

# Blackheath Station Car Park Design and Access Statement

February 2025



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- **Context** – enhances the surroundings.
- **Identity** – attractive and distinctive.
- **Built form** – a coherent pattern of development.
- **Movement** – accessible and easy to move around.
- **Nature** – enhanced and optimised.
- **Public spaces** – safe, social and inclusive.
- **Uses** – mixed and integrated.
- **Homes and buildings** – functional, healthy and sustainable.
- **Resources** – efficient and resilient.
- **Lifespan** – made to last.

Diagram from “National Design Guide - Planning practice guidance for beautiful, enduring and successful places”. As a team we have followed these guidelines as we develop and enhance the design for the site at Blackheath Station. This diagram is referenced throughout the document

This Design and Access statement has been prepared on behalf of Acorn Property Group for the development of Blackheath Station Car Park. The proposed scheme is a residential led, mix-use development delivering 45 new homes, 3 commercial units, new market square, parking and associated public realm.

The Site has been identified by Network Rail as a strategic disposal generating capital to be re-invested back into Network Rail. Network Rail considers the Site offers potential for a more efficient use of land. The disposal to Acorn Property Group provides a significant opportunity to unlock the potential of the Site. The car park is not a dedicated station car park and is not part of the lease held for the station by Southeastern Railway.

Part of the Site (easternmost part) is currently used for the Blackheath Farmer's Market. Blackheath Farmer's Market has recently had a planning application approved with the London Borough of Lewisham (LBL) for the continued use of part of the Site as a farmer's market.

This redevelopment provides an exciting regeneration opportunity for a new public square and public realm to support and enhance the existing Farmers Market new commercial spaces, and high-quality housing including affordable housing. A safe and secure pedestrian route provides greater permeability through the site with new green spaces and appropriate levels of parking making a positive contribution to the village centre.

This application has been the subject five pre-application submissions, and two Design Review Panels (DRP).

Acorn Property Group appointed John Pardey Architects (JPA) at Pre-App 03 to develop the design with an accomplished design team as listed below.

### The Design Team

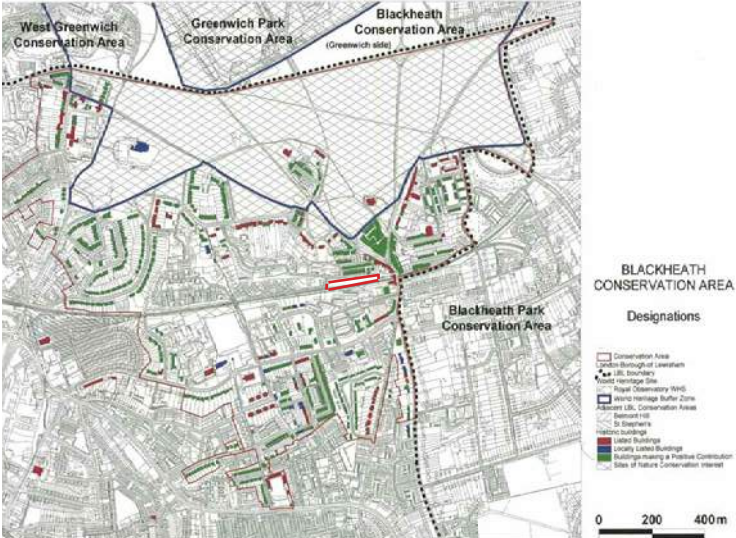
Client	Acorn Property Group (APG)
Architect	John Pardey Architects (JPA)
Landscape Architect	Matthew Wigan Associates (MWA)
Planning Consultants	Avison Young
Heritage & Townscape Consultants	Montagu Evans
Transport Consultants	SLR Consulting
MEP Engineers	Box Twenty
Urban Drainage	Pell Frischmann
Daylighting	CHP Surveyors
Ecologist	Avondale Ecology



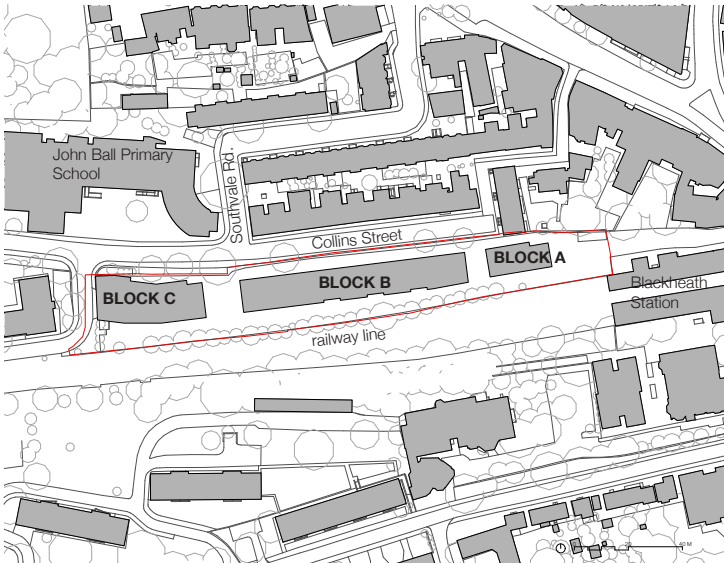
Existing view of site looking north east



## 2.0 The Site, Context & Character



## Blackheath Conservation Area Designations



Proposed site plan showing figure ground



View of site looking north west - Blackheath Conservation Area shown shaded orange



3,4 & 5 Grote's Building, listed buildings showing juxtaposition of scale and mass



Brigade Street leading to Tranquil Vale.  
Parking and people sharing the same space



The Railway Pub, showing detailing, signage and banding



# Blackheath Station Car Park - DAS

## 3.0 Constraints & Opportunities

**Constraint:** Pedestrian route to school (in blue) through 163 space car park

**Opportunity:** Safe secure step-free route (in green). Enhanced permeability through site with connection wider context and streets beyond

**Constraint:** Existing Trees RPZ's (in pink)

**Opportunity:** New street trees to Collins Street and on-site play area

**Constraint:** Accommodating the farmers market (in yellow) and vendor parking (in grey)

**Opportunity:** Design of an attractive civic market place with 40 pitches with new facilities and room for expansion

**Constraint:** Limited access for emergency services

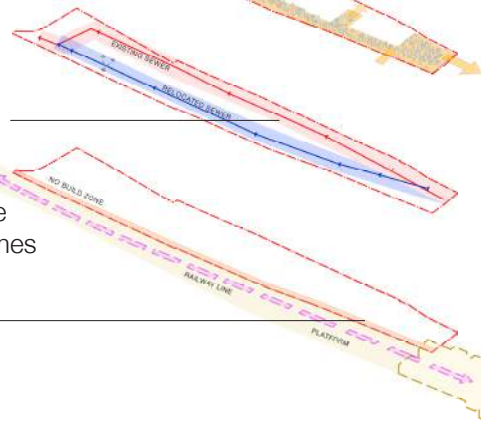
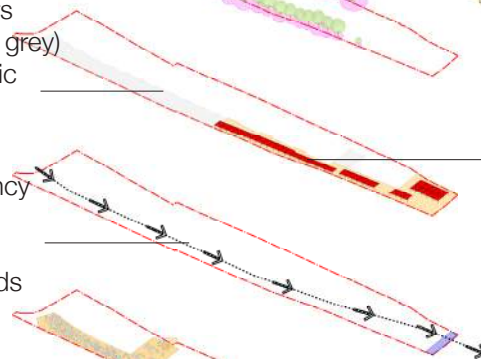
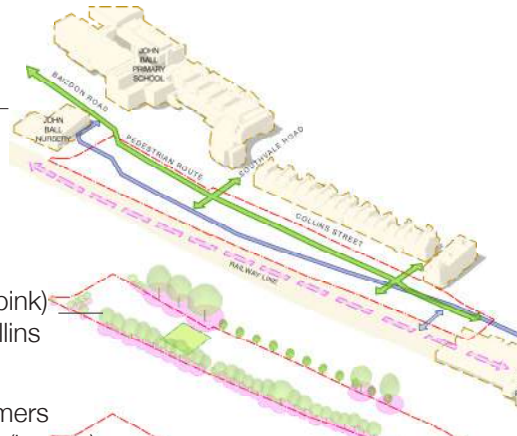
**Opportunity:** A one way emergency access from west to east via drop bollards in the location indicated by a blue tone

**Constraint:** Marathon "stacking" with c. 25,000 visitors to Blackheath Station. A 5-7m clear zone (in yellow) along boundary for safe egress from station platform required

**Constraint:** Existing main sewer (in red) with a 10m no-build zone

**Opportunity:** A relocated foul water route (in blue) requiring 6m no-build zone horizontally & vertically required by Thames Water

**Constraint:** Network Rail 2m no-build zone required adjacent to full length of platform



VIEW 1 - Existing car park looking west



VIEW 2 - Looking south from Southvale Rd.



