



TOWN CENTRE ENHANCEMENT IN NORTH LONDON

A DESIGN-LED APPROACH TO SUSTAINABLE TOWN CENTRE INTENSIFICATION

TEN

CROUCH END, HARINGEY

SOUTH WOODFORD, REDBRIDGE

NORTH FINCHLEY, BARNET

FRIERN BARNET, BARNET

GANTS HILL, REDBRIDGE

EDMONTON, ENFIELD

TOTTENHAM HIGH ROAD, HARINGEY

WOOD GREEN, HARINGEY

WALTHAMSTOW, WALTHAM FOREST

MARE STREET, HACKNEY

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study commissioned by

London Development Agency & Government Office for London

JUNE 2006



FOREWORD

London has over a hundred recognisable town centres. Some are known internationally while others have a more local profile. Some have an ancient history while others are of much more recent inception. Nearly all are places on London's Underground and railway networks. Each place has its own identity, and promoting and enhancing distinctiveness is crucial to retaining their attractiveness to their local populations.

But what we expect of our town centres does not stand still. Meeting the aspirations of existing residents and traders, and the housing demands of a growing population, creates both opportunities and threats to those places. For many the reconciliation of these potentially conflicting demands lies in intensification.

This study looks at a range of ideas for enhancing town centres to accommodate growth in a sustainable and inclusive way.

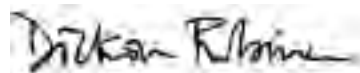
Undertaken during 2005 by Urhahn Urban Design with assistance by CB Richard Ellis, this study has focused on ten locations in North London, although the ideas that it explores could equally be applied to other town centres in London and in other metropolitan areas. The context for this study is the recognised need for us to make more efficient use of land and buildings in our existing centres, releasing opportunities for more housing and employment to meet growth needs. In all examples, Urhahn Urban Design has worked with the relevant stakeholders and boroughs who have embraced the exploratory spirit of the document.

The study illustrates a collection of design ideas and examples, drawing on Urhahn Urban Design's experience of working in a European context. This is not, however, a set of blueprints for the ten locations, nor would we expect every idea to be worked up and implemented. Indeed, many of these ideas do not necessarily fit within current policy or practice from a national, regional or local perspective. They are simply designed to illustrate the variety of approaches which respond to the wide range of conditions that can be found in town centres in urban areas throughout the UK.

This study is intended to encourage those concerned with our town centres to consider whether these ideas could help influence or transform thinking on enhancement and public realm improvement in the future. This is very much the start of the process. We want to promote dialogue, discussion and feedback towards ultimately developing a toolkit for how town centre enhancement can best be achieved in practice.

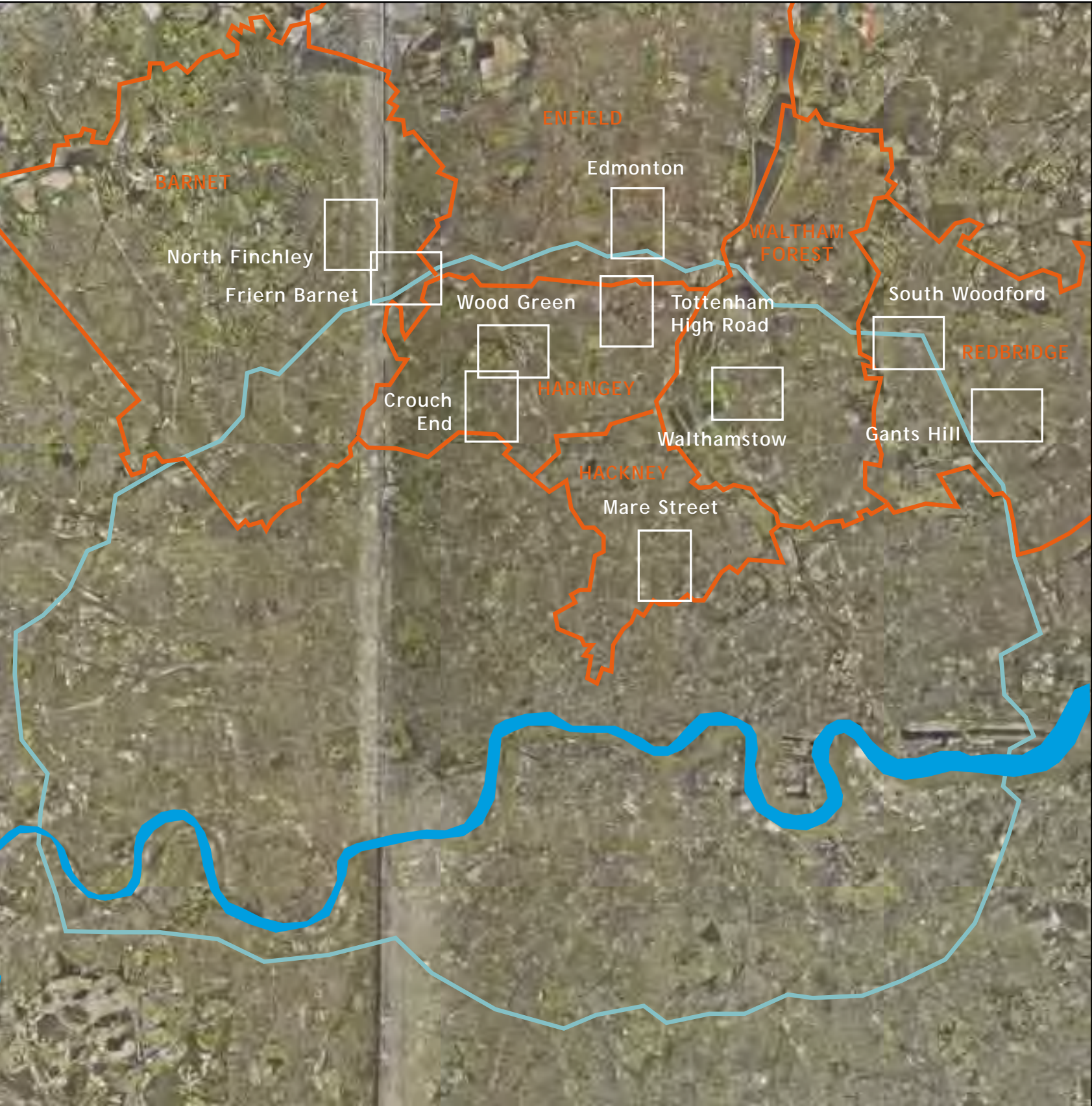
I hope you enjoy reading the study as much as I have enjoyed being a part of its development.

DICKON ROBINSON



Chair of Building Futures
Member of the TEN study consultation group





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INTRODUCTION

BACKGROUND AND AIMS OF THIS STUDY

Urhahn Urban Design was commissioned by the London Development Agency (LDA) and the Government Office for London (GOL) to investigate different ways to increase building densities in town centres in North London.

In the last few years, the importance of urban design has been strongly acknowledged in Britain. In particular, the Urban Task Force's 1999 report, 'Towards an Urban Renaissance', states the fundamental importance of good quality design in urban development. Its recommendations have been central to subsequent policies and publications, such as 'By Design - Urban design in the planning system: towards better practice', published jointly in 2000 by the Office of the Deputy Prime Minister (ODPM) and the Commission for Architecture and the Built Environment (CABE). The recommendations have also influenced the Government's 2000 Urban White Paper, the 2003 Sustainable Communities Plan and the Mayor of London's Spatial Development Strategy, known as the London Plan (2004). They have also been echoed in the 2004 Barker Review of Housing Supply and in Planning Policy Statements such as PPS1 (Delivering Sustainable Development) and PPS6 (Planning for Town Centres).

This study is set within the context of wider and ambitious efforts to intensify land use in London, particularly to increase the amount of housing in the capital. After decades of population decline, London's population has been growing since 1989. The 2005-2016 London Housing Strategy 'Capital Homes' suggests 800,000 more people living in London by 2016, an increase equivalent to the population of Leeds.

To accommodate this growth, the London Plan anticipated that an additional 345,000 homes would be needed from 2002 to 2016, at a minimum of 23,000 homes each year. The first review of the London Plan, which has commenced in 2006, will contain revised targets based on the latest data of housing need

and supply. The new annual planning target is proposed to be 31,090 homes, a 35% uplift from the current target. Although the Greater London Authority's London Housing Capacity Study (HCS; July 2005) identified new opportunities for accommodating housing, the delivery of this target will create challenges and re-emphasises the need to use land in London more efficiently.

According to the Sustainable Communities Plan, a significant proportion of these dwellings will be concentrated in a specific number of growth areas. Of these, the Thames Gateway and the London-Stansted-Cambridge-Peterborough Corridor (LSCP corridor) directly affect London.

This study covers the London element of the LSCP corridor which includes the London Boroughs of Enfield, Hackney, Haringey, Redbridge and Waltham Forest. In these boroughs, an initial capacity assessment was conducted in 2004 by Roger Tym and Partners on behalf of the LDA, GOL and the Greater London Authority (GLA). The London Borough of Barnet is also included in this study. It is not part of the LSCP corridor but was included as one of the four ODPM/GOL designated London Opportunity Boroughs.

The Urban Renaissance agenda in the UK also emphasises the crucial role of design in urban regeneration. Although this study is primarily concerned with the need to accommodate London-wide housing requirements, it also addresses the issue of regeneration. Residential projects have to account for local conditions if they are to be economically, socially and environmentally sustainable. This presents big challenges in many of the locations studied, some of which are among Britain's most deprived areas, often with sub-standard housing conditions and constraints on public services. In order to be acceptable, greater density of housing and other land-uses must engage with such issues and create significant local benefits.

NATIONAL POLICY FOR TOWN CENTRES

National government policy, through both Planning Policy Statement 6 “Planning for Town Centres” (PPS6) and Planning Policy Guidance Note 3 “Housing” (PPG3) (which at the time of publication of this book is the subject of a draft replacement under PPS3 “Housing”), seeks a co-ordinated and sustainable approach to mixed use urban renaissance and intensification within town centres, in areas with high public transport accessibility.

Such an approach considers key objectives to promote “Vitality and Viability” of centres by:

- planning for the growth and development of existing centres
- promoting and enhancing existing centres, by focusing development within such centres and encouraging a wide range of services in a good environment, accessible to all

Similarly, national wider policy objectives are also relevant namely:

- to promote social inclusion, ensuring that communities have access to a range a main town centre uses and that deficiencies in provision in areas with poor access to facilities are remedied
- to encourage investment to regenerate deprived areas, creating additional employment opportunities and an improved physical environment
- to promote economic growth
- to deliver more sustainable patterns of development, ensuring that locations are fully exploited through high density, mixed use development with sustainable transport choices
- to promote high quality and inclusive design, with quality public realm and open spaces which provide a safe and secure environment and sense of place and a focus for community and for civic activity

METHODOLOGY

The study was conducted in 10 locations in the six North London boroughs. These were selected after an initial investigation of the London end of the LSCP corridor, in consultation with the study’s Steering Group and borough representatives. The Steering Group consisted of representatives from the LDA, GOL, GLA, North London Strategic Alliance and Association of London Government. The 10 locations provide a wide variety of conditions, including building typologies, locations, transport accessibility, demographic profiles and socio-economic conditions.

The first stage involved an assessment of current physical, economic, market, social and demographic conditions. It examined current redevelopment policies and possible ways to intensify land use in these areas. The results were discussed with the LDA and GOL, the consultation group of regeneration experts, and stakeholders which included the relevant London boroughs and Transport for London. On the basis of these discussions, design briefs were formulated for the TEN locations leading to a series of design ideas. These include plans, building types, numbers of dwellings and other functions. Their political and commercial feasibility is assessed through appraisals undertaken by CB Richard Ellis and CB Richard Ellis Hamptons International, specialists in planning and real estate development, who helped identify barriers to intensification and provided creative thinking in ways of unlocking the sites to allow them to become viable opportunities.

A COLLECTION OF IDEAS

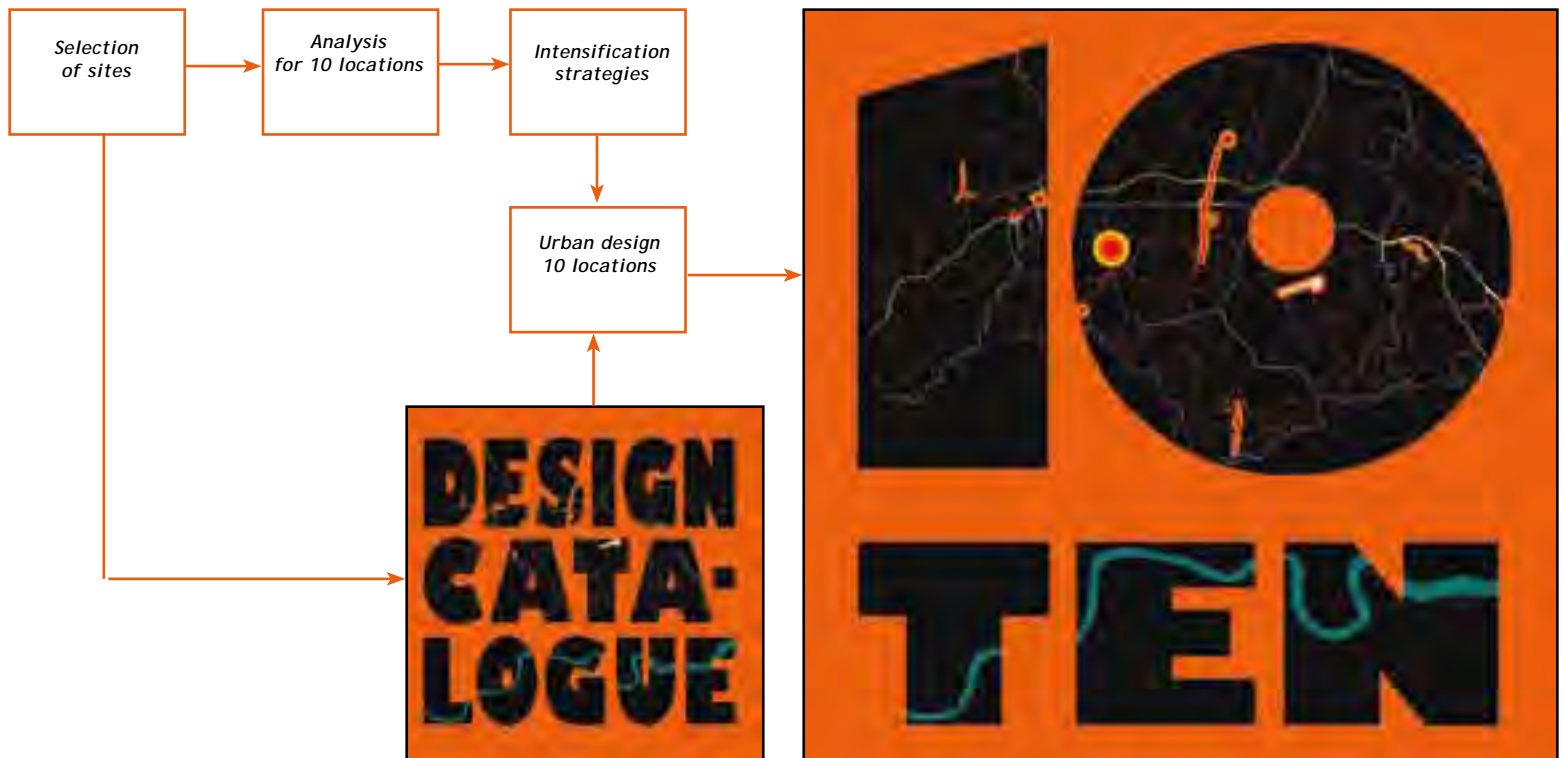
This report should be read as a collection of design ideas and examples for a wide range of locations, and not as a prescriptive presentation of 10 designs. The locations were selected because they represent a wide range of conditions that can be found in town centres throughout London and the UK. They were chosen to illustrate a variety of urban design approaches and strategies for urban intensification, some of which may not meet local or even national planning policies but hopefully promote discussion and debate around the issues of intensification. For this reason, it should be noted that the discussions with the stakeholders mentioned above did not necessarily have to result in their full agreement with the details of the design ideas.

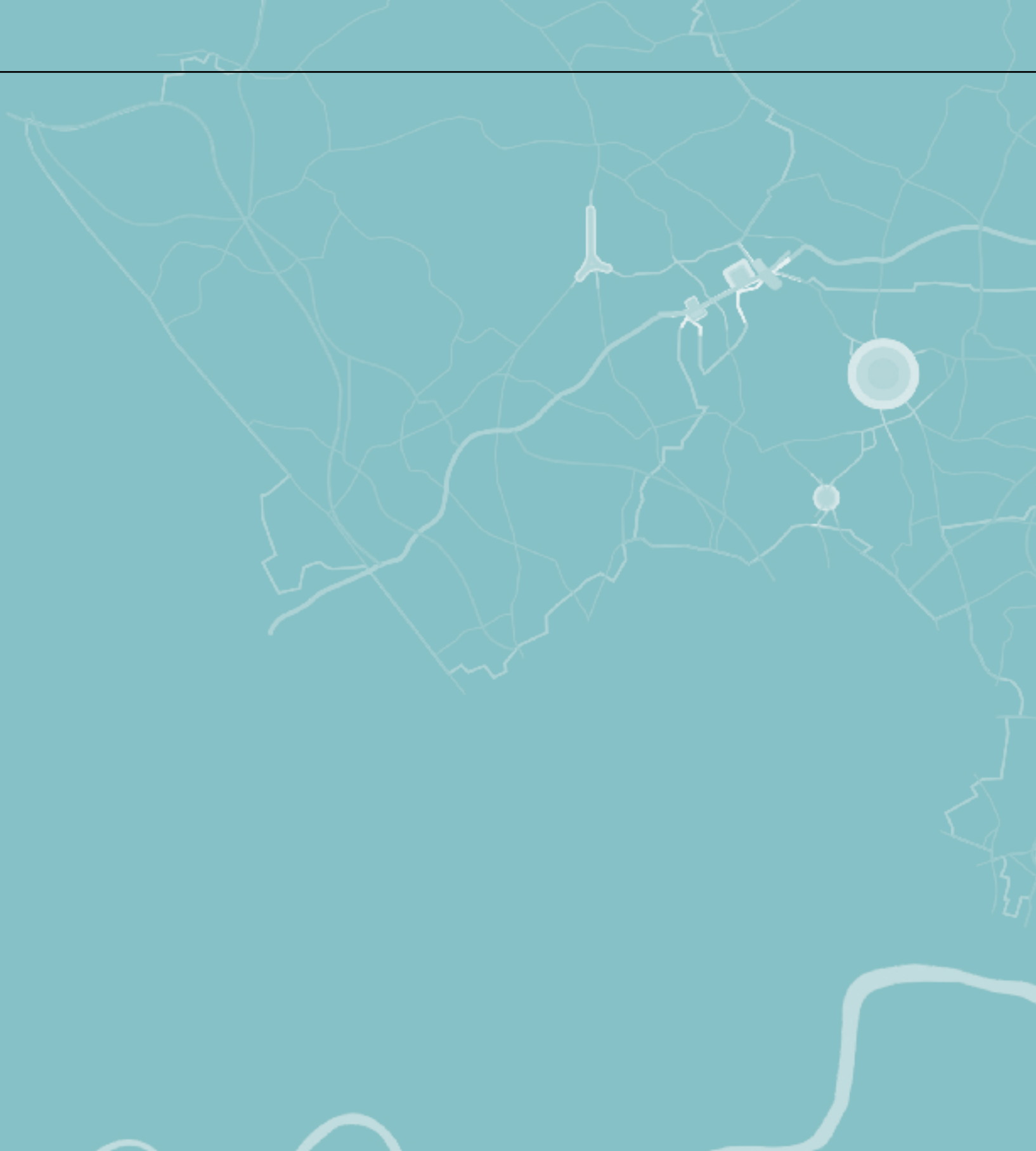
Although the designs were generated by carefully analysing local conditions, constraints and opportunities, they show scenarios that could be appropriate to other situations. The reader is invited to consider the relevance of each approach: this will give the report its greatest value – a source of inspiration for fresh discussions with professionals, politicians and the public.

AN ADDITIONAL TOOL: THE DESIGN CATALOGUE

As a contribution to future discussions, a design catalogue has been produced to incorporate existing best practice. It shows successful examples of European and British intensification projects and examples of best practice across the urban intensification spectrum, and is derived from research that Urhahn Urban Design has carried out over the past decade. While never a substitution for thorough case-by-case analysis of local conditions, characteristics and possibilities, this can be used to assess what is most suitable in a given situation. The very scope of the projects cited shows that solutions for the questions behind this report never have to be limited to a small range of options.

The Design catalogue can be found on the website of the London Development Agency, www.lda.gov.uk





A stylized map of a town center is shown in the background. It features a network of light gray lines representing roads and a winding light blue line at the bottom representing a river. Several areas are highlighted with white and light blue shapes: a vertical strip on the left, a small circle near the top left, a horizontal strip in the middle left, a small circle near the center, and a horizontal strip at the bottom. The text is overlaid on the map.

TOWN CENTRE ENHANCEMENT: A MULTIDIMENSIONAL CHALLENGE

KEY FINDINGS

The design studies included in this book seek to demonstrate how current government policies for the creation of sustainable residential communities can be put into practice. Town centre enhancement is a multidimensional challenge. This box presents an overview of key findings: cross-cutting themes that are central to the re-thinking of opportunities in town centres and the delivery of sustainable improvements.

BUILDING TYPOLOGY

There is a need to broaden the range of building typologies applied in town centre projects. This will provide a better range of choices for individuals and families and increase the attractiveness of town centre living.

PUBLIC SPACE

The landscape of fear, dominated by cameras and fences, needs to be replaced by a cityscape that is and feels safe because it is well structured, well maintained and naturally overlooked by people. High quality public spaces are a key dimension of town centre enhancement. They improve the quality of everyday life and can reposition places in the public imagination. Attention needs to be given to a wide range of typologies including pocket parks and enhanced access to Metropolitan Open Land which will support a range of activities.

CAPACITY

Urban design studies are a useful tool to uncover the sometimes hidden potential for intensification of town centres. Many locations revealed their potential capacity only through creative design investigation.

EMPLOYMENT AND RETAIL

Town centres provide job opportunities and spaces for small businesses. In order to sustain this role, enhancement should not endanger this important economic function. Also, new

concepts for living above shops and a concentration of parking arrangements are needed. The key is to identify design and delivery solutions for a synergy between public realm, housing, retail and workspace provision.

TRANSPORT AND PARKING

Cars too often dominate town centre environments despite enhanced public transport access. Innovative design can enable viable investment in secure off-street parking arrangements, in projects combining public realm improvement and increased residential density.

PERCEPTION

Good quality design can create a step change in the reputation of places and housing typologies. A richer variety of housing, better job opportunities and public spaces will allow town centres to reinvent themselves and attract new residents. An open and communicative urban design process should help current residents to consider how intensification of their area can actually make it a better place.

DELIVERY

There are multiple investment claims for the improvement of town centres. Affordable housing, investment in public space and landscaping, innovative transport solutions, affordable workspace and social infrastructure cannot all be delivered at once. Clear, design led choices are needed to make the most of opportunities in each town centre in a practical way.

POLICY AND IMPLEMENTATION

The planning system is moving towards a positive design-led approach. Local government can and should take the lead in implementing forward-looking change through the new Local development Framework process. Investment and regeneration will require the shared efforts of public and private parties.

SUSTAINABLE IMPROVEMENT

In the context of this study, town centre enhancement is about considering ways to improve the vitality, viability and quality of town centres by adding to them in a way that allows them to accommodate more people and create more jobs. Increasing density sometimes has less positive connotations for intensification has been seen as synonymous with 'town cramming' and the loss of amenity. However, carefully considered higher densities can bring tangible benefits. Many of the TEN study locations need enhancement. While often vibrant, most are areas at risk: they have suffered from under-investment, are faced with competition from out-of-town shopping centres and are threatened with development pressure which, if unregulated, will damage their existing quality.

The creation of sustainable communities is at the core of current Government policies. There are a number of key policies promoting sustainable residential communities:

1. MAKING DEVELOPMENT ACCESSIBLE

This promotes opportunities for intensification, redevelopment and regeneration in areas with good public transport to provide alternatives to car access and encourage the use of sustainable transport modes.

2. MAKING THE BEST USE OF LAND

All housing developments should be encouraged to make more efficient and intensive use of land in places such as city, town, district and local centres. Within London, town centres such as Wood Green, Edmonton, Hackney and Walthamstow, have excellent public transport links. Within the most central and best accessible locations, significantly increased densities should be considered, such as set out in the London Plan's density matrix.

3. PROMOTING MIXED USE DEVELOPMENT

The key to sustainability and social inclusion is the promotion of a mix of land uses. Town centres need a strong local population base for a healthy economy and social opportunity. However, this can cause complications within the different, sometimes competing, uses of land.

'A spread of successful town centres across London will underpin a balanced 'polycentric' structure promoted by the European Spatial Development Perspective'
The London Plan (February 2004), 3.224

A MULTIDIMENSIONAL CHALLENGE

The studies for the TEN locations show a range of design and development challenges and many potential solutions. Town centre enhancement can best be seen as a multi-dimensional challenge. This section discusses the various dimensions and interprets the range of solutions that the TEN study provides.

- Building typology
- Public space
- Capacity
- Employment and retail
- Transport and parking
- Perception
- Delivery
- Policy and implementation

BUILDING TYPOLOGY

There is currently a remarkable lack of variety in new housing developments across London. With scarce land, planning policy and costs to consider, developers prefer traditional building types. A broader range of building types is necessary to diversify the housing market and offer people a real choice in living environments. The increasing diversity in lifestyles needs to be matched in tenure and building layouts. Town centre living needs to be attractive for all groups in society, including families with children. Long-term desirable development involves good size apartments with desirable outdoor spaces, such as generous balconies and roof terraces. In some cases this requires the introduction of high density / low-rise housing and better quality apartments.

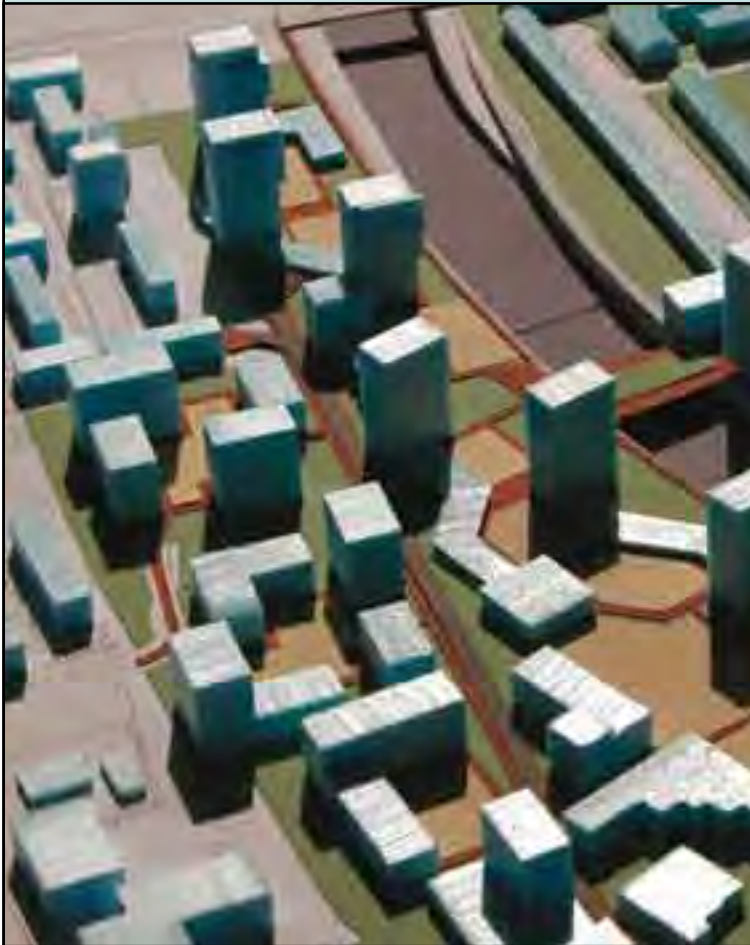
‘The vitality and viability of town centres will be enhanced by a wider range of uses. Leisure uses contribute to London’s evening economy and ensure that town centres remain lively beyond shopping hours. So too does more and higher density housing’
The London Plan (February 2004), 3.225

BUILDING TYPOLOGY: MEDIUM SCALE APARTMENTS

South Woodford, Gants Hill, Edmonton, Tottenham High Road

Medium scale apartment blocks fit well with the English tradition: a group of buildings containing apartments and maisonettes centred on a landscaped courtyard or forecourt.. Recent trends show this type of housing is increasingly popular, particularly where communal services such as sporting facilities are shared among residents. Mixed tenure within one block is desirable and possible. Communal services can also benefit local residents in surrounding neighbourhoods.

Approach for South Woodford: medium scale apartment blocks, each with communal services, and sometimes for special target groups such as elderly care homes.

**BUILDING TYPOLOGY: LOFT TYPE**

Tottenham High Road, Edmonton, Friern Barnet Retail Park, Gants Hill, Walthamstow, Wood Green

Loft-type units offering generous open spaces need to be used more widely in new buildings, beyond their traditional association with converted warehouses. The loft offers a neutral and potentially cheap-to-deliver 'shell' interior that can cater for different users and uses, from living to workspaces, shops and offices. Lofts can stimulate a diverse urban society with several different functions in any given block or building.

Redevelopment of a diamond factory in Antwerp (B-Architects). The loft spaces are reconverted into apartments (bottom image) and workspaces (top image).



BUILDING TYPOLOGY: INNER BLOCK
 Crouch End, Edmonton, North Finchley, Mare Street, Tottenham High Road, Walthamstow

Developments inside a block can add strong, individual housing qualities and attract more affluent residents into the heart of town centres. These blocks can be in the form of mews or a cluster of dwellings around a private courtyard. These provide attractive housing for families who want to live in cities. If applied across London on a larger scale, they could provide a very effective way of intensifying land use.

Approach for North Finchley: a small scale occupation of inner blocks provides high-quality residential accommodation: new residential mews in North Finchley present a car free public realm, possibly with parking underneath.



BUILDING TYPOLOGY: INNOVATIVE RE-USE
 Mare Street, Hackney, South Woodford, Walthamstow

The renewal of social housing estates provides opportunities to open up and diversify urban environments. The dwellings on offer need drastic improvements to attract other target groups, but if this is done, the estates can become truly desirable residential environments.

Mare Street Hackney: can these housing blocks contribute to the quality of Hackney Central as temporary live-work spaces for artists or as loft apartments with one apartment per floor?



PUBLIC SPACE

Dense urban areas need a high quality public realm. Liveable streets and squares, spaces to relax and to watch others, informal meeting points for friends and strangers, and welcoming routes for everyday walking and cycling are all essential components of a vibrant, sustainable city. Recent improvements to the public spaces of central London have shown what can be achieved. The Mayor's 100 Public Spaces Programme, which includes many everyday spaces in the outer boroughs, will play a very important role in spreading these benefits across London.

The TEN locations have seen limited recent investment. The only exception is Walthamstow, where the new town square and bus station illustrates how investment in public spaces can bring a new and positive identity to the town centre. Similar levels of investment in the public realm are needed in all TEN locations to improve the living conditions of current and future residents and increase support for town centre enhancement programmes. Public spaces work particularly well if they are linked to the everyday use of facilities such as shops, libraries and other public services. The large diversity in everyday activity patterns must be considered alongside the proposed layout of public space. This provides the best opportunity to create truly public spaces where people are relaxed and where residents as well as outsiders feel welcome.

Safety is a concern to many who associate density with urban problems. However, issues surrounding community safety cannot be resolved in isolation. These design strategies attempt to 'secure by design' through the layout of buildings, a mix of housing types and the creation of legible, safe roads and pathways. In particular, the suggested designs use leftover space and transform these into activated, well-lit public spaces and secure private amenity spaces. This should reduce the fear of crime without creating a fortress mentality and high-security enclaves. A sustainable city can change without alienating people; it has an active and exciting public realm characterised by spaces that people care for and feel ownership over, even if population change occurs over time. Enhanced town centres are safe town centres.

PUBLIC SPACE: INTERACTIVE SQUARES

Crouch End, Edmonton, Gants Hill, Mare Street Hackney, Wood Green, Walthamstow

Interactive public spaces are a core quality of city life. Most of the design strategies include some kind of public meeting space: for example, an interactive square that provides a civic heart for the community. In places like Gants Hill and Edmonton these public spaces are the core of the design approach. They reconnect areas and take attention away from overly car-dominated places like the Gants Hill roundabout.

(top image) Present situation Walthamstow town square: the recent investment in public space makes the centre more attractive; this can be further enhanced with the redevelopment of parts of the adjacent shopping centre.

(bottom image) In Birmingham a new public space (by Gross Max) in the redeveloped centre creates places for meeting, gathering, performance and rest.



