



**SHAPING THE
POLYCENTRIC
CITY**

LONDON'S TOWNS

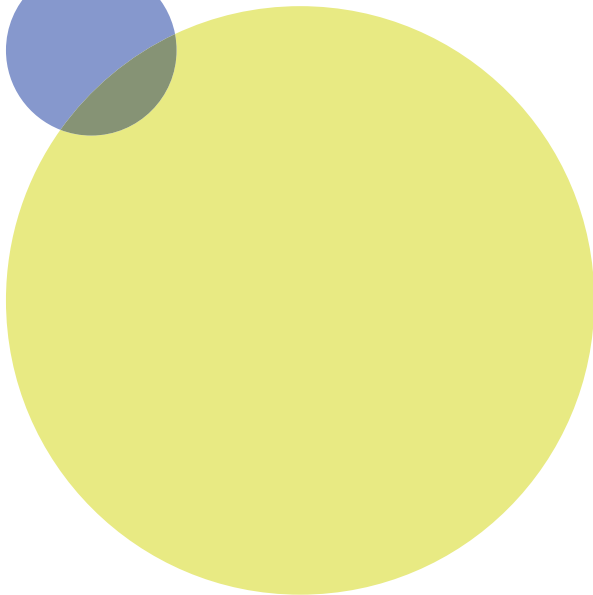
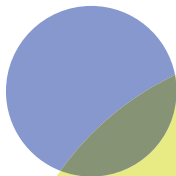
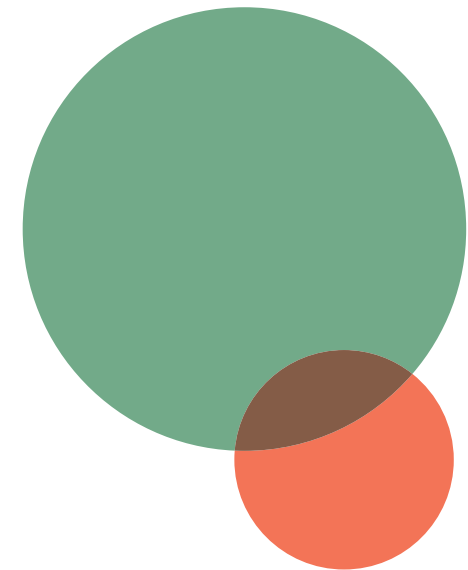
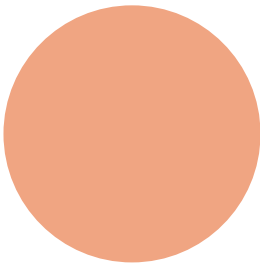
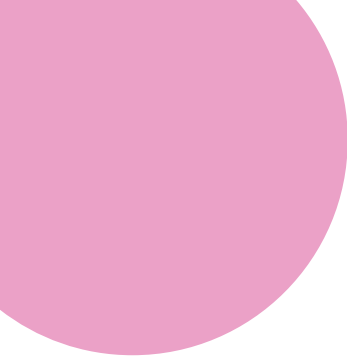
SHAPING THE POLYCENTRIC CITY

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FOREWORD

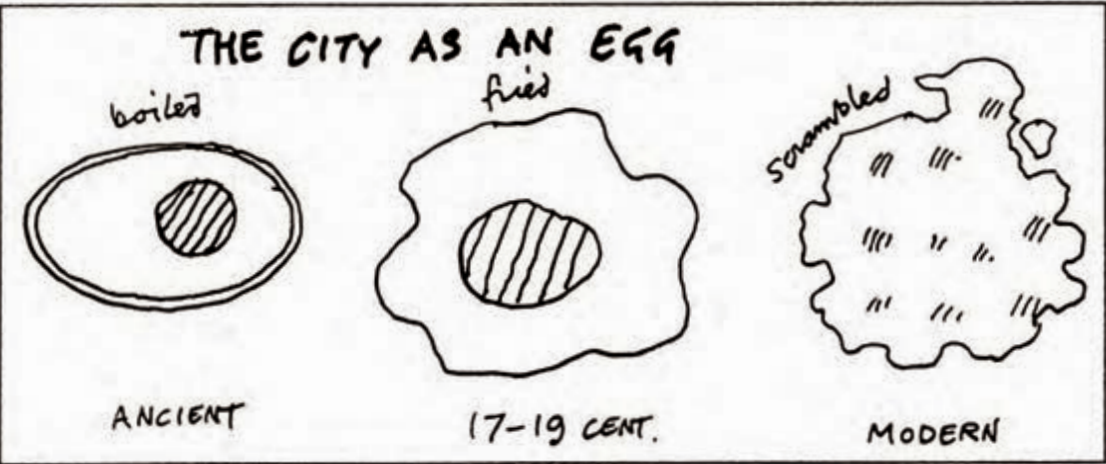
Over its history London has developed naturally as a polycentric city - it's towns and villages growing to form one large metropolis. With the City of London and Westminster at the core, Chelsea and Kilburn, Brixton and Croydon, Wandsworth and Hampstead retained their distinct identities but were absorbed into the administrative conglomeration of first the County of London, then the London County Council, the Greater London Council and now the Greater London Authority.

Over the 20th century, London's centre increasingly dominated the capital's economy, following the radial pattern of the 19th century railways. Orbital movement was rarely seen as a priority – the motorway boxes and the M25 a means of diverting traffic away from the core rather than creating connections between town centres. Ken Livingstone was nicknamed the Zone One Mayor because of his focus on the central boroughs – although he was responsible for one of the most dramatic transformations in London's movement patterns, the Overground rail links which have transformed places like Dalston, Peckham and Willesdon.

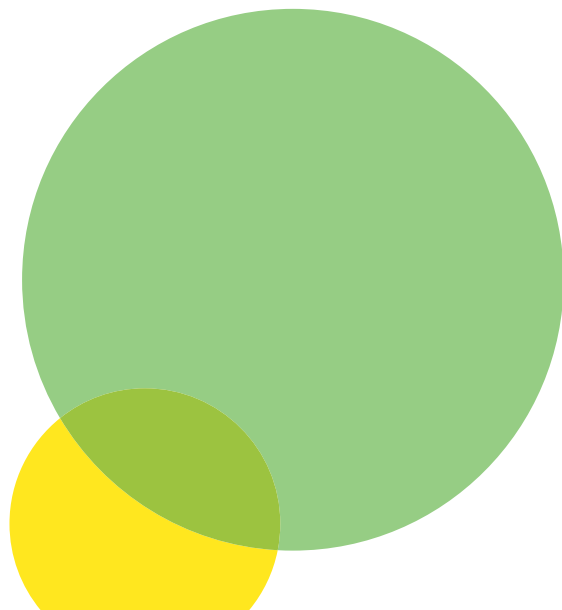
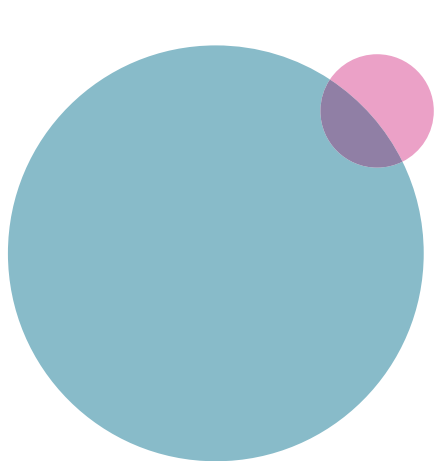
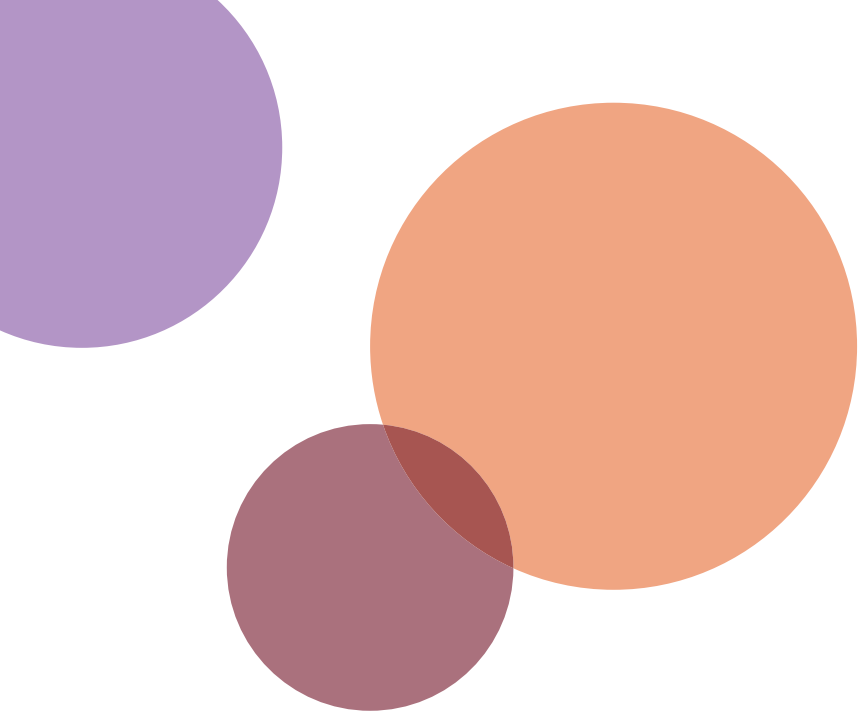
Over the past decade, significant changes have taken place in outer London town centres as the centre has spread, and the high cost of accommodation has made outer areas more attractive as places to live, with new infrastructure transforming the viability of new developments. Thus we see major growth taking place in Stratford, Thamesmead, Barking, Croydon, Nine Elms, White City, Hounslow, Ealing, Brent Cross/Cricklewood, Haringey and Walthamstow.

Although the centre is still the key economic driver of the capital, the changing nature of London matches Cedric Price's famous analogy of the city as an egg. The ancient city of London was hard boiled with protective shell of the medieval walls; the later London was a fried egg with the lower density suburban white sprawling across the plate, while the contemporary city is gradually becoming more scrambled. This is reflected in a growing interest in mixed-use developments with a focus on neighbourhoods, placemaking and a reduction in commuting. This report sets out the drivers and the solutions for the creation of a many-centred city that provides places where people can work, live and play and that retain their distinctiveness and character.

Peter Murray,
Chairman,
New London Architecture



The city as an egg – the polycentric city as defined by Cedric Price



EXECUTIVE SUMMARY

This Insight Study examines the future of the capital's outer urban centres, exploring the next wave of development taking shape and looking ahead to how the capital could be strengthened as a truly polycentric city. The Study was conducted over a series of months, with in-depth research, interviews with key experts and industry-focused roundtables, alongside a major design workshop that explored future visions for the development of five public transport hubs in the TfL estate.

London's towns are the essential fabric of its everyday life: the multitude of 'stars' in the capital's constellation. They are focal points for local communities, but also part of an interwoven whole.

The capital is facing unprecedented change as its population is expected to grow to over 11 million by 2050, meaning we need a minimum of 50,000 new homes and an additional 46,000 jobs in London each year. We are already seeing a greater shift of people and businesses settling beyond the centre, especially because of affordability and land use.

Outer London's towns have a wealth of existing amenities and, most importantly, good transport connections. Both long-established town centres, such as Croydon, Kingston and Romford, and newer planned and emerging ones, such as Canada Water, Old Oak Common and Silvertown, can provide the key to unlocking capacity for the capital as a whole.

However, we can only make a sustainable city for the future if we accommodate and manage 'growth' in the right way, with mixed-use development and innovative regeneration around public transport hubs to the fore, as the proposals produced in a design charrette that formed part of this research have outlined.

New development should draw on the lessons of placemaking that have been so successful in regenerating London but also be adaptable and open to new uses and ways of living, working and moving around, especially with the transformation that massive advances in technology is bringing. London's towns have to be little pieces of city in their own right rather than dormitory suburbs, but also highly integrated with surrounding areas.

TO ENSURE 'GOOD GROWTH' IN LONDON'S TOWNS WE NEED:

Better physical and digital connectivity: London's towns have to be highly accessible and connected in multiple ways to all other parts of the city. We need more orbital links in public transport, so that people do not have to travel in and out of the centre, as well as a robust digital and energy infrastructure. Nevertheless, good public transport access to the centre will still be vital as so much business happens there.

Robust shared visions and plans: A shared and clearly articulated vision, clear decision-making process and coordinated leadership for the town are vital to ensure long-lasting change is successful. This means that policymakers, the industry and the community should work together through considered engagement, communication and collaborative working from the earliest stages.

Better use of local character as the foundation for new development: As each place is different, change in London's towns needs to be based on a profound understanding of local character and identity, what the priorities for the community are, and how the town functions socially, economically and culturally at everyday street level.

Innovative, high-quality mixed development: Towns also need to anticipate wider changes to ensure that they remain resilient. A mixture of types of employment, housing, retail and leisure spaces will help to support this. While local uses are important, it is also essential to consider how the town fits into the wider urban context.

Incremental, phased growth: Mixed-use development in urban areas is most successful where it is delivered in multiple phases, so that change is incremental and can be embedded gradually, and where opportunities for temporary and small-scale projects allow the testing out of ideas and concepts.

Denser development that respects local character: Building at higher densities can help make better and more efficient use of constrained and complex sites in town centres. However, this should also be sensitively integrated with the existing context.

London's towns are the essential fabric of its everyday life: the multitude of 'stars' in the capital's 'constellation' that act as focal points for local communities, giving places distinctive identities, but at the same time forming part of an interwoven whole. They form the essential underpinning of London. However, the capital is facing unprecedented change as its population is expected to grow massively to over 11 million by 2050, meaning the city needs to provide a minimum of 50,000 new homes and an additional 46,000 jobs per year. In his 'A City for All Londoners' manifesto, Mayor Sadiq Khan has argued that development to accommodate this huge shift should be 'good growth', but what does that mean as we try to safeguard quality of life while also providing thousands of new homes and jobs for all Londoners, as well as school places, good transport connections, and essential access to high-quality green space, leisure, amenities, and community facilities and services? As central London has become increasingly denser and unaffordable, the city's outer areas could see huge pressure on homes and schools, services and especially transport, as well as on strategic industrial and employment land as demand for new homes far outstrips supply. Yet, as the Mayor has committed to protecting the Green Belt in its current form, growth must be contained within London's boundaries.

While central London will undoubtedly continue in its role as one of the world's leading centres for business, it is outer London's established and emerging towns and their centres – with a wealth of existing amenities and, most importantly, good transport connections – that are starting to provide the key to great places to live and to work in the coming decades. There is already an ever-larger shift of people and businesses setting beyond the centre, owing in particular to residential and commercial space becoming unaffordable in central London and the limitations on land use. Major shifts in urban planning policy, both nationally and in London, since the turn of the millennium have also been highly influential in advocating the idea that regeneration and development should be focused around public transport nodes in order to support social and environmental sustainability, reversing the previous adherence to sprawling car-based development that encroached on green space and pushed thriving town centres into decline by its emphasis on building out-of-town retail and business parks. Particularly significant in this transformation in urban theory and practice was Towards an Urban Renaissance, a report published in 1999 by the Urban Task Force led by Richard Rogers, which set out a vision of sustainable

urban regeneration by making cities compact, multi-centred, socially mixed, well designed and connected, and environmentally sustainable.¹ Today outer London town centres such as Croydon, Romford and Kingston – historic villages and market towns that were later absorbed into London's huge suburban growth from the 19th and 20th centuries with the coming of the railways, the Tube and the car – are being reshaped with new mixed-use denser development to support the creation of sustainable neighbourhoods for the long term. Yet the multi-centred city – also described as the 'polycentric' city – does not just encompass those places that we might identify as traditional 'town centres', but also areas that have good connectivity and therefore could potentially accommodate further densification. Many parts of outer London are becoming even more accessible with the opening of the Elizabeth Line (Crossrail 1) and other planned transformational upgrades to rail infrastructure, such as Crossrail 2. London's well-connected web of local towns have a vital role in making smarter, more intensive, creative, affordable and attractive ways of integrating spaces and places for living, working, relaxing, learning and making – and especially places that meet the specific needs of local communities as well as supporting London as a whole.

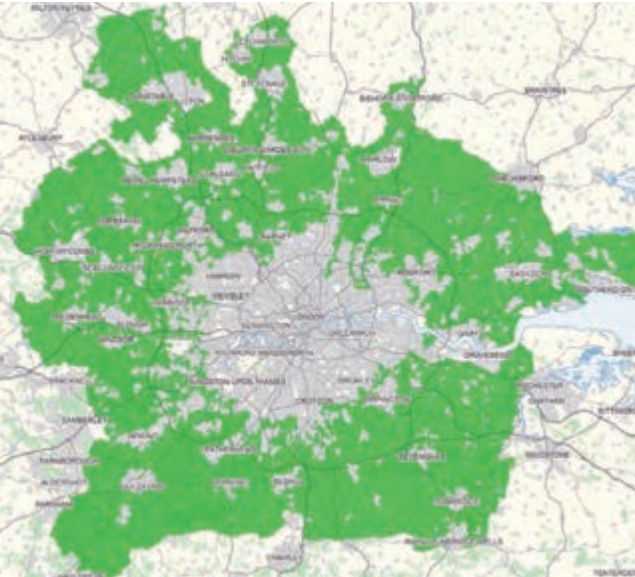
WHAT IS A ‘POLYCENTRIC’ CITY?

London is already a city of many centres with unique identities that have evolved through centuries of development (see Section 2). The capital’s suburbs cover almost two thirds of London’s geographical area and provide homes for more than half its population: ‘they are vital to its economic, social and environmental sustainability and contribute much to London’s unique character as a city made up of a series of villages’.² However, in policy terms, a truly polycentric city is the result of imperatives to distribute economic growth more evenly. Corinne Swain, Arup Fellow, defines polycentric development as being ‘a number of places within a network which work together to create a critical mass utilising good transport links, digital connections and joint working’.³ It is not just a set of hubs and nodes with clusters of housing, she says, but ‘a spatial concept with an underlying economic objective ... [in policy] to encourage more equal growth across an area, as opposed to its concentration in one central area or city’.⁴ The concept implies maintaining a constant balance between the individual parts (towns) and the whole (city): as Ojay McDonald of the Association of Town Centre Management explains, ‘we have to keep coherence but reclaim distinctiveness’.

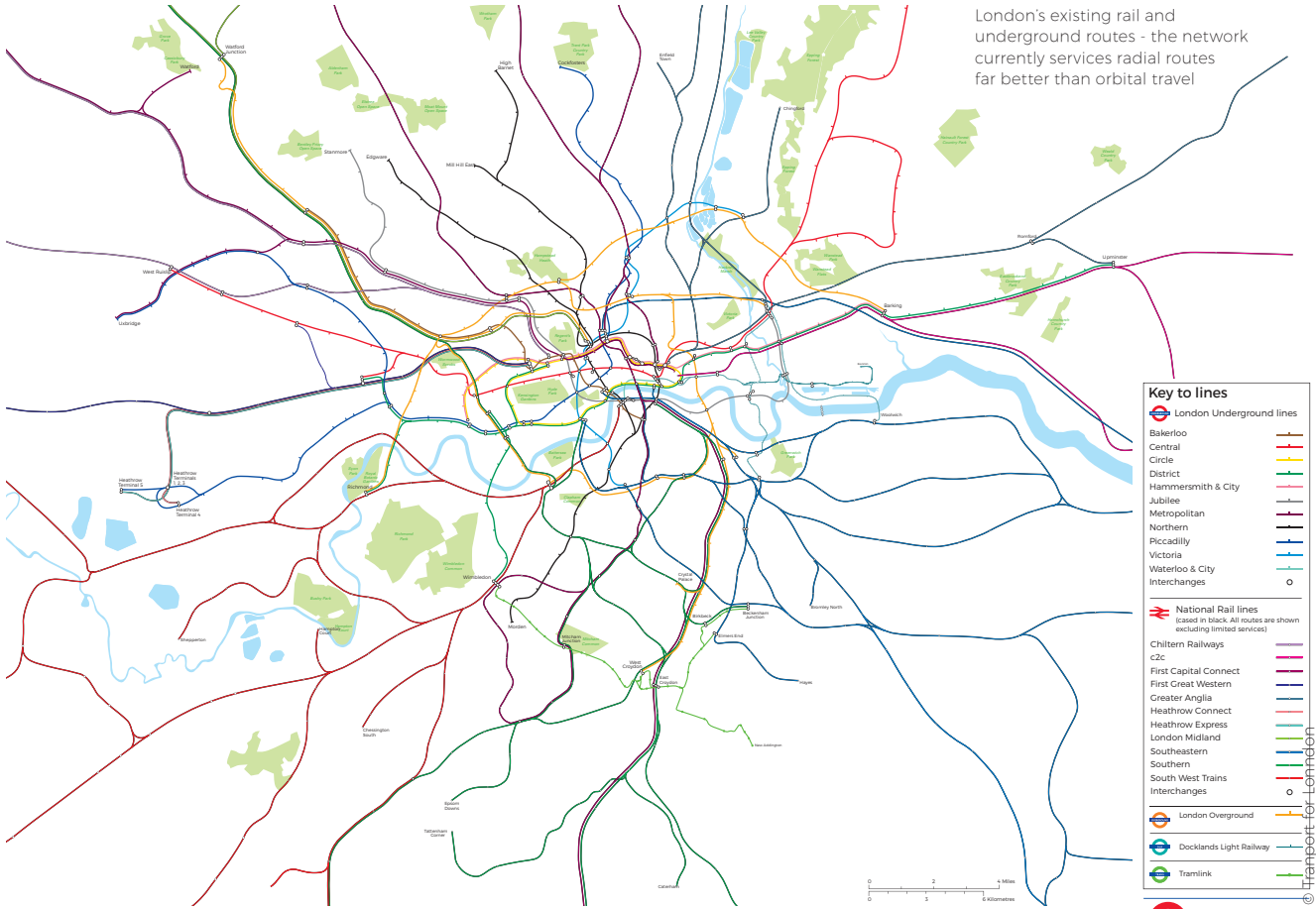
Part of the challenge of accommodating massive anticipated growth as inclusively and sustainably as possible across London lies in its complexity as a geographical and political entity (see Section 3) and its relationship with the wider South East region, and the fact that growth and change do not radiate equally from a central core. One of the functions of the Outer London Commission, established in Boris Johnson’s mayoralty (2008–16) to examine how outer London areas could realise their economic potential and how town centres

in these areas could be revitalised, was to assess the potential for four ‘superhubs’, or major new growth hubs, with wider regional reach. Although this policy was not adopted, the ‘Town Centres Network’ in the London Plan has created the strategic framework for town centre policy development and implementation across London. It lists over 200 places identified as ‘town centres’ across London and classifies them into five different types according to their catchment, scale, mix of uses, accessibility, potential for future growth and regeneration, night-time economy and office development. Anticipated growth and an urgent need for housing across the whole of the South East region has also led to the case being put forward for an ‘urban polycentric region’ – or London City Region⁵ – and proposals for a new strategic integrated framework which would bring together decisions on growth, economic potential and infrastructure investment over an area stretching from Brighton in the south to Cambridge and Oxford to the north and west, including a number of strategic ‘growth corridors’ (also proposed by the Outer London Commission).

As an alternative to densification, in recent years there has also been much highly charged debate about the role of the Metropolitan Green Belt and proposals put forward by the London Society and others to integrate urban and suburban development with it through measures such as the selective release of sections of land on the city fringe. However, the Mayor has stated even in his draft Environmental Strategy published in August 2017 that he is committed to protecting the Green Belt in its current form, and so for the foreseeable future the policy direction seems unequivocal.



Metropolitan Green Belt containing urban sprawl



HOW DOES CONNECTIVITY SUPPORT A POLYCENTRIC CITY?

Without the vital connections to allow people to travel efficiently to and from different places in different ways, the idea of a many-centred city falls at the first hurdle. As Mike Savage, Director, WSP, observes, at the heart of good growth is ‘access: putting people in close proximity to jobs, shops, education and everything else they need on a day-to-day basis’. Without further action on public transport, rising demand means that by 2041, 71 per cent of travel on London Underground in the morning peak time would be in crowded conditions⁶ (anecdotal evidence might suggest that is already the case). Greater connectivity will be critical in managing higher travel demands within the city and supporting continued economic and social vitality in towns across outer as well as inner London. This is already planned with the opening of the Elizabeth Line in 2018, linking Reading and Heathrow in the west with Shenfield and Abbey Wood in the east, including linking a number of existing town centres such as Ealing, Hayes, Romford, Ilford and Woolwich. Critically, the core ‘placemaking’ approach to new stations and station upgrades has involved the integration of new above-station buildings and improved public spaces to support last-mile journeys on foot and by bike, and to support economic growth, which is already

unlocking further major development in and around centres (see Section 3). The proposed route for Crossrail 2 from north-east to south-west also highlights the potential for growth in town centres such as Tottenham Hale, Wimbledon and Kingston, and overall would support 200,000 new jobs. Alongside these once-in-a-lifetime infrastructure improvements, the Mayor’s draft Transport Strategy (MTS) of 2017 proposes a fundamental reexamination of the way people move around the city, outlining an ambitious target of 80 per cent of trips in London by 2041 being made by walking, cycling or public transport, and a corresponding reduction in car use, especially in outer London, by provision of better bus and rail services and walking and cycling routes for local trips.

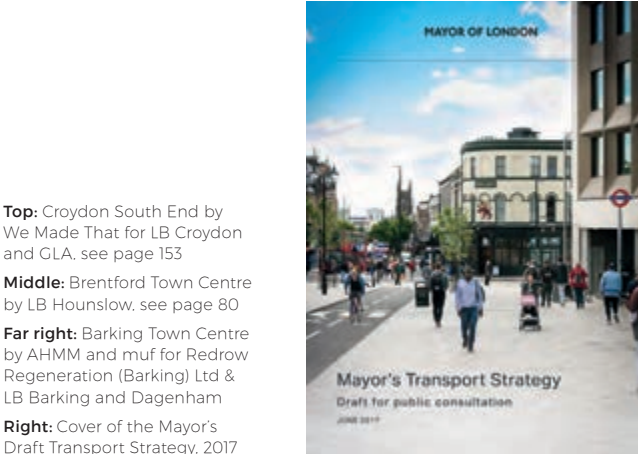
The essential driver of the true polycentric city is multiple connections and interchanges, especially on orbital routes, which allow people to move around quickly and reliably without having to travel into the centre and out again. Demand for such services can be seen, for example, in the fact that the number of ‘passenger kilometres’ travelled on the London Overground increased by 258 per cent between its first year of operation in 2008/9 and 2015/16.⁷



© Jakob Spristersbach



© Philipp Ebeling



Top: Croydon South End by We Made That for LB Croydon and GLA, see page 153
Middle: Brentford Town Centre by LB Hounslow, see page 80
Far right: Barking Town Centre by AHMM and muf for Redrow Regeneration (Barking) Ltd & LB Barking and Dagenham
Right: Cover of the Mayor's Draft Transport Strategy, 2017

The MTS partly addresses this issue by proposing a series of new rail/tube major interchange hubs – at Lewisham (to where the Bakerloo Line would be extended), Willesden Junction/Old Oak, Stratford and Clapham Junction – to support mini-radial networks that would improve orbital connections into town centres. Combined with improved bus services, better walking and cycling routes, and extensions to trams, the DLR and Overground, these could open up further opportunities for orbital travel and use of public transport to local destinations, providing the all-important connections for work and leisure to support the future vitality of outer London's towns.

WHAT CAN LONDON LEARN FROM OTHER CITIES AROUND THE WORLD?

The concept of 'polycentrism' has risen higher on planning agendas around the world as policymakers in cities grapple with the question of how to manage growth sustainably and equitably as the world's population becomes predominantly urbanised. Multicentred cities and regions – such as the Randstad in the Netherlands (comprising the four major Dutch cities) – already exist, but across the world towns and places beyond the centre are increasingly seen as the potential solution to achieving better social and economic outcomes by balancing the spread of homes and jobs through densification and intensification of urban and suburban areas. In a recent presentation as part of NLA's 'Active Design' conference, Monica von Schmalensee, CEO of White

Arkitekter, explained how the 'Vision 2040' plan led by the City Executive Office of Stockholm seeks to meet housing needs for a population expected to grow by 30 per cent from 2014 to 2030 by selective densification and creation of specialist and mixed-use areas such as Hagastaden (designated as a life sciences cluster), as well as significant investment in rail, tram and subway upgrades. Importantly, this plan clearly quantifies as a priority the increase needed in social infrastructure – an additional 24 high schools, 110 grocery stores, 30 libraries, 18 sport facilities, and so on – alongside the additional 140,000 housing units required to meet demand.⁸

In the USA areas such as Mission Bay, Emeryville, Fruitvale, Concord and Hunters Point shipyard are emerging as distinctive clusters in San Francisco,⁹ while in Los Angeles, as architect Ben Adams observes, 'the most famous city of sprawl has filled the LA basin to the extent that it can sprawl no further. Instead it must look inward and seek to recycle ...';¹⁰ so that higher-density and mixed-use developments are now challenging the established idea that Los Angeles's 'neighbourhoods are defined by their residential character'. In Miami, high-density development with a mix of retail, office and cultural events space is planned for the Wynwood neighbourhood, about two miles north of the city's Downtown, and a project known as 'Magic City' is proposed for the Little Haiti district that would include an innovation centre, business incubator, housing, retail and cultural and entertainment facilities on a 15-acre 'campus'.¹¹

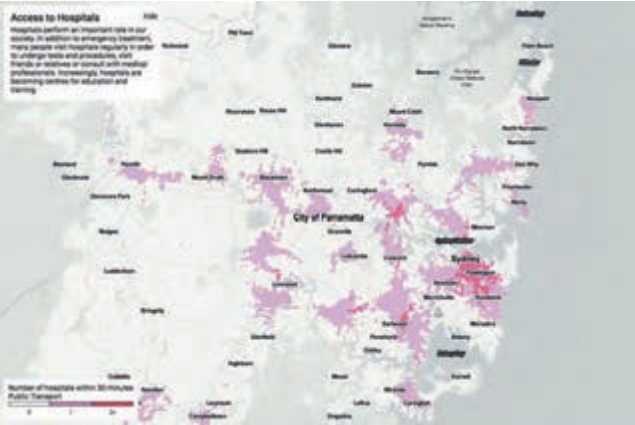


Mission Bay, a new mixed-use centre for San Francisco

Connectivity continues to be the universal key to unlocking growth – in Colombia, for example, the ‘Caribbean diamond’ network of 10 cities in a territory of 14 million people seeks to use high-speed rail, regional transit systems and digital infrastructure to link inland and coastal areas in a way that creates an international trading gateway.¹² In Australia, with one of the world’s most urbanised populations, the Greater Sydney Commission has created a vision for a ‘30-minute’ polycentric city, in which more people will have to travel only for this length of time to access jobs and services in three main areas: the established Eastern or Harbour City (the traditional central business district); the developing Central City focused around Parramatta and Sydney’s geographic centre to Blacktown; and the emerging Western City.¹³

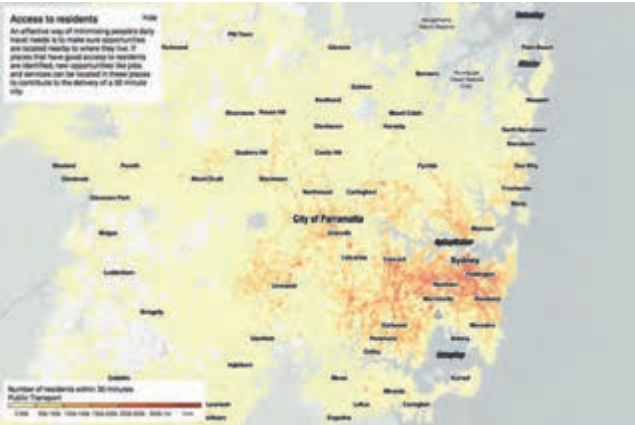
At NLA’s ‘Toronto: London’ international dialogue in April 2017, comparing approaches in the two cities, Jennifer Keesmaat, then Chief Planner, City of Toronto, explained how her department was focusing on creating a city that walks and cycles to work, and argued that it was also vital to build a public transit network which is an ‘everywhere to everywhere’ service, rather than one which concentrates on journeys to the centre. She also highlighted how opportunities to expand urban public space can be delivered through oversite developments, in particular a planned Toronto project to create a 21-acre park built over an existing rail corridor.¹⁴

Arup’s 30 minute city tool, assessing access to services from any given location in Sydney



While London has one of the lowest overall densities of any global city, some other cities around the world are looking to the capital for solutions: ‘New York is much denser, but developed without the green infrastructure network London boasts. Today, retrofitting green spaces into New York is of paramount importance to improving the quality of life’, note Allies and Morrison in their recent report on London’s local character and density. To densify and intensify London, therefore, we ‘need to do it a way appropriate to our characterful city, and with a clear understanding of the pitfalls’.¹⁵

This insight study shows how as London grows, its towns can play a major part in helping the capital adapt to changing social and economic conditions over the coming decades, with spaces and places outside the centre – especially those with good connectivity – that are being designed, planned and developed more efficiently and creatively to incorporate a sympathetic combination of uses at different densities. London’s towns have huge potential to provide the high-quality, mixed-use, dense development that supports growth while ensuring each place retains its character and the capital as a whole remains a liveable city.



Top: MagicCity, Miami
Above: Hunters Point, San Francisco
Above right: Emeryville, San Francisco
Bottom right: Proposals for a new urban park in Toronto

THE EVOLUTION OF LONDON AND ITS TOWNS

'It is not in the showy evolutions of buildings but in the multiplicity of human habitations ... that the wonderful immensity of London consists.'
Samuel Johnson, 1777¹⁶

Samuel Johnson's quote capturing the essence of London has been echoed by historians, writers, architects and many others over the centuries, as they seek to define the capital's unique quality: one that is underpinned by its 'towns' and 'villages'. These are places with distinctive characters, providing access to goods, services and people that have developed, changed and become part of the larger city today, yet remain clearly identifiable within what we now know as Greater London. The key to London lies in its 'metropolitan heterogeneity, the sense of local habitations and their names'.¹⁷ The story often written of London's growth is one of the expanding supernova of the central powerhouse swallowing up the orbiting planets of neighbouring towns. London's towns have of course become meshed into a wider fabric through centuries of infrastructure development radiating from the centre. Yet – unlike some other world cities – this has not resulted in a single continuous series of anonymous, flat suburbs but instead a distinctive multi-layered web of streets, connections and meeting points that is, according to Ricky Burdett, Director of LSE Cities, 'delicate, organic ... you could even say, messy'.¹⁸ As the renowned architect and urban planner Steen Eiler Rasmussen argued in his influential 1930s book *London: The Unique City*, London is a 'scattered city' with a 'group of townships' that developed as the result of unrestricted growth and organic development, by private enterprise and private property, so that London became dominated by private wealth, individual freedom, political independence, commercial values and domestic virtues, rather than by absolutist power, state interference and (sometimes) the 'despotic grandeur' seen in many European cities.¹⁹ These clusters of large and small diverse places, gradually interconnected through often speculative and unplanned layers of development, have remained, no doubt in part owing to their remarkable longevity but also their adaptability to wider social, economic and cultural forces that means they have continued to serve the needs of their changing communities.

HOW DID LONDON'S VILLAGES EMERGE?

The nucleus of London as we know it today lies in its origins as a Roman settlement by the Thames – which was simply 'the best option for a subjugating force seeking somewhere from which to govern and trade'.²⁰ But a key part of London's development as a city of many centres was the proliferation of Saxon settlements from the 6th century among rivers, woodland and marshland, on ridge or hill tops, and along prehistoric and Roman trade routes.²¹ Their Saxon place names have evolved to the ones we know today. To the south, for example, we find Croydon (meaning 'crocus dene' or 'valley where the saffron grows'), Merton ('farmstead by the pool') and Kingston ('farmstead of the kings'), the last being the place where seven Anglo-Saxon kings were reputedly crowned in the 10th century. Some of these villages emerged as prosperous towns as they received royal charters for markets in the early medieval period, with settlements typically centred on a parish church and a square or green with clusters of houses, shops and workshops, and some administrative and civic functions.

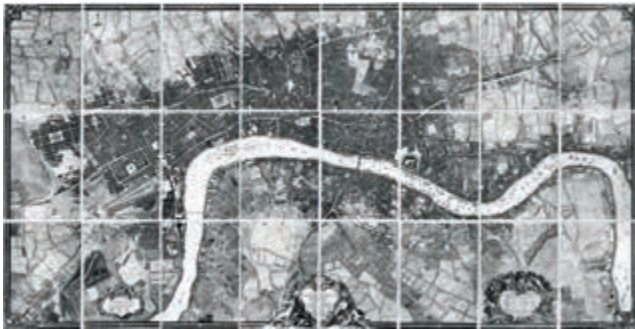
After the Great Fire of 1666, London's twin centres – the mercantile, financial and trading hub of the City of London and the seat of government at Westminster – were gradually interconnected by the building of the great estates between them, and eventually further afield. But it was the growth of infrastructure – the road, and then the rail and Tube networks – that led to the radial framework linking different settlements with the centre, and (to a lesser extent) with one another. This also generated the dynamic relationship – the 'push/pull' factor – between the centre and places beyond it that is still so familiar to us today, underpinned by social and economic forces 'that first drew people into the capital, then pushed them from the centre and redistributed them'.²² The foundations of this pattern date back to the 2nd-century creation of Roman roads linking London with ports and garrisons across Britain: sections of Stane Street, Watling Street and Ermine Street, among other roads, can still be traced under and along the modern road network. Centuries later, the growth of the turnpike roads – on which a toll was collected from the road user to fund improvements and repairs – was critically important in generating faster commercial traffic into and out of the centre. Further settlements often sprang up at crossroads. Sutton town centre, for example, began to emerge in the late 17th century at the intersection of two toll roads at what is now the junction of Carshalton Road and the High Street, where stage coach horses and passengers would stop for refreshment.²³



HOW DID LONDON EXPAND?

The mechanisation of industry, population explosion and the huge expansion of infrastructure in the Victorian period defined the shape of many of London's towns as we know them now. Canal building from the late 18th century onwards, linked with the Thames and Lea rivers, helped to shape the early modern industrial development of places such as Brentford and Hayes as sheds, workshops and factories sprang up alongside the new waterways. Later, the opening in 1865 of the Crossness sewage plant as part of Joseph Bazalgette's comprehensive redevelopment of London's waste system transformed places such as Erith from small riverside settlements into industrial towns. But the massive impact of industry did not affect every London town and village in the same way – even in the early 19th century places such as Bromley, Harrow, Uxbridge, Edgware, Wimbledon and Southall all had fewer than 3,000 inhabitants each; similarly, the emergence of fashionable spa towns such as Richmond and Twickenham led to the scattered but distinctive clusters of elegant villas set among parks and green spaces for the growing middle classes.²⁴ At the same time, London's town centres began to develop as major retail centres, with thriving shops and markets in areas such as Deptford High Street.

Connectivity and accessibility – a fundamental requirement for sustaining the social and economic life of towns – were completely transformed by the coming of the railways. London's first railway ran from Southwark to Deptford from 1836 and was soon extended to Greenwich, but in the early phase of development long-distance freight and passenger traffic were the priority over shorter-distance commuters, so that towns such as Harrow and Ealing were well placed in the 1850s as the first stops on the London-Birmingham and Great Western lines respectively. The furious growth of the railways was in large part due to the competition between railway companies to build multiple (but not then connected) termini in the centre, which in turn led to huge displacement of up to 100,000 people as housing was pulled down to make way for them.

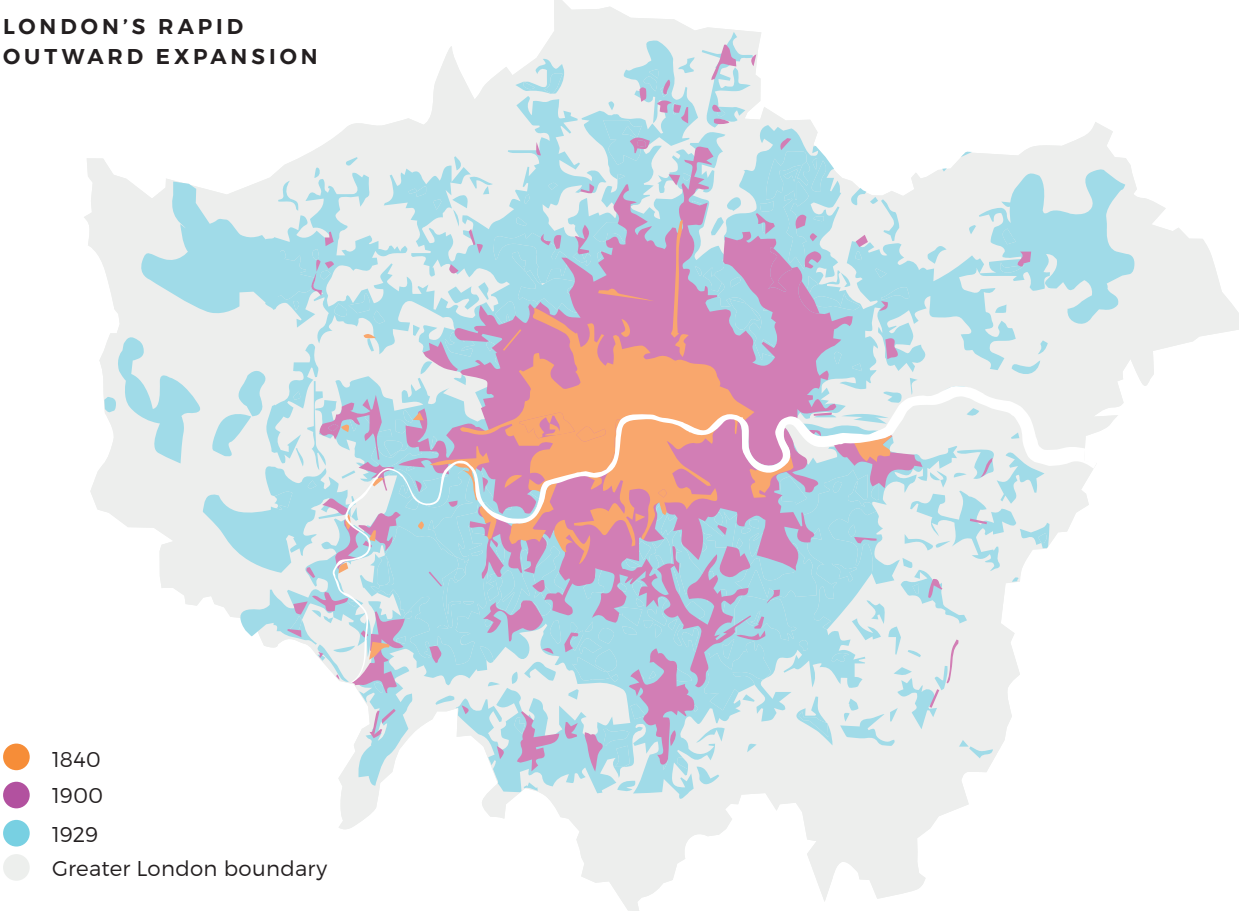


Above: John Rocque's Map of London, 1746
Left: London's historic twin centres merge, 1572

The development of the first Underground line in 1863 was vitally important in enabling the division between work and home, allowing people to move out to the growing suburbs from the crowded centre. The first UK census, in 1801, had recorded London's population at just over 1 million people, a number that grew at an extraordinary rate of about 20 per cent per decade to reach 6.5 million just a century later.²⁵ The ease of access provided by the hugely expanded rail, tube and tram network and the massive pressures on housing were the major factors in the growth in and around London's outer towns in the 19th and early 20th centuries. Outer London itself provided an innovative building type as the solution – the semi-detached home with a garden at the front and the back that had first been seen in the development of the Paragon at Blackheath (1794–1807), and which was later set in rows along streets and avenues. In its 1930s versions, this was literally the building block of north-west London's characteristic 'Metroland' neighbourhoods along the Metropolitan line, such as Harrow and Pinner, as cheaper mortgages opened up private home ownership to more people.