VIEW 3 - Looking east along Collins St.



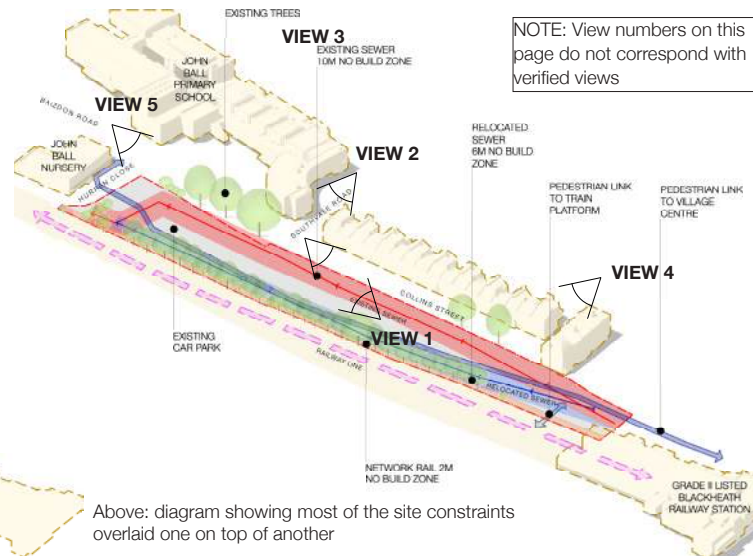
Image to the left: Columbia Road Market, London, a fine example of desirable homes in proximity to a thriving weekend market



VIEW 4 - Looking south from Collins St.



VIEW 5 - Looking east from Baizdon Road



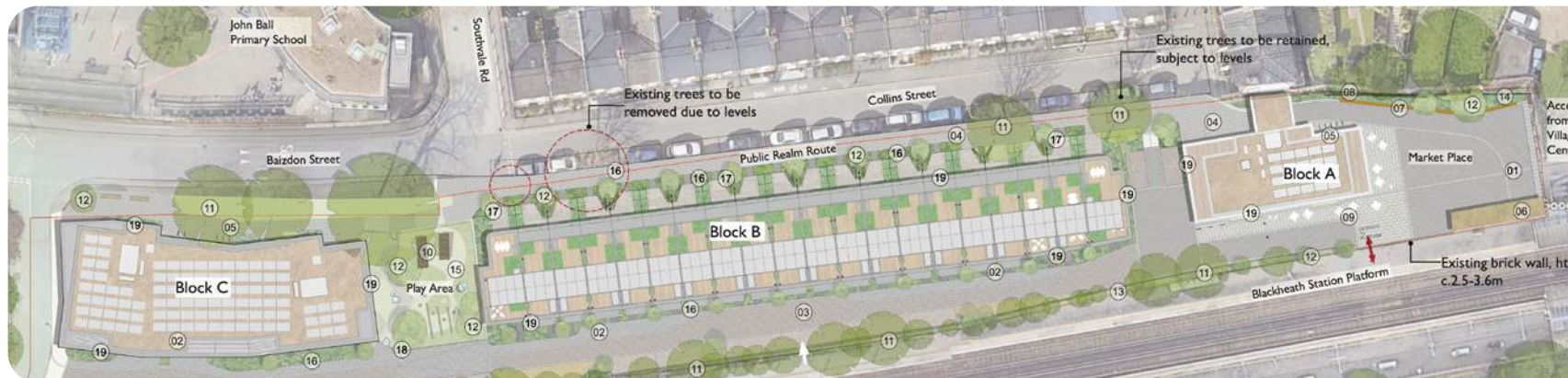
NOTE: View numbers on this page do not correspond with verified views

Above: diagram showing most of the site constraints overlaid one on top of another



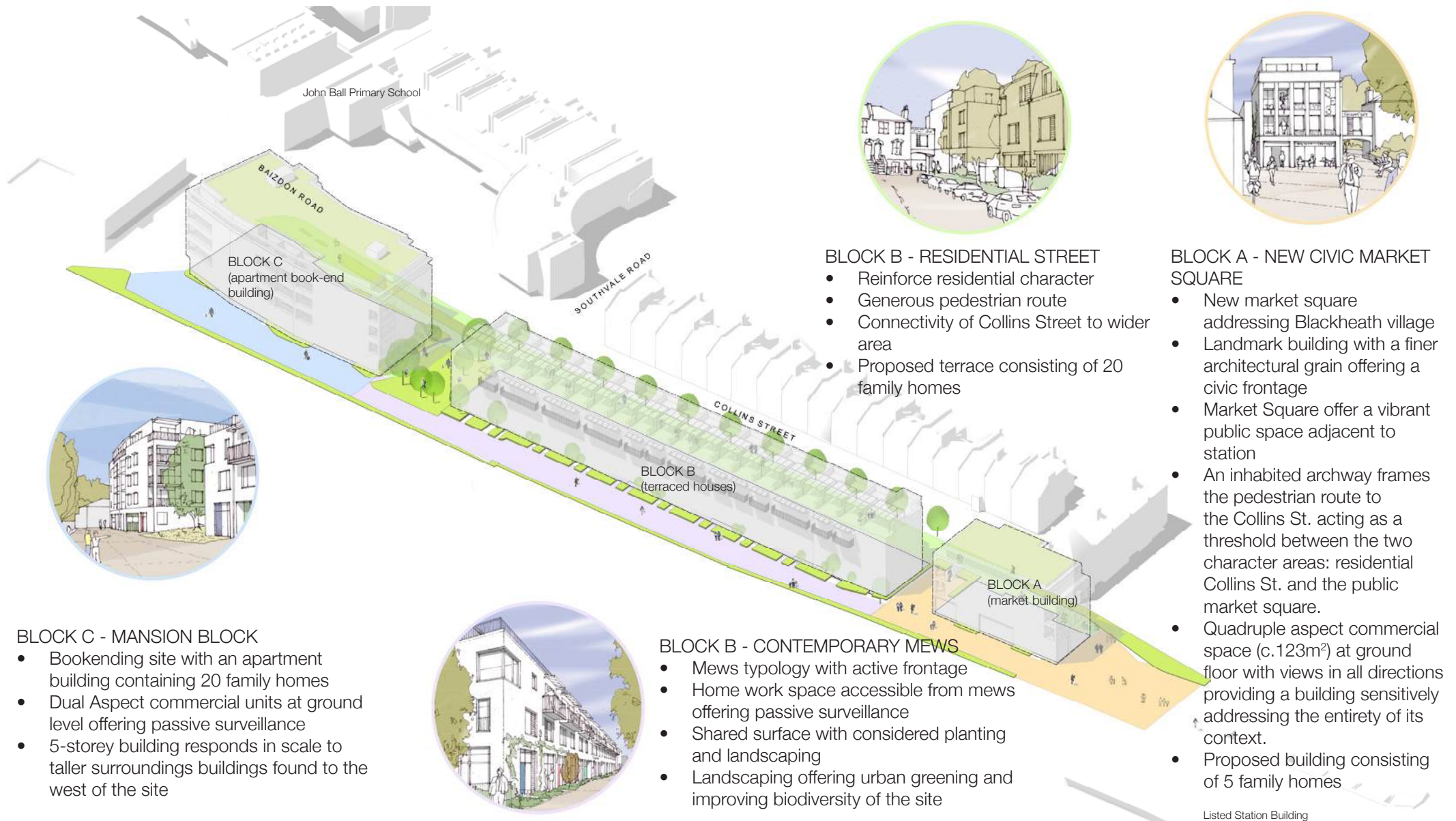
## 4.0 Scheme Overview - Design Intent

- An **attractive place to live, work and play**
- A scheme that puts **positive place-making and landscape** at the heart of the design
- A design that delivers a **new public square** and enhances the farmer's market, provides safe pedestrian route to and from school, on-site play space, new street trees and planting **increasing local biodiversity**
- A mixed-use development of **45no. high quality family homes**, including on site affordable family homes
- A scheme that promotes healthy lifestyle, walking to school, the station and surrounding streets **providing excellent links to the village and all its facilities** and the heath beyond
- A scheme that is individually and intelligently **designed to the highest quality**, ensuring a positive impact and contribution to the local surroundings, creating a **true sense of place** and an inclusive community where occupiers and nature can grow and flourish
- A place that is **socially environmentally and economically sustainable**