*'Improve the sustainability of suburban residential heartlands by promoting better access to centres, employment and community facilities, improving the public realm, making efficient use of space, and where appropriate, modernising or redeveloping the housing stock'.
The London Plan (February 2004), Policy 2A.6*

PUBLIC SPACE: **SECONDARY PUBLIC SPACES**

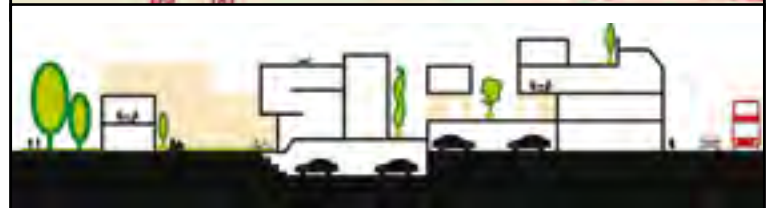
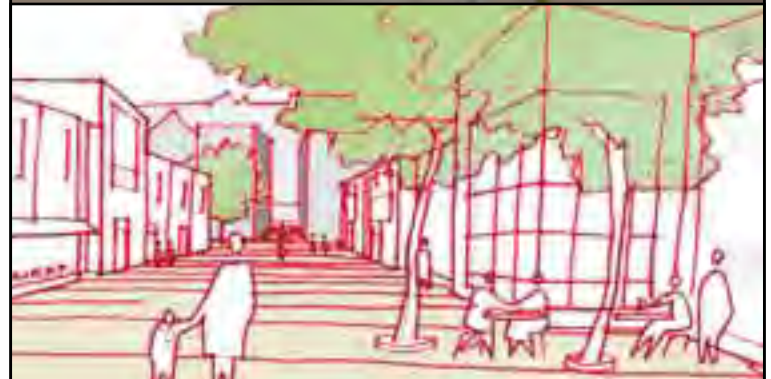
North Finchley, Tottenham High Road, Walthamstow

In contrast to the bustling streets, there is also a need for quieter public and semi-public spaces for residents and businesses. These 'secondary public spaces' generate a richer variety of town centre public space complimentary to the high street.

(top image) Secondary public spaces can add to the quality of the town centres of North London (reference: Mariaplaats Utrecht, NL by Bob van Reeth).

(middle image) Approach for North Finchley: an inner courtyard with a school is an attractive addition to the urban pattern.

(bottom image) Approach for Walthamstow: adding public space on a covered car park within an existing city block provides an attractive, quiet place for the residents.



PUBLIC SPACE: IMPROVED STREETSCAPE

Edmonton, South Woodford, Tottenham High Road, Wood Green

The street is where the daily life of the city plays out. The daily interaction between people and place ensures a healthy and vibrant city. Many of the main streets in North London have become choked by traffic, leaving little room for pedestrians and cyclists. They also lack residents, with many apartments above shops being vacant or used for storage or other low-intensity uses. Any improvement of public realm must include streets and provide ample room for residents, shops, cafés, pedestrians, cyclists, and car and bus traffic.

(top image) Approach for Wood Green: changing the profile of the street helps to improve the quality of parts of the centre.

(middle image) Approach for South Woodford: the potential to bridge the North Circular Road as has happened at the A10 ring road in Amsterdam.

(bottom image) Approach for Crouch End: a series of small, interlocking squares provide a new orientation in the heart of Crouch End; it creates meeting spaces for residents and connects civic functions to the public realm.

**PUBLIC SPACE: MAKING THE MOST OF GREEN SPACE**

Coppetts Wood Friern Barnet, Gants Hill

Many green spaces and parks deserve to be more accessible to residents. Redeveloping park edges, creating better access for pedestrians and cyclists and improving safety can all enhance the use of parks, commons and greens. This could also be applied to Metropolitan Open Land (MOL) if ecological corridors and public safety could be improved as part of the demonstration of very special circumstances for eco-sensitive development on the MOL fringe. Smart combinations of landscape improvement and housing developments can be created, bringing win-win situations for nature and residents alike. Whilst recognising the current policy to protect green space, this study advocates a more imaginative and proactive approach to improving green space, biodiversity and leisure opportunities.

(top image) Approach for Gants Hill: a new pedestrian square overlooks Valentines Park and provides better pedestrian access into the area. Only minor modifications to the park are needed to allow for this improvement.

(bottom image) Approach for Coppetts Wood, Friern Barnet: improving open space through development of housing on its edges; a land swap with a waste plant creates the opportunity to connect ecological zones and enhance the accessibility and connectivity of the area.



CAPACITY: **SMALL SCALE CHANGES**

Crouch End, South Woodford Station Blocks,
North Finchley Urban Blocks

Crouch End, South Woodford and North Finchley are relatively established centres and can accommodate subtle, almost invisible, intensification. However, the contribution of small-scale change should not be underestimated. Many of the strategies can be applied in more locations and can cumulatively make a significant contribution.

(top image) Approach for Crouch End: careful urban infill can add quality to the area and provide attractive accommodation for new residents.

(bottom image) Approach for South Woodford: the redevelopment of this timber yard and low-density employment zone should be considered as part of potential redevelopment opportunities.



CAPACITY: **INSIDE THE URBAN BLOCK**

North Finchley secondary spaces, Mare Street Hackney,
Tottenham High Road, Walthamstow, Edmonton Silver
Street Station Block

The size of the urban blocks in places like North Finchley, Tottenham High Road and Walthamstow reflects the original character of the street layout. The design examples show how intensification can address, within the existing street pattern, problems such as the lack of suitable parking or the need for a more generous pedestrian realm. The key is an implementation strategy that engages existing interests. Done well, this strategy offers enormous capacity for change, as developments inside urban blocks can be applied throughout North London.

(top image) Approach for Mare Street, Hackney: a plot-by-plot intensification strategy based on simple design principles can at least double the amount of built floorspace in this area.

(bottom image) Approach for Edmonton: the city block next to the Silver Street Station can be redeveloped to include the existing supermarket, housing and other functions.



CAPACITY: STEP CHANGE

Edmonton, Friern Barnet Retail Park, Gants Hill,
Wood Green, Mare Street Hackney New Blocks

For some areas, the best strategy involves major changes. Edmonton, Gants Hill, Wood Green and Friern Barnet can all benefit from large building programmes that would provide comprehensive solutions to current problems in the physical urban structure and allow them to become attractive places in their own right. Large numbers of homes can then be provided in these areas which will help improve their character and sustain 'step change'. Most of these locations were identified in earlier capacity studies.

(top image) Present situation Gants Hill: major change is needed to allow the area to benefit from its excellent access to high profile new developments. This will generate the investment that would give Gants Hill a new 'urban heart'.

(bottom image) Wood Green is designated as an area for intensification. High-density housing could enable a much-needed improvement of the public realm (image of present situation).

**CAPACITY**

The TEN design studies reveal some unexpected scope for intensification and illustrate how land use can become denser and town centres improved. The designs show a range in development scale, from a comprehensive area transformation to almost invisible changes within existing urban blocks. While some are located on currently vacant land, most require some redevelopment of car parks, low-quality or low-density buildings, or underutilised employment land. One key issue in delivering the capacity proposed by these schemes is the ability to change existing land uses. This is not a straightforward process as a consequence of many high land values associated with present uses (despite their low density, and sometimes quality), the perceived reluctance of their owners for higher density development. Current planning policy can also act as a constraint, such as overlooking distance regulation or land designations: some land in London is protected by the London Plan or by the boroughs, for employment uses such as industry and waste management. However, both the GLA and the LDA are studying ways in which surplus industrial land might be released in a responsible manner.

The design studies offer a number of strategies to achieve such change unlocking a range of opportunities in the process. In all instances, local communities should become stakeholders in an area's renewal: shop owners in redevelopment locations will need to become partners in the improvement of areas and residents should benefit from the changes. This requires a collaborative approach in which the London boroughs lead the way in terms of ambitions and targets, and in which stakeholders have the opportunity to invest in the new and enhanced areas. To promote this, project strategies will often involve multi-party development agreements, in which established and community-based investment sources can contribute to local improvement.

EMPLOYMENT AND RETAIL: **LIVING ABOVE SHOPS**

Friern Barnet, South Woodford, Edmonton, Wood Green, Walthamstow

Design plays a crucial role in enabling spaces above shops to become attractive homes. The draft Best Practice Guidance “Making Better Use of Supermarket Sites”, published by the London Mayor in January 2004, and the London Plan Supplementary Planning Guidance on Housing (November 2005) contain recommendations on airspace developments over existing and new non-residential premises such as supermarkets. Successful precedents demonstrate that a detailed layout, including separate access and generous private outdoor amenity space, is essential for long term success. The TEN examples demonstrate that such environments can work, not only for perimeter blocks with shops on the ground floor, but also for the reinvented retail park strategy in Friern Barnet.

(top image) Approach for Friern Barnet: an attempt to reinvent the ‘live above shop’ concept for retail parks: ‘living above shops x 10’.

(bottom image) Living above shops... Can it become an everyday reality? (Reference: Ciboga area Groningen, NL by s333)



EMPLOYMENT AND RETAIL:

PROMOTE IMPROVEMENTS BY LOCAL ENTREPRENEURS

Walthamstow, Hackney, Tottenham High Road

One of the best ways to give entrepreneurship a role in the renewal of town centres is to create investment opportunities for local entrepreneurs. Plans for an area that allow for small, plot-by-plot intensification could facilitate such opportunities. To increase the feasibility of such schemes, local government can provide a support infrastructure (for example, in the form of free advice and encouraging planning frameworks) and/or tax incentives.

(top images) Mare Street, Hackney: the TEN approach for the entrepreneurial district between Mare Street and the railway allows for plot-by-plot intensification by individuals. A set of simple rules, e.g. specifying desired plot ratio increase and minimum percentage of workspace, guides the change.

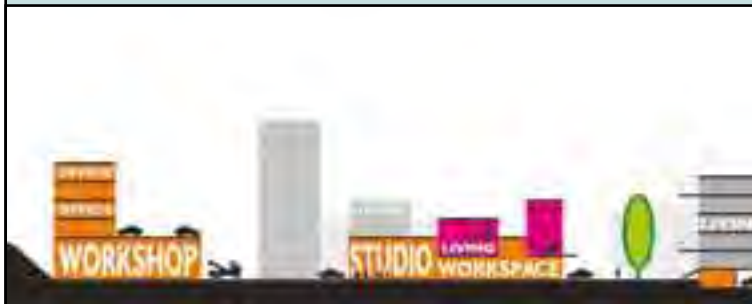
(bottom image) Approach for Walthamstow: the currently neglected space behind the High Street is subdivided in lots and offered to High Street entrepreneurs as development opportunity.



EMPLOYMENT AND RETAIL:**AFFORDABLE WORK SPACE AND INCUBATORS****Tottenham High Road, Mare Street Hackney**

While the TEN locations fall outside major office locations, there is often a real demand for workspaces in and around the town centres to cater for small businesses. Although the existing provision is suitable for shops and some small businesses, it is often of low quality and the restricted floor space stifles the possibilities for incubation, growth and diversification. There is often a mismatch in which vacancies and latent demand exist side-by-side. Several of the TEN strategies include new working areas that offer a mix of small and medium scale business opportunities, supported by a basic infrastructure and facilities including incubator centres and start-up supports.

Approach for Tottenham High Road: new spaces for local entrepreneurs plus an incubator centre add to the economic vitality of the town centre.



'District, local and neighbourhood town centres are essential features of suburban living, providing easy access to local services. They are an important source of jobs in suburban areas and need to be supported and enhanced'

The London Plan (February 2004), 2.21

EMPLOYMENT AND RETAIL

Land used for employment is under increasing pressure to be used for different purposes, particularly residential development, which is often far more profitable than business space. Although some employment land can and will be released for residential development, this should not create neighbourhoods in which residents have fewer job opportunities. A lack of access to business space and to local jobs leads to both unbalanced and unsustainable development.

Locally available job opportunities and workspaces for small businesses offer real prospects to the inhabitants of the TEN locations. A positive approach is needed; one that actively creates opportunities for local entrepreneurs; one that recognises the need for a step change in the quality of workspaces; and one that acknowledges the increasing popularity of working from home. The design ideas contain strategies to address this issue: many include different kinds of workspace, often combined with facilities for small businesses. Cross-financing and/or subsidies are often necessary for this type of development.

A successful town centre is vibrant and active throughout the day and during the evening. By contrast, shopping-only streets that die down after closing time can feel depressing and unsafe. In many of the TEN locations, to ensure their vibrancy, shopping needs to be integrated more effectively with other activities such as housing, leisure and night time uses. Whilst care needs to be taken about locating dwellings close to potential noise nuisance, it is widely agreed that housing is crucial to a healthy town centre. Living above shops is nothing new but needs to become more attractive. While people already acknowledge the advantages of being within walking distance of facilities such as shops and restaurants, it is essential that these dwelling units have suitable residential amenity levels, such as access to open space and rooms that are remote from potential sources of noise.

TRANSPORT AND PARKING:

SUPERMARKETS AND THEIR CAR PARKS

North Finchley, Friern Barnet, Tottenham High Road, Mare Street Hackney

Supermarkets across London are surrounded by extensive surface car parks, which take up large areas and detract from the urban landscape. They would offer significant scope for improvement if alternative parking strategies can be coupled to higher-density mixed use redevelopment. Supermarket chains can therefore become important allies for town centre enhancement by concentrating and reorganising parking and so freeing up valuable land. In order to progress this, however, the business case would need to be made to supermarkets, together with positive encouragement from planning policy.

(top image) Approach for Mare Street Hackney: the area around Hackney Central station is redeveloped integrating the existing supermarket, an existing public housing complex, new dwellings and car parking. Parking is incorporated within the block; the new supermarket has housing on top.

(bottom image) A parking deck above the roof of a building (reference: Hunnerstaete Nijmegen, NL, by Mastenbroek & Van Gameren) proved to be cheaper than underground parking and freed up space on the ground to create a small public park.



TRANSPORT AND PARKING:

INNOVATIVE PARKING SOLUTIONS

Gants Hill, South Woodford, North Finchley

Innovative solutions can often reduce some of the costs associated with parking. Some design examples benefit from sloping land to create decked parking with pedestrian access on top. Other strategies include more effective use of inner courtyards and mechanical parking as a way of increasing parking density whilst minimising land-take and visual nuisance.

(top image) Approach for South Woodford: surface level parking is maintained, but is covered by a deck that provides a pedestrian space, directly accessible from an existing road bridge.

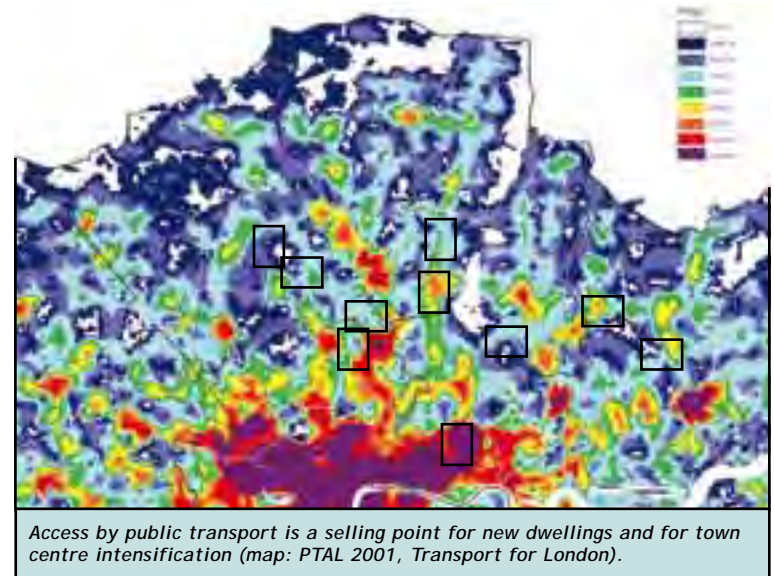
(bottom image) Approach for Gants Hill: the sloping topography allows ground level parking, covered by a public square. On the side of the park the public square provides a viewing terrace over the green.



TRANSPORT AND PARKING

Planning guidance at all levels of government clearly aims to intensify the use of land around public transport nodes. Linking the level of intensification for each area to its access to public transport is a fundamental premise of this study. Direct public transport access into central London is an important selling point for areas such as South Woodford, Gants Hill and Wood Green. Limited access to public transport, however, can also reduce development opportunities.

Within the overall policy guidance regarding the need to reduce car parking, the TEN designs underline the need for innovative parking solutions. Parking pressure in town centres across North London is such that vacant land is often used to park cars. This study advocates solutions such as parking garages, and underground or decked and half-sunken parking, in well-lit, safe and conveniently accessible arrangements integrated within the urban fabric. Although similar strategies have sometimes proven problematic in the past, we believe that these arrangements can be made to work by good design and appropriate management. Such strategies will require higher levels of investment than current parking solutions. This investment is essential; even if the number of parking spaces per dwelling unit can be minimised, parking is still needed for additional activities. Equally important is the improved quality of pedestrian space achieved by taking cars off the street. Pricing is also an issue. If on-street parking rates were increased to a level at which underground parking would be competitive, investments can be made without the external costs.



'Healthy town centres with a mixture of uses, including residential, employment, libraries, primary health care centres, educational establishments, bars, restaurants, cinemas and other leisure activities, offer attractive focal points for their surrounding communities'

The London Plan (February 2004), 3.224

TRANSPORT AND PARKING:

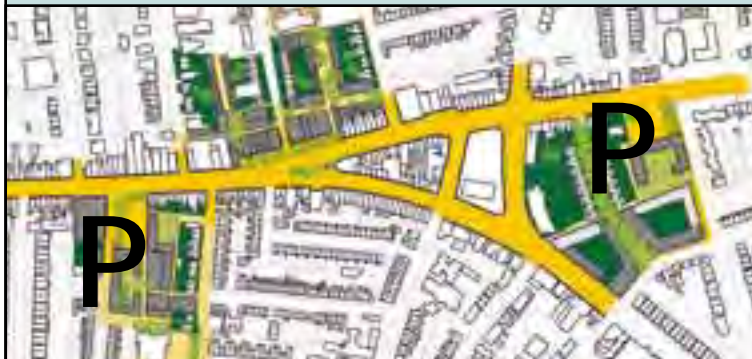
REARRANGEMENT OF PARKING LOCATIONS

North Finchley, Walthamstow, Gants Hill, South Woodford, Mare Street Hackney

In many of the TEN locations, parking seems to be unplanned, causing unnecessary visual nuisance. It also leads to poor use of land: places that could play a key role in improving local public space are used to park cars; shopping is sometimes badly served by parking and potential high-density development locations next to major Underground stations are used for surface parking for London commuters.

(top image) North Finchley: the approach seeks to concentrate the high-street parking at the two ends of the shopping core which would considerably improve the pedestrian environment.

(bottom image) Walthamstow: redevelopment of the station car park can free up valuable land for development. Densities can be such that underground parking is provided instead (reference: Breda, NL).



PERCEPTION

Not all town centres have an equally good reputation. In many cases, a poor image can hinder their potential within the London housing market. The ability to change the image of these areas is central to their renewal because it will attract investors as well as new residents. A richer variety in housing qualities and types, more jobs and better public spaces are needed to re-position these town centres, creating a 'virtuous cycle' of upward change.

The perception of the existing residents is equally important. The long-term success of a town centre depends on local pride, identification with local facilities and on the willingness to invest in, and take responsibility for, the local environment. Major change can never be achieved without the support of the local communities and their concerns need to be addressed. While opposition and 'Not-In-My-Back-Yard' sentiments may be expected in some well-established communities such as Crouch End and North Finchley, fear of gentrification might also cause opposition in less prosperous areas.

These design ideas aim to show the tangible benefits of town centre enhancement for all local stakeholders, including current and future residents. Showing what could be achieved is essential to the design-led approach. It helps build local confidence that change can contribute to quality of life, the quality of the local environment, increased job opportunities and improved public services.

'Town centres also provide a sense of place and community which can help in fostering local identity'

The London Plan (February 2004), 2.15

PERCEPTION: CONVINCING INHABITANTS

Crouch End, South Woodford, Wood Green

'Showing how it could become' helps people to be confident that change can contribute to their quality of life, their daily environment and their employment opportunities.

(top image) Present situation in South Woodford: what are the success factors that can convince the local population of the added value of intensification proposals? Our strategies show careful additions to the existing structure, leading to an increase in the number of inhabitants and improved viability and quality of retail and social infrastructure in the area.

(bottom image) approach for Crouch End: new public gardens, art galleries and restaurants demonstrate that further development can be beneficial for the inhabitants.

**PERCEPTION: IMPROVING REPUTATION**

Gants Hill, Edmonton, Tottenham High Road

A richer variety in housing quality and types, increased employment opportunities and an improved public realm are needed to re-position town centres that people wouldn't otherwise find attractive or consider living in.

Gants Hill: daring architectural designs and a re-think of the public realm should allow this community to gain a more positive image and attract new residents (top image shows present situation in Gants Hill, bottom image shows an approach for a new square).



DELIVERY

The key to realising such projects successfully is two-fold. On the one hand, it needs a well-coordinated combination of investments in public space, public facilities transport and social infrastructure; on the other, delivery requires the private development of housing, retail, leisure and commercial space. Not all primary public investments can be delivered at the same time. Priorities need to be defined on the basis of an area’s current conditions and ambitions for the future. A more integrated approach to urban regeneration is needed, based on engagement of all parties involved.

THE DELIVERY OF INNOVATIVE HOUSING TYPES

The realities of the housing market support this study’s drive to further diversify the types of building in town centre developments. During the last 10 years, developers have overly relied on standard designs and types. There is now a need for imaginative design solutions and higher sustainability standards away from a ‘one-size-fits-all’ mentality.

Diversifying the types of housing built by developers is not just about delivering a better and more adaptable product, but also about changing people’s perception of what constitutes town centre living. This, in turn, is directly linked to the market requirements of town centre developments, particularly the importance of delivering the correct mix of accommodation. The current dominance of buy-to-let, one-bedroom apartments does not help to attract families into town centres.

This needs to change: there is a real need for more generously sized units with more user flexibility, particularly for families. Good quality outdoor spaces should be a standard feature. With innovative construction methods, ‘better’ does not necessarily mean more expensive. Furthermore, even if higher standards did increase costs, this could be recouped through premium prices, lower energy use and a longer life span.

Land values are key to the delivery of innovative solutions. One area of concern is the disproportionate increase of land values in secondary locations. Incubation markets that are at an early stage of regeneration are often constrained by afford-

ability thresholds – the maximum sales or lettings price the market can support, regardless of the specific design qualities of any proposed development. In the context of rapidly rising land values, this can make the building of high quality housing difficult, instead resulting in the building of small standard units to justify the cost of the land.

THE DELIVERY OF QUALITY PUBLIC SPACES

The desirability of a place depends not only on accommodation that matches demand, but also on public spaces that can attract people into town centres. The high quality public space improvements proposed for the TEN locations are intended to provide a catalyst to stimulate investment and attract residents and businesses. Providing such spaces, however, is expensive. Whilst historically funded through Section 106 payments, with limited contributions from local authorities, this can become more difficult in face of the political pressure to deliver affordable housing targets and focus Section 106 primarily on the latter. There is a sensitive balance between delivering affordable housing and providing a public realm that encourages migration back into inner-city locations.

DELIVERING CAPACITY

London is usually portrayed as a city with a chronic shortage of new housing, with supply held back by planning obstacles. In turn this has lead to the assumption that supply is not a factor of market dynamics, but driven by a fundamental shortage of housing.

Yet the supply and demand balance varies significantly by location and market sector, both across London and in the TEN locations. In places like Wood Green and Crouch End, the strategies add capacity to existing markets and, if well paced, developments are likely to be successful. In places like Edmonton, Gants Hill and Tottenham High Road, new markets need to be created. Where possible, this requires very strong plans and a smart positioning and delivery strategy.

DELIVERY ASPECTS OF EMPLOYMENT SCHEMES

Introducing workspace adds to the economic and social vitality of town centres. However, delivering workspace for its own

sake, without proven demand, can just as easily harm the initial economic viability of a project. The proposed amount of commercial space needs to reflect the local market. If unviable workspace is required by planning policy, the developer will probably offset this cost against smaller units. The types of units that result from this are unlikely to promote a sustainable urban environment. It could be argued that, where policy dictates the need for affordable workplaces, then this cost should be reflected in the level of affordable housing provision required.

THE DELIVERY OF INNOVATIVE PARKING SOLUTIONS

The cost of providing mechanically ventilated underground car parking can range from £15,000 to £25,000 per space. With the exception of Crouch End and South Woodford, local markets cannot absorb such costs. Innovative design solutions – like those proposed in the design ideas – offer aesthetic and practical solutions without incurring the cost of breaking ground.

THE DELIVERY OF MIXED USE RETAIL SCHEMES

The stigma of living above or alongside shops originally stemmed from the negative impact on amenity they caused. However, new technology can reduce both noise disturbance and smell caused by shops and other ground floor commercial units. A ground floor retail experience that is compatible with residential accommodation and is supported by good public space will remove the unpopularity of flats above shops. The design strategies show how this can be achieved.

On a larger scale, retailers need to be more flexible about residential development above shops, both operationally – by changing standard design templates to accommodate apartments – and from an investment perspective. In addition, these schemes require innovative and flexible tenancies in which the long-term redevelopment potential of the site is not hampered by long leaseholds that protect the residential tenant at the cost of the freeholder or developer. It is encouraging to see some retailers, such as Tesco and B&Q, beginning to respond to these challenges in finding solutions for investment and management of mixed-use and mixed-tenancy developments.

POLICY AND IMPLEMENTATION

This study is set within the context of national planning policy and the Spatial Development Strategy for Greater London (the London Plan, 2004). On both levels, there is strong support for sustainable land-use intensification. A review of the London Plan has commenced in 2006. Early indications such as the Mayor's Statement of Intent suggest a continued and strengthened emphasis on high-density development in town centres that are highly accessible by public transport.

Whilst such themes from UK, London and local authority planning policy from the primary context for the study, the ideas presented in this study do not necessarily always accord with planning policies at current time. Rather, they are aimed to stimulate debate and may be controversial at points.

THE LONDON PLAN: INCLUSIVE INTENSIFICATION

The London Plan sets out an integrated social, economic and environmental framework for the future development of London up to 2020. Key policies include making the most sustainable and efficient use of land and space, particularly encouraging intensification and growth in areas of need and opportunity. Importantly, the Plan recognises the opportunities for achieving urban renaissance through well-designed intensification in areas with good, accessible public transport.

With the exception of Wood Green, which is a designated Area for Intensification, the sites identified in this study are not in the most important growth areas (Areas for Intensification or Opportunity Areas) as identified in the Mayor's London Plan. Most of them, however, fall within priority areas for regeneration. The opportunities offered in this report suggest that development can and should take place over a much wider area than the zones targeted in the London Plan.

The Mayor's London Plan identifies a minimum target of 23,000 additional homes per annum up to 2016. It has a strategic target of 50% for affordable housing, of which 70% should be social rent and 30% for intermediate purposes. Each borough has a planning target based on identified housing capacity, which is expected to both meet this target and ensure that affordable housing

‘Over time, high quality, well designed development and regeneration will help support, and where necessary, re-establish town centres as attractive places and as distinctive centres of the community’s life.’
The London Plan (February 2004), 3.225
London Plan

provision is maximised. Such provision will vary on a site-by-site basis and will need to have regard to economic viability. This will depend on prevailing market conditions, other planning obligations sought from the project and available public subsidy.

LOCAL DEVELOPMENT FRAMEWORKS:
LOCAL AUTHORITY POLICY VEHICLES FOR CHANGE

The current local planning system is often criticised in terms of the efficient delivery of urban renaissance and intensification. However, local authorities are key in this respect and have many opportunities to achieve these objectives. The London Plan and

POLICY: POSITIVE PLANNING FOR TOWN CENTRES

National policy for enhancing urban renaissance within town centres is set out in the Government’s Planning Policy Statement 6 (PPS6). The guidance promotes a “proactive, plan led system” and states (para 2.20):

“The Government is concerned to ensure that efficient use should be made of land in centres and elsewhere. Local Planning Authorities should formulate planning policies which encourage well designed and, where appropriate, high density, multi-storey development within and around existing centres, including the promotion of mixed use developments and mixed use areas.”

The guidance notes that diversity of uses within centres can make an important contribution to a centre’s overall health and vitality and viability, that is, the performance and perception of a centre and its ability to attract future investment.

The policy states that Local Planning Authorities should encourage diversification of uses in a town centre as a whole with different but complementary uses during the day and in the evening to make town centres more attractive to residents, shoppers and visitors and extend activity and use of the site beyond those normally associated with shopping.

This approach is similarly reflected in national guidance for Housing (under PPG3, currently the subject of draft review under PPS3) and for Transport, under PPG13, which considers public transport accessibility. It states that all development should contribute to the principles of sustainable development by:

- actively managing the patterns of Urban Growth to make use of public transport
- focusing major generators of travel demand in city, town and district centres and near to major public transport interchanges
- locating day-to-day facilities at locations that are accessible by walking and cycling
- planning for increased intensity of development for housing and other uses at locations highly accessible by public transport, walking and cycling

National Guidance for Housing Development set out in PPG3 sets out rigorous density standards which are maintained in the draft PPS3 on housing with 30 dwellings per hectare remaining as the minimum figure for the measurement of density (despite discussions about using other measures of density, such as habitable rooms per acre, as in London). Indicative ranges given over and above this as a minimum vary significantly in urban areas and in city centres, the latter being considered above 70 dwellings per hectare.

the 2004 Planning and Compulsory Purchase Act strongly promote a more positive, proactive approach to urban development on the local level. The Local Development Frameworks (LDFs) introduced in the 2004 Act give local authorities the tools for change, such as through specific Local Development Documents (LDDs) and Area Action Plans (AAPs).

Local authorities could consider integrating the design-led philosophy promoted in this study in two ways. The smaller scale developments (such as Crouch End, Tottenham High Road and Walthamstow) could be promoted under Supplementary Planning Documents prepared for these sites as part of the LDF. The larger areas suggested for wider regeneration could be incorporated into an Area Action Plan (AAP). These large-scale developments have the potential to create a new sense of place, with a distinct identity. Such frameworks are central to making planning more proactive in areas requiring significant change, growth or regeneration. The TEN strategies illustrate the kind of urban design that might follow from this more positive and pro-active approach.

LOCAL ENTREPRENEURS AND LOCAL AUTHORITY LEADERSHIP

Local authorities should seek to work with landowners, developers and other key stakeholders to show local leadership and secure a coherent approach to these strategies or similar possibilities in North London. The delivery of ideas like those advocated for the TEN locations depends on crucial considerations such as funding and realistic phasing scenarios. For instance, the boroughs may need to use land assembly to encourage redevelopment. However, the smaller scale of some sites may be particularly attractive for small-scale, gradual regeneration by local entrepreneurs: small schemes by individual or community-based actors can act as a catalyst for a wider change in physical regeneration and public perception over time.

COMPULSORY PURCHASE ORDERS AND EFFICIENT LAND-USE

The use of Compulsory Purchase Orders (CPOs) may be necessary to deliver some of the TEN design ideas. Both PPG3 and PPS6 confirm the use of CPO powers as a particularly useful tool around existing town centres and in suburban areas near public transport nodes. This study demonstrates what can be done

with relatively small sites and should therefore encourage both public and private sectors to be ambitious in negotiating terms and setting regeneration goals. London Plan densities have been achieved or indeed exceeded in all TEN examples whilst enhancing residential quality and that of the town centre.

CONSULTATION

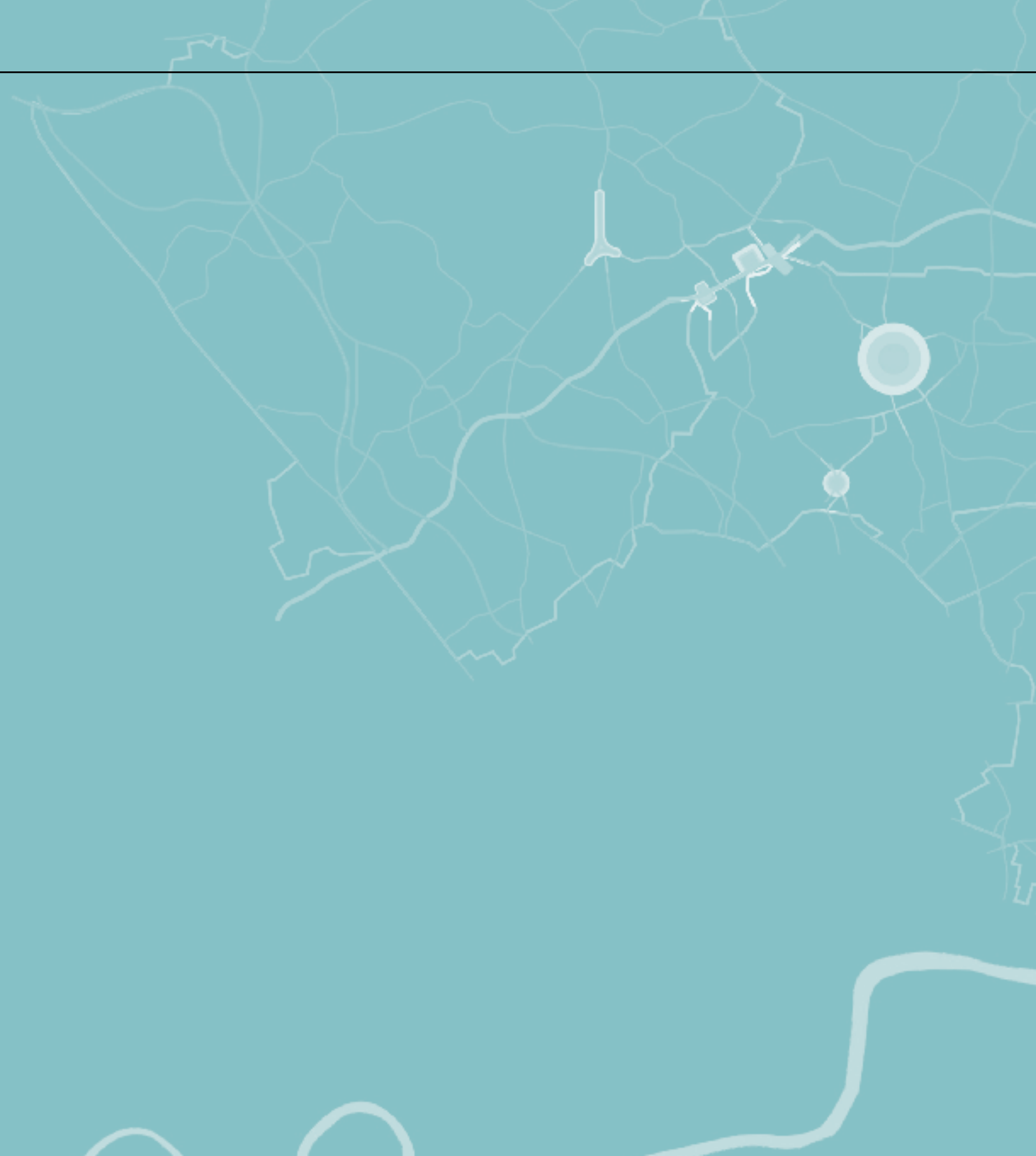
Community involvement is central to achieving urban developments through the LDF framework. The Government requires local planning authorities and developers to involve communities when preparing LDFs and planning applications. Early community consultation will be vital to achieve local ownership, involvement and internal legitimacy for regeneration proposals such as those in this study.

