1.3 OUR APPROACH

The over arching vision of this urban integration study will seek to give each study area a recognisable design language as Crossrail stations whilst also providing each of the study areas with a distinct and individual identity that corresponds with their local context.

Each of the three study areas will be studied in three levels of detail, with the respective stations as the focus. The original study area contained in the brief is indicated as by the light blue oval. Following site visits by the project team and preliminary analysis, the study areas for respective levels of detail have been identified to include important access routes and junctions, all modes of transport, key development sites and areas which could have potential benefits to the urban realm as a result of this study.

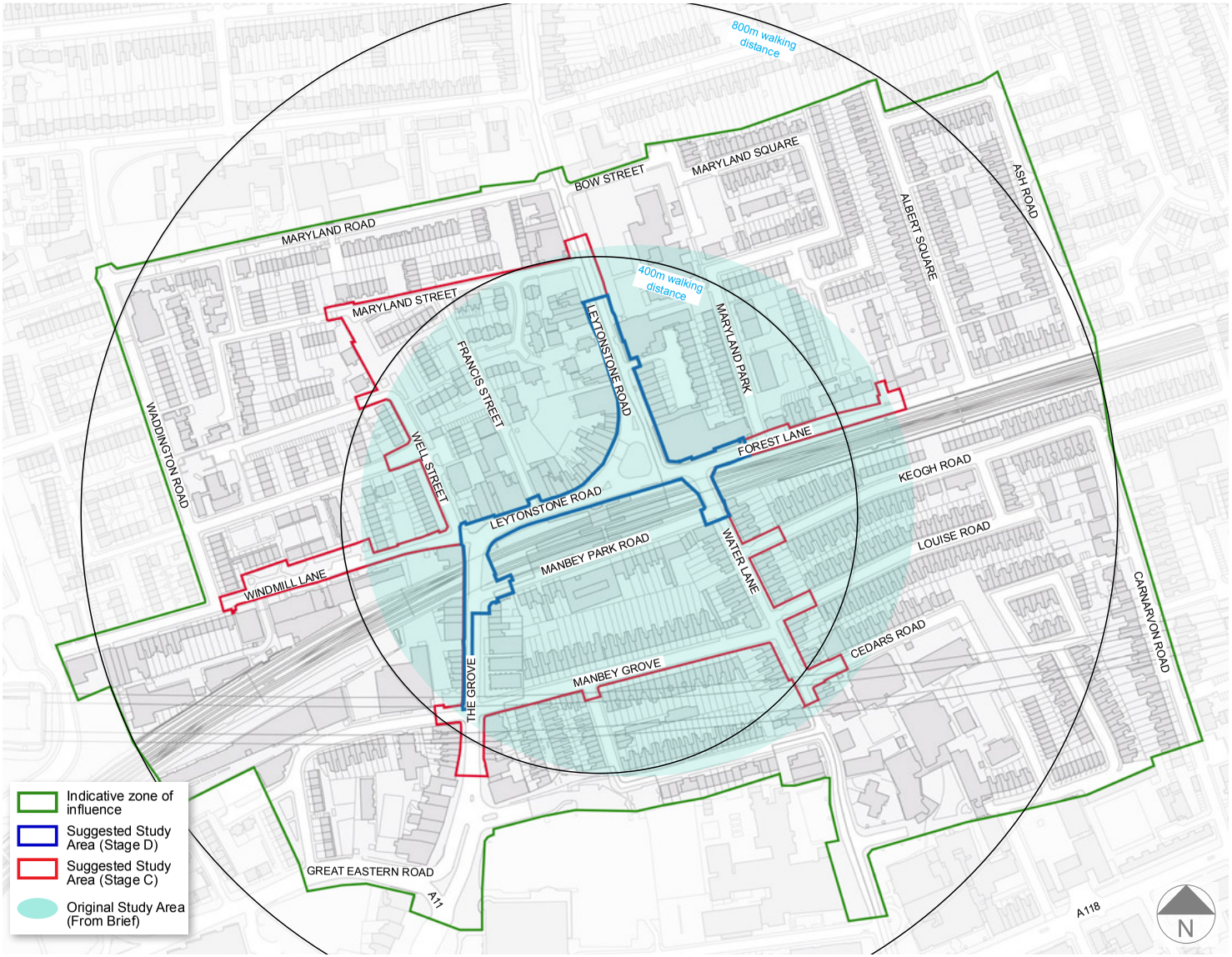
The studies undertaken for the project, which include analysis of the urban realm, opportunities, constraints and preliminary spatial strategies have informed design proposals in the Stage D.

MARYLAND

STAGE 1: As demonstrated on the adjacent diagram for Maryland, the green boundary illustrates the area of the broader contextual analysis and consideration of developments that may influence the station area.

STAGE 2: The area identified in blue will be designed to RIBA Stage C. The study area includes Manbey Grove to the south, Windmill Lane to the west, Well Street and Maryland Street to the north and Forest Lane to the East. Public Realm and landscape improvement strategies will include some sections of these streets, as well as parts of The Grove, Water Lane and Manbey Park Road.

STAGE 3: The red line boundary defines the Core Study Area to be designed up to RIBA Stage D. This area will be developed closely with the station improvements being undertaken by Network Rail, with the aim to create a well designed and considered urban realm.



Maryland Station - Study Area Boundaries

1

FOREST GATE

STAGE 1: The Zone of Influence indicated by the green boundary on the adjacent diagram is defined by Romford Road to the south along with the junction it forms with Woodgrange Road, Earlham Grove in the west, Forest Lane including the junction with Field road, Clinton Road in the north, Chestnut Avenue leading to Wanstead Park Overground Station at the junction with Woodgrange Road and Crammer Road to the east.