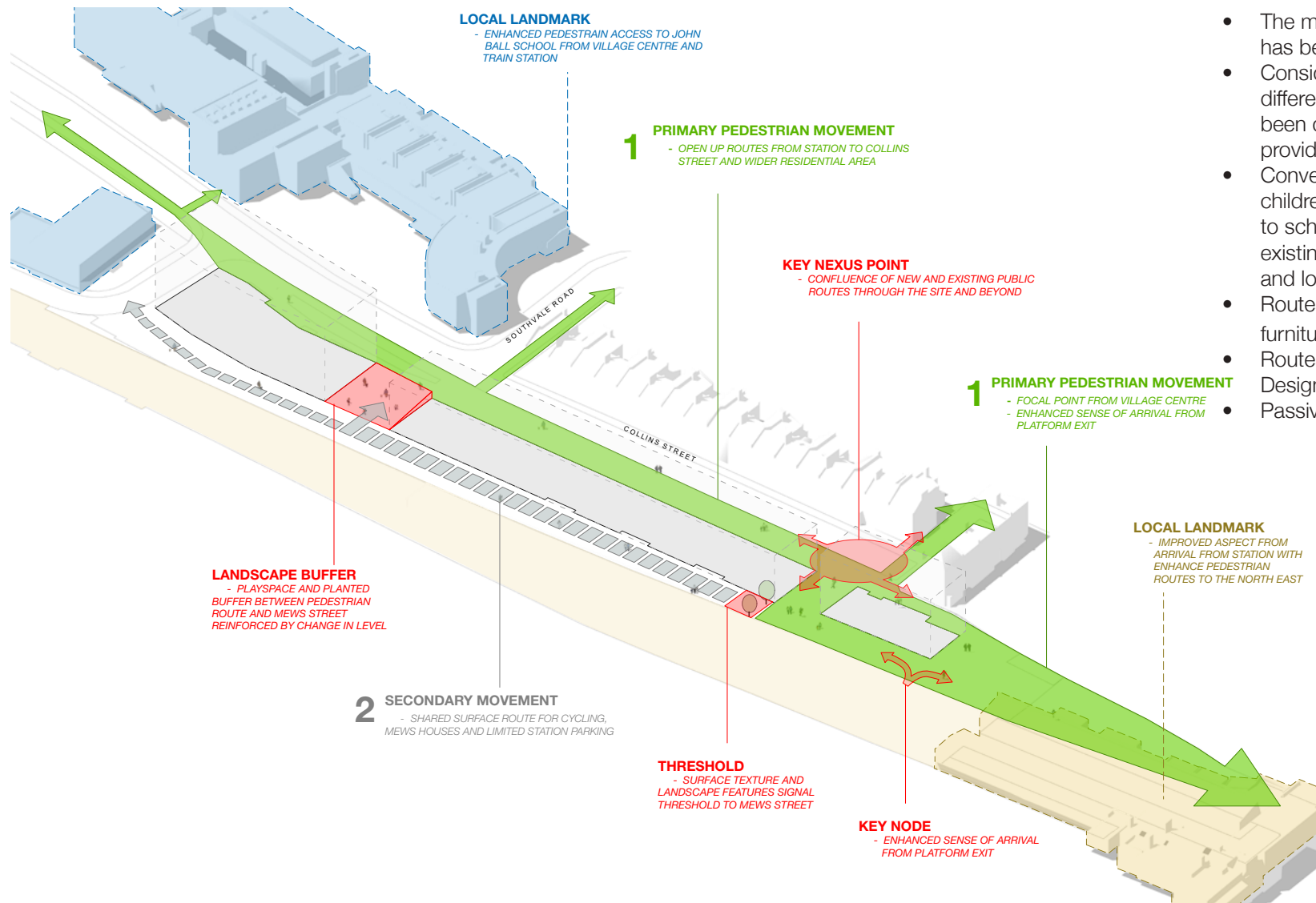
- Context** – enhances the surroundings.
- Identity** – attractive and distinctive.
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- Movement** – accessible and easy to move around.
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- Uses** – mixed and integrated.
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## 4.1 Scheme Overview - Summary of Proposal





## 5.0 Movement & Permeability Through The Site



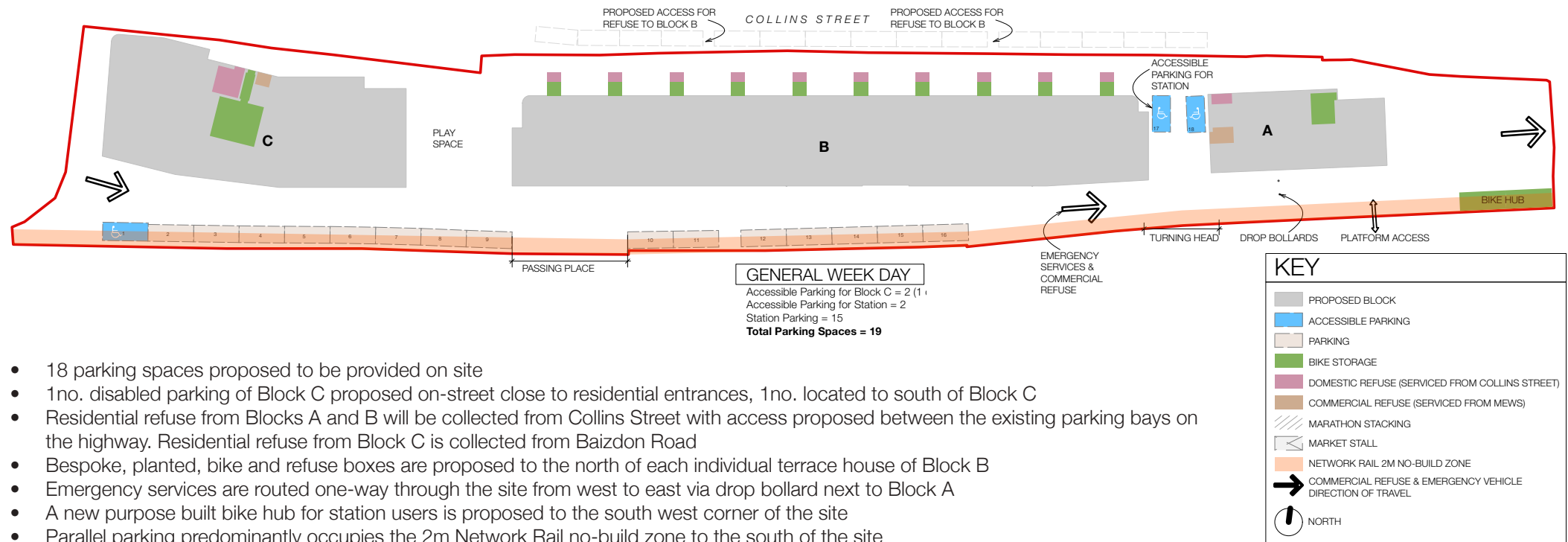
- The movement of people around the scheme has been a key driver to the design
- Consideration has been given to where different uses are located, and buildings have been designed to encourage easy movement provided by a choice of routes
- Convenient movement includes routes allow children, and parents with prams, to walk to school (step free), future residents, and existing neighbours to access station, shops and local facilities
- Routes framed by buildings, planting, street furniture and signage
- Routes will be safe in accordance with Designing Out Crime consultation.
- Passive surveillance designed into the scheme



**Movement** – accessible and easy to move around.  
**Nature** – enhanced and optimised.  
**Public spaces** – safe, social and inclu