OPTIMISTIC ATTITUDE

Urban development needs to be underpinned by a fundamentally optimistic attitude towards the city. To start this process, a positive vision can demonstrate the potential of these areas. Generic planning prescriptions do not offer the vision and leadership to achieve the full potential of the TEN areas.

The study has emphasised the need for a variety of methods: a single approach does not work. The challenges include the need to encourage incremental change and the need for leadership to deliver major projects. What is essential is confidence that major change is possible and that good urban design can significantly improve the quality of town centres. In this manner, the energy needed for the TEN designs can gain ground and delivery will follow.

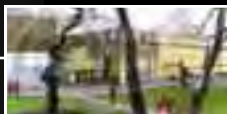
The role of urban design can unlock apparently gridlocked situations and show what can be achieved. The mixture of precedents and location-based research, analysis and design demonstrates how town centre enhancement through higher density offers an exciting opportunity to create improved and sustainable places.



THE TEN EXAMPLES





**CROUCH END, HARINGEY** *URBAN ACUPUNCTURE*

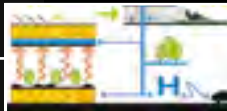
Improvements surrounding the Town Hall
and an extension of the centre

**SOUTH WOODFORD, REDBRIDGE** *BRIDGING*

Regeneration around the station
and a new urban campus with a landmark on the North Circular

**NORTH FINCHLEY, BARNET** *CREATING SECONDARY PUBLIC SPACES*

From car park to urban blocks
and the creation of secondary public spaces surrounding the centre

**FRIERN BARNET, BARNET** *LANDSCAPE OF ENCLAVES*

Three developments to create a new coherence

**GANTS HILL, REDBRIDGE** *NEW PEDESTRIAN REALM*

Town centre with a new civic centre focused on the park

**EDMONTON, ENFIELD** *CIVIC SPACE AS A CONNECTOR*

Connecting the high street with the shopping centre through a series of civic spaces,
and the redevelopment of a block next to Silver Street train station

**TOTTENHAM HIGH ROAD, HARINGEY** *STRENGTHENING DIVERSITY*

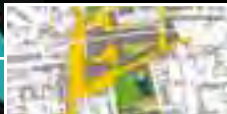
Regeneration of two blocks: Scotland Green Estate and White Hart Lane,
and an Urban Innovation Centre as part of a strategy for the whole street

**WOOD GREEN, HARINGEY** *HIGH STREET TO HEARTLANDS*

Linking the high street with the new cross links at Haringey Heartlands

**WALTHAMSTOW, WALTHAM FOREST** *CATALYSTS FOR GROWTH*

Defining the edges of the new town square, highlighting the 'Low Street'
and re-imagining an inner block

**MARE STREET, HACKNEY** *RESPONDING TO PRESSURE*

Careful additions and conversions, rules of engagement,
and a new station quarter

The TEN examples

LOCATION		DENSITY UNITS/HA	DWELLINGS	HOUSING TYPES
CROUCH END Improvements surrounding the Town Hall and an extension of the centre		70	250	apartments; family units; urban villas
SOUTH WOODFORD Regeneration around the station and a new urban campus with a landmark on the North Circular		50	500	residential towers; apartments; short-stay apartments (apart-hotel or business pied-a-terres); maisonettes and live-work lofts
NORTH FINCHLEY From parking lot to urban blocks and the creation of secondary spaces surrounding the centre		75	600	apartments; family mews
FRIERN BARNET Three developments to create a new coherence	- Living above the shop x10 - Golf course housing - Coppetts Wood	120 50 11	1500-2000	apartments and lofts; special needs housing for elderly and revalidation centre; nature reserve housing
GANTS HILL Town centre with a new civic centre focused on the park		85	800	iconic residential tower; apartments; lofts; townhouses
EDMONTON Connecting the High Street with the shopping centre through a series of civic spaces and the redevelopment of a block next to Silver Street train station		130	850	residential towers; apartment blocks; townhouses and mews
TOTTENHAM HIGH ROAD Regeneration of two blocks: Scotland Green Estate and White Hart Lane, and an urban innovation centre as part of a strategy for the whole street		85	500	lofts; family apartment blocks; incubator starter space
WOOD GREEN Linking the High Road with the new crosslinks at the Haringey Heartlands		120	900	lofts and studios; residential towers; apartment blocks
WALTHAMSTOW Defining the edges of the new town square, highlighting the 'Low Street' and re-imagining an inner block		90-100	500	apartments; residential towers; townhouses and mews
MARE STREET Careful additions and conversions, rules of engagement, and a new station quarter		70-100	600	apartment blocks; residential towers; studio spaces

EXTRA FUNCTIONS	PUBLIC REALM	DEVELOPMENT ANCHORS	DELIVERY CHALLENGE	PARKING RATIO*	PTAL 2016	
5,000 sq.m retail; 3,000 sq.m workspaces; cultural and community functions in Town Hall	extension of the Town Hall; square and the existing streetscape; new enclosed gardens	new community hub connecting Town Hall and library	multiple land-ownership; CPO's to enable development	0.5 per unit 2.0 Cycles p/u	2-3	
3,000 sq.m retail; 20,000 sq.m live/work studios; 15,000 sq.m office and conference facility	new station square; reconnected viaduct street; new urban campus with pedestrian links to centre	North Circular landmark building; re-connection of Georges Lane	bridging the North Circular; anchor tenant for campus development	0.8 per unit 2.0 Cycles p/u	4	
10,000 sq.m retail; 2,000 sq.m workspace; two underground car parks	new market square; creation of secondary public spaces extending the urban fabric	new market square; underground car parking below town centre squares	multiple land ownership involving existing retailers; guidelines for infill and mews developments	0.5 per unit 2.0 Cycles p/u	3-4	
25,000 sq.m retail; 25,000 sq.m leisure; 30,000 sq.m office/workspace	three new districts each with a unique identity; improvement and extension of Metropolitan Open Land	sustainable showcase retail park; improved New Southgate Station improved MOL	promotion required for eco-retail park; MOL status for Coppetts Wood	0.5 per unit 2.0 Cycles p/u	2-3	
15,000 sq.m retail; 8,000 sq.m leisure	new pedestrian realm linking the centre with Valentines Park	new pedestrian realm; landmark housing tower	multiple land-ownership; CPO of existing sites	0.5 per unit 2.0 Cycles p/u	6a	
15,000 sq.m retail; 5,000 sq.m workspaces; 10,000 sq.m leisure, sports and community uses	new civic green with exposed Salmons Brook connected to Lea Valley Park	civic square; community and cultural facilities; exposing Salmon Brook	multiple land-ownership incorporating ongoing developments	0.4 per unit 2.0 Cycles p/u	6a	
25,000 sq.m retail; 28,000 sq.m workspaces; 5,000 sq.m urban innovation centre & small business space	improvement of street profile; links between High Road and surrounding parks	urban innovation centre & small business space; new childrens centre	multiple land-ownership	0.3 per unit 2.0 Cycles p/u	4-5	
20,000 sq.m retail; 10,000 sq.m culture and leisure	new cultural esplanade and improved street profile	esplanade and cultural functions; improved pedestrian realm	multiple land-ownership involving retailers in developments	0.2 per unit 2.0 Cycles p/u	6a-6b	
7,000 sq.m retail; 15,000 sq.m workspaces; 5,000 sq.m cultural function; hotel	interactive town square redevelopment of vacant sites behind High Street	cultural centre linked to main square; strategy involving local entrepreneurs	multiple land-ownership involving retailers; guidelines for infill developments	0.5 per unit 2.0 Cycles p/u	6a-6b	
10,000 sq.m retail; 20,000 sq.m workspaces; redeveloped council estate providing artists studio space	new station quarter giving greater coherence to surroundings	new train station; strategy involving local entrepreneurs	multiple land-ownership involving retailers; re-location of train station	0.3 per unit 2.0 Cycles p/u	6b	

* These are residential parking ratios, all below maximum parking ratio as specified in London Plan

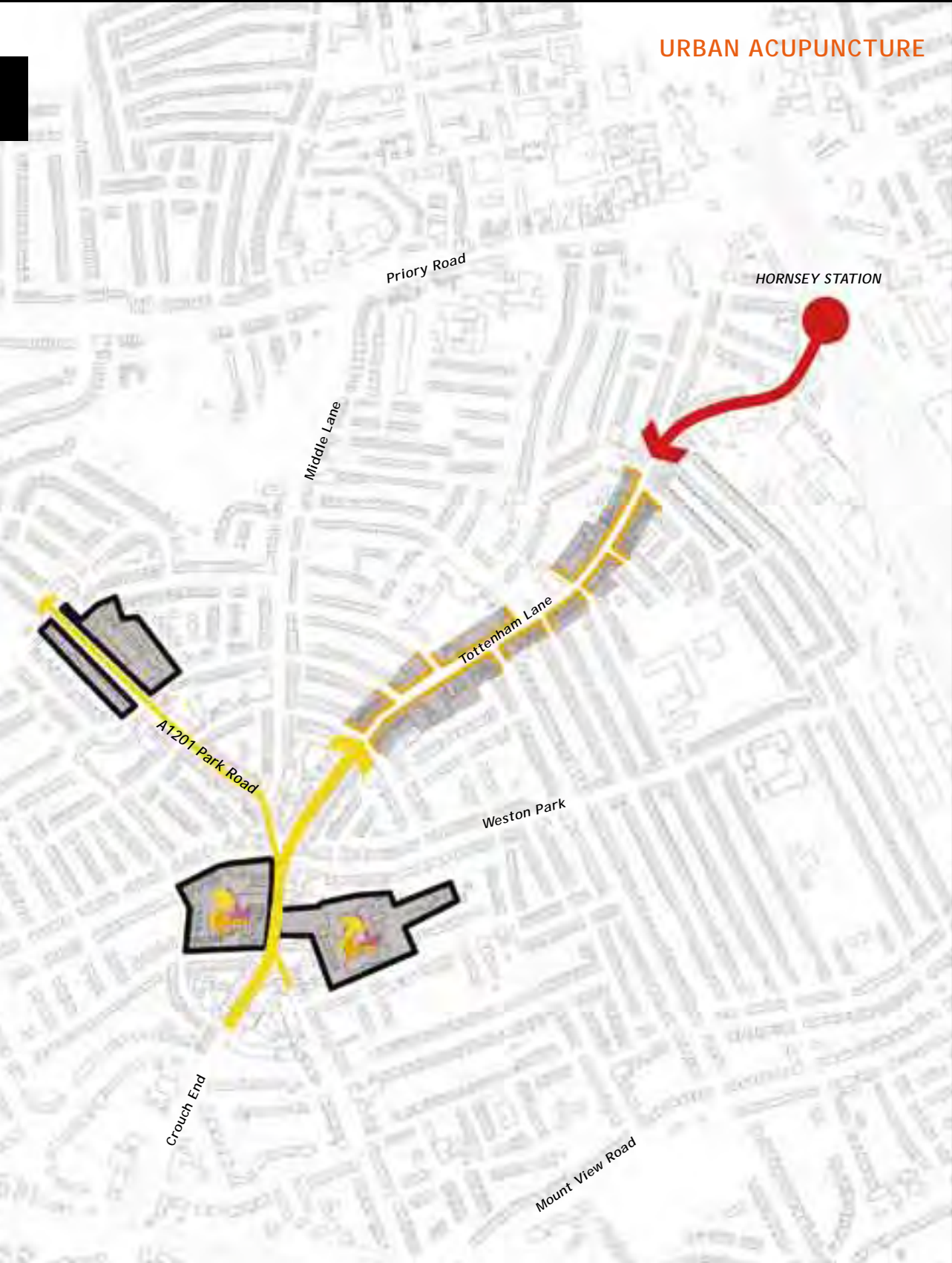


URBAN ACUPUNCTURE

CROUCH END

The designs for two locations in the town centre aim to demonstrate the possibilities of small-scale, sensitive insertions in an already well-established centre.

They are examples of what could happen in many locations across London as 'urban acupuncture' - intelligent mixed-use environments, coupled with similar small-scale interventions in the public realm which can allow established town centres to evolve into more complex and rich urban environments.



URBAN ACUPUNCTURE



- shops
- offices/workshops
- public buildings
- public/private green



ANALYSIS

Crouch End is one of the more established town centres in this study and a popular place to live for young, educated professionals and families. Residents enjoy the 'village' atmosphere and excellent shops and restaurants while nearby parks, such as Alexandra Palace Park, add to the centre's appeal. Given its qualities and popularity, the primary issue for Crouch End is finding space for additional development. Opportunities are limited as planning restrictions are tight and resistance against high-profile change resulting in significant intensification can be expected. Moreover, Crouch End has relatively poor transport links: train and Underground stations are a bus ride away and roads are already congested.

The council has identified a number of sites for redevelopment with the possibility of other, specific projects. In some cases, intelligent small-scale redevelopment and infill could bring positive and almost invisible results. Elsewhere, existing buildings might benefit from imaginative additions and redevelopment of some of the less successful 1950s and 1960s developments in the town centre could be beneficial from an urban design perspective. This might also be popular with the residents, even though the viability of such redevelopments would need to be proven. In some cases space may also exist for further small, serviced medium-rise apartment buildings. However, the challenge is to propose developments that will not diminish the area's already strong character.

Crouch End: A well established town centre with a village atmosphere. How to intensify?





- Urban design approach
- Public space
 - Secondary public space
 - Semi public space
 - Public green space
 - Private space
 - New public buildings
 - New buildings
 - Existing buildings refurbished-conversion
 - Existing buildings

DESIGN APPROACH

The design ideas for Crouch End demonstrate the possibilities for small scale transformation of individual sites and a more comprehensive city block redevelopment to the north of the town centre. In all cases, changes are relatively small scale insertions in a sensitive existing built landscape. As 'urban acupuncture', they provide examples of what could happen in many established centres, where sensitive development of existing land could yield more than just extra units. The approach could create intimate scale mixed-use environments and good quality public space that allows established town centres to evolve into complex urban environments.

Town Hall and Coleridge Lane: Careful intervention improves the public space and creates opportunities for new development.

Park Lane: Extension of the town centre and the addition of a new cultural programme.

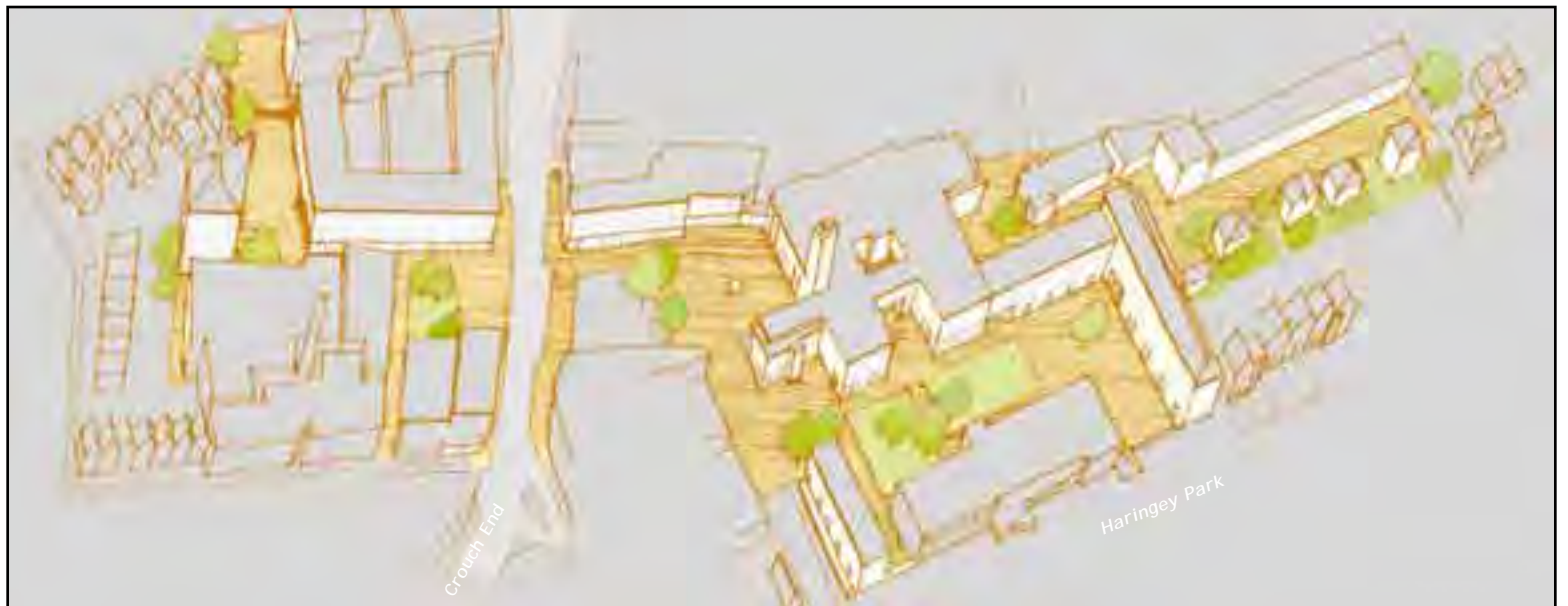
PROJECT SUMMARY

- two sites, one in the town centre and one on its northern edge, total size 3.5 hectares
- density: 70 dwellings per hectare
- addition of around 250 dwellings: apartments, family units and urban villas
- a mix of sizes and tenures: from one-bedroom units to family dwellings
- a total of 5,000 square metres of retail space
- a total of 3,000 square metres of small workspaces and office units
- a space for cultural and community uses in the former Town Hall
- parking for up to 180 cars; ratio of 0.5 cars per unit plus space for workspaces and town centre.





An improved and reconnected public realm



TOWN HALL AND COLERIDGE BLOCK

A council development brief has identified the Town Hall site as a major development opportunity for the area. The currently vacant building is a popular local landmark set in green public space. The Grade II listed building should be kept and converted for community uses, while the site (especially the car-park behind the main building) could contain between 50 and 60 residential units. These would consist mainly of one and two-bedroom apartments but could also include some urban villas for families and some live-work units. A development of four to six storeys, laid out in a sensitive manner, would complement the existing urban fabric and green character of the area, while level changes across the site provide a parking solution without having to construct an underground car park. A deck constructed at the rear of the Town Hall would cover the parking

and generate a quiet public enclave overlooked by housing, with playgrounds above the cars. Finally, an enclosed garden could connect the Town Hall with the community library, providing an intimate pedestrian link between these two public buildings separated from motorised traffic.

Similarly, the inner block opposite the Broadway Parade could benefit from redevelopment. The extension of the civic space across the road and the creation of secondary public spaces behind the existing buildings, surrounded by live-work units, could use the block more intensely without touching valuable existing buildings. In total, the sites could add up to 100 dwelling units, 3,000 square metres of retail space and 1,000 square metres of workspaces.



Before and after.



In the Vondelparc, Utrecht, an innovative parking solution was designed by Mecanoo Architects. The design places the cars in a half sunken garage with a wooden deck above; the housing is accessed via this raised deck.



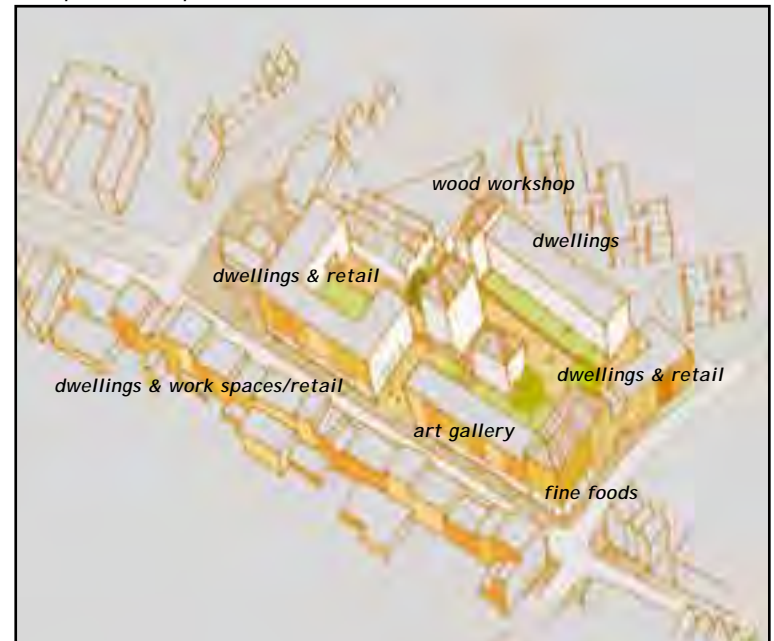
D. A semi-public internal world connects residences, workspaces and art gallery.



Development strategy Park Lane site.



Multiple ownership and various functions Park Lane site.



PARK LANE SITE

The redevelopment of a petrol station and of a 1950s residential block and some warehouses would create an attractive plot for high-quality intensification. A mixed-use development could form a natural limit to the town centre, accommodating approximately 120 apartments in a development of six to eight floors, adjacent to the health centre and swimming pool that already form a key destination in the town centre. The development would extend the street profile and functions of the town centre and would enable Park Lane to expand the opportunities it offers to include workspaces and cultural facilities. Such uses would further diversify the range of activities in the town centre and add value to the project as a whole.



Before and after.



Taken together, the projects illustrate how the creative use of small sites could improve the visual quality and facilities of the town centre. Moreover, they show how other parts of Crouch End could be developed in the future and achieve the wider ambitions of Haringey Council, such as enhancement and intensification along Tottenham Lane. This should happen in coordination with other work, such as improving the pedestrian quality of Tottenham Lane to strengthen Crouch End's link to Hornsey railway station.

Workspaces, cultural facilities and apartments (Markenhoven, Amsterdam).



LOCATION ASSESSMENT

	1	2	3	4	5	Total Score
Compatability of existing uses to those proposed					x	
Existing built environment				x		
Proximity to public transport		x				
Public realm			x			
						14



SPIDER DIAGRAMS

The diagrams summarise the policy and financial feasibility appraisals undertaken by CBRE and CBRE Hamptons International. They score the design strategies against five crucial variables – market interest, commercial viability, policy acceptability, deliverability and contribution to the London Plan – The five variables are further explained in the text to each of the locations. A large surface implies a ‘high score’ on the variables, indicating a high measure of feasibility in commercial and/or policy terms.

A ‘low score’ occurs where obstacles have been identified. The obstacles highlight the issues that need to be addressed to overcome such circumstances and enable enhancement.

The diagram simplifies complex issues and should not be seen in separation from the text. In different locations, different circumstances and requirements may determine the variables.

MARKET INTEREST

The area's existing society, culture and economy has attracted investment over the last five years. This has created a sustainable market which will ensure strong interest for residential and retail development.

COMMERCIAL VIABILITY

The commercial viability of the Town Hall project depends on how much the local authority will charge to transfer or sell their land interest. For the petrol station site, it would depend on the costs of potential remediation works. These costs need to be taken into account, along with the cost of delivering the proposed improvements to the public space. It may be that they threaten the ability of the project to support the usually required level of affordable housing. Deciding on the appropriate level of affordable housing will also partly depend on the amount necessary to compensate the surrender of commercial leases and potential Compulsory Purchase Orders.

POLICY ACCEPTABILITY

All sites are situated within or on the edge of the primary retail frontage of the town centre. Any development would retain the ground floor for retail space. The approach combines good access to public transport, a location in the town centre and the provision of mixed-use buildings. As a result, therefore, it meets the majority of planning policy requirements. It also allows for small scale units for start-ups to boost the area's entrepreneurial culture. All sites fall within a strategic view of St Paul's Cathedral from Alexandra Palace and are close to or within an 'Area of Archaeological Importance'. They will therefore need detailed consideration.

DELIVERABILITY

The Town Hall site is in freehold ownership of Haringey Council. It has been identified as a major development opportunity. Completing the Park Lane site will require private sector intervention and cooperation. The petrol station and surrounding warehouses are likely to be privately owned and sub-let. The terms of the leases will dictate the timeframe and associated cost of completion. Assuming the residential homes have multiple owners with long leases, the local authority could need to consider the use of compulsory purchase to enable development to proceed.

CONTRIBUTION TO THE LONDON PLAN

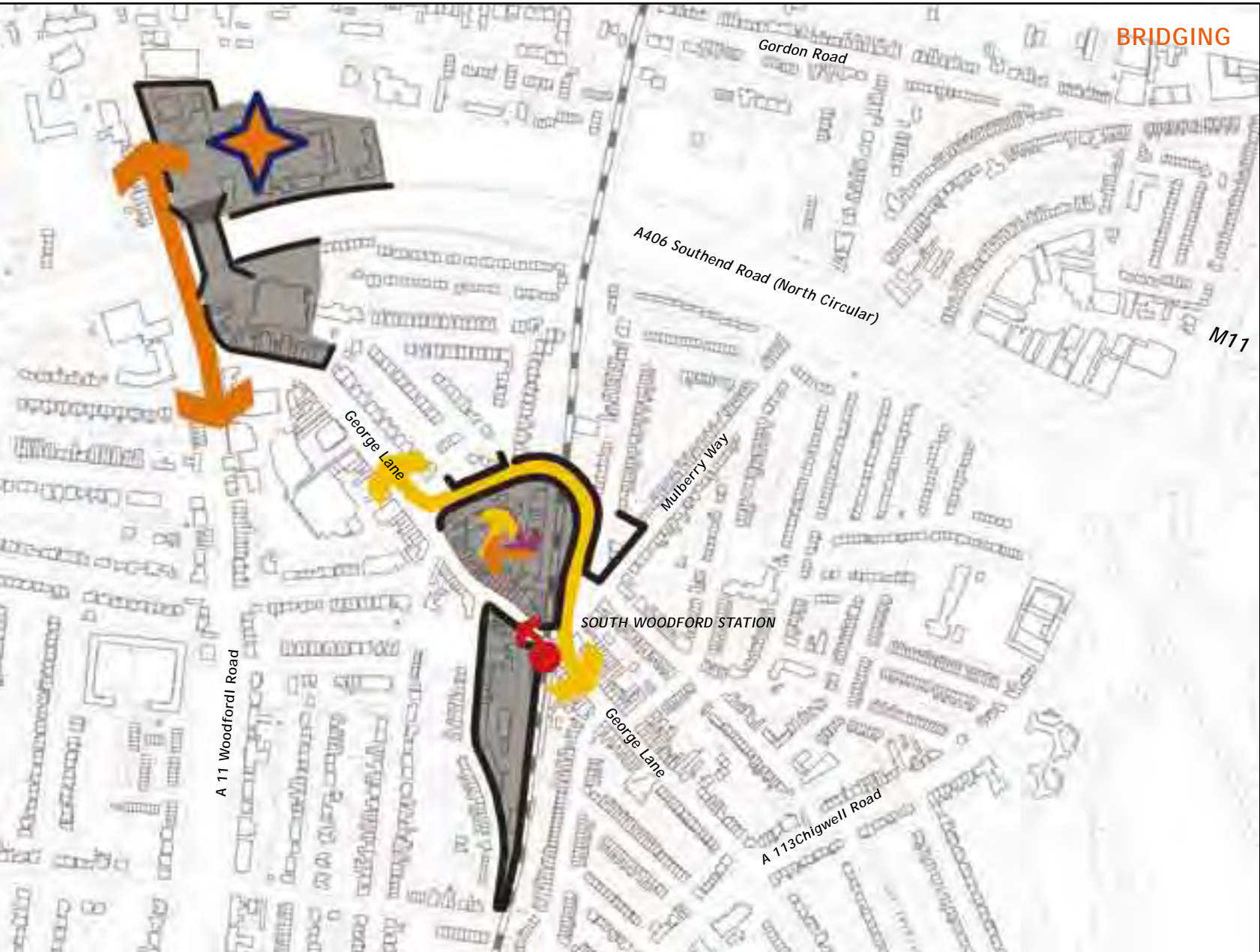
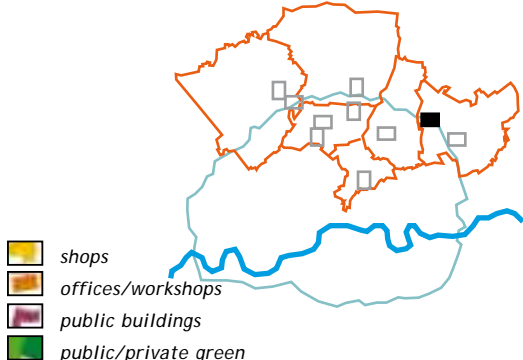
The sites will deliver new housing as part of wider mixed use developments, including small business space, within or on the edge of Crouch End centre. The strategies offer a range of residential type and tenure and could deliver close to 50% affordable housing overall, so their contribution to, and accordance with, the London Plan is very high.



SOUTH WOODFORD

BRIDGING

The approach aims to reconnect the fragments of a centre dissected by the infrastructure of the North Circular and the Central Line. A redevelopment of two blocks reconnects George Lane by continuing the streetscape over the railway bridge while creating a new station square and accommodating town centre parking. A North Circular business campus combines a mix of housing typologies with commercial and leisure uses, a 'bridge building' and an additional pedestrian bridge cross the North Circular to form connections with the centre.



ANALYSIS

South Woodford is a quiet, village-like residential suburb with a relatively intact town centre. Its Victorian three-storey terraces and some larger-scale modern buildings contain chain stores, upmarket retailers and many independent shops. The local high street, George Lane, is crossed by the Central Line which runs above ground at this point; an underground footpath and a curved road bridge connect the two sides of George Lane. Within the curve of the bridge is a small light-industrial yard. A high road runs through the actual centre and crosses the North Circular (which is culverted at this point). At the crossing, the high road runs over a wide bridge with planters, reducing the impact of the North Circular. Along the high road there is a fragmented collection of buildings from various periods that sit alongside older mansions and car-orientated retail such as showrooms and DIY-shops. Looking directly onto the North Circular, three towers form part of a former halls of residence complex for university students; now vacant, they form a large redevelopment site.

Overall, the area is very green in character; the neighbourhood has leafy residential streets and a village green in the centre, part of which is a conservation area. Its qualities make it a popular place to live for more suburban-orientated, affluent households and consequently there is considerable development pressure.



South Woodford: Existing centre severed by the North Circular road and the Central Line. This approach aims to reconnect the centre.

Urban design approach

-  Public space
-  Secondary public space
-  Semi public space
-  Public green space
-  Private space
-  New public buildings
-  New buildings
-  Existing buildings refurbished-conversion
-  Existing buildings



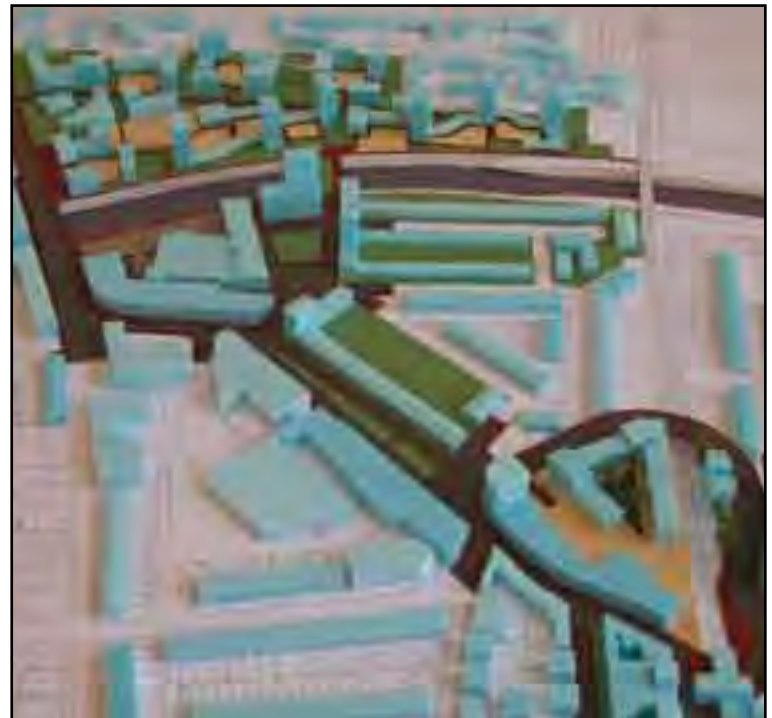
DESIGN APPROACH

An Area Action Plan (AAP) for South Woodford was drawn up by Redbridge Council even before the initiation of the LDF process. It aims to plan for development pressure and identifies a number of sites suitable for redevelopment. However, more options can be explored through new configurations and additional programmes. This would add new qualities to the area and increase the vibrancy of the town centre as a whole.

