

BU1 Urban Design
Response Brief

March 2016



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Introduction

East Silvertown and North Woolwich is going through major regeneration (transformations) in the urban fabric. It sits along the River Thames in the East of London where the Newham council sees the wider area as the “arc of opportunity” ready for investment and re-establishment. (Newham London, 2016)

Although it may look like the area is on its way to re-invent itself positively with all the (private) developments that are present and with the ones that are yet to come, at the local level it's detached and disengaged. Whilst the Dock's history continues to define the area, there are major issues that can impact its future stability.

Our design response questions the regeneration plan seen by the Borough of Newham for the Royal Docks and suggests an alternative vision for East Silvertown and North Woolwich. The strategies proposed are based on the ideas of empowerment, connectivity, sustainability and local identity, all of which were seen as potential issues in the study area and can be seen as being solved through urban design. In relation to the design response, a study of East Silvertown and North Woolwich was done through six different lenses of analysis in which the strengths, weaknesses and opportunities were identified.

Our vision is based on this analysis and the interventions are directed by a set of principles and guidelines which are framed by our new vision. We have used the prefix of “Re” in all our principles as this symbolizes the potential the local area has in terms of revitalization in East Silvertown and North Woolwich.

We believe our strategies can re-create the area and give it a new identity.

1. Context and Urban Analysis

Method

The use of 6 lenses of urban analysis by 6 different groups at the outset of this study provided a robust and multifaceted view of the area that could not have been realised by a single research viewpoint. Much of the findings of each group overlapped providing useful interpretations of the context, revealing significant insights and exposing the relative subjectivity involved when confronted with much common material. This led us to the position of adopting a crosscutting method to the findings of the separate study areas in order to identify common themes forming the linking influences driving the urban processes and production of space, rather than categorising by what falls within or is defined by any one lens.

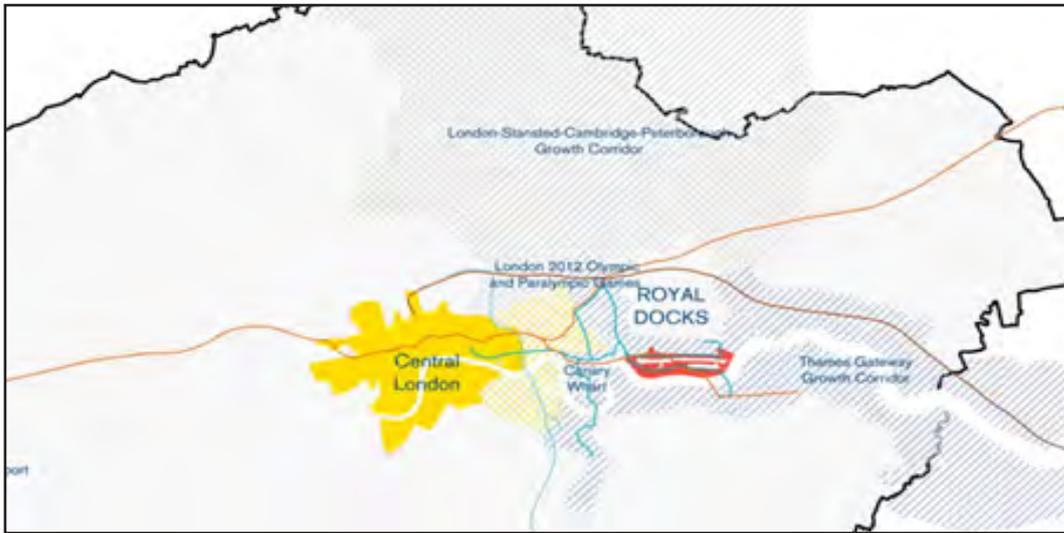
Themes and definition

Whilst the complexity of the local context has only been viewed momentarily the body of knowledge amassed from the 6 lens analysis has revealed 5 critical themes that can usefully form a focus for synthesising a development brief with a suitably articulated structure to address the key issues facing the study area. The themes provide necessary abstraction from the reality of a cacophony of voices and viewpoints and define some of the bigger issues that need to be both acknowledged and addressed in the brief, its principles, guidelines and strategies:

- 1: **City Edge-lands** - The effects of geographical and physical isolation
- 2: **Divided worlds** - The legacy impact of a place made for industry and of infrastructure
- 3: **'Terrain vague'** - The economic and cultural consequences of dock closure
- 4: **Monopoly** - The influence of established land use and ownership
- 5: **Cash machine** - The local community, local authority and city development agendas

1. City Edge-lands - The effects of geographical and physical isolation

'I'm planning something geographical' - Fitzcarraldo - Werner Herzog Film 1982



2011 Greater London - Central London - Royal Docks - Scale and location

Constructed outside London on low value open marshland over a 50 year period in the second half of the C19th, the Royal Docks grew unconstrained and on an epic scale, dislocated from and unfettered by existing settlement patterns. A man made world literally carved from the earth, turning marsh into dock and raised docklands.



1840 Marshland - Plaistow Levels beyond the City

The distance from central London and its sheer scale was based upon commercial rational, but both features play a dominant part in perceptions of remoteness and isolation today. North Woolwich suffers in particular from being historically the 'end of the line' on what is in effect a manmade island caught between river and dock.



1899 Docks - Outside the Metropolitan Boundary till 1953

What originally brought people to the area - jobs on their doorstep - has largely evaporated leaving the community caught between the closed world of the new industry of aviation and the declining riverside industry. Literally walled in, the community in the study area has no real outlook or access to the waterside in stark contrast to the adjoining quarters of the Royal Docks.

1. Divided worlds – The legacy impact of a place made for industry and of infrastructure

The east of London has long been the industrial heartland of the city, being on the natural maritime easterly trade route both for produce and migrants seeking work. But the Royal Docks marked a step change by the integration of rail and shipping infrastructure, such that the mechanisation of the area for a rapidly growing dock and riverside set of industries took precedence over any concern for other uses such as housing.

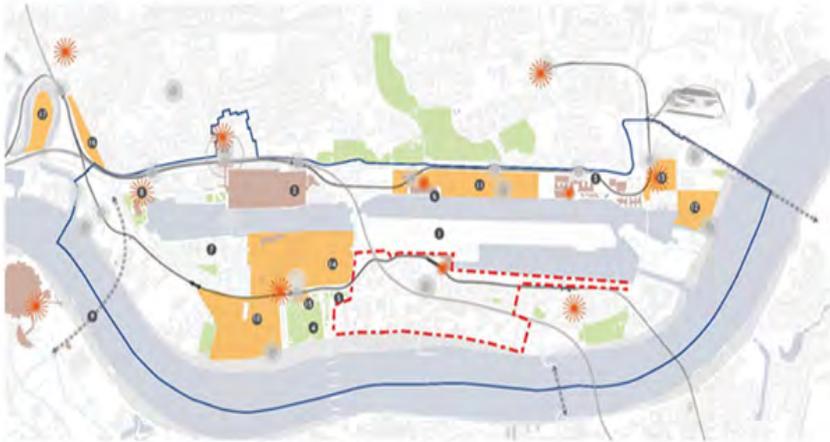


North London Line 1990 – Dividing Line

This has left interstitial spaces for worker communities to occupy rather than any idea of making a neighbourhood or concerns with connections to outside the area. Comprehensive rebuilding post war may have replaced most of the row housing in the study area, but it remains to this day caught between two railway lines and further restricted by the flanking closed worlds of dockside and riverside uses.

New rail infrastructure in particular has capitalised on the existing surface trackways and routes, thus perpetuating the utilitarian division of the land into separate uses. This in marked contrast to the most of the adjoining dockland quarters where the raised or underground lines permit a permeable and connected urban morphology.

3. ‘Terrain vague’ - The economic and cultural consequences of dock closure



LDA Royal Docks Vision – Development Parameters 2011 - Study area is notably devoid of proposals compared to other quarters

The 250 hectare void of the derelict post-industrial landscape left by the closure of the Royal Docks in the early 1980's also hollowed out the community so dependent on that one employer.