## 5.1 Parking



- 18 parking spaces proposed to be provided on site
- 1no. disabled parking of Block C proposed on-street close to residential entrances, 1no. located to south of Block C
- Residential refuse from Blocks A and B will be collected from Collins Street with access proposed between the existing parking bays on the highway. Residential refuse from Block C is collected from Baizdon Road
- Bespoke, planted, bike and refuse boxes are proposed to the north of each individual terrace house of Block B
- Emergency services are routed one-way through the site from west to east via drop bollard next to Block A
- A new purpose built bike hub for station users is proposed to the south west corner of the site
- Parallel parking predominantly occupies the 2m Network Rail no-build zone to the south of the site
- Access to train platform retained with additional access proposed for the London Marathon day stacking
- The site has a PTAL rating of 4-5 with access to public transport improved via distinguished pedestrian desire lines through the site



From Left to Right: Precedent image of shared cycle friendly surface akin to that proposed to the mews, Planted bike/refuse box to Block B, Example new bike hub to station, PTAL rating map

**Movement** – accessible and easy to move around.

# Blackheath Station Car Park - DAS

## 5.2 Alternative Parking Scenarios

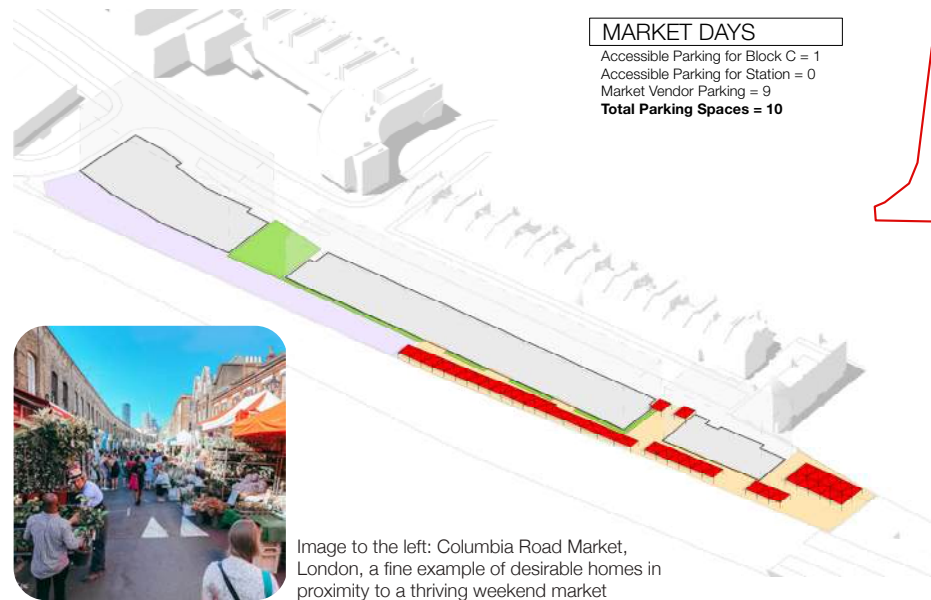
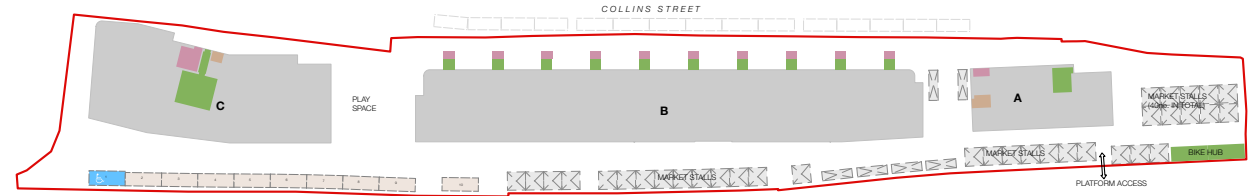


Image to the left: Columbia Road Market, London, a fine example of desirable homes in proximity to a thriving weekend market

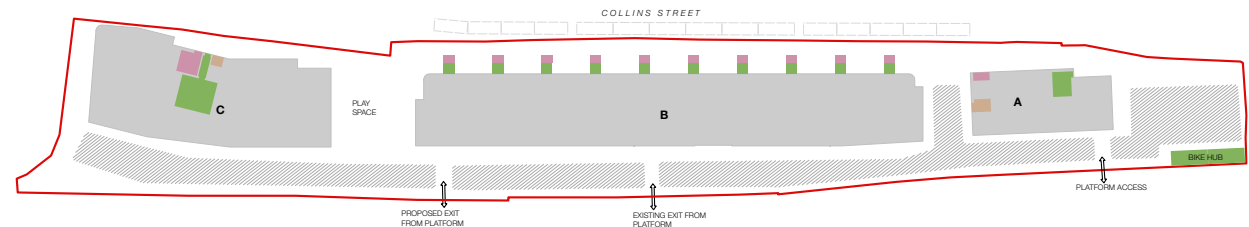
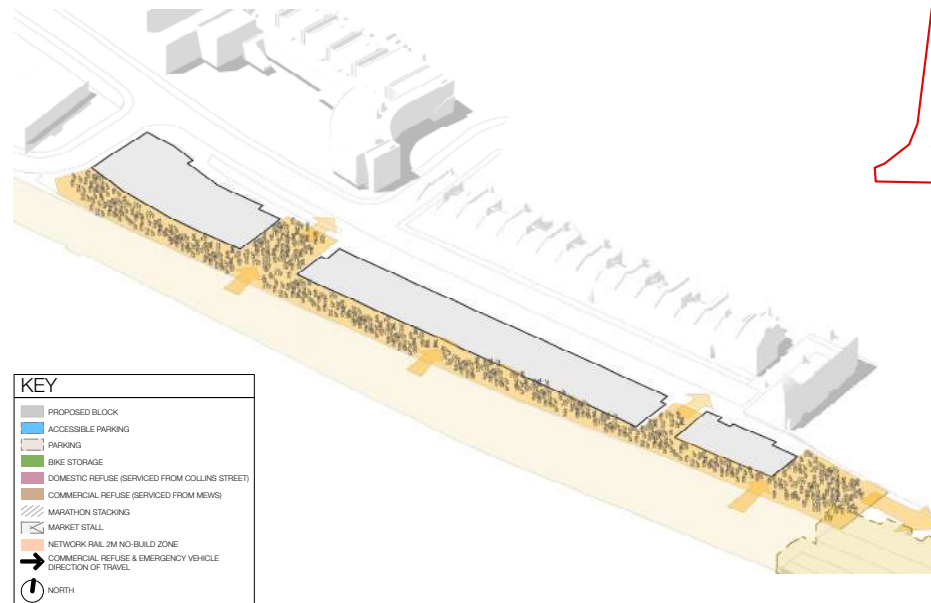


### Weekend Farmers Market

- Close consultation with market management carried out
- Manager present on site to oversee operations on market days
- Layout of market pitches consulted upon and agreed with market managers
- Level of parking on site for operators sought and agreed
- Additional services, power and water provided
- Proposed arrangement also enables the future expansion of the market