The study has focused on two areas: one involves the rethinking of two low density sites next to the Underground station; the second consists of the redevelopment of the currently vacant student housing into a campus-style development.

PROJECT SUMMARY

- redevelopment of two locations, total area of 10 hectares
- density: 50 dwellings per hectare
- addition of around 500 new residential units in new and re-used residential towers, short stay apartments, apartments, maisonettes and live-work lofts;
- 3,000 square metres of new retail space on the high street
- 20,000 square metres of flexible live/workspace
- around 15,000 square metres of campus-based commercial space, including possibly a North London conference centre and hotel
- around 5,000 square metres of public and community facilities, including a swimming pool and fitness centre
- 15,000 square metres of office space
- a redeveloped school complex with community theatre
- decked parking spaces to replace the existing station car park; campus parking of 0.8 space per unit plus additional spaces for campus.





C. New station block brings residential, retail and leisure together in the centre of South Woodford.



Main entrances on level +1 in Nieuw Terbregge, NL (design Mecanoo).



STATION BLOCKS TRANSFORMATION

Given the proximity of an Underground station, the existing car park and timber yard are a surprisingly inefficient use of land. Both could be redeveloped as high-density housing blocks from three to six storeys accommodating small apartments and family dwellings. This could yield up to 150 housing units of varying size and tenure. Furthermore, the relocation of the car park would make it possible to improve George Lane close to the station and provide a small public square at its entrance.

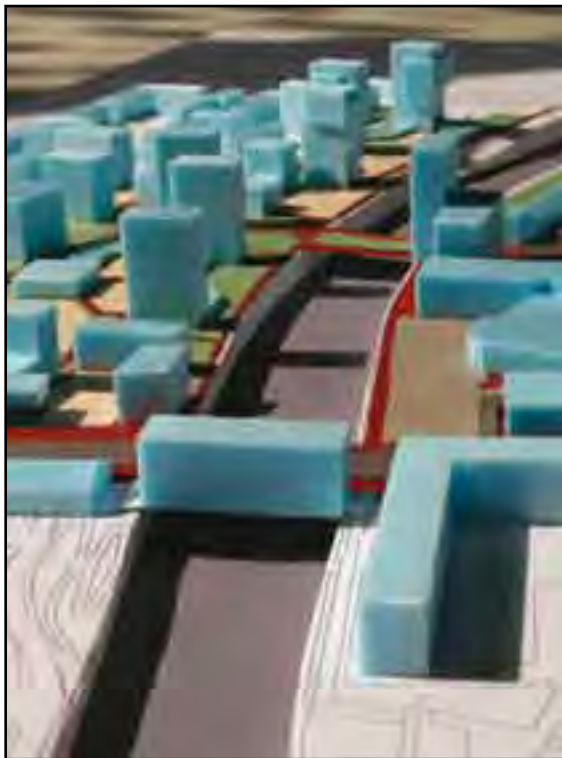
The parking could be relocated to a reconfigured block between the George Lane and the bridge over the rail line. A comprehensive block redevelopment here could be organised around a raised public realm. Under the public deck, a car park would replace the existing surface parking, and a service zone for the

shops. The new car park would have to be lit, well-managed and feel safe. The deck itself would become a residents' courtyard, providing access to a series of live-work lofts and refurbished apartments above the high street shops. The deck structure would be a very cost effective solution, and would change the atmosphere of the viaduct completely: shop fronts directly facing the bridge would create a street, while the removal of one parking lane in each direction would allow enough space for a generous public realm whilst allowing limited space for disabled parking. Up to 20,000 square metres could be provided in flexible units that would include housing, workspace, small offices and live-work combinations. The design approach shows how intelligent infill of unlikely back corners can provide interesting town centre environments with a range of public spaces.





The campus can become a conference centre for North London and a centre for the local community (Chasse area Breda).



New campus reconnects with a building and a bridge crossing the North Circular (City Ring Amsterdam).

NORTH CIRCULAR ROAD CAMPUSES

North of the North Circular road, vacant student housing provides another opportunity to add a new, important function to the town centre. The site has a generous amount of available space, a location near the M11 and M25 and reasonable public transport links via the Central Line. These all provide the opportunity to develop a live-work 'urban campus', as well as a quieter, more residential campus.

With the historic manor house facing the high road, a conference facility of 10,000 square metres could accommodate North London's need for conference space in a distinctive, green setting. The approach includes a building spanning the North Circular that expands the existing high road bridge. This high-visibility project would put South Woodford firmly on the map for both Londoners and visitors, while also improving the local environment. On the site of the former student housing complex, the existing towers could be retained and redeveloped as high-quality, short-stay apartments and a hotel. Low-rise

infill between the towers would further increase the total floor space among tree-lined forecourts shielded from the impact of the North Circular. Together with public facilities, such as a swimming pool, this development would increase the quality of local life and improve the local economy. A second pedestrian and cycle bridge over the North Circular would further improve local connections.

To the north and east of the urban campus, the rest of the vacant land could hold more residential towers. Plans to redevelop a school here could create a vertically integrated residential and educational building. The atmosphere could be similar to the urban campus; it would have more towers of similar height but would be more residential in character, with more green space. Landscaped gardens would provide the setting for the towers rather than paved forecourts. This type of natural campus environment, comprising 300 homes, could be ideal for such as for specialist care homes or a revalidation centre.



Before and after.

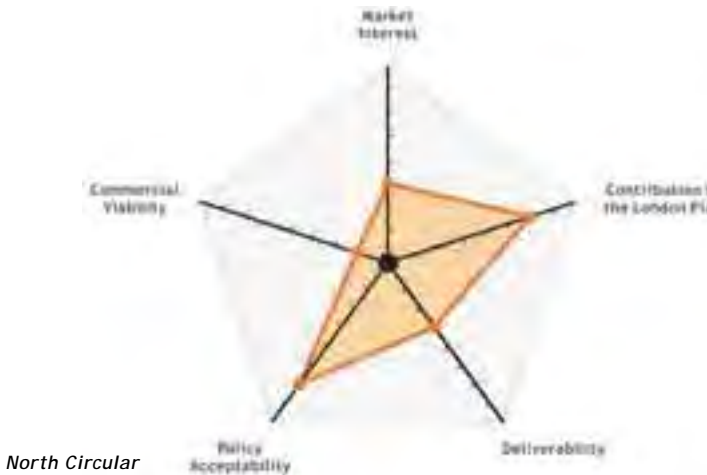




MARKET INTEREST

Due to the strong existing retail environment surrounding the station, market interest should be extremely high, particularly as the approach increases pedestrian access to retail units. The current housing market in the area should also provide demand for the homes proposed within the station block.

The North Circular Road campus may be less attractive to investors because of its proposed mix of uses. The abnormally high costs of construction on this site will affect its commercial viability. Once completed, however, the greater access it provides will increase its commercial value and marketability.



COMMERCIAL VIABILITY

There are considerable doubts about the suitability of the North Circular Road campus for a conference centre. The cost of building a conference centre may affect the commercial viability of the wider development. However, any large scale grants awarded by local and/or central government would

LOCATION ASSESSMENT

	1	2	3	4	5	Total Score
Compatability of existing uses to those proposed					x	
Existing built environment				x		
Proximity to public transport					x	
Public realm				x		
						18

generate considerable practical and financial benefits for the other elements of the development, mainly by increasing their value and marketability through association with the conference centre. If the conference centre was not built, some of the other commercial elements (particularly the hotel) may become impractical, although this could change over time. In this case, a more likely solution might be to increase the proportion of residential properties on the site, which could be complemented by educational and cultural uses.

The reuse of the existing towers is an assumption that needs careful inspection. Conversion of 1960s block into residential accommodation can be extremely expensive because of design constraints, limited adaptability and the subsequent extra cost of complying with modern environmental and building standards and health and safety regulations. These extra costs could be reduced by tax breaks aimed at promoting the retention of existing buildings in order to reduce the waste caused by demolition.

The idea to span the North Circular with a bridge that will hold commercial properties is expensive and needs to be evaluated against the expected increase in commercial property values. The project can therefore only be justified on commercial grounds if the property and land values increase to such an extent that they exceed the cost of construction.

POLICY ACCEPTABILITY

The London Borough of Redbridge is committed to redeveloping South Woodford district centre. It has prepared a development framework and supplementary planning guidance that could form the basis of a new AAP. This supports the UDP in looking to improve South Woodford and providing more mixed retail and residential space, including residential space above shops. Other development ambitions include increasing the amount of short-term parking and clarifying the town centre layout. Although a conference centre is not mentioned explicitly, it is not thought that this project would contravene current policy.

The sites north of the North Circular fall partly within a conservation area and border on another conservation area to the south that is focused on George Lane. Any detailed application to develop each of these would need to consider its effect with regard to building size, density, mix and potential demolition.

Overall, the proposed developments correspond with policy, although detailed consideration of the effect the developments would have on the designated conservation areas would be needed at the application stage. If completed, however, the proposed development would deliver considerable local social and economic benefits.

DELIVERABILITY

The completion of the Station Block is dependent upon the terms of ownership and leases, particularly regarding redevelopment rights and security of occupancy. Likewise, the car park site will require co-operation from the owners.

If ownership of the campus site is held by a Higher Education Authority, university funding constraints mean they are likely to welcome the idea of comprehensive redevelopment.

CONTRIBUTION TO THE LONDON PLAN

The developments will deliver significant residential redevelopment at an accessible location close to the district centre of South Woodford and could therefore be considered eminently sustainable. The designs largely correspond with Supplementary Planning Guidance produced by Redbridge Council for district centre improvements that could form the basis of a future Area Action Plan to support the Council's draft LDF, when it is published.

Whether or not a case exists for a conference facility here is a policy issue for the Mayor. However, even if this element is deemed unacceptable, the delivery of affordable housing, job opportunities and the improvement of the South Woodford district centre all combine to provide a high degree of policy coherence with the Mayor's overall strategy.

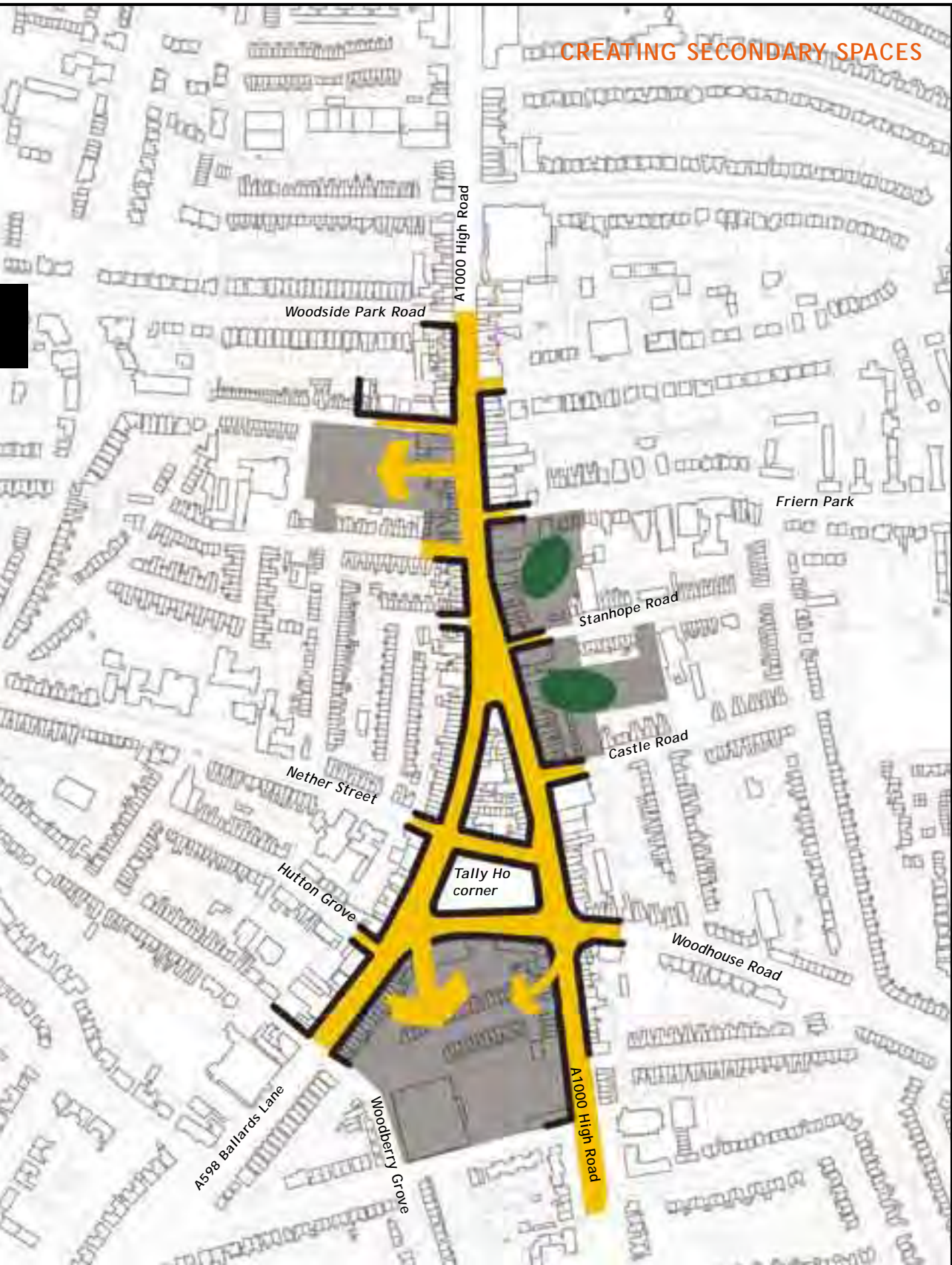


NORTH FINCHLEY

SECONDARY PUBLIC SPACES

Presently dominated by the linear High Road, the design strategies develop the town centre's evolution towards a diverse and well-rounded District Centre. Two strategies add different types of residential environments. Firstly two car parks could be transformed into mixed-use high-density blocks with intimate squares above and underground car parks below. Secondly, adjacent to the High Road, the infill of surface car parks with residential and commercial mews could create a series of 'secondary public spaces' expanding the public realm of the town centre.





CREATING SECONDARY SPACES



- shops
- offices/workshops
- public buildings
- public/private green



ANALYSIS

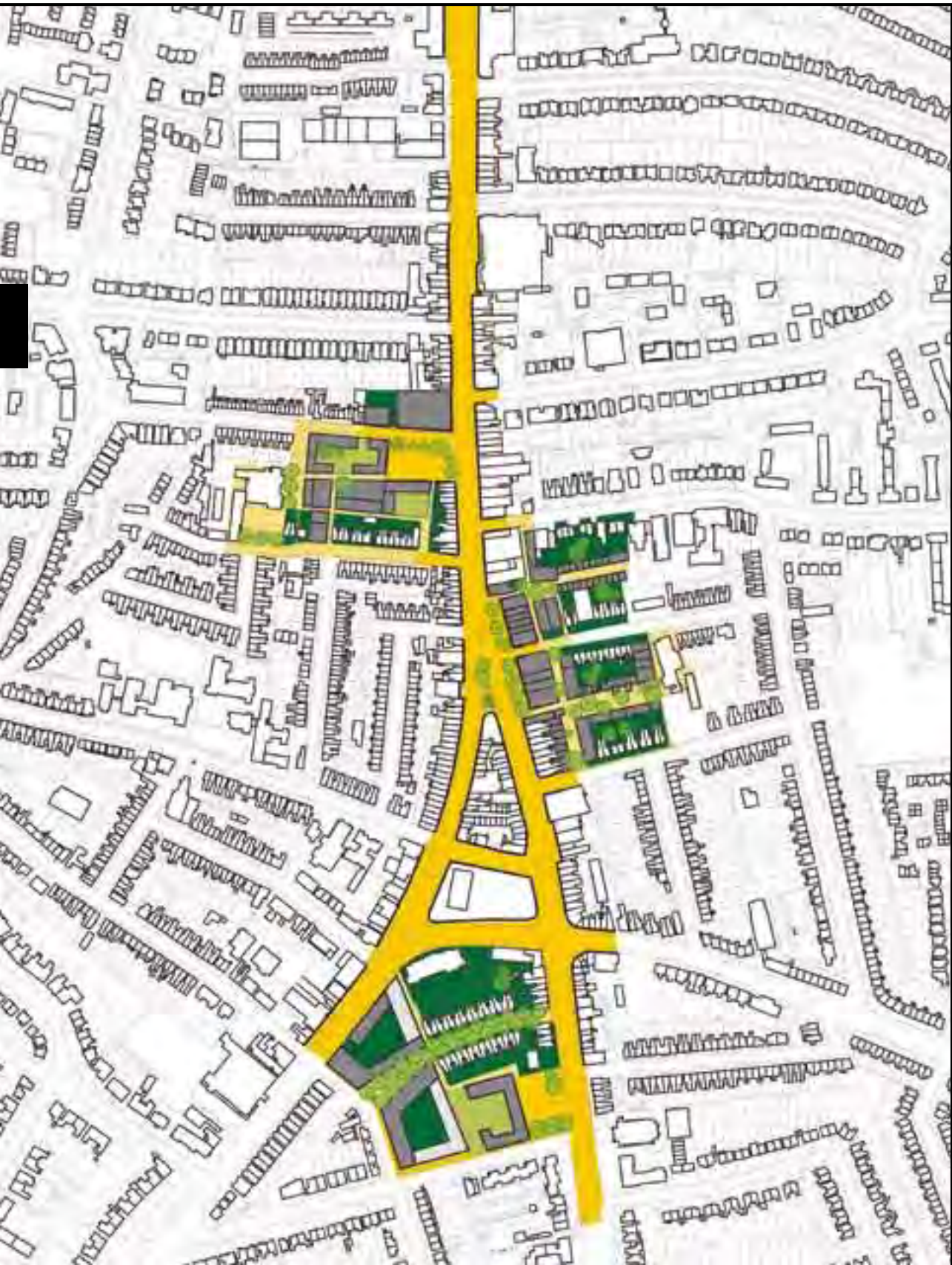
A well-established suburb, North Finchley has diverse architecture within a green setting. Large Victorian properties stand side by side with well-kept 1930s semis, Edwardian terraces and new developments and apartments. The area has little social housing as it is dominated by housing for the owner-occupier and private rented sector. One high-profile example is the 14 storey tower that was recently completed in the axis of the High Road. This forms part of a private-sector mixed-use project on Tally Ho Corner. It includes an arts centre with theatre, a gym and a bus station.

Apart from the tower, the architecture on the High Road is orderly. It provides a variety of independent shops, some pubs and chain stores, including a number of large supermarkets with surface car parking. The tower is a significant leap in scale from what are otherwise mainly low and mid-height buildings. It provides an opportunity to redefine the aesthetics, uses and image of the area. It demonstrates how a greater density of buildings can also bring significant benefits, such as the chance to develop a greater variety of local leisure activities. As such, it provides an important precedent for other areas, as well as an impetus for further change. Private sector-led proposals to redevelop the site between the new tower and the Tally Ho pub are already appearing.

The private-sector mixed-use tower and one of the large supermarket surface car parks.

The area is dominated by housing for the owner-occupier and private rented sector.





- Urban design approach
- Public space
 - Secondary public space
 - Semi public space
 - Public green space
 - Private space
 - New buildings
 - Existing buildings refurbished-conversion
 - Existing buildings

DESIGN APPROACH

The area is currently dominated by the High Road, a linear route offering little high-quality public space. Therefore the strategy seeks to provide intensive residential developments and new types of public realm. Additions like these could help North Finchley become a diverse and well-rounded local centre.

Two different strategies could add different types of homes and high-quality public spaces. First, the sites of the car parks could be transformed into mixed-use, mixed-tenure blocks with intimate squares above subterranean car parks. Second, scattered car parks to the rear of the High Road could be used to create a smaller scale environment with the development of new mews in existing back gardens.

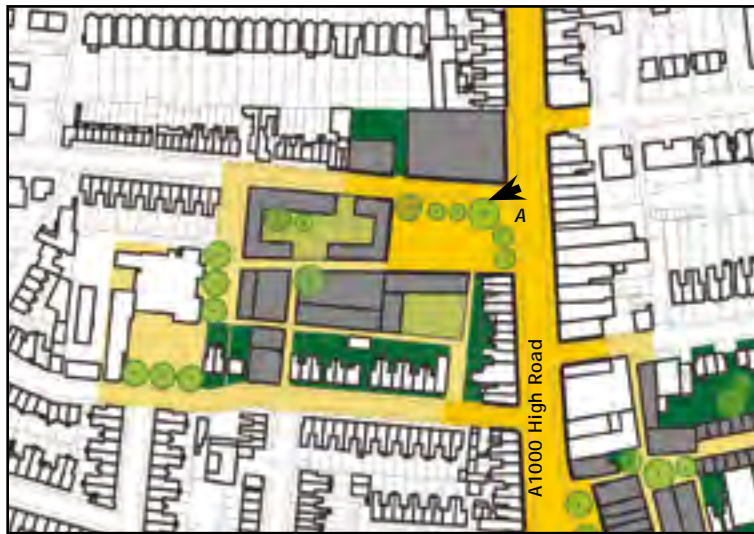
PROJECT SUMMARY

- redevelopment of three town centre locations with a total area of 5.8 hectares
- density: 75 dwellings per hectare
- net addition of around 600 dwellings
- mixed-tenure one- and two-bedroom apartments, single family housing in mews developments
- up to 10,000 square metres of new retail space
- around 2,000 square metres of workspace
- new public square on High Road to cater for markets and events; a secondary public route created and improvement of the High Road profile
- two new parking garages for the town centre to replace currently scattered car parks and improve the public realm
- a residential parking ratio of 0.5 spaces per unit, with car-free apartment developments





*Before and after:
two new underground car parks to the
north and south of the town centre
will improve the public space.*



In the Ciboga area in Groningen (design s333), two buildings with apartments, a supermarket, offices and retail are built on top of a car park.

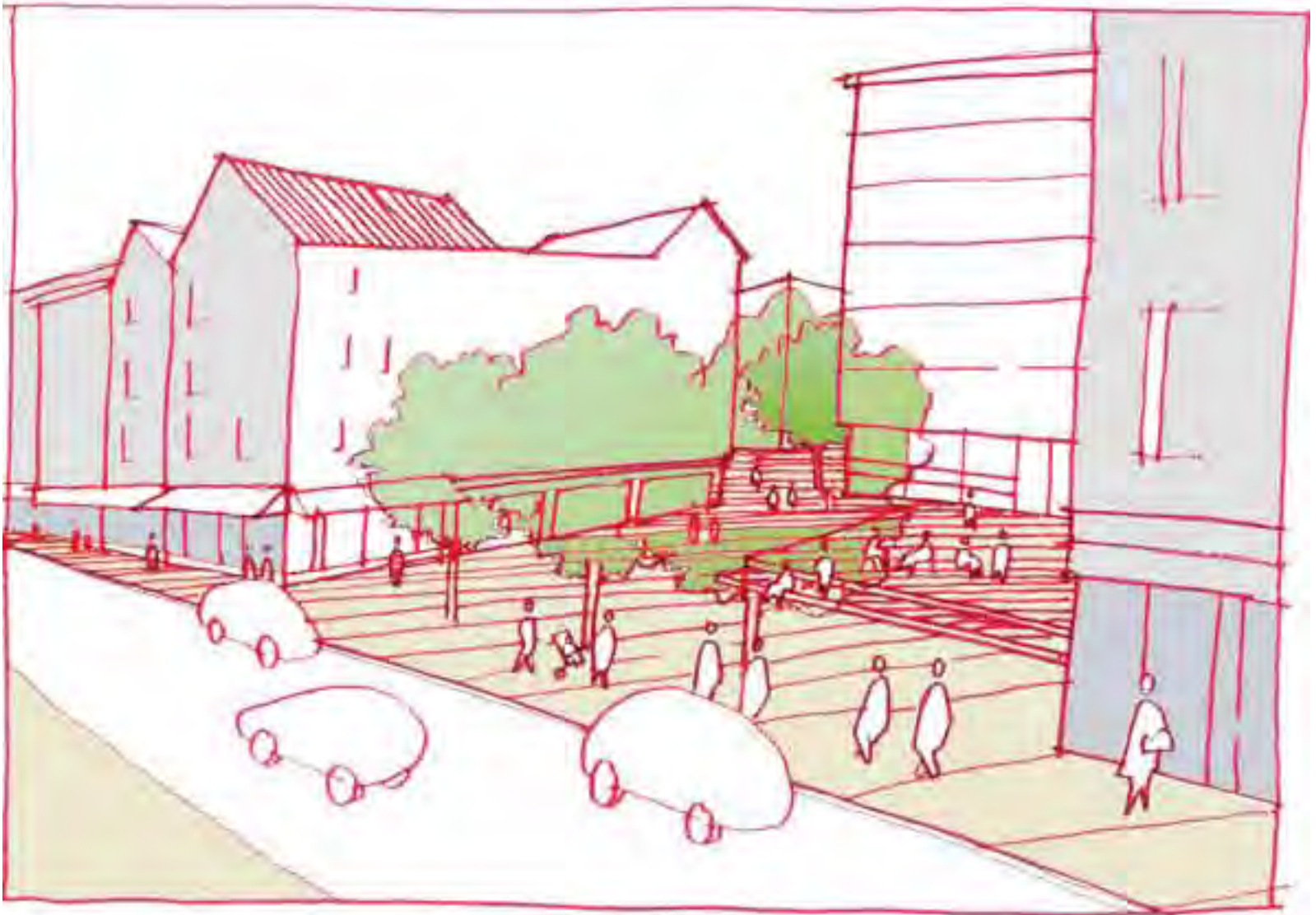


FROM SCATTERED CAR PARKS TO URBAN BLOCKS

In a town centre, surface parking is an extremely poor use of land. Great benefits could be gained by concentrating the currently scattered parking and reversing the increasing dominance of cars in public space. This can be achieved by redeveloping two car parks to the north and south of the town centre. Apartments and public space can then be developed above underground car parks. Building fronts are set back from the High Road and face two small squares rather than the road itself. These squares would change the street profile and provide

a public realm away from the road with space for outdoor café seating, play and relaxation. One of the squares could accommodate the weekly open-air market that now uses the northern car park. A series of mid-rise residential blocks would surround the squares and adjacent streets. In total, these blocks of eight storeys high could contain 500 dwellings above the car parks. These car parks would largely be reserved for shoppers; the existing congestion levels and good public transport links would make it logical for much of the development to be car-free.

A. A small square will provide a public benefit away from the road, and could accommodate the weekly open-air market.





Pedestrian 'secondary public space' environments offering high-quality and secure collective residential amenity space: a mews in Amsterdam West, a courtyard development at Brewery Square London (design Hamilton Associates) and in Rue de Meaux Paris (design Herzog & De Meuron).

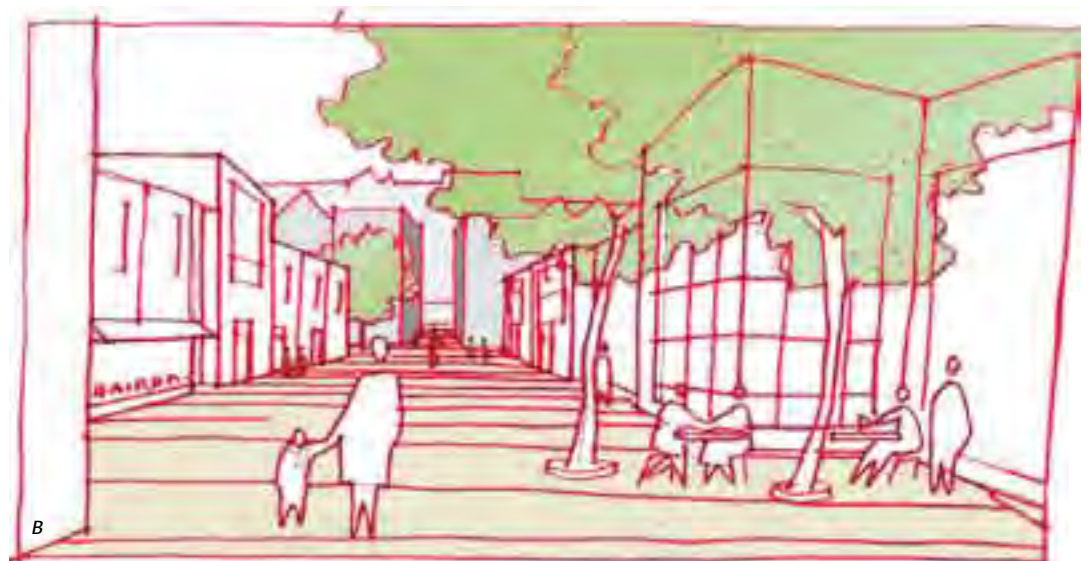
Before and after.



SECONDARY PUBLIC SPACES

A second strategy involves the existing Edwardian shops with flats above the High Road. These could be redeveloped to provide two extra residential floors. They could be set back an extra few metres from the road to provide more generous pavements, possibly with new trees and cafés. Behind these blocks, smaller vacant sites (currently used mainly for parking) could be transformed into small scale residential mews, with pedestrian access via alleyways through the new street blocks.

Because these mews would provide access to the back gardens of the existing houses, they might provide the impetus for additional change. If planning regulations were to be relaxed, existing landowners could sell off part of their back garden to allow for small scale individual development, either as owner-occupiers turned entrepreneurs, or as landlords seizing the opportunity to make more of their rental properties. A small mews could be created, with one or two-storey dwellings set in a pedestrian environment. New planning mechanisms could be considered to make this happen, such as a Homeowner Improvement District (a modified form of a Business Improvement District, in which homeowners within a given area would hold a vote to pass legislation enabling such intensification to take place), tax incentives or a Deregulation Zone permitting compulsory purchases and land assembly to create the new public routes and housing.



LOCATION ASSESSMENT

	1	2	3	4	5	Total Score
Compatability of existing uses to those proposed					x	
Existing built environment				x		
Proximity to public transport			x			
Public realm				x		
						16



Market Square



Secondary Spaces

MARKET INTEREST

The market square approach will attract significant market interest, while the 'secondary public space' strategy would be driven more by the agendas and aspirations of individual land-owners.

COMMERCIAL VIABILITY

The location and nature of the existing retailers suggests that they would require considerable compensation for the loss of income during redevelopment. Such costs could significantly affect the commercial viability of the project, especially if they had to be paid up front. Only substantial public sector intervention, agreement to increase the density of building considerably, and/or a favourable affordable housing policy would mitigate the burden of compensation enough to make the development commercially worthwhile.

Alternatively, applying the proposed approach to a non-central location, with lower trading premiums and/or land values, would increase its commercial viability.

The secondary public space approach would be delivered on a plot-by-plot basis and within the boundary of existing ownership, so the commercial practicality of this strategy would be high.

POLICY ACCEPTABILITY

The reconfiguration of the food stores is an imaginative way to provide more private and public space that would benefit the whole area. Nevertheless, the approach would need to justify any reduction in retail frontages because they are protected by the existing and forthcoming UDP. This would hopefully be overcome in a positive manner to enable the area to benefit from the opportunity offered by the proposed developments.

Intensifying land use only works when neighbouring residents are provided with acceptable amenities. Policy is usually supportive if this provision can be achieved through innovative design and safeguarding.

