3.17 and installed



3.18 Corner detail



3.19 Canal façade Jan 2007



3.20 Balcony hanger bosses



3.21 Balconies delivered

Site Progress Shots



3.22 and installed Mar 2007



3.24 Marketing suite flat April 2007



Suspended balconies looking west over Queensbridge Road



South facing family balconies



Looking north along Queensbridge Road



Suspended balconies overlooking Regent's Canal



Adelaide Wharf from Haggerston Park



Looking east along Regent's Canal towards Adelaide Wharf



Balconies suspensions rods and bosses



Staggered balconies allow more daylight into the living rooms below



Looking west away Regent's Canal

A618_198 ©Timothy Soar



Main enamel lined on Queensbridge Road

A618_185 ©Timothy Soar



Secondary enamel lined entrance on Whiston Road

A618_202 © Timothy Soar



Courtyard with ginkgo trees and box hedges

A618_174 ©Timothy Soar



Adelaide Wharf view from Haggerston Park



Vitreous enamel cladding at main entrance



Corridor into the shared courtyard from main entrance



Balconies along Queensbridge Road



Vitreous enamel cladding to Adelaide Wharf entrance



Main Entrance lobby

A618_I30 ©Timothy Soar



Main stairwell- Richard Wood artwork on the walls of internal staircase



Printed lining to the main stairwell by Richard Woods



Shared landscape courtyard with childrens play area



Looking up the main stairwell at the staggered concrete flights

A618_170 ©Timothy Soar



Biodiverse emulating a post war bomb-side