**Uses** – mixed and integrated.



### Marathon Day - “Stacking” at the station on London Marathon day:

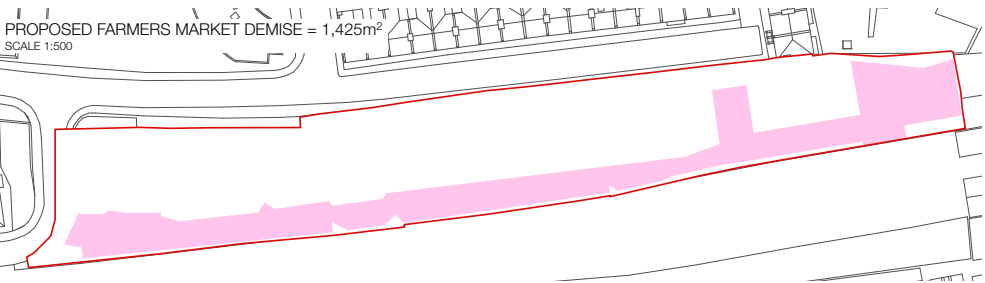
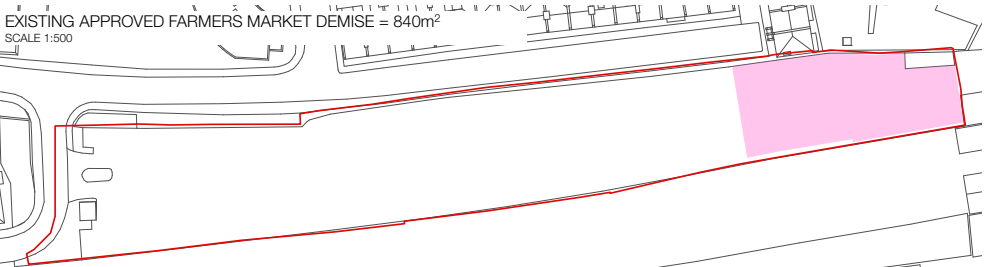
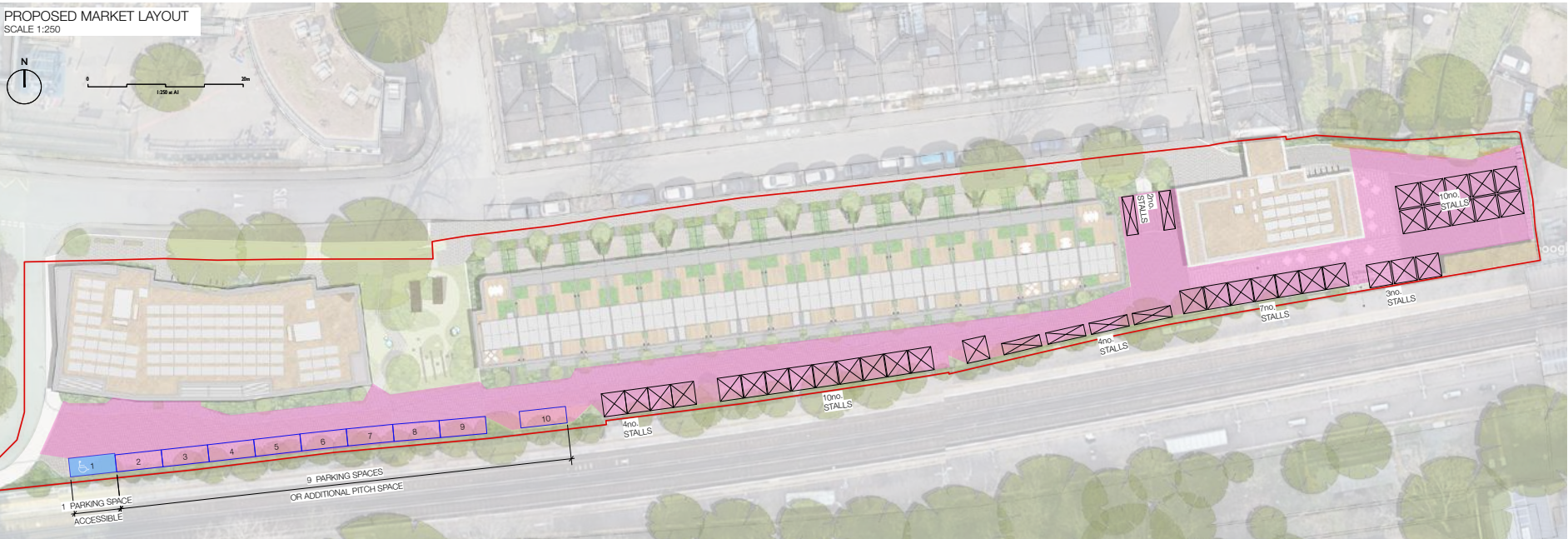
- Close liaison with South Eastern railway franchise and marathon organisers has established 5-7m clear zone requirement for safe egress of passengers along southern boundary of the site.
- Parking suspended on the day with temporary steps erected in two location to accommodate c. 25,000 visitors.



**Movement** – accessible and easy to move around.



5.3 Market Day Plan



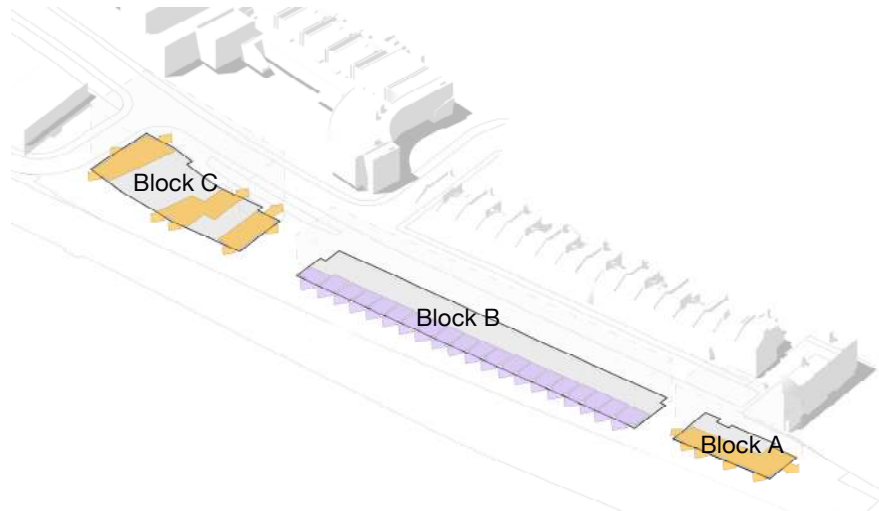
**KEY**

- 40no. MARKET PITCHES
- 9no. VEHICLE PARKING PLACES
- PROPOSED MARKET AREA = c.1,425m<sup>2</sup>

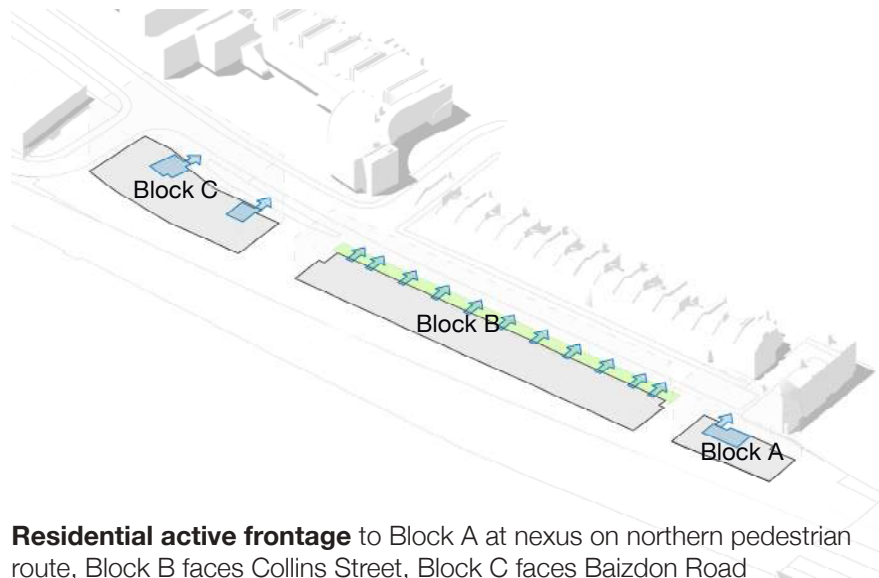
PROPOSED MARKET AREA PROVIDES A 70% INCREASE ON CURRENT APPROVED FARMERS MARKET DEMISE

Illustrations of the proposed market

## 5.4 Active Frontages to Public Spaces & Movement Routes



**Dual aspect commercial unit active frontage** to Block A & C, and **home/work active frontage** at ground floor facing residential mews to Block B



**Residential active frontage** to Block A at nexus on northern pedestrian route, Block B faces Collins Street, Block C faces Baizdon Road



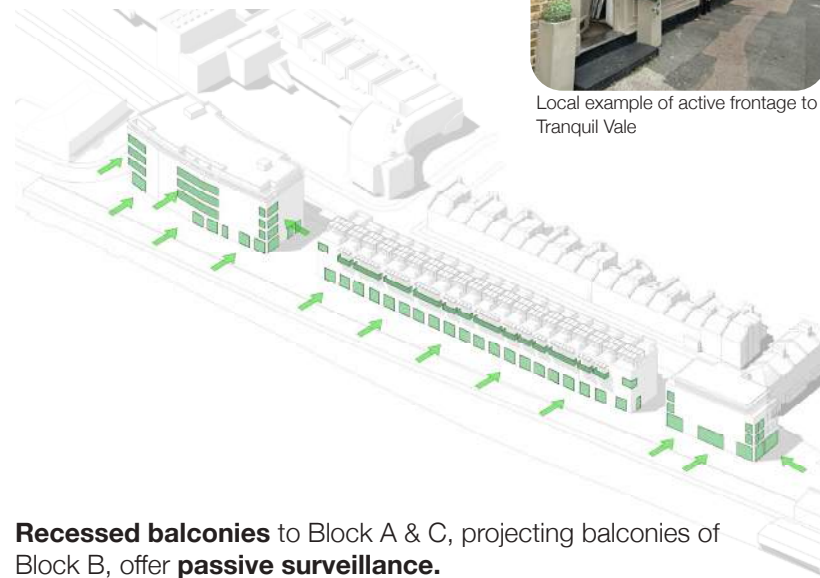
Precedent images of active frontage facing proposed mews of Block B