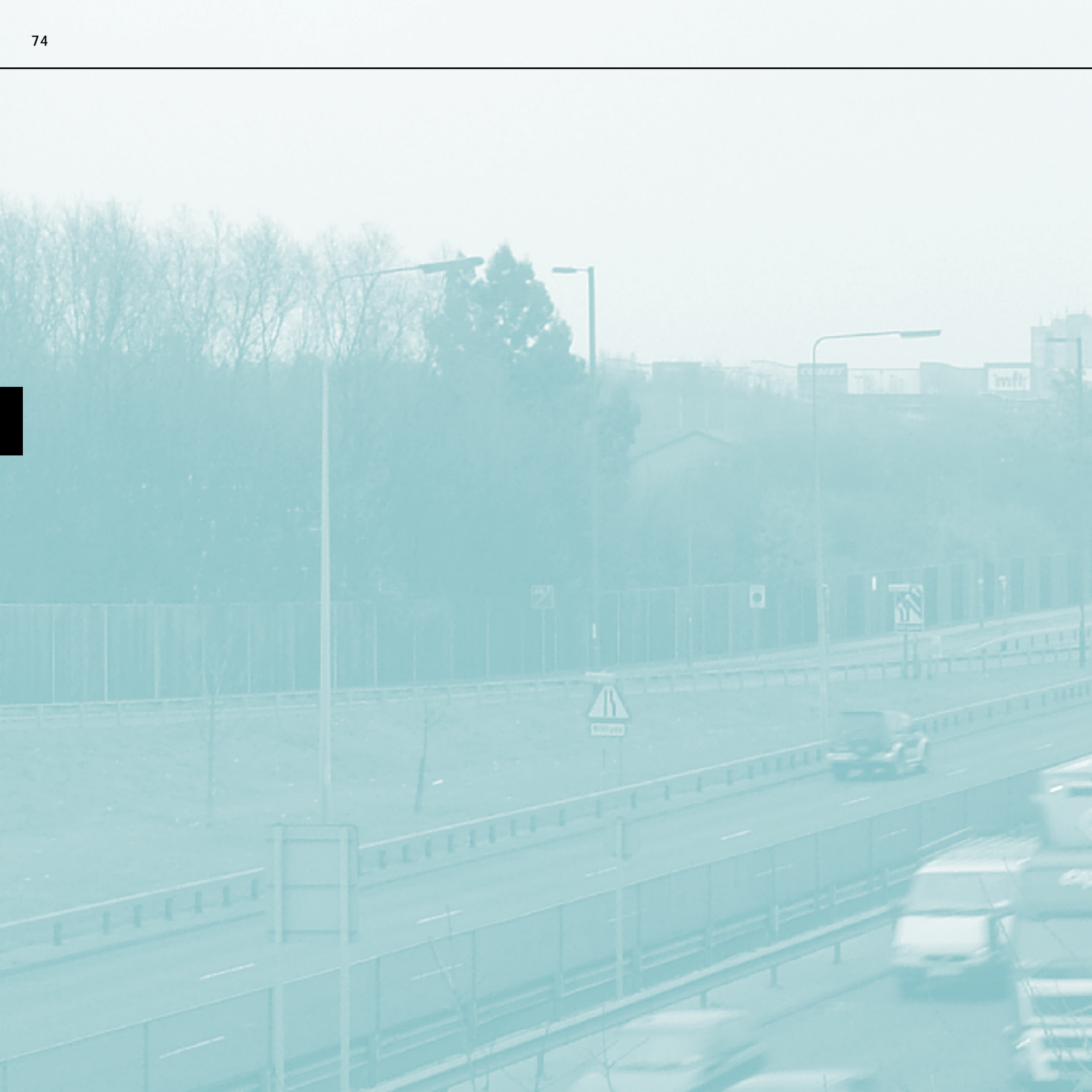
DELIVERABILITY

If the retail anchor store holds the freehold titles, redevelopment is less practical unless the store needs a large expansion in trading space to support long-term business. Comprehensive redevelopment with homes above shops will be perceived as too risky unless it is absolutely essential (for example, Sainsbury's on South Lambeth Road). If the land is owned by the local authority, however, the chances of early completion are improved because the land can be developed at the end of the lease without the developer having to pay punitive compensation.

The secondary public space strategy can probably only be completed if there is a significant change in relevant policy to cover loss of amenity, rights to light and/or privacy and so on. If such legislative change was forthcoming, there would only be a large increase in the number of dwellings if the relevant homeowners shared similar interests.

CONTRIBUTION TO THE LONDON PLAN

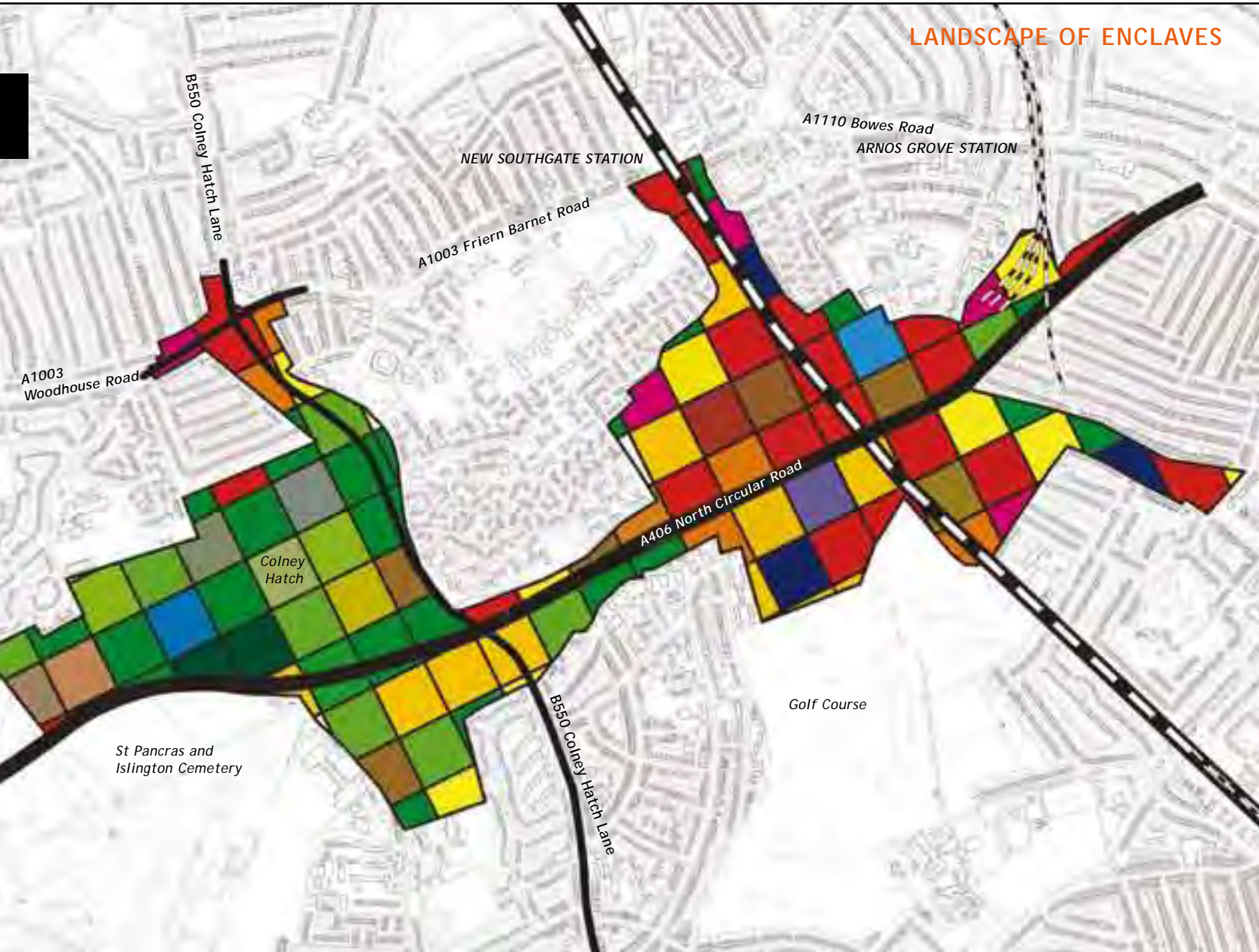
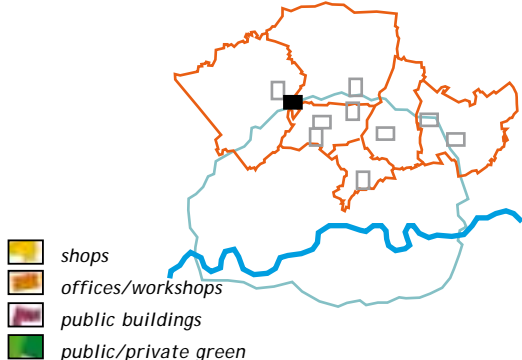
The creation of public squares from the re-modelling of retail outlets and providing extra homes and affordable housing would comply with the strategic policy guidance set out in the London Plan. Similarly, providing new housing through smaller scale infilling would also be consistent with the Plan as long as satisfactory amenity levels were provided.



FRIERN BARNET

LANDSCAPE OF ENCLAVES

Currently a landscape of differing enclaves dominated by the North Circular. The approach seeks to strengthen the individual identity and improve connections of three locations. The transformation of Friern Bridge Retail Park into a new town centre becomes a sustainable showcase for the UK. The creation of speciality housing connected with the golf course could attract new target groups to the area. Residential infill along the edges of Coppetts Wood nature reserve and a new nature centre allows a transformation and enlargement of the reserve to contribute to a new ecological corridor for London.



ANALYSIS

In Friern Barnet, the TEN study did not concentrate on the town centre but instead focused on a stretch of land on the North Circular road. The Friern Bridge Retail Park is an out-of-town shopping centre that faces the North Circular and is otherwise surrounded by large facilities including a Tesco superstore, a golf course, a housing estate, a waste facility and a cemetery. Together, they create an incoherent landscape in which the pedestrian comes secondary to the car. While there is plenty of green space, not all of it is accessible. Much is contained within the private golf course and other green areas are badly situated, underused and poorly maintained.

This fragmented condition has been made worse by the recent conversion of what was a hospital into a gated luxury residential complex and a series of town houses in a cul-de-sac style development. These disparate elements do not form a larger whole nor help to create a recognisable and legible identity for the area.



The nature reserve could be made more accessible, attractive and safe

Monofunctional retail park.



- Urban design approach
- Public space
 - Secondary public space
 - Semi public space
 - Public green space
 - Private space
 - New public buildings
 - New buildings
 - Existing buildings refurbished-conversion
 - Existing buildings



DESIGN APPROACH

The strategy for this location is to strengthen the fragmented elements of the area to redefine it as a coherent urban space and as an 'area of new centrality' in this part of London. The approach presents ideas that push the boundaries of what is possible within the existing planning frameworks and might therefore be considered controversial. They do however provide a potentially radical change within a type of built environment that is very common throughout North London and that will inevitably present challenges for planning and urban design in the future.

The ideas are directed at three sites, each showing different ways to achieve intensification and enhancement. The central idea is to accept and work with the existing landscape of enclaves, using three areas to show how an incoherent whole could be improved by strengthening the identity of each of its constituent elements and by improving the connections between them. Strengthening the three parts - the existing Friern Bridge Retail Park, a stretch of land bordering the golf course, and Coppetts Wood - could improve the area as a whole.

Creating 'areas of new centrality' such as on the site of the retail park, may well become feasible in the long term, after existing town centres have been redeveloped. Fundamentally this demonstrates a way to redevelop low density environments that resulted from previous planning regulation in the current drive to intensify urban land use.

PROJECT SUMMARY

- three locations: retail park 13 hectares, golf course 8.5 hectares, Coppetts Wood extension 34 hectares
- retail park density: 100 dwellings per hectare
- Coppetts Wood density: edge development at 11 dwellings per hectare
- golf course density: 50 dwellings per hectare
- total addition of 1,500-2,000 homes
- family dwellings, apartments of varying size and mixed tenure, special golf apartments for the elderly
- up to 80,000 square metres of leisure and retail space in the redeveloped Friern Retail Park
- an eco-leisure and retail park with high-density living, an improved Coppetts Wood nature reserve with ecological links to nearby natural amenities and an inhabited edge
- redevelopment of New Southgate train station exits
- parking ratio of 0.8 spaces per unit plus additional for retail and leisure to be accommodated within innovative parking solutions.



Landscape of enclaves along the North Circular.



Solar panel covered mixed-use Mont-Cenis Academy Complex Herne-Sodingen, Germany (design Jourda & Perraudin).



Living on top of shopping, Ciboga area Groningen (design s333).



Before and after.



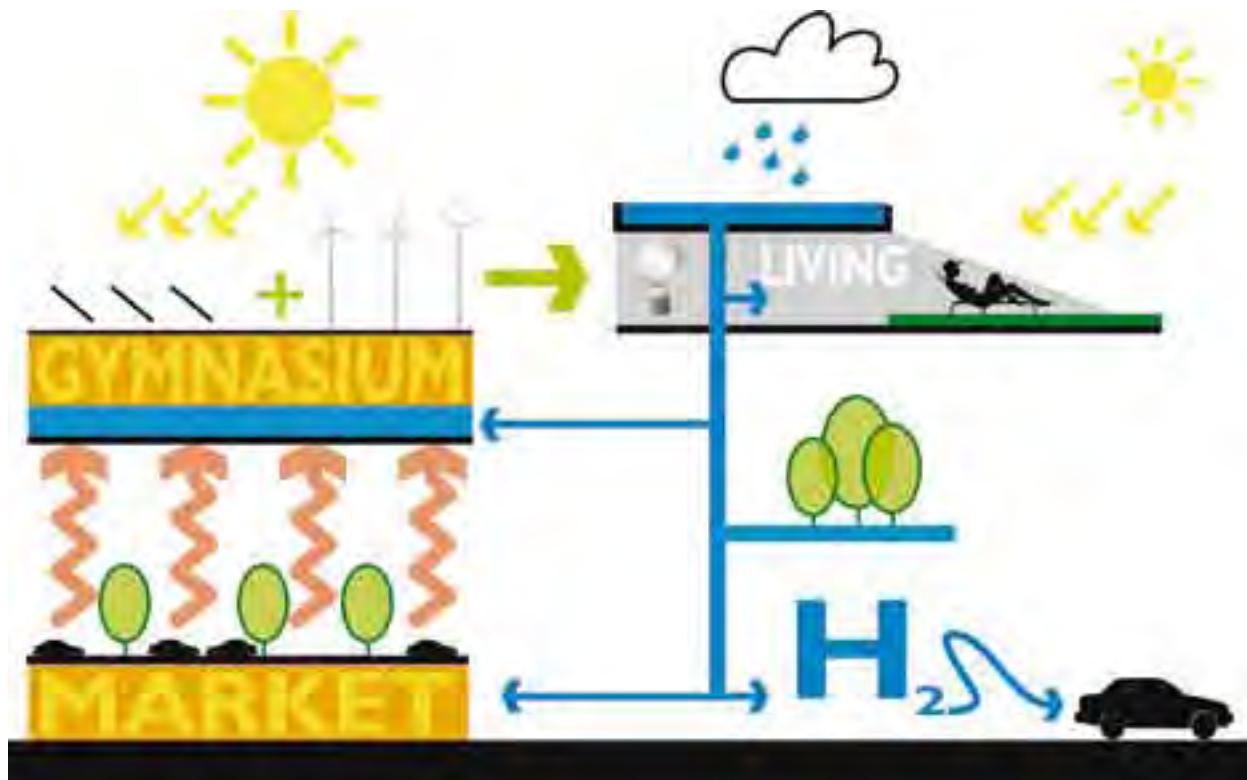
LIVING ABOVE THE SHOP 'X 10'

Despite its proximity to the North Circular, the Friern Bridge Retail Park is not fulfilling its potential, and is unsuccessful from a design perspective. It lacks a distinctive image and an attractive range of services. The urban design approach is based on the traditional idea of living above shops but on a new scale and in an entirely different atmosphere. An ecologically efficient, high density district centre could replace the existing low intensity retail park. By transforming the cul-de-sacs of the adjacent residential development to form a grid, the existing wholesale and superstore sheds could be replaced by buildings containing a leisure, retail and office space on the first two floors, with high-density residential homes above.

In such a scenario, there would be no immediate restrictions on height or form but the development would need the newest environmental standards and technology. The buildings would become a showcase of sustainable building and material choice and would

include extra facilities, such as solar panelling, wind turbines, hydrogen fuel stations and green and brown roofs. A large building (possibly a cinema) could shield the development from the North Circular, thereby allowing for a residential neighbourhood to exist next to a major road artery while presenting an iconic frontage to the North Circular itself. Apart from retail, residential and leisure space, this eco-retail and leisure park could also provide health and sport facilities and would also attract offices of companies that could profit from the green identity.

Improvements to the train station and rail service - as part of a more widespread improvement of public transport in the area - would be needed for successful completion of this development. The existing station environment is very poor and would benefit from a second exit giving access to the south and connecting the neighbourhoods east of the line to generate a permeable urban grain.





High quality, well-serviced apartments with an enticing view over an urban landscape (example: Toronto).

Before and after.



MUSWELL HILL GOLF COURSE HOUSING

The golf course to the south of the North Circular has an undefined edge to the north. A vacant piece of land here provides opportunities for more defined private and public space and for a housing development that could offer a unique quality of life in London. Shielded from the North Circular by a row of leisure, community and workspace buildings, the terraced apartment buildings would have south-facing views to the golf course. This development would be ideally suited for specific

target groups, such as golf-loving elderly people, for whom special packages of sport membership and personal care could be developed. While this development would be private, it would add greater benefits by providing jobs, better and more accessible green spaces and local demand for the redeveloped retail and leisure park (once better links between the two were completed).

Apartments on the Dronten Golf course (NL).





Developments on the edges of Dutch parks: housing in Monnikenhuizen (Arnhem), attractive education / entrance building to Hoge Veluwe National Park (design MVRDV), and residential building in Zeist.

Before and after.



COPPETTS WOOD NATURE RESERVE

Coppetts Wood, designated as Metropolitan Open Land (MOL), is one of many protected green spaces in London. Small patches of green space like this perform an important ecological function and are treasured by locals. However, the Wood's isolation means that it is underused, both ecologically and recreation-ally. Therefore its local value could be improved greatly by linking it more effectively to surrounding natural areas and local neighbourhoods. Large ecological corridors could be formed by expanding the reserve. This could be done by relocating or remodelling a refuse transfer plant and crossing the North Circular via a new ecological bridge. As a result, what is now an isolated and neglected reserve could become an important green link and recreational network to St Pancras and Islington Cemetery, to Cornfall Wood and to other parks. Improved access to these green oases would compensate for higher building densities in nearby neighbourhoods.

If it were possible to develop some of the edges of Coppetts Wood, then selective housing development could raise funds for these improvements. It could also act as a 'land swap', albeit one that did not damage the quality of the nature reserve. It might even be possible for nature to benefit from a residential development project: careful insertion of homes along some of the edges could greatly improve the dilapidated edges of the reserve. Careful placement of minimal impact building, together with green and brown roofs, would also ensure only minimal disruption. This could improve the local links and entrances to the reserve, which are currently poorly maintained. The development would have to define the entrances and ensure that they were overlooked by the dwellings, increasing public safety. An information centre and an animal sanctuary or educational institution could also be added to the site as part of this project. Current policy context considerations are treated in more detail in the policy acceptability section.

MARKET INTEREST

The creation of what is basically a new town centre will require the backing of an imaginative developer, but the main commercial interest would stem more from the 80,000 square metres of retail space than from the 1,500 new homes.

The retail park and golf course sites have enough critical mass and could therefore create their own market. However, an 'executive' housing development, as proposed for Coppetts Wood, that was situated within a market historically linked with a lot of secondary and local authority housing stock would only succeed with a major change in perception. This might happen over time but the housing market could not currently support this type of development.

COMMERCIAL VIABILITY

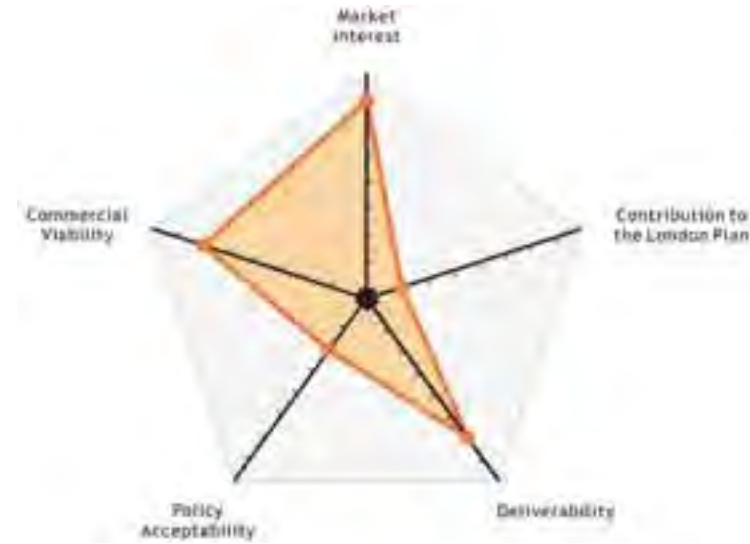
The extra cost of creating a sustainable environmental urban village needs careful consideration: the commercial sense of developing 1,000 or more homes above shops in what currently is not a very prominent market is questionable. However, any residential market risk and cost sensitivities associated with the construction of the urban village would be reduced by the improved business of the retail space.

The golf course development sits on what was a sewerage works and therefore the cost of clearing this site would need to be considered when deciding the amount of affordable housing to be provided. The provision of affordable housing would also need to take account of the Section 106 costs and the extra cost of building a bridge spanning the North Circular. However, these costs would probably be reduced by the expected increase in revenues from the proposed facilities that would follow from improved access and better links to shops and public transport.

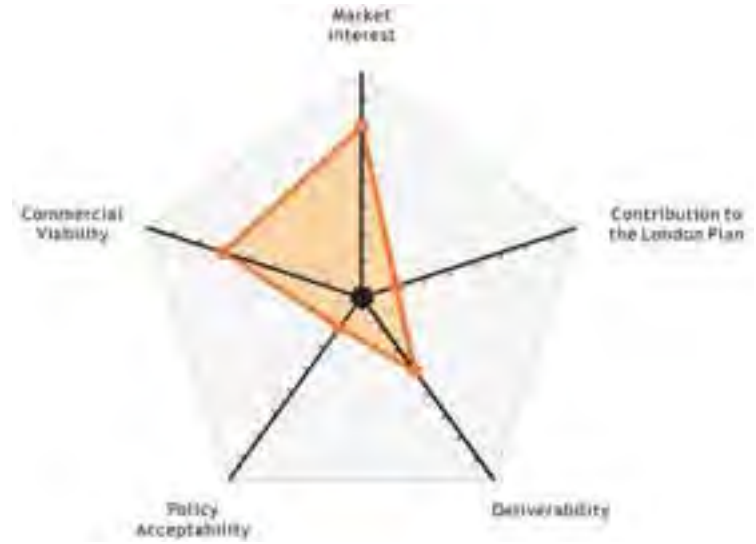
Because of the small scale of the Coppetts Wood development, the cost of the proposed land swap - namely the removal or remodelling of the existing waste transfer plant from Coppetts Wood in return for development around the perimeter of the wood - would dictate its commercial viability, particularly given the limited density proposed.

LOCATION ASSESSMENT

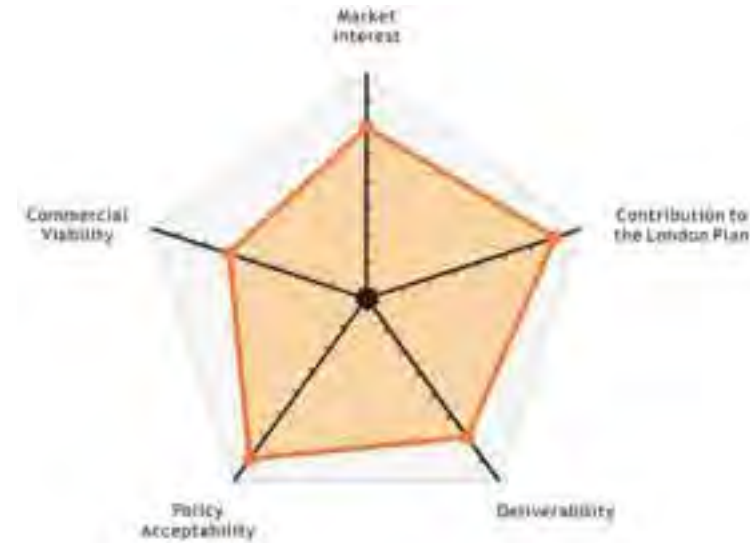
	1	2	3	4	5	Total Score
Compatability of existing uses to those proposed			x			
Existing built environment		x				
Proximity to public transport			x			
Public realm	x					
						9



Retail Park



CoppettsWood



Golf Course

POLICY ACCEPTABILITY

Coppetts Wood and the site of the Friern Bridge Retail Park are situated within the London Borough of Barnet. The site next to the golf course is in the London Borough of Haringey.

Coppetts Wood is protected as Metropolitan Open Land (MOL). This currently would not permit any development except under exceptional circumstances. A material improvement of the MOL will result from the removal of the waste transfer station, but in itself this may not be enough. It is acknowledged that this approach implies technical difficulties and that it can not be supported within currently existing planning regulation. Therefore a change in policy would be essential for any development to start.

As with Coppetts Wood, the proposed regeneration of the Friern Bridge Retail Park extends into MOL and therefore would appear to be politically unacceptable at present. Furthermore, the proposed development would require the out-of-centre retail park to be redesignated a town centre. This could be appropriate, given the extent of regeneration and investment involved. However, this would need a review of the area as part of any strategic review of the London Plan.

The site next to Muswell Hill Golf Club falls within the London Borough of Haringey. The land holding the old sewage works is allocated for employment use and is designated a site of Ecological Importance (Borough Grade 1). Hollickwood Park, along with the golf course, is also designated Metropolitan Open Land, while the adjacent railway line is designated an ecological corridor.

Although the designs do not impinge on the golf course, they do remodel Hollickwood Park. Existing planning policy guidance requires very special circumstances to allow any development that compromises MOL. In addition, local UDP Policy OP3.4 also requires developments next to MOL to preserve or enhance the value of the MOL land.

The former sewage treatment site is zoned for employment use. However, this designation is largely historic and in the absence of any realistic developments for employment use, alternative proposals may now be acceptable. In all cases, detailed environmental work is needed to consider the ecological effect of the strategies. However, the approach does not appear to have the necessary 'exceptional' circumstances to allow the release of Hollickwood Park for development and therefore appear to have little chance of success under current policy.

In conclusion, the approach offers imaginative ways to improve underutilised land and buildings, but require major changes in local and strategic policy guidance – particularly regarding large out-of-centre retail developments and the protection of open space – to obtain any planning legitimacy.

DELIVERABILITY

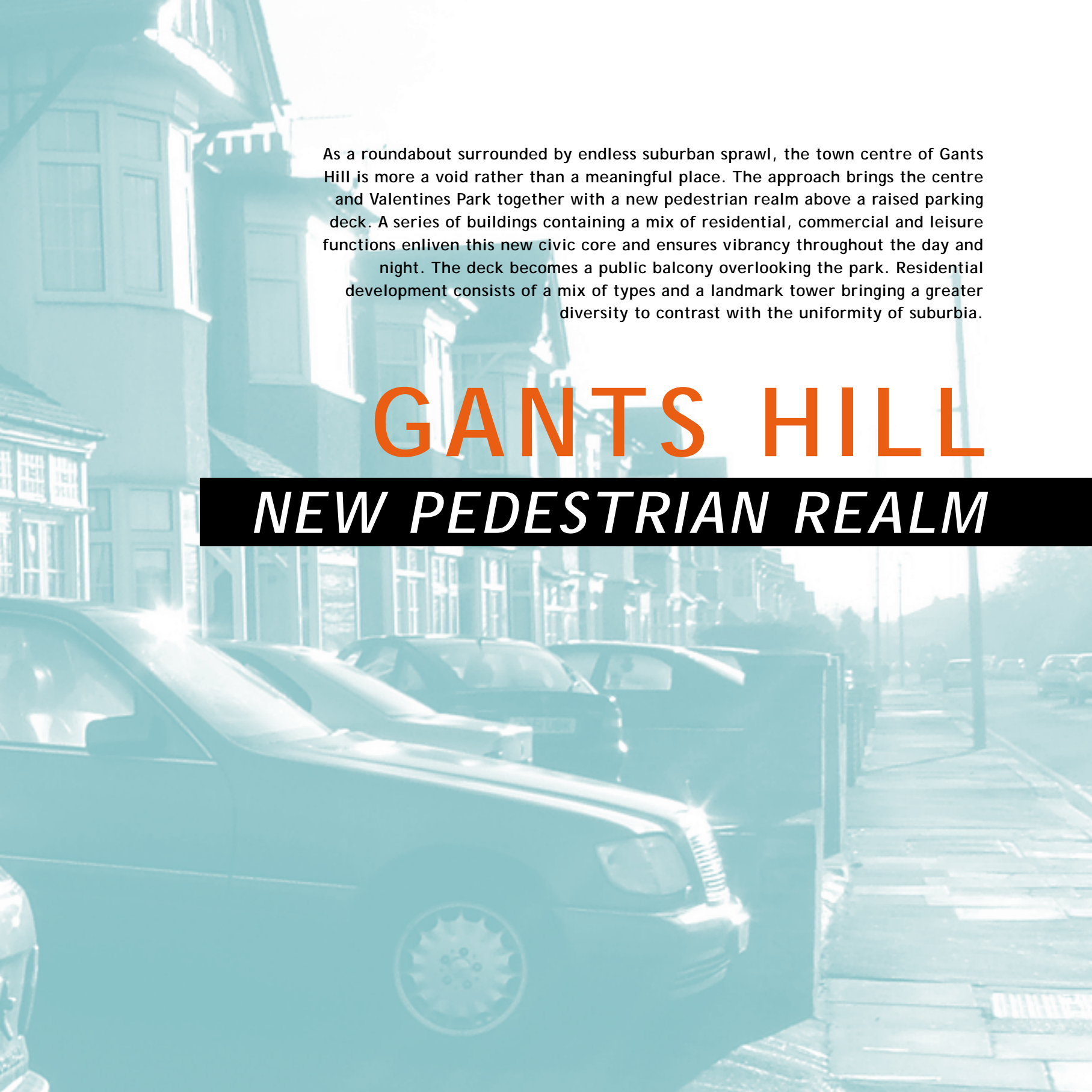
Assuming that a single institution owns the retail park and that its current size constrains trading activity, an improved retail space could be acceptable to both freeholder and tenant and thereby may justify redevelopment. The development would also need retailers to accept the proposed residential elements and the subsequent impact on their own retail activity. It is understood that the owners of the retail park have an option over the golf course site, which in turn will affect the proposed use, timeframe and completion of the project.

The public ownership of Coppetts Wood implies significant intervention from the local authority which, in light of political and environmental sensitivities, could prove problematic.

CONTRIBUTION TO THE LONDON PLAN

Although the developments at Friern Barnet deliver housing and could improve underused land and buildings, the principles of developing on Metropolitan Open Land and the additional provision of significant out-of-centre retail development cuts across several key London Plan policies. In both cases, major changes in policy are needed to overcome these policy obstacles.

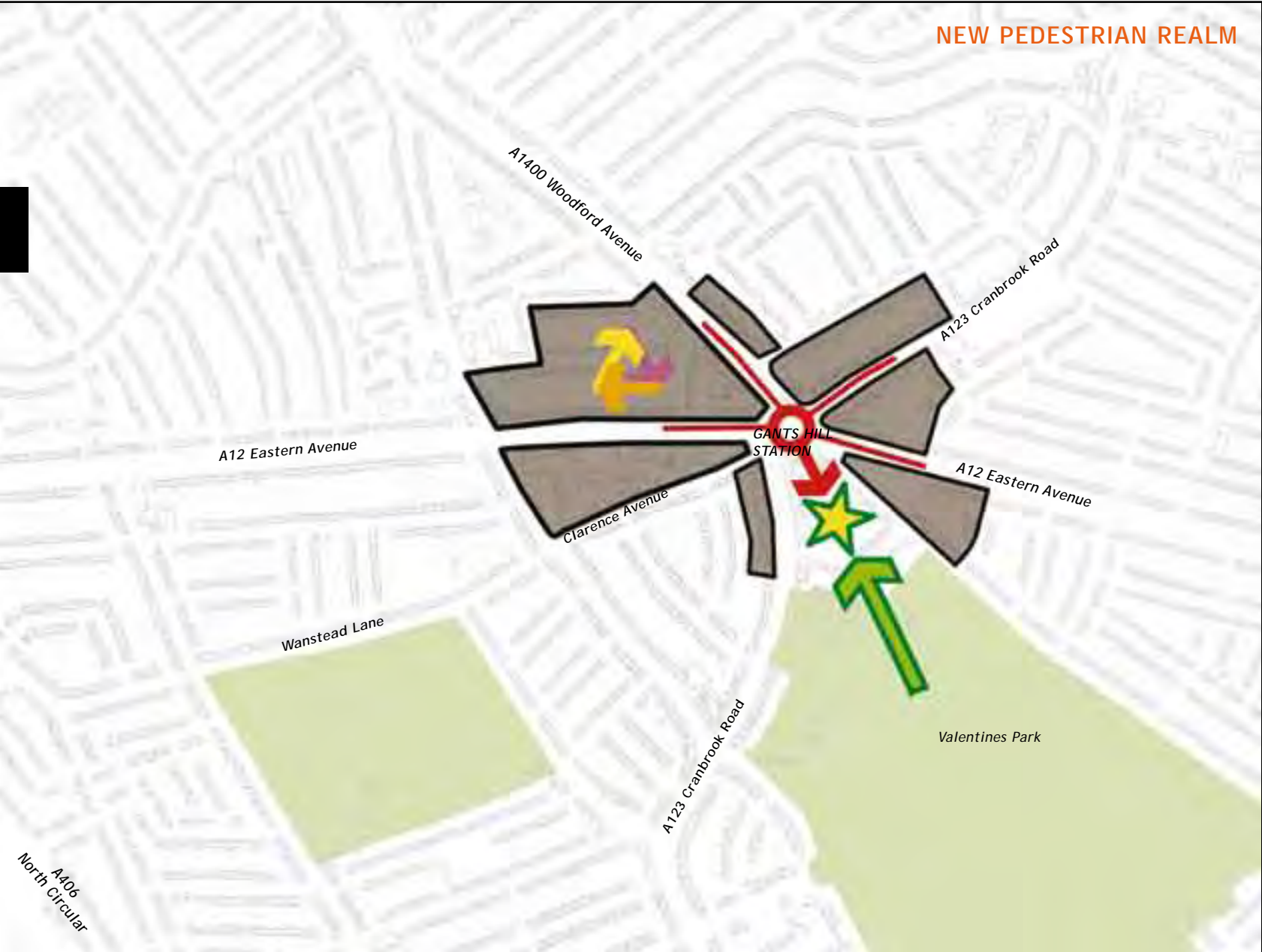
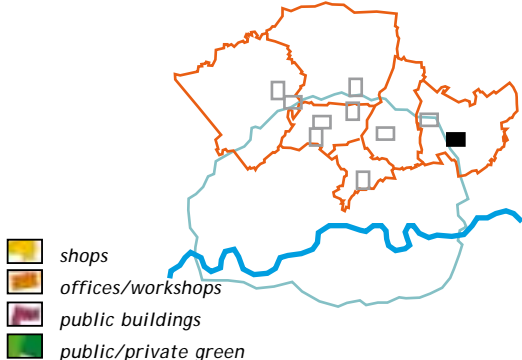




As a roundabout surrounded by endless suburban sprawl, the town centre of Gants Hill is more a void rather than a meaningful place. The approach brings the centre and Valentines Park together with a new pedestrian realm above a raised parking deck. A series of buildings containing a mix of residential, commercial and leisure functions enliven this new civic core and ensures vibrancy throughout the day and night. The deck becomes a public balcony overlooking the park. Residential development consists of a mix of types and a landmark tower bringing a greater diversity to contrast with the uniformity of suburbia.