One tangible outcome of London's formation as a county in 1889 was the swathes of social housing built in such areas as Tottenham and Greenwich by the new 28 metropolitan boroughs – replacing the earlier parish and district boards – which formed the administrative subdivisions of the new London County Council (LCC). As they took on responsibility for provision of drainage, fire services, community health, education and other public services as well as housing, these boroughs displayed civic pride and confidence in new public buildings such as imposing town halls, libraries and fire stations. In turn, with the disposal of many public assets in more recent times, a number of these buildings have today remained at the heart of their local community by housing new uses such as arts facilities and workspaces.

LONDON'S RAPID OUTWARD EXPANSION



Top: London's rapid outward expansion
Left: London Underground map, 1908



Top left: Abercrombie's map of London neighbourhoods, 1942
Top right: Abercrombie plan decentralisation map
Middle left: Kingston upon Thames' gyratory system
Left: Thamesmead, see page 142

HOW WERE LONDON'S TOWNS RESHAPED IN THE MODERN ERA?

A combination of radical shifts in how people moved around the city along with political transformation marked yet another major change to London's towns in the 20th century. The garden city movement initiated by Ebenezer Howard at the turn of the century had proposed the idea of 'satellite' clusters of planned, self-sustaining communities with proportionate areas of residences, industry and agriculture, and surrounded by 'green belts'. Most significant, however, in the immediate postwar period was the lasting impact of wartime bomb damage in London and the consequent adoption of the wartime Greater London Plan formulated by the architect and town planner Patrick Abercrombie. Broadly speaking, this proposed a 'city region' with the dispersal of housing and industry across suburban outer London, and a series of satellite towns to help relocate people from the congested areas of the centre. It stipulated the strict division of residential, industrial and other uses and – to allow for renewal of the centre – the movement of both population and employment far beyond what was defined as outer London to a set of lower-density, rationally planned 'New Towns' in semi-rural settings. Separating the new towns from urban and suburban London was the Metropolitan Green Belt, a protected area of (mostly) green space afforded the highest level of protection from development. Most of this land (93 per cent) now lies outside the political remit of what is now Greater London, but its protection has been rigidly enforced with the consequence that 'London suburbs suddenly stop, frozen at the point they had reached in 1939'.²⁶

Although inner London's population gradually declined, outer London actually experienced sustained growth in the period from 1939 to 2015, as its population grew by 24 per cent from 4.18 million to 5.19 million.²⁷ As the Greater London Authority's (GLA) Intelligence Unit has suggested, this increase was a result of the significant housing development on greenfield sites, particularly during the mid-20th century. The political map of London was redrawn again in 1965, when the Greater London Council (GLC) superseded the LCC, with 32 boroughs (plus the City of London Corporation) forming the second tier of regional government and the absorption of parts of the counties of Essex, Hertfordshire, Kent and Surrey – which brought towns such as Romford and Enfield within the formal political sphere of the London-wide administrative body and its later successor, the GLA.

From a social point of view, it was the dominance of the car and the rise of the consumer society which reshaped London's towns, especially in the outer areas where public transport access was (and still is) more limited. From 1951 to 1961, for example, car ownership rose by 250 per cent, and between 1955 and 1960 average weekly earnings rose by a third.²⁸ Town centres were reshaped with gyratories,

flyovers, arterial routes and other major road restructuring to ease the passage of car traffic – culminating, of course, in the ultimate ring road, the M25 motorway encircling London that opened in 1986. At the same time, Modernist architects – including those in the LCC and later the GLC – advocated radical reconfigurations of towns with high- and medium-rise concrete blocks and passages and shops elevated at first-floor level above roads and car parks to meet the massive demand for housing, of which Thamesmead, planned as a new town for 60,000 people in the mid-1960s, is perhaps the best-known example (see Section 3). From the perspective of employment and the economy, the Labour government's ban on tall buildings in central London in 1964 and its creation of the Location of Offices Bureau in April 1963 – which strictly controlled the building of new offices until the late 1970s through a system of permits – meant that large companies moved towards the suburbs. Famously, Croydon was a key beneficiary, particularly of decentralised government jobs, and also attracting major companies such as Nestlé all housed within modern commercial towers. This era also saw the rise of the purpose-built shopping centre, which, although sounding the death knell for many local and independent retailers along the high streets of outer London, also meant that some towns took on a new identity as major regional retail destinations; Brent Cross was the first in 1976, with 86 shops and 5,000 parking spaces. Once again, the towns beyond the centre proved their role as sites of innovation, with one of the first self-service supermarkets appearing in Croydon in 1950.

Economic recessions in the 1970s and 1990s and ultimately, the financial crash of 2008, led to both the loss of traditional industries within towns and a crisis in consumer confidence. With the rise of the consumer society throughout the second half of the 20th century, towns had become identified largely as places in which to shop, and so with both large and small retailers going out of business, town centres and high streets were hit hard by rising vacancies and a drop in footfall, also a by-product of changing buying habits as online shopping took off in popularity. An influential report by the New Economics Foundation in 2005 showed that 43 per cent of London's 'villages' were 'clone towns', dominated by and dependent on large chain stores that would make them highly vulnerable to economic shocks.²⁹ At the same time, the social life of the high street and town centre had become hollowed out, with a detrimental impact on local communities, perhaps partly the cause of the mass riots in towns from Hackney to Brixton and Croydon to Tottenham (and across England) in August 2011. To remedy this, one of the key measures taken by central government was to commission an independent review by the retail expert Mary Portas. She made recommendations for measures to bring life back into town centres and high

streets, leading to a £1.2 million national programme of pilot schemes in 2012. Such initiatives were also supported at the regional level by the Mayor's Outer London Fund and High Streets projects, and, at a local level, by the rapid implementation of the Business Improvement District model, which resulted in considerable improvements to public realm and town centre activities across inner and outer London. Alongside this, projects such as the UCL Adaptable Suburbs project and the GLA's High Streets for All study (2017) have shown that not only are town centres and high streets significant places of employment – not just retail hubs – supporting the everyday life of the wider community, but also that places beyond the centre are remarkably adaptable to change.

Andrew Clancy, Professor of Architecture at Kingston University, which is undertaking a programme of research into 'dwelling in the periphery', argues that, contrary to popular perception, the suburbs are not always an unchanging constant backdrop but 'are more frequently the source of innovation that drives the centre'. Today, our understanding of London's towns is, generally, a much more complex and nuanced one, as they not only provide jobs, accommodation and services alongside housing to support a local community, but also form part of a vital, intricate network of interdependent places supporting the wider economic, social and cultural life of the city.



© The Edible Bus Stop 2013



© Simon Kennedy

Top: 159 Camden High Street by Camden Town Unlimited, a recipient of the Mayor's Regeneration Fund
Middle: Kerb Garden by The Edible Bus Stop, enabled by Mayoral funding
Bottom: Hildreth Street, Balham, see page 162, regenerated with the help of £1.44m from the Outer London Fund



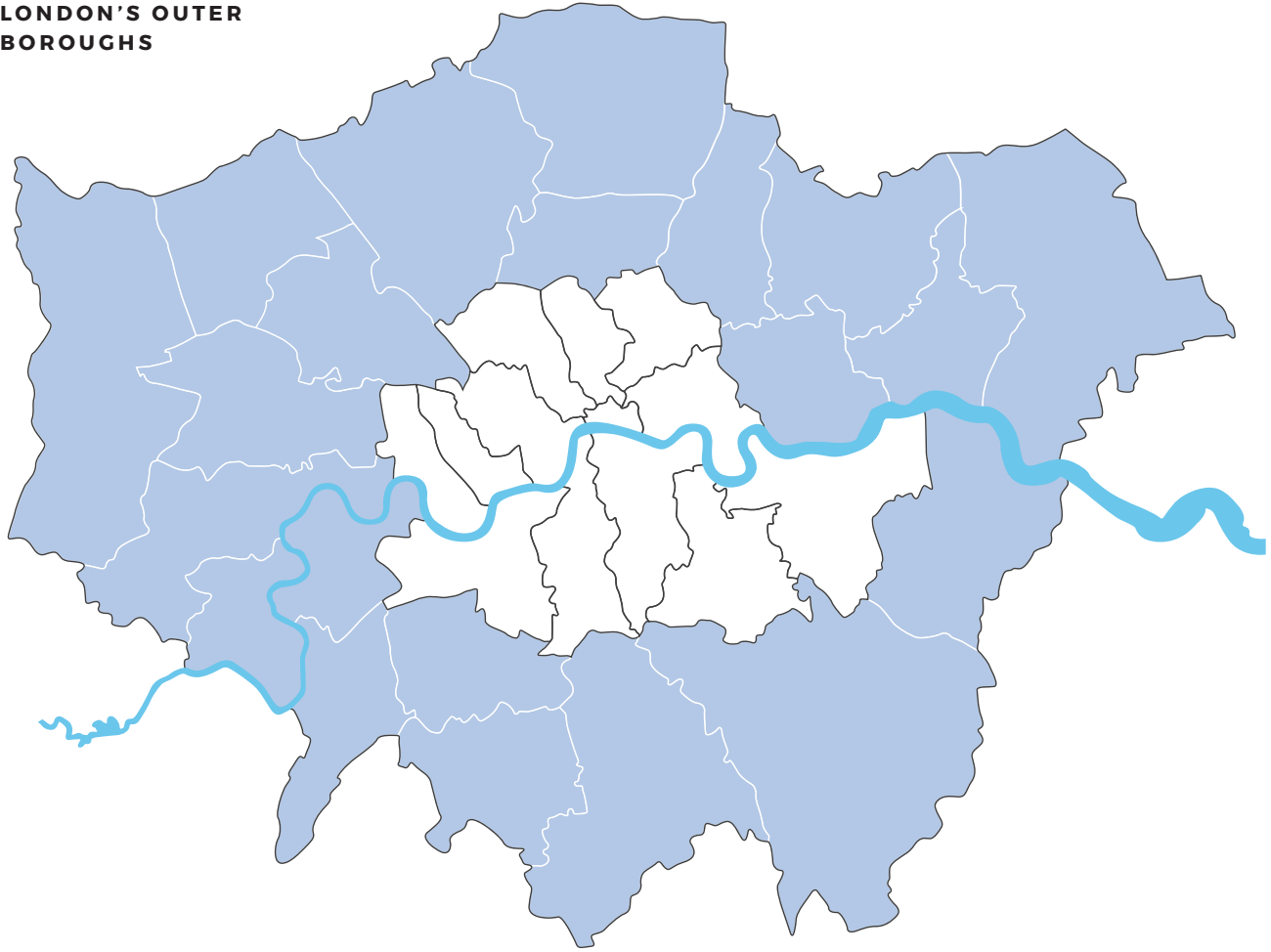
Green Rooms bar and reception, a recipient of the Mayor's High Street Fund that is playing a key role in the regeneration of Wood Green, see page 104
© Lewis Khan

HOW DO WE DEFINE
‘OUTER LONDON’ TODAY?

London always defies straightforward classification, and this famous elusiveness has some considerable bearing on how we see it as a polycentric city.³⁰ London begins and ends in different ways from a variety of perspectives. Politically, it comprises the areas under the remit of the Mayoralty, Greater London Authority and the 32 boroughs (plus the City), of which the majority (20) are defined in the 2015 iteration of the London Plan as being in ‘Outer London’³¹; socially, it is the neighbourhoods and streets that people use every day. Economically, the capital is defined by the separation of the Central Activities Zone (CAZ) from outer areas, and the Opportunity Areas and Housing Zones identified by the Mayor as having significant capacity for development; and statistically, by census data (which uses a different definition of Outer London to that of the London Plan). Different postcodes and telephone codes, a vast array of tube stations and lines, bus and tram stops, transport links and the Transport for London travel zones – as well as the tangible boundary made by the orbital M25 – also now define our geography of London in a multitude of ways and influence how we use and move around the city. At a larger scale, London’s reach extends far beyond any of these boundaries not only because of the number of people who commute to the capital, but also the increasing trend for longer commuting distances as many people are unable to afford to live nearer to their places of work: in 2016 the number of workers with daily commuting times to London of more than two hours was reported in a TUC survey as 930,000, an increase of 17.2 per cent on the previous five years.³²

The administrative entity we know today as Greater London, covering an area of over 600 square miles in total, is a political creation only just over 50 years old. So, it is perhaps understandable that there are strong affiliations in many towns that were outside the official London boundary until 1965 to other neighbouring counties such as Essex and Surrey, where people may not regard themselves as ‘Londoners’. (Not least because some postal addresses retain these distinctions.) Jane Richardson, Assistant Chief Executive, Growth and Regeneration, LB Bexley explains that their borough, like others, is ‘a bit of both ... London and Kent ... but more residents go to Bluewater [to shop] than to Oxford Street’. There are still widespread perceptions among communities in outer boroughs that ‘the Mayor doesn’t speak for us’ – and strong resistance in some areas to what is seen as blanket impositions of mayoral and GLA policy (often housebuilding targets in particular). At the very extreme end of this view was the proposal put to a vote by Havering Council in July 2017 to decide whether the borough would split from the rest of London. In a plan dubbed by the press as ‘Hexit’, the UKIP councillor proposing the motion argued that ‘we want Havering out of London’s planning process. We want to negotiate a position that means we make the decisions on housing’.³³ This relationship – and tension – between the strategic and local and between the centre and the outer areas is one that lies at the heart of the challenge of actually delivering the coordinated approaches that are essential for a growing and many-centred city.

LONDON’S OUTER
BOROUGH



Above: The 20 boroughs that make up outer London as attributed in the London Plan
Below: The Central Activities Zone (CAZ), developed to protect London’s main economic locations © GLA

- Central Activities Zone
- Inner London
- Outer London



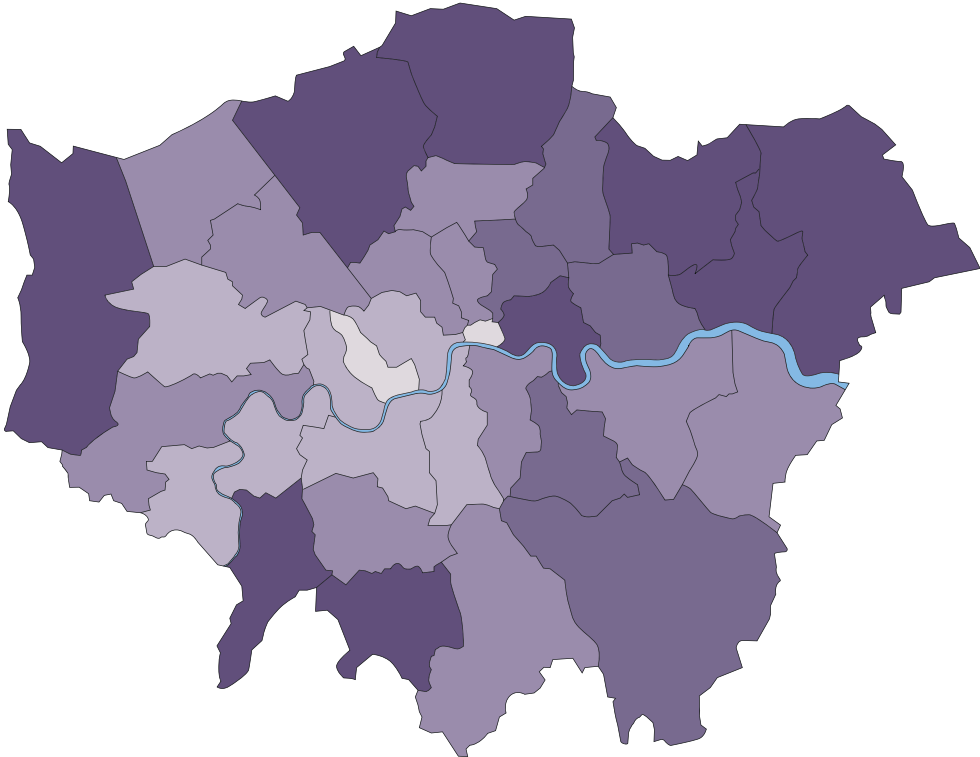
LONDON AFFORDABILITY MAP

- Largely affordable
- Largely unaffordable



POPULATION CHANGE
2016 - 2041, CENTRAL SCENARIO

- Population Change
- 27% - 33%
 - 9% - 11%
 - 20% - 23%
 - 24% - 26%
 - 27% - 33%



Top: London Affordability Map 2016 © Shelter
Bottom: Population change 2016-2041 © GLA Intelligence

WHERE IS LONDON GROWING AND WHY?

In January 2015 the population of Greater London reached 8.6 million, exceeding its previous peak in 1939. Between 2011 and 2015 the number of people in London grew at twice the rate of the rest of the UK, owing to inward migration, a high birth rate and people living longer, and is expected to reach 10.5 million by 2041. More people equals more demand for housing, schools and jobs, increased pressure on space, congestion, and consequent upward pressure on rents which, said Mayor Sadiq Khan at the launch of his ‘Good Growth by Design’ programme in July 2017, would result in ‘unbalanced, unfocused and unsustainable growth’.³⁴ The key mayoral policy as outlined in the London Plan is to ‘seek to accommodate growth within the capital’s boundaries and without intruding on its protected green and open spaces’³⁵; ‘good growth’ as a guiding principle aims to encourage mixed-use development and higher densities in the right areas but ‘not at any cost’. Yet growth will be irregular: the latest GLA (July 2017) figures for London population projections to 2041 anticipate the largest increase in east London in the boroughs of Barking and Dagenham (33 per cent) and Redbridge and Havering (both 30 per cent),³⁶ while the lowest growth is expected in the centre: Kensington & Chelsea (11 per cent), Hammersmith and Fulham (15 per cent) and Westminster (16 per cent). There has also been substantial expansion in the number of businesses, from 3,935 to 6,500 in Barking and 8,700 to 12,710 in Redbridge, for example, over the period 2010 to 2015.³⁷

Affordability has been one of the key factors in people and businesses moving to towns beyond the centre, as inner London house prices and costs of renting have become prohibitively expensive for many. Even in outer London, though, the median house price rose more than fourfold from £74,000 in 1996 to £315,000 in 2014.³⁸

The average annual rate of growth in house prices in the outer boroughs, while more modest than the 10 per cent in central London, is still a relatively high 4.6 per cent in Havering and Enfield, for example. Areas in outer London have become sought after by prospective renters, priced out of the housing market yet near to good transport links to the centre. High demand is evident in the fact that in areas such as average monthly rental costs represent an increase of 6 per cent in one year in Barking and in Harrow, 8 per cent in Bexley, and 11 per cent in Havering.³⁹ Rises in residential costs are also reflected on the commercial side in the growth of the outer London office market compared to that of the centre: for June 2017, CBRE reported that central London office rental values fell by 0.3 per cent over the month, while ‘Outer London/ M25’ offices reported a capital growth of 0.5 per cent.⁴⁰

As London becomes increasingly unaffordable for many, families in particular are leaving London for commuter towns, though this is offset by the arrival of young graduates seeking opportunities. Commuting patterns around London reflect this trend, as the last census recorded that there were 42 local authorities (outside London) where at least 1 in every 10 working residents commuted to the capital – a figure that peaks at over 50 per cent in Epping Forest (Essex) and Epsom and Ewell (Surrey).⁴¹ The danger is therefore that professional and skilled workers will leave London altogether in favour of not only the Home Counties but also places further afield. A polycentric city with a diverse economy, a mix of affordable housing types close to jobs and services, green spaces, adequate social and cultural facilities, and, especially, good transport links will provide a vital means of retaining London’s much-needed talent and skills, to ensure that it remains a world-class city in which to live and work.



Good Growth by Design’ - Mayor Sadiq Khan

HOW ARE LONDON'S
TOWNS CHANGING?

'Outer London is becoming the new inner London.'
Barney Stringer, Director, Quod

As London seeks to increase housing provision and density to accommodate more people, policymakers and the industry are tackling the question of how towns support this expected growth while also ensuring their continued vitality for their existing communities. Approaches to the delivery of new infrastructure, for example, are now combined with a greater emphasis on placemaking around town centres in outer London: in earlier decades, the public sector was concerned solely with the implementation and the private sector responded in terms of development. Now public bodies such as Transport for London (TfL) as well as local authorities are taking a much more active role in shaping development, including housing. Creating an effective mix of employment, leisure and other uses alongside good transport links and homes means that the economic and social life of towns can thrive not only independently, but also as part of the wider town centre network. Across outer London policymakers are taking steps – in partnership with the private sector – to create sustainable towns by improving public spaces, creating 'healthy streets' that encourage active travel (especially for local journeys), supporting new enterprise for the changing world of work, diversifying retail uses, and enhancing character and identity.

These strategic measures at a neighbourhood level are counterpointed by new ideas for repairing and repurposing existing buildings and designing new typologies to create multifunctional learning, working, living and making spaces in and around town centres – these could facilitate the innovation and entrepreneurship so vital to the knowledge economies of 21st-century cities, as well as responding to the desperate need for additional housing (see Section 4). As the traditional role of town centres is under threat from structural changes in retail behaviour and commercial property use, there are many future possibilities for these urban spaces to be met by partnership working, especially stronger community participation and co-design. Each town will require a different solution, but here we look at some of the wider trends that are influencing how mixed-use, denser development is being planned, designed and delivered at different scales across outer London's towns.

**SUPER-CONNECTED TOWNS: HOW
TRANSPORT INFRASTRUCTURE IS
DRIVING CHANGE**

The infrastructure of the capital and surrounding areas essentially defines the shape of London and is fundamentally important in driving changes and improvements in the built environment. 'The certainty that connectivity will come', says Kevin McCauley, Head of London Research at CBRE, 'creates a change of perception among occupiers', and among the wider community. As TfL's latest (2016) annual report highlights, 'Growth is enabled by good connectivity and capacity': since the year 2000, 73 per cent of new residential development homes have been within 800 metres of a rail or tube station.⁴² Thirty years ago, the Docklands Light Railway – the first significant transport infrastructure to be built in east London for decades – was one of the earliest catalysts for the development of Docklands and ultimately what became one of London's major business districts: Canary Wharf. As the office development eventually proposed was much greater in size than the initial forecasts, the railway was itself upgraded and extended over time to create vital links to other parts of the network, with the critically important addition of Canary Wharf's station on the Jubilee Line extension, as it rapidly became evident that the initial capacity was far from adequate; so, transport infrastructure and business district evolved hand in hand, though not without interruptions. Today, major town centres further afield are being reshaped in response to this generation's new infrastructure giant: the Elizabeth Line (Crossrail), stretching 73 miles across London, Berkshire and Essex, and encompassing key town centres from Romford to Ealing. At a recent NLA conference on Crossrail, LB Ealing's then Executive Director for Regeneration and Housing, Pat Hayes (now Managing Director of Be First, LB Barking and Dagenham's arm's-length regeneration company), noted that it had transformed perceptions of the borough not only for Londoners but also investors, opening up new possibilities: 'It's an enormous change for us and we've gone overnight from being a zone 3–4 borough, effectively to being a zone 1.' Crossrail's approaches to integrating stations into the urban realm, for example at Ealing Broadway through the use of a 'grand canopy' that can be seen from the Uxbridge Road designed by Bennetts Associates, seek to enhance the local area through sensitive development.⁴³ Towards the opposite end of the line, at Ilford, traditionally seen by many as east London's main town centre and designated as a Housing Zone for

6,000 new homes by 2030, the borough of Redbridge has, like other boroughs, formulated an overall vision for a mixed-use town centre that will involve a number of 'placemaking propositions'. These include enhancing connections and pedestrian access, investment in a new cultural quarter and leisure and education facilities, and enhancing the eastern end of the High Road with new homes and community uses including a new school and workspaces. In this way, explains Matthew Essex, Operational Director, Regeneration, Property & Planning, the borough seeks to develop further plans for joint ventures by setting out 'a robust approach that is clear on what the priorities and impact will be'.

Similarly, at Lewisham, where the proposed extension to the Bakerloo Line will terminate and thus significantly expand the town's role as an interchange, the importance of a well-defined and straightforward approach has also been key to engaging local people in the transformation of Lewisham and Catford town centres, says Emma Talbot, Head of Planning: a key part of delivering good growth, she suggests, is simply 'understanding what people do and don't like about a place, and what they value', and explaining what has been delivered in response. The route of Crossrail 2 – linking south-west and north-east London, as well as destinations across Surrey and Hertfordshire – is planned to support economic development around the capital, specifically targeting key opportunity areas such as the Upper Lea Valley but also catalysing proposals for growth around key stations in outer London boroughs including Kingston, Wimbledon and Tottenham. At Tottenham and Wood Green, an extensive programme of regeneration aims to capitalise improved links to central London and to support local growth through the revamping of public spaces, introducing new space for street traders, and building a

new shopping centre to provide space for larger stores. Huge transport improvements have been key to unlocking growth in London's two main towns designated as strategic office centres outside central London: Croydon and Stratford. At the former, partnership working between the council, Mayor, Network Rail and TfL seeks to coordinate the important transport hub at East Croydon with developments at Ruskin Square, Cherry Orchard Road and Royal Mail sites, creating a new urban quarter, while at Stratford – London's arrival point for European rail travel and the most important regeneration initiative in the capital – a revitalised metropolitan town centre is the new focus for a community with capacity for up to 40,000 homes and up to 50,000 jobs, including 30,000 at Stratford City's new office district, the International Quarter.

Most importantly, TfL, which owns an estate covering a total of 5,700 acres across inner and outer London, is itself becoming significantly involved through its own large-scale development programme, which 'offer[s] an exciting opportunity to build homes and communities around the transport hubs where people want to live and work'.⁴⁴ This includes partnerships with 13 leading private-sector developers and the long-term pipeline aims to deliver 10,000 homes on 300 acres; the first joint venture site is at Kidbrooke, in partnership with Triangle London Developments, where a combination of new retail and commercial spaces, a hotel, improved urban realm and an integrated bus station are planned alongside 400 homes. Other TfL-led schemes look to maximise underused or disused spaces in and around stations, including but not limited to the 31 railway arches in the viaduct at Wood Lane which are being transformed into commercial and retail units for occupation in 2018, and also at White City where they have been opened up as public access routes.



Design for Ealing Broadway Elizabeth Line Station by Bennetts Associates



Top: Endeavour Square in the International Quarter, Stratford by Roger Stirk Harbour + Partners for Lendlease, see page 122

Middle left: Designs for Oakfield Road, Ilford by Burns & Nice for LB Redbridge, see page 133

Middle right: Kingsland Road Arches, Hackney by Fletcher Priest Architects, see page 93

Bottom left: Plans for Tottenham by Allies and Morrison for Argent Related, see page 105

Bottom right: The first office building in Croydon's new Ruskin Square development, by shedkm for Stanhope and Schroders, see page 154



EMERGING TOWNS: ESTABLISHING NEW AND RECONFIGURING EXISTING PLACES THROUGH LARGE-SCALE REGENERATION

The mayoral policy of establishing Opportunity Areas – principally brownfield land identified as having significant capacity for housing, commercial and other development, and existing or improved public transport access – has been a significant factor in plans for large-scale development to accommodate more homes and jobs in outer London areas. In these areas and others, ‘town centres’ are being created or refocused as part of major masterplans to support existing and expanding communities. These include places such as Canada Water, Greenwich Peninsula, Old Oak Common and Park Royal, Royal Docks, Beckton Riverside and Silvertown. The challenge for the built environment professions and policymakers (and communities) here is that many of these areas – where industrial uses were once segregated from the rest of the city – often lack a ‘traditional’ town centre to provide a basis for a strong local identity and a sense of place. Alternatively, they may have a designated centre but it might not be sufficiently integrated with surrounding residential, commercial, educational and other uses or is now out of step with current needs.

Broadly speaking, developers and local authorities are recognising the importance of good placemaking principles – high-quality design and public realm, appropriate and durable materials, places and streets for walking and cycling, green infrastructure, and spaces for jobs, learning and leisure alongside a mix of different types of housing – in order to reinforce local character and support new uses. These are drawn from such historic examples as the garden city movement and great estates of central London, but also more recently the regeneration of King’s Cross and especially the regeneration of east London as seen in the new mixed-use neighbourhoods emerging in and around the Queen Elizabeth Olympic Park. The starting point for development, according to Barry Jessup, Director, First Base, part of the partnership regenerating Silvertown, is ‘the importance of history ... how to recreate the past but in a modern way’: the foundation of new development should be the existing heritage assets and deep examination of the historic uses. Silvertown’s history as a ‘place of invention’, in engineering and milling, is being reinterpreted as an innovation hub in line with the demand for flexible, creative making and manufacturing facilities supporting collaborative working – reinventing ‘the “atelier” on a grand scale’ – alongside housing.⁴⁵

At another level, ‘creating new pieces of the city’ – to quote a phrase often used – involves the need to ensure that streets and spaces create a sense of belonging and inclusiveness for all parts of the local community, both established and new residents and businesses. The location of the ‘town centre’ and its relationship to

new and existing streets therefore become vitally important in knitting new buildings and spaces into established street patterns and infrastructure, a reflection of the way in which historic town centres across London have been integrated into the wider city over the centuries. The basis for this is a clear, permeable and legible layout but also one that links to existing routes and is flexible enough to adapt to change over the long term. Much in the manner of the traditional ‘great estates’ of central London, these plans use public squares, high streets and side streets to create a distinctive mix and support different uses. The masterplan at Canada Water, for example, proposes – as part of a scheme to revitalise a centre dominated by a 1980s shopping centre and car park built on an infilled dock as part of the earlier Docklands regeneration – the creation of a ‘town square’ with a public space for events and outdoor dining, one side of which faces on to a new ‘high street’ with shops, restaurants and cafés that links the currently separated tube stations of Canada Water and Surrey Quays. Planning at scale in such areas offers an opportunity to create new routes that prioritise pedestrian and cycle access, as well as public transport, over car use. As Charles Walford, Director, Stanhope PLC, partners in the masterplan for the regeneration of the Royal Albert Dock to provide a new business district, argues, ‘We should be looking to town centres in 1938 [before World War II], when the population was just as big but cars weren’t as commonplace – town centres were thriving.’

Peabody’s ambitious proposals for the regeneration of Thamesmead also provide insightful illustrations into how ideas about the ‘new towns’ of a generation ago have evolved. As London’s original ‘new town’, the area was developed from the 1960s by the GLC and the boroughs of Bexley and Greenwich on a vast marshland site with a mix of concrete towers and terraces planned for up to 60,000 residents, arranged around artificial lakes and canals in four main districts. Original plans to build a shopping centre and marina along the waterfront were never realised owing to a lack of investment, and while this huge area is served by three rail stations (and soon the Elizabeth Line at Abbey Wood), there is no central station with the name ‘Thamesmead’ – being on the tube map means a place ‘immediately becomes more serious’ in terms of its ability to attract people, employment and investment, says Executive Director, John Lewis, hence the planned extension of the DLR from Gallions Reach to Thamesmead. Proposals include revisiting and reshaping the 2-kilometre space of waterfront as the focus of the neighbourhood but also enhancing the existing ‘town centre’ with more cafés, restaurants, much-needed local services such as a bank, and other entertainment and evening activities, as well as local shops closer to home in response to the community’s feedback, being delivered alongside more than 1,500 homes at South Thamesmead.



Top: Silvertown Quays by Fletcher Priest Architects for The Silvertown Partnership, see page 125
Left middle: Queen’s Yard, Hackney Wick by Stockwool for Pearl & Coutts, see page 119
Right Middle: Peabody’s plans for Thamesmead, see page 142
Left: Old Oak today, see page 90 for redevelopment plans

A large part of the ability to shape and reconfigure ‘towns’ for mixed-use, sustainable neighbourhoods fit for the 21st century is undoubtedly due to the fact that they have unified or majority landownership – such as Peabody at Thamesmead, British Land at Canada Water and the mayoral development corporation for Old Oak Common and Park Royal – which allows (to varying degrees) control over quality and the balance of uses. As Katy Lock of the Town and Country Planning Association points out, however, it is a commitment to continued stewardship and maintenance (in the broadest sense) that sustains such places in the long term – another lesson from the garden cities and the great estates – alongside the creation of a ‘flexible framework over which communities can grow over time in response to social and economic changes’. However, the challenge for many existing towns throughout outer London is that ownership of land is fragmented, and so the role of the borough in setting a clear vision and plan for regeneration of a place becomes critical, as does the role of organisations such as Business Improvement Districts and of communities in helping to deliver it (see below and Section 4).

REMADE TOWNS: THE ROLE OF SPECIALISATION

As the traditional boundaries between working, living, learning, making and other aspects of everyday life are breaking down, particularly with the unprecedented speed and impact of new technologies, so London’s towns have to keep pace with social, economic and technological change to continue to meet the needs of their users. One of the issues faced in today’s highly competitive economy is the degree to which towns should concentrate on fostering a specialist function alongside a broader mix of uses to serve existing requirements but also to attract people and businesses from a much wider catchment, even internationally. As Andrew Dakers, CEO of West London Business, explains, ‘London is such a large place with a diversity of businesses that there should be mixed provision across the whole city ... [but] the challenge for all town [centres] is: how do they differentiate themselves from one another?’ This issue was addressed to some extent by the mayoral policy on ‘strategic outer London development centres’,⁴⁶ as recommended by the Outer London Commission, which, ‘by investigating possible sources of new economic growth or existing sources which could help achieve a step change in economic performance’, highlighted several locations with key business specialisms that could potentially be enhanced. These include retail in Brent Cross, Stratford and Wembley; media in White City, parts of Park Royal and Hounslow; higher education in Uxbridge, Kingston, Greenwich and other locations; and so on across office, leisure and other strategic specialisms. (Other centres will assume a strategic importance by being interchanges for multiple transport modes, especially rail and Tube.)

In this way, the public sector seeks to provide the impetus – especially in areas of multiple ownership – through planning frameworks, coordinating investment, and land uses and infrastructure to attract private-sector businesses (both large-scale and SMEs) that then agglomerate to form a cluster. However, it is now recognised that these cannot function effectively for the long term as the segregated clusters previously characteristic of mid-century planning – instead they are forming part of wider schemes created through partnerships that support new mixed-use neighbourhoods. For example, at Brent Cross/Cricklewood, one of London’s major retail hubs, the planned redevelopment of the original 1970s shopping centre to the north will be connected to a new town centre providing a more diverse retail mix, alongside more than 7,000 homes, 27,000 jobs, three rebuilt schools, and new community facilities to the south, all integrated by a new pedestrian bridge as well as streets, squares, and new routes for walking and cycling.

In the knowledge-led economy of the 21st century, scientific research and education is becoming a key driver of innovation and the commercialisation of new inventions is seen as critically important in sustaining competitive economic advantage. Bringing people together in the same physical spaces generates the collaboration between disciplines and specialisms that drives innovation, so mixed-use developments with high-quality public spaces are now regarded as the most effective way to create these conditions. This is seen, for example, in the ‘Sutton for Life’ plan, which aims to capitalise on the expertise of the world-class cancer research hub in Belmont just to the south of Sutton town centre. It puts the research centre at the heart of a ‘campus’ with schools, restaurants and housing as well as research and healthcare facilities set with a new ‘urban grid’ with a ‘spine’ of green public space. A similar approach is found in the masterplan for the new Imperial White City campus, which Paul Eaton, Partner at Allies and Morrison, describes ‘as a kind of serendipity machine – a way of orchestrating the space to facilitate the all-important interactions ... in a way that is more inviting to the local community’ by creating what he calls a ‘flexible chassis’ of streets and buildings that can be adapted for different uses but also are embedded in the existing urban spaces.⁴⁷ The plans for the mixed-use redevelopment by Barratt London and SEGRO of the historic former Nestlé Factory at Hayes is seen as a potential exemplar in mixing residential and industrial uses in proposing the co-location of 1,400 new homes with modern industrial workspace, data centres, warehousing, storage and distribution.



Left: The London Cancer Hub by Haptic Architects and Nordic Architects for LB Sutton and The Institute of Cancer Research, see page 166

Middle left: Kingston University Townhouse by Grafton Architects for Kingston University London, see page 172

Middle right: Imperial West Gardens, White City for Imperial College London

Bottom: Brent Cross by Chapman Taylor and Callison RTKL fir Hammerson and Standard Life Investments, see page 102



HOW IS THE ROLE OF THE BOROUGH CHANGING IN TOWNS?

As the organisations with oversight of local economies, planning strategies and services, London’s boroughs have a fundamentally important strategic role to play in how London is shaped for the future and how the capital will accommodate expected growth in people and jobs. Local authorities are primarily responsible for ensuring that town centres meet the social, commercial and civic needs of their area. Many are now adopting a more holistic, placemaking approach that echoes the strategies of ‘stewardship’ employed by central London’s great estates in private ownership to support the long-term success of neighbourhoods. Projects by both the original (historic) and newer estates, such as Duke of York Square in Chelsea and King’s Cross, have been highly influential across London and elsewhere in showing the value of an incremental approach based on the creation of a flexible, adaptable framework that supports a mix of uses changing over the long term and a distinctive identity for the place. In this way, like an estate steward, some boroughs are taking on the role of leader, enabler and facilitator, but must still consider the question, as Jonathan Martin, Director of Investment and Delivery, LB Waltham Forest, points out, of ‘how can you give enough guidance without breaking up what is there already and what makes it work?’ The borough must consider the needs of the existing communities as the starting point for regeneration and new development; ‘growth’, says Matthew Essex, ‘must be to support the development of [the community and place], not at the expense of it’.

However, local authorities especially in outer London face one key challenge that central London landowners do not – land tenure of towns and their centres is almost always fragmented, and sometimes even one street can comprise several smaller plots in a variety of ownerships. This means that highly coordinated, strategic approaches with private sector partners, local businesses, communities and other organisations such as Business Improvement Districts – which have in themselves played a significant part in town centre regeneration – are essential in being able to deliver ‘appropriate’ growth that works for both present and anticipated future communities. Town centre managers can also make a difference in bringing strategic leadership and coordination, but unfortunately funding for such posts is not a statutory requirement of local authorities. Early, effective and sustained engagement and collaboration is crucial: as Nigel Cramb, Partnerships and Business Engagement Manager, LB Hillingdon, explains, ‘the key to mixed-use is that everybody sets off with the same agenda: what are we are looking to achieve?’. Timescales are important, he says: ‘the sooner you talk about what the community needs with developers, the better – and that requires local authorities to be ready’ – with information about requirements for schools, health services and other social infrastructure. As Graham Cherry, Chief Executive of Partnerships South at Countryside, suggests, ‘Public/private partnerships should be seen as creative alliances between government entities and private developers to achieve a common purpose.’



The Mayor’s 50 Design Advocates who will advise Sadiq Khan on good growth strategies

Some forward-thinking boroughs are also themselves becoming more proactively involved as developers, either in joint ventures or by setting up their own development companies, such as Croydon’s Brick by Brick and Barking and Dagenham’s Be First, to ensure that the borough and community benefit directly from increases in land value and financial returns on the development of new housing schemes; income can be reinvested in the services that the community requires, or assets can also be transferred to community-led organisations such as community land trusts. At the same time, boroughs such as Newham and Harrow are also seeking more control over design quality by setting up design review panels, either within the borough or in partnership. These independent groups of built environment experts advise on planning applications and early designs for major new developments and large alterations to properties and buildings. Croydon has a ‘Place Review panels, whose remit encompasses public realm, street furniture and public art projects. In 2017 the Mayor also appointed 50 Mayor’s Design Advocates to support the ‘Good Growth by Design’ agenda through involvement in design inquiries and design review processes.

Ultimately, clear and effective communication and engagement with the community are the key factors that help to deliver transformative change. This means having a clear narrative about what the place could be, but also helping people to themselves identify what makes their local area distinctive and different,

and what matters to them: at Kingston, for example, local resident volunteers were asked to help complete local character assessments. Real transformation takes place over a long time, and communities transcend the temporary nature of political lifecycles, so multi-phased, incremental development that enables changes to be embedded gradually within the local area is the most effective way of delivering this, especially where significant numbers of homes and jobs need to be created. There is also much potential for ‘digital planning’ and open data to change the way the community is involved in planning processes, and to refocus the relationship between borough and community. NLA’s ‘Smart London’ conference (July 2017) exploring how technology can inform city shaping highlighted how tech companies are developing an infinite range of digital mapping and data, 3D modelling, sensor technology and virtual reality (VR) visualisation tools to enhance and improve the design and planning process and to demonstrate more effectively what projects might look like before they are built. Euan Mills, Urban Design and Planning Lead at Future Cities Catapult, explained that ‘we’re not very far from the point in time where every building that goes through consultation you can see on your mobile’, which could potentially help to broaden engagement in planning processes. But, as with physical planning processes, he said, ‘we have to treat data and these digital tools as we do our physical infrastructure. ... And the only way forward is for public authorities to start stepping up and taking data and digital tools a lot more seriously.’



Brick by Brick’s smaller sites programme programme, Croydon

HOW SHOULD WE SHAPE LONDON'S
TOWNS FOR THE FUTURE?

'We need to reinvent the suburbs and think about outer London as a great place.'
Jo Negrini, Chief Executive, LB Croydon⁴⁸

Traditionally the heart of a town – often a cluster built up over time around roads, stations and other transport infrastructure – was the public space for a focused community, and defined in terms of its provision of not only retail and entertainment but also public services, including education and health, often centred on the administration carried out in a town hall. In this way, around the town centre was a self-sustaining community. However, while towns often retain a distinct character, they are constantly subject to larger geopolitical, economic and social forces which mean that they have to continually reinvent themselves over time to remain relevant. Today these pressures are greater than ever in terms of the demand for homes and jobs, the rapidly changing nature of work, evolving demographics, and the massive impact of new technologies and ‘disruptive’ enterprises. The divisions between different functions and consequent separation of spaces into retail, manufacturing, offices and housing, for example, are no longer viable as the traditional boundaries between them are breaking down, with many more potential opportunities for integrating uses. Towns also have to strike a careful balance between meeting local needs, and attracting and serving potentially expanded and new communities, workers and visitors as the whole of London (and the South East) grows. Here we explore some of the factors that are changing the shape of our towns, and the ideas and opportunities emerging for accommodating a denser mix of uses in outer London towns that will help to ensure their future resilience, while also accommodating sustainable and inclusive growth across the city.