Local example of active frontage to Tranquil Vale



Precedent images of active frontage Public Market Space of Block A



**Recessed balconies** to Block A & C, projecting balconies of Block B, offer **passive surveillance**.  
**Improved passive surveillance from home offices of Block B**



**Public spaces** – safe, social and inclusive  
**Movement** – accessible and easy to move around.



6.0 Character Key Views - Context, Identity & Built Form



EXISTING  
View 03a



PROPOSED

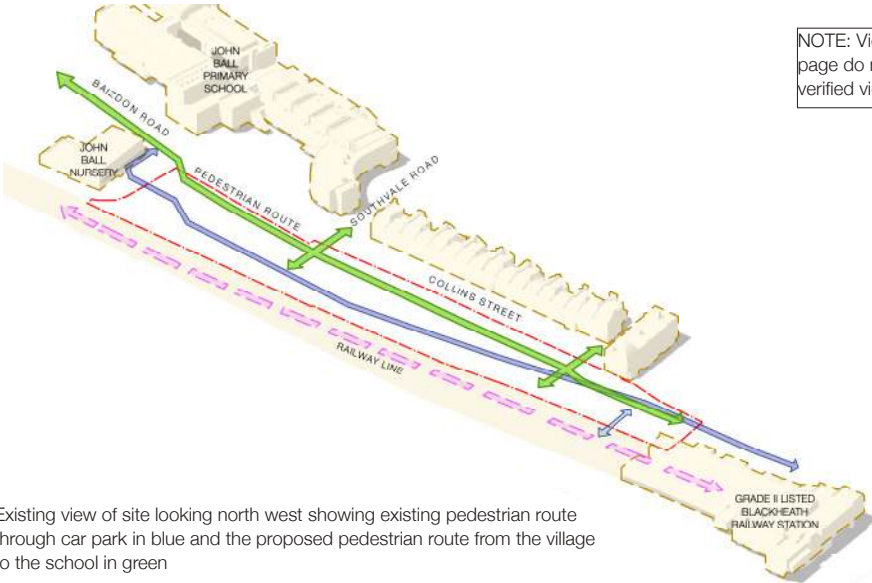


Existing view of gable of 7 Collins Street as viewed from car park

- The natural desire line to the school from the station/village is framed by the archway and marks a threshold point between the two character areas: residential Collins Street and the public Market Place

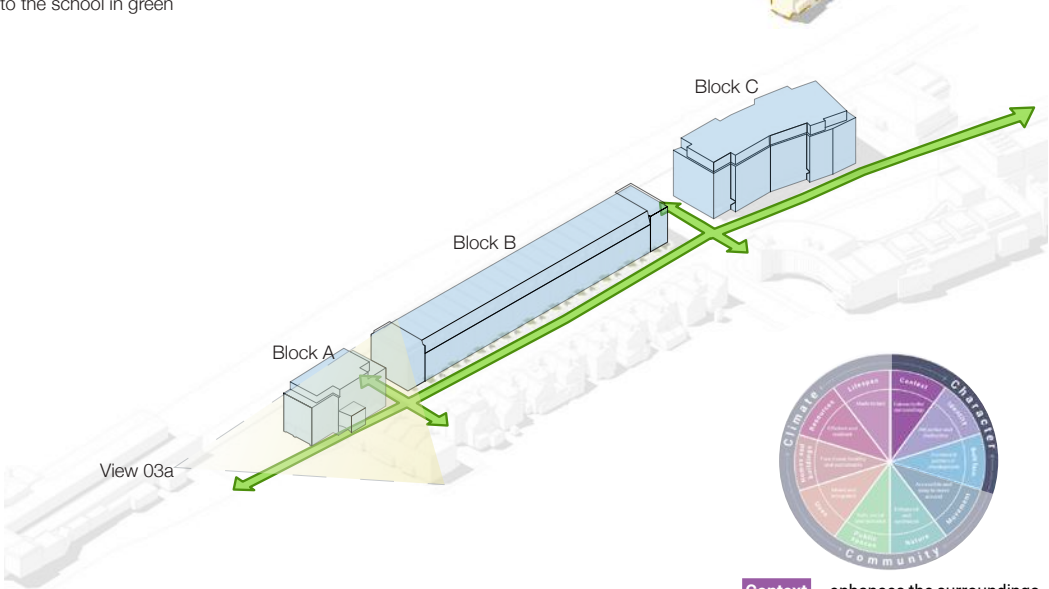


Section through proposed archway and pedestrian route to Collins Street



NOTE: View numbers on this page do not correspond with verified views

Existing view of site looking north west showing existing pedestrian route through car park in blue and the proposed pedestrian route from the village to the school in green



Proposed view of site looking south west showing the proposed pedestrian route from the village to the school in green



**Context** – enhances the surroundings.  
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**Built form** – a coherent pattern of development.

6.1 Character Key Views - Context, Identity & Built Form



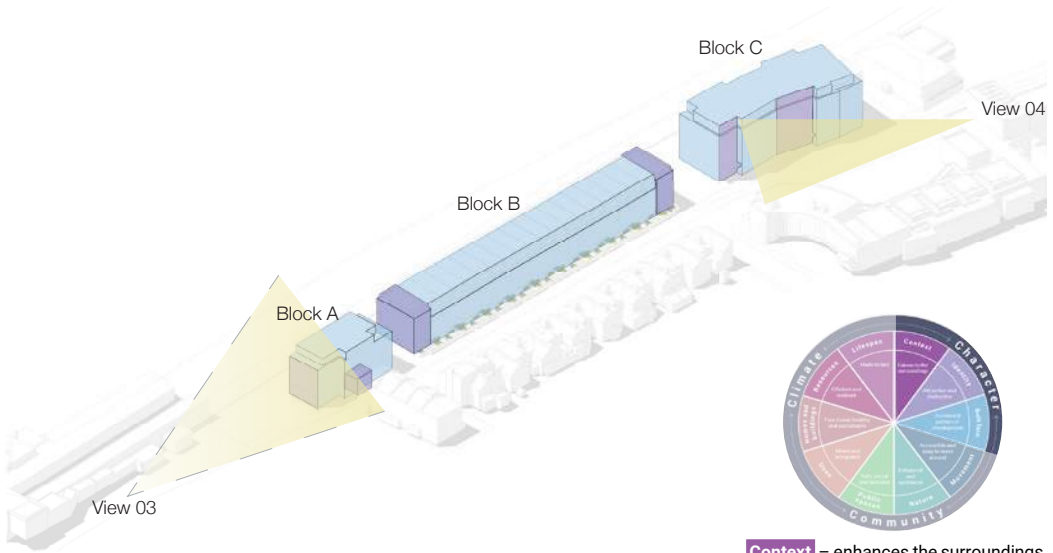
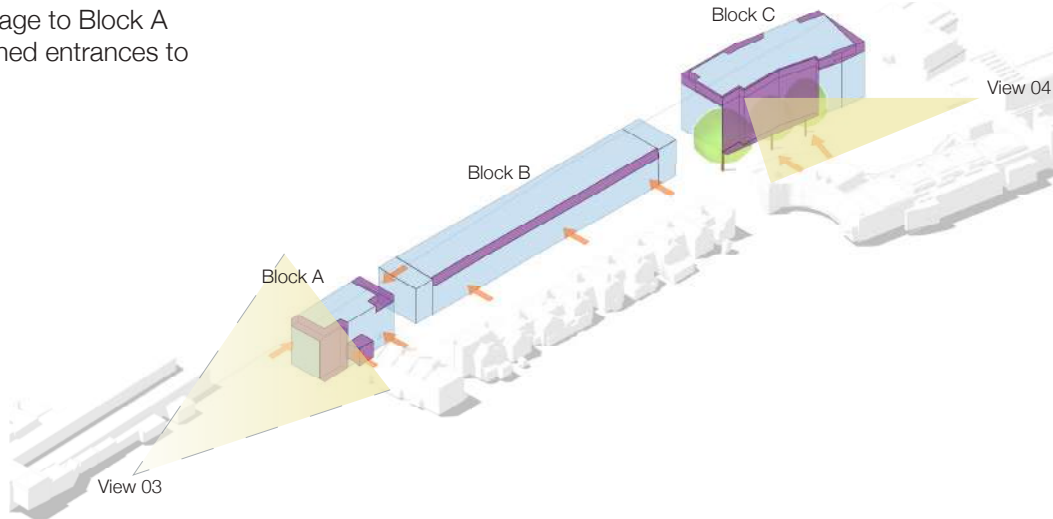
View 03 from station approach looking west