GANTS HILL

NEW PEDESTRIAN REALM



ANALYSIS

Gants Hill is completely dominated by traffic. Located on a hill in north-east London, its physical centre is formed by five major roads and a local street converging on a busy roundabout with an Underground station in the middle.

The roundabout is characterised by narrow pedestrian underpasses and rows of Edwardian and Victorian shops, along with a solitary modern office tower which is empty and awaiting redevelopment. Along the road are shops and restaurants, including a Pizza Express and a nightclub; a local council document mentions that while shopping is in decline, the night time economy is doing fairly well, with more and more establishments setting up in the area. The surrounding suburban landscape consists of semi-detached houses, mainly dating from the interwar and early

post-war periods. To the east, nearby Valentines Park cannot be seen from the roundabout.

The area is home to a diverse population people, mostly families attracted by the affordable house prices. However, much of the housing would benefit from new investment, as would the town centre, which does not provide the amenities that local residents expect or need. The Gants Hill Area Action Plan clearly indicates that Redbridge Council sees residential intensification as its key strategy for regeneration. It could create sufficient momentum to turn the centre around, giving it a positive identity and services appropriate for a place so well connected to Stratford and central London.

*Gants Hill: Endless suburbia focused on a roundabout.
Can we create a new civic focus?*



- Urban design approach
- Public space
 - Secondary public space
 - Semi public space
 - Public green space
 - Private space
 - New public buildings
 - New buildings
 - Existing buildings refurbished-conversion
 - Existing buildings



DESIGN APPROACH

If Gants Hill is to attract a new range of residents, the town centre needs a fundamental change. The development of high-density housing is not in itself enough to create a sense of place. An extra level of quality and amenity is needed to prevent the connection to Stratford becoming a one-way street in which people leave the area for shopping and leisure activities, turning Gants Hill into a traffic-dominated dormitory suburb.

The brief is to create a critical mass of homes, together with public space worthy of a vibrant town centre. The study focuses on one existing asset, Valentines Park, and shows how a new connection from the existing roundabout and Underground station can form the backbone of a renewed town centre.

PROJECT SUMMARY

- a comprehensive redevelopment of 10.5 hectares of the town centre surrounding the roundabout
- density: 85 dwellings per hectare
- net addition of 800 dwellings
- ▫ an iconic housing tower plus a combination of high-density townhouses and perimeter blocks with mixed tenure units of one to three bedrooms (a high proportion of family housing is appropriate)
- total space for retail and leisure of 23,000 square metres, of which 10,000 is refurbished
- a new public space connected with the park and providing a public realm away from the roundabout
- new parking for the town centre under a raised public deck.

THE INNER WORLD OF THE BLOCK

The main element of the approach is a new route from the Underground station to Valentines Park. Starting from a new station exit, the current structure of perimeter blocks with retail on the outside and flats above could be completely reversed: away from the streets, a new inner world would reveal a series of spaces connected with the park. Using the level changes and a mix of existing and new buildings, a pedestrian route would gradually wind towards the park, providing unexpected turns and views. A half-sunken parking facility could use the level differences as a way to minimise building cost; a deck on top would continue this public space. At the park, the deck becomes a public balcony with a wide view of the greenery. Around this new route, the inner block's ugly council-owned parking garage could give way to shops, entertainment and apartments. Building heights would vary between four and eight storeys. The existing Victorian school would be kept, as would some of the existing perimeter buildings, although access to the flats above the shops would be refurbished.

Ceramique area Maastricht (design Jo Coenen).





Peckham Library, London
(design Will Alsop).



Using this block as its defining core, the rest of the centre could also change. Realigning some streets and closing the smallest of the six roads leading towards the roundabout could provide a series of secondary routes around the central roundabout, linking existing public amenities (such as the library) to the new park. Around these newly aligned streets and along some of the existing ones, a series of apartments and townhouse developments could replace some of the existing semi-detached houses. With up to five storeys, some with shops on ground floors, this mid-rise high-density development supports the inner block development and its retail and public spaces with many new and diverse residents. Furthermore, one well-designed iconic tower of more than 25 storeys would complement the area's new image. Altogether, up to 800 new homes could be accommodated in the town centre, which would contain 10,000 square metres of

refurbished ground floor retail, leisure and community space and 13,000 square metres on the ground floor for alternative uses, as well as an additional 7,000 square metres for leisure and night time uses.

The approach does not seek to transform the main condition of the area, namely the traffic circulation converging on the area's roundabout. Even in the new approach, this condition would persist. It could only be fundamentally changed by rerouting traffic in this part of London on a larger scale. However the design idea shows that the quality of public space and the possibilities of wholesale regeneration need not depend on a comprehensive transformation of the area's infrastructure but can be achieved with more modest interventions at a single block level.



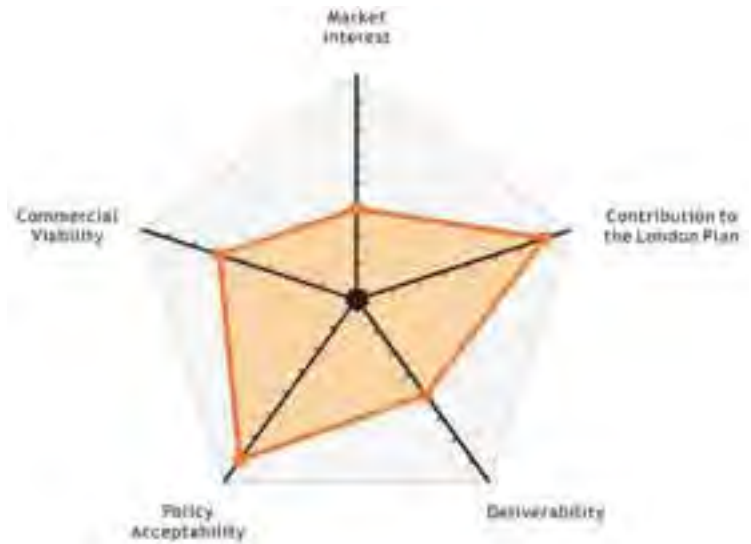
Parking is solved by placing cars under a raised public deck.

C. This approach places the pedestrian at the heart of the new town centre.



LOCATION ASSESSMENT

	1	2	3	4	5	Total Score
Compatability of existing uses to those proposed			x			
Existing built environment		x				
Proximity to public transport					x	
Public realm		x				
						12



MARKET INTEREST

The existing urban fabric has blighted inward investment; any major change to perceptions of the area and its market value will not happen until a comprehensive and deliverable plan is adopted.

COMMERCIAL VIABILITY

The scale and nature of residential development would offer a stark contrast to the suburban environment of Gants Hill. This would improve its image as a residential location and, in turn, create the necessary market value to support the developments by the time they are completed. It would introduce different housing to the area and would enable it to meet the demands of those wishing to live in smaller flats often high rise/high density in close proximity to public transport and other facilities. While the retail environment would be greatly improved, it is still unclear whether this would create the right demand and bring in the right kind of tenants to support the scale of the proposed residential development. To attract higher profile retail occupiers, the space would have to be flexible enough to allow it to be sub-divided, with the developer offering appropriate void periods and rent free provisions during the early stages.

The cost of implementing the public space strategy needs to be reflected in the affordable housing provision. Given this, providing 50% affordable housing is likely to impact negatively on the commercial feasibility of the wider scheme, and a trade-off between the two would need to be considered.

POLICY ACCEPTABILITY

The development is focused on the existing designated district centre. This offers many opportunities for regeneration and supports the case for residential, retail and commercial uses within the centre. Policy guidance for the centre explicitly encourages the re-use of redundant office buildings and the appropriate use of upper floors (over three storeys).

Given the nature and scope of the developments, a high degree of support for the approach could be expected.

Before preparing an LDF, Redbridge Council have prepared a draft Area Action Plan for the town centre, which has been adopted as supplementary planning guidance to the UDP. This plan, together with the design strategy presented here, can form the basis of a full AAP at the appropriate time and set a framework for the future regeneration of the centre.

DELIVERABILITY

The delivery of this scheme is reliant upon widespread public and private co-operation and intervention. The creation of the 'inner world' of blocks requires minor work to the Underground station. The proposed series of townhouse and apartments surrounding the newly aligned streets would probably be based on private interests, although the affordability of the area should enable compulsory purchases to be relatively affordable.

CONTRIBUTION TO THE LONDON PLAN

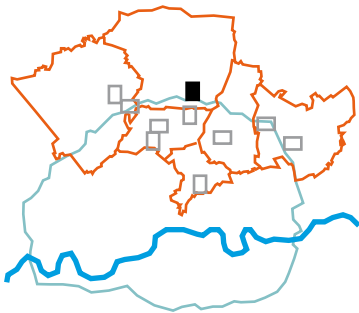
The regeneration of the centre, provision of housing and the high proportion of public space regeneration provide a high correlation with key aspirations of the London Plan.



EDMONTON

CIVIC SPACE AS A CONNECTOR

The approach seeks to create greater synergy and coherence between the high street and the shopping centre, the station and a new bus terminus. A series of interlocking squares provide the connections and define a new Civic Centre, surrounded by public, commercial, leisure and residential functions to create a vibrant and dynamic core. A local stream, Salmon Brook, is uncovered and runs through the new square connecting the centre with the Lea Valley Park. A second block connected with Silver Street Station improves the urban fabric and increases the density.



- shops
- offices/workshops
- public buildings
- public/private green



ANALYSIS

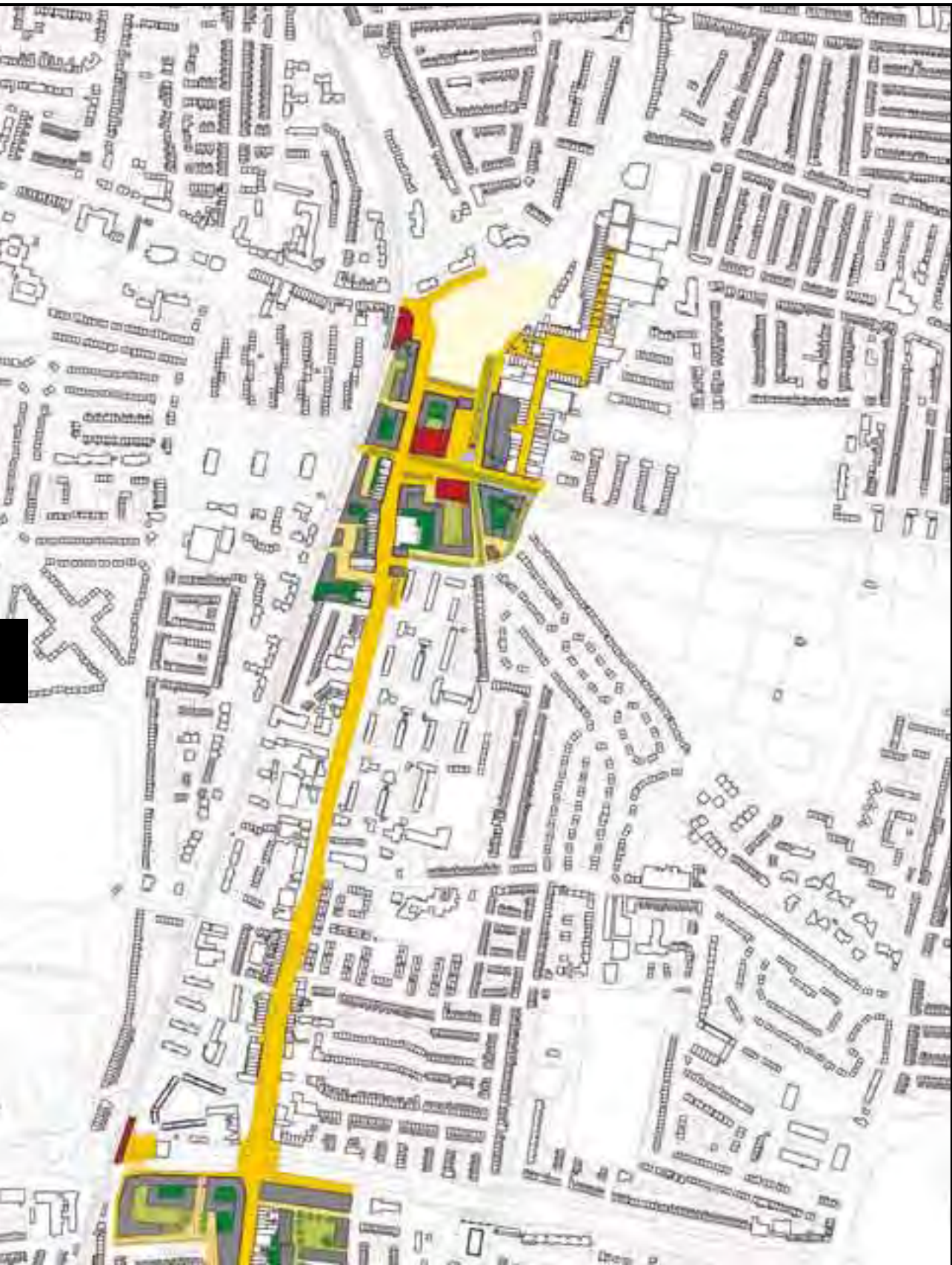
The town centre of Edmonton is located on the long arterial road leading from London Bridge via Tottenham to the north. It consists primarily of a high street, Fore Street, of mixed density occupied by a variety of functions. Its shopping cores are around Angel Edmonton nearby Silver Street train station, and around the Edmonton Green train station and shopping centre. At Angel Edmonton, the urban blocks south of Silver Street station are inefficient and dilapidated, despite occupying a prime location. One block houses a large single-storey supermarket that faces away from the street, with a surface car park in its centre. The rest of this block contains scattered, poor quality housing. Moreover, the North Circular, though partially sunken, forms an unattractive physical barrier.

At Edmonton Green, the 1960s mall is the dominant local building. It has a well-functioning market mixed with housing towers, some offices and community services. The rest of the area is very fragmented: the shopping centre is cut off from the surrounding neighbourhoods by roads and various buildings. The Green itself is dominated by traffic and has effectively become a roundabout. As a result, the central area appears to be an incoherent and underused public space.

The central area of Edmonton Green is currently undergoing major regeneration aimed at improving the local economy, environment and social conditions. This has all been done under the public-private umbrella of the Edmonton Partnership Initiative, which began in 1997. Its aim is a comprehensive redevelopment of much of the area, involving demolition of large parts of the existing housing estates and an extensive refurbishment of the shopping centre. Part of this project has already been completed.

Poor quality of public space in front of shopping centre.





- Urban design approach
- Public space
 - Secondary public space
 - Semi public space
 - Public green space
 - Private space
 - New public buildings
 - New buildings
 - Existing buildings refurbished-conversion
 - Existing buildings

DESIGN APPROACH

The design strategy shows the major changes that a fundamental rethink and comprehensive redevelopment can bring. The redevelopment site is the entire stretch of land between Edmonton Green train station, the refurbished shopping mall and the new bus station, and the high street and police station to the south. The guiding idea was to study ways in which redevelopment could create more coherence between the high street and the refurbished shopping centre. Secondly, different ways were examined to redevelop the block south of Silver Street station in order to improve public space and local connectivity, while adding attractive housing.

Both examples show how the area can become a functional centre that integrates the separate elements of station, high street and shopping centre through a sequence of squares and walkways. Adding dwellings will generate a critical mass for amenities that are currently lacking, including a vibrant night time economy around Edmonton Green.

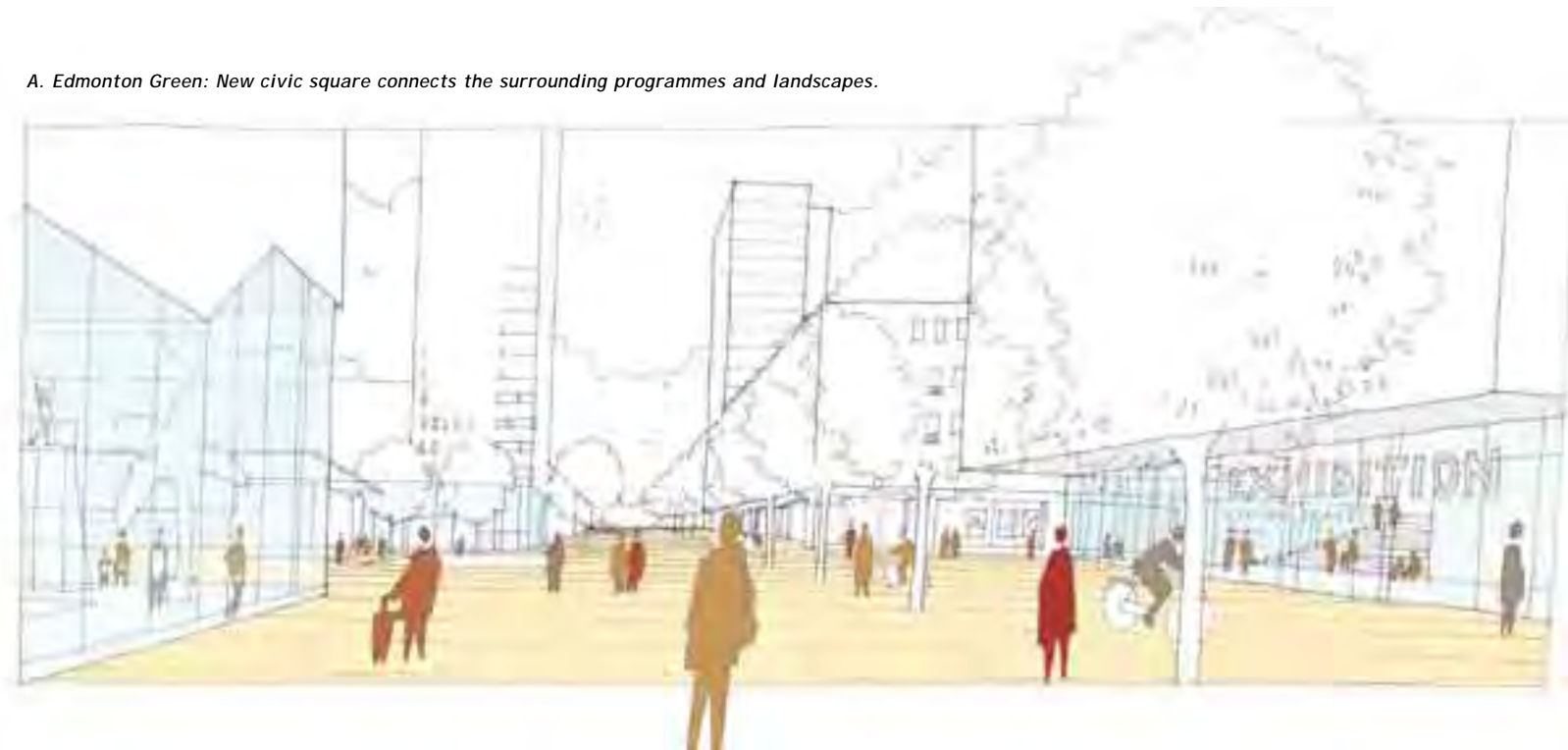
PROJECT SUMMARY

- a comprehensive redevelopment approach for the Edmonton Green area between the train station, the proposed new bus terminal and the high street to the south, covering six hectares overall
- a second development around Silver Street station to reconnect urban routes, add housing and intensify local land use to create a more sustainable shopping anchor in the area
- density: 130 dwellings per hectare
- total addition of 1,250 dwellings, of which 850 are around Edmonton Green in residential towers, perimeter blocks above shops and a series of mews between high street and the rail line; around 400 dwellings are in the Silver Street station block
- up to 20,000 square metres of retail space, of which around 15,000 square metres is in the Edmonton Green location
- a total of 7,000 square metres of small workspaces and office units
- a flexible and multifunctional leisure centre comprising sports facilities, nightlife and cultural programme, and community uses on 10,000 square metres
- a well-defined square in Edmonton Green between the high street and shopping centre, re-exposing the Salmon Brook
- underground or decked parking: 0.4 spaces per residential unit plus additional spaces.

Adding residences, to generate critical mass for a vibrant night time economy (Campbell Square, Liverpool by BCA Landscape).



A. Edmonton Green: New civic square connects the surrounding programmes and landscapes.



A NEW CIVIC GREEN

The design approach shows how the careful placement of mixed-use blocks can define a coherent series of public spaces that would link the train and bus stations and the high street to the refurbished Edmonton Green shopping centre. This would form a public space that is connected to, but set apart from, the busy and noisy high street. A crucial element in this public space would be the resurfaced Salmon Brook: presently hidden underground, this stream could connect the central area to its surroundings and to the wider natural landscape, such as the Lea Valley Park.

A number of larger and smaller blocks would envelop these spaces, wrapping around the police station and complementing other existing blocks. At the core, residential towers could be up to 20 storeys high with shops and workspaces in the first floor or two, with up to six floors of apartments above. Small scale offices for local public and private services could also be included, as well as a new health centre. The new civic space and improved local connections (including an upgraded rail service) could attract new residents to the area. Mixed tenure schemes would be appropriate for the residential developments.

Taken together and backed up by night time entertainment, this would ensure activity around the clock, with the extra people on the street improving the safety of the public space. The proposed perimeter blocks could include parking, with garages placed underground or at semi-basement level with raised residential courtyards on decks above. To avoid the derelict 'no-go' garage environments often found in development of the 1960s and 1970s, the parking would have to have secure access, be well-lit and well managed and not feel threatening to users.

Before and after.



A mix of larger and smaller blocks envelops a sequence of spaces (Ceramique, Maastricht by Jo Coenen).

Public functions on ground floor level will anchor the buildings in the public space (Hamburg).





Courtyard development next to rail line (Hackesche Höfe in Berlin).



REINTEGRATING THE EDMONTON GREEN TRAIN STATION

At present, the Edmonton Green train station is some distance from the town centre and the two are separated by large buildings. An underused park between the high street and rail line has little use as a public space. The open space should be moved to the new civic green to make this site available for development. A combination of a mid-rise block (up to six storeys) and a tower of 14 storeys would redefine the public space by continuing the street profile of the high street, whilst profiting from the vicinity of the station. This development would also help improve connections with the more established neighbourhoods west of the train line, as well as make the area safer and thereby help it improve its image.

AN INCREMENTAL RESPONSE

While the interventions described above require a large-scale operation, a second redevelopment could also take place. In reaction to the new confidence of the town square and its people and activities, the strip of land between the High Road and the rail line south of the proposed station development could see more building work carried out by the present land-owners. A combination of refurbished properties, workspaces and up to 100 dwellings in high-density mews could sustain and add to the enhanced town centre.

Combining living and shops will improve safety (Markenhoven Amsterdam).





Angel Edmonton: the approach gives more room to pedestrians, maintains a historic theatre and creates a new landmark along the North Circular.



Before and after.



SILVER STREET STATION BLOCK

The overall strategy for Edmonton Green and Tottenham High Road sees proposed developments situated along the rail line, maximising the number of dwellings next to the train stations.

The strategy for high-density urban blocks at Angel Edmonton respects existing elements - such as two Victorian terraces and a former theatre fronting onto the Fore Street - and integrates them into the new development. Two new blocks have south-facing internal courtyards away from the noisy street. Drive-in family residences look onto the courtyards and the integrated parking gives the dwellings access from the shared open space. Two larger buildings are located towards the north of the blocks, sheltering the development from the traffic on the North Circular. In the supermarket block, the car park is placed underneath a raised deck, which in turn gives access to the apartments above.

Towards the North Circular, the edge of the development could be higher, with a tower forming a local landmark. The approach widens the existing street, giving more space to pedestrians, cyclists and green areas. This will create an attractive, pedestrian-friendly streetscape with safe and inviting connections to high quality green space within the blocks.

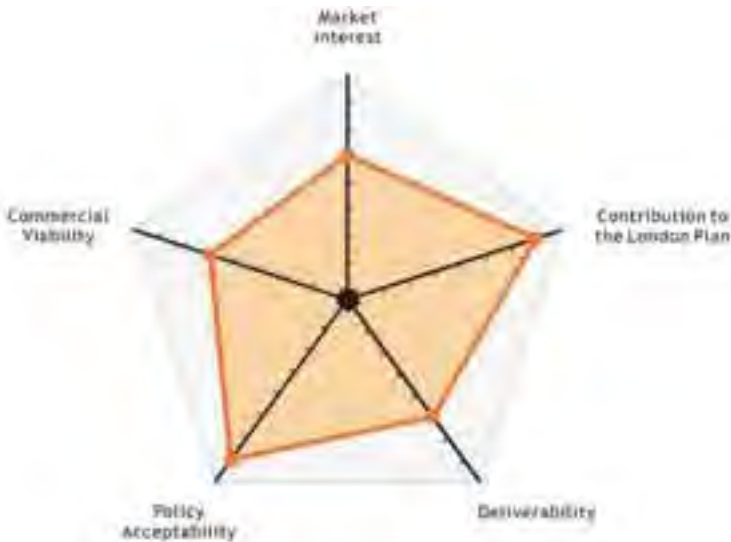
The Edmonton approach shows how this comprehensive rethink could create a new type of public space that is currently lacking in the area - a coherent, pedestrian-friendly outdoor space where work, leisure, services and homes meet and mix. An improvement like this would benefit local property values enormously and attract a wide range of potential residents. These ideas would help inform debate on design-led initiatives for other town centres. It is important to bear in mind, however, that the Edmonton Partnership Initiative has already started on a redevelopment project for Edmonton Green.

In the Funen area in Amsterdam, larger buildings with sophisticated sound protection facades are located towards the rail and a busy road, thus sheltering the inner spaces from the noise (design Architecten Cie).



LOCATION ASSESSMENT

	1	2	3	4	5	Total Score
Compatability of existing uses to those proposed				x		
Existing built environment		x				
Proximity to public transport			x			
Public realm		x				
						11



MARKET INTEREST

The central area of Edmonton Green is undergoing major regeneration, primarily under the public-private umbrella of the Edmonton Partnership Initiative. As a result, further investment will be forthcoming. However, major changes to perceptions of this area are still needed to attract significant private sector interest and money.

COMMERCIAL VIABILITY

The share of commercial space respects the nature and mix of the existing local shops, while being large enough to support the existing shopping centre, and vice versa. The social housing blocks that dominated the image of Edmonton have now been refurbished.

The 1,250 homes proposed are sufficient for the area. As long as their design and mix are flexible enough to respond to market requirements, they should prove commercially viable. Although the dwellings are reasonably mixed, there are two major design costs to be considered: first, the substantial private sector investment required to build a new public open space and second, whether the Edmonton property market can support the cost of building a mid- or high-rise residential development. Iconic high rise architecture – along with redeveloped public space – may be perceived as necessary to support the overall repositioning of the area. In this case, the project's overall commercial viability requires these costs to be reflected in the percentage of affordable housing it provides.

Using the land next to the railway tracks more intensely should be encouraged in the Silver Street proposals. If a mid-rise development can be promoted, the lower floors can be used for functions that are less sensitive to noise and view. This will increase the overall value of the residential areas because issues with the lower floors will not then reduce the overall pricing.

POLICY ACCEPTABILITY

The Enfield UDP was adopted in 1994 and is now acknowledged by Enfield Council to be very out of date. Although the Council has now started the LDF process under the new Planning Act, any redevelopment proposals will probably be judged on the strength of strategic and national planning guidance.

The redevelopment of the area linking the shopping centre and high street area is completely consistent with investment in vitality and viability of Edmonton, which has widespread support. The site benefits from good access to public transport and could be greatly intensified, as long as any redevelopment was of a good enough quality and would provide enough amenities. However, a lower level of affordable housing could be needed to enable the delivery of key elements in the transformation of the town centre. If such proportions are below the strategic requirement of the London Plan they have to be considered as part of any comprehensive development approach.

DELIVERABILITY

The Edmonton Partnership would be critical in delivering the public and private land ownership required to enable wider regeneration. If this political will can be supported by financial commitment and/or policy incentives, then such a comprehensive town centre redevelopment scheme could become reality.

CONTRIBUTION TO THE LONDON PLAN

The redevelopment between the high street and shopping centre is consistent with the overall policies of the London Plan. However, the project would need to justify the lower levels of affordable housing proposed in the wider development, on the basis of needing a major, upward transformation of the existing town centre.

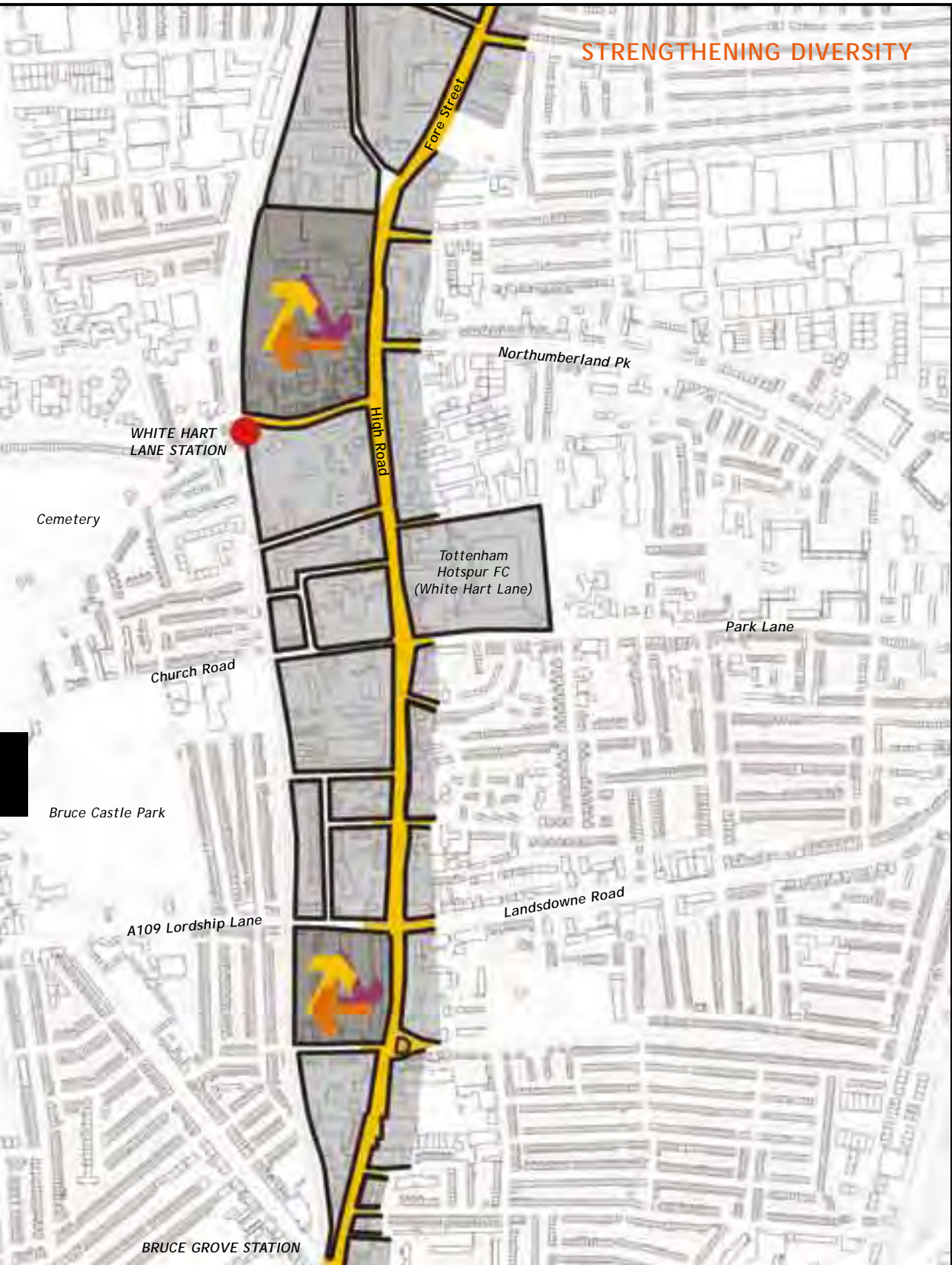


TOTTENHAM HIGH ROAD

STRENGTHENING DIVERSITY

The High Road is a long linear route linking a series of urban fragments but lacking a clear identity and focal points. The approach regenerates two blocks as part of a strategy for the whole street. The White Hart Lane

Station block knits together a complex urban fabric and mixes residential with retail and light industrial. Here an 'urban innovation incubator' becomes a meeting point for local entrepreneurs. A redevelopment of a council housing block at Scotland Green Estate improves the housing quality and increases densities while linking the High Road to a local Park and new children's centre.