UNDERSTANDING THE SHAPE OF OUR TOWNS: CHARACTER AND DENSITY

‘Good growth doesn’t exist. It’s just a passifying phrase. We should be talking about “appropriate” growth’, said Cllr Kevin Davis, RB Kingston, at a recent conference on ‘Kingston Futures’. When asked about what constitutes ‘good growth’ for greater London, almost all interviewees for this insight study agreed that it should be founded in a deep analysis of what already exists: as neighbourhood planning expert Tony Burton explains, ‘growth responds to existing needs and stories of places as well as future needs, reconciling the two agendas’. An understanding of character – especially the aspects of the physical environment that give a place identity and meaning for the people that use it – is therefore vitally important as a basis for planning for future growth and regeneration. This is an especially complex process in London because of the historic layers of development and infinitely varied cityscape. The process of characterisation is now being used by policymakers to help planning processes by providing an overall perspective on an area’s heritage and townscape. A report for Historic England showed that in 2016, 18 out of the 33 London boroughs had characterisation studies in place, the majority of which are borough-wide,⁴⁹ though the borough of Richmond has also adopted a unique character-based planning framework for localised ‘village plans’. These studies are either typological – in terms of classifying land use, built form, townscape and heritage – or area-based, analysing elements of history and character at the local level. However, methods of defining character vary and do not always consider historical influences across a wider area; this can sometimes create an ‘inward-looking’ approach, ‘making reconciliation of cross-boundary issues potentially challenging’.⁵⁰ This issue has been highlighted by the community-led approach of neighbourhood plans: as Tony Burton points out, identifying boundaries to a local area can be an especially convoluted task, as ‘communities are redefining what their areas are ... political boundaries have been questioned’.

Critically, this variation also applies to an understanding of density, which is becoming a pressing issue, especially in areas where there is a prevailing feeling among people that their local area is not part of London and that higher densities are not appropriate in a town centre – ‘don’t mess with the suburbs’ was essentially the message from the borough’s local plan review, said LB Brent’s Head of Planning, Transport and Licensing Alice Lester at an NLA roundtable in July 2017. A 2016 study by Allies and Morrison of London’s local character and density suggests that there are multiple ways of measuring density, of which floor-to-area ratio (the ratio of gross floor area to the plot size on which the building sits) could be the most useful across all land uses as it identifies how existing buildings might be adapted for a range of uses.⁵¹

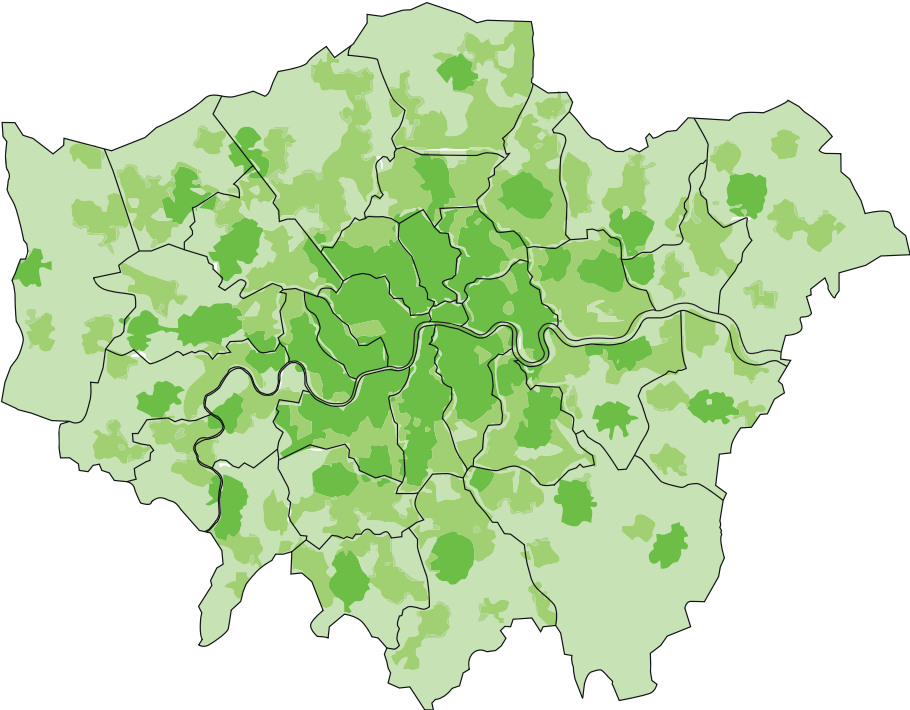
Another tool that has become widespread in use for considering where sustainable development at increased densities could be sited, especially in towns, is PTAL (the Public Transport Accessibility Level). The PTAL value, originally based on walking distances, indicates the distance and frequency of a public transport service (bus stop or rail or Tube station) to a site, the highest value at 6 and the lowest at 0. PTAL is one of the key tools included in the London Plan as a guide to the appropriate density level of new housing development (though it is clear that higher density does not equate automatically with high-rise development). The Plan states that ‘while there is usually scope to provide a mix of dwelling types in different locations, higher density provision for smaller households should be focused on areas with good public transport accessibility’, which is a further impetus to focusing high-density development around transport hubs. PTAL ratings can vary across a site, and walking distances – while providing an easy-to-use measure – have not really been tested among the wider public. More up-to-date analysis and data from research among the public on the ‘walkability’ of neighbourhoods is needed, especially with the ‘healthy streets’ strategy by which TfL is seeking to promote the uptake of walking and cycling.

Top: Arup’s Recommended Character Map from a GLA-commissioned report analysing the relationship between character and development density

Bottom: Allies and Morrison’s London-wide Characterisation Study, compiled to help establish a common assessment framework that could steer more contextually informed growth, for Historic England

RECOMMENDED CHARACTER MAP

- Surburban
- Urban
- Central



LONDON-WIDE CHARACTERISATION STUDY

Town Centres

- 20th Century
- Industrial
- Railway Town Centres
- Historic
- Former Medieval Market Towns
- High road centre
- High roads

19th Century Industry

- Industry
- Infrastructure
- Waterways
- Green Spaces
- Green Belt
- Heathrow
- 20th century suburbs
- Victorian Suburbs
- Victorian Entrepreneurship
- Georgian Planning and Growth
- The Square Mile



THE SOCIAL LIFE OF THE TOWN: STREETS AND PUBLIC SPACES, LEISURE AND CULTURE, AND LOCAL INITIATIVES

Towns are not just collections of buildings – the spaces in between are equally, if not more, important, and it is the streets, squares, parks and other public realm that contribute as much to local character as architecture. The life of the street plays an essential part in sustaining the life of a community, as streets are a common public asset accessible to everyone. The GLA’s High Streets for All project argues for greater investment into high streets as ‘an inclusive way to benefit all Londoners’, as they are ‘local, walkable destinations and important points of connectivity for both visitors and businesses’, and therefore a street with lively activity is essential for ‘good growth’.⁵² Visible activity at ground-floor level – not just through shops but through spaces such as studios, workshops and services – helps to attract and sustain interest over time; as Greg Jones, Associate Director at Child Graddon Lewis, says: ‘the value of a place is measured from the top down, but the success of a place is measured from the ground up’.

GLA’s High Streets for All report, launched in September 2017, celebrates the role of high streets in supporting London’s economy and social infrastructure, making 10 key recommendations to help high street stakeholders deliver inclusive, locally-responsive growth:

1. Take a strategic place-based approach

2. Promote citizen-led regeneration

3. Be inclusive by engaging harder to reach citizens

4. Protect diversity and choice

5. Recognise the social value of high street economy

6. Value the contribution of high street businesses

7. Champion high streets as social, civic and cultural infrastructure

8. Value high streets as sources of civic pride and local identity

9. Champion high streets as public spaces

10. Uphold an evidence-based approach to maximise social value

Over recent years there have been a range of measures implemented to help increase pedestrian activity, such as events, festivals and a multitude of meanwhile uses and pop-up spaces, which help to maintain interest at street level and can help as a form of market testing on a temporary basis. Alongside this, more permanent schemes in mixed-use developments such as the new-build ground-floor affordable studio spaces at Royal Albert Dock, created and managed with Notting Hill Housing and Bow Arts (which also manages the commercial estate), are now being put in place.

The Outer London Commission’s reports showed that the majority of funding for cultural facilities goes to central London, even though one third of the approximately 3,500 in total are in outer London,⁵³ and recommended more proactive ways of promoting, managing and coordinating leisure and culture activities to support both local economies and London as a whole – by bringing people together in public spaces these can help to increase footfall and local spend. In 2017 the Mayor set up a competition for the London boroughs to bid to become ‘London Borough of Culture’ in 2019 and 2020, inspired by the UK City and European Capital of Culture Programmes. Outer London towns have also begun to explore and exploit the potential of the creative economy to support local regeneration and growth, alongside mixed-use development. Among the most prominent examples is Barking town centre (now an Artist Enterprise Zone), where a programme of investment will create a new range of arts venues such as a cinema, theatre and performing arts school, alongside affordable workspace and living accommodation for creative practitioners. Similar projects, to name just one, are proposed as part of the Erith town centre regeneration, where the historic Carnegie Building will become studios for creative businesses under an agreement between a local company and LB Bexley. In the same borough, a new hub based on existing performing arts colleges in the area is also proposed for Sidcup as a different means of supporting growth and stimulating the local economy.

This strategic approach in coordinating local clusters and making sure that they complement rather than compete with one another is also apparent at Stratford town centre, where local creative and heritage-led initiatives, led by the Stratford Original BID, has been put in place since 2015 to bring both local people and visitors into the original town centre through upgrading the public realm, providing outdoor screens, improving wayfinding and creating cultural trails. This, according to Gianluca Rizzo, manager of the BID, helps to support local businesses through creating and promoting ‘unique selling points that help to differentiate town centre from Stratford Westfield’, one of London’s main retail centres, nearby. BIDs in outer London town centres are playing a significant part in town centre improvements, especially in the quality of public realm, and, acting as champions of local places, in supporting and facilitating wider, long-term strategies through partnership working with local authorities and TfL – especially important where areas are in multiple ownership. The Love Wimbledon BID, for example, partnered with Merton Council’s regeneration team, NLA and the Commission for Architecture and the Built Environment in 2014 to run an international design competition to attract ideas for the town centre from architects, artists, students and community groups as part of a wider visioning exercise.

Funding from the Mayor and GLA, in the form of such programmes as the Outer London Fund (2011–14) and High Street Fund have supported efforts to create more welcoming and attractive streets and to transform empty shops, disused buildings and underused outdoor spaces – as part of an ambition for towns to accommodate a wider mix of uses – through enhancing shop fronts, signage and public realm, and through events and festivals to stimulate activity, and a host of other initiatives, from Kingston to Walthamstow. As the starting point for wider regeneration programmes, these projects can generate opportunity to test out potential new uses and activities on a temporary basis and to gain feedback before committing to large-scale investment and development, while also enhancing the life of the street and bringing in visitors and locals alike. At Brentford, funding from the Outer London Fund matched by LB Hounslow has supported a wide variety of improvements, from landscaping, art and lighting and cultural events between Brentford High Street and the Great West Road, to the renovation of shops on Brentford High Street, Half Acre and Boston Manor Road

in line with standards set out in a new design guide. With the advent of localism, neighbourhood planning and new forms of funding such as crowdfunding – as seen in the Mayor’s Crowdfund London initiative providing seed money to local projects and to encourage more people to get actively involved in their local area – community-led projects are playing their part in transforming London’s towns. Projects supported by the Crowdfund London initiative have ranged from ‘Renew New Eltham’, which focused on small – but significant – changes along the length of the high street such as locally designed signposts, wooden planters, and tree lighting, as well as shopfront improvements, all of which initiated the creation of a local business association, to the quirky ‘Community Brain’, which organises unconventional events such as suburban skiing for the local community of Surbiton (and beyond). The success of such initiatives does not mean that all public space has to be multifunctional: ‘unprogrammed’ spaces can allow the community to take them over for other uses, perhaps as has been seen in some towns with the rise of ‘guerrilla gardening’ and urban food growing.



Top left: New Addington Central Parade by Assemble for LB Croydon, enabled by the Mayor’s Regeneration Fund
Top right: Peckham Coal Line, recently crowdfunded by 927 people and companies, see page 151
Above: Croydon South End by We Made That for LB Croydon and GLA, see page 153
Left: High Streets For All, see page 66



THE TOWN (CENTRE) AS A ‘PLACE TO SHOP’?

From a planning perspective, the definition of town centre uses in the National Planning Policy Framework is:

‘Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities; the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).’⁵⁴

This definition reiterates that a town centre acts as a focal point for the civic life of communities; similarly, its role as a place where people access services cannot be separated from its hinterland, where the people who use those services live.⁵⁵ Nevertheless retail is still very much the key function associated with town centres. Comparative and qualitative studies of how people actually use town centres in outer London especially are very limited, and much more research in this area is required. The latest survey of visitors to 14 town centres – including Bromley, Ealing Broadway, Hounslow, Kingston and Romford – by Transport for London in 2013 showed that 75 per cent were visiting the town centre to shop, while eating and drinking out was also increasingly important, being mentioned by 23 per cent, and using services by 20 per cent.⁵⁶ However, respondents also showed that people move around the city to visit other towns and are not necessarily loyal to just one place: 70 per cent also went to other shopping centres in and around London, the most visited being Westfield Stratford (34 per cent) and Westfield White City (30 per cent). Shopping habits are increasingly multifaceted: as Cllr Alan Strickland of LB Haringey explained in a 2016 presentation to NLA, while local independent shops are essential, ‘[we also] need national chains to thrive and not just survive’.⁵⁷

The rise of online retailing – estimated in spring 2017 to be worth £1 billion a week in the UK, a marked increase of over 26 per cent on the previous year⁵⁸ – and home deliveries means that the ‘death of the high street’ continues to be a threat to the life of towns. This has been compounded by economic uncertainty after the financial crisis of 2008 (and the Brexit vote in 2016), as the numbers of shops closing increases year on year, and pedestrian activity – so visible a marker of the health of a town centre – declines, despite efforts to improve it. In response, in July 2017 the London Assembly Regeneration

Committee set out a call for evidence to investigate the health of town centres across London and what the Mayor can do to support their regeneration.⁵⁹ Options for a night-time economy are also being explored in some town centres at various scales – though outer London boroughs have called for more of the marketing share of such activity⁶⁰ – while programmes and events activating public spaces, as mentioned above, have been developed in many locations. Most importantly, retailers have recognised that online shopping in particular has meant that its town centre equivalent has become far more about ‘experience’ than ‘exchange’, and so a mix of uses is vitally important for the economic and social health of a town. Jeremy Collins, Property Director of John Lewis – which has major outer London stores in Kingston, Croydon, Stratford and Brent Cross – explained to an NLA seminar in 2016 that the company was returning to integrating additional services such as beauty spas and opticians. ‘Fundamentally’, he said, ‘... it’s how you curate the space and mix of uses – the clone high street is dead.’⁶¹ Similarly, Countryside’s Graham Cherry remarks that ‘successful town centres should put the community first, aiming to bring people together in places where they want to relax, meet with friends, dine out, catch a film or get a haircut or beauty treatment. Creating a successful town centre requires good design to ensure a safe and attractive destination including green open spaces and a strong identity, a mix of uses to ensure vibrancy throughout the day and into the night, and a well-rounded and well-managed offering that keeps people coming back time and time again.’

With a more diverse retailing industry there is also much more demand among entrepreneurs for flexible retailing spaces, in a similar way to co-working spaces and so more variability of leases and sizes of units are required for town centre units; breaking them down into smaller sizes – perhaps as part of mixed-use developments – can in fact help to de-risk an investment for a landlord. In the same way, the potential of markets and the informal economy to revitalise town centres and expand local economies is now being rediscovered: providing pitches for aspiring entrepreneurs to try out new products, along with improvements to existing buildings and spaces at Kingston Market, for example, has helped to create a distinctive town centre offer, while also attracting new visitors and increasing footfall, which benefits existing market traders too.

Kingston upon Thames’ ancient market with improvements by Tonkin Liu, recipient of the Mayor’s Outer London Fund
© Phillipp Ebeling

**WORKSPACE AND INDUSTRIAL USES:
OPPORTUNITIES AND CHALLENGES
IN OUTER LONDON TOWNS**

Undoubtedly, the Central Activities Zone (CAZ) is, as the GLA describes it, ‘one of the world’s most attractive and competitive business locations’. However, research on the overall outer London economy by GLA Economics for the Outer London Commission showed that just under half (42 per cent) of total employee jobs (1.64 million) were located in outer London, with Heathrow and Croydon considered to be the main pillars of employment outside the CAZ.⁶² But the way we work is changing with the rise of the SME and start-up economy. GLA Economics’ analysis of the changing spatial nature of business and employment in London shows that inner and outer London generate an almost identical number of new independent start-ups, although firms in inner London are on average larger, so contribute more employment.⁶³ The demand for office space is evolving as smaller businesses seek more flexible, affordable and accessible workspace, as evidenced by the rapid expansion of co-working spaces in central London over the past few years. This trend is starting to emerge in outer London too: Savills estimate that demand for co-working spaces is set to rise by 20,000 people in the outer London boroughs over the next five years, which equates to a need of 1.6 million square feet of office space.⁶⁴ High demand for flexible workspace has been reported in areas such as Kingston, Croydon, Richmond, Ealing and Harrow, and an increase in the number of enquiries for such spaces by over 25 per cent since 2016, as firms seek cost-effective workspace with good transport links.⁶⁵ There is also the need to create more multifunctional, mixed-use learning, working and making spaces in and around town centres and outer London universities that facilitate the innovation and entrepreneurship so vital to the knowledge economies of 21st-century cities. Recent research on broadband speeds across London shows that areas such as Enfield, Twickenham, Redbridge and Barking and Dagenham benefit from some of London’s fastest fibreoptic speeds – possibly because of the difficulties in installing infrastructure under crowded and multi-layered inner London streets – which could be a positive indication for the growth of business (especially SMEs and microbusinesses) in outer London areas.⁶⁶

Employment in town centres is critically important to prevent outer London areas becoming dormitory suburbs – places where people live but do not work. ‘Connectivity,’ says CBRE’s Kevin McCauley, ‘is a necessary but not sufficient condition for success.’ However, existing employment uses – including on London’s industrial land, which also provides a very significant number of jobs in outer areas in manufacturing, logistics and other related sectors – are also increasingly threatened by the demand for housing. In a recent NLA working group discussion,

it was reported that no new offices have been built in Kingston, for example, in 26 years. Legislation in the form of permitted development rights (PDR) – which enables the conversion of office accommodation to residential use without requiring planning permission from the local authority – has had an especially detrimental effect on outer London since it does not apply to the Central Activities Zone or Canary Wharf (as a central business district). Up to May 2015, as reported by London Councils, Richmond-upon-Thames saw the highest number of office to residential applications in London, with prior notification being received for more than 360 conversions, amounting to a loss of around 56,000 square metres of office space.⁶⁷

Opportunities, therefore, may lie in adapting out-of-date office spaces to new uses such as smaller and more diverse workspace units to retain employment within town centres. Mixed-use projects in town centres are not only improving the public realm but also supplying the essential spaces to support local employment, seen, for example, in Gort Scott’s transformation of a former council office building at Central Parade, Walthamstow, into a café, shops, and co-working areas and studios, as part of a long-term plan by LB Waltham Forest to support the growing number of creative businesses in the area. This space is now managed by the workspace provider Meanwhile Space. As Sally Lewis of Stitch points out of other projects, mixed-use schemes, especially those involving retail and employment uses, should ‘allow x amount of affordable commercial space and then identify and work with potential end users from the outset’ to ensure that the scheme becomes embedded in the local area, stimulates all-important visible activity at street level, and has long-term viability.

Improved data tracking and the shift towards consolidated deliveries, quieter vehicles and night-time deliveries will be significant in supporting mixed-use and higher densities if residential and commercial (as well as industrial) uses are to be combined, especially in town centres. Carmody Groake’s Rectory Farm project near Heathrow Airport demonstrates just one approach of ingeniously combining industrial with other uses: valuable aggregates under the 44-hectare site will be mined below ground, after which subterranean lettable warehouse will be created, the income from which will support the maintenance of a new public park above, created from disused farmland. The advent of electric and autonomous vehicles for both freight and passengers could also potentially lead to more efficient use of the existing road network, freeing up more space for public access and leisure uses, while also improving air quality and therefore supporting the creation of healthy streets.



Top: Central Parade Creative Hub, Walthamstow by Gort Scott for LB Waltham Forest
Middle: Meridian Works, a new hub for creative industries in Enfield, see page 100
Bottom: Romford’s The Retailery - a business incubator that reutilises an abandoned nightclub, see page 140



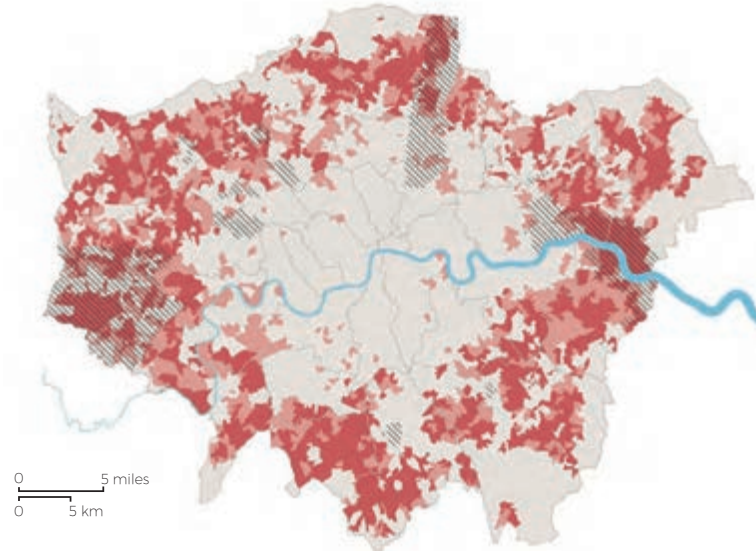
VOLUME OF CAR TRIPS THAT COULD BE MADE BY WALKING, CYCLING AND PUBLIC TRANSPORT

Number of daily trips that could switch from car:

- More than 3,000
- 2,000 to 3,000
- 1,000 to 2,000
- Less than 1,000
- No trips

AREAS THAT COULD BENEFIT FROM DEMAND-RESPONSIVE TRANSPORT SERVICES

- Low public transport access & moderately high population density
- High levels of commuting by car
- Outer London Opportunity Areas



LONDON'S MOST COMMON UBER JOURNEYS

Top: Volume of car trips that could be made by walking, cycling and public transport, Mayor's draft Transport Strategy 2017 © TfL

Middle: Areas that could benefit from demand-responsive transport services, Mayor's draft Transport Strategy 2017 © TfL

Bottom: London's most common Uber journeys, demonstrating the appetite for orbital links © Timeout 2017

CONNECTIVITY: CHANGES IN HOW WE MOVE AROUND THE CITY

Better connectivity is one of the key foundations of a truly multi-centred city. Major rail infrastructure being implemented and planned will undoubtedly support planned growth in outer London areas, whilst early indications of the 24-hour Night Tube service on selected lines showing demand is 50 per cent ahead of what was forecast bodes well for outer London towns' economic growth – Stratford is apparently one of the top five most-used Night Tube stations.⁶⁸ Nevertheless, the lasting legacy of postwar infrastructure in outer London and the relative lack of orbital and radial links means that roads are still the vital transport links between towns in outer London. The latest data from Transport for London shows that trips wholly within outer London are most likely to be made by car (45 per cent) rather than by public transport (18 per cent); just over two-thirds of potentially walkable trips, for example, are currently made this way, reflecting the high numbers of short car trips made in outer London.⁶⁹ Parking capacity is often quoted as one of the key issues in terms of attracting more people to town centres, but retail surveys have shown, ironically, that congestion is often cited as making an urban centre location unattractive, yet retailers still perceive lack of parking as being one of the main reasons for lack of footfall.⁷⁰ Conversely, the denser a place is, the more people will walk and cycle for short trips: 'active travel' rates are almost twice as high in London's densest 20 per cent of neighbourhoods compared to the least dense 20 per cent. To encourage more walking and cycling for shorter local trips in outer London, and to reduce car use, the GLA's Mini-Hollands programme invested £100 million in new cycling infrastructure in Enfield, Kingston and Waltham Forest, and early indications in Walthamstow showed that traffic levels in 12 key roads have fallen by 56 per cent,⁷¹ though some Mini-Hollands have encountered opposition from those who claim businesses have suffered a decline in custom as people are unable to park. 'Car use is in the DNA at the moment' in outer London, said Tobias Govert, Head of Regeneration, LB Harrow, at a NLA working group in July 2017, and so a long-term, sustained programme of engagement is required to transform existing habits and perceptions.

Right: Walthamstow's Mini-Hollands, part of a programme to improve conditions for suburban cycling

The Mayor's draft Transport Strategy states the potential for better orbital connections, with a London Suburban Metro meaning that 38,000 more people more people could travel on non-radial services around inner and outer London, 'enabling mode shift from the car by offering reliable and fast public transport to local destinations'.⁷²

As with workspace, innovations in technologies and the rise of the 'shared' economy – and demand for value, convenience and flexibility – are having a significant impact on how people move around the city. Ride-hailing app Uber began operating in London in 2012, and in 2016 reportedly had more than 30,000 new users every week.⁷³ As most rides are local – such as people travelling from East Ham to Barking – Uber is filling a gap in demand in suburban transport that other companies are now starting to look at: the transport app company Citymapper was granted permission in mid 2017 to run its first commercial bus route in London as part of its plan to offer 'smart' transport services based on data collected through its journey planning app, indicating exactly where demand is greatest for public transport connections that are currently underprovided. Similarly, car club Zipcar is seeking to support change from individually owned cars to shared car services across London, including outer London areas such as Merton, by trialing new, more flexible services that allow people to 'drive and drop' rather than having to use specific car parking areas.



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NEW WAYS OF LIVING IN TOWNS

The challenge of expected growth is such that the need to increase housing supply has already identified almost all brownfield and infill sites, existing public-sector stock and other land uses that could provide new sites for residential development. Architects, planners and other built environment professionals are now therefore proposing and delivering more innovative reuse of existing buildings and mixed-use typologies incorporating housing that will maximise the possibilities of creating new sustainable neighbourhoods through intensification at the local level: as Riette Oosthuizen, Planning Partner at HTA, explains, this is ‘all about looking at places of potential’ across outer London. HTA’s ‘Supurbia’ project highlights the possibilities of potentially prefabricated new building types – such as roof and rear extensions, mews houses and gap infills – which, combined with redeveloped high street frontages, car sharing schemes, public realm improvements, community-led custom build and financial incentives – could potentially promote economic activity and improve the quality of suburban living as well as provide more housing. HTA’s studies have shown that there are 173 rail/ Tube stations in outer London surrounded by low-density housing with potential for this form of intensification.

Architects and developers are looking to combine uses creatively in individual projects to enhance local provision which could provide further impetus to innovative development in outer London boroughs: 156 West End Lane, for example, by Child Graddon Lewis Architects and A2Dominion contains 50 per cent affordable housing containing family-sized units and apartments for the active elderly, start-up business space and a community room offered at peppercorn rent to be managed by a local group. Integrated approaches are also offering new ways of delivering much-needed school places alongside housing, in such projects as Rock Townsend’s Holy Trinity Primary School, where 101 new apartments (the Vibe development) cross-subsidised a replacement primary school built at ground and first floor with a double-height play deck at second; the residential cores are placed at the northern and southern points of the building to avoid disrupting the circulation and organisation of the school underneath.

Access Self Storage is developing a new series of mixed-use, purpose-built and rental-led developments across London that build on the inherent adaptability of the existing self storage space offer to also incorporate residential and office accommodation (including affordable space and shared resources) that can be

responsive to tenants’ changing needs and lifestyles. ‘Overbuilding’ – using the air rights over track, stations and other rail infrastructure – is also coming to the fore as a means of increasing density. As Bill Price of WSP has noted, despite the technical challenges involved, such developments are now ‘increasingly seen as viable and attractive. Viable in the sense that the deck costs are in better proportion to the overall development value, and attractive because the commercial benefits to the rail asset owners can be reinvested in the infrastructure the city needs’.⁷⁴

Other projects in and around town centres are recognising the essential need for different types of housing, such as co-housing, where residents share facilities, especially for older people as we continue to live longer. One such recent innovative example is the scheme for New Ground in Barnet, by PTEA for the Older Women’s Cooperative Housing group, while retirement living developer Pegasus Life is building in Croydon and Purley. With changing demographics and the boom in single-person households, there is likely to be much higher demand in town centres with good connectivity and services within walking and cycling distance for affordable, high-density one- or two-bed units (both apartments and small houses) in a range of tenures – including shared ownership and private rental – that will offer greater flexibility and adaptability for younger and older generations alike. Projects such as PRP’s Windmill Court in Chingford, a new project of 44 apartments with balconies, winter gardens and communal facilities – while designed explicitly as extra-care facilities – may provide a model for future town centre housing that helps to keep older people living near their existing social networks.

Ultimately, however, it is fundamentally important to recognise that ‘regeneration isn’t about buildings ... it’s about places, uses, energy and ultimately people’, says Emma Talbot, Head of Planning at LB Lewisham. Without providing the places, homes, workspace, and facilities, activities and services that people want, can access and can afford, a town will soon lose its vitality and fall into decline. Meaningful engagement with and involvement by the residential and business community – rather than just consultation – are therefore vital to delivering effective changes and improvements in line with local people’s needs and to build a sense of ownership, and, for newer arrivals to the area, a sense of belonging.



Top: Supurbia – HTA’s proposal for densifying London’s suburbs
Middle: New Ground by PTEA for OWCH
Left: Brickfields by Rolfe Judd for Access Self Storage, see page 76

REVITALISING STATION SITES IN LONDON'S TOWNS

London's station sites provide a huge opportunity for using space more efficiently, concentrating development to deliver homes and jobs in good locations. Although redeveloping these sites is a complex process, the opportunities presented could be a vital tool in unlocking town centres.

In September 2017, NLA convened a major design workshop, or charrette, which investigated key public transport sites in outer London's town centres over the course of one day, generating innovative ideas to explore how they can unlock new opportunities for living and working in a polycentric city.

Teams were each tasked with developing concepts for a real site, enabling them to test out ideas to produce a set of site-specific but also replicable proposals that demonstrate the potential of sites in the TfL estate in supporting the capital's growth for housing, workspace, retail, leisure and culture. The estate forms 'just about the best asset base in London', said Graeme Craig, Commercial Development Director at TfL, who called for the participating teams to bring 'creativity to making the best use of these important sites' and to help 'redefine the role of the station'.

Each of the five multidisciplinary NextGen teams in the workshop comprised two architects, a landscape architect, engineer, developer and site expert, working together to formulate a conceptual solution for one of five selected sites – Barking Town Centre, Burnt Oak, Morden, South Harrow and Turnpike Lane – that might also inform common future approaches across the TfL portfolio.

Supported by expert advisors throughout the day, the teams were asked to explore how mixed-use development at higher densities – including housing, workspace, retail and other uses – on complex and constrained sites can support the vitality of local town centres. Designs needed to show how the public transport hub could be integrated with the wider town centre, and how wider regeneration and further transport connections could be unlocked.

Each idea demonstrates how these specific sites could be unlocked in the future to provide a number of uses, from homes to workspaces, where people want them.



At the end of the workshop, teams presented their proposals to an expert panel including TfL development partners and Mayor's Design Advocates for comments and feedback. Responding to the presentations, Lester Hampson, Head of the Property Development Team at TfL, observed that taking the long-term view is vital – 'cities evolve over time, as do the needs of their inhabitants, so any particular solution has to be capable of adapting' – while David West, Founding Director, Studio Egret West and Mayor's Design Advocate, commented that teams had successfully considered how public realm – 'which is so often left over around our interchanges' – is the critically important factor in placemaking. In the end, making towns work for their communities is the touchstone of successful growth: development always needs to consider what 'it could be doing for existing residents as well as incomers', said Joanna Averley, Strategic Manager of Crossrail 2 and Mayor's Design Advocate.

The following pages showcase the key proposals.

A recent report by Centre for London, *Ideas Above Your Station*, made a number of key recommendations for how to capitalise on the opportunities including that the GLA - working with the major transport providers - should prioritise work to identify public land ownership around stations and that 'station intensification areas' should be defined in the London Plan.



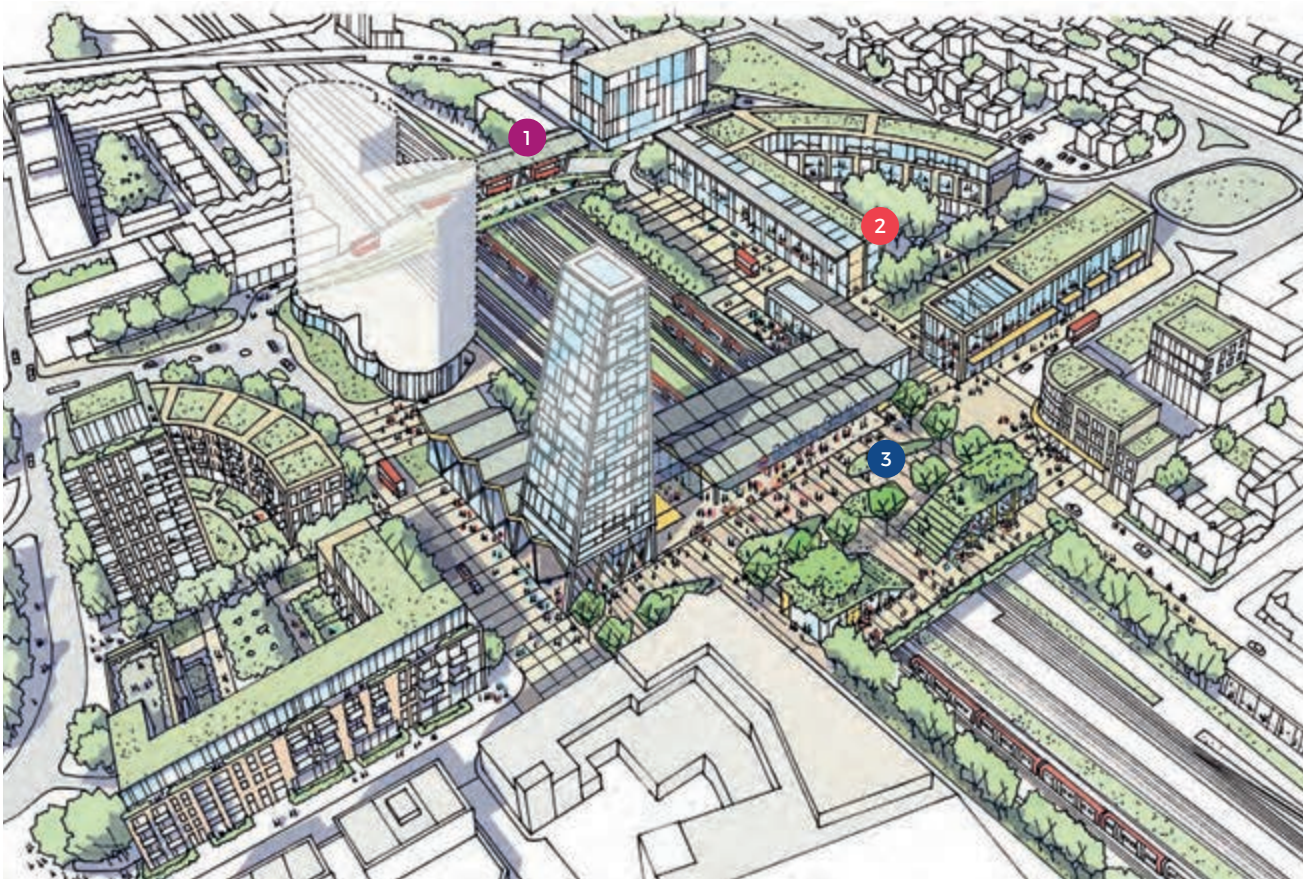
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BARKING

1. Buses rerouted via a new bridge over platforms
2. Celebrating the area's history with new cultural spaces
3. Parade Plaza - A new station square creating an improved sense of arrival

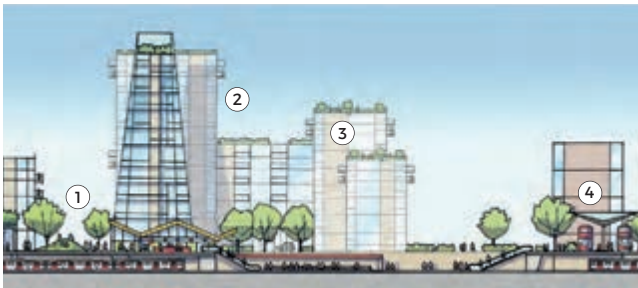


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With the surrounding area seeing a number of regeneration schemes, unlocking the Grade II listed station is a key challenge, not least because of its complex operational requirements – with shared Network Rail / London Underground tracks which serve the C2C heavy rail line and the District Line, alongside eight bus routes at street level. Similar station sites include High Barnet, Kingston and Southgate.

Incorporating cultural, employment and residential uses, this proposal seeks to improve the appearance and connectivity of Station Parade and Barking station by moving the bus and car circulation to the north of the station by decking on top of the platforms; this potentially could create a new public plaza in front of the station's main entrance.

Team: **Elena Buffa, Pilbrow + Partners; Kai Zhang, Sheppard Robson; Elliott Furminger, Heyne Tillett Steel; Sam Pheasant, Berkeley St Edward; Maisie Rowe, Ash Sakula Architects; Lee Campbell, TfL**



1. Enhanced environment at station entrance
2. Introducing higher density homes to knit site into the surrounding area's growing skyline
3. Green roofs to aid wellbeing and sustainability
4. Bus stands relocated onto new bridge

BURNT OAK

- 1. A range of new homes
- 2. New community and civic spaces around a reimagined town square
- 3. Enhanced route along the silk stream



Within a typical suburban neighbourhood in north-east London, the station serves the Northern Line with a number of bus routes at street level. Similar station sites include Rayners Lane, Queensbury and Seven Sisters.

Forming a new public space around the station to create a genuine town centre, this proposal would repurpose the existing sub-station as space for employment, deliver a range of residential typologies, and co-locate community and civic uses around a new town square, which – along with enhanced transport facilities – would act as a catalyst for higher densities in the area.



- 1. A variety of workspaces
- 2. Community spaces at the heart of the town centre
- 3. Landscaped spaces to aid flood prevention

Team: **Fergus Feilden, Feilden Fowles;**
Adam Summerfield, Fluid; Elton Yan, AECOM;
Laura Hadley, Lendlease; Lucy White, BDP;
Brendan Hodges, TfL

MORDEN

- 1. A new Green Corridor, linking the existing neighbourhoods to the station
- 2. Reanimated streetscape
- 3. Enhanced connections to green space
- 4. Cycle-friendly roads



With Housing Zone designation, the Northern Line's southern terminus and a key bus interchange, this town centre is set for a comprehensive mixed-use regeneration. A key challenge facing the scheme includes balancing the increase in residential densities with the surrounding low-density residential areas and knitting together the public realm. Similar station sites include Peckham and Edgware.

This proposal seeks to relocate the existing bus stand to a deck above the underground tracks and upgrade the public realm, alongside new homes for different groups of people from students, commuters and downsizers in a variety of housing typologies, ranging from three to eight storeys, with improved public services and workspace.

Team: **Luke Dewey, Metropolitan Workshop;**
Joanna Mitchell, Ayre Chamberlain Gaunt;
Marcin Dawydzik, Ramboll; Henrietta Nowne, U+I;
Benjamin Walker, LDA Design; Derek Wilson, TfL



- 1. Homes
- 2. Workspace
- 3. Community meeting and workspace
- 4. Reactivated high street
- 5. Community hub (library/health care)

SOUTH HARROW

- 1. Improved realm with series of courtyards
- 2. Places to live and work
- 3. Reimagined Market Square
- 4. A more sustainable environment



Within a typical suburban neighbourhood, the station serves the Piccadilly Line and is surrounded by a large bus stand, a 5-storey office building, a car park, and the South Harrow Market. Similar station sites include East Finchley and Finchley Central.

This proposal seeks to augment and reinforce the vibrant, mixed character of the area – delivering more local economic opportunities through a range of managed workspaces, creating a flexible and active new public space in front of the station, with priority given to pedestrians and cyclists, and new infrastructure to improve local links to other centres nearby. New urban housing would reinforce the town centre’s vitality.



- 1. Well-surveilled play spaces for local community
- 2. Workshop connected to shop to help promote local products
- 3. Live/work units
- 4. Café culture within the improved public realm

Team: **Andrew Kitching, Maccreanor Lavington; Catherine Tucknutt, Proctor & Matthews Architects; Lorna East, WSP; Matthew Dearlove, Knight Dragon; Ben Tate, TfL**

TURNPIKE LANE

- 1. Reactivated streetscape
- 2. Enhanced pedestrian crossings
- 3. Bus Yard Mews - new homes above light industrial workshops and bus stands
- 4. Improved connection to green spaces



Located on a constrained urban site that contains a bus station and a Piccadilly Line Underground station, the area has not yet been developed to its potential, despite its strong transit connectivity, adjacency to green space, and proximity to a well-served high street. Similar station sites include South Kensington and Southwark.

Promoting sustainable transport and healthy living, this proposal includes new facilities for cycle parking, better pedestrian crossings, housing, and a co-working space and café located on a green landscaped roof; potentially repurposing ‘The Bus Yard’ to create light industrial space for makers and producers, as bus technology improves and the need for standing space reduces.



- 1. Cycle café
- 2. Cycle workshop
- 3. New homes adjacent to station
- 4. Reimagined bus stand, covered to enhance local environment
- 5. Light industrial workshops adjacent to bus stand

Team: **Adam Brown, Landolt Brown; Freddie Jackson, Studio Egret West; Tim Salmon, Eckersley O’Callaghan; Tom Larsson, Stanhope; Liz Evered, LUC; Graham Kauders, TfL**

This research has highlighted that London’s outer towns can provide the key to unlocking capacity for the capital as a whole, but only if this is delivered and managed in the right way with mixed-use development and innovative regeneration around public transport hubs to the fore, as the charrette proposals have outlined.

New development should draw on the lessons of placemaking that have been so successful in regenerating London but also be adaptable and open to new uses and ways of living, working and moving around, especially with the transformation that massive advances in technology is bringing. London’s towns have to be little pieces of city in their own right rather than dormitory suburbs, but also highly integrated with surrounding areas. To ensure ‘good growth’:

Better physical and digital connectivity: London’s towns have to be highly accessible and connected in multiple ways to all other parts of the city. We need more orbital links in public transport, so that people do not have to travel in and out of the centre, as well as a robust digital and energy infrastructure. Nevertheless, good public transport access to the centre will still be vital as so much business happens there.

Robust shared visions and plans: A shared and clearly articulated vision, clear decision-making process and coordinated leadership for the town are vital to ensure long-lasting change is successful. This means that policymakers, the industry and the community should work together through considered engagement, communication and collaborative working from the earliest stages.

Better use of local character as the foundation for new development: As each place is different, change in London’s towns needs to be based on a profound understanding of local character and identity, what the priorities for the community are, and how the town functions socially, economically and culturally at everyday street level.

Innovative, high-quality mixed development: Towns also need to anticipate wider changes to ensure that they remain resilient. A mixture of types of employment, housing, retail and leisure spaces will help to support this. While local uses are important, it is also essential to consider how the town fits into the wider urban context.

Incremental, phased growth: Mixed-use development in urban areas is most successful where it is delivered in multiple phases, so that change is incremental and can be embedded gradually, and where opportunities for temporary and small-scale projects allow the testing out of ideas and concepts.

Denser development that respects local character: Building at higher densities can help make better and more efficient use of constrained and complex sites in town centres. However, this should also be sensitively integrated with the existing context.