View 04 from Baizdon Road



- Civic frontage to Block A
- Distinguished entrances to Block C



NOTE: View numbers on this page do not correspond with verified views

**Context** – enhances the surroundings.  
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## 6.2 Character Key Views - Context, Identity & Built Form

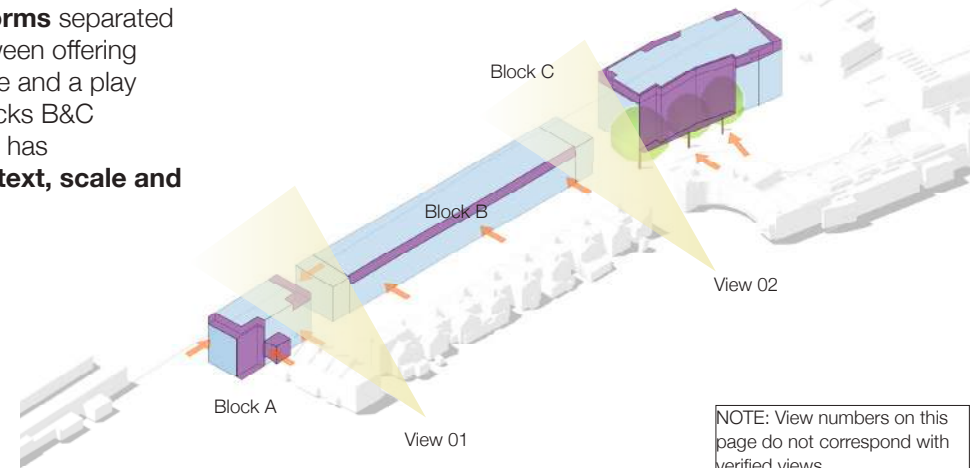


View 01 from Collins Street looking south with long view retained between Block A & B, as existing (left) and proposed illustration (right)

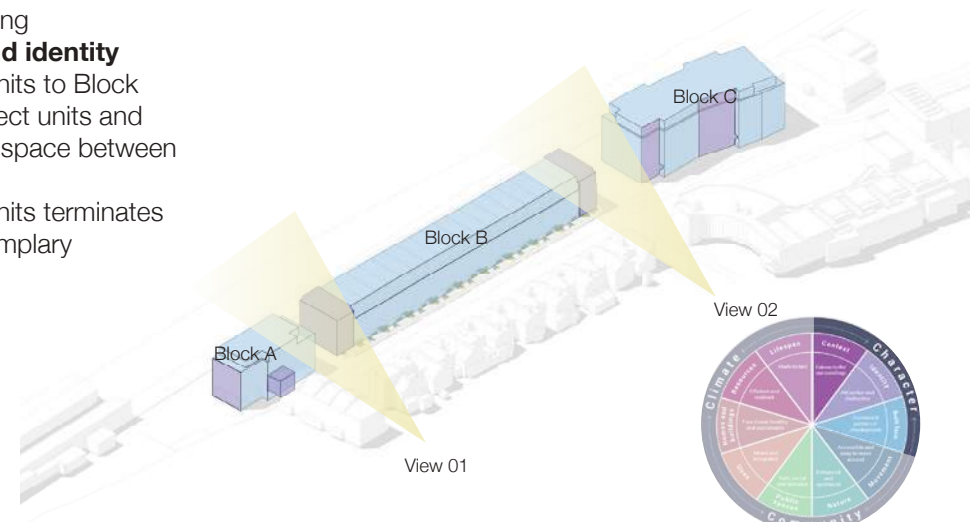


View 02 from Southvale Road looking south with long view retained between Block B & C with play space in between, as existing (left) and proposed illustration (right).

- Three block **built forms** separated with spaces in-between offering views across the site and a play space between Blocks B&C
- Massing articulation has **responded to context, scale and local heritage**



- Key elevations offering **distinctiveness and identity**
- Book-end terrace units to Block B offering triple aspect units and **active frontage** to space between blocks
- Book-end terrace units terminates long views with exemplary architecture



**Context** – enhances the surroundings.  
**Identity** – attractive and distinctive.  
**Built form** – a coherent pattern of development.



# Blackheath Station Car Park - DAS

## 6.3 Character Key Views - Proposed CGIs



Proposed view of Block A and market Place in front of it with the archway to right hand side



The natural desire line to the school from the station/village is framed by the archway and marks a threshold point between the two character areas: residential Collins Street and the public Market Place



Proposed view of Block B looking west down Collins Street



The "nexus" between Block A & B with the archway to the left of the image.



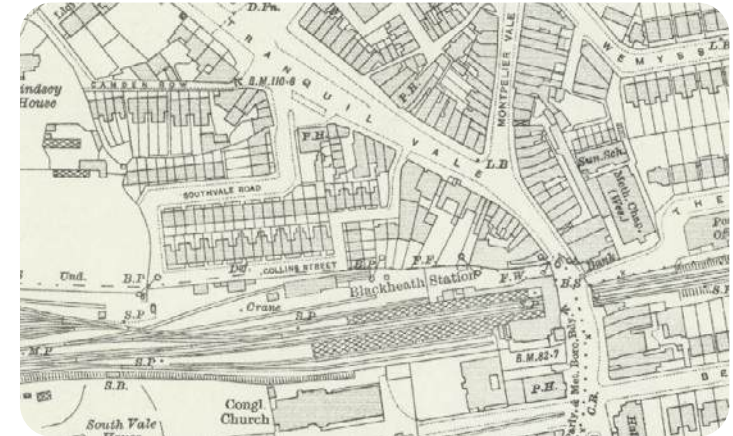
## 6.4 Heritage Assessment - History of the Site

As prepared by Montagu Evans, refer to Heritage assessment submitted with this application:

- The heritage assessment includes a detailed analysis of the Site's history, as well as its contribution to the Blackheath Conservation Area.
- In 1849, the North Kent Railway Company opened Blackheath Station, in the valley of the Kid Brooke. This historic, topographical setting explains the rationale for a provision of a railway line in this location.
- Edward Stanford's map of South London illustrates the Site in 1862, approximately 13 years after the construction of the station building. It appears as a parcel of land between the railway line and infrastructure to the south and the areas of undeveloped land to the north.
- By the late 19th century, the historic photograph from this date shows that the Site was used as a railway siding, surrounded by a wall on its southern boundary. It appears to be an impermeable area of land, providing no link to the surrounding residential areas. It lacks any distinct landscape features, acting only as land associated with the workings of the railway.
- The aerial photo from the 1960s illustrates that the Site remained undeveloped throughout the 20th century and possibly used as a storage or construction area at this time, likely still in association with the railway.
- Towards the end of the 20th century the site was converted to a car park to facilitate parking needs of commuters to Blackheath Station.