- shops
- offices/workshops
- public buildings
- public/private green



ANALYSIS

Tottenham High Road is home to an exciting and highly urban mix of social groups, but also contains some of London's most deprived wards, with acute poverty and dismal housing conditions. As a result, it provides a complex regeneration challenge. The High Road is a long sequence of different-but-similar buildings; in some parts it is concentrated and has considerable heritage value, but in others it is highly dilapidated. Along the entire road the public environment suffers from traffic congestion and pollution.

Tottenham High Road is already seeing a great amount of public investment. This is intended to improve the local economy as well as the physical environment. The different policy strands all fall under Haringey Council's Tottenham High Road Strategy, a key aim of which is to differentiate the spatial structure of the linear centre. It intends to turn what is currently a scattered supply of largely poor quality shops and workspaces into a series of better defined sub-centres.

Underused supermarket location.

Low quality housing.





*Long linear route lacking in focus
- a strategy for the street hopes to redefine this.*



Work spaces, live-work, large retail.



Leisure and entertainment.



Small scale retail, starter business and community.

Urban design approach

- Public space
- Secondary public space
- Semi public space
- Public green space
- Private space
- New public buildings
- New buildings
- Existing buildings refurbished-conversion
- Existing buildings

DESIGN APPROACH

This study builds upon this policy and shows design ideas for two blocks in the northern half of the High Road. The approach aims to strengthen the mixed-use character of the area and to improve the quality and safety of the public space. The opportunities are as varied as the needs: smaller scale investment to upgrade individual buildings is as important as providing new, higher-quality housing. Providing a range of benefits from managed workspaces to new public spaces, the approach could improve the town centre dramatically by offering new training and job opportunities as well as a better urban environment.

Whilst currently lacking coherence and distinction, the varying character of the (sub-) centres and areas in between could become a source of interest and delight. Regeneration could strengthen the different elements of the High Road as part of an overall strategy that combines architecture and public space with a sensible economic and social programme needed in this deprived area.

The approach shows how a social housing complex on two sides of the High Road close to Scotland Green could be transformed into a high-quality business and retail block. They also offer opportunities for a series of interventions in a block of mixed industries next to White Hart Lane train station. They reveal the often hidden potential for improvement just off the High Road and show what can be achieved with a mix of small and medium scale transformations.

PROJECT SUMMARY

- redevelopment strategy for the High Road including two locations with a total area of 9.5 hectares
- density: 85 dwellings per hectare
- net addition of around 850 dwellings
- lofts, studios and one- and two-bedroom apartments
- up to 20,000 square metres of new retail space, including redeveloped supermarket
- Around 15,000 square metres of medium-grade managed workspace, including 3,000 square metres starter space
- 5,000 square metres 'urban innovation incubator'
- Tottenham High Road profile changed to provide extra space for trees and cyclists
- parking: residential 0.3 spaces per unit plus additional spaces.



'Urban innovation incubator', keystone of the development: a new prototype offering opportunities and generating creativity.

Design centre Winkelhaak in Antwerp is an initiative to stimulate growth in a deprived neighbourhood.



A new secondary routing with car access and pedestrian spaces is introduced.



Working and living spaces in Nieuwendam, Amsterdam.



WHITE HART LANE URBAN INNOVATION CENTRE

The block north of White Hart Lane between Tottenham High Road and the railway measures around five hectares. It currently accommodates only a few buildings; these take up around only 15,000 square metres and comprise a supermarket, high street shops, around 50 housing units (most of which are empty) and some 5,000 square metres of low quality work space. The approach increases the floor space to around 70,000 square metres, adding around 650 dwellings and 20,000 square metres of workspace.

The northern part of this block is now used for a supermarket with surface parking. The design shows a redevelopment of the supermarket, with housing on top and underground parking. This would be linked to the High Road through a number of residential blocks with active frontages. The newly formed street could be partially covered and part of the inner block could be used for parking. The pedestrian route to the supermarket would provide access to the other shops, as well as to the inner block workspaces and dwellings. For the rest of the block, a new secondary route could be introduced for cars and pedestrians.

This public space would provide the basis for further intensification. The western side would be redeveloped plot-by-plot: this would give the high street shops the chance to increase their floor area while adding housing and workspaces towards the inside of the block. The focus of the approach could be an 'urban innovation incubator'. This would provide workspace for start-up companies, a service centre for entrepreneurs and lofts for working and living. A row of two floor workshops next to the train line is also proposed. The workshops would be topped by two to three layers of offices that would shield the development from the train line and could be accessed by car via a ramp.

The strategy would therefore keep some shops but also concentrate and improve the area's character. The approach shows the potential that can be found in many locations across North London, where there are often many vacant and half-vacant parcels within blocks. These can be used for a variety of uses including housing. In order to improve employment in the area, the approach here also proposes workspace, particularly the mid-range space that is under-represented in the area.



Before and after.





Places for the community and the family connected to the High Road.

Before and after.



SCOTLAND GREEN ESTATE

The Millicent Fawcett Court housing estate is a medium-density housing estate located on Tottenham High Road, close to the Bruce Grove conservation area. However, because this estate - and the Rhedla Close estate opposite - both back onto the High Road, neither of them add to its vitality or quality. Redeveloping both areas will provide more and bigger dwellings, with a shopping and small business frontage facing the High Road. This would increase the average building density by around 30%. The development would keep the scale and character of Tottenham High Road while adding substantial floor space that could be used by the area's many young entrepreneurs. The street would be widened, to allow for a row of trees or a separate cycle path. The Scotland Green park can be made directly accessible from the High Road which would improve the quality of both.

The city block replacing Millicent Fawcett Court would have 4,000 square metres of high street shops complementing the Bruce Grove shopping core, with apartments on top. The inner courtyards could provide communal green space with playgrounds and other facilities. In the design shown, parking would be situated underground but it could also be built at ground level with a deck above to provide access to the dwellings.

The area between Scotland Green and the High Road would be redeveloped with three relatively small city blocks of four to five storeys each. Parking could be provided in or under each block. The area between the blocks would be for pedestrians only and would link Scotland Green and Tottenham High Road. The design proposes relocating the Penbury House Children's Centre next to Scotland Green so that it can benefit from the outdoor space. In total, there could be 200 extra housing units in the area. This design therefore illustrates how redeveloping two poor quality housing blocks could result in more and better housing supporting the existing shops, while also adding new public space, shops and workspaces.

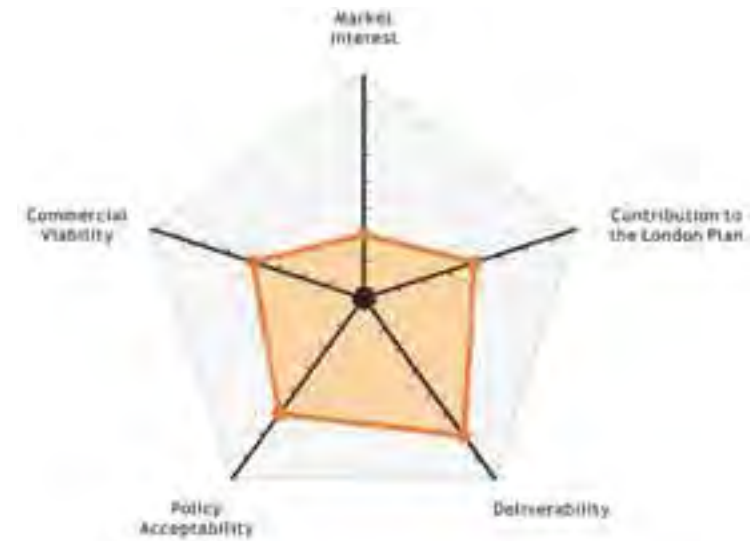
The proposed transformations are very different. It is envisaged that the White Hart Lane transformation could happen gradually, involving many owners and aiming at mobilising local entrepreneurial skills. The Scotland Green redevelopment is of a larger scale altogether.

The inner courtyards of the blocks provide collective green space for the inhabitants. Parking is underneath (Vondelparc, Utrecht, design by Mecanoo).



LOCATION ASSESSMENT

	1	2	3	4	5	Total Score
Compatability of existing uses to those proposed			x			
Existing built environment			x			
Proximity to public transport				x		
Public realm			x			
						13



White Hart Lane



Scotland Green

MARKET INTEREST

The White Hart Lane redevelopment will only generate market interest if its commercial element is viable. While certain elements are attractive by themselves, the overall scheme would have to prove that this amount of commercial floor space would be of interest to the market.

The redevelopment of the Scotland Green Estate should attract considerable interest from Registered Social Landlords as long as they are in charge of the project.

COMMERCIAL VIABILITY

Taking into account the large improvements to the public space proposed for Tottenham High Road and the increased pedestrian access that it should bring, a new supermarket would probably be extremely feasible. It could kick-start the wider development by itself, and would probably allow for some additional retail space. The 15,000 square metres of proposed workspace and the 5,000 square metres of incubator space might have limited commercial value and could require some additional public sector funding if this is a policy priority.

The commercial viability of the Scotland Estate redevelopment will depend upon the tenure of the affordable housing and the availability of Housing Corporation grants. If financial support would be available, then this development and the 4,000 square metres of high street shops should be extremely practicable.

POLICY ACCEPTABILITY

Although Tottenham High Road is recognised as a retail destination within the Haringey UDP, this does not cover all the retail floor space, which stretches haphazardly for over a mile between the Bruce Grove centre and the upper parts of Tottenham High Road.

The three proposed developments strengthen part of the retail centre and develop its edge, while also building many new dwellings and workspaces. Although some of this retail floor space is outside the defined UDP centre, it will help add focus to the strongest parts of the rather disparate collection of shops and services.

The need and opportunity for regeneration is further supported by the way in which the new Haringey UDP specifically designates Tottenham High Road as a 'regeneration corridor'. This insists that any new development should attract more balanced, more mixed and less transient residents. Explicit support exists for a lower level of affordable housing than the London Plan requires and any regeneration proposal should reflect this with lower levels of affordable housing provision in order to promote a greater residential mix and enable delivery of other elements of the approach.

DELIVERABILITY

The single ownership of the Scotland Green Estate and the extremely poor quality of the current accommodation should ensure that the project would be supported and could be completed. Unlike the supermarket in North Finchley, it is assumed that Tottenham's existing supermarket is not trading well and thus offers greater opportunity for redevelopment. The land next to the railway station seems to be owned by a number of private interests, which would need compensation and/or relocation. However, the proposed design also allows development to be undertaken on a plot-by-plot basis.

CONTRIBUTION TO THE LONDON PLAN

Regeneration along Tottenham High Road is generally consistent with the need for renaissance in this deprived area. However, it would be necessary to argue the need for out-of-centre shops under key local strategic and national policy tests, as well as the need to provide less affordable housing than normally required under the London Plan.

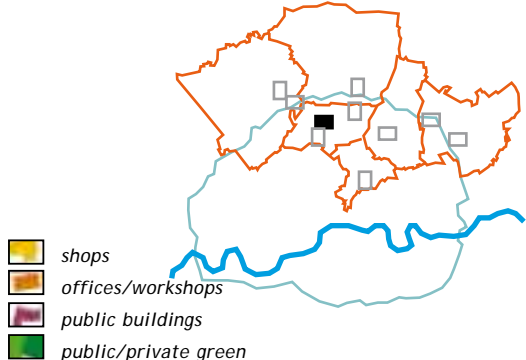


Designated as a Metropolitan Centre in the London Plan, the approach for Wood Green seeks to link and integrate the current Crosslinks developments with the high street and Underground stations. The primary link is made with the Cultural Quarter via an esplanade lined with residential and cultural functions. Interaction between the buildings and the spaces allows room for events and festivals. A secondary link with Turnpike Lane along an improved streetscape allows the creation of a generous sidewalks giving room to cyclists, pedestrians, retailers, restaurants and cafes.

WOOD GREEN

HIGH STREET TO HEARTLANDS

Wood Green, Haringey



ANALYSIS

Wood Green is a dynamic area of remarkable contrast. In the late 1970s, Shopping City and its large parking garage were developed close to Wood Green Underground station. Since then, a series of fairly large offices – and, more recently, an entertainment complex – have been added. These buildings are up to 10 storeys high and contrast sharply with the surrounding Victorian and Edwardian terraces and light industrial zone to the west of the town centre.

This shopping core is a primary destination for North London and is designated as a Metropolitan Centre in the London Plan. The challenge is how to deal with its incoherence in scale, as well as the expected changes. Wood Green will become more urbanised as a result of local ambitions and its designation as an Area for Intensification. This designation could offer an opportunity for even more change and far denser building that could improve the town centre dramatically.

The town centre is currently very linear in character, with the Broadway and High Road running north from Turnpike Lane towards the centre around Shopping City and Wood Green station. Yet the area is fragmented, with no civic core. It has Victorian leftovers that are overshadowed by more modern buildings and are scattered along the road, further divided by traffic accessing Shopping City. The town centre has few leisure amenities and a limited night time economy. Wood Green's nascent cultural industries cluster could be further developed with event spaces and performance venues.

Wood Green is covered under a development framework that seeks to create 1,500 jobs and at least 1,500 new homes in total through the Haringey Heartlands project to the west of the town centre. The approach in this document must therefore complement the comprehensive Heartlands project.

Link to the Cultural Quarter?

Retail sheds along high street.



Urban design approach

- Public space
- Secondary public space
- Semi public space
- Public green space
- Private space
- New public buildings
- New buildings
- Existing buildings refurbished-conversion
- Existing buildings



DESIGN APPROACH

The brief for this area focuses on the area between the Heartlands project and the existing centre. It also focuses on the southern end of the shopping centre and its connection to Duckett's Common, an underused green space. In both areas, new high-density streets can improve crucial pedestrian routes and make it more than just a large shopping centre.

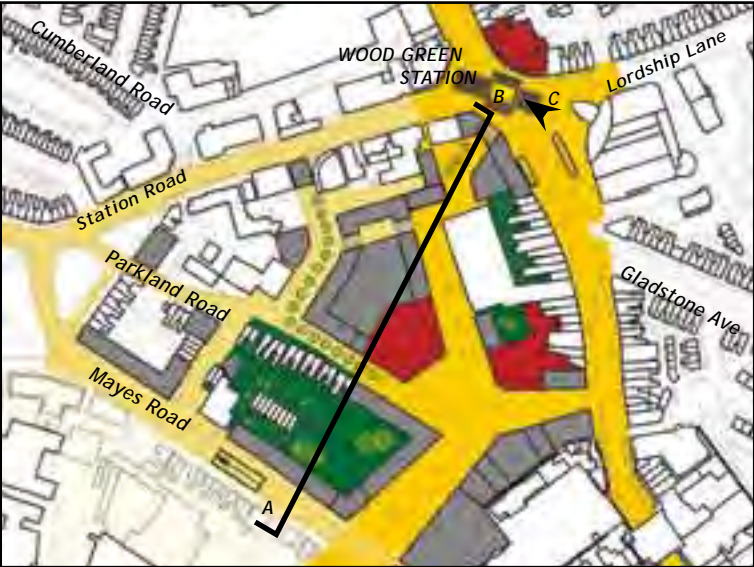
The designs show two opportunities: first, an example of how an enhanced link to the high street and Shopping City could complement the Heartlands scheme. Second, the redevelopment of the southern end of the High Road, currently struggling despite its Underground station, could provide an eye-catching entrance to the high street area.

Improved pedestrian routes in the town centre make it more than just a large shopping centre (Bull Ring, Birmingham, design Gross Max).

PROJECT SUMMARY

- interventions at two ends of the high street, total size 7.5 hectares
- density: 120 dwellings per hectare
- addition of 900 dwellings consisting of apartments in towers and perimeter blocks with the majority being one- and two-bedroom apartments
- up to 20,000 square metres of new retail space
- up to 10,000 square metres for new leisure and night time entertainment functions
- a new public space off the high street connecting to the Heartlands project area via an Events Square with its own stage
- a new street profile for the southern end of the high street offering wide sidewalks with café terraces and a connection to Turnpike Lane Station
- parking provision of 0.2 car parks per residential unit, majority car-free development.





Before and after.

C. A direct link from Wood Green Underground station towards the Haringey Heartlands site would be forged by cutting through the corner diagonally opposite the station exit and reconfiguring the junction as a diagonal pedestrian crossing.



RESPONDING TO INCREASED SCALE

The Heartlands scheme will have a big impact on Wood Green: more than 1,500 homes, a stronger creative quarter and a number of public spaces that will link it to the development west of the railway. This development - with towers of up to 14 storeys high - will make Wood Green's shopping centre more vibrant. However, the land between the new scheme and the town centre remains unresolved; it is blighted by the parking and service access to Shopping City and is fragmented by a range of disparate buildings. These include the award-winning but dilapidated library, the remnants of some old terraces and the back of the high street. This could instead become a central addition to the area's public space.

A direct link from Wood Green Underground station towards the Heartlands site could be made by cutting through the corner diagonally opposite the station exit and reconfiguring the junction as a diagonal pedestrian crossing. In the newly accessible block, a pedestrianised public route would improve

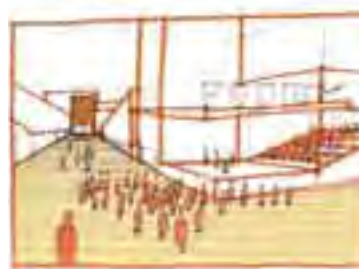
the position of the listed cinema and form a quiet, green route fronted by housing and active edges. It would end in a new square that links the new route to the high street in the direction of Shopping City, and to the proposed Heartlands east-west axis. This square would be defined by a large block wrapping around the back of Shopping City: most of this would be up to six storeys high, with a series of towers of up to 20 storeys to accentuate key points and corridors. The square's main public amenity would be a new library. However, there could also be some night time facilities and event spaces linking to the creative quarter of the chocolate factory. The square and some of the new blocks would be built on an underground access route to Shopping City for cars and delivery lorries. Although expensive, this has the potential to solve the most serious problem and offers so many benefits that its costs would be more than offset by increasing the value of the high-intensity residential and mixed-use units on top.



entrance from underground



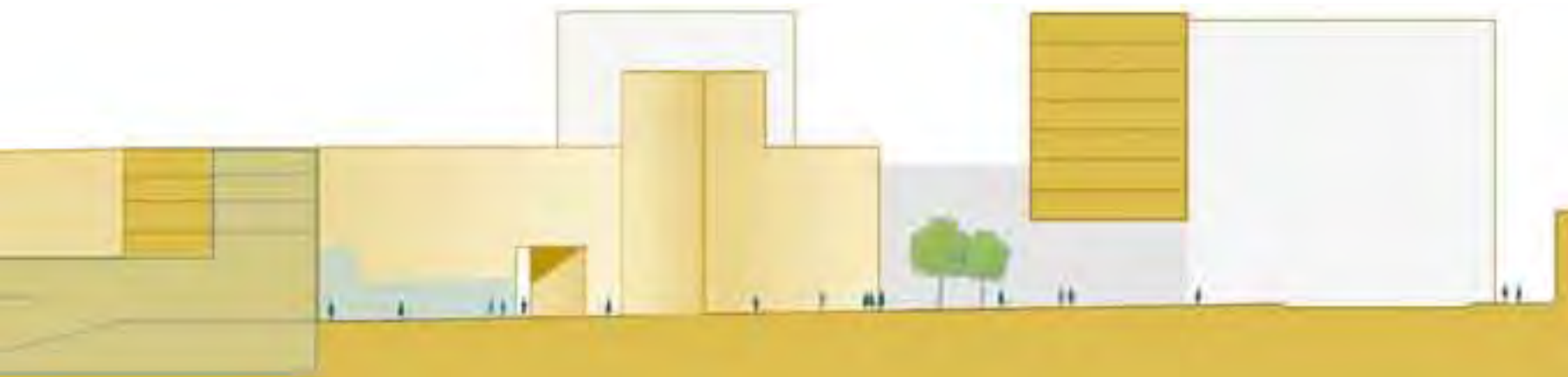
esplanade along the theatre



Podium



internal court yard





Before and after.

The grandeur of public pavements with a green and quiet character, Barcelona.





THE GRANDEUR OF SIDEWALKS

The design shows how the southern side of the High Road could begin to benefit from the change in the area. Although it is currently dominated by traffic and ugly low-rise shopping slabs, this part of the high street could be a pleasant, wide and green entrance to the town centre. Widening the road considerably could result in a completely new street with trees and space for outdoor café seating. It could be edged by buildings of six or more storeys with a landmark tower marking the entry to Wood Green. The new street would also provide better access to Duckett's Common and to the beautiful 1930s Turnpike Lane Underground station with its new bus interchange. This would create a southern 'anchor' for the high street area, with a greener and quieter character and with public pavements that are unique to the area.



High Road existing profile



High Road new profile



new profile at square

LOCATION ASSESSMENT

	1	2	3	4	5	Total Score
Compatability of existing uses to those proposed					x	
Existing built environment				x		
Proximity to public transport					x	
Public realm				x		
						18



Heartlands link



Turnpike Lane

MARKET INTEREST

The Heartlands project and the centre's designation as an Area for Intensification will add to the already strong urban feel. In turn, this creates inward investment opportunities, especially in light of the existing retail and residential property market.

COMMERCIAL VIABILITY

A major extra cost item is the creation of a new public square and new street profile. The proposed scale and mix of commercial uses should more than offset this expense, particularly given local property prices. However, the extra cost of building a square in which to hold events could reduce the overall feasibility of the project. The relationship between the costs of the public space, the square for events and the provision of 50% affordable housing would need careful examination. Creating a cultural quarter and an evening environment, however, could provide the 'X factor' that would bring a premium to existing house prices. The other important but large expense is building the underground access route, which needs to be big and flexible enough to cater for existing access and services. In addition to providing parking for Shopping City, spaces would need to be also sold to residents as well to reduce the overall cost.

POLICY ACCEPTABILITY

Wood Green is the only centre in this study to benefit explicitly from official designation as an Area for Intensification. This reflects its excellent access to public transport and its residential and employment potential. Current proposals focus on Haringey Heartlands, to the rear of the existing Shopping City. The approach in this study takes this strategy to a next level: the Heartlands model for a greater intensity and mix of buildings can be applied to both sites proposed in this study. The different functions of the town centre, along with the excellent access to public transport, all help promote the developments as textbook examples of sustainable urban intensification.

The development could deliver affordable housing at a level consistent with the Mayor's aspirations. Given the excellent local access to public transport, only limited car provision is expected to be required. This is consistent with both UDP and strategic policies.

DELIVERABILITY

Completion of the project is made much easier if the car parks serving Shopping City are owned by the local authority. If not, then a large compulsory purchase programme will be needed to buy not just the car parks, but also other properties behind the high street that are owned by a variety of interests.

Completion of the Turnpike Lane plan depends on who owns the existing retail space. Institutions are likely to be risk adverse and are therefore unlikely to favour redevelopment. However, the redevelopment will be much faster if the space is owned by private interests. What helps the project, irrespective of who owns the land, is the fact that retail space on Turnpike Lane cannot currently maximise rents or increase operational efficiency. The redevelopment may therefore be able to bring about large commercial benefits, which could be persuasive. Once the first phase of redevelopment had been successfully completed, a ripple effect along Turnpike Lane would improve the retail environment and benefit the wider area more generally.

CONTRIBUTION TO THE LONDON PLAN

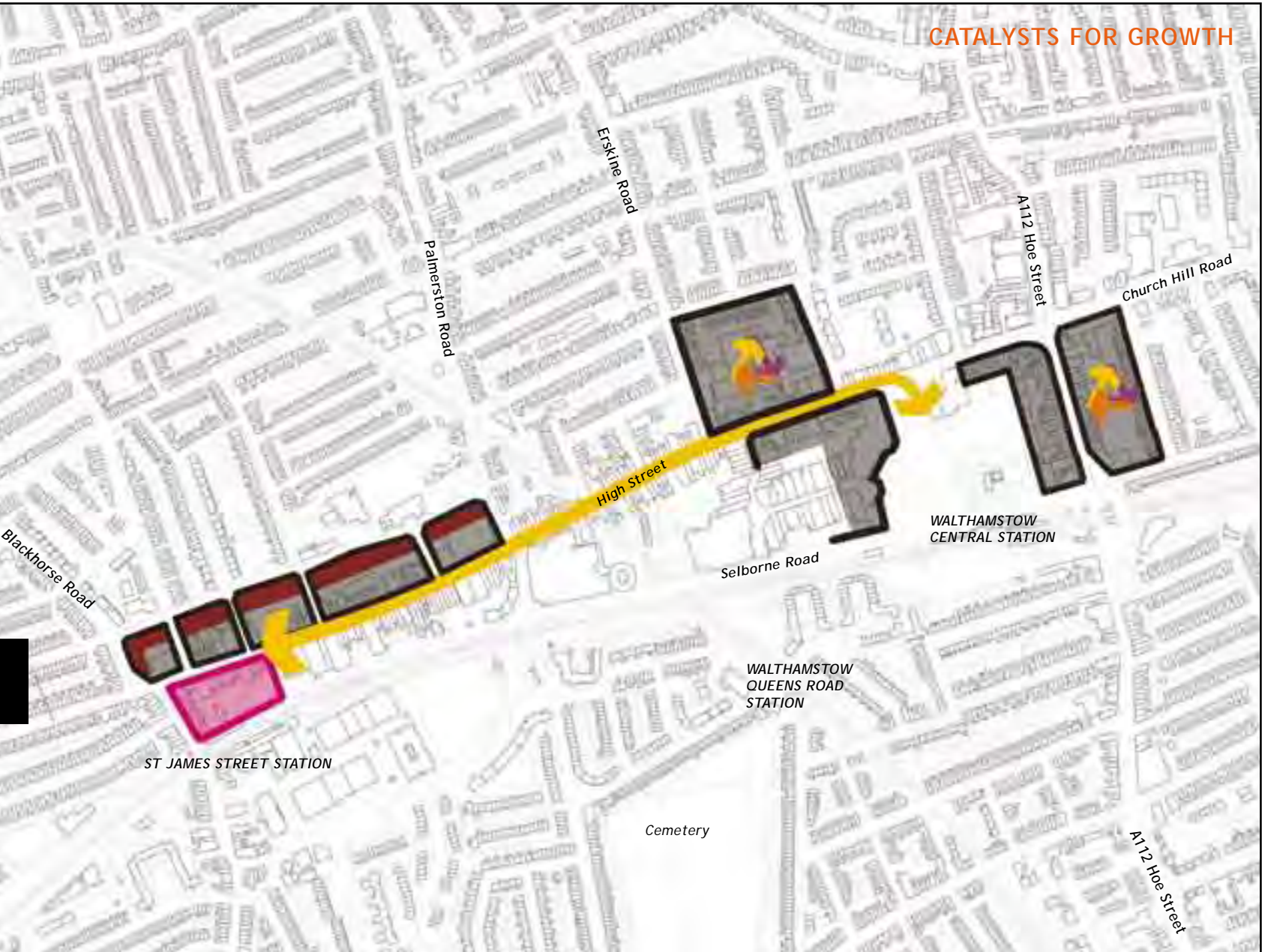
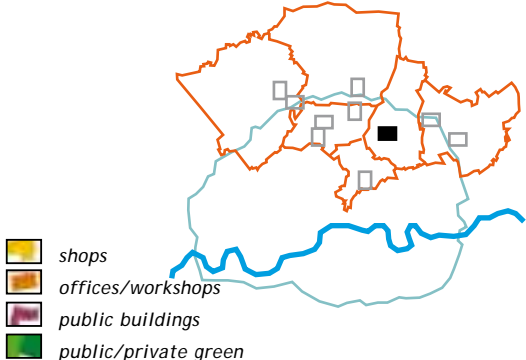
This project promotes a mixture of uses on the two sites that deliver many new dwellings, including affordable housing, along with retail, leisure and community facilities. Together, these will improve the major regeneration that Wood Green is already experiencing. They are therefore entirely consistent with the London Plan's promotion of Wood Green as an area suitable for much more intensive building, given the regeneration opportunities and good transport links.



The approach aims to build on the existing and ongoing regeneration projects and help the town centre and the local economy grow and diversify. A new station quarter combines residential and workspaces with a station car park and hotel. Redefinition of the edges of the new town square with residential and an arts and music venue will seek to improve safety and daily usage. Other strategies involve local entrepreneurs and aim to improve side streets and increase commercial and residential densities. They formulate a strategy for inner block redevelopment and a diversification of housing typologies.

WALTHAMSTOW

CATALYSTS FOR GROWTH



ANALYSIS

Walthamstow Central is the primary shopping centre for the London Borough of Waltham Forest. Its most distinctive feature is the long pedestrianised High Street running from St James Street train station to Walthamstow Central train and Underground station. This east-west axis is the area's main shopping spine and its daily market generates a lot of extra activity. There are more shops on Hoe Street, which crosses the High Street at Walthamstow Central station, and in the Selborne Walk shopping mall, located off the High Street close to the Underground station.

Most of the shops in Walthamstow Central are food and convenience stores, owned by independent retailers and serving everyday local needs. Since the area has few offices, the shops

and market define the town centre and its role in London. Walthamstow Central is designated as a Major Centre in the London Plan and there has recently been considerable investment in the new town square and the bus station.

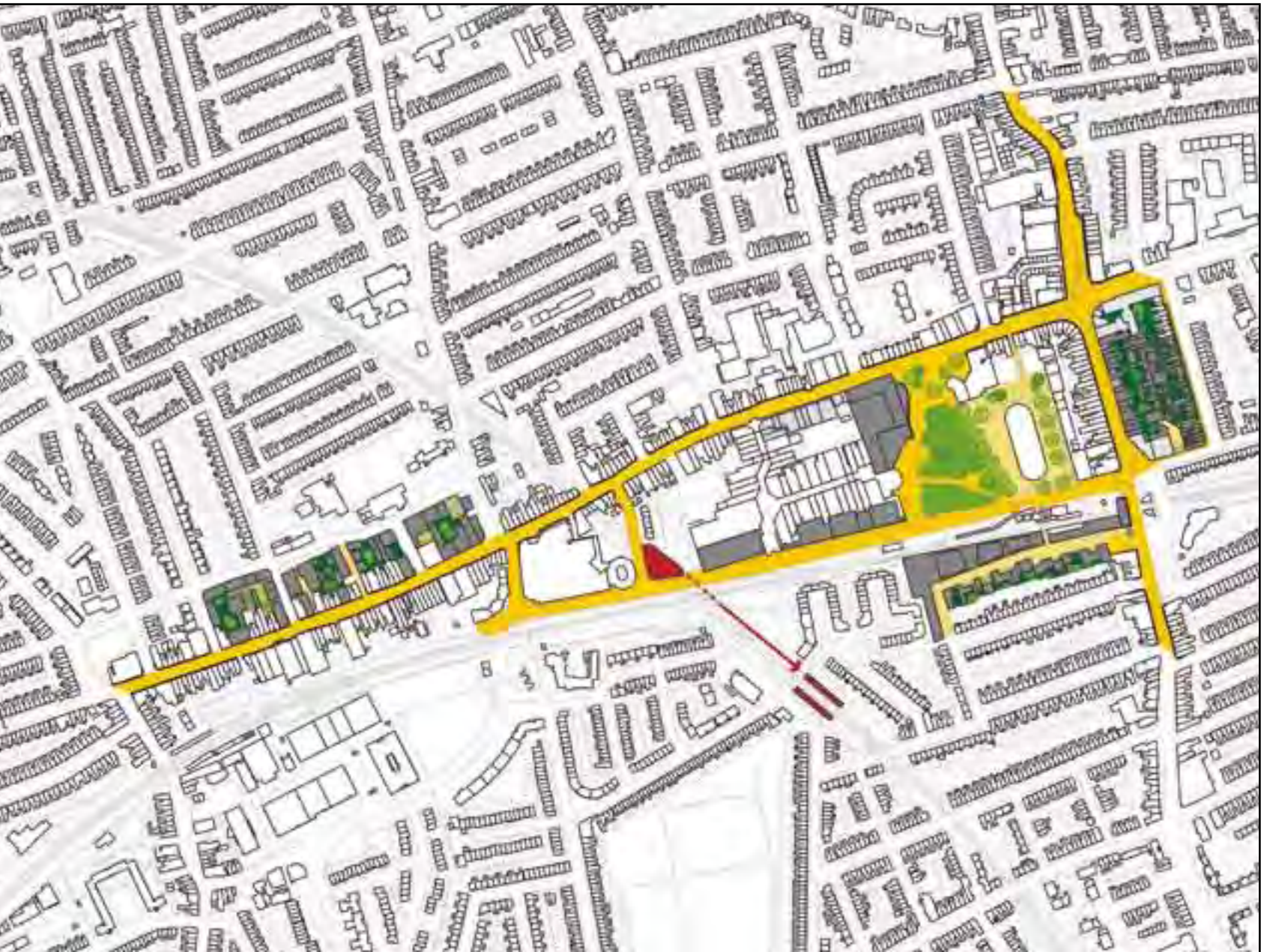
The increasing number of young, well-educated professionals would probably support a more built-up environment. These groups generally have positive attitudes towards higher-density housing, especially when this creates a critical mass that will support a better and more diverse range of shops, bars, restaurants and cultural facilities. A more intensive use of land could also support the existing shops, thereby bringing the area considerable extra benefits, particularly if cross-financing could be arranged.