STAGE 2: The area identified in blue will be designed to RIBA Stage C. The study area includes the length of Woodgrange Road and junctions with roads running in the east-west direction, sections of Earlham Grove, Forest Lane and Forest Street including the smaller alleyways linking some of them and Woodgrange Road leading up to Wanstead Park Overground Station and its junction with Sebert Road.

STAGE 3: The red line boundary defines the Core Study Area to be designed up to RIBA Stage D. The design proposals for Forest Gate will be developed closely with the significant station improvements being undertaken by the Network Rail team.

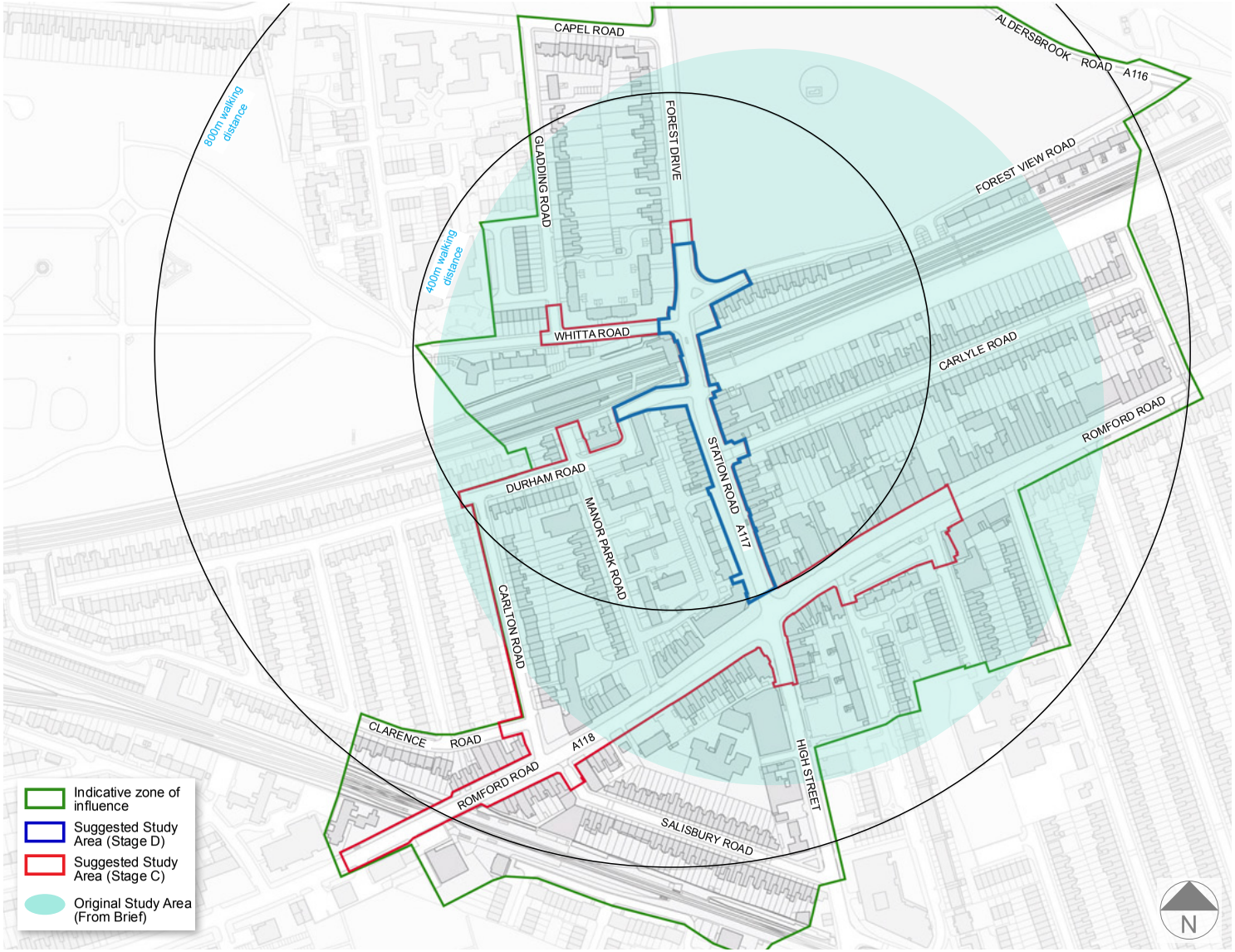
Forest Gate Station - Study Area Boundaries

MANOR PARK

STAGE 1: The green boundary indicating the Zone of Influence for Manor Park includes Romford Road and section of the High Street, Woodgrange Park Overground Station, Carlton Road to the west, Capel Road and part of Wanstead Flats to the north and Carlyle Road to the east.

STAGE 2: The area identified in blue will be designed to RIBA Stage C. The study area includes a section of Romford Road its junction with Station Road and leading up to Woodgrange Park Overground Station, Carlton Road and Durham Road defining the western boundary, Whitta Road to the north of the station and parts of Forest Drive and Forest View Road at their junction with Station Road.

STAGE 3: The red line boundary defines the Core Study Area to be designed up to RIBA Stage D. The design proposals for Manor Park will be developed closely with the station improvements being undertaken by the Network Rail team and focus on Station Road and its key junctions to the north and south.



Manor Park Station - Study Area Boundaries