Map of site from 1862



Map of site from 1914



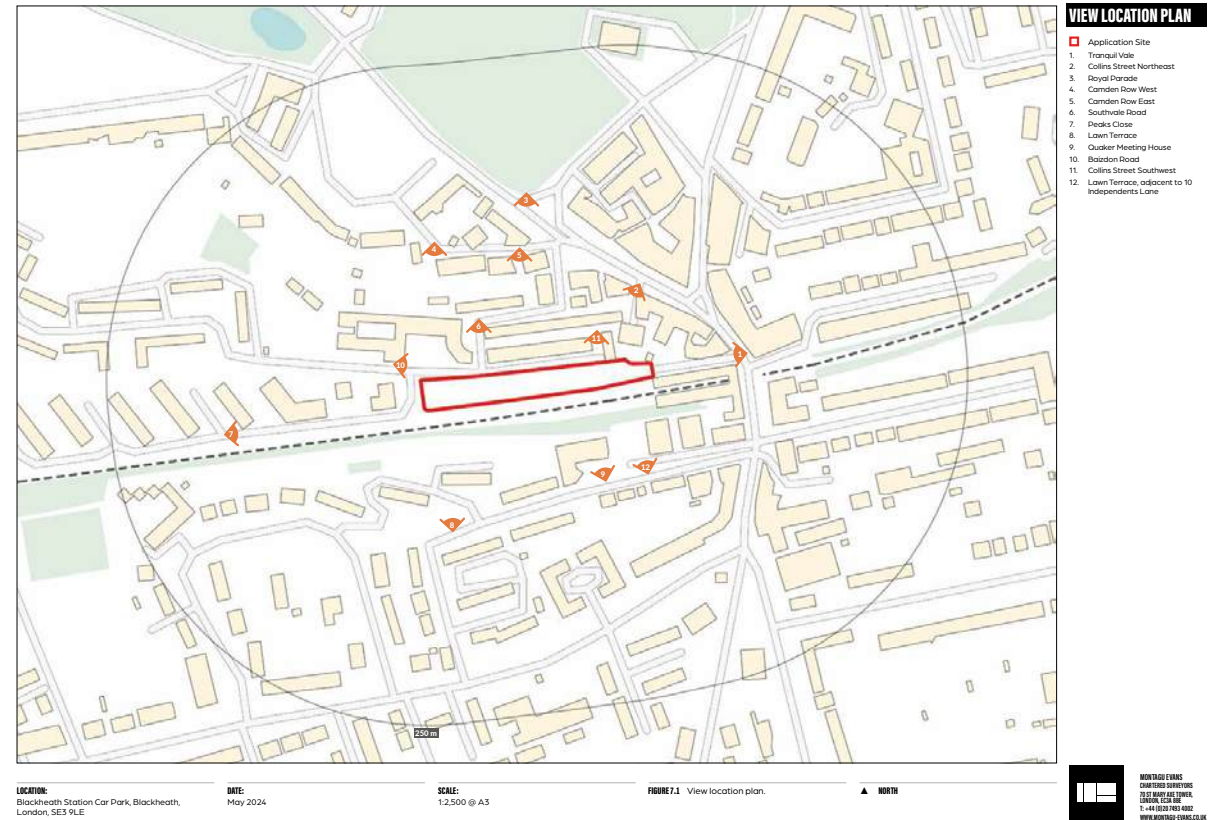
Aerial Photo of the site from the 1960s



Photo of site, looking east from the 19th Century

## 6.5 Heritage Assessment Summary

- The valley setting of the Site helps to mediate the scale of the Proposed Development within its surrounding townscape context.
- Block A is set back to create a market square, with active commercial uses at ground floor. The slight increase in scale to four storeys adds an appropriate emphasis to this block which fronts the new market square
- Block B forms a contemporary terrace which comprises frame like façades, the vertical fenestration and contextual materiality of which reference the historic terraces on Collins Street opposite. The middle 18 units of Block B have had their parapet lowered to correspond to the scale of the existing terraces along Collins Street.
- Lowering of parapets and reduction in depth of second floor balconies emphasises the “mews typology” of Block B.
- The route between the existing and propose buildings and railway is now significantly improved, providing a defined mews character to this space.
- The tallest element of the proposals, Block C, has been located at the western end of the Site, furthest away from the group of listed buildings on Tranquil Vale.
- The landscape proposals, comprise the addition of a planted buffer to the north of Block B, as well as the enhancement of the existing border of vegetation to the south. This reinforces an inherent characteristic of the Blackheath CA, which is derived from its natural boundaries.
- The introduction of high quality, well considered buildings will enhance the character and appearance of the Blackheath CA. The overarching and continual reference in design to mid-19th century terraces relates the scheme to its surrounding heritage context.



Existing plan of site with heritage view study locations as included in the Appendix of this document



This proposal has been taken through an extensive design development over the last two years. In total, 13 pre-application meetings (including technical meetings) have been carried out (see time line below).

This extensive consultation has helped develop the proposal to create a scheme worthy of this special site in the heart of Blackheath. Throughout, the initial premise of three housing-led, mixed-use blocks, each serving different context, aligned east to west across this narrow site, was fully supported. Each block was subjected to detailed scrutiny to ensure each not only produced good architecture, but also responded to their particular siting, to exploit all opportunities at an urban and local scale, respecting the context and heritage.

- Pre-Application Meeting 01 21.07.2021
- Pre-Application Meeting 02 05.04.2022
- Secure By Design in-person meeting 08.2022
- Pre-Application Meeting 03 03.03.2023
- Technical Design Meeting 23.05.2023
- Secure By Design in-person meeting 06.2023
- Design Review Panel 01 19.07.2023
- Pre-Application Meeting 04 22.02.2024
- Design Review Panel 02 17.04.2024
- Technical Highways Meeting 24.07.2024
- Technical Sustainability and SUDs meeting 07.08.2024
- Technical Ecology and Landscape meeting 08.08.2024
- Technical Heritage meeting 15.08.2024
- Technical SUDs Follow Up meeting 05.09.2024
- Pre-Application Meeting 05 06.09.2024



Illustration of civic front of Block B behind market place from DRP 01

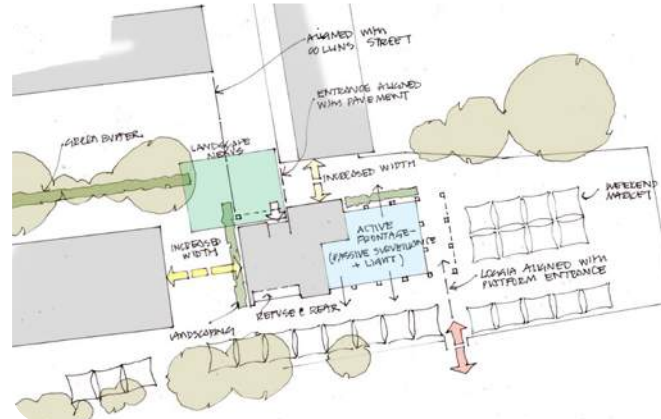


Illustration of nexus between Block A & B from Pre-App 04



Illustration of building massing from Pre-App 03

## 7.1 Design Development

Block A was developed as a frontispiece onto the new Market Square, close to the listed station and high street. The building has a finer grain of architectural expression, announcing its presence to the new square and its listed neighbours. The ground floor commercial space (café) was developed to ensure an active frontage, dealing with core and waster areas planned discretely. The introduction of an arched opening to transition from the square to Collins Street to create a positive relationship between the different urban spaces was supported. The façades developed into a finer grain in layering and articulation of the façades, to feel part of Blackheath village.

Block B was developed to have a more restrained elevational treatment onto Collins Street that respects the scale and form of the opposite terraced housing. The ends of the terrace were articulated to turn the corners. The building negotiates a change of level so that the south side becomes a 21st century mews – with home offices facing onto the mews framed in coloured shutters, typical of similar mews across the area. The houses themselves are quite innovative, with upper floor living spaces opening into terraces facing south, and a rooftop amenity space (capped by PV panels).

Block C was the most difficult to resolve – while a contemporary design was supported due to its location at the western part of the site, adjoining larger buildings (and the John Ball School) which also led to a slightly taller block. It was important that this larger building did not outweigh Block A which benefits from a civic address. The final design takes its cue from London Mansion blocks, in arranging a ‘base-middle-top’ approach, along with vertical alignment of inset balconies, which reinforced a classical feel to the block.

Of course, buildings frame spaces, so the team worked hard to create a sense of place to each part of the design. The station square now forms a public space and the forum for weekend Farmer’s Markets; Collins street is now enclosed both sides to form a street in the true sense, and on the south side, faces onto a pedestrianised mews street; and Block C mediates between the new and the larger existing buildings to the west. Between the blocks, discrete landscaped spaces offer places for community and neighbourhood.



Illustration of Block B looking east down the contemporary mews from Pre-App 04



Illustration of Block C looking west towards site entrance from DRP 02



Illustration of civic front to Block A looking west towards inhabited archway from DRP 02