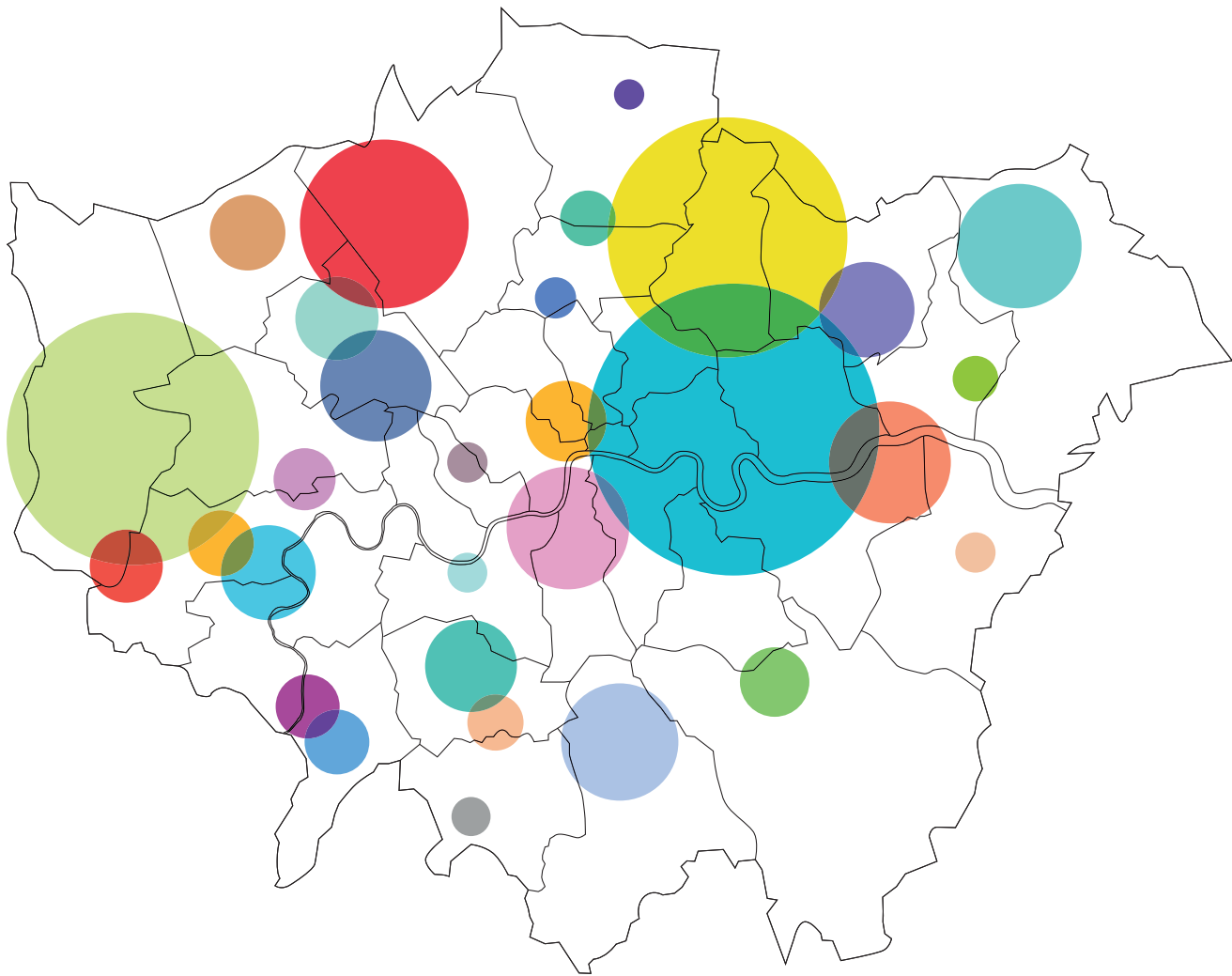


SHOWCASE

The following pages illustrate the projects, initiatives and ideas currently underway or proposed that seek to transform London's outer urban centres - from masterplans, mixed-use buildings, workspaces, public realm improvements, retail, leisure and community interventions, to new transport initiatives and planning concepts that support London's development as a multi-centred city.



LONDON WIDE



ACTIVATOR - DIGITAL COMMERCIAL ZONES

ACTIVATOR prototypes public space for the digital high street of the future. It is conceived using smart technology and artificial intelligence to re-imagine and revitalise interaction on high streets outside of central London's commercial gravitational pull. It can be used for and by boroughs, organisations, BIDS, businesses, and the community as a platform for data collection, real-time information, arts and cultural programming, activation of sites, placemaking and wayfinding, and community consultation.

Project by: **Tyréns UK**



HISTORIC ENGLAND LONDON-WIDE CHARACTERISATION STUDY

This project investigated London's density and characterisation through the development of a comprehensive spatial map of Greater London. In so doing, it reveals finer distinctions of London's typical character types across central, urban and suburban areas. The research explored the potential conflicts emerging at all scales of planning and development in London, especially in town centres outside the Central Activity Zone, with a view to establishing a common assessment framework to steer more contextually informed growth.

Client: **Historic England**
Planner: **Allies and Morrison**



HUNDRED MILE CITY

This linear city is built into the last 200 meters of London's suburban edges without encroaching into the green belt. It is a street based, linear city hundred miles long, 200 metres wide and 4 storeys high, wrapped around London. It has factories, schools, houses and shops laid out in terraces along intimately scaled streets and around squares. It is a dense edge to London, a purposeful boundary fronting a revitalised countryside. The Hundred Mile City is an inside out plan, a city that grows inwards, a London for 40 million people.

Concept by: **Peter Barber Architects**

Client: **Greater London Authority**
Lead Consultant: **We Made That**
Consultant: **LSE Cities**



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“This has been a very useful piece of work, providing a deep and qualitative understanding of London’s high streets from the perspective of those that use, work and live on them. The findings have direct impact on our emerging work around social integration and the Mayor’s Diversity and Inclusion Strategy, in particular the role that high streets play in the lives of Londoners as vital pieces of social infrastructure and public spaces, their potential to provide a stage for public life and promote healthier and more integrated lives for Londoners so more people can benefit from London’s growth.”

Daniel Drillsma Milgrom,
Manager, Equality and Fairness,
Greater London Authority



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HIGH STREETS FOR ALL

Study

High Streets for All is a research study that takes one of the most commonplace and everyday experiences of the city – the high street – and explores its social value from the perspective of Londoners. Social value is most commonly understood to be made up of economic, social and environmental aspects. Through a consideration of existing knowledge and new primary research, this study sets out the strategic case for advocacy and intervention on London’s high streets.

This study demonstrates that London’s high streets are highly social, diverse and accessible spaces. The high street is significant for serving a wide range of Londoners in multiple and inclusive ways. As well as being one of London’s most characteristic urban features, high streets are the city’s most common public asset; everybody ‘has’ one.

London’s high streets are shown to be local, walkable destinations and important points of connectivity for both visitors and businesses. High streets are the places that most Londoners can walk to or get the bus from, and provide common access points into London’s cycle routes, bus and overground systems. London’s high streets are at once global and local, easily recognisable as sites of everyday experience while also accommodating and giving space to streams of exchange from across the world.

Speaking to both high streets businesses and high street users as part of the research, this study has uncovered a high array of value that high streets offer across economic, spatial and social functions. The study’s methodology locates analysis outside of the conventional models and measures of the economy, the narrow confines of ‘retail viability’ and ‘town centre planning’. In exploring the civic life of the high street, this study is particularly interested in how processes of change – both everyday and extraordinary – are experienced and mediated on and through the street.

Through a consideration of existing knowledge and new primary research, High Streets for All re-iterates that high streets are a significant and growing sites of employment, as well as offering local and accessible economic opportunities. The research reveals how high streets provide spaces for work which support the needs of both new-comers and long-standing businesses.

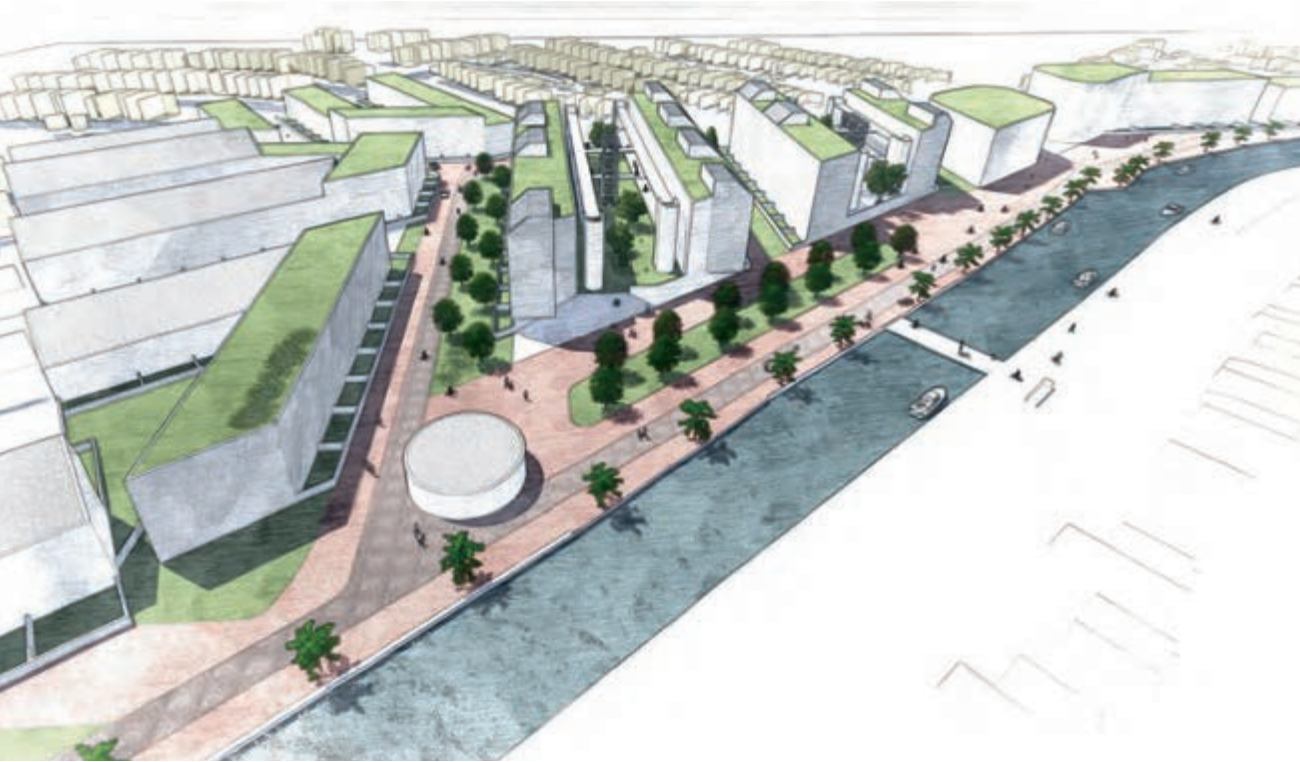
The study also captures the important role that high streets play as gathering spaces for marginalized and under-represented groups, as well as documenting how high street provide crucial social infrastructure and social services for London.

In addition to these strengths, the study also details the challenges currently facing London’s high streets and high street businesses. Nearly 70% of London’s high streets don’t fall within a Town Centre boundary, meaning that the majority of high streets lack policy designation and as such are potentially vulnerable to development pressures. High street businesses are also found to struggle to operate and participate in collective efforts due to multiple pressures including rates, sales competition and time commitments.

Support for London’s network of high streets through advocacy, investment and policy is vital to ensure that they continue to provide for the needs of businesses and visitors alike, acting as local economic and social hubs that provide a platform for public life. This clearly highlights that investing in high streets is an inclusive way to benefit all Londoners. Therefore policy to support investment for London’s high streets will be essential to delivering ‘Good Growth’ for London.

VELO VILLAGE

Concept



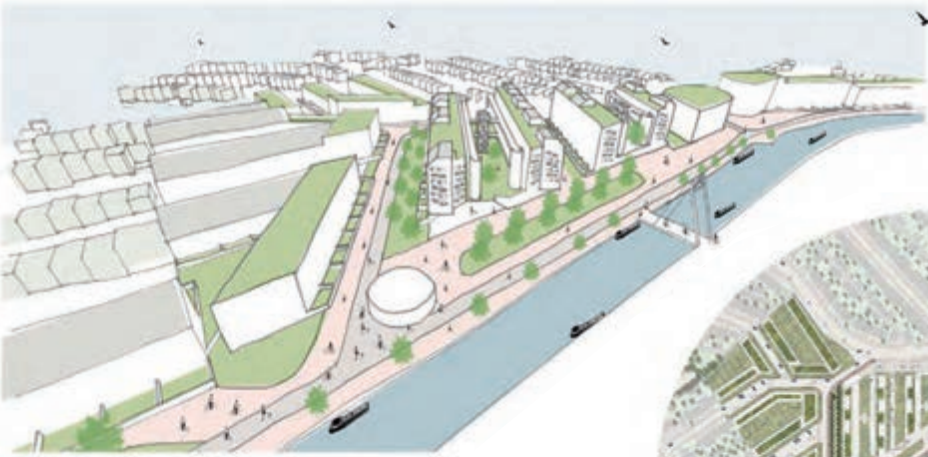
Britain's Olympic success in cycling is something to be cherished as it has raised the profile of this now hugely popular sport on both a political and social scale. However, the cultural shift to cycling as a part of life, rather than just as a leisure or sporting activity, needs to be accelerated so that it can bring social, environmental and economic benefits; this rings true particularly in the regeneration of urban environments. Cycling ultimately needs to become more inclusive, flexible and fun for everyone.

In recent years there have been an increase in greater and safer provisions for cycling on streets and pavements, better cycle storage facilities and parking, as well as the availability of a wider variety of bicycle types and clothing designs. A significant amount of thought has also gone into the design of cycle parking in new offices and workspaces with dry secure storage, showers and ironing services. However, very little progress has been made in the safe, secure and easy-to-use storage where everyone lives.

As part of the solutions Velo Village is a concept for a cycle-friendly housing scheme that has been designed to change people's perceptions of cycling simply by making it more accessible and easier to use. Just as keeping the

hat, coat, umbrella and shoes close to the front door, the dwellings within the Velo Village are designed with an integrated storage area adjacent to the entrance. The store is safe, secure, heated and large enough for a number of different types of bikes from urban to tag-alongs or cargo bikes. The store size relates to the type of dwellings so that families are catered for just as much as the urban 'hipster' on their Fixie. Equally, an elderly person could access their electric bike without having to consider a six-storey journey to the basement carpark, for example.

This is the most important aspect of the design; easy access to every unit by bike, with ramps and cargo lifts opening onto wide access galleries. In addition, the stores and external areas provide privacy buffer zones between the communal access galleries and the homes themselves. Velo Village is a new design typology created to address the challenges of storage and vertical access to each unit. This is just one typology for regeneration and intensification of the urban environment. However, if introduced as part of any mixed use or residential development, it would encourage the wider use of all forms of cycling as a healthy and sustainable lifestyle for everyone.



The centre of the scheme is a new public space by the canal with shops, cafes, workspace and community spaces animating and enlivening the space and connecting to the activity being encouraged on the canal itself and the new cycle/pedestrian path along the canals' edge. A new cycle/footbridge is also planned across the canal to provide better connection to the residential community immediately to the south and provide more visual interest to the public space.

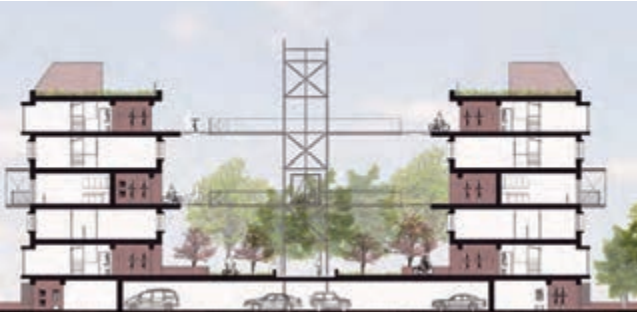


The prime mover of the scheme to enable an improvement of the wider area both in terms of public realm and access to better amenities, transport and workspace.

"While there has been a significant increase in London of safer provisions for cycling on streets and better facilities at the workplace, there has been little progress in the secure, easy-to-use storage where everyone lives. Our Velo Village concept is designed to change perceptions of cycling, simply by making it more accessible from the home. As you would keep your umbrella or shoes close to your front door, the dwellings within Velo Village are designed with integrated storage areas adjacent to the entrance. The store is safe, secure, heated and large enough for a number of different types of bikes from urban to tag-alongs, catering to a more diverse public. Access by bike is provided to every dwelling by ramps or cargo lifts opening onto wide access galleries. The bike stores provide privacy zones between the communal access galleries and the homes themselves. This new typology can benefit the regeneration and intensification of our urban environment by raising PTAL ratings and allowing higher densities. If introduced as part of any mixed use or residential development, Velo Village would encourage the wider use of cycling as a healthy and sustainable lifestyle for all."

Simon Child,
Director,
Child Graddon Lewis architects

By providing facilities within or immediately adjacent to the residential and workspace units the scheme encourages more day to day cycling with the use of different bicycles from Bromptons through to larger cargo bikes and tag-alongs.



Initiative by: **Child Graddon Lewis Architects**



PUBLIC HOUSE

Public House is a plan for a community takeover of redundant pubs. Pubs have a head start in creating social infrastructure and are at the heart of London's towns, but they are endangered, with 1,220 (25%) closed since 2002. With this initiative each Public House will be a social hub, adapted to local needs, depending on the make-up of the community. Activities and services, throughout the day, will be generated and run by volunteers and users. Successful Public Houses will be designated as a Community Asset, to be copied elsewhere.

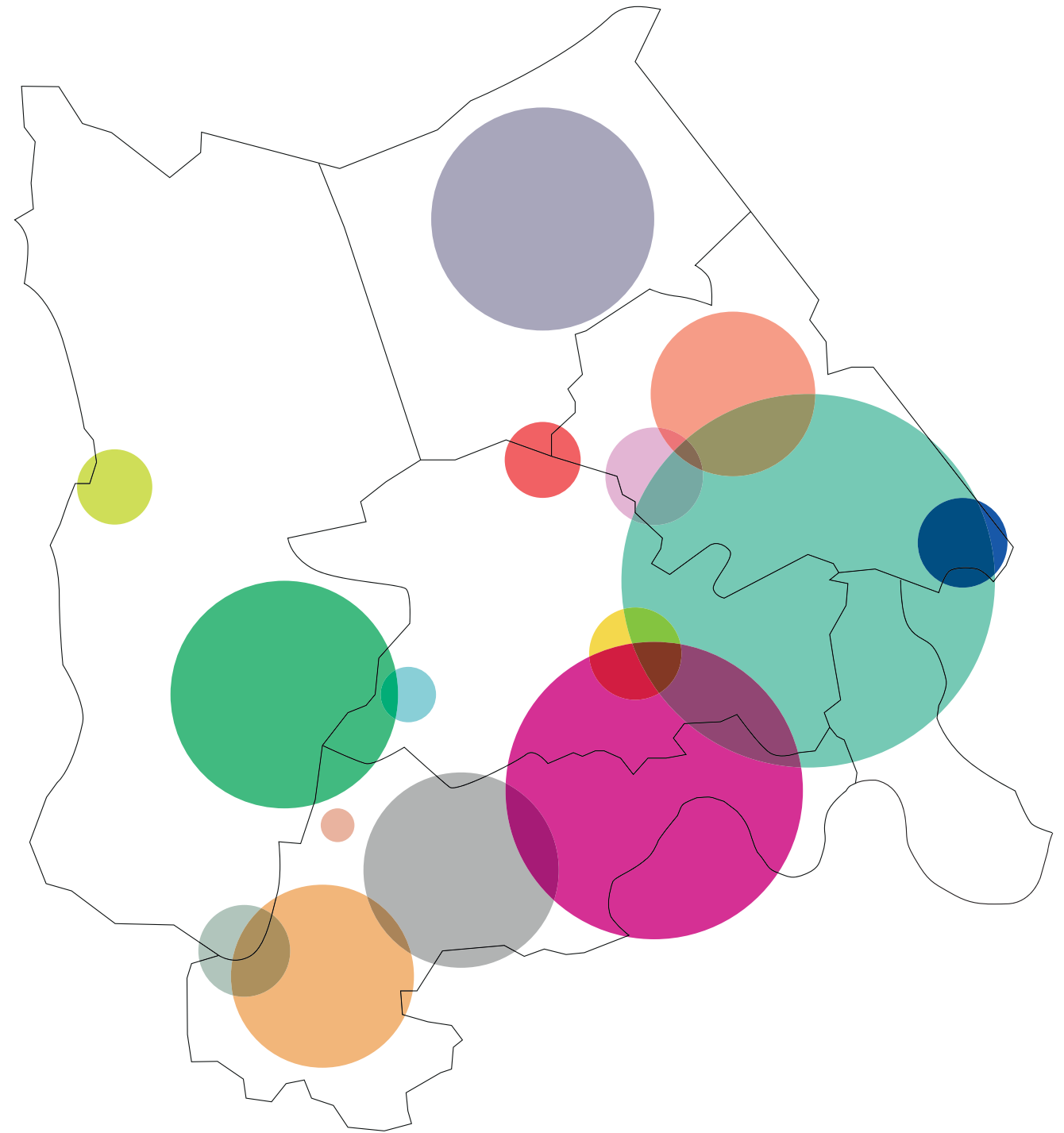
Initiative by: **Footwork**



SMART SHED

Smart Shed is a multi-storey urban productive facility for London. It unlocks value and liveability on precious industrial land now recognised by mayors as essential for cities to succeed. Smart Shed layers urban logistics, innovators and infrastructure within a compact and environmentally efficient envelope. Its innovative design is aimed specifically at integrating storage and distribution processes with compatible businesses and creative communities involved in data processing, advanced manufacturing, clean-tech and artificial intelligence.

Concept by: **Scott Brownrigg**



NO 1 NESTLES AVENUE

Hayes, Hillingdon, UB3
Due to complete 2021

No. 1 Nestles Avenue is the axial point at the heart of the emerging urban neighbourhood of Hayes & Harlington. It is proposed to be situated adjacent to zone five's Hayes and Harlington railway, which will support an Elizabeth line station, and acts as the gateway to the area.

No. 1 is a particularly interesting example through which to consider the transformational impact of growth in the city's outer centres. It is a development that offers homes, offices and creative workspace whilst selectively retaining former industrial uses. Within its context, it acts as a focal point for the new emerging neighbourhood and an architectural response to the challenge of finding a solution to densification that supports local perception of place.

Providing the site with a 24-hour economy as a residential-led development with the self-storage use below ground level, this scheme also offers multifunctional workspace, community facilities, and a café. As an architectural focal point that announces the arrival to the neighbourhood, No. 1 is comprised of homogenous landscape and urbanism with orientation-specific architectural form that will contribute to the legibility and quality.

At mayoral level, the area of Hayes and Harlington is marked as a Housing Zone, and at borough level is ripe with local plans to retain work and industrial use. The divergent strategies are burgeoning a mixed-use live, work, play centre of increased urbanity and access. Much of the change is actively in construction with

“No.1 Nestles Avenue has been a success of joined up thinking with various landowner groups, and a balancing of a strategic need in London for housing and access to infrastructure with the borough's need to provide sensitive placemaking. Combining the access needs of homes, workspace, light retail and self storage facilities has been one of precision design, and use of the best technologies for sound, light, and air. It will be a signpost for the future, a billboard at station arrival as to what is to come for Hayes.”

Allison Piehn,
Associate,
Studio Egret West

large zones progressing through the planning process. Major change of recent years includes the station renovation, High Point Village, Farm Park Academy, Trident House, ASDA, Hyde Park offices, and nearby waterside regeneration initiatives. Arranged around No. 1 to the east and west are two projects of particularly high impact.

To the west is The Old Vinyl Factory, a vibrant new quarter redefining the area by mixing homes and ‘incubator’ space for high-tech business. This development is within a phased build cycle having completed a new college, and nearing completion of a live music venue, energy centre, homes and a collection of restaurants and bars.

To the east lies the arriving Nestles neighbourhood, and of particular note is the proposed development of the former Nestlé chocolate and coffee factory, an urban renewal project that will deliver new homes, jobs, public spaces and a generous distribution centre.

Both of these developments retain the former art deco buildings that have been on these sites for the last 100 years. The thematic regeneration of an area drawing inspiration from its industrial past to inform its future transformation also inspired the architectural character of No. 1.

In the provision of mixed live, work, play and industrial use, and its location as a pivotal node, No. 1 stitches all of these uses together and offers new public access to the station. In unison, the developments will add fuel to the flame for a fast-evolving outer urban centre.

Client: **Access Self Storage**
Architect & Landscape Architect: **Studio Egret West**
Planning Consultant: **Jon Dingle** Political Consultant: **Thorncliffe** Civil & Structural Engineer: **Curtins** Service Engineer: **Foreman Roberts** Environmental & Townscape Consultant and Acoustic Engineer: **Waterman Infrastructure & Environment** Transport Engineer: **Alan Baxter & Associates** Inclusive Design Consultant: **BuroHappold Engineering** Ecologist: **PJC Consultancy** BREEAM Consultant: **Scott, White and Hookins** Principal Designer: **Potter Raper Partnership** Daylight/Sunlight Consultant: **EB7** Quantity Surveyor: **Gardiner & Theobald**





Client & Contractor:
L&Q Architect: bptw partnership Planning
 Consultant: **Carter Jonas**
 Structural, Civil and M&E
 Engineer: **Peter Brett Associates** Landscape
 Architect: **Turkington Martin Landscape Architects** Masterplan
 Advisor: **East CDM**
 Consultant: **Mace**

APERTURE WORKS

Wealdstone, Harrow, HA1
Due to complete 2021

Aperture Works is the first of four phases of the Harrow View East masterplan for the redevelopment of the former Kodak Factory site, providing a connection between the established Harrow and Wealdstone community with this new extension.

The scheme will see the provision of 650 residential apartments from 1-3 bedroom flats and maisonettes with private balconies or terraces and shared communal amenity. These homes will enable local families to remain in the area, as well as creating the opportunity to welcome new residents to establish roots. The first phase provides the majority of non-residential facilities regarded as an extension to Harrow and Wealdstone High Street. These facilities include a new health facility, flexible commercial spaces, an assisted living facility, food store and primary school, each intended to serve both existing and new residents. The scheme responds to and sits in a landscaped green link offering pedestrian and cycle movement, shared streets, planting, play and public art. Each aspect along this new route is enhanced to reflect the building activity, such as informal play and seating alongside the school entrance.

The creation of a series of high quality apartment blocks draws influence from the Kodak factories' industrial heritage and the scale and character of the surrounding Harrow and Wealdstone area. Recognising that the scale of the new buildings is more akin to the former industry, a residential response has been developed which concentrates architectural detail to street levels, whilst the scheme as a whole establishes itself as a distinct part of Harrow's skyline. Bespoke apartments have been created in response to the open spaces with over 70% dual aspect enjoying a mixture of courtyard and public realm views.

Harrow View East is one of several plans across the borough identified by Harrow Council as an opportunity to provide additional amenities to existing communities, establishing the sense of place – Heart of Harrow. The realisation of these opportunities aims to encourage communities to grow and stay in Harrow with a greater provision of local services; a town that provides its residents with everyday facilities through to business opportunities, whilst retaining its Metroland legacy as a commuter town initially conceived by the extension of the Metropolitan line.

Responding to changing local requirements, the former Kodak site offers an opportunity to activate a connection towards the established high street and unlock previously restricted land for public use, whilst also being well positioned to create stronger links towards the surrounding countryside. An outline approved masterplan engaged the community and council to determine parameters for height, mass and provision of open space, all feeding in to Harrow's vision for the future of the borough. A significant feature of the outline is the retention of the former Kodak chimney, a significant industrial landmark to the Harrow skyline, to be set within a green link accessible to the new and existing communities. The masterplan addresses the local and regional requirement for a mixture of residential accommodation along with the re-provision of light industrial space, commercial space, healthcare, a school and a significant amount of open public space.

"Our main challenge was developing a scale of residential buildings unfamiliar to Harrow and Wealdstone. The industrial skyline inspired and assisted the building mass and form, but when we interrogated the detail of those buildings we really started to create a sense of place for Aperture Works. Combining this with the architectural details found in Harrow and Wealdstone we developed a balance between the residential scale; lower floors regarded by pedestrian and cyclist; in parallel to rhythm of roof line, openings and protrusions; offering greater significance at distance. Being part of a collaborative team has enriched the design, along with continued community consultation and discussion with Harrow Council"

Katie Parsons,
Director, Architecture,
bptw partnership



BRICKFIELDS HAYES

Hayes, Hillingdon, UB3

Brickfields Hayes will bring this area back to life with 122 apartments in two contrasting building styles, new public realm and ground floor commercial facilities. Improved landscape amenity will be provided along the Grand Union Canal towpath and Shackles Dock will become a hub for the town's canoe club.

Client: **Precis, Access Storage**
Architect: **Rolfe Judd Architecture**



MATERIAL STORE

Hayes, Hillingdon, UB3 Due to complete December 2017

Material Store forms part of the redevelopment of The Old Vinyl Factory in Hayes. The main street is animated by non-residential uses and the side streets by entrances to townhouses, concealing parking at the centre of the plan. Residential blocks frame a landscape of roof gardens and terraces. The scheme aims to create a sustainable new community, complementing housing provision with the opportunity for local services and employment.

Client: **HUB Residential and Fizzy Living** Contractor: **Interserve** Structural Engineer: **Ramboll** (Stages 1-3), **Manhire Associates** (Stages 3-5) Landscape Architect: **B/D Landscape**



WEALDSTONE YOUTH WORKSHOP

Wealdstone, Harrow, HA3

Wealdstone Youth Workshop is a new public design project, funded by the Mayor's London Regeneration Fund, providing an opportunity for eight local 17 and 18 year olds – Esther, Marius, Tanya, Leo, Katy, Danica, Kayleigh and Marina – to design and make a range of public furniture. The group is working with multi-disciplinary designers to design, prototype and test different pieces of furniture for the square.

Client: **LB Harrow and Greater London Authority**
Architect & Lead Consultant: **We Made That**
Partners: **Spacemakers, Europa and Silo**



HOUNSLOW CIVIC CENTRE

Hounslow Central, Hounslow, TW3 Due to complete June 2018

This facility will provide a new civic building within the community. A series of atria spaces create connections between the public and private functions of the building, bringing natural daylight to the heart of the building. The building's geometric form is tuned to its orientation with extruded aluminium forms providing solar shading.

Client & Main Contractor: **Bouygues**
Architect & Project Manager: **Sheppard Robson Ltd** Structural Engineer: **Clancy Consulting Ltd** M&E Engineer: **Max Fordham**



BELL SQUARE LONDON

Hounslow Central, Hounslow, TW3

Bell Square is an exciting outdoor arts space in Hounslow Town Centre, now in its fourth year. It shows free outdoor arts events from May-December, ranging from circus to dance, installations to theatre and artists from around the world. Bell Square was developed to support the regeneration of Hounslow Town Centre in two ways by creating a buzzing creative space to bring the community together and by bringing economic benefit to Hounslow.

Partners and Funders: **LB Hounslow, Without Walls, Global Streets, Circulate London, Creative People & Places Hounslow, Arts Council England, Mayor of London's Outer London Fund**



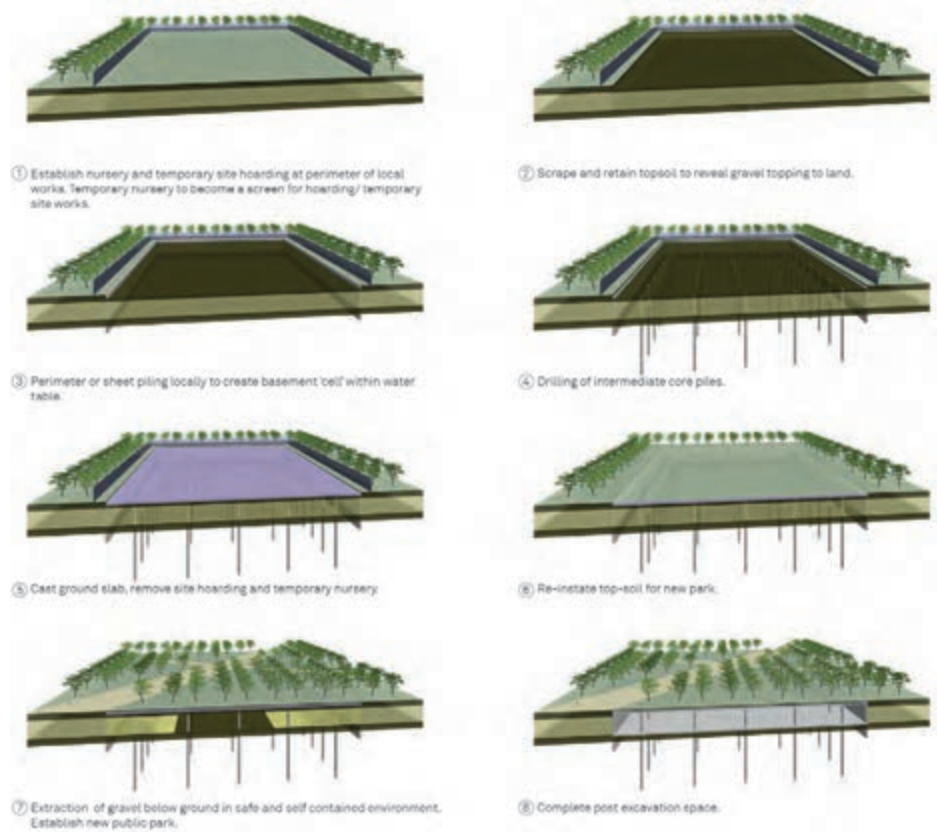
LAMPTON ROAD

Hounslow Central, Hounslow, TW3 Due to complete January 2018

This project is seeing the redevelopment of the existing Civic Centre site in Hounslow into a new residential development of more than 900 new homes and is part of a wider town centre regeneration programme. The masterplan integrates the park into the new neighbourhood and will make a significant contribution to the borough's housing requirements, providing 40% affordable homes with a range of typologies.

Developer: **LB Hounslow, Notting Hill Housing & Bouygues** Architect: **Allies and Morrison** Structural Engineer: **RSK Services** Engineer: **AECOM** Landscape Architect: **Allen Pyke Associates** Planning Consultant: **Deloitte** Cost Consultant: **Gardiner & Theobald** Project Manager: **Bouygues** Development Transport Engineer: **JMP** Ecologist: **Middle March Environmental**

Client: **Formal Investments**
Architect: **Carmody Groarke**
Landscape Architect: **VOGT**
Engineer: **Arup**
Development Expert: DP9
Project Manager: Gleeds



RECTORY FARM

Cranford, Hounslow, TW5

A large new public park will be created as part of an infrastructural masterplan by Carmody Groarke to regenerate disused farmland in the Green Belt adjacent to Heathrow Airport. It will provide much needed recreational space for the local communities, connecting some of the most disadvantaged neighbourhoods in greater London and creating an urban 'green corridor' on the scale of London's great Victorian parks.

Historically, the site known as Rectory Farm was used as Grade II agricultural land but due to antisocial behaviour, vandalism and concerns over food safety, it has not been farmed since 1996. The site is in an area of open space deficiency and is subject to trespass, fly tipping and antisocial activities. The site is privately owned and currently it gives no access to the public and serves only as a visual amenity.

This development will transform Rectory Farm into a public amenity and a valuable recreational asset for the local residents. The undulating and botanically diverse landscape of the new park will be accessible to the public, immediately linking neighbouring communities, while providing safe routes to school or work. The grading of the park topography will also provide significant acoustic attenuation from road and aircraft noise to the open spaces and surrounding housing.

The masterplan for the 44-hectare site will be realised over the next decade and will deliver Hounslow's appointment for a minimum mineral reserve as set out by the London Plan. The mineral extraction will take place discreetly beneath the park's surface through

"These ambitious and visionary plans have been overwhelmingly supported by local residents. We have also worked hard with Hounslow's planners and councillors to get the proposals right, so that we can provide a local economic boost and give the people of Hounslow a tremendous legacy in the form of a new public park free for all to enjoy. With increasing worldwide demand for warehousing space close to and within cities, we believe Rectory Farm's creative solution of putting such infrastructure underground whilst enhancing the surface environment could inspire similar approaches elsewhere."

Nicholas King,
Managing Director,
Formal Investments Limited

an innovative 'top-down' construction method, whereby the process is contained below ground in contrast to open cast mining. This allows the site to be made publically accessible within 12 months.

Following the excavation beneath the park, a concrete basement structure will be completed to create 180,000 square meters of underground space. To transform this derelict site into a public park requires a reliable and continuous stream of funding and the proposed subterranean lettable warehouse space will assure that the park is developed and maintained in perpetuity. Together with the immediate extraction and construction this will attract new economic development to the area, providing up to 2,500 new jobs.

Consultation with local residents alongside the design team's expertise has ensured the park's landscape is both fit for purpose and designed sensitively for the needs of a broad spectrum of community users, young and old. Recreational facilities have been developed in consultation with Hounslow Council's leisure team as well as Sport England to respond to the strategic demand of the region.

The development of Rectory Farm is an investment in the future of Hounslow that benefits the local community with the provision of a managed park while supporting economic sustainability. The masterplan slots into the Greater London Authority's regional green space strategies, such as the All London Green Grid and the new Local Plan. It also has the potential to expand both the Open Space and Blue Ribbon Network to reconnect regional landscapes such as the Crane Valley.



ALBANY RIVERSIDE

Brentford, Hounslow, TW8
Due to complete 2019

Albany Riverside enhances environmental quality and townscape through the delivery of high quality affordable housing. The site is linked to the redevelopment of a former Police Station, which will also provide for a new Arts Centre. Benefitting from picturesque views, significant enhancements to streetscape and the Thames river walk, the drop-in level between these is used to aid outlook, privacy and security to apartments and communal gardens.

Client: **Joint Venture between London Green Ltd., Topland Group PLC and LB Hounslow** Lead Designer & Architect: **Duggan Morris Architects** Civil & Structural Engineer: **Heyne Tillet Steel** Environmental & Building Services Engineer: **Skelly & Couch** Landscape Architect & Designer: **Planit-IE** CDM Advisor: **Approved Inspector Services** Fire Safety Consultant: **BuroHappold** Engineering Planning Consultant: **DP9** Townscape Consultant: **Tavernor Consultancy** Verified Views and Visualisations: **Picture Plane** Property Consultant: **JLL/Allsop** Cost Consultant: **McBains Cooper** Viability Consultant: **JLL** Daylight and Sunlight Consultant: **Point 2 Surveyors** Archaeology Consultant: **CgMS** Community Consultation: **Thornccliffe** Environmental Impact & Transport Consultant: **Peter Brett Associates**



BRENTFORD

Brentford, Hounslow, TW8
Completed 2014

Brentford has received considerable funding from the Outer London Fund and Hounslow Council to create an inviting and stimulating town centre that is more welcoming for pedestrians and cyclists. New housing is combined with a reinvigorated retail and commercial offering to update this town centre. An ambitious local events programme is complementing physical changes to Brentford's town centre and bringing the community together.

Client: **LB Hounslow** Consultants: **Kinnear Landscape Architects, Decorators, Thameside Enterprise, Simon Periton, Expedition Engineering, Félicie d'Estienne d'Orves, Designed by Good People** Funder: **Mayor of London's Outer London Fund**



BRENTFORD HIGH STREET

Brentford, Hounslow, TW8

Brentford High Street is the first phase of a collaborative masterplan between AHMM, Glenn Howells Architects, Maccleanor Lavington and Grant Associates for Ballymore. The project is set on a 4.79 hectare site in the London Borough of Hounslow, retaining several heritage buildings and thoroughfares, and offering a sensitive mix of old and new that injects new energy into a wonderful stretch of waterside London.

Client: **Ballymore** Architect: **AHMM, Glenn Howells, Maccleanor Lavington & Grant Associates** Structural Engineer: **Pell Frishman**



WEST LONDON ORBITAL

West London, various locations

The West London Orbital is a proposal for a new underground line linking together the many businesses and communities that currently experience severance by London's many radial rail and road links to Central London. The line would help to create a comprehensive rail network for use within west London. It would operate using short high frequency driverless trains. No station on the route would be more than 15 minutes from the interchange with Crossrail at Ealing Broadway. The 25 kilometres line would link together 20 different radial rail or tube lines.

Client: **West London Business** Engineer: **WSP**

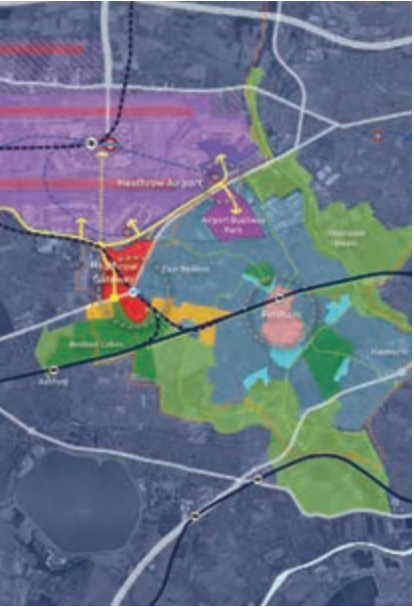


FELTHAM MASTERPLANNING STUDY AND HOUSING ZONE

Feltham, Hounslow, TW13

Feltham is one of Hounslow's four town centres and a strategic location for housing growth. Served by a railway station, and located close to Heathrow Airport, Feltham has significant potential to contribute to the sustainable intensification of Outer London. Urban Initiatives Studio, working with Hounslow Council, local stakeholders and the wider community, prepared a long-term plan for the town centre that will enhance green spaces, provide new facilities and improve the quality of life of residents. The masterplan identifies opportunities for 5,000 new homes and led to Feltham's designation as a housing zone. The masterplan informs the Local Plan Review.

Client: **LB Hounslow** Masterplanner: **Urban Initiatives Studio** Property and Delivery Advisor: **Bilfinger GVA, GL Hearn**



HEATHROW GATEWAY AND BEDFONT LAKES NEIGHBOURHOOD

Bedfont, Hounslow, TW14

An ambitious plan for the establishment of a global business hub providing 150,000 square meters of new office floor space and 10,000 jobs, supported by a local centre. Heathrow Gateway will be served by a new rail link directly into Heathrow Airport. The plan enables the delivery of up to 4,000 new homes on former green belt sites. These will benefit from good transport links and access to the Bedfont Lakes Country Park.

Client: **LB Hounslow** Masterplanning: **Urban Initiatives Studio** Property and Delivery Advisor: **Bilfinger GVA**



Client: **Berkeley West Thames** Masterplanner: **JTP**
Phase A Architect: **JTP and Atkins** Phase B Architect: **Levitt Bernstein and Leslie Jones** Landscape Architect: **Hyland Edgar Driver and Gillespies** Roads, Utilities and Remediation Consultant: **Atkins** Planning Consultant: **Deloitte and Barton Wilmore** Community Engagement: **Local Dialogue**



SOUTHALL WATERSIDE

Southall, Ealing, UB2
Due to complete 2018

Previously home to the former Southall gasworks and currently serving as airport parking for 7,500 vehicles, the transformation of this 8-acres of vacant brownfield land will create a new village for west London. Southall Waterside will comprise 3,750 high-quality new homes, community buildings including a primary school, health centre and an extensive mix of retail and leisure facilities.