High Street, Low Street.



Urban design approach

- Public space
- Secondary public space
- Semi public space
- Public green space
- Private space
- New public buildings
- New buildings
- Existing buildings refurbished-conversion
- Existing buildings



DESIGN APPROACH

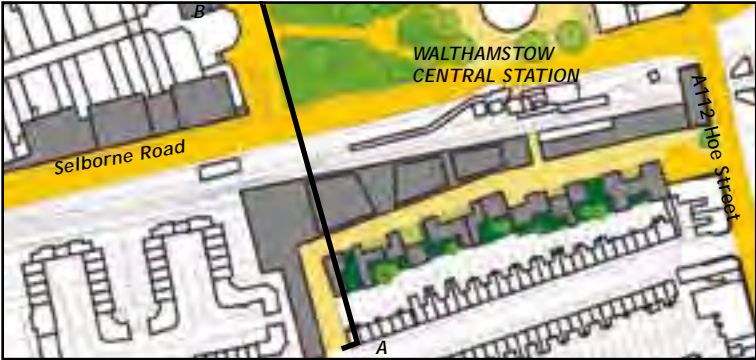
The strategy chosen was to build on the ongoing regeneration in the area, keeping and even increasing the ambition level of the current projects. The project focuses on four radically different types of spaces that have yet to see their potential fulfilled: the car park south of the station; the edges of the award-winning new town square; an underused mews off Hoe Street; and a series of parcels at the rear of the High Street shops. These currently look onto an ugly 'low street' which forms a barrier between the pedestrianised High Street and the surrounding neighbourhoods.

Parcels behind the High Street, and the award-winning new town square.

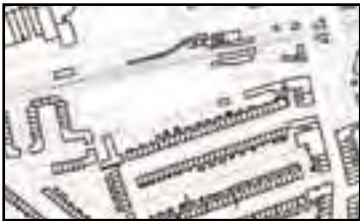
PROJECT SUMMARY

- four location interventions, total size five hectares
- density: 90-100 dwellings per hectare (variable due to strategy rather than prescribed plan)
- addition of up to 500 homes: apartments, new mews and townhouses
- typology and tenure mix: mainly one- and two-bedroom units with some family housing
- up to 7,000 square metres of new and expanded retail and leisure space along the High Street
- 15,000 square metres of workspace around the station and the town square and shopping centre
- a cultural facility of 5,000 square metres on the town square
- a hotel in conjunction to the redeveloped Underground and train station
- new link to Queens Road rail station
- parking capacity: 0.8 spaces per residential unit and additional town centre capacity.





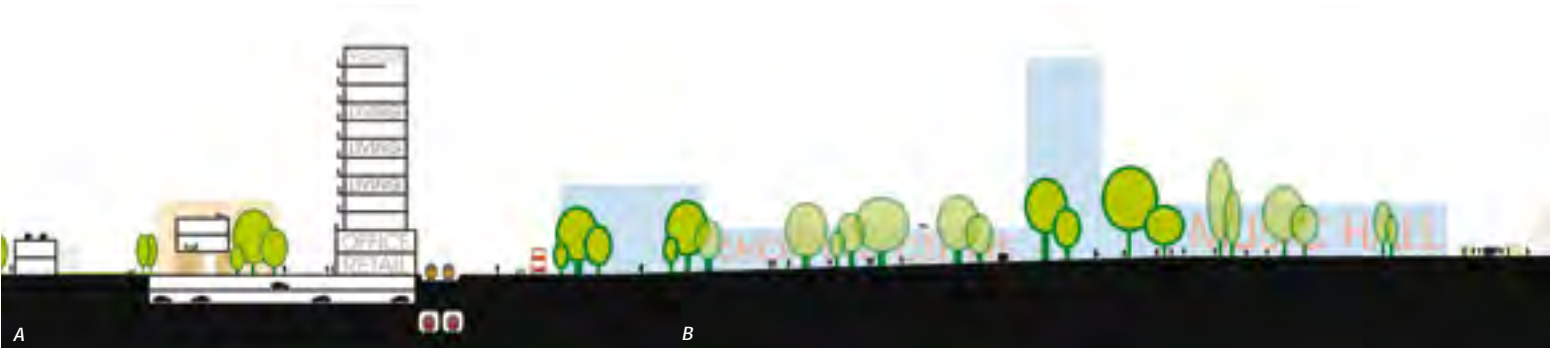
Before and after.



Quiet communal courtyards (Malmo)
and high quality towers (Rotterdam, design Wiel Arets).

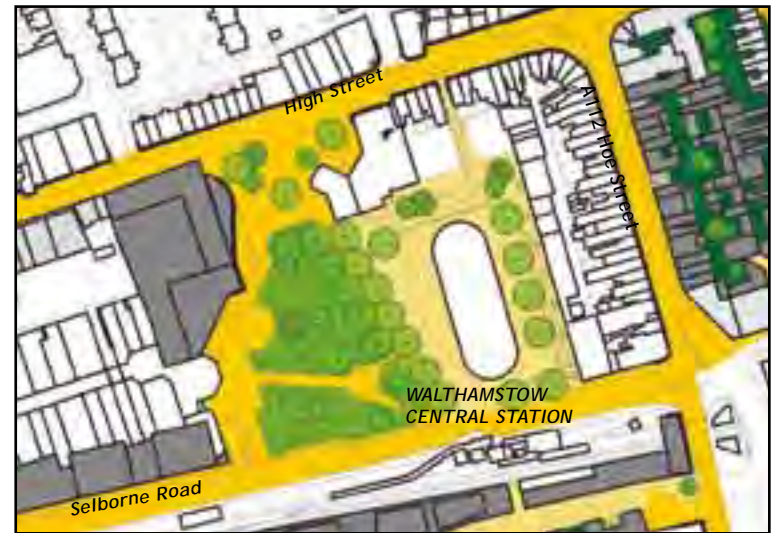
URBANISATION OF A CAR PARK

The car park south of the station provides an opportunity for very high density building because access to public transport is so good. Waltham Forest Council’s ambitions to provide a hotel are fulfilled in the tower that, in this approach, becomes part of an integrated station redevelopment. Looking onto what would become the pedestrianised section of the existing bridge, this tower would provide a clear opportunity to add a landmark building to the town. Parking would be hidden from view in a secure underground garage accessed from Hoe Street, with a semi-pedestrianised space above it to provide a quiet environment for a mixed-use development. A large block of buildings would divide the train line and the new pedestrian-priority street. This could contain a significant amount of offices and workspace on the first few floors, on top of which a number of residential towers would reflect the scale of the hotel and the new developments north of the railway. A new station exit would provide an attractive entry to this live-work environment, which could house start-ups and creative businesses, as well as larger companies. South of the new street, a series of low and mid-rise residential blocks would provide intermediate sized buildings, between the new towers to the north and the existing residential low-rise streets. These blocks, ranging from three-storey townhouses to five-storey apartment blocks, could look onto quiet communal courtyards between the street and the homes and would have larger communal gardens to the south, bordering onto the existing back gardens of the houses.



DEFINING THE TOWN SQUARE EDGES

To the north of the rail line, the newly created town square and bus station would benefit from better defined edges. Currently, they have inactive frontages. The strategy shows what could be achieved if all stakeholders involved could agree on a development programme. A mix of workspaces, a live music venue and residential towers could complement the shops and diversify the land use within a partially redeveloped Selborne Walk shopping mall and in new spaces on the edges of the square. This would result in a series of functions and facades that would keep the area busy throughout the day and the night, improving a sense of security and making the most of the existing public space.



Before and after.

A new facade optimises the existing quality of the public space.





Inner block transformations in London (Regent Quarter by P&O Development) and Brewery Square by Hammilton associates) and integrated parking in De Landtong Rotterdam (design Architecten Cie).



RE-IMAGINING AN INNER BLOCK

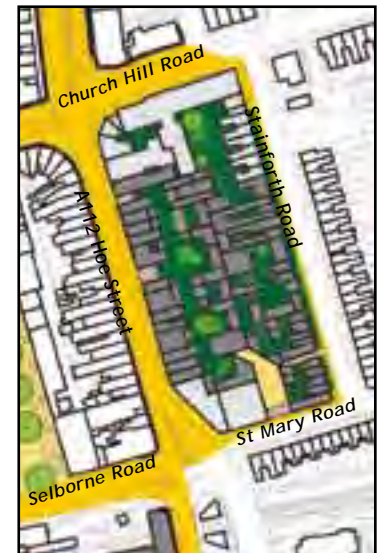
The Hoe Street mews approach is completely different. This investigates the opportunities offered by this surprisingly large inner block. Currently unused except for parking, the mews is very quiet compared to the bustling Hoe Street. The design is centred on a semi-sunken car park integrated in the middle of the block, on top of which space would be available both to develop mews buildings and also for a publicly accessible mews deck. This development would aim to have an impact on the buildings on each side: on the Hoe Street side, it would provide the impetus to rethink the ground floor shops and the flats above. The shops could be enlarged and benefit from better access and servicing at the back, while entirely new access for the flats above means that they could be completely redesigned, enlarged and their number increased.

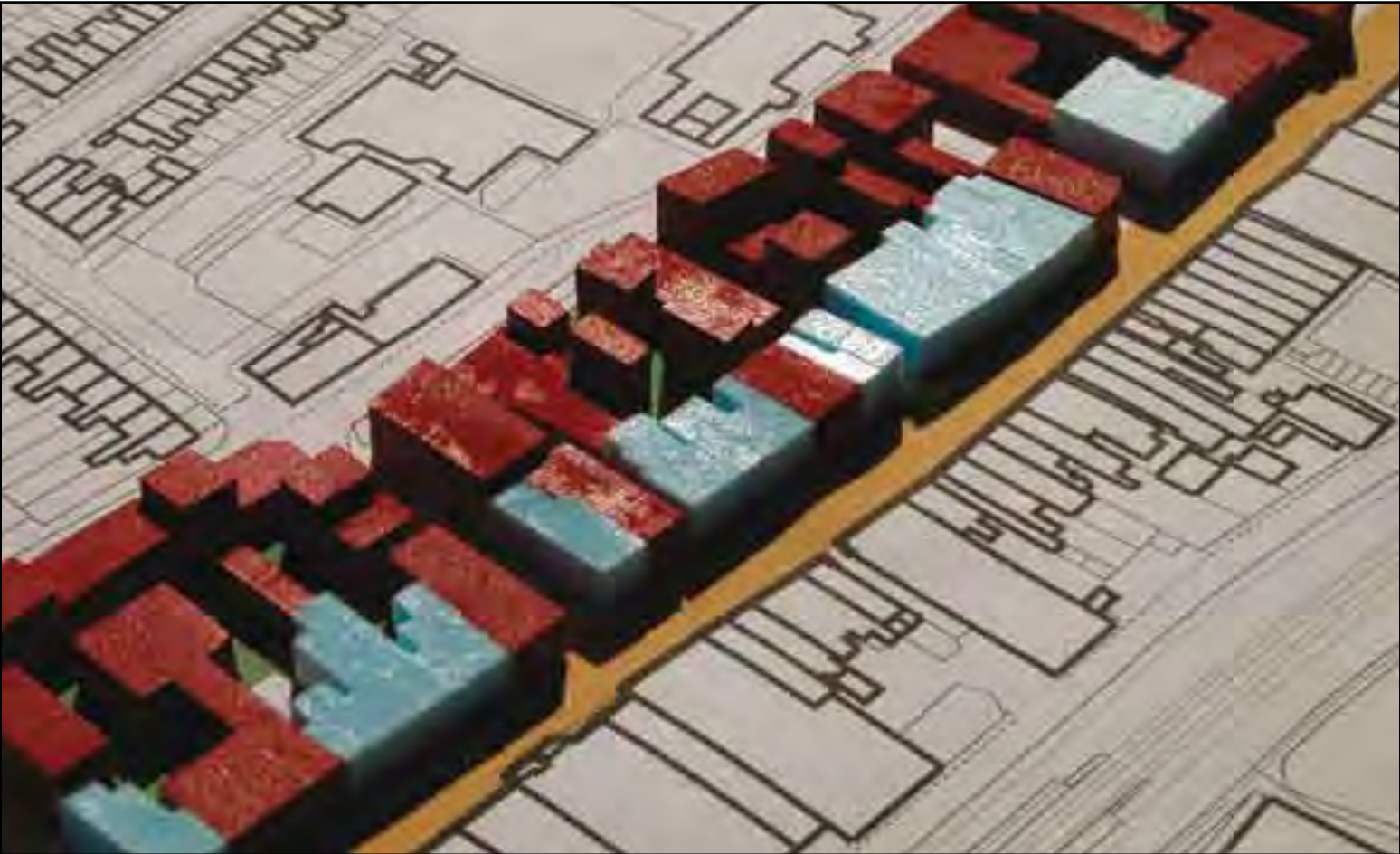
The housing to the east of the new car park could also see radical change. This would come about from the direct access from the car park to the plots at the back of each house; the existing owners could take this opportunity to create additional units in their back garden. If a new intensification zone or Homeowner Improvement District could be created to reduce restrictions posed by planning regulations, such as the distance required to protect dwellings from overlooking, then this could lead to the creation of small apartments, reconfigured gardens, Victorian houses turned inside out and carefully configured courtyards. This in turn could bring about hidden intensification and result in over 70 new units of different shapes and functions. Such a subtle series of voids and infill would need careful and creative design, which could come from an architectural competition (for example: 'EUROPAN - creating an Inner World'), which would improve Walthamstow's reputation even further.



A semi-sunken parking box, with publicly accessible mews deck on top.

Before and after.





Before and after.

HIGHLIGHTING THE 'LOW STREET'

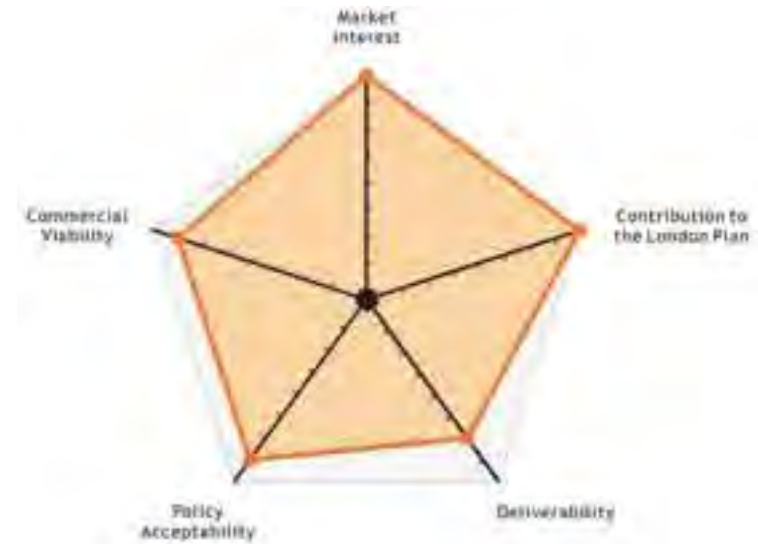
The project proposes expanding the High Street businesses into the vacant back lots that currently blight the 'low street' - the street behind the High Street which provides car access to Walthamstow shopping centre. In this approach, the owners of the shops would have the chance to propose ways in which their buildings and businesses could be extended into the deep plots behind. These plots could accommodate new workshops or studios, or even a beer garden with guesthouse for the pub. This plan would also activate the back street as it would become secondary access for the enlarged plots. Once again, the relationship between existing landowners and a bespoke development that encourages individual entrepreneurship could kick start a development that provides much extra space for a variety of uses, as well as adding new types of semi-public spaces.

Deep block in Rue Candie, Paris: apartments and offices on street side are complemented with a parking garage and tennis courts on top in the back of the building (design Massimiliano Fuksas).

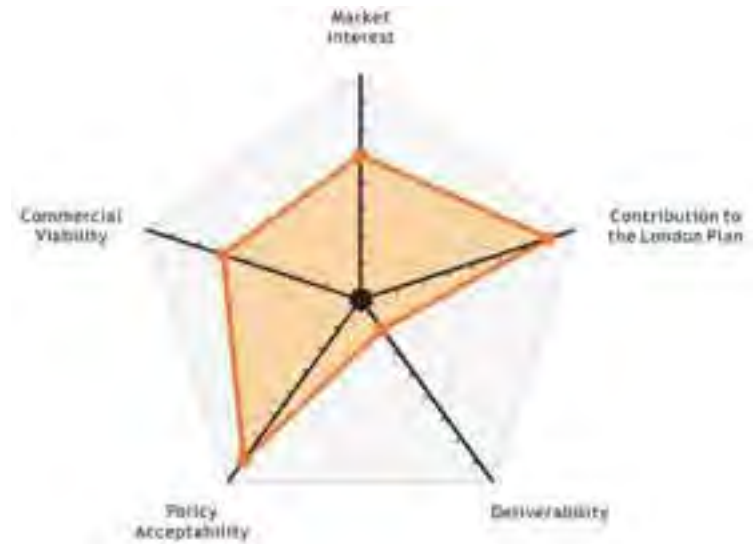


LOCATION ASSESSMENT

	1	2	3	4	5	Total Score
Compatability of existing uses to those proposed					x	
Existing built environment				x		
Proximity to public transport					x	
Public realm				x		
						18



Car park site



Inner block developments

MARKET INTEREST

The four areas of focus have different investment possibilities. The large scale development of the car park south of the station offers an extremely attractive proposition for the private sector, while the improvement to the public space increases both the attractiveness of the retail and leisure elements. The inner block developments are unlikely to be undertaken in one go and therefore implementation will fall to the individual freeholders rather than the commercial private sector.

COMMERCIAL VIABILITY

The transformation of the car park into a high-density mixed-use development is an attractive and commercially viable design solution. By itself, the hotel would not increase land revenue by much. Including the hotel within a mainly residential development, however, would bring operational and marketing benefits that would offset the limited return from the hotel alone. The office and workspace approach also has limited commercial appeal, although its location between the residential project and the railway tracks would create a visual and sound buffer that would enable the residential element to attract top prices. The additional construction costs required by the height of the residential block are also a concern: these are unlikely to be offset by increased revenues because to do so would make the homes too expensive.

The commercial viability of both the inner block strategy and the redevelopment of the 'low street' is linked to the retail space. Both solutions look to increase the amount of retail space by increasing its efficiency and accessibility. However, this assumes that there is enough demand to justify the additional space, and that the cost of creating this extra space is less than the additional rental income it will bring, in what is essentially zone C/D space. The financial viability would be greatly improved by including flats above the expanded shops. The residential market in Walthamstow is already well-established and these large-scale developments can only improve it further. As such the value of the housing will make up for any shortfalls in the retail space.

POLICY ACCEPTABILITY

The design ideas are set within the defined town centre of Walthamstow, which supports projects that improve the local economy and society. This should match both the London Plan and the council's development plan and could be achieved though adopting responsive design solutions, as advocated in the London Plan. The council actively encourages residential conversions, refurbishments and redevelopments that, ideally, would include back areas as well as underused sites, such as the station car park.

Although the approach could imply a need for a lower level of affordable housing provision than the 50% requirement within the London Plan, this may be acceptable if it can be shown that this lower level is necessary for the area's complete regeneration: for example, by creating a balanced, mixed community. Overall, therefore, the strategies would probably be acceptable.

DELIVERABILITY

Assuming that the car park is owned solely by the local authority or the Strategic Railway Authority, then the project could be completed with the minimum necessary third party involvement. However, integrating the development with the station brings funding and completion problems so, ideally, an initial project of this kind would be undertaken without involving the station.

As with North Finchley, the inner block development can only be built in the event of major policy changes on residential amenity, minimum distance thresholds and infill development, among others. However, this development could be partly achieved by using some imaginative design, as illustrated in this study.

CONTRIBUTION TO THE LONDON PLAN

Although the London Plan has set a 50% affordable target, the balance of regeneration, community provision and workspace to help the area attract further inward investment may be offset against a lower provision in this approach. Overall, the mix of homes, shops and businesses support and complement the policies of the London Plan.



This area is under increasing pressure due to its central location. The approach responds to this through two strategies. Firstly, a comprehensive station quarter redevelopment is imagined increasing residential, leisure, retail and office functions while improvements to the public spaces allow a new identity for Hackney Central to emerge. Secondly, careful additions and conversions involve local entrepreneurs in redevelopments, allowing established businesses to grow instead of being dislocated, in order to retain the unique urban grain and its functions.

MARE STREET

RESPONDING TO PRESSURE



- shops
- offices/workshops
- public buildings
- public/private green



ANALYSIS

Hackney's central area has by far the strongest urban character of the 10 locations. It has undergone dramatic change over the past decade: after sustained efforts to tackle multiple deprivation, the borough's improving fortunes are now increasingly obvious. A number of targeted economic and social policies have benefited Hackney's poorer neighbourhoods and many council estates have been extensively refurbished, bringing a new vibrancy and dynamism to Hackney Central.

Mare Street, the central spine of the area, has a wide variety of shops and restaurants. A diverse range of buildings house mainstream chains as well as specialist and ethnic retail units, reflecting Hackney's cultural diversity. The Town Hall has been renovated, a local museum has been built within the larger Hackney Technology Learning Centre and the historic Hackney Empire theatre has received a high-profile renovation. Other cultural activities have sprung up nearby, such as the Hackney Hothouse under one of the many railway arches. These arches are a prominent local feature and also house light industry. The area is densely built in a typically chaotic but coherent East End manner and is rapidly becoming popular with young professionals and creative entrepreneurs. This in turn is leading to strong pressure for further development. Recently, Hackney has seen some of the most problematic council towers and estates demolished but some remain, including those directly east of Mare Street. A large Tesco with a car park is situated to the back of this central spine - a strangely suburban body in this otherwise urban centre.

Intensification or gentrification?





- Urban design approach
- Public space
 - Secondary public space
 - Semi public space
 - Public green space
 - Private space
 - New buildings
 - Existing buildings refurbished-conversion
 - Existing buildings

DESIGN APPROACH

The design brief considered ways to keep existing employment sites while satisfying greater market pressure for more housing. Two gradual strategies are proposed. The first carefully incorporates new buildings on a plot-by-plot basis in a sensitive area with a mixture of functions, while the second creates a number of guidelines to allow existing landowners of a small business district to develop dwelling units while keeping workspace.

The approach also shows how a larger-scale redevelopment of Hackney Central station and its surroundings could drastically improve the area in the longer term. This intervention involves a Transport for London (TfL) bus garage, a Tesco superstore and its car park, and a housing estate. The strategy raises technical issues and cost constraints and is seen as unfeasible by TfL, the owners and operators of the bus garage which would need to be relocated. However, it does show the potential benefits of a bold and comprehensive area transformation.

PROJECT SUMMARY

- three areas of intervention, total surface area of eight hectares
- density: 75-100 dwellings per hectare (this varies because of the strategy rather than the prescribed plan)
- net addition of around 600 dwellings
- these are mainly one- and two-bedroom apartments
- up to 10,000 square metres of new retail space
- up to 20,000 square metres of new workspace
- a comprehensive station redevelopment comprising a new rail and bus station combined with living, offices and work-spaces
- a new cultural and leisure hub in the re-used bus depot
- redevelopment of council housing estate providing studio space for artists
- new car parking under station plinth.



Mare Street, Hackney



Before and after.

Careful additions on plot-by-plot basis.



PLOT-BY-PLOT: CAREFUL ADDITIONS AND CONVERSIONS

The small scale industrial zone between Mare Street and the rail link to Liverpool Street Station is under pressure from the housing market. A considered strategy of additions and conversions is needed to keep and enhance its exciting physical and economic mix of functions. While large projects would seem a quick and profitable way of redeveloping the area, keeping Hackney's existing characteristics and activities will add value to the finished development as this will emphasise the area's unique identity. Individual buildings and empty sites could be transformed into high-density, mixed-use buildings, with cleverly designed additions and rooftop extensions adding even more built floorspace. This area (including the land currently earmarked for the Town Hall expansion) could therefore be developed plot-by-plot to ensure there would be no unwanted change of scale, mix of uses or atmosphere. Instead, new and existing buildings, even if they look very different, would share the same basic urban character.

RULES OF ENGAGEMENT

Given the pressure from residents, many of the current employers could soon be forced to relocate. The second approach is more a strategy than a design. It shows how giving the current owners of a small (mainly Vietnamese) business district the tools to redevelop some sites on their own could prevent this relocation from happening. A framework would need to be drawn up to ensure the plan worked: regulation would be essential to permit redevelopment above the existing plots. This would for example have to stipulate that the entire ground floor be reserved for new and existing businesses. Individual entrepreneurs would subsequently be encouraged to develop these plots themselves, enabling them to profit from the market pressure that would otherwise force them out.

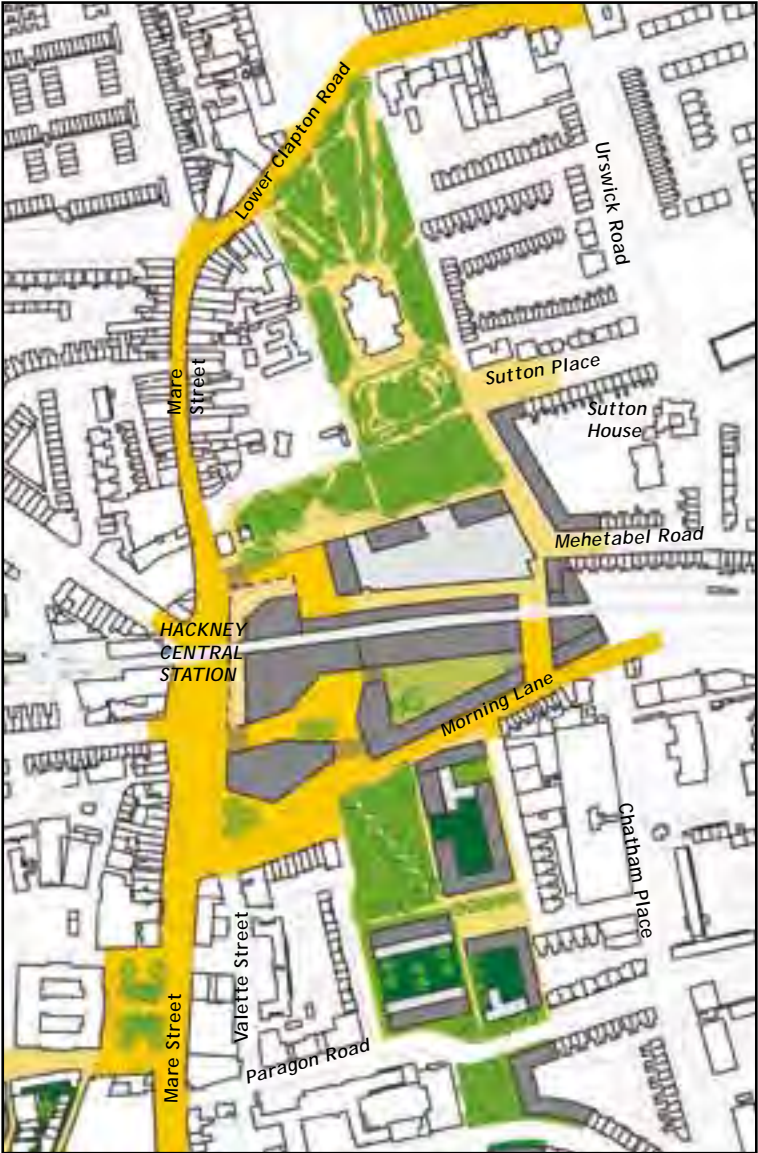
*Intensification next to the rail line
(Centaur Street, London by De Rijke Marsh Morgan).*



A carefully crafted small infill location of eight layers, set within the complex, inner city context of Temple Bar in Dublin (design De Blacam + Maegher).



Before and after.



NEW BLOCKS, NEW SPACES

A bigger, different change could be achieved to the east of Mare Street. Running from north to south, the bus garage, Tesco supermarket and housing estate do not currently add much to the local environment. A comprehensive redevelopment is possible around the Silverlink rail line, however, and relocating Hackney Central railway station might kick start work to solve the traffic problem on Mare Street.

A new railway station on the eastern side of Mare Street (which could also contain a Cross rail station in the future) would free up land to the west. This new, integrated station would have important benefits such as a clearer frontage and a better façade towards Mare Street under a widened street viaduct. There is a possibility to create a multi-modal interchange with a new bus station as part of the development. Rather than being isolated as before, Hackney Central would become a prominent part of an urban block that would include the supermarket and town centre parking facilities, as well as residential, leisure and entertainment facilities.

On the street level, the development would have an active plinth, with residential towers and blocks above. The block would integrate parking, acting as a sound barrier running alongside the railway. A station exit from Morning Lane would lead directly to the historic heart of the town and also to the quiet, green space of the cemetery to the north.

The bus garage is currently rather an alien presence in the town centre. Relocating it would remove unnecessary bus traffic to and from the garage. The pressure of car traffic could be reduced further by providing a new railway underpass to the east. On the condition that a new site for the bus garage could

be found, the current garage could be redeveloped. Transport for London has indicated that it regards such a relocation as presently undesirable, so this proposal is purely theoretical.

This project would dramatically improve the housing estate's location by integrating it into the town centre. This could then prompt new changes to the estate: a programme of partial demolition, refurbishment and additions could create new types of homes, new public spaces and house a variety of activities and functions.

The estate would not keep its single-tenure status: some existing residents could move to new housing nearby (such as the apartments in the station development). The first phase of the transition could see the creation of a series of experimental temporary workspaces, created by joining some of the existing housing units. Instead of being demolished, these could be let to (collectives of) artists and artisans. Elsewhere, 'add-ons' could be created along the low-rise blocks. In turn, these blocks would be gutted and turned into workspaces or extra living space for the new units. However, it would be important to ensure residential affordability across the town centre by providing a mixture of tenures in new developments.

These approaches therefore suggest three different strategies - one piecemeal, one regulatory and another one more comprehensive. Together, these strategies could add more housing in Hackney while keeping as much as possible of its existing character and range of activities. The combination of a large scale transformation and a number of gradual changes could therefore highlight Hackney on the map as an attractive area for a diverse population.

<< In Amsterdam a pilot project on Plantage Doklaan offers 'breeding places' for ideas and creativity. Residents have their own studio, and organize events open to the public, to encourage debate and meeting.

< A new, integrated station with a clear frontage and a good façade, as in Paris, Gare Montparnasse



Additions, conversions



New blocks, new spaces

MARKET INTEREST

Hackney has a thriving property market. The huge changes over the past decade have given it a new image and have attracted a lot of investment into the area surrounding Mare Street. The current approach seeks to support and enhance existing gentrification with internal investment. However, the comprehensive transformation proposed for the land around the Tesco supermarket will require considerable inward investment. If technically realisable, this project would be very attractive to property investors.

COMMERCIAL VIABILITY

The design approach for plot-by-plot additions and conversions is a strategy rather than a master plan. As a result, the question of commercial viability is largely irrelevant as change will occur when it is needed or can be afforded.

The large scale project east of Mare Street depends on the redevelopment of Hackney Central railway station. Relocating the station and building a second crossing will be very expensive, particularly given the disproportionate scale of new homes proposed. These costs mean that it could be unrealistic for the project to provide 50% affordable housing. Without the cost of relocating the station, however, the ideas and the uses of the suggested development are all commercially viable.

Although the idea of using the existing towers as short-term studio space for artists is an attractive experiment, the monthly rental required would make it impractical unless the blocks were transferred for free or for a much reduced cost.

LOCATION ASSESSMENT

	1	2	3	4	5	Total Score
Compatability of existing uses to those proposed				x		
Existing built environment				x		
Proximity to public transport				x		
Public realm				x		
						16

POLICY ACCEPTABILITY

The wider area is officially part of a district centre and the site is situated within a designated regeneration area. The lower Mare Street strategy would take place in a designated employment area, which seeks to protect existing amounts of floor space. Nevertheless, the proposed gradual insertions could be achieved without any loss of floor space and could help local entrepreneurs develop small residential and/or work apartments or small, start-up business premises.

However, any additions or extensions to existing buildings - whether in height or in width - will need to be considered in isolation. In particular, the UDP policies protecting facilities and the townscape will need to be met. This should not prove problematic as long as the work is of sufficient quality, as recommended in this study.

The wider redevelopment east of Mare Street and within the main town centre needs to be considered against the local policies and categories for mixed use, commercial, retail and residential purposes. These all generally support the proposed plans to relocate the bus garage and redevelop the station and square. Therefore the approach could be part of the discussions surrounding the new Area Action Plan which is in the process of being drafted.

Transport for London commented that removing the bus garage would be controversial because there is little chance of gaining planning permission for a new location. An alternative location would be essential and would be needed before ownership of the garage can be given up. In the short term this would be problematic.

DELIVERABILITY

The station development and improvements to the road layout form the basis for the redevelopment of Tesco and its surrounding land. While the local authority supports moving the bus station to a more appropriate location, the station and road works will need considerable private investment and the cooperation of the various highway and rail authorities. This complexity could hamper completion.

The other issue is the existing supermarket. As noted before, supermarket redevelopment is only attractive when the existing store needs extra space to support its longer term profitability. In the short term, large scale redevelopment causes trading losses and exposure to development risk.

CONTRIBUTION TO THE LONDON PLAN

As long as they did not damage existing employment sites and residential amenity, the extra residential and commercial space offered by these strategies would meet strategic policies by providing the right mix of size and type of homes and workspaces. Town centre improvements in areas with good public transport would also have a major positive impact on the society and economy of Hackney town centre.

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