Working in collaboration with Ealing and Hillingdon Councils, the GLA and Catalyst Housing, it was vital from day one that the new village would be more than just buildings; it will complement the existing Southall town centre and will provide a fully integrated community. The masterplan was designed to consider the importance of strong links with the existing community whilst opening up opportunities across the local area. How? From constructing new footbridges to opening new bus routes and connecting surrounding streets. A new primary school and health care facility will be bought forward as part of the development. Public realm is planned to ensure provision for recreational areas, not just for residents but for the existing local communities also. Southall Waterside will open up frontage along one kilometre of the Grand Union Canal and half of the site will be devoted to open green spaces that includes two parks and landscaped gardens.

The array of facilities and amenities at Southall Waterside, including up to 500,000 square feet of new, purpose-built commercial and leisure space, will be easily accessible to the wider transport system. The development will have direct access to the forthcoming Crossrail station, which will offer journey times from Southall of just eight minutes to Heathrow and 17-minutes to Bond Street. With the motorway network also in close proximity, Southall Waterside will be a well-connected new destination in west London.

This scheme is a significant development for London, not only addressing the capital's wider housing needs, but acting as an exemplar for successful regeneration of challenging, underutilised brownfield sites. Two years of infrastructure work is being undertaken to remediate the site, which includes cleaning 320,000 cubic meters of contaminated land, using an onsite soil hospital the size of 12 Olympic swimming pools.

The regeneration will embrace social, economic and environmental sustainability, from its commitment to deliver green and open spaces, to working with the local community to support training and employment. The development is expected to create some 600 permanent jobs and approximately 21,000 FTE jobs onsite throughout the life of the project. Already, six placements have been offered to those seeking work experience along with two apprenticeships, helping to address the industry's skills crisis.

"The regeneration is a complex task, and it was important to work collaboratively with JTP, the two local authorities and statutory stakeholders to get the vision for Southall Waterside right and prepare the site for construction. Remediating this size of former industrial site, with 17 live medium and high-pressure gas mains whilst in such close proximity to our neighbours is a key challenge. By utilising an on-site soil hospital to treat all material, we mitigated against 28,000 HGV movements (which equates to 1.3 million miles – five trips to the moon!) and saved in excess of 1,000 tonnes of carbon."

Karl Whiteman,
Divisional Managing Director,
Berkeley East & West Thames

GREENFORD
GREEN

Greenford, Ealing, UB6

Greenford Green will create a new mixed-use neighbourhood that brings new life into this once thriving, but long-underused, canal side site.

Each of the Build-to-Rent apartment buildings contains generous internal amenity spaces, including fitness suites, resident lounge areas with dining rooms, games rooms, pet grooming facilities and home-working suites. These are complimented with large outdoor courtyard spaces and roof terraces specifically for residents, as well as spacious lobbies with concierge services, parcel rooms and resident storage facilities.

The apartments are generally larger than normal, with two-bed apartments (for example) at around 82 square meters, each with two large bathrooms serving spacious bedrooms that have individual changing and clothes storage areas. Ceiling heights are tall too, at around 2.6 meters, providing a light, airy living environment for residents to enjoy. The design team that developed the proposals for the scheme consisted of five architectural practices (HTA, SLCE, MAE, Hawkins/ Brown and Flanagan Lawrence) who worked together to create a design approach for the development that would result in buildings of a unique architectural

“The challenges of bringing forward our exciting proposals at Greenford have been numerous, but we have achieved a great result in securing planning consent for an innovative and sustainable new neighbourhood – led by purpose-designed and managed rental housing but including mixed tenures and mixed uses. Our team’s collaborative approach with LB Ealing, the GLA and other key stakeholders has allowed a scheme of this scale and complexity to come forward quickly, and I now look ahead to its construction at speed to deliver the new homes, workplaces and community facilities that will make this a welcome addition to London’s distinctive places.”

James Pargeter,
Projects Director,
Greystar Europe Holdings Limited

quality, distinct from one another, but complementary in terms of the use of materials and components. The team drew inspiration from the rich industrial history of the site and the canal side setting, while creating contemporary apartment buildings designed to meet the specific needs of the Build-to-Rent model.

Greenford Green will create 1,965 new homes for rent and sale, including an element of affordable housing, as well as a new two-form-entry primary school, office and retail spaces, new and active streets and a new pedestrian bridge over the Grand Union Canal.

Practical issues have also been given detailed consideration, with refuse chutes provided for ease of rubbish collection, storage facilities for residents to use, loading bays and spacious communal areas to enable straightforward furniture movement and plenty of cycle storage.

Client & Developer: **Greystar**
Architect: **HTA Design LLP, SLCE, Hawkins\ Brown, Mae, Flanagan Lawrence** Structural, M&E & Sustainability Engineer: **Meinhardt** Planning Consultant: **Iceni Projects** Project Manager & Cost Consultant: **Alinea Cost Consulting** Fire Consultant: **Jeremy Gardner Associates** Interior Designer: **Woods Bagot and Johnson Naylor** Access Consultant: **David Bonnett Associates** Principle Designer: **Capita** Daylighting Consultant: **CL Hearn**





NEW BROADWAY

Ealing Broadway, Ealing, W5
Due to complete August 2020

The scheme will provide a new cinema, restaurant and retail space as well as a residential area and public open space. The design reworks the urban realm and massing more efficiently bringing the cinema back to the high street. An alternative scheme proposes to extend the central volume and use the Victorian façade's regularity. The new design consists of the existing building with a new two-storey top. This references the stone architecture of the nearby church and town hall.

Client: **Crown Properties Ltd**
Architect: **Autor Ltd**



REHEARSAL ROOMS

North Acton, Ealing, W3
Completed May 2017

Rehearsal Rooms is one of the first high-density, mixed-use projects in the UK to be built as a bespoke PRS product. The scheme aims to set a benchmark for sustainable development, meeting social and services requirements at local level. The building provides extensive shared communal facilities, a supermarket and commercial space in addition to 173 flats, forming part of an emerging neighbourhood around North Acton station and close to developments at Old Oak Common.

Client: **HUB Residential, M&G Real Estate** Contractor: **Henry Construction** Structural Engineer: **Price & Myers (design) and Manhire Associates (delivery)** Landscape Architect: **B/D Landscape**



MINAVIL HOUSE

Alperton, Brent, HA0

At the heart of the Alperton Housing Zone and adjacent to Alperton Underground Station, this small site offered significant opportunity. The design retained a supermarket, café and office space, in addition to 251 new homes - achieving 92% affordable housing. A staircase opens access to the canal, activating it with café uses and commercial activity above. The stepped form, rising from 11 to 27 storeys, will become the tallest building in Brent.

Client: **R55 Group** Architect: **FAL** Planning Consultant & Retail Impact Assessment: **Colliers International** Energy Consultant: **Syntegra** Transport Consultant: **Systra**



FIRST WAY, WEMBLEY

Wembley, Brent, HA9

This large scale mixed-use development, situated within the Wembley Regeneration area, replaces the existing two-storey industrial building with 500 high quality Build-to-Rent residential units, combining 600 square meters of storage space, 1,000 square meters of flexible office space, improved public realm and streetscape, alongside a community café. Residential units are located above the storage facility and linked by a linear park, creating a sociable and attractive garden space for the residents.

Client: **Access Self Storage** Architect: **ColladoCollins** Traffic consultant: **TTP Limited** Planning consultant: **DP9** Structural Engineer: **Curtins** Quantity Surveyor: **Gardiner & Theobald** Building Control: **HCD Group** M&E Engineer: **Foreman Roberts** Landscape Architect: **Gillespies LLP** Daylight/Sunlight Consultant: **EB7** Fire Engineer: **Fire Fusion** Environmental Impact: **Waterman Group**



WEMBLEY PARK

Wembley, Brent, HA9
Due to complete 2024

The masterplan for the 85 acre estate next to the Wembley Stadium will include 7,000 (mainly PRS) apartments with low car parking ratio, high quality park and public realm and commercial, retail and entertainment uses, which are an integral part of the active lifestyle of Wembley Park. This 21st century great estate capitalises on excellent transport links with a 3 station strategy, a selection of fast rail lines into central London and easy connection by road and bus. The scheme delivers attractive catchment for leisure, retail and employment uses.

Client: **Quintain**
Transport Planning: **WSP**



WILLESDEN WORKSHOP

Willesden Green, Brent, NW10
Due to complete 2020

Willesden Workshop incorporates office, retail, leisure and residential space. Optimising an under-used and low-quality site, the scheme is proportionately dense and highly-accessible, completing the high street, whilst also providing a new public square. Emerging from a ground-breaking and innovative "community first" approach to public engagement, the result is a genuinely mixed-use development proposal with widespread local support.

Client: **R55 Group** Architect: **FAL** Planning & Destination Consultant: **Colliers Inteternational** Structural Engineer: **JPG** Services Engineer: **Calford Seadon** Energy Consultant: **Callahan Green** Transport Consultant: **Systra** Retail Impact Assessment: **Walsingham Planning**

OAKLANDS

Old Oak and Park Royal, Hammersmith & Fulham, NW10
Due to complete 2019

Old Oak and Park Royal has the potential to transform West London in a way similar to how the Olympic Park has transformed East London. It is a major regeneration opportunity that will create 25,500 new homes and 65,000 new jobs over the next 30-40 years.

Located close to the planned Crossrail and HS2 terminal, the £175 million mixed-use Oaklands development will become an intrinsic part of London’s most connected new communities, just 10 minutes away from the West End.

The Oaklands scheme will provide 605 new homes, 242 (40%) of which will be affordable. This will be a combination of affordable rent and shared ownership. The scheme will also include social rent housing. The remaining PRS homes will be 1, 2 & 3-bedroom apartments that will suit different needs and budgets. 3,000 square meters of office and commercial space will also provide accommodation to small and local businesses. A new nursery and health facility as well as communal space for the new residents and landscaped public areas will provide an attractive environment and setting for the development.

“We are creating an entirely new community from a landscape that requires vision to make it succeed. The site sits in the midst of one of the biggest transport infrastructure projects the UK has seen for years. What was once waste-land will soon be a thriving mixed community, with a range of new homes, commercial and community facilities. We want to create a fantastic place – somewhere people can put down roots. Initially, Oaklands will offer high-quality private rental homes, priced at the right point. Working with OPDC has been hugely positive, our plans sit squarely within the masterplan for Old Oak Common. It feels great to be investing at the beginning of a major regeneration opportunity in London.”

Jeremy Stibbe,
Executive Director, Assets and Investment,
Genesis Housing Association

The site, which was previously used for commercial office space and a hostel, was unoccupied for over 10 years. The plans will rejuvenate this dilapidated and unfamiliar area into a vibrant new neighbourhood and community for people to live, work and play in. The scheme will provide the beginning of a new link road that will open much of the wider area to regeneration.

The Oaklands development signals the beginning of the wider transformation of the derelict land surrounding the Grand Union Canal in North Acton into a symbol of revitalisation in West London. It will help form part of the cohesive urban environment where people will want to live.

The buildings will range from 6 to 26 storeys, with a ‘shoulder’ height of 10 storeys across the site. This is the first site of a masterplan for the whole Old Oak area which envisages many new skyline-defining buildings. Demolition has now started with construction due to commence late in 2017. The scheme is anticipated to be completed in 2019.



Client: **Genesis Housing Association** Investment
Partner: **QPR Holdings Ltd**
Architect: **CZWG Architects**
Planning: **Hepher Grincell**
Cost Consultant: **Arcadis**
Engineer: **Walsh & Laing Partners**

OLD OAK AND PARK ROYAL

Ealing and Brent, NW10
Due to complete 2040-2045

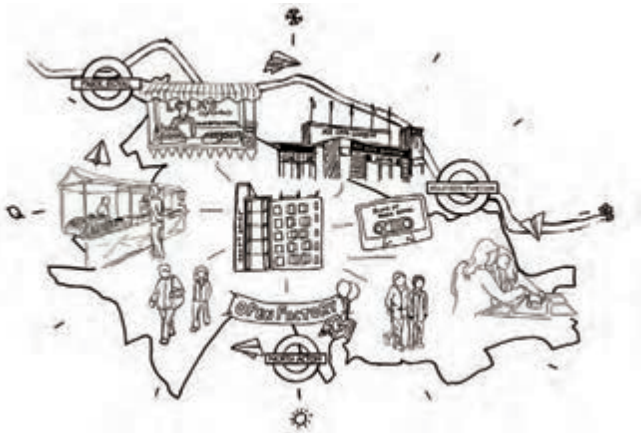
Old Oak and Park Royal is located on the edge of Zone 2 in west London comprising over 650 hectares. It is a diverse area, rich in employment and railway heritage, that is home to 4,000 residents, 2,000 businesses and 43,000 employees alongside the locally cherished Wormwood Scrubs common and the Grand Union Canal.

The Grand Union Canal was the original high speed transport route between London and Birmingham and will soon be joined by the High Speed 2 (HS2) rail line. This will bring transformational change to the area as the UK's largest regeneration project since the 2012 London Olympic and Paralympic Games. Old Oak Common Station will open in 2026, the only place where HS2 will meet the Elizabeth Line and Great Western Main Line. The station will be the UK's largest sub-surface station ever to be built and largest station to be built since Victorian times serving over 250,000 passengers a day.

This future superhub will be far more than just a place to change lines, it will also be the gateway to the Midlands Engine and Northern Powerhouse and will be joined by two new London Overground stations. These excellent transport links will substantially alter and shape the urban geography of west London and provide the catalyst for creating a new part of London at Old Oak while protecting and enhancing Park Royal. These opportunities are recognised in the London Plan with the area identified to deliver a minimum of 25,500 homes and 65,000 jobs that will generate £26bn gross development value and £7.6bn in additional gross value added per annum to the UK economy.

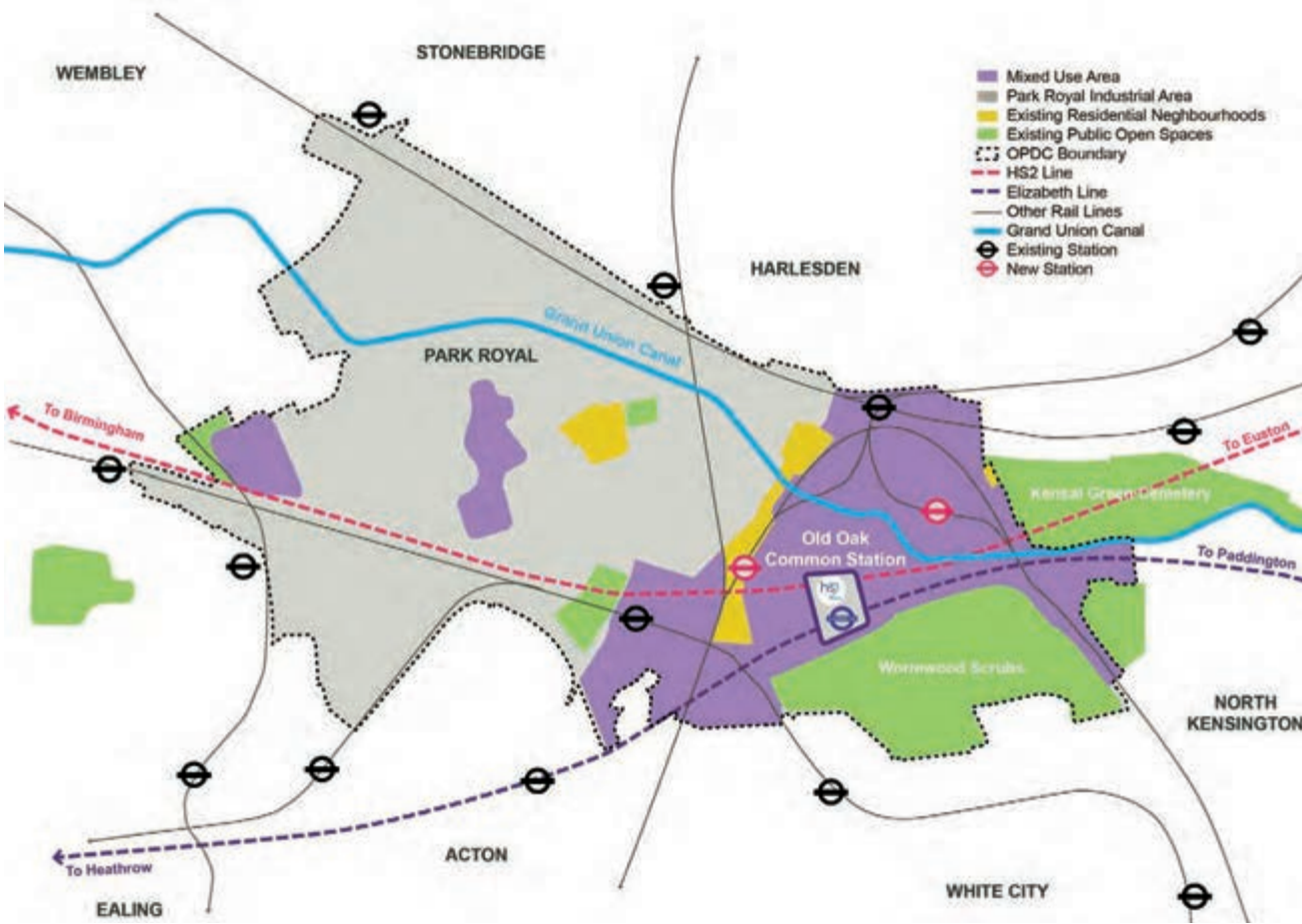
To drive forward development and secure benefits for local communities and London, Old Oak and Park Royal Development Corporation (OPDC) was established in April 2015 as London's second Mayoral Development Corporation. OPDC is currently in the process of developing its Local Plan to guide development to deliver the Mayor's Good Growth principles and is busy developing a detailed delivery focused masterplan for Old Oak. The masterplan will provide the detail for delivery of an exemplar development and is being produced by an AECOM-led team, including Weston Williamson, Asif Khan, East and Maccreanor Lavington. One of the masterplan team's early priorities will be to enable early activation. The area's unique character is a critical ingredient in starting to develop and enhance Old Oak's identity as a new part of London.

An early initiative is the Great Place Scheme worth nearly £3.2m, supported by £1.5m funding from the Heritage Lottery Fund, Historic England and Arts Council England. This three year community-focused programme of activities and events will uncover, connect and showcase the culture, creativity and heritage of Park Royal to help shape the future of Old Oak. It will ensure local residents and businesses play an authentic role in shaping future regeneration, including the recruitment of 2,000 local volunteers, a school outreach programme and engagement with businesses and creative industries of Park Royal.

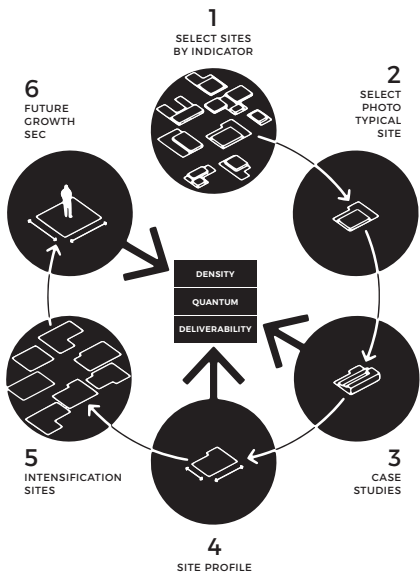


"Old Oak and Park Royal is an area undoubtedly ripe for regeneration and, for the most part, local residents and businesses embrace the concept of development. There's an opportunity for a visionary and thoughtful approach that encompasses future needs and that learns from the mistakes of the past. An approach that considers the values of people who will make up the future community as well as those of the existing communities. To succeed, OPDC faces some tough challenges in fulfilling housing targets without creating faceless high-density developments, addressing local concerns regarding the quality of life for residents and businesses during construction and ensuring it grows into a vibrant and thriving London neighbourhood. By overcoming these challenges, celebrating and enhancing the character of the area, OPDC can be an example of the best of today's design and built environment for generations to come."

Amanda Souter,
OPDC Board member and local resident



Client: **Old Oak and Park Royal Development Corporation**
Masterplanner: **AECOM**



**PARK ROYAL
INTENSIFICATION STUDY**

Park Royal, Brent and Ealing, NW10

This study strategises the intensive use of one the UK’s largest and most economically successful industrial areas. Research-led proposals suggest that Park Royal can be intensified on a site by site basis through a range of commercially grounded development principles. It responds to the variety of workspace typologies currently found in the area as well as future typologies, such as multi-level warehousing, vertical and horizontal extensions, infill and comprehensive redevelopment.

Client: **Old Oak and Park Royal Development Corporation (OPDC)** Architect and Urban Designer: **Hawkins\Brown** and **We Made That** Viability Consultant: **Cushman & Wakefield** Economic Consultant: **Regeneris**



**VICTORIA ROAD AND OLD
OAK LANE DEVELOPMENT
FRAMEWORK**

**Old Oak and Park Royal,
Brent and Ealing, NW10**

Located between town centres, criss-crossed by railways, canals and infrastructure, this development spine is a critical part of the vision for Old Oak and Park Royal. The masterplan embraces diversity through a connectivity strategy with public realm improvements, development briefs for key sites, an employment space retention strategy and policy guidance for mixed use industrial integration.

Client: **Old Oak and Park Royal Development Corporation (OPDC)** Architect: **Hawkins\Brown** Landscape Designer: **We Made That** Traffic Highways Engineer: **Peter Brett Associates** Community Consultant: **Westbourne Communications**



**CIRCULAR AND SHARING
ECONOMY SCOPING
STUDY FOR OLD OAK
AND PARK ROYAL**

**Old Oak and Park Royal,
Brent and Ealing, NW10**

The OPDC is testing the extent to which circular development principles could be adopted for buildings, infrastructure, spaces and services. Flexibility could allow components to be swapped out, repaired, replaced and eventually reused, helping ensure Park Royal retains its position as the foremost strategic industrial land in London. It could create a step change in London’s development.

Client: **Old Oak and Park Royal Development Corporation (OPDC)** and **London Waste and Recycling Board (LWARB)** Project Lead: **Arup**



**QUEENS PARK
STATION AREA**

South Kilburn, Brent, NW6

Forming part of the wider South Kilburn Regeneration Programme, this area of underutilised land adjacent to Queen’s Park Station comprises a surface car park and a number of occupied and unoccupied buildings. The proposed development will provide around 137 new high quality mixed tenure homes (private homes and affordable social rent), the re-provision of office space for TfL, commercial space, car parking spaces for residents and TfL employees, and high quality open space including a new public square.

Client: **LB Brent** Architect: **Maccleanor Lavington** Transport Consultant & Structural Engineer: **Alan Baxter & Associates** Services Engineer: **Synergy** Landscape Architect: **Studio Diekema** Noise and Vibration Consultant: **AECOM** Flood Risk and Ecology: **Middlemarch** Environmental Daylighting and Sunlight Assessment: **GIA** Air Pollution Assessment: **WSP** Quantity Surveyor & CDM Co-ordinator: **Cyril Sweett**



WHITE CITY PLACE

**White City,
Hammersmith & Fulham, W12
Completed September 2017**

White City Place is a new hub for the creative and tech sectors, re-imagining the buildings originally designed for the BBC in the early 2000s which incorporated broadcasting facilities, leisure, offices and retail space. The old BBC administration building forms part of the refurbishment and will open in 2017 as The Westworks. White City Place will deliver more than half a million square feet of new accommodation for a mix of tenants in a rapidly intensifying urban centre.

Developer: **Stanhope plc, Mitsui Fudosan and Aimco** Architect: **Allies and Morrison** Structural Engineer: **AKT II** MEP Engineer, Fire and BREEAM Consultant: **Grontmij** Landscape Architect: **Hyland Edger** Driver Highway Engineer: **Vectos** Acoustics Consultant: **Sandy Brown** Quantity Surveyor: **Deloitte Real Estate** Security Consultant: **GCIC Group**



THE ARCHES PROJECT

**White City,
Hammersmith & Fulham, W12
Due to complete 2018**

Exploring the potential of more than 800 of the capital’s railway arches to connect high and low value land, and to allow transverse connections where previously they had created a barrier to movement, this scheme is transforming 31 disused arches at White City between major development sites.

Client: **Transport for London** Architect: **Fletcher Priest Architects** Property Consultant: **CBRE** Planning Consultant: **Quod** Quantity Surveyor: **Frankham Consultancy Group** M&E/Sustainability and Structural Engineer: **YES Engineering**



WHITE CITY LIVING

White City, Hammersmith & Fulham, W12
Due to complete 2019 (Phase 1)

White City Living is a mixed-use development at the heart of the 272-acre White City opportunity area. Set within eight acres and including five acres of new parkland, this new neighbourhood within W12 is well connected at just 15-minutes from central London. The scheme will provide over 1,450 new homes, including studios, apartments, and penthouses, and will be delivered across five phases with the first homes and landscape programmed for occupation in 2019.

The scheme, on a brownfield site, will transform not only the skyline but the character and life of the place. Adjacent to the expanding Westfield London, opposite Television Centre (which will include a 47-room hotel and a private members' club by Soho House) and linked to the new 25-acre Imperial College campus, White City Living is surrounded by an eclectic mix of green space, retail, workspace and higher educational uses.

Since acquiring the site in 2013, the developer has worked closely with the surrounding landowners and the architect, Patel Taylor, to ensure that the landscape spaces, roads, pedestrian and cycle connections all tie in with retail, leisure, restaurants and bars to create a coherent and vibrant place. The public realm will provide the setting for arts and culture, with an evolving programme of performance, sculpture and display, offering opportunities for creativity across the site.

With a basement extending over almost 70% of the site, the proposals are able to remove plant and vehicle servicing from the public realm. This creates large car-free areas to allow for generous parkland and secluded gardens. By limiting vehicle speeds and movements, White City Living will be a safe and secure environment for residents of all ages, with a range of complimentary facilities catering for independent living, young families, and elderly communities alike. Within the basement, a central energy centre will provide heat and power, and a combination of car clubs, electric vehicle charging points and extensive secure cycle storage encourage sustainable transport choices.

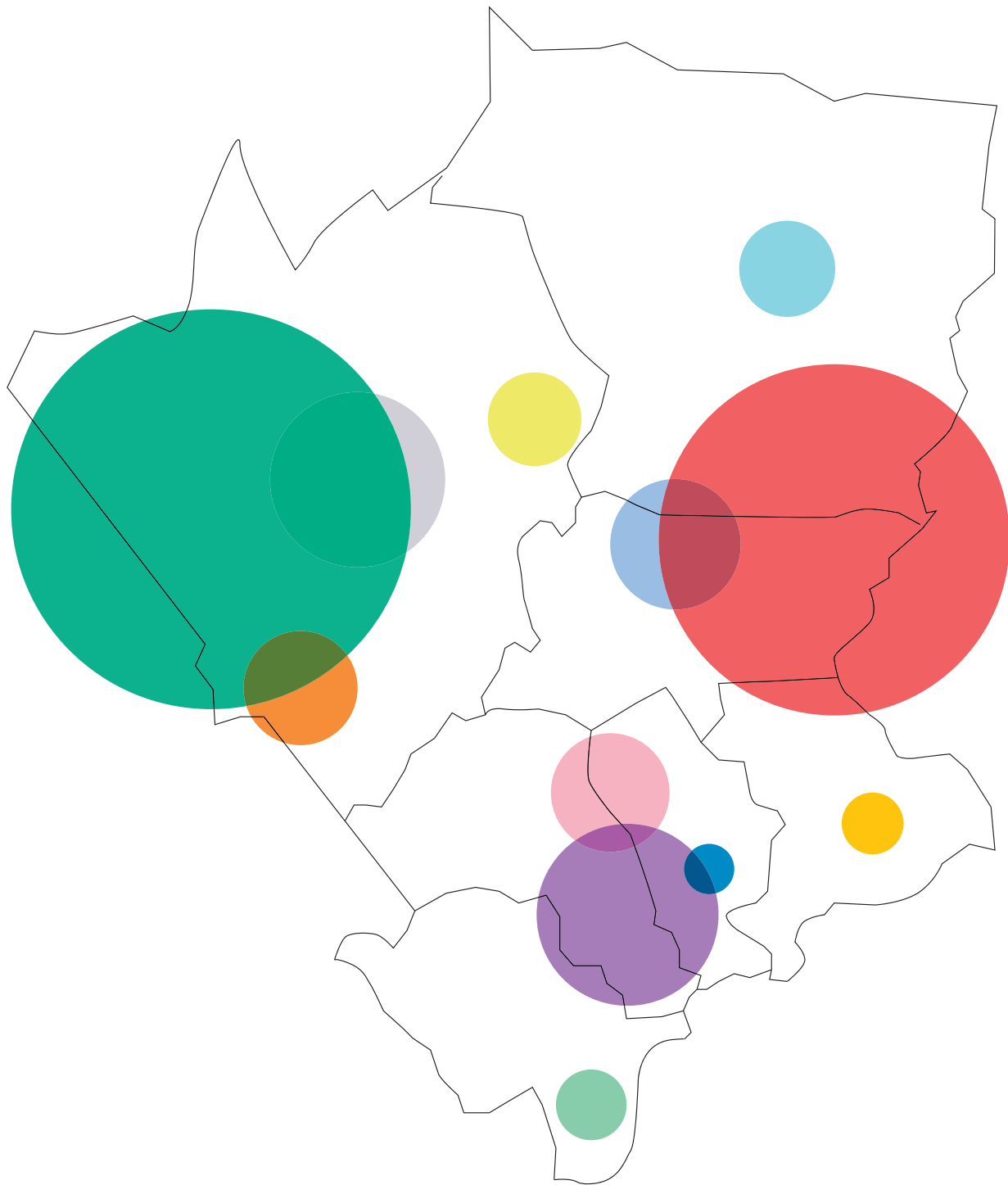
While the buildings will be delivered in phases, St James' commitment to placemaking will provide the vast majority of the public realm alongside the first 400 homes. Before the completion of the first buildings, a new public square will bridge the Central Line alongside Wood Lane Station, and railway arches will be opened up to connect White City Living to Westfield.

Careful design will give the new neighbourhood a recognisable identity, with the right balance of consistency and variation. A palette of robust, long lasting materials will create a timeless urban feel. Different building typologies work with their landscape settings to create a true sense of address for each new addition to the masterplan.

"This development will shape the connected heart of the reimagined White City, delivering elegant architecture to frame life, work and leisure. A diverse mix of thousands of people will make this place their home, and more yet will benefit from the rich blend of uses both within the site and in the emerging area; with retail, leisure, workspace and higher education. The key to our masterplan is a network of gardens and water landscapes drawing on the rich history of the area, creating settings for a collection of buildings which evoke the international ambition and outlook of the great Exhibitions"

Pankaj Patel,
Director,
Patel Taylor

Client: **St James (Berkeley)**
 Group Architect:
Patel Taylor Interior
 Designer: **Arney Fender**
Katsalidis (AFK) Land Sale,
 Development Consultant
 and Appointed Sales
 Agency: **CBRE**



BURNT OAK TOWN CENTRE STRATEGY

Burnt Oak, Barnet, Brent, Harrow, HA8
Completed August 2017

Sitting across the boroughs of Barnet, Brent and Harrow, a multi-disciplinary team is developing a town centre strategy for Burnt Oak. The strategy takes a place-based approach while seeking to co-ordinate public realm and business support proposals. The team is delivering a series of interventions as the first on-the-ground actions from the Town Centre Strategy. These include a distinctive news kiosk and upgrades to the Burnt Oak Library entrance alongside extensive business engagement and training.

Client: **LB Barnet, Brent and Harrow**
Architect & Project Lead: **We Made That**
Graphic Design: **Maddison**
Business Support: **Retail Revival**
Planning Consultant: **Savills**
Highways / BREEAM Consultant: **Jacobs**
Fire Consultant: **Arup**
Fire CDM Coordinator: **Tweeds**



COLINDALE OFFICES

Colindale, Barnet, NW9
Due to complete August 2018

Being the centrepiece of the newly formed Southern Square, the London Borough of Barnet's new offices are part of the Grahame Park regeneration of Colindale. The scheme involved a significant re-design and rationalisation of the previously proposed building form and structure; the new 10 storey building will comprise approximately 90,000 square feet accommodation, including flexible office space and new community facilities consisting of social services, a business innovation hub and a public conference suite.

Client: **LB Barnet**
Architect: **Hawkins\Brown**
Structural Engineer: **Price & Myers**
Services Engineer: **Peter Brett Associates**
Main Contractor: **Galliford Try**
Employer's Agent: **Regional Enterprise**



RAF MUSEUM

Colindale, Barnet, NW9
Completed December 2017

The project revitalizes the historic site of the RAF museum in London, preparing confidently for future growth. The new masterplan and refurbishment of three buildings responds to rapid local demographic change and intense area regeneration in Barnet by opening the campus to the local community. By reusing and updating original structures beautifully, the scheme gives the area a meaningful identity and ensures access for all.

Client: **The Royal Air Force Museum**
Architect, Principal Designer & Lead Consultant: **Nex**
Landscape Architect: **Agence Ter**
Project Manager & Cost Consultant: **Ridge**
Structural Engineer: **Techniker**
MEP Engineer: **E&M Technica**
Lighting: **DHA Design**
Exhibition Design: **Kossmann DeJong**
Delft Met Studio Planning Consultant: **Gerald Eve**
Contractor: **SDC & Borrás Construction**



“The Council has an ambitious vision, and this has drawn upon and challenged the skills of a wide ranging team of our experts and external consultants to turn an underutilised yet significant brownfield site into a place where future communities will soon enjoy living, be well connected, and able to live sustainably for many generations. Managing large teams effectively is critical in order to produce deliverable masterplans for area regeneration plans of this scale and complexity. The importance of integrated thinking and strong leadership cannot be overstated in overcoming significant site challenges and setting the standards that will uphold quality of place as Meridian Water develops.”

Christopher Tunnell,
Director of Planning,
Arup

Client: **LB Enfield**
Preferred Developer
Partner: **Barratt London**
and **Segro** Lead Architect:
Karakusevic Carson
Architects Planning
and Infrastructure:
Arup Legal Consultant:
Trowers & Hamlin LLP
Property Consultant: **JLL**
Financial Consultant: **PwC**

MERIDIAN WATER PHASE ONE

Edmonton, Enfield, N18
Due to complete 2022

The first phase of Meridian Water is on the cusp of being realised. This will see 725 homes and a new rail station delivered, with the full scheme ultimately delivering 10,000 new homes and thousands of new jobs. Enfield Council is taking a pioneering approach in actively facilitating the transformation of one of London’s largest regeneration zones.

This builds upon years of detailed planning and strategy work undertaken by the Council, supported by Arup’s planning and infrastructure experts and a wider team of consultants.

Arup has been supporting Enfield Council to deliver their ambitious vision for the area. This has included advising on the remediation of brownfield land, supporting the planning and design interface with the proposed new Meridian Water rail station, as well as developing infrastructure design and legal frameworks to connect the 85-hectare masterplan to the Lee Valley district heating network, the surrounding transport networks and a range of other services.

The Phase 1 application site currently comprises vacant, derelict land and as such does not contribute to the Borough’s economy or housing needs. It presents a transformative opportunity. The area has historically been significantly constrained by flooding, contamination, air quality and noise issues, physical severance, poor public transport accessibility, fragmented landownership, a poor quality environment and consequently depressed land values.

To instigate major change, an innovative and comprehensive approach to the wider masterplan has been fundamental. Undergrounding power lines, alternative approaches to surface water management and different approaches to

infrastructure funding have all been considered. Though the scheme is fortunate to be located near the waterways of the beautiful Lea Valley, this does bring flood risk. To ensure the scheme was viable to build and sustainable for the future, the team mapped the flood-risk, allowing for climate change, as well as seeking to create opportunities from the waterways, such as using them to capture run-off, improving adjacent footpaths to encourage public use, and implementing flood defence measures that will help protect neighbouring boroughs Waltham Forest and Haringey.

A comprehensive transport and movement strategy addresses key severances and improves public transport accessibility levels (PTAL), as well as developing a viable phasing and delivery plan.

As a heavily contaminated site with significant infrastructure delivery costs in an area with relatively low land values compared with London as a whole, viability has been a major concern. Close working amongst all parties has been necessary to determine the optimum housing mix, with a current target of 35% of the scheme designated for affordable housing.

Changes in scope, inevitable on a project of this scale and ambition, have added to the complexity of the planning application. Tight timescales and requirements dictated by Housing Zone funding agreements and Network Rail have required a rigorous yet flexible approach, and strong project management. This has meant the team could react and deal with factors such as developer procurement, changes in political administration and planning policy development. A strong relationship with a proactive Council has been crucial in delivering the vision and building momentum to transform Meridian Water for future generations.

MERIDIAN WATER

Edmonton, Enfield, N18
Due to complete 2038

The Meridian Water development is one of the most ambitious regeneration schemes in the country. Backed by the Mayor of London, Enfield Council and local residents, it is one of London's largest regeneration zones. Embodying the key principles of being economically, socially, spatially and environmentally inclusive, the £6 billion Meridian Water will deliver a transformational change to the wider Edmonton area, and north London. The vision is to create an affordable and desirable new London neighbourhood of real character.

Working in partnership with the private sector, the Council will deliver 10,000 new homes of different tenures, affordability, and size; and thousands of new jobs offering higher skilled and higher paid employment over a 20-year period. An additional 10,000 jobs will also be created during construction. There will be a new Built Environment Training Centre, to support a programme of traineeships and apprenticeships to help over 5,000 local people gain the skills needed to deliver the scheme.

Alongside new public open spaces, shops and community facilities, the development will have its own new Meridian Water railway station opening in 2019. This will unlock the area for commuters, taking passengers south directly to Stratford London (17 minutes) and London Liverpool Street (24 minutes) and north to Stansted and Cambridge. The site is also only 22 minutes from

London City Airport and 43 minutes from Heathrow. The Council is leading the development of meanwhile uses – under the umbrella of Meridian Works – to ensure that Meridian Water provides real benefits from the very earliest days of the development. This programme includes Europe's largest open workshop for makers, the borough's only artist studios, and a developing suite of workspace and placemaking projects.

The Council has also set up its own energy company, Energetik, 100% owned by Enfield Council to supply thousands of homes and businesses in north London with heating and hot water. Enfield Council wants to revolutionize the local energy market and be the supplier to trust, supplying better value energy that's reliable and environmentally friendly. Energetik will be heating the homes within Meridian Water, and together these projects demonstrate the Council's commitment to investing in the future for its communities.

'We are taking a pioneering approach to Meridian Water and one unprecedented for a local authority, by taking active control of its delivery – acquiring the land; preparing the designs; overseeing the delivery of infrastructure; curating public spaces; directing retail; and delivering our own distinctive meanwhile use – Meridian Works. The scale and speed of transformation is incredibly ambitious and impressive. The local authority is holding the reins while mitigating risk and making the tough decisions to unlock the regeneration potential. Meridian Water signals an exciting future for Enfield as a visionary, facilitator and manager of large-scale regeneration.'

Peter George,
Assistant Director for Regeneration and Planning,
LB of Enfield



Client: **LB Enfield** Preferred Developer Partner: **Barratt London and Segro** Lead Architect: **Karakusevic Carson Architects** Planning: **Arup** Legal Consultant: **Trowers & Hamlin LLP** Property Consultant: **JLL** Financial Consultant: **PwC**



**GRAHAME PARK ESTATE
REGENERATION PROJECT
STAGE**

Colindale, Barnet, NW9
Due to complete 2020

Grahame Park is a large local authority housing estate within the London Borough of Barnet and one of the largest housing-led regeneration projects in the capital. The scheme will see the construction of around 3000 new homes, as well as shops, gardens, community and health facilities, new parks, and a civic hub. 593 homes have been completed to date, with the next phase seeking to provide 1,083 new homes – social rent, intermediate rent, shared ownership and private sale, as well as a new community hub and a GP health centre.

Client: **Genesis Housing Association**
Architect: **Mae, Avanti, KCA** Planning Consultant: **Tibbalds Planning & Urban Design** Cost Consultant: **Jackson Coles** Landscaping Public Realm: **Camlins**



BRENT CROSS LONDON

Brent Cross, Barnet, NW4
Due to complete 2022

Brent Cross Shopping Centre revolutionised shopping when it opened 40 years ago. The new scheme proposes a £1.4 billion redevelopment of the centre into a world-class shopping and leisure destination. This will include two million square feet of retail and leisure space, 200 new retail stores, 60 restaurants, a cinema complex, hotel accommodation, town square and a new Riverside Park. The proposals are part of a larger £4.5 billion regeneration plan for Brent Cross Cricklewood.

Client: **Hammerson and Standard Life Investments** Architect: **Chapman Taylor and Callison RTKL** Planner: **Quod Planning** Services Cost, Infrastructure, Transport, Structural Designer: **AECOM**



BRENT CROSS SOUTH

Brent Cross, Barnet, NW4
Due to complete 2030

Brent Cross South is located 192-acres south of Brent Cross shopping centre and is a new masterplan for 6,700 new homes, workspace for over 25,000 jobs, a high street with local retail, improved transport connections with a new station, better walking and cycle routes, new parks, squares and community facilities. The development will sit alongside the redevelopment of the shopping centre, connected via a pedestrian bridge across the North Circular.

Client: **Argent Related** Developer: **BXS GP Ltd** Masterplanner: **Allies and Morrison**



WEST HENDON

Hendon, Barnet, NW9
Completed 2016 (Phase 1)

The masterplan for West Hendon regenerates a 1960's housing estate to create 2,000 new homes adjacent to the Welsh Harp Reservoir. The masterplan incorporates affordable housing, new public parks, primary school, community centre and commercial space for small cafes or shops. The proposals sought to provide a new linear park along the border of the Welsh Harp, improving connectivity from the currently isolated site to the surrounding streets and open spaces, by placing a new park on the route up to Hendon Station.

Developer: **LB Barnet, Barratt Homes London and Metropolitan Housing Trust** Masterplanner: **Allies and Morrison** Architect: **Allies and Morrison, Mikhail Riches Architects** Structural Engineer: **Halcrow** Services Engineer: **Flatt Consulting** Quantity Surveyor: **Turner and Townsend** Contractor: **Barratt London** Landscape Architect: **Hyder Edgar Driver, Cameo Landscape Architects (Phase 4)**



**THE MOUNT,
MILLBROOK PARK**

Mill Hill East, Barnet, NW7
Completed September 2017

Situated on an extensive brownfield site next to existing infrastructure, Millbrook Park is a phased development of 2,174 new homes, transforming an area previously occupied by MOD army barracks. Supporting the housing provision, a new public square with retail units, commercial space and primary school will help create a sustainable urban extension in outer London, while positioning the gateway into the development close to Mill Hill East underground station.

Client: **Countryside Properties** Architect: **TateHindle** Landscape Architect: **BBUK Studio** Planning Consultant: **SW Planning** Structural Engineer: **Brand Leonard** Services Engineer: **JDA** Housing Association: **Notting Hill Housing** Sustainability Consultant: **Environ** Environmental Consultant: **ABBA Energy**



**PROWSE COURT AND
LORD GRAHAM MEWS**

Edmonton, Enfield, N18
Completed July 2015

Completed in 2015, Prowse Court and Lord Graham Mews represents a development vehicle becoming increasingly popular for local authorities to kick-start regeneration. With other place making initiatives underway nearby, the scheme presented an opportunity to deliver change of real benefit to local residents.

Located in an area of social and economic deprivation, the new development interfaces with both a town centre high street, and suburban streets of modest terrace houses. The scheme comprises 118 residential units, of which 22 are houses, a new health centre and community facility, presenting an opportunity to deliver change of real benefit to local residents.

Client: **Countryside Properties** and **LB Enfield** Architect: **Hawkins\Brown** Contractor: **Countryside** Structural Engineer: **Brand Leonards** M&E Engineer: **Mendick Waring** Sustainability Consultant: **Bailey Garner**



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ARCHWAY GYRATORY

Archway, Islington, N19

Replacing the outdated one-way gyratory at Archway with two-way traffic, this has allowed for the creation of an inviting public space, new safer cycle lanes and improved pedestrian crossings. The improvements have transformed the town centre from a space that was dominated by traffic and unwelcoming spaces, into a well-connected and welcoming environment for pedestrians and cyclists, as part of the plans to regenerate Archway town centre and unlock future opportunities for housing, business and employment.

Client: **Transport for London**



©Tim Crocke

HILL HOUSE

Archway, Islington, N19
Phase 1 completed October 2017,
Phase 2 due to complete 2019

Located within Archway Gyratory, the new design transforms a defunct 1960s office building into new homes, and unlocking the potential of the island site. The deep retrofit of the existing building provides more than 150 high quality homes, shared amenity, and the revitalisation of Archway Town Square. The wider site will provide a new workspace hub connecting new retail and civic space, improved public realm, and affordable housing.

Client: **BODE**
 Architect: **Hawkins/Brown**
 Structural Engineer: **HTS,**
Campbell Reith Sustainability
 & Services Engineer: **Skelly & Couch** Landscape: **SpaceHub**



©LewisKhan

GREEN ROOMS

Wood Green, Haringey, N22
Completed May 2016

A new place for creatives in London, the scheme brought back to life a 1935 Art Deco building to create an affordable hotel for limited budget. Rooms ranging from private ensuite to affordable dormitories were created, long-stay mezzanines were installed and a spectacular performance space uncovered. Emphasis on creating active frontages and a vibrant ground floor resulted in the reinstatement of full width shopfronts and a bespoke monolithic reception.

Client: **Nick Hartwright,**
Greater London Authority, LB
Haringey Architect: **SODA**



TOTTENHAM

Tottenham, Haringey, N17
Due to complete 2022

Delivering an ambitious new programme to transform Tottenham Hale, the regeneration represents the first phase of London's largest Housing Zone in Tottenham. The scheme will deliver a range of around 800 homes, including market sale, build to rent and affordable around the Tottenham Hale transport hub, with Victoria line, National Rail and future Crossrail 2 services.

Client: **Argent Related** Architect:
Alison Brooks Architects, Allford Hall
Monaghan Morris & Pollard Thomas
Edwards Engineer: **Whitby Wood**



STAMFORD ROAD

Tottenham, Haringey, N15
Due to complete December 2019

This new mixed-use scheme redevelops an industrial site in Tottenham, providing much-needed high quality housing and contributing to the regeneration of the area. The development features workspace at ground floor level with residential units arranged on a communal landscaped podium above. A series of green spaces connect the residential and commercial aspects of the scheme, creating a strong sense of community for future residents and businesses.

Client: **Diamond Plc** Architect:
Ayre Chamberlain Gaunt
 Structural Engineer: **Eckersley**
O'Callaghan M&E Engineer:
Callaghan Green



HALE VILLAGE

Tottenham, Haringey, N17

Hale Village is a 4.9 hectares urban village in the centre of Tottenham Hale, near tube, rail links and the Lee Valley's waterways and regional parks. The village includes 1,250 residential units, including 47% affordable, 1,200 student units, a doctor's surgery and a community centre. Delivered as part of the regeneration of Tottenham Hale, it also improved a wide variety of ecological habitats and the two biomass boilers enabled the development to exceed London Plan's requirements.

Client: **Lee Valley Estates**
 Masterplanner, Landscape
 Architect, Lighting Designer,
 Graphic Designer: **BDP**



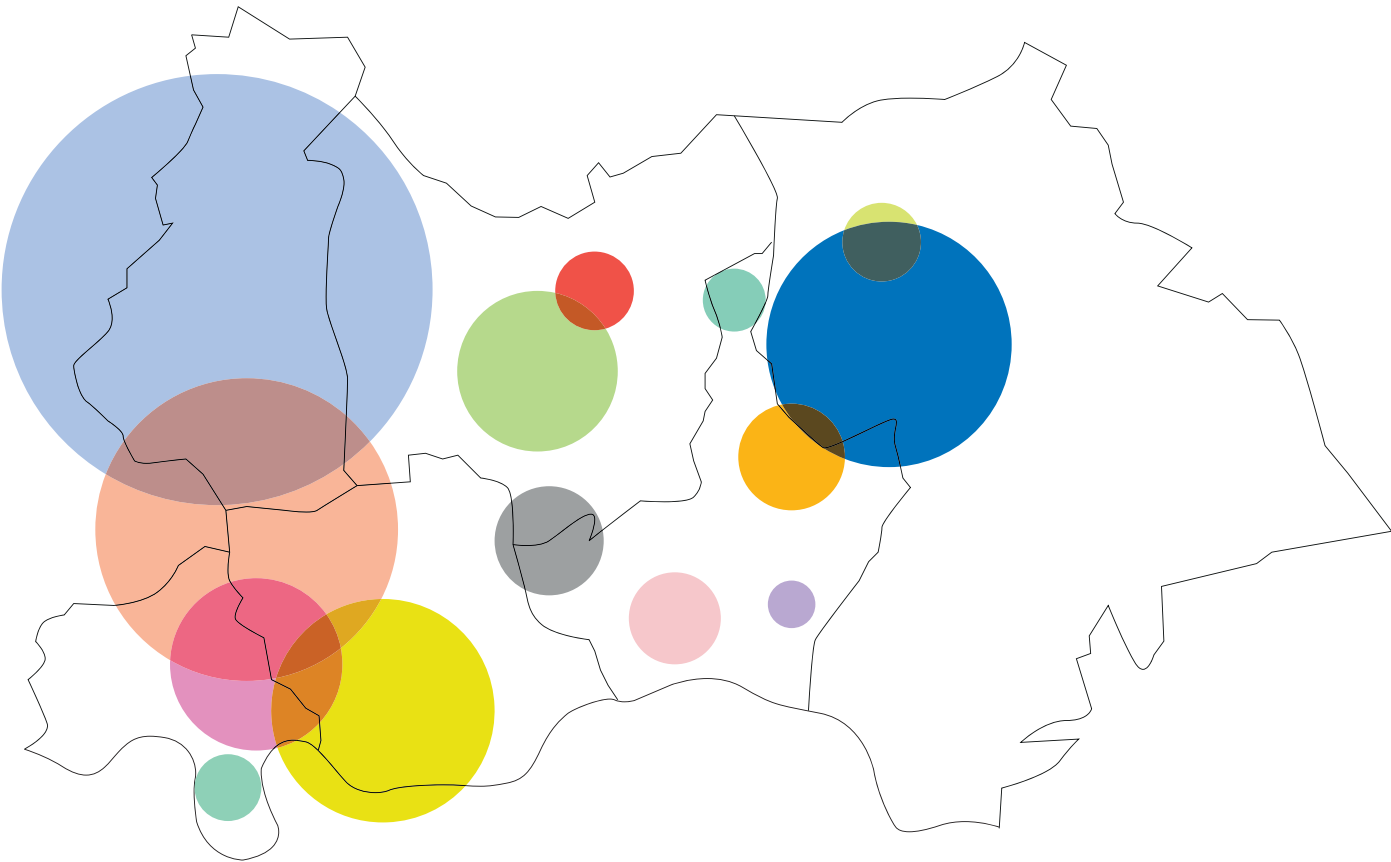
NARROW WAY, HACKNEY TOWN CENTRE

Hackney, E8
Due to complete winter 2017

Contributing to the regeneration of Narrow Way, this scheme delivered a high quality pedestrian and cycle friendly space that drives higher active travel trips and encourages longer dwell times, creating a public space that better meets the needs of pedestrians, cyclists, visitors and retailers. Planned measures address existing Narrow Street deficiencies, such as overcrowded footways and limited cycle facilities. The London Borough of Hackney is confident that this approach will attract further footfall to the area and underpin regeneration efforts.

Client: **Transport for London**

NORTH EAST





LOGGIA HOUSING

Wood Street, Waltham Forest, E17
Due to complete January 2019

Providing 26 homes for rental with space at ground floor for creative start-up companies, Loggia Housing's model seeks to delivery high-quality homes with a new focus on tenant, creating desirable long lease accommodation. The façade draws inspiration from the nearby historic film studio arches and introduces a sheltered 'loggia' colonnade in brick and precast concrete. Wood Street has a diverse character with industrial, retail and community uses, and is quickly becoming a significant car-free home for commuters.

Client: **Desai & Co.**
 Architect: **Architecture for London**
 Structural Engineer: **Price & Myers**
 Planning Consultant: **Plainview**
 Building Services Engineer: **XCO2**
 Cost Consultant: **Stockdale**



GAINSFORD ROAD

Walthamstow, Waltham Forest, E17
Due to complete March 2018

Gainsford Road provides 100% affordable, high quality homes for local first time buyers, delivered within urban infill sites. The design concept takes inspiration from Walthamstow's rich design and housing heritage, presenting an architectural vocabulary that is inextricably connected to the scheme's immediate context.

Developer: **Pocket Living** Architect & Principal Designer: **Gort Scott**
 Structural Engineer: **Tully De'Ath** MEP Engineer & Sustainability Consultant: **XCO2** Cost Consultant: **TowerEight**
 Planning Consultant: **Boyer**



MARLOWE ROAD

Walthamstow, Waltham Forest, E17
Due to complete 2022

This project is an exemplar of mixed use regeneration, complementing Wood Street in Walthamstow. The proposed new public plaza is at the heart of the scheme, connecting Wood Street into a high quality new residential quarter. The existing isolated estate will be transformed into an integrated mixed-use neighbourhood that reinvents the traditional Victorian street, unlocking the site while providing opportunities for rehousing existing residents and maintaining operations of popular existing businesses.

Client: **Countryside Properties**
 Masterplanner and Architect: **Stitch**
 Landscape Architect: **LUC** Planning Consultant: **Montagu Evans** Structural/Civil Engineer: **Brands Consulting** M+E Engineer: **Mendick Waring** Energy and Sustainability Consultant: **AECOM**



STADIUM PLACE, WALTHAMSTOW

Walthamstow, Waltham Forest, E4
Completed July 2017; leisure facility due to complete 2018

This 3.2 hectare project creates a new residential-led neighbourhood of 294 homes, nursery and community facilities. The heritage of the site underpins the scheme design ethos – the masterplan references the race track and sets up vistas, frames and reveals the much-loved listed buildings. Reinforcing the spirit of the former stadium, a visual axial connection has been created between the Grade II-listed kennels and main Tote Board, both of which have been sensitively restored and re-purposed for community-use, in the form of a leisure centre and community pocket allotments

Client: **London & Quadrant**
 Contractor: **Quadrant Construction**
 Masterplanner & Architect: **Conran and Partners** Planning Consultant: **AKA Planning** Strategic Flood Engineer: **MLM** M+E and Sustainability Consultant: **Calford Seaden** Delivery Architect: **HTA Design LLP**



BLACKHORSE LANE

Blackhorse Lane, Waltham Forest, E17
Completed 2016

Receiving funding from the Outer London Fund, matched by Waltham Forest, this scheme supports the local economy of manufacturing industries and high street businesses. Enterprise and skills are being boosted through the Blackhorse Workshop, a shared workspace and resource base for local makers and designers housed in a restored warehouse. Investment is also improving industrial building frontages, bringing Blackhorse Lane's shopping parade back to life and creating better public spaces. The area's potential to become a gateway to the Upper Lea Valley's green spaces is being supported through plans to make the Walthamstow Wetlands open to the public.

Client: **LB Waltham Forest**
 Consultants: **We Made That, Architecture Foundation, Chris Bracey, Assemble, Gort Scott, Kinnear Landscape Architects, Witherford Watson Mann, London Wildlife Trust, Counterculture, Thomas Adank**
 Funder: **Mayor of London's Outer London Fund**



POST-RETAIL HIGH STREETS: HIGH ROAD LEYTON

Leyton, Waltham Forest, E10

The role of the outer metropolitan high street in a 'post-retail' future is explored by this project. It proposes treating the high street as a complex and interrelated ecology of uses, a method that can highlight dormant value on the street, beyond the regular shop unit. Through recognition of the existing underlying civic economy on High Road Leyton, a new representative body to steer the street's future was identified in the people that live, work and commute on the high street, enabling grassroots development in the interest of inclusive growth.

Study by: **London School of Architecture** Students: **Alex Bell, Ben Breheny, Jamie Hignett, Francesca Merton, Claire Seager and Tommaso Sordon** Unit leaders: **Rachel Carmody and Andrew McEwan (Orms)**

THE SCENE
WALTHAMSTOW

Walthamstow, Waltham Forest, E17
Completed July 2015

The Scene is a new landmark building contributing to Walthamstow’s ambitious town centre regeneration: a revitalised night time economy in the form of a buzzing new cinema and restaurants and a mix of housing in a memorable building announcing the entrance to its new public plaza, which sits at the head of Europe’s longest linear outdoor street market. Waltham Forest Council aspired to bring a cinema to the borough and saw this site as the obvious location, a site which had lain vacant for more than ten years in the heart of the town centre. The land had housed the former Arcade shopping centre which had been demolished – and several previous attempts to redevelop the site had failed.

Integrating the cinema into Walthamstow’s city centre was a design challenge: whilst cinemas can activate an evening economy in terms of bringing people to a place, they usually fail to physically activate the streets they face. The cinema’s ideal new space is a soundproof box with a narrow entrance and no windows. To address this the cinema was positioned at the centre of the site, a full storey below ground to reduce the impact of its height, and surrounded with restaurants and shops to activate the streets. The roof of the cinema forms the base for a residential courtyard garden above, surrounded by 121 mixed tenure apartments and houses in a range of one, two, three and four bedrooms. Dramatic bridge balconies span the gap between the apartment blocks, and 2-storey maisonettes complete the courtyard, backing onto the gardens of traditional Victorian terrace houses. The inclusion of the cinema proved a success; the development has been popular with retail operators and Walthamstow locals. The area is now the centre of a thriving night time economy – it was key to listen to the community and create a place they really wanted and needed.

Council Leader Chris Robbins says it has “created a real destination for people in Waltham Forest and beyond to enjoy an evening out.” Together with the council’s investment in the new streetscape, this formerly underused corner site has become a popular public space. The cinema and restaurants are constantly busy, with people enjoying the first local movie theatre in ten years. A key part of the design process at The Scene involved engaging with a range of stakeholders. The design team’s approach was to ascertain local opinion, to understand and accommodate concerns and design something that could act as a focal point on the prominent site and become a catalyst for economic regeneration of the immediate area. The team met regularly with a small and constructive Stakeholder Working Group, representatives of their business, residents and interest groups. This provided a route for discussion about issues arising throughout the pre-application and determination periods, as well as through the construction process.

“Because of the demographic change and the development of The Scene as a mixed-use scheme, we’ve attracted three destination restaurants. Turtle Bay only had one operation in London and took 4,000 square feet. Grillstock chose it for their first in London and we worked with them on a big festival in September. Yum Yum has only one other. These are three special destination restaurants. Turtle Bay made the jump, after we convinced them of the potential, and they’ve been trading their socks off ever since.”

Cllr Chris Robbins,
LB Waltham Forest



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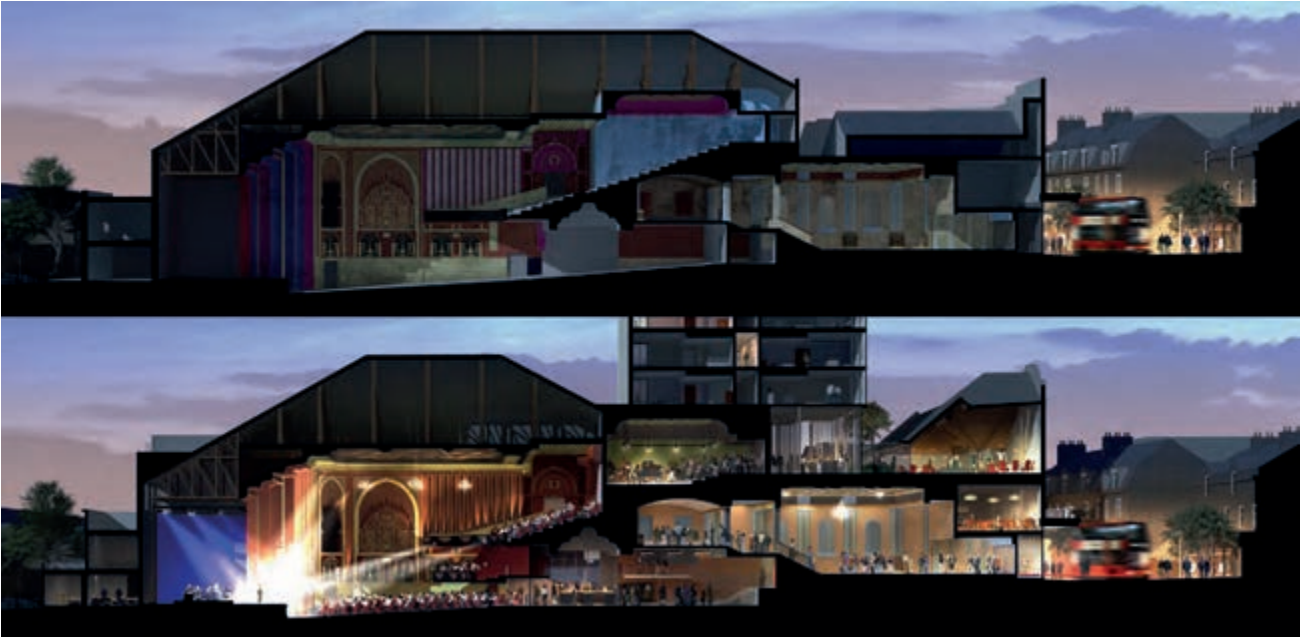


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Developer: **Hill and Islington and Shoreditch Housing Association**
Contractor: **Hill Partnerships** Architect: **Pollard Thomas Edwards**
Building Services Engineer: **MLM** Structural Engineer: **Price & Myers** Landscape Design: **Area Landscape Architects** Planning Consultant: **Savills**



Client: **Soho Theatre and Downing LLP** Architect: **Pilbrow & Partners** Structural Engineer: **Sinclair Johnson** Services Engineer: **Skelley and Couch** Cost Consultant and Project Manager: **Kempton Smith** Viability: **Collier**



WALTHAMSTOW EMD CINEMA

Walthamstow, Waltham Forest, E17

The site comprises a Grade II* listed cinema, recognised to be of national significance as a rare surviving example of the extravagant and flamboyant work of the Granada Group, their famed architect, Cecil Aubrey Masey, and interior designer, Theodore Komisarjevsky, at the height of the cinema boom of the 1930s. The building is loved by local people, who have campaigned relentlessly and in large numbers for about 15 years for it to be restored as an entertainment venue.

The restoration of the EMD will form the centrepiece of the wider culturally-led regeneration initiative, promoted by Waltham Forest. This reconceives Hoe Street as a destination for a rich mix of entertainment, leisure and creative uses.

The building is in a derelict and decaying state. It has been on Historic England's Register of 'Buildings at Risk in London' for the last decade. Historic England considers the building to be at imminent risk of further rapid deterioration and loss of fabric. There is an urgent need for a deliverable and sustainable solution.

Our proposals have been conceived against this backdrop of desire in the community for the building to be restored to its former glory, as a destination and anchor for the evening economy. We have also had the parallel requirement, however, to make the scheme commercially viable in a situation where there is definitely a large conservation deficit.

The plans aim to demonstrate how the site could be carefully re-imagined, with the Grade II* listed building restored and revitalised, with sensitive contemporary interventions. The primary element is restoration of the auditorium to be a leading venue for live entertainment. We are collaborating with Soho Theatre to create London's leading comedy venue which builds on the success of their Dean Street theatre. The auditorium will also be capable of hosting pantomime, music and cinema events, with other parts of the building converted to host a diverse range of education and arts related activities. The cultural and educational uses will be supported by restaurants and bars. In totality, the site will thus become a vibrant hub of activity by day and night and a major contributor to the local economy. The proposals reinforce the existing vibrant creative industries' hub at Hatherley Mews and new homes proposed above the foyer spaces meet both local housing and funding needs.

"Waltham Forest has established itself as a key player in London's creative and cultural scene with a unique cultural identity and is bidding to become London's first Borough of Culture in 2019. The restoration of the EMD Granada is key to regeneration plans for Walthamstow. Having a world class venue at the heart of our borough will put Walthamstow on the map as a cultural destination. EMD is a hugely exciting opportunity to reopen the Cordoba-inspired Komisarjevsky 1,000 seater auditorium in a Grade II listed theatre, unused since 2003. A high-quality theatre, comedy, cultural and education destination operated by world-class operator, Soho Theatre will create a destination for East London. The project will also support the growing evening economy, alongside the night tube on the Victoria line."*

CLlr Simon Miller,
Portfolio holder for Economic Growth
and HighStreets, LB of Waltham Forest

WALTHAM FOREST GARAGE REDEVELOPMENT SCHEME

Walthamstow, Waltham Forest
Due to complete 2018

This scheme transforms disused garages and land into over 300 new, high-quality and affordable homes, helping to tackle the housing crisis.

There are 18 sites across the Borough, offering a variety of housing solutions – from sites with one house, to larger-scale developments incorporating low-rise apartment blocks. As of July 2017, over 40% of the homes built to date are houses, differing from many other schemes, which focus on apartments. This has been tailored to meet the Borough’s housing needs, fitting in with current street scenes and being sensitive to the impact on the local area.

There are two key aims: building to budget and on time. All developments must be completed by 2018 due to funding restrictions. This project has been procured in an innovative and unique manner; merging sites into a common development scheme, which has been paramount to its success so far. Both the procurement method and the partnership ensure an efficient and effective project, which is deliverable and affordable, whilst also allowing to offer advantageous value engineering. Risks are identified and mitigated ahead of planning, such as party walls and rights to light, speeding up delivery and providing accurate costings to the client. On one site, it was possible to double the amount of units for the same price. The design was developed so that there was no need to move the pipe; saving time and money, despite the initial plans outlined the need to work with Thames Water on a deep pipework diversion, as the main truck sewer ran through foundation line.

As there are multiple locations, it was important to create a centralised, core-team hub for operational efficiency, along with providing Waltham Forest the ability to easily liaise with the team. The hub offers one point of contact for residents before, during or after project completion. Individual sites are often at the end of narrow residential roads, which can be disruptive to residents, and cause difficulty with deliveries and machinery access. To overcome this, we have a stringent traffic management plan, where larger deliveries are received at the hub, and transferred to smaller vans for offloading at each site.

To support Waltham Forest commitment to reduce air pollution, the team and subcontractors took steps to ensure minimal disruption to residents and helping to further aid this vision. The new properties will have 35% reduction in carbon through photo-voltaics panels, increased insulation, condensing boilers, and composite windows. Several also utilise timber-frame structures, further improving their sustainability and environmental impact. These measures help support cutting fuel poverty, reducing energy bills for residents.

“This scheme is an example of excellent collaboration. By understanding Waltham Forest’s challenges and goals, we can better support them. Something that has proven to be key to our success with this project is our involvement from the initial project inception, as schemes often engage contractors when it’s too late, such as after planning consent; whereas with this project we have been able to assist with buildability and value engineering from the beginning, which has greatly benefitted the scheme. The same framework team delivering year-on-year means we have a greater understanding of the project, and allows my team to factor in lessons learnt from each individual site, positively impacting the overall scheme. It also allows for consistency of employment for local residents and apprentices. Councillor Khevy Limbajee said that the innovate programme is making a real difference for families – and I know this wouldn’t have been achieved without the collaborative approach taken.”

Paul Goodrich,
Operations Manager,
Keepmoat Regeneration



Client: **LB Waltham Forest**
Main Contractor: **Keepmoat Regeneration** Employers
Agent: **NPS and Oxbury**
Architect (concept & planning): **NPS Detailed Design** Architect: **IDP Civil** & Structural Engineer: **QED** & **JPP** MEP: **Subcontract Design** Party Wall Surveyor: **NPS & JPP**

Client and Design & Conservation Consultant:
LB Waltham Forest
Architect and Contract Administrator: **Robin Lee Architecture** Quantity Surveyor, Structural Engineer, CDM Advisor:
NPS London Architectural Lighting Designer: **Michael Grubb** Principal Contractor: **Mulalley & Co Ltd** Design Engineer: **Project Centre Ltd** Principal Contractor: **JB Riney and Co Ltd**



ST JAMES STREET TOWNSCAPE HERITAGE REGENERATION SCHEME

Walthamstow, Waltham Forest, E17
Completed August 2017

This £2.9 million heritage-led regeneration scheme in Walthamstow St James Conservation Area aims to regenerate this part of Walthamstow town centre and make it a destination in its own right. The scheme was funded through Heritage Lottery Fund (HLF) grant in partnership with the London Borough of Waltham Forest, Freeholders/Leaseholders and Residents' Volunteer Time.

The St James Street Area features buildings of significant heritage value. These include an Art Deco style building dating from 1929 and three blocks built by the Warner Estate, one of the largest landowners in Walthamstow during the 19th-20th century. St James Street is located at the western end of Walthamstow High Street, which includes the longest street market in Europe, and is the gateway to Walthamstow Wetlands, the largest urban wetland nature reserve in Europe. The area is served by St James Street Overground Station, where visitors to the Wetlands will be able to alight and depart. St James Street is 16 minutes to Liverpool Street Station.

Despite these place shaping assets, the heritage buildings were dilapidated and the immediate local economy was struggling. The regeneration approach was to develop and deliver a scheme that uses its local heritage and place shaping assets as a springboard and catalyst for the physical and

socio-economic regeneration of the immediate area. The intervention comprises shopfront, building and public realm improvements supported by a wide-ranging community and business support programme that provided residents, schools, businesses and other stakeholders with opportunities to engage with the local heritage to ensure sustainability going forward. These interventions included building conservation, repair and improvements to 59 properties – repair and restoration of historic features, brick cleaning and repairs, removal of unnecessary signage and clutter, installation of new shopfronts, and architectural lighting to landmark buildings.

St James St/High Street junction has been transformed into a Gateway to the area – new heritage paving and lighting columns, bespoke benches, soft and hard landscaping, new shared pedestrian and cyclist crossings and vehicular traffic calming measures to encourage and give priority to pedestrians and cyclists.

Local businesses were involved providing intensive targeted support and training in visual merchandising, promotion and marketing and employment legislation. A High Street Strategy Study has been also produced with recommendations for further Walthamstow Market improvements.

"I was responsible for managing the delivery of the scheme. A key challenge we faced was securing the buy-in and participation of local businesses, freeholders and leaseholders who were required to contribute financially to the scheme to achieve maximum drawdown of HLF Grant. We overcame this challenge by consulting and engaging with the target businesses, freeholders and leaseholders at the development stage, explaining to their satisfaction the immediate improved visual appeal and uplift in property values, and longer term economic benefits as a result of increased footfall and connectivity to the wider area."

Chuck Onyiliogwu,
Senior Project Manager, Strategic Regeneration,
LB Waltham Forest



STRATFORD GYRATORY

Stratford, Newham, E20
Due to complete 2019

The scheme aims to encourage people to spend more time in the town centre, enjoy what it has to offer, and support local businesses and cultural venues. Changes to the one-way traffic system will allow for a better flow of traffic and reduce accidents in the area, also creating a safer and more attractive town centre. The project includes the introduction of a two-way traffic system and road calming measures to reduce speeds, the creation of separate cycle tracks and widening the pedestrian crossing at Meridian Square.

Client: **Transport for London**



AILSA WHARF

Poplar, Tower Hamlets, E14
Due to complete 2024

Ailsa Wharf is the first major project to come forward as part of the Mayor's Poplar Riverside Housing Zone and will regenerate one of the last remaining brownfield sites in Tower Hamlets, transforming a heavily contaminated tract of land next to the River Lea into a new mixed-use hub for Poplar. The proposals will create a vibrant residential quarter of 785 new homes, offices, retail and leisure facilities within significant areas of landscaped public realm.

Client: **Ailsa Wharf Developments**
Architect: **Stockwool** Landscape Architect: **Standerwick Land Design** Structural Engineer: **Meinhardt** M&E and Sustainability Consultant: **XCO2** Planning Consultant: **Lichfields**



MONIER ROAD

Fish Island, Tower Hamlets, E3
Due to complete May 2018

Monier Road is part of the wider regeneration of 580 homes at Fish Island, adjacent to the Queen Elizabeth Olympic Park in East London. The scheme will act as a catalyst for urban regeneration through the provision of much-needed affordable, high-quality housing for the local community. As part of the wider masterplan, the design will reflect the area's industrial character and existing warehouse uses while providing a mixture of tenures and typologies that will help to create an attractive and vibrant new neighbourhood.

Client: **Peabody, Hill Partnerships**
Architect: **Pitman Tozer Architects**
Contractor: **Hill Partnerships** Structural Engineer: **MLM** M&E Engineer: **DWP, Emerson** Landscape Architect: **Place**



PUDDING MILL

Pudding Mill Lane, Stratford, Newham, E15

Delivering an exemplar piece of urban design that builds on the areas' unique history as an industrial island while creating a new neighbourhood that contributes to wider regeneration ambitions within the Queen Elizabeth Olympic Park, this scheme involved developing innovative typologies to achieve a rich mix of residential and employment uses. The masterplan outlines a new medium-density, mixed-use area; new homes and improved public routes to create a connected neighbourhood with a new local centre adjacent to Pudding Mill DLR Station.

Client: **London Legacy Development Corporation** Materplanner and Architect: **MICA** Planning: **AECOM** Landscape: **DK-CM**



QUEEN'S YARD

Hackney Wick, Tower Hamlets, E9
Due to complete October 2019

Queen's Yard is creating a vibrant new centre within the Hackney Wick Masterplan. This unique regeneration scheme combines housing and creative industries within a heritage yard setting and creates a welcoming connection between the River Lea canal and the surrounding area. Around the existing yard, the proposals create 116 new homes including live/work units and studio spaces, which are designed with long-term flexible use in mind and can operate as retail units, workshops for furniture making, craft beer production and many other uses.

Client: **Pearl & Coutts**
Architect: **Stockwool**
Landscape Architect: **Spacehub**
Planning Consultant: **Lichfields**



EAST VILLAGE - FORMERLY LONDON 2012 ATHLETES VILLAGE

Stratford, Newham, E20

The London 2012 Athletes' Village is being transformed into East Village, providing 3,000 new homes alongside a school, cafés and bars, 27 acres of parkland and 30 shops. A lasting legacy of the Games, East Village offers a mix of housing from private rental, social rent and shared ownership.

Client: **Olympic Delivery Authority**
East Village Masterplanner: **Fletcher Priest Architects** Stratford City Masterplanner: **Arup Urban Design, Fletcher Priest Architects, West 8** Landscape Architect: **Vogt**

QUEEN ELIZABETH OLYMPIC PARK
& THE LEGACY COMMUNITIES SCHEME

Newham, Hackney, Tower Hamlets, Waltham Forest
Due to complete 2031

Queen Elizabeth Olympic Park Stratford is evolving as a new metropolitan centre; its rapid redevelopment after the Olympics is unique in London with Queen Elizabeth Olympic Park at the heart of this evolution.

Opened in 2014, the Park attracts millions of visitors and creates an inspiring and innovative place where people want to visit, live and work. One of the largest new urban parks in Europe for 150 years, with 560 acres of parkland, 6.5 kilometres of cleaned up waterways and 4,300 new trees; this landscape sets a backdrop for new city growth. Part of the legacy has been the provision of key infrastructure; extensive remediation and new pedestrian, cycle and road connections enabling the Park to reopen quickly after 2012 and adjacent land to be ready for future development.

The Legacy Communities Scheme (LCS) provides the masterplan for the construction of 6,800 new homes in the Park, many in neighbourhoods designed to echo London’s squares and streets, with local businesses and neighbourhood facilities. Each neighbourhood has been designed to provide more family and affordable housing to complement the surrounding housing offer. On the Park, residents are moving into the first 180 new homes at Chobham Manor.

At East Wick and Sweetwater one third of the 1,500 homes will be affordable and half will be family homes. Pudding Mill will see 1,500 homes built along the Bow Back Rivers between older buildings and new workspace. Stratford Waterfront will see 500 homes set alongside culture and education institutions in a unique metropolitan setting. Beyond the Park, regeneration

work is also underway in Hackney Wick and Fish Island where a new masterplan is curating a neighbourhood centre, delivering homes and low-cost workspace whilst maintaining and enhancing key heritage assets. Bromley-by-Bow will benefit from a park and school plus 1,700 new homes and jobs in a centre of innovation and heritage.

In advance of these neighbourhoods, a new secondary and two new primary schools are being built to help foster stronger communities. At Pudding Mill and Hackney Wick, future residents and businesses will benefit from expanded stations with new entrances and better pedestrian connections within the heart of these local centres.

The LCS has broadened to include a new culture and education district. This enriches the area with activities to attract a wide range of visitors, providing world-class amenities for residents beyond the leisure facilities already enjoyed. This includes the V&A, Sadler’s Wells and new campuses for UCL and London College of Fashion. Here East, the 1,000,000 square foot former broadcast centre, is being transformed into a digital and creative workplace for world-leading companies including BT Sport, Plexal Innovation Hub, UCL and Loughborough University.

Westfield Stratford City continues to thrive whilst next to the Park is International Quarter London; a mixed-used development offering next generation workplaces for up to 25,000 employees, homes, shops and restaurants. Over the next 10 years the LCS developments will knit with these important areas and reinforce Stratford’s place as a key metropolitan centre.

“I have worked in east London since before the 2005 Olympic bid. Today I lead the legacy redevelopment of our land on the Park and surrounding areas. Our quality developments have excellent public realm with early delivery of schools to establish place and connections to neighbouring areas. Stratford’s success is testament to public leadership and private innovation with massive investment from both sectors. LLDC and the GLA have worked closely with companies like Westfield, Lendlease and Here East to create jobs, apprenticeships, schools and transport infrastructure. I am so proud to be part of Stratford’s continuing growth.”

Rosanna Lawes,
Executive Director of Development,
London Legacy Development Corporation



Client: **London Legacy Development Corporation**

Legacy Communities Scheme: Masterplan
Architect: **Allies and Morrison** Landscape Architect and Engineer: **Arup** Engineer: **Atkins**

Cultural and Education District: Masterplanner: **Allies and Morrison** Engineer: **Buro Happold** Public Realm: **LDA Design**

UCL East: Masterplanner: **LDA Design** Architect and University Space-planner: **Nicolas Hare Architects** Engineer: **Buro Happold**

Hackney Wick Central Masterplan: Masterplan Architect: **Karakusevic Carson Architects**

Bromley By Bow SPD: Masterplan Architect: **Karakusevic Carson Architects**

Eastwick and Sweetwater Phase 1: Architect (Phase 1): **Studio Egret West, A-Studio, Piercy and Co, Fabrik** Engineer: **Buro Happold, Atkins, AECOM, KLH Sustainability, Etude** Partner: **Places for People and Balfour Beatty Investments – JV**

Chobham Manor Phase 1: Architect (Phase 1): **PRP Architects, Make Architects, Haworth Tompkins Architects, Karakusevic Carson Architects** Partner: **Taylor Wimpey, L&Q – JV**

Mossbourne Riverside Primary Academy: Architect: **Avanti** Engineer: **Mouchel Consulting** Landscape Architect: **Landuse**

Here East: Architect: **Hawkins Brown IQL** Architect and Masterplanner: **Roger Stirk Harbour + Partners** Engineer: **Buro Happold**



INTERNATIONAL
QUARTER LONDON

Stratford, Newham, E20
Due to complete 2025

London remains one of the most prosperous global gateway cities, but in the years ahead the capital faces some major challenges. Development has traditionally been concentrated around traditional areas like the West End and the City. But land supply is finite, and central London will soon reach crunch point. Densely crowded areas and rising house price are forcing people to move further afield, and identify future-proofed neighbourhoods.

As a result, London is decentralising and its traditional epicentre is moving east, where the exciting shifts in London’s economy are taking place. It’s where the jobs of the future are increasingly located, and where more affordable housing attracts tomorrow’s talent. Which is why Stratford is fast becoming the capital’s most desirable place to work, live and socialise.

Driving this shift is the ever-increasing level of connectivity across London and in the East in particular. With more trains per hour than Waterloo or Victoria at peak time, Stratford is already one of the most connected areas in London, and with Crossrail arriving, over 3.5 million people will live within a 45-minute commute – making it one of the most integrated neighbourhoods in the capital. The legacy of London 2012 cemented the area as a new hub of London and lit the torch of major regeneration, transforming Stratford into a thriving place for culture, education and commerce. Providing the final piece in the jigsaw is International Quarter London (IQL) - a new £2.4 billion mixed use development.

“As with many developments, we’ve had to overcome challenges. But unique to International Quarter London was tackling the misconception of Stratford’s amenities, location and proximity to the rest of the city. Crucial to addressing this has been ensuring the development is fully integrated to the changing landscape in the area, and taking a holistic approach to building a lasting community. A core learning for us was the importance of permeability; IQL is in the centre of the capital’s shift east, and our work plays a major part in integrating all the moving elements to create an exciting, diverse and authentic place”.

Ben O’Rourke,
Managing Director,
International Quarter London

Located at the gateway to Queen Elizabeth Olympic Park, IQL sits at the heart of this transformation, and will be a connecting platform bringing a diverse community together. Featuring a vibrant streetscape, varied architecture and a striking skyline, it will be an inviting campus environment unlike anywhere else in London.

The new place will allow people to work in modern workplaces designed for tomorrow’s work life centred on employee wellbeing and enhanced productivity, stroll tree-lined boulevards, swim in an Olympic pool at lunch, and enjoy dinner by the waterfront, followed by a play at Sadler’s Wells. In the midst of it all, IQL will provide a platform for collaboration, creativity and inspiration – within businesses, but also between a growing like-minded business community capitalising on the residents and 12,000 students moving to the area.

IQL is fully integrated into the local context. Local community inclusion is vital, which is why new schools, employment opportunities and training to local people will be delivered working with LB Newham. The opportunity to contribute towards, and help shape, a new area of London does not come along often. But when it does, it allows us to reimagine how we live and work, look at the best London can offer and condense it into a new piece of city suitable for the 21st century.

Client: **Stratford City
Business District
Development** Manager:
**Lendlease Development
Europe** Architect: **Roger
Stirk Harbour + Partners**
MEP Consultant: **Hoare
Lea and Norman Disney
Young - NDY** Structural
Engineer: **Ramboll and
Arup** Landscape Architect:
**Gustafson Porter +
Bowman** Employers Agent:
Gardiner & Theobald





**CRISP STREET
EXCHANGE PROGRAMME**

Poplar, Tower Hamlets, E14
Due to complete 2027

Poplar is experiencing massive change, including a planned £300 million district centre regeneration. The Crisp Street Exchange Programme allows local start-ups, established businesses and individuals to grasp emerging opportunities via a network of inter-related opportunities. The scheme includes 5,300 square feet of improved enterprise space, support for 200+ businesses via training and an enterprise network, art exhibitions, makers markets and music events facilitated in the heart of the district centre.

Project Lead: **Poplar HARCA** Funding: **Mayor of London's High Street Fund** Responsible Loans: **HACT** Training: **Pop Up Business School** Co-Working hub Architect: **Sheppard Robson** Co-Working hub run by: **London SmallBusiness Centre**



**BLACKWALL REACH
PHASE 1B**

Poplar, Tower Hamlets, E14
Due to complete 2024

The latest phase in the £300million regeneration of Blackwall Reach is now under construction and will deliver 242 homes. Three buildings that include retail and leisure at ground floor will surround a new public square next to Blackwall DLR. By 2024 this regeneration will provide 1,500 homes, of which over 50% affordable, commercial premises and improved public realm. 98 homes, a community facility, extended school and replacement mosque have already been completed in Phase 1A.

Owner & Developer: **Swan Housing Association / NU living** Architect: **BPTW, CF Moller** Land Sale Development Consultant and Appointed Sales Agency: **CBRE**



**CRAFT CENTRAL AT
THE FORGE**

Mudchute, Tower Hamlets, E14
Completed September 2017

Craft Central are moving to a new home on the Isle of Dogs within a Grade II listed former shipbuilding ironworks. The craftmaking collective will return design and making to an area known historically for traditional industry, and catalyse new activity in a neighbourhood that has witnessed economic decline. Alongside creative businesses, the project facilitates a public programme of craft workshops, exhibitions and other community-focused activity.

Client: **Craft Central** Concept Architect: **Emrys Architects** Contractor: **iSpace Interiors**



ROYAL ALBERT DOCK

Royal Albert Dock, Newham, E16
Due to complete 2019 (Phase 1)

The 35-acre site at Royal Albert Dock is set to be transformed into a gateway for Asian and Chinese business seeking to establish headquarters in the UK as well as other businesses wanting to set up in the capital. The development will re-instate the Royal Docks as a commercial and trading centre for the 21st century, delivering around 20,000 full-time jobs and boosting local employment in Newham by 30 per cent.

Client: **ABP London** Architect: **Farrells** Main Contractor: **Multiplex**



ROYAL DOCKS WEST

Royal Victoria Dock, Newham, E16
Due to complete November 2018

Royal Docks West is part of the Docklands' £3.7 billion regeneration scheme delivering 40,000 new jobs and 12,000 new homes. The 19-storey development delivers 105 homes, of which 26 affordable, with balconies and water or urban vistas. Royal Docks West benefits from the £1.5 billion city-wide investment in Crossrail, being just a three-minute walk from Crossrail and the rest of London just minutes away with connections via Emirates Air Line, DLR and several bus routes.

Developer: **Mount Anvil and LIEC** Architect: **EPR Architects (planning) and Hunters (delivery)** Structural Engineer: **Expedition** M&E Engineer: **TUV SUD** Planning Consultant: **Montagu Evans** Landscape Architect: **Fabrik (planning) McFarlane (delivery)** Interior Architect: **Johnson Ribolla**



SILVERTOWN QUAYS

Silvertown, Newham, E20
Due to complete 2018-2025

The masterplan for Silvertown Quays, 62 acres of brownfield land on Royal Victoria Docks, is at the centre of the rapidly emerging transformation of the wider Royal Docks site, one of London's major regeneration areas. The proposals respond to the existing and emerging context to create a mixed-use focus, incorporating new commercial, office and residential space, maker space in the refurbished Millennium Mills, and new public realm.

Client: **The Silvertown Partnership** Masterplanner & Lead Consultant: **Fletcher Priest Architects** Planning Consultant: **Quod** Landscape Consultant: **West 8** Quality Surveyor: **Alinea Consulting** Heritage Consultant: **Donald Insall Associates**

POPLAR BATHS
LEISURE CENTRE

Poplar, Tower Hamlets, E14
Completed July 2016

Transforming Poplar Baths back into a community leisure centre for East London, the scheme brought much needed regeneration and investment to Tower Hamlets. Delivered as part of a wider public private partnership that also delivered 100 new socially let apartments and a new youth centre, the £15 million leisure centre houses a large sports hall, community pool, gym, two studios for exercise classes, a roof-top multi-use games area, dry and wet changing areas, staff facilities including a prayer or quiet room, play area and café with small exhibition space.

After nearly 30 years standing empty and forlorn, Poplar Baths has reopened to the public for all to see. The present Poplar Baths building opened in 1934 and remained a much loved local landmark until closure in 1986 after a section of the building fell into the pool hall. The building had been derelict since 1994 and for many years featured prominently on the Building At Risk register. The Grade II listed building was achieved through strong community support as Poplar Baths has remained at the forefront of local interest since its relatively sudden closure.

Poplar Baths is a state-of-the-art facility at the heart of the local community providing programmes and activities to help more people in the area get active more often. The project was very much a community based initiative; there was comprehensive and ongoing involvement of local community groups including ward councillors. A dedicated Resident Liaison Officer was based on site at all time to resolve matters and work cordially with the resident groups.

The design team focused on the conservation of the building – both in physical terms, but also in its role as a relevant and important local amenity. A detailed process of conservation analysis and community engagement enabled the recreation of optimism and civic pride that heralded its previous openings. Claire Brady of Historic England and the Executive Mayor of Tower Hamlets, John Biggs, both recognised the history and value of such a magnificent building and the need to bring this important piece of Poplar back to life.

“The Grade II Listed building had a number of significant features, many badly damaged following years of poor maintenance. The remaining 1930s curved wall tiles, metal banding, black stone inlay and terrazzo flooring required careful restoration work. These have been reinstalled in the reception area to recreate the impressive entrance hall. The bath’s original plunge pool, unique in its configuration and form, has been entirely removed and re-sited within the new interior. Fixtures and fittings have been carefully matched to those salvaged during the redesign and reconstruction, including clocks, light fittings, door handles and signage.”

Patrick Quinlan,
Project Manager,
Guildmore Ltd



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Client: **LB Tower Hamlets**
Architect: **Pringle Richards**
Sharratt Structural
Engineer: **PEP Civil and**
Structures Ltd M&E: **Peter**
Deer and Associates
Planning Consultant:
Collins & Coward Project
Manager, Contractor and
Developer: **Guildmore Ltd**
Cost Consultant: **Clarkson**
& **Alliance** Leisure operator:
Greenwich Leisure Limited



GOODLUCK HOPE

Leamouth Peninsula,
Tower Hamlets, E14

This new six acre development overlooks the O2 Arena on Leamouth’s southern peninsula and will deliver up to 834 new homes, a new leisure facility, education space and over 1,400 square meters of retail, restaurant and flexible workspace. The in-filled ships graving dock in the centre of the development will become a new public square creating connectivity to public transport. The development is inspired by local character, incorporating historic wharfs, with designs reflecting a modern warehouse typology.

Developer: **Clearstorm Ltd (part of the Ballymore Group)** Architect: **Allies and Morrison** Environmental Consultant: **Waterman Group Plc**



SILVER BUILDING

Silvertown, Newham, E16
Due to complete December 2017

Situated on the fringes of the Royal Docks, this 1965 building was constructed for the British Oil and Cake Mills Company, later occupied by Carlsberg-Tetley. The building had been left derelict for almost 20 years, and it’s currently being transformed into a bustling creative centre: studios, cafes, bars and exhibition spaces are being created over four floors with original shuttered concrete and terrazzo staircases being lovingly restored.

Client: **Nick Hartwright, Greater London Authority** Architect: **SODA** Structural Engineer: **SD Structures** Mechanical Engineer: **CFE Building Services Ltd**



PLAISTOW

Plaistow, Newham, E15

A residential-led mixed use development will create 323 new homes in a variety of tenures including affordable housing, on the triangle of land to the north of Plaistow Station. This will include 32% family housing. The development will also provide 850 square meters of new local centre retail space, fronting a new public space on Plaistow Road.

Development Manager: **LondoNewcastle** Planning consultant: **DP9** Architect: **Maccleanor** **Lavington** Transport Consultant: **TTP Sunlight / Daylight: Point 2 Surveyors** Sustainability & MEP Engineer: **Scotch Partners LLP** Structural Engineer: **Heynes Tillett** Steel Fire Safety Engineer: **Olsson Fire** Cost Consultant: **Gardiner & Theobald** Landscape Architect: **Grant Associates** EIA Consultant: **Environmental planning & assessment Ltd.** Access Consultant: **Buro Happold** Townscape: **City Designer** Verified Views: **AVR**



REDBRIDGE TALL BUILDINGS STUDY

Redbridge, IG1

The project involved a review of Redbridge’s approach to tall buildings within its emerging Local Plan. The project was set in the context of significant development pressure in the borough, and a trend of an increasing number of applications and developments towards taller buildings, particularly in key town centres such as Ilford and the designated ‘Crossrail Corridor’. The project also examined the landscape of the borough, identifying strategic viewing corridors and locations suitable for tall buildings.

Client: **LB Redbridge** Consultant: **Arup**



THE HORIZON BUILDING

Ilford, Redbridge, IG1
Due to complete June 2018

Formerly known as Valentine’s House, the existing office building will be converted into 122 new homes, and 16,000 square feet of ground floor retail space. The scheme proposes stripping the building back to the shell and re-modelling it, opening-up the building to create more space, balconies, a landscaped roof garden and four storey extensions. The concept design for recladding the existing building façade, external balconies and materiality was derived by responding to the existing structure, site context and the local history of Ilford.

Client: **U + I** Architect: **Farrells** Structural Engineer: **AKTII**



SUSTRANS COMMUNITY STREET DESIGN, MARKS GATE ESTATE

Dagenham, Barking and Dagenham, RM6
Completed January 2017

Over the course of two years Sustrans, together with the local community in Marks Gate Estate, led an innovative co-design programme that has delivered on the Healthy Streets agenda, empowering the community to walk, cycle and use more public transport. Behaviour change initiatives were run in tandem with the co-design programme, which demonstrably increased walking and cycling in the borough, and encouraged local people to come together and socialise.

Client: **LB Barking and Dagenham** Architect & Engineer: **Sustrans** Contractor: **Bower Contracting Ltd**



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Client: **Red Door Ventures**
 Architect: **Pitman Tozer Architects** Contractor: **Galliford Try Partnerships**
 Structural Engineer: **Tully De'Ath Consultants**
 Mechanical & Electrical Engineer: **FHPP** Quantity Surveyor: **Airey Miller Partnership** Project Management: **Airey Miller Partnership** Landscape Architect: **Gillespies**
 Sustainability Consultant: **XCO2 Energy Ltd**



PLAISTOW HUB

Plaistow, Newham, E13
Due to complete 2021

Reinvigorating the heart of Newham, Plaistow Hub creates 182 build-to-rent homes, gym, supermarket and café, as well as a neighbourhood centre, all around new public realm. The buildings will vary in height from two storeys, in keeping with the existing 19th century brick station building, to the 23-storey landmark tower.

The scheme will be comprised of two sites: London Road and Valetta Grove, located either side of the railway at Plaistow. By focusing on placemaking and the promotion of the public realm, The Hub will produce significant public benefit and create a new local centre for Plaistow.

The London Road tower will also form a landmark building and visual locator for the underground station and Hub. London Road, to the south of Plaistow Road, will create a new and vital public square and entrance to the existing underground station. The building will be comprised of 100 private rented homes and commercial spaces including a gym, supermarket and café that opens on to 'Station Square'.

Valetta Grove, to the north of Plaistow Road, will provide private rented housing at the upper levels with a new neighbourhood centre and library that will include a café, study spaces, exhibition space, a meeting room and adult learning areas over two lower floors. The homes will range in size from 1-3 bedrooms, all with generous proportions, designed in compliance with Greater London Authority Housing Supplementary Planning Guidance.

Residents will benefit from tenant facilities including 24-hour concierge, parcel collection service, tenants' lounge, rentable event space and a roof terrace. A material palette of brick, reconstituted stone and terracotta will be used to create a visual connection across the two sites, helping to create a distinct sense of place and a new identity around Plaistow Station. A light-brown brick with variegated tones coupled with a light colour mortar will create a depth and richness to the architectural expression. Reconstituted stone and brick will form the primary materials at Valetta Grove complemented by a secondary palette of dark-metal framed glazing and balustrade with bright yellow and charcoal terracotta to create contrasting tones which will add depth to the façade.

The buildings are designed to be environmentally efficient: an enhanced building fabric will help to minimise heat loss, and orientation will reduce the reliance on artificial lighting and ensure good levels of interior daylight and ventilation. A decentralised communal heat and power (CHP) system will provide energy to each site, with the intention that it will connect to a district heat network in the future. In addition, the buildings will incorporate renewables such as photovoltaics and air source heat pumps on both sites.

"Over multiple levels and across two sites, the scheme aims to create a harmonious and cohesive new urban centre in a challenging context where road and rail infrastructure intersect. The Hub makes improvements to the public realm and provides a better mix of offerings for the existing and new community including new high-quality private rental accommodation, retail, commercial and community uses."

Luke Tozer,
Project Director,
Pitman Tozer Architects

Client: **LB Redbridge**
Masterplanner: **Allies and Morrison**
Architect: **Burns & Nice**
Structural Engineer: **Pel Freshman**



ILFORD TOWN CENTRE REGENERATION AND PUBLIC REALM WORKS

Ilford, Redbridge, IGI
Due to complete March 2021

This is an exciting time to re-establish Ilford's place as a vibrant and liveable town centre showcasing all the attributes of a modern metropolitan town centre. The delivery prospectus builds on principles established in the Ilford Manifesto for creating an 'Ilford for all', and defining Ilford's future role within the heart of a modern east London.

The Delivery Prospectus sets out how these promises can be achieved for Ilford Town Centre to be an attractive, prosperous and well-designed place with a good quality of life for all. It is an invitation to work with the London Borough of Redbridge and its partners, to develop the vision for the benefit of existing and new residents, and attract Londoners and new visitors to a thriving town centre. Redbridge's strategic location is set to establish Ilford Town Centre as a destination of choice.

A new contemporary station setting will frame the arrival of Crossrail in 2019, alongside investment in enhanced public realm leading into the town centre. Residents, businesses and commuters will benefit from access to central London in just 15 minutes, enhanced connectivity to London's airports including Heathrow in under an hour. With a Local Plan close to completion which sets out a borough-wide ambition to deliver 18,500 homes and 5,000 jobs by 2030, Redbridge offers excellent value for prospective buyers, renters and investors.

As the major growth and regeneration opportunity identified within the Local Plan, Ilford is set to deliver a mix of high quality new homes for Londoners with 6,000 new homes planned by 2030, alongside space for new business to start and grow, new schools, an improved shopping experience and a range of leisure facilities which support a growing residential population. Ilford already benefits from a strong and diverse cultural community and the prospectus showcases redevelopment of Ilford civic buildings as an opportunity to rejuvenate Ilford's cultural offer. Ilford's new Cultural Quarter is focused around the reuse of the iconic grade 2 listed town hall building, which will incorporate a new library, theatre, leisure centre and college, all underpinned by investment in modern civic facilities.

Work is underway to realise the vision set out within the Manifesto and Delivery Prospectus, beginning with the transformation of Ilford Town Centre public realm. The scheme includes new public spaces to play and meet with pop-up activity, in addition to calming green spaces and outdoor seating. The first phase is now underway and scheduled to complete late Autumn 2017, complementing new retail and leisure facilities opening along the High Road. New public realm will benefit local businesses and leverage additional investment into realising the vision for regeneration for Ilford town centre. The Council is working with its local partners to ensure the new space is fully activated, to revitalise the daytime and evening economy.

"Ilford BID is a key partner with Redbridge Council. As Ilford BID Manager, I am pleased to support the Council's new public realm works along the Ilford High Road. Ilford BID was consulted on the design of public realm phase one and the delivery process. Receiving regular updates from the Council helped to communicate the program of works with shops and businesses to minimise disruption to trading and shoppers. The first phase of public realm scheme is being delivered to include all the various elements-paving, lighting, benches, cycle stands and bins."

Ben Collins,
Manager,
Ilford BID



**BARKING RIVERSIDE
LONDON**

**Barking Riverside, Barking
and Dagenham, IG11**
Due to complete 2030

Barking Riverside is a 170 hectare brownfield site, until recently occupied by heavy industry. This masterplan is delivering 11,000 new homes while supporting employment, education and leisure uses. The whole development is surrounded by a park rich in wildlife.

Client: **Barking Riverside Ltd**
Masterplanner and Architect: **Lifschutz Davidson Sandilands**
Planning Consultant: **Barton Wilmore**
Landscape Architect: **Kim Wilkie**
Transport Consultant: **Arup, Ardent**

Site wide infrastructure team:
Engineer: **WPS** Landscape Architect: **LDA**

District Centre team:
Architect: **Lifschutz Davidson Sandilands** M&E Engineer: **Hilson Moran** Structural Engineer: **Price & Myers** Landscape Architect: **LDA** Transport Consultant: **Ardent** Movement and Spatial Analysis: **Space Syntax** Fire Consultant: **Jeremy Gardner Associates**



HOUSE FOR ARTISTS

Barking, Barking & Dagenham, IG11
Due to complete June 2019

Barking's House for Artists combines a new model of low rent co-housing with artist workshops and a public events hall programmed by the artist residents. Interiors are left "unfinished" and floor plans offer genuine adaptability in the number of walls and rooms, allowing residents to meet individual needs. The project proposes ambitious mixed-use housing as a primary device through which the spaces and culture of the city are created and shared, taking on the lack of affordable spaces for artists while facilitating sustainable community provision.

Client: **LB Barking and Dagenham and Create London, supported by Greater London Authority** Architect: **Apparata** Structural Engineer: **Expedition** Environmental Engineer: **Max Fordham** Cost Consultant: **Artelia**



WHITING AVENUE IG11

Barking, Barking & Dagenham, IG11
Due to complete March 2019

Taking forward the company's pioneering work with volumetric construction, the project has been designed to optimise the opportunities with off-site construction from the outset. The 74 new affordable homes have been provided across three pavilion buildings that enclose communal gardens, including allotments. A communal work space is also provided to foster a sense of community and flexible live/work patterns.

Developer: **Pocket Living** Architect & Principal Designer: **Reed Watts** Structural Engineer: **Parmabrook** MEP Engineer & Sustainability Consultant: **TUV SUD** Cost Consultant: **Equals** Planning Consultant: **Boyer**



BECONTREE HEATH

Dagenham, Barking & Dagenham, RM10
Due to complete 2019

The Becontree Heath project in Dagenham covers three parcels of land along Wood Lane, and comprises 170 homes, alongside a replacement bus terminus and retail space for a local pharmacy. The scheme forms an important part of the Council's wider strategic ambitions for Heath Ward. The architecture brings regular front doors and active frontages to Wood Lane, and binds the disparate elements of the local townscape together to create a cohesive and distinctive new vernacular.

Client: **Countryside Properties** Masterplanner and Architect: **Stitch** Landscape Architect: **LUC** Planning Consultant: **Montagu Evans** Structural & Civil Engineer: **Brands Consulting** M+E Engineer: **Mendick Waring** Energy and Sustainability Consultant: **RPS**



**ROMFORD TOWN CENTRE
DEVELOPMENT FRAMEWORK**

Romford, Havering, RM1
Completed November 2015

The Romford Development Framework sets out an ambitious physical vision to deliver sustainable growth capitalizing on the arrival of Crossrail. The framework focuses on the mechanisms to deliver growth, providing guidance on development densities in order to encourage high quality urban living. It targets the delivery of thousands of high quality new homes, up to 1,800 new jobs and the creation of a high quality town centre based on its existing character.

Client: **LB Havering** Planner, Masterplanner and Urban Design Consultant: **Tibbalds Planning & Urban Design** Economic, Viability and Regeneration Consultant: **BBP Regeneration** Consulting Engineer: **Campbell Reith**



COLOUR IN ROMFORD

Romford, Havering, RM1
Completed April 2017

Colour in Romford aims to turn Romford into an open air gallery, taking art out of the traditional 'white cube' gallery space, and bringing it to people's doorsteps. Over the past two years 13 murals have been commissioned. For Phase 1, a competition was launched for local artists to submit work to be replicated on the façades of buildings. Selected works included Anika Manuel's 'The Reader', Brennan and Burch's 'New Forest', and Chris Stevens, 'Loughros Point Revisited'.

Delivery Body: **Made Public** Building Owner: **The Quadrant, Fiction, The Brewery, The Retailery, The Co-operative** Funder: **Greater London Authority, LB Havering, Crowdfunding, Business Sponsorship** Artists: **Graffiti Life, Ben Eine, Art + Believe, DZIA, Anika Manuel, Grant Pearce, Brennan and Burch, Chris Stevens, Anna Tomix, Artista, Lucy Tiffney, Merlyn Griffiths**



Client: **Benson Elliot & Landonewcastle**
 Lead Designer, Urban Designer and Landscape Architect: **Studio Egret West**
 Structural Engineer: **Heyne Tillet Steel**
 Building Services & Sustainability Consultant: **Scotch Partners**
 Heritage Consultant: **City Designer – Richard Coleman**
 Planning Consultant: **DP9**
 Cost Consultant: **Sweet**

VICARAGE FIELD

Barking, Barking & Dagenham, IG11
Due to complete 2025

The transformation of Vicarage Field in Barking will create an exemplar in multilayered ecological urbanism; a new retail, restaurant and leisure destination for East London, to include a 6-8 screen cinema and 300-capacity music venue, together with up to 855 high quality homes, a 150-room hotel, enterprise workspace for start-up businesses, a healthcare facility, a three-form entry primary school and extensive public realm and green space.

The existing mono-functional shopping centre sits on a prominent 5-acre plot in Barking Town Centre between Barking Station and Barking Central. The site owner wanted a vision and framework plan for a mixed-use environment to make Barking Town Centre a more desirable destination for shopping, leisure and living.

A series of low to medium rise buildings define the edge of the site in response to the character of the existing two to three storey brick faced buildings. The rhythm and materiality of these buildings provide a fine grain to the existing street frontage which is reminiscent of many traditional high streets throughout London.

“We took on the challenge of creating an integrated, mixed use and multi layered place where currently a low rise, monocultural shopping centre sits. Our key challenge was to combine the re-provision of a high quality street and square based retail experience with a desirable residential environment above and to shape the critical mass of well orientated accommodation to best compliment the conservation area. We found that reinstating the historic use of the “Vicarage Field” as a growing landscape was a helpful ingredient to stitch existing and new communities together and optimise the ecological and social value of the fifth facade. We hope that the project becomes an exemplar of outer London Town centre regeneration.”

David West,
Urban Designer and Director,
Studio Egret West

A cluster or family of 5 buildings are located at the centre of the site where the heights increase to a high point of 36 storeys. This family of buildings have a more expressive form which appears to land with sculptural legs that root the buildings to the site and allow for the retail and leisure spaces to weave in and out of the base of the buildings above. The rooting of the buildings allows the upper floor uses to feel connected with the street below and creates a strong sense of identity for the buildings above.

The name Vicarage Field is derived from the site’s history as a piece of agricultural land associated with a vicarage. The romance of reviving the site’s agricultural spirit has led to the scheme proposing the injection of a sense of countryside back into what has become an urban setting. The scheme aims for a strong urban farming presence through thoughtful integration of edible planting, growing gardens and rainwater harvesting. Harnessing this grow your own spirit is fundamental to creating an attitude of participation and ownership throughout the development.

The multi-layered landscape will tie the mix of uses together and create a distinctive identity inspired by field patterns that link the development to the agricultural history of the site. Outline planning permission was granted in Spring 2017.

BEAM PARK

Dagenham, Barking and Dagenham and Havering, RM9
Due to Complete September 2030

Located on a former Ford factory site in East London, Beam Park is a new residential-led scheme proposing a step-change in the perception of the former industrial landscape to create a new urban community with attractive, well connected, sustainable places for people to live, work and socialise. The 32-hectare development sits within the London Riverside Opportunity Area Planning Framework, while the site is constrained by the River Beam and associated flood risks, proximity to the railway line, gas installations, foul water sewers and road flyovers that cross the site. Comprising one of several strategic development sites within East London, Beam Park includes the delivery of much-needed new homes, a new railway station, commercial uses, educational facilities and a new public park along the River Beam. A wide variety of activities and cultural events will also be supported by the scheme, drawing upon local history while contributing to a sense of place and identity.

The massing and architectural detail of the buildings have been developed in relation to the public spaces designed according to a logical sequence of scale and use, routes and nodes where spaces, axes and activities overlap. Together the public spaces define the structure of the public realm, defining different character areas or townscape settings. Specific building typologies contribute to the experience of the public spaces and each address a specific theme, whether it be it making the most of south facing views for the residents, establishing a varied skyline, or marking a key space within the design. Together with the public spaces, the typologies will create a unique place to live.

A variety of uses at street level are proposed to create activity and animation. Uses will be complemented by a cultural and educational programme, which will generate a specific local identity and establish a positive perception of what it means to live in Beam Park. Connections to the surrounding context create permeability and a clear street hierarchy that reinforces movement within the site, while the variety of architectural expressions provide the different spaces within the scheme with a defined character specific to themselves. A series of markers are in fact proposed to create special moments within the masterplan, which will also help way-finding in the masterplan.

The combination of spaces and buildings proposed creates a series of settings and areas of interest brought together by the over-arching masterplan. When combined, these game changing moves create a masterplan with a bold yet simple layout and logical approach to London regeneration. The masterplan is committed to fostering a strong and sustainable community that will provide realistic, affordable homes to meet the demands of locals and Londoners today.

“This project represents an unusual opportunity, for any designer, to initiate a new piece of city. We took cues from different parts of Georgian London by composing places with well designed, economical residential typologies. Houses are mono-pitch roofed terraces designed to emphasise the distinction between private realm and public space. Apartment blocks frame generous public green spaces to employ a range of architectural expression, breaking down the unifying masterplan to create smaller scale identifiable neighbourhoods.”

Andrew Taylor,
Director,
Patel Taylor



Masterplan, Concept
Architect and Landscape
Architect: **Patel Taylor**
Client: **Greater London
Authority, Countryside,
L&Q Planning: Peter Brett
Associates** Structural
& Civil Engineer: **Brand
Consulting** M&E Engineer:
Mendick Waring



THE QUADRANT

Romford, Havering, RM1
Completed June 2017

The Quadrant is a 25 unit shopping arcade situated in the heart of Romford. In 2008, The Quadrant, like so many other hubs of business, was crippled by the global recession. In September of 2014, a cultural regeneration programme was presented as a bid to transform The Quadrant's fate. The programme included rebranding, tenant support, creative residencies, online marketing, partnerships, physical building changes and a creative pop-up business scheme. Within two years vacancy rates had dropped from 42% to just 11%, with a total of 12 new businesses being introduced to the Arcade.

Delivery Body: **Made Public**
Managing Agent: **James Andrew**
International Landlord: **Winston Group**



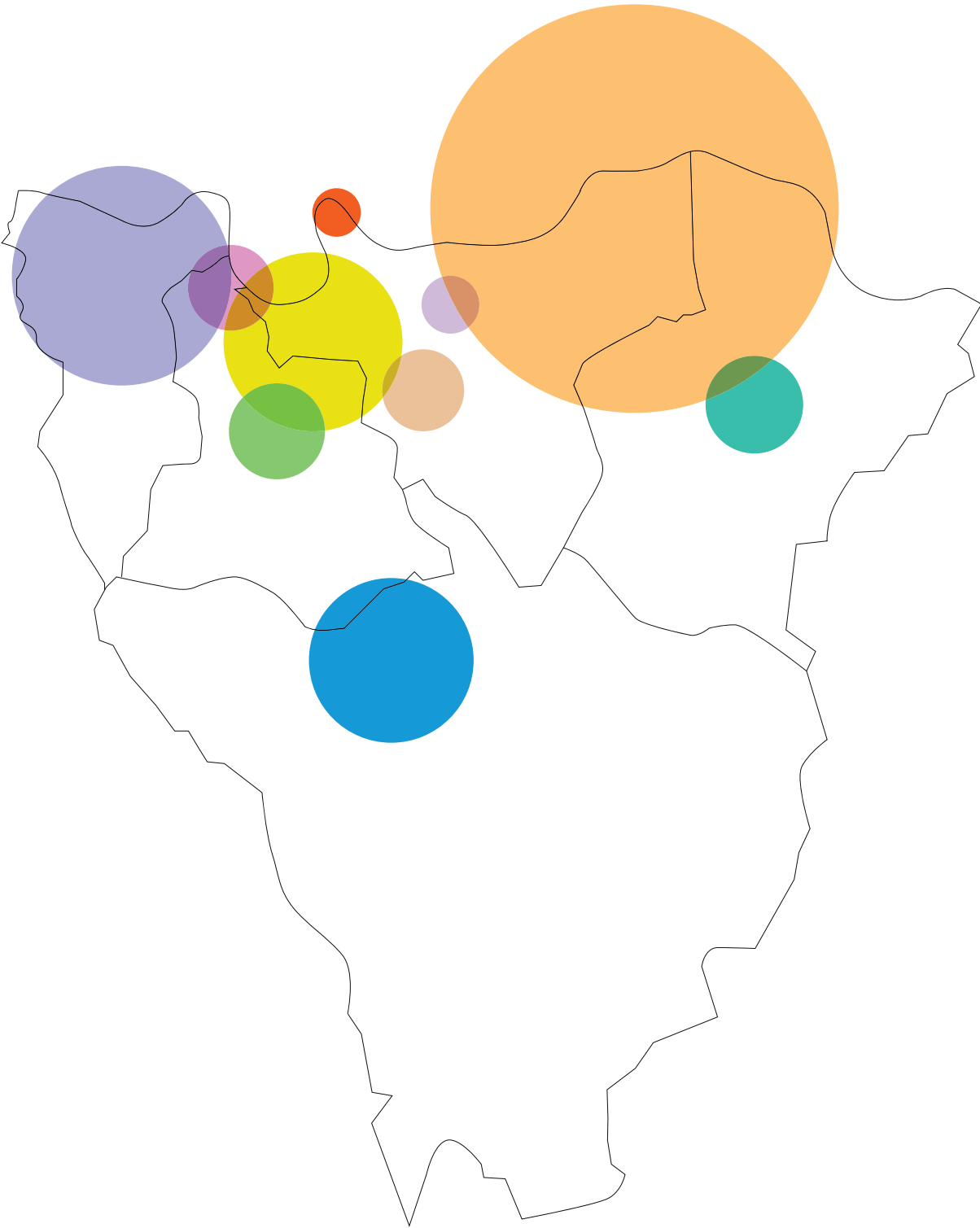
THE RETAILERY

Romford, Havering, RM1
Completed November 2016

The first of its kind in Romford, The Retailery is a business incubator. A former abandoned nightclub, it now hosts a lower floor dedicated to supporting restaurant start-ups. It also houses the first not-for-profit bar in Havering, where all proceeds go back into the community, as well as funding an exciting programme of cultural events. The building houses a host of office-based start-ups on the first floor, from accountants, to graphic designers, to cleaners, to web developers.

Client: **LB Havering** Funder: **Greater London Authority**
Delivery Organisation: **Made Public**
Businesses Incubated: **Respondit, LoveCleaning4You, In-Line Accounts, That Thing You Pluck, Mitchell Huth Foundation, Simple Sourcing, Ollie Ford and Co, Spotlight Media, Tads' breakfast and brunch diner, Jas' Punjabi Kitchen, Italian Kitchen, Place Engine, Booze Made Public, SmiLED, Liana's Tea shop, Hodgepodge, Bathtime Bliss**

SOUTH EAST



THAMESMEAD

Greenwich and Bexley, SE28 & DA18
Due to Complete 2050

Thamesmead provides one of the most significant opportunities for meeting London’s growing demands for housing, employment land and green and open space.

Originally conceived as a new town for 60,000 people in the 1960s, Thamesmead’s full potential has never been realised. Today is home to approximately 45,000 people and is set along 5km of riverfront, with 150 hectare of green space, 30,000 trees, five lakes and 7 km of canals.

Identified as a major site able to accommodate substantial growth, this ambitious 30-year regeneration programme aims to meet Thamesmead’s original objective of creating ‘A new town for London’. With the arrival of Crossrail in 2018, cutting journey times into central London to just 20 minutes, and a new DLR crossing connecting Thamesmead with the north of the river within a decade, Thamesmead has the potential to accommodate up to 20,000 new homes and thousands of new jobs, as well as significant new leisure, entertainment and community facilities.

Thamesmead’s town centre is currently failing to provide that central focal point and identity for the local community that town centres traditionally offer. There is no train station, a dominance of car parking, a limited retail offer and practically non-existent residential or leisure provision. With the arrival of the DLR into the heart of the town centre within the next decade, however, the town centre has a chance to become the bustling heart it was always intended to be.

Peabody’s plans, in partnership with the RB Greenwich, LB Bexley, TfL and the GLA, are to transform Thamesmead’s town centre into a new waterfront community of 12,000 homes for a growing, and ageing, population; a new riverfront cultural and leisure offer; and a diversified retail and employment offer; all set along the south bank of the River Thames.

With a focus on the provision of affordable housing, Thamesmead Waterfront will provide an attractive and accessible option for Londoners and London businesses being squeezed out of zones 1 and 2.

As well as creating a new community in itself, the site will also provide a new central hub for Thamesmead supported by the new neighbourhood centres created across the town.

The vision for Thamesmead is that by 2050, Thamesmead will be a place where over 100,000 people call home. There will be space for everyone, with homes in all shapes and sizes.

Thamesmead’s landscape will create a sense of escape, away from the hustle and bustle of London - whilst still being within 20 minutes of the West End. The area’s green spaces, waterways and lakes will be at the heart of everyday life, providing space to play and space to breathe.

What will set Thamesmead apart will be its unique character and culture. A distinctive, vibrant identity that brings people together, that is grown from the area’s heritage and people, and that carves out a unique sense of identity and pride for the town.

“Thamesmead is one of the most significant regeneration projects for London. One that brings together a diverse, yet affordable, housing offer with somewhere to work and something to do in your leisure time. For the first time, Thamesmead’s potential can be realised and that is down to the partnership working between our borough partners, the GLA and TfL and our diverse team of regeneration professionals bringing together expertise in culture, landscape design and management; retail and commercial; housing design and delivery; and wider place-making. We feel strongly that Thamesmead can offer a significant part of the solution to London’s housing shortage whilst also providing a comprehensive employment, leisure and cultural offer that creates a new town for London that Londoners will want to be part of.”

John Lewis,
Executive Director, Thamesmead,
Peabody



Client: **Peabody** Architect:
Lifschutz Davidson
Sandilands (LDS), Proctor
& Matthews, Pitman Tozer,
Alison Brooks Architects
Employers Agent: **Potter**
Raper and Silver CDM – C:
Potter Raper Structural
Engineer: **Peter Brett**
Associates and Price &
Myers Quantity Surveyor:
Potter Raper and Silver
Landscape Architect: **Levitt**
Bernstein Associates,
Turkington Martin and
SHAPE Building Services
Engineer: **Max Fordham**
and Hilson Moran
Planning Consultant:
Lichfields and Savills



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**SOUTH THAMESMEAD
MASTERPLAN**

Abbey Wood, Bexley, SE2
Due to complete 2024

From Abbey Wood Station in the south, to Southmere Lake in the north, this ambitious masterplan creates an active linear focus to the neighbourhood and will include over 1,500 new homes, public spaces and 10,000 square meters of commercial, retail and leisure space. The plans include proposals for a new civic quarter containing 525 mixed-tenure homes, commercial and community facilities and a new public square.

Client: **Peabody** Design Team Lead: **Proctor and Matthews Architects** Architect: **Proctor and Matthews Architects & Mecanoo Architecten** Landscape Architect: **Turkington Martin** Planning, Environmental & Sustainability Consultant: **CBRE** Structural Engineer: **Peter Brett Associates** M&E Engineer: **Max Fordham** Transport & Civil Engineer: **Peter Brett Associates** Non-residential Consultant: **Savills** Project Manager: **Silver**



**WEST THAMESMEAD
GATEWAY**

Plumstead, Greenwich, SE28
Due to complete 2020

This masterplan for 1,500 homes connects various sites west of Thamesmead and north of Plumstead station, many of which lie in a swathe of neglected industrial land. The area has been declared a Housing Zone. The proposition is for a six storey urban neighbourhood that responds to and connects the low rise terraced homes to its north and south and provides a focus that has always been lacking for the community in this area.

Client: **Peabody** Masterplanner and Architect: **Lifschutz Davidson Sandilands** Structural Engineer: **Price & Myers** M&E Engineer: **Hilson Moran** Planning Consultant: **Lichfield** Planning Transport Consultant: **Steer Davies Gleave** Quantity Surveyor: **Potter Raper** Landscape Architect: **PRP** CDM Principal Designer Services: **PFB Construction Management Services**



THE REACH

Plumstead, Greenwich, SE28
Due to complete July 2019

This 100% affordable mixed-use scheme will reinvigorate the local area while creating an inclusive and thriving new community. The 66-home development will consist of a mix of 1, 2 and 3-bedroom homes as well as commercial space. The distinctive curved façade helps to create a sense of place and identity by framing a vibrant new shared civic space. The Reach will not only complement the existing context but set a new standard for the local area.

Client: **Peabody** Architect: **Pitman Tozer** Architects Contractor: **Hill Partnerships** Structural Engineer: **Clarke Nicholls Marcel** Mechanical Engineer: **Hilson Moran Partnership & Max Fordham** Electrical Engineer: **Emersons Electrical** Planning Consultant: **Nathaniel Lichfield & Partners** Sustainability, Acoustic & Air Quality Consultant: **Hilson Moran Partnership** Employer's Agent: **Potter Raper Partnership** Landscape Architect: **Turkington Martin** Landscape Architects



PLUMSTEAD LIBRARY

Plumstead, Greenwich, SE18
Due to complete April 2019

This scheme will transform and extend the Grade II Listed 1903 Plumstead Library and Leisure Centre into a fully accessible public facility. Preserving the historic character of the original building, the existing library services will be greatly improved; and include a new café, and reinstate previously inaccessible rooms to multi-functional spaces. The new extension will house leisure functions, with a level access entrance and social space to welcome the public to their new centre.

Client: **RB of Greenwich** Architect: **Hawkins\Brown** Project Manager & Cost Consultant: **Faithful & Gould** M+E & Structural Engineer: **Peter Brett Associates** Planning Consultant: **BPTW** Heritage Consultant: **PSCPA**



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WELLINGTON STREET

Woolwich, Greenwich, SE18
Due to complete 2020

This residential-led, 316-unit development carefully weaves together existing buildings and architectural additions with a new public realm, cultural and retail facilities at its heart. The design revolves around a cohesive architectural language that is distinctive yet sympathetic to the surrounding, mostly Victorian, buildings and high-streets. The project responds to the urban characteristics of the adjacent Bathway Quarter and improves connections with the Love Lane and Powis Street retail areas.

Client: **Powis Street Estates (No 3) Ltd** Architect: **Sheppard Robson** Asset Manager: **Real Estate Investment Management** Structural Engineer: **Michael Alexander Consulting Engineers** M&E/Sustainability Engineer: **Grontmij (Now Sweco)** Planning Consultant: **CGMS Consulting** Project Manager: **Alan Shingler, Sheppard Robson**

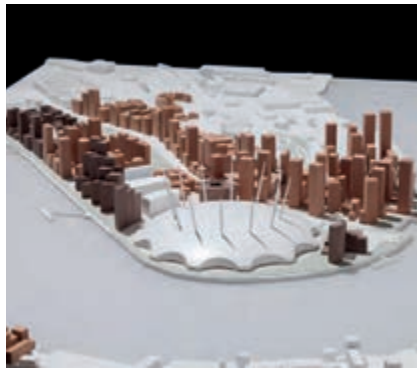


KIDBROOKE VILLAGE

Kidbrooke, Greenwich, SE3
Due to complete 2030

Berkeley Homes, in conjunction with RB Greenwich, the Homes and Communities Agency and Southern Housing Group, is undertaking one of the largest housing-focused regeneration schemes in Europe with the transformation of the former Ferrier Estate in Kidbrooke. Described by CABE as an 'exemplar for sustainable suburbs', the project aims to bring back to life this part of London through a 30-year development programme underpinned by a 109-hectare masterplan.

Client: **Berkeley Homes and RB Greenwich** Masterplanner & Architect (Phase 1 and Phase 3): **Lifschutz Davidson Sandilands** Architects: **CZWG, Scott Brownrigg, Gardner Stewart, PRP, A+Q Partnership** Planning Consultant: **Barton Wilmore** Landscape Architect: **HTA Design LLP, Gillespies, Townshend** Landscape Architects, **Fabrik**



GREENWICH PENINSULA

North Greenwich, Greenwich, SE10
Due to complete 2024

Greenwich Peninsula is one of the largest regeneration projects in Europe situated across the Thames from Canary Wharf. The proposals for this former industrial site exploit the Peninsula's unique land form, creating new public realm which can accommodate future growth. The design proposes six distinct residential neighbourhoods serviced by new education facilities, health services, and local retail. It will deliver 15,000 new homes and a new 'design district' around the O2 Arena.

Masterplanner: **Allies and Morrison** Developer: **Knight Dragon Developments**



LEWISHAM TOWN CENTRE
Lewisham, SE13

Lewisham Station is a major London transport hub, connecting Rail, DLR and buses. The arrival of the Bakerloo Line will improve connections to Central London. The Council has commissioned a design-led interchange study which will influence the future growth of the station and surrounding areas, to cater for increased population and business in line with the growth of the town centre and numerous large regeneration projects.

Client: **LB Lewisham, Network Rail and Transport for London** Architect: **Atkins and Studio Egret West**



RUSS COMMUNITY-LED HOUSING

Ladywell, Lewisham, SE13

RUSS is a community land trust inspired by the 1980s Walter Segal Lewisham self-build housing and it has an agreement with Lewisham council to deliver community-led, sustainable, self-build homes. The future residents were chosen by public ballot and have been co-designing their homes. The site will contain a community space, designed by RUSS members, built by them from timber using the Segal method.

Project Lead: **Rural Urban Synthesis Society (RUSS)**



DEPTFORD HIGH STREET

Deptford, Lewisham, SE12
Due to complete November 2017

The proposals seek to transform the public realm and deliver enhanced connections between north and south Deptford. Part of a series of enhancements implemented since 2013, these proposals aim to create a cohesive and improved streetscape to make one continuous scheme, bringing significant physical improvements to the environment, aiding accessibility and road safety in the area for both pedestrians and cyclists, dealing with crime and fear of crime, reducing excessive vehicular dominance, and making better use of space for social uses of the street.

Client: **Transport for London**



ANTHOLOGY DEPTFORD FOUNDRY

Deptford, Lewisham, SE14
Due to complete 2018

New contemporary homes inspired by the rich history of the site will be built on a redundant metal foundry in Deptford. The scheme consists of eight buildings of varying heights and Cobalt Tower, a distinctive 22 storey tower; a new pedestrian and cycle route; and two new public squares. As well as 316 affordable and private homes, the development includes creative spaces for local artists.

Client: **Anthology** Architect: **Rolfe Judd** Structural Engineer: **JSA Consulting Engineers**



THE GRAMERCY, CREEK ROAD

Cutty Sark, Greenwich, SE10
Completed April 2017

83 contemporary mixed tenure apartments and mews houses, and 1,800 square meters of flexible commercial space have reinstated street frontages and extended Greenwich Town Centre's retail opportunities westwards from Cutty Sark DLR. Linking the site to emerging developments in West Greenwich, The Gramercy is a sympathetic but contemporary response to its historical context and was commended at planning committee for "creating cohesion in an area that is currently a visual mess".

Client: **Family Mosaic** Architect: **bptw partnership** Contractor: **Bouygues UK** Planning Consultant: **bptw planning** Civil & Structural Engineer: **Tully De'Ath** M&E: **Peter Deer and Associates (pre-planning) / DSSR (post-planning)** Landscape Architect: **Ireland Albrecht Landscape Architects (pre-planning) / Turkington Martin (post-planning)** CDM Consultant: **Potter Raper Partnership**

Developer: **U+I** Contractor: **Bower Contracting Ltd**
Architect: **Pollard Thomas Edwards** Local Authority: **LB Lewisham** Building Services Engineer: **AECOM**
Structural Engineer: **PEP** Landscape Design: **Farrer Huxley Associates**



DEPTFORD MARKET YARD

Deptford, Lewisham, SE8
Completed July 2015

Deptford Market Yard is a new public space in the heart of Deptford, incorporating the restored Grade II Listed carriage ramp and arches, the oldest railway structure in London. The 14 arches are now home to artisanal businesses, and the ramp provides public access to the rebuilt station. The yard itself hosts a pop-up food market, complementing the existing local street market. Market Yard is part of the wider Deptford Project.

The carriage ramp, completed in 1835, was first built as a means for horse-drawn carriages to reach the station. With the support of the Railway Heritage Trust, the fabric has been restored and made weather-tight and the surface has been repaved with high quality Dutch pavers. Complementing the brickwork and pavers are ‘Corten’ steel elements – fine mesh balustrades and low planters incorporating bench seating. The newly-built lower portion of the ramp provides a new connection from the High Street to the existing Carriage Way. Complementing the traditional structure and materials, PTE inserted a steel bridge linking the old and new sections and allowing pedestrian access through the site to the adjacent Douglas Square market and Albany Theatre. The restored ramp provides access to the station at platform level and a grand entrance to Octavius House.

The arches below the ramp were used originally to store the passengers’ carriages and horses, and successively they became locomotive and carriage workshops. In the Second World War they were used as air-raid shelters. This scheme has restored the arches introducing new shopfronts. These feature robust English oak cladding and doors, set into portal frames, which convert into security shutters after hours. Vertical signage is cleverly incorporated when the doors are open. Internally there has been minimal intervention, with the original brick left exposed including various alterations that were made during the war.

In 2012 the Market Yard was a pitied and run down backwater where market businesses plied their trade despite the semi-derelict conditions. A comprehensive repaving, new drainage and lighting have been done with robust materials, where traditional elements are contrasted with ‘Corten’ Steel and subtle contemporary detailing and design. The final piece is the planted soft seating edge and the six large trees that have introduced just enough nature, seasonal change and summer shade to this edgy and exciting place. The selection of suitable tenants has been carefully curated to balance existing businesses and newcomers. The new vibrancy has been almost immediate, yet the effect will be lasting.

“As a young teenager, I was raised in Greenwich, Lewisham and Brockley. Every Saturday I’d be dragged by my mum, kicking and screaming, down to Deptford high street market to get speciality Caribbean food products. Seeing the fantastic regeneration of the area and seeing our arch for the first time, gave me a feeling of coming back home. It’s a great site and great location and we want to fully ingrain Mama’s Jerk into the local community by offering our unique style of food, look and service.”

Adrian Luckie,
Mama’s Jerk



LEE GREEN REGENERATION

Lee, Lewisham, SE12
Due to complete January 2020

The scheme facilitates a major investment in the physical, economic and social regeneration of Lee Green and will create a viable and vibrant District Centre, catering for the needs of the local community whilst increasing local housing supply and choice. A comprehensive transformation of the Leegate Shopping Centre will provide a sustainable mix of modern shops, catering and leisure premises, and other community facilities that will attract a broad range of visitors.

Client: **St Modwen** Lead Consultant,
Architect: **Maccleanor Lavington**
Landscape Architect: **East**
Access Consultant: **David Bonnet** Planning Consultant:
Deloitte Transport: **SKM Colin Buchanan** Services Engineer:
Cudd Bentley Consulting
Consultation and engagement:
Camargue Food store Delivery
Architect: **Campbell Architects**



WHAT WALWORTH WANTS

Walworth, Southwark, SE17
Completed 2017

This area strategy is a catalogue of projects that aims to celebrate Walworth's unique character, knitting together gaps between development. It focuses on Walworth's high streets: Walworth Road, East Street, Old Kent Road, and their surrounding neighbourhoods. Proposals vary from the micro to the large-scale, from quick wins to long-term aims for growth. It is publicly downloadable as a tool to be used by all stakeholders to take ownership and co-deliver projects.

Client: **LB Southwark and Greater London Authority** Architect: **We Made That** Graphic Design: **Maddison** Graphic Quantity Surveyor: **Stockdale**



CHURCHILL GARDENS

Bromley, BR1
Due to complete 2021

This town centre development provides an important new link between Bromley's high street and the extensive Church House Gardens, focused around the existing Library Gardens and Churchill Theatre to create a cultural hub enhanced with new shops and cafes fronting onto the gardens. The development will deliver approximately 380 homes as well as new and improved accommodation for the popular Town Church, all framing a public promenade that further integrates the scheme with the town centre.

Client: **Countryside Properties**
Masterplanner and Architect: **Stitch**
Landscape Architect: **LUC** Planning
Consultant: **Montagu Evans** Structural
/ Civil Engineer: **Brands Consulting**
MEP Engineer: **Mendick Waring** Energy
and Sustainability Consultant: **RPS**



LIVESEY EXCHANGE

Old Kent Road, Southwark, SE15

The Livesey Exchange transforms 1,300 square meters of vacant garages on the Ledbury Estate into spaces for production, skill building and cultural activities, creating the social infrastructure needed in a culturally diverse neighbourhood that will see considerable change over the coming years. The existing housing estate will become a mixed-use development incorporating light industrial, commercial and assembly space that create opportunities for personal development and for communities to meet and interact.

Client: **Livesey Exchange Ltd**
Architect: **what if: projects** Structural
Engineer: **Structure Workshop**
Mechanical Engineer: **Skelly&Couch**
Electrical Engineer: **Max Fordham**
Acoustic Engineer: **ALN Acoustic Design** Building Control: **Building Control Approval Ltd** Business Plan:
counterculture Livesey Exchange
workshop: **Power Project, Nomadic People, Pempeople** Funder:
crowdfunding, GLA Regeneration Fund with LB Southwark, Southwark Tenant Fund, airbnb



PECKHAM COAL LINE

Peckam, Southwark, SE15

This resident-led initiative for a new one kilometre elevated linear link park will use the disused Rickett coal sidings, cutting through the heavily built-up ex-industrial area and providing precious green open space. It is creating a platform for conversation for residents to engage with each other, building new neighbourhood networks, and is both defined and driven by local people.

Project by: **927 crowdfunders including local residents and businesses, Friends of Peckham Coal Line, Adams & Sutherland, LB Southwark, Network Rail and the Greater London Authority**



BOXPARK

Croydon, CR0
Completed October 2016

Boxpark Croydon is part of the mixed-use Ruskin Square development next to East Croydon station. It creates a unique dining experience focusing on small independent traders, transforming the quality of the leisure offer in Croydon. Constructed of stripped and refitted shipping containers, it includes 96 units arranged around a covered courtyard space made available for year-round events.

Client: **Boxpark** Architect, Civil & Structural Engineer, Building Services Engineer, Acoustic Consultant, Lighting Designer, Landscape Architect: **BDP** Graphic Designer: **Filthy Media** Retail Designer: **Brinkworth**



CROYDON, SOUTH END

Croydon, CR0
Completed May 2015

This project in South Croydon delivers enhanced public realm and building frontages proposals, as part of a coordinated set of projects to enhance Croydon's high streets - from the improvement of shop fronts to developing now-bustling business centres and community amenities. The South End scheme has transformed the streetscape of a key gateway into central Croydon - and the heart of the Borough's restaurant district - to create a coherent, high quality and welcoming place.

Client: **LB Croydon** Funder: **Mayor of London** Architect: **We Made That** Landscape Architect: **HASELL** Highways Engineer: **Buro Happold** Graphic Designer: **Objectif Ideas** Shop fit out: **Croydon College construction skills students** Catering: **South Croydon Business Association/ South End Restaurant Quarter**



ADDISCOMBE GROVE

Croydon, CR0
Due to complete December 2019

This project represents a high-density alternative to the proliferation of poor quality 'permitted development' homes in Croydon. The permitted development policy allows homes to be delivered that do not meet a number of the onerous planning policy requirements - in particular those relating to quality. The new homes at Addiscombe Grove will provide an exemplar for high density, compact urban living - with most homes only sold to eligible first time buyers that live or work in the borough - reinforcing local connections and community.

Developer: **Pocket Living** Architect & Principal Designer: **Metropolitan Workshop** Structural Engineer: **Parmabrook** MEP Engineer & Sustainability Consultant: **TUV** SUD Cost Consultant: **TowerEight** Planning Consultant: **DP9**

CROYDON DÉRIVE:
CROYDON’S CULTURE
LED REGENERATION

Croydon, CRO

A series of new mixed use developments across the Croydon Metropolitan Centre are allowing residents, visitors and artists to use the built environment to articulate meaning and place identity. As well as accommodating growth over the next five years, mixed-use schemes incorporate spaces which facilitate the production of culture and creativity, showing how culture led regeneration culminates in strong and vibrant communities.

Iain Sinclair, the writer and psychogeographer once described Croydon as a “creature of the depths, a subtopian city state.” Croydon is so much more than that. It’s a place where past is juxtaposed with the present, where individual stories permeate through its spaces to tell a rich story of transformation and assimilation.

This psychogeographic excursion commences from the 24th floor of No 1 Croydon, the Brutalist poster boy of the National Trust’s 2016 Edge City campaign. Looking across the Croydon skyline, the eye follows a wave of verticals which runs through the East Croydon Masterplan Area. This is the Morello Quarter and the Ruskin Square Development that come together to form a series of glass blocks and ‘vertical streets’ in ‘bronzed anodised aluminium.’

BoxPark is a key feature of the Ruskin Square Development. Constructed out of refitted shipping containers, already, in the space of its first few months, it has gained a reputation for programming live music that is filling a key gap in Croydon. What began as a pragmatic approach to regeneration – a means of injecting life and vibrancy into the unused and moribund, is quickly becoming a precursor to the socially cohesive, creative, sustainable and productive neighbourhoods to which Croydon aspires.

Moving on at street level and meandering south into College Road and the NCP carpark is the location of the Cultural Quarter. Designed by Rick Mather architects, it is the centrepiece of Croydon’s regeneration. An ambitious mixed-use scheme with the redevelopment of Fairfield Halls (a fantastic 1960s multi-space venue) and a major new public space at its heart. The aim is to create a vibrant quarter in Croydon that builds on the rich history of Fairfield. Linking the development to its surroundings will be a series of cogent walkways and cycling routes to ensure better integration and connectivity with the town and its public realm across the site. It will embed Fair Field into the urban fabric of Croydon, assisting in orientation and intuitive route-finding.

The site encourages residents and visitors to become city walkers “whose bodies follow the “thicks and thins of an urban ‘text’ they write without being able to read it.” It’s a prime example of the integration of a much loved public amenity into the new, and in a way which is sympathetic to the intricate social ecosystems of existing places.

Heading West through to Queens Gardens and following the breadcrumb trail of street art murals towards Fell Road is St. Georges Walk in Croydon’s Mid Town. The Walk is a partially covered shopping parade which was completed in 1964. It’s sufficiently unencumbered by development to meet with the Sinclarian seal of approval and is currently home to a number of independent shops, the occasional rough sleeper and the Rise Gallery.

The Rise Gallery utilises art as a catalyst for positive change. It leads an informal programme of street art commissioning which has single-handedly turned Croydon’s spaces into a giant canvas, inviting lesser known artists to tell a story. Their work is scattered across CMC like leyline markers attracting an increasing number of aficionados.

“It is impossible to underestimate the impact that the revitalised Fairfield Halls have on Croydon and beyond. It feels like everyone you meet in Croydon was on the stage at Fairfield as a child. It is loved and missed and when it returns it will have an impact to the value of hundreds of thousands of pounds. Creating the proper setting for Fairfield in the public space around it and the routes leading to it is crucial and will be transformational. Boxpark coming to Croydon has been an advance guard, bringing a wide range of live music programming as well as places to sit, socialise and eat. We are well on the way to keeping our audiences and punters in Croydon and attracting many more.”

Paula Murray,
Director of Culture, Place Department,
LB Croydon



© Studio Egret West



East Croydon Masterplan
Project Manager: **Croydon Placemaking Team**
Consultants: **Studio Egret West, Hawkins/ Brown, Martin Stockley Associates, KMCS**

East Croydon Public Realm
Client: **LB Croydon**
Lead Designer: **McAslan and Partners**

Ruskin Square Development (Phase 1)
Client: **Stanhope Schroder, Boxpark Ltd**
Architect: **Shedkm, Allford Hall Monaghan Morris, BDP**
Structural Engineer: **Lendlease, Places for People, Randall Contracting**

Morello Quarter (Phase 1)
Client: **Menta**
Architect: **Make Architects**
Structural Engineer: **Redrow Homes London**

Fairfield Masterplan
Team: **Make, Kinnear Landscape Architects, WSP, AECOM, Arcadis**

Fairfield Cultural Quarter
Client: **LB Croydon**
Architect: **MICA**
Structural Engineer: **Mott MacDonald**

Connected Croydon Programme
Client: **LB Croydon**
Design Team: **Peter Brett Associates, Adams & Sutherland, Jonathan Cook**



Client: **LB Croydon**
 Materplanner and
 Architect: **MICA**
 Structural, M&E and
 Sustainability Engineer:
Mott MacDonald
 Planning Consultant:
Turley Landscape
 Architect: **Gross. Max**
 Project Manager &
 Cost Consultant: **Mott
 MacDonald / Gerald
 Eve** Access Consultant:
David Bonnett
Associates Arts and
 Performance Consultant:
Sound Space Vision

FAIR FIELD

Croydon, CR9
Due to complete 2018 (Phase 1A)

Transforming a major 8 hectare site in Croydon Town Centre, the Fair Field Plan will guide a £1 billion development creating 2,000 new residential units over 15 years. The first phase leads the way with the refurbishment and extension of the Fairfield Halls and the delivery of 220 residential units in the form of a new street, tower and courtyard and extensive new public realm including a much more appealing and useable urban square for the College Green and a transformed setting for the Halls and the Park Lane.

The transformation introduces activity that will underpin the town centre's leisure and visitor economy and reinforce the area's heritage as the cultural and educational heart of Croydon. The work will enhance Croydon as destination but also supply London with much needed, high quality, well equipped and well serviced accommodation for the cultural industries and hospitality and conferencing sectors. It will build on strong existing relationships and expand appeal and access for new audiences, families, students, commerce and industry, not just from London and the southern counties, but with its excellent rail and air transport links, will increase visitor interest countrywide and internationally.

The Fair Field has for at least 600 years been a place for meeting, performing and celebrating. The approach to development has been to drive forward the revival and significant enhancement of the areas major existing assets which serve this function: namely Fairfield Halls and College Green. The original design intent of Fairfield Halls will be brought back to the fore and high quality contemporary insertions and extensions will add capacity, capability, improve access and support

a greater range of artistic, cultural and commercial offer. A new glazed cloister extension will create a more transparent foyer experience uniting the cultural centre with the College Green, and will form the entrance to a major new subterranean art gallery formed from 2000sqm of the existing car park below the Green. The extension will support external performance and other planned activities, such as festivals and markets, as well as hosting permanent cafés, bars and support facilities.

The Phase 1 residential development and the later phases which create the entire new north south street, sets up a new threshold and transition between higher density city centre and suburban conservation area to the south. The new blocks define a sheltered communal landscape, and stepped terraces, balconies, and roof gardens introduce a variety of form lifting the overall quality of the scheme. The configuration ensures multiple views in and out of the site, adding to a sense of permeability and security and improving daylighting.

The medium term plan will greatly improve connectivity to primary retail areas in George Street and beyond to the new Whitgift Westfield; and the west to The Queen's Gardens, Town Halls and Old Town; and to Park Hill and the East Croydon Rail Station. The reworked urban design will knit together previously separate buildings, creating improved and safer pedestrian and cycles routes. The proposals will activate ground floor uses and introduce complementary day and night activities to provide a vibrant mix of uses to revive the Fair Field quarter as a major destination in its own right.

"The wider project, approved in February this year included a hybrid planning application for detail works to refurbish Fairfield Halls, the heart of the site, and outline applications for the rest of the 7.1 hectare area surrounding and towards East Croydon Station. I worked closely with the local planning authority, planners, and client to write the Design Guidelines for these outline areas which will be used to ensure developments coming forward will be well-designed and built to a high quality. This involved written and pictorial guidance for buildings, streets, and character areas, from harder civic to softer residential."

Jacob Spence,
Architectural Assistant,
MICA



SAFFRON SQUARE CROYDON

Croydon, CR9
Completed 2017

Saffron Square is a bold landmark residential development, of nearly 800 new homes, designed specifically to provide desirable, sustainable and affordable high density living. The design integrates a dramatic 43 storey tower with lower-rise geometric modules, creating a harmonised scheme. The ground floor plan allows for wide walkways at street level, with a central, open courtyard providing quiet amenity space, together with additional roof gardens over every component.

Client: **Berkeley Homes (South East London) Ltd** Structural Engineer: **Walsh Group**



THE DEPARTMENT STORE

Brixton, Lambeth, SW9
Completed July 2017

The Department Store regeneration project has revived and animated an urban street in Brixton, by establishing a mix of creative and community uses. The project includes a restored workplace including event and gallery spaces, retail units, a café and catering business, rooftop bar, two restaurants and community post office. The design has been inspired by the existing fabric and layers of history of a former Edwardian Department Store, bringing an abandoned piece of the city back to life.

Architect: **Squire and Partners**
Contractor: **Stoneforce Cost**
Consultant: **Colliers** M&E
Engineer: **DSA Engineering**
Planning Consultant: **Jon Dingle Ltd.**
Structural Engineer: **Davies Maguire**



STOCKWELL CROSS

Stockwell, Lambeth, SW8
Completed 2016

The transformation of Stockwell Cross included the removal of the western arm of the gyratory, introducing two-way traffic on Clapham Road. A new public space was created on the western arm, connecting the Underground station, local amenities and the previously underutilised memorial garden. To encourage walking and cycling, segregated cycle lanes were implemented for north and southbound cyclists and seven new or upgraded pedestrian crossings, including pedestrian countdown technology, were installed.

Client: **Transport for London**



WEST NORWOOD AND TULSE HILL: A MANUAL FOR DELIVERY

West Norwood and Tulse Hill, Lambeth, SW2
Completed April 2017

The 'Manual for Delivery' will accelerate new homes, new jobs and investment into West Norwood and Tulse Hill. This includes designating an underused and fragmented site in the centre's heart as a major development opportunity, with a phased delivery approach to incentivise sustainable and optimal development densities. Lambeth's largest industrial area straddles the centre, where innovative typologies, mixing employment with complementary uses, are to be promoted and piloted.

Client: **LB Lambeth** Lead Consultant: **Regeneris Urban** Design: **BDP**
Transport: **Urban Flow Property**
Advice: **Aspinall Verdi**



WANDSWORTH BUSINESS VILLAGE 2

Wandsworth Town, Wandsworth, SW1
Due to complete August 2019

This former manufacturing area, containing an incandescent gas mantle factory, has been transformed into a unique and sustainable new quarter of Wandsworth. It is a truly mixed-use scheme offering new homes, workspaces, shops and public spaces. The Lightbulb is the workspace element of the development, designed to attract a youthful and dynamic SME business community. The Filaments offers high quality affordable and private housing. Buckhold Road provide a further 77 residences and office.

Client: **Mount Anvil & Workspace Group (Wandsworth Business Village Masterplan)** **Strawberry Star (Buckhold Road/Wandsworth Business Village Phase 2)** Architect: **Rolfe Judd and Ayre Chamberlain** Structural Engineer: **Gaunt** M&E Engineer: **Whitby Wood** Flood Risk Assessor: **Beechfield Consulting Engineers** Contractor: **Henry Construction**



WANDLE BANK

Colliers Wood, Merton, SW1
Due to complete March 2019

This regeneration scheme includes imaginatively laid out homes and creates new public realm. A new communal garden with decorative screens separates the public space from private amenity and a new public route through the site provides access to the park and station. The interlocking homes have entrances and bedrooms occupying lower levels with an open plan kitchen, dining and living area above. The bespoke layouts have generated dual aspect homes with double height living spaces and rooftop terraces.

Client & Developer: **PPR Estate Limited** Architect: **Stephen Davy Peter Smith Architects** Sustainability Consultant: **Twin Earth** Planning Consultant: **Savills** Political & Community Consultant: **Thorncliffe** Transport Consultant: **Mayer Brown Limited** Flood Risk Assessor: **Greenbuild Consult** Daylight Consultant: **EB7 Limited**

CLAPHAM NORTH
MASTERPLAN

Clapham, Lambeth, SW4
Due to complete August 2022

London is faced with a multitude of challenges as the city’s population continues to grow. Fundamental to this is how the built environment can respond, and how it should proactively adapt to a rapidly changing city. The housing crisis is well documented, pressure on employment space is increasing, transport infrastructure is often beyond capacity. Growth and new urban models in areas beyond the Central Activity Zone are seen as essential to the future success of London. The Clapham North Masterplan proposal aims to create a new, vibrant, mixed use urban quarter. The project seeks to challenge the simplistic single land use designations common in much planning policy. In so doing it would transform a poorly utilised and neglected area of London; retaining essential functions for the city, while providing much needed additional work spaces and homes.

The site is designated a Key Industrial and Business Area (KIBA) by the Lambeth Local Plan. This aims to ensure the provision of sites within London for strategically important functions, however, the simplistic zoning of land to protect them results in sites being poorly utilised. A more sophisticated approach to providing essential functions is necessary, one that addresses the multiple concerns and challenges that face London.

The Clapham North Masterplan proposal is a bold response to the limitations of current policies. The mono-use restriction of the current site is proposed to be replaced by a scheme that provides flexible larger work spaces, retail and food outlets, affordable and market housing, new station facilities for Clapham

“We initiated the project in the context of the housing crisis across London. The site is currently protected for exclusive employment use. Our proposal is that light industrial employment uses can be maintained on site whilst making use of the vast amount of space above them for much needed housing. Fundamentally, we are proposing that planning policy needs to be more ‘3D’ as opposed to the ‘2D’ lines drawn on a map. We feel this model of development can and should be applied across many similar sites in London, thereby unlocking huge development potential and thousands of new homes.”

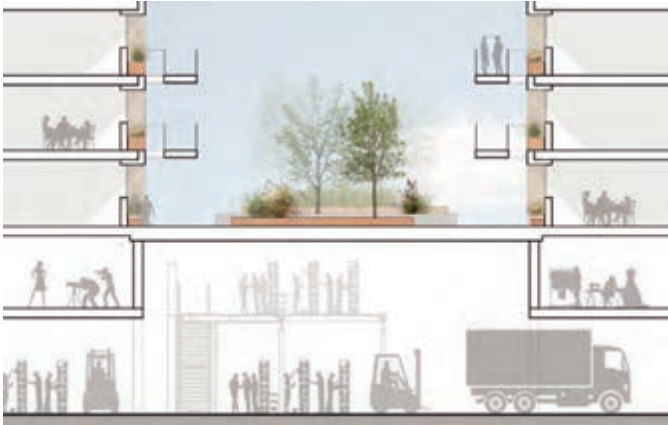
Robin Phillips,
Director,
Conibere Phillips Architects

High Street station and Public realm improvements. This range of uses will create a genuinely mixed-use urban quarter, with the challenges of their successful coexistence overcome by considered design.

A series of urban blocks define streets and public spaces. In order to create attractive and active streets the larger KIBA type units are ‘wrapped’ with smaller start up business spaces and retail and food outlets. This shields the less attractive uses from the street, while greatly increasing the number of jobs on site.

Above the employment spaces residential floors are arranged around garden courtyards. Each flat is proposed to be dual aspect, facing both the inner courtyard and outer street. Key to the success of a truly vibrant mixed-use development is the ability to provide flexible and varied spaces, including both privacy and openness. New connections will ‘knit’ the new quarter into the local neighbourhood. Key to this is the provision of a new station entrance to Clapham High Street Overground Station from the heart of the development. New pedestrian links through the site and into surrounding streets will integrate what is currently a dislocated and neglected part of Clapham.

As well as being a new urban quarter the development would be an extension of the pre-existing Clapham High Street centre. Taking advantage of the excellent transport connections the masterplan will enhance the existing centre and reinforce the move towards a polycentric London.



Architect: **Conibere
Phillips Architects**
Planning Consultant: **DP9**

BALHAM TOWN CENTRE

Balham, Wandsworth, SW12
Completed 2016

The scheme, part funded by the Mayor of London’s Outer London Fund, has transformed Balham Town Centre, significantly improving the environment of Balham High Road railway bridge, turning Hildreth Street into a pedestrianised market and café street, improving Balham Community Space and creating a large art project for Balham’s ‘ugly wall’ – a previously prominent blank façade in the town centre.

The task was to develop a powerful, overarching urban design strategy and design approach for four town centre sites, all in separate ownership. The strategy, generated using a consultation process, linked the four projects using a common approach to materiality and public art. Green faience tiling, a material familiar from its use on London Underground, and in particular the Northern Line on which Balham sits, was chosen as a key linking material. The depth and richness of colour in the glaze brings an opulence and tactile quality – which is unexpected, bringing an element of ‘delight’ to the town centre.

Wandsworth’s Arts Team were strongly committed to the principle of integrating public art. The brief encouraged site-specificity and an interrelationship with the communities and residents of Balham as key principles.

Formerly Balham Community Space, Bedford Hill Place is next to the rear entrance of Sainsbury’s. The brief was to improve the formerly unloved space, so community and business groups can hold outdoor events. The proposals include a new faience wall and a community kiosk which form a new edge to the space. New granite paving also links this space to the improvements in Hildreth Street. The kiosk replaces an untidy planting bed, and can host a variety of events. New signage and lighting identifies the space as a community asset. New timber seats on retained existing concrete bases relocated around the edge of the space provide non-privatised opportunities for watching the world go by.

Being one of the first thing visitors see arriving by train, Balham High Road Railway Bridge is one of Balham’s most distinguishing features – and was a well-known eyesore, cutting the town centre in half. Pedestrians were reluctant to walk under it, especially at night. The improvements include cladding its walls in green faience, while renewing the shopfronts under the bridge’s arch. New street and feature lighting has also been introduced. The faience tiles respond to local heritage and architectural identity and include details from rooflines, window frames, string courses and ornamentation.

Hildreth Street has been a market since 1903; in 2000 a council-led initiative to regenerate the area failed to attract new footfall. The strategy to de-clutter included new granite paving, an in-ground electrical supply, more cycle parking, new trees, and wall mounted lighting transforming the street and encouraging new businesses to open.

Overlooking Waitrose Car Park on Balham High Road was what was known as “ugly wall”. The wall had potential to link Balham’s public spaces visually and to promote the centre’s identity while encouraging visitors to explore. A large new artwork by Tod Hanson partially covers the exposed flank wall and echoes the themes of the tiles underneath the bridge. It brings together gothic, classical and modernist local architectural elements in the form of a musical instrument or organ. Representing ‘a fanfare for Balham’.

“The project has been effective at solving several long-standing issues in the town centre and has promoted an improved image of the area. A key challenge to this was integrating four quite disparate sites, all with different land owners and constraints, within a common design language which was recognisably “Balham”. Working with an artist greatly enriched this process resulting in a project which is very unique and specific to the location. More generally, the project has been successful at better integrating the existing community space within Balham, improving the public realm adjoining the two supermarkets in the town centre and increasing usage of previously peripheral areas.”

Jonny McKenna,
Associate Director,
Metropolitan Workshop

Client: **LB Wandsworth**
Architect: **Metropolitan Workshop** Artist: **Tod Hanson** Arts Consultant: **Modus Operandi**
Structures, Highways, Civil Engineer: **Alan Baxter**
Lighting Consultant: **Speirs and Major** Soft Landscape: **Lindsey Whitelaw** Cost Consultant: **WT Partnership**
Street Market Consultant: **Urban Space Management**



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Developer: **Pocket Living**
 Architect & Principal
 Designer: **Metropolitan Workshop** Structural
 Engineer: **Clancy MEP**
 Engineer & Sustainability
 Consultant: **Mendick**
Waring Cost Consultant:
WT Partnership Planning
 Consultant: **Rolfe Judd**



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MAPLETON CRESCENT

Wandsworth Town, Wandsworth, SW18
Due to complete May 2018

Mapleton Crescent provides a valuable indicator as to how residential density policies might adapt in response to London's burgeoning housing crisis. The 27 storey, slender, triangular building delivers 89 new homes, within a sleeve of 'pleated' bottle-green terracotta. The homes are served by a range of internal and external communal amenity spaces including lounge areas and roof terraces, ensuring an integrated community.

The site is bound by the River Wandle to the east, a major electrical sub-station to the south and the Southside Shopping Centre to the north west. It is a tight triangular site and is surrounded by a number of unprepossessing buildings. The façade design has been developed to provide a tactile, yet reflective cladding together with generous glazing. Large format terracotta in three different profiles combine to generate a dynamic appearance to the building that transforms at both the micro and macro scale depending on orientation and time of day. Away from the river, facing the shopping centre, the stair and lift core sit within dramatic terracotta 'pleats' that extend beyond the general building massing to articulate the building at the top, reducing the appearance of the overall building mass and giving it a striking silhouette.

At circa 1,800 dwellings per hectare, the project is over six times the 'desired density' for the site according to current London Plan density policies. Wandsworth have taken a progressive view, supporting the application on the grounds of 'exemplary' design quality, the positive townscape impact and the very high proportion of affordable homes provided. The local authority's courage in supporting this project should be applauded.

The project is being delivered using volumetric construction techniques, which has delivered considerable benefits to the project, including 40% construction programme savings, a dramatic reduction in logistic issues (on an extremely constrained plot), reduced disruption to neighbouring homes and improved build quality.

On completion in May 2018, Mapleton Crescent will be the tallest modular residential tower in Europe. Homes will only be sold to eligible first time buyers that live or work in the borough – reinforcing local connections and community.

"Mapleton Crescent is being built on an extremely constrained site and won a 2015 NLA design award as testament to the value that Pocket Living places on design quality and innovation. Metropolitan Workshop have collaborated creatively with both client and supply chain to enable volumetric construction by ensuring the optimum marriage of changing floor levels, air-tightness, thermal performance, core geometry, layouts and adding mass for wind comfort. This collaboration permitted my client to award the contract to Vision Modular. Personally, I have learnt about volumetric construction, approaches to high-rise cladding and building relationships with a committed client and professional contractor."

Jonathan Drage,
Associate,
Metropolitan Workshop



SUTTON TOWN CENTRE

Sutton, SM1
Due to complete 2031

This masterplan outlines a vision for the future of Sutton town centre, setting out the direction for investment and development in Sutton to 2031. The plan aims to strengthen the competitive position of Sutton town centre within outer London and help guide prospective developments, setting out a wide array of recommendations and projects for new developments, public realm improvements and transport proposals to guide Sutton’s position as an outer London urban centre.

Client: **LB Sutton**
Masterplanner: **Allies and Morrison**



HEART OF HACKBRIDGE REGENERATION PROJECT

Hackbridge, Sutton, SM6
Completed August 2015

This project rejuvenated a tired, car-dominated high street in a low-impact, sustainable manner. This was achieved by providing business support to shops, rethinking the public realm by prioritising cyclists and pedestrians and undertaking measures to enhance greenspace with a ‘pocket park’, celebrating local culture and creating a strong sense of place. It is an example of the voluntary and public sectors working together to deliver bespoke, place-specific projects.

Project Manager: **Bioregional Development Group** Funder: **Greater London Authority & LB Sutton** Architect: **Adams & Sutherland** Engineer: **Civic Engineers** Retail Consultant: **Retail Revival** Highways: **LB Sutton**



THE LONDON CANCER HUB

Belmont, Sutton, SM2
Due to complete 2035

This project will deliver an exceptional environment for cancer research that enhances the discovery of new treatments and their development for patients, creating 13,000 jobs and contributing £1.2 billion to the UK economy per annum. The design will deliver around 280,000 square meters of modern facilities, including a school, restaurants, cafes and hotel accommodation. It will provide attractive working and living space for researchers and clinicians and an outstanding healing environment for patients.

Client: **The London Cancer Hub Partnership - LB Sutton and The Institute of Cancer Research** Architect: **Haptic Architects and Nordic Architects** Engineer: **WSP** Supporter: **Royal Marsden NHS Foundation Trust, Epsom St Helier University Hospital NHS Trust and Greater London Authority**



GO CYCLE KINGSTON: PORTSMOUTH ROAD

Kingston upon Thames, KT1
Completed April 2017

Opening up a much-loved but neglected part of the Thames, this scheme transforms Kingston through the implementation of striking terraced gardens, creative seating, accessible ramps and a revamped environment along Queens Promenade. The wider improvements have also transformed Portsmouth Road into a safe and friendly environment for pedestrians and cyclists of all ages, through the introduction of a new 1.6 kilometre cycle lane, coupled with improved footways and new crossing facilities to provide better connections between the community and river.

Client: **RB Kingston** Project Sponsor: **Transport for London** Highway Designer, Structural Engineer and Landscape Architecture: **Atkins** Contractor: **Kier Group**



EDEN WALK

Kingston upon Thames, KT1
Due to complete 2022

The regeneration of Eden Walk will provide 600 jobs and increase retail and leisure provision by 300%. The housing scheme will create engaging memorable buildings and spaces to complete the town centre’s retail core and reinvigorate the Memorial Gardens. A new cinema, series of restaurant units around a central public space and buildings varying in height will contribute to an articulated skyline that responds to the local character and adjacent heritage assets.

Client: **British Land and Universities Superannuation Scheme** Architect, Masterplanner, Lighting Designer, Landscape Architect: **BDP** M&E Engineer: **TUV SUD Ltd** Structures: **Evolve** Fire Consultant: **JCA** Project Manager: **Padstone** Transport: **PBA** Sustainability Consultant: **Greengage** Masterplanner: **Allies and Morrison, on behalf of RB Kingston**



SHEDX - GROWING IDEAS

Tolworth,
Kingston upon Thames, KT1

This suburban farming project will ensure that any new and existing ‘public space’ have the potential to generate food and ideas for the local area. By taking over an abandoned building and its surroundings, the community will be introduced to suburban farming possibilities, teaching food growing and building productive, sustainable sources of locally produced food - to inspire communities to feel rooted and proud of where they live and actively engage with it.

Partners: **RB Kingston, Kingston University, local schools, allotment holders, The Mayor of London, London Fire Brigade, local bee keepers, local businesses, Corinthian Casuals**

HIGH PATH

South Wimbledon, Merton, SW19
Due to complete 2029

Built between the 1950s and 1980s, the existing High Path Estate comprises 608 homes in a mixture of tower blocks, maisonettes, flats and terraced housing. The new masterplan, produced with input from local residents and stakeholders, more than doubles the density to around 1,800 new homes.

Located in South Wimbledon, adjacent to South Wimbledon Underground station, High Path is strategically placed between three local centres; Wimbledon, Morden and Colliers Wood. It falls within the South Wimbledon/ Colliers Wood area of intensification designated in the London Plan, and is an area characterised by a mix of uses. The potential for housing growth in the borough is strengthened further by the arrival of Crossrail 2.

Merton High Street, north of the estate is predominantly formed of commercial ground floor uses, with two and three-storeys mixed use above, but has seen a reduction in occupancy in recent years. High Path is part of the Merton Regeneration Project, alongside proposals for three neighbourhoods in Merton. This will see an investment of £1 billion in the borough and the rehousing of all existing tenants and resident homeowners wishing to remain living in the regenerated neighbourhoods. In addition to the 1,000 new replacement homes, an extra 1,800 homes to rent and buy will be built to boost Merton's supply of high-quality housing.

The designs for High Path will build upon the inherent neighbourhood characteristics. References made to the local architecture and the historic routes will create a

strong sense of identity. This new vision for High Path aims to re-connect the estate with its surroundings by reinstating clear through routes and a traditional street layout. The new urban park becomes a focal point along the High Street. Retail and employment space will be distributed throughout, alongside extensive community facilities. These small scale commercial workspaces, amongst a high quality public realm, will attract a broad footfall, reinvigorating Merton High Street with additional facilities. The masteplan also allows opportunities for future development above the station, which could be incorporated into the area's strategic vision.

Subject to planning approval, construction is due to begin in early 2018 and is scheduled for completion in 2029. It includes the phased demolition of all existing buildings and the construction of new homes and community spaces ranging from one to ten-storeys and up to 9,900 square meters of flexible and community floor space including up to 4,100 square meter of office floor space, 1,250 square meter community space and 600 square meter gym floor space. In addition, a new neighbourhood park, children's play space, new public realm, landscaping works and new lighting, cycle and car parking will be part of the development.

The integrated mix of uses and the placemaking principles underpinning the High Path masterplan will forge a sustainable and resilient neighbourhood, based around a thriving town centre.

"This ambitious vision for change will transform High Path into a sustainable, inclusive, diverse neighbourhood, fully integrated with its surroundings, and designed to last for successive generations. Working with the community and strong placemaking principles, High Path's challenges can be overcome - including insufficient and limited housing types for local needs, and its isolation, both physical and social, from its surroundings. The vision will keep High Path's strong, close-knit community together, while increasing and improving the quality of life, education and employment chances for existing and new residents, through real embedded social value - becoming a catalyst for wider regeneration."

Spyridon Katsaros,
Associate Director,
PRP



Client: **Clarion Housing Group** Masterplanner and Architect: **PRP**
Project Manager: **MACE** Planner: **Savills**
Transport Consultant: **WYG** Environmental Consultant: **Peter Brett Associates** Infrastructure Consultant: **AECOM** Sales Consultant: **Knight Frank**





Client: **LB Merton & Transport for London** Architect: **Pollard Thomas Edwards (Feasibility)** Public Realm: **Transport for London & FutureMerton** Cost Consultant: **Gardiner & Theobald** Engineering Consultant: **Mott MacDonald** Procurement & Delivery Consultant: **GL Hearn**

MORDEN TOWN CENTRE

Morden, Merton, SM4
Due to complete 2020-2024

Morden town centre developed in 1926 as the main terminus for the Northern Line; from farmland to instant town by 1930, Morden is south London's only 'Metroland' suburb. While Morden has many great attributes on its doorstep - ranging from the National Trust's Morden Hall Park, popular surrounding neighbourhoods and excellent transport links - the town centre itself is tired, underutilised, does not fulfil its potential and is now being seen as a major driver for growth in Merton.

Plans for Morden will focus on how intensification can strengthen the town centre's offer, its economy and character. Morden is one of the Mayor's Housing Zones set to deliver 1,800-2,000 new homes and a new commercial offer of workspaces as well as retail. Most of the land in Morden town centre is owned by Merton Council and Transport for London. Both parties, with a development partner, will jointly create a masterplan for Morden in 2018 and deliver the project between 2020 - 2024.

The concept behind Morden is to completely reimagine the role and function of a suburban town centre and outer London transport hub - no longer just a place to pass through, but a place to enjoy, stay, live or relax. The project will re-balance the local housing offer, creating a range of apartments for renting, first-time buyers and down-sizers in an area dominated by tens of thousands

of 3-4 bed semi's. Over 80% of local residents surveyed support the vision to revive Morden through housing-led intensification; targeting growth in one area to preserve the cherished character of the surrounding suburbs. A phrase coined by residents, which is the essence of the project, is simply 'to make more of Morden'.

Key to Morden's transformation is a radical re-think of the town's High Street, bus-station and the A24 gyratory. The public realm will be reimagined as an exemplar of TfL's healthy streets initiatives with the creation of a new public space, cycle quiet ways, streets for people rather than traffic and new links to Morden Hall Park. The project will also provide new bus infrastructure to accommodate the anticipated growth for buses in outer London.

Morden is not only a key project for Merton, but has the potential to be the perfect test-bed for a range of the new mayoral strategies, combining housing, transport, air quality and healthy streets objectives in one place. With the project completing shortly before Morden's centenary in 2026, it may well be the template for how London re-thinks the role of medium sized suburban and 'end-of-the-tube-line' towns - although in Merton, Morden is seen as the 'start of the line'.

"One of the main challenges with Morden was taking the project from idea to delivery. A key lesson for us is that a vision and good planning policies alone don't deliver regeneration. It's essential to have the landowners and development market engaged early on. The impact of the project will benefit the wider area for years to come. Not only does the project deliver a lot of new housing, it will address the current mismatch between the town centre's current offer, and the needs and demands of the surrounding demographic. Despite the comprehensive approach to development, Morden has a strong art-deco character that is fairly unique for the area and one of the many characteristics to be amplified through the project and add to the authenticity of the place."

Paul McGarry,
Head of FutureMerton,
LB Merton



LIDL UK HEADQUARTERS

Tolworth, Kingston upon Thames, KT5
Due to complete 2019

Lidl's new national headquarters in Tolworth will replace its current offices in Wimbledon. The development will house up to 750 staff in 23,000 square meters of office space over four and five storeys. The new offices will bring economic benefits to the borough, including the immediate relocation of 450 jobs. Lidl has committed to provide apprenticeship opportunities and will work with local suppliers within its growing supply chain.

Client: **LIDL UK GmbH** Architect: **M Moser Associates** Project Manager: **Gleeds** Planning Consultant: **Bilfinger GVA** Structural Engineer: **Jubb Consulting Engineers** Services Engineer: **RED Engineering**



THE ROYAL EXCHANGE/
OLD POST OFFICE SITE

Kingston Upon Thames, KT1
Due to complete 2018

The redevelopment of the Old Post Office site will bring back into use two 'at risk' Grade II Listed buildings and provide a 150 desk workspace and start-up business incubation hub, helping to retain up and coming talent in the borough, re-establishing Kingston Town Centre as an employment hub.

Client: **St George West London Limited** Masterplanner & Architect: **JTP Architects**



TOWN HOUSE

Kingston Upon Thames, KT1
Due to complete 2019

Kingston University's Town House will be a teaching, study and performance building, acting as the university's front door. Ranging from two to six storeys and with 9,000 square meters of floor space, the building leads with a double-height performance auditorium on the ground floor and includes rehearsal studios, teaching and study spaces and a new library. The auditorium and a new café will be open to the public, fostering links between the university and the local community.

Client: **Kingston University London** Architect: **Grafton Architects** Landscape Architect: **Dermot Foley** Building Contractor: **Willmott Dixon Construction** Project Manager: **Turner & Townsend**



TWICKENHAM PRS

Twickenham, Richmond upon Thames, TW1
Due to complete 2020

This proposed three to six storey scheme in Twickenham is a high quality mixed-use development. The provision of Private Rental Sector residential apartments will enhance the residential diversity of the area, whilst the office and self-storage elements will provide economic benefits and employment opportunities. The proposal seeks to introduce a more active street frontage and high quality communal amenity spaces – with a combination of soft and hard landscaping, seating, planting and a naturalistic play space.

Client: **Access Self Storage** Limited Architect: **MAA Architects** Structural Engineer: **Curtins** Consulting M&E: **Foreman Roberts** Transport: **TP Professional** Quantity Surveyor: **Gardiner & Theobald**



TWICKENHAM GATEWAY

Twickenham, Richmond upon Thames, TW1
Due to complete 2020

The transformation of Twickenham Station will include a modern, spacious and contemporary station, surrounded by a new public plaza with shops and landscaping. The station will provide lifts to the platforms, a significantly larger ticket office and additional cycle parking spaces. 115 apartments are being created in buildings above the station and in a row of neo-Georgian terraced homes. Pedestrian links will be enhanced, including a new riverside walk linking the town centre to Moorhead Park.

Client: **Solum** Architect: **Rolfe Judd** Planning: **WYG** Contractor: **Osborne**



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The Mayor of London sets the budget and is responsible for making London a better place for everyone who visits, lives, or works in the city. The Mayor is elected every four years. The current Mayor is Sadiq Khan, elected in 2016. The Mayor is the elected voice of the capital and champions London and Londoners at home and abroad.

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Countryside works in partnership with public and private sector organisations to regenerate housing estates and secure the provision of high quality mixed-use and mixed-tenure schemes.

Our projects are developed with local authorities, housing associations and local communities, and we regard partnering as key to delivering this. We have undertaken more than 45 estate regeneration schemes since the 1980s and we have been building new homes in London and the South East since 1958.



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Genesis Housing Association provides homes to over 100,000 tenants in 84 local authorities in London and the East of England. It owns or manages over 32,000 homes across a range of tenures including social and private rent, shared ownership and leasehold, and care and support.

Genesis Housing Association was formed in April 2011, following a group merger between Paddington Churches Housing Association, Springboard, Pathmeads and Genesis Housing Group. Its history goes back over half a century, from the time that Paddington Churches Housing Association was first formed (1965) in response to the serious housing crisis that was gripping parts of London. Genesis is a major player in large scale regeneration projects. It is leading the transformation of the Grahame Park estate in Colindale in partnership with LB Barnet and Countryside Properties, and will be bringing forward the first new development of over 600 homes at the Old Oak Common regeneration site in West London.

As well as investing in new homes, Genesis invests heavily in the wellbeing of the communities it serves, via activities including its popular volunteering programme, support with employment, training and business start-ups and its grant-giving arm for community projects. As one of the most diverse housing associations in the UK, Genesis’ main aim is to provide great services, great homes, great places and great opportunities for its customers.



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We operate in a diverse range of markets and sectors including community regeneration, refurbishment, repairs and maintenance and housing development.

Our passion is enabling sustainable, efficient and vibrant communities through integrated energy and services which make a real difference to people’s lives. We enable communities to realise their full potential through place making and place shaping, considering every aspect of the process needed to successfully and sustainably regenerate local areas.

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Supporting the delivery of high-density, mixed-use developments that are planned around active and sustainable travel will ensure that London’s growth is good growth. TfL uses its own land to provide thousands of new affordable homes and its own supply chain creates tens of thousands of jobs and apprenticeships across the country.

TfL has a key role in shaping what life is like in London, helping to realise the Mayor’s vision for a ‘City for All Londoners’. TfL is committed to creating a fairer, greener, healthier and more prosperous city.



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This Insight Study was published by New London Architecture (NLA) in October 2017. Following NLA's 2008 study of the same title, *London's Towns: Shaping the polycentric city* re-investigates suburban London as a key provider of growth, and is accompanied by an NLA exhibition and events programme taking place from October 2017 to January 2018. The Study forms part of the year-round NLA London Boroughs programme, giving local authorities a platform for discussing shared issues and best practice.

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