The difficulty of attracting alternate uses for the docklands and hence a living for the local community has been compounded by the reality that it in fact lies at the very remotest corner of the London docklands as a whole. The lack of clarity as just what should be done with the Royal Docks, coupled with the legacy owners limited budgets and *laisse faire* approach to development have led inadvertently to a sense of indeterminacy on what this place could or should be. Land hungry uses normally seen as incongruous to urban areas, such as an airport or storage /exhibition sheds make the best use of available sites leaving any notion of integration aside other than that of infrastructure connections.

Ideas of coherence and place making, although alluded to the (now dropped) Royal Docks Spatial Principles document, is forgone in favour of site owner driven visions. This bricolage approach, lack of overt public stewardship, and general uncertainty over the fate of the LBN owned housing stock conspires against stable or growing local economies and cultures.

4. Monopoly - The influence of established land use and ownership

The pattern of uses established through the initial river and dockside industries are fragmenting, but large scale ownerships still monopolise much of the water frontages on river and dockside.

Partly as a result of seeking inward investment via the disposal of large land parcels and with an overt acceptance that this is primarily a business district, public amenity and a more diverse type of economy is not supported. Thus just 6 land owners now effectively control the footprint of the dock operational area, while a similar number control the river frontages. These actors are then well placed to set the development parameters model in their favour, especially when the scale of investment needed to develop these sites provides leverage to relax more onerous planning requirements for certainty of commitment. Despite being the major existing housing land owner, LBN have no declared ambitions for the North Woolwich area, in sharp contrast to others.

Landownership defined by the leftover and thresholds past analysis report (2016).



- ① Landowner: Thos Ward / Occupier: Thos
- ② Landowner: Consortia / Occupier: Unit Warehousing Keuhne & Nagle, Magnet Shipping and others
- ③ Landowner: NESTLE / Occupier: Crosse & Blackwell
- ④ Landowner: Consortia Included BTR Lyeland / Occupier: Thameside Industrial Estate, ex Silvertown Rubber
- ⑤ Landowner: Tate & Lyle, now American Suagars Refinery / Occupier: Thames Refinery
- ⑥ Landowner: UNILEVER / Occupier: Van Den Burgh Jurgens
- ⑦ Landowner: ITT / Occupier: Standard Telephones
- ⑧ Landowner: Newham City Council / Occupier: Various
- ⑨ Landowner: Global Infrastructure Partners & Oaktree Capital Management / Occupier: London City Airport
- ⑩ Landowner: Global Infrastructure Partners & Oaktree Capital Management / Occupier: Travelodge Hotel & Shurgard Self-Storage
- ⑪ Landowner: Transport for London / Occupier: Available
- ⑫ Landowner: Various private owners / Occupier: Private
- ⑬ Landowner: Newham City Council / Occupier: Public space
- ⑭ Landowner: Transport for London / Occupier: Docklands Light Railway

5. Cash machine - Local community, local authority and city development agendas



River frontage of Tate and Lyle refinery 2016

The enduring mantra across successive governments and their associated unaccountable quangos has been to cast the docklands as the scene for a resurgent urban economy where large scale transformational alchemy can be wrought by private investment supported by the liberalised planning environment enabled by enterprise zone status.



Royal Docks Vision: ABP style 2016

This ‘high stakes’ game inherently turns its back on local democracy under the auspice of expediency and the greater good arising from investment no matter how flies in the face of local interest or undermines support for a richer and more diverse mix of uses. This ‘no questions asked’ approach to asset disposal, although clearly generating speculative profits today, risks losing sight of the longer term benefits of a retained public interest.

The Mayor’s rhetoric of Green Enterprise Zone and Arc of Opportunity belies the fact that the real sustainability most likely lies in questioning the shibboleths of a city airport as essential to London’s economy or speculative development as the panacea for the housing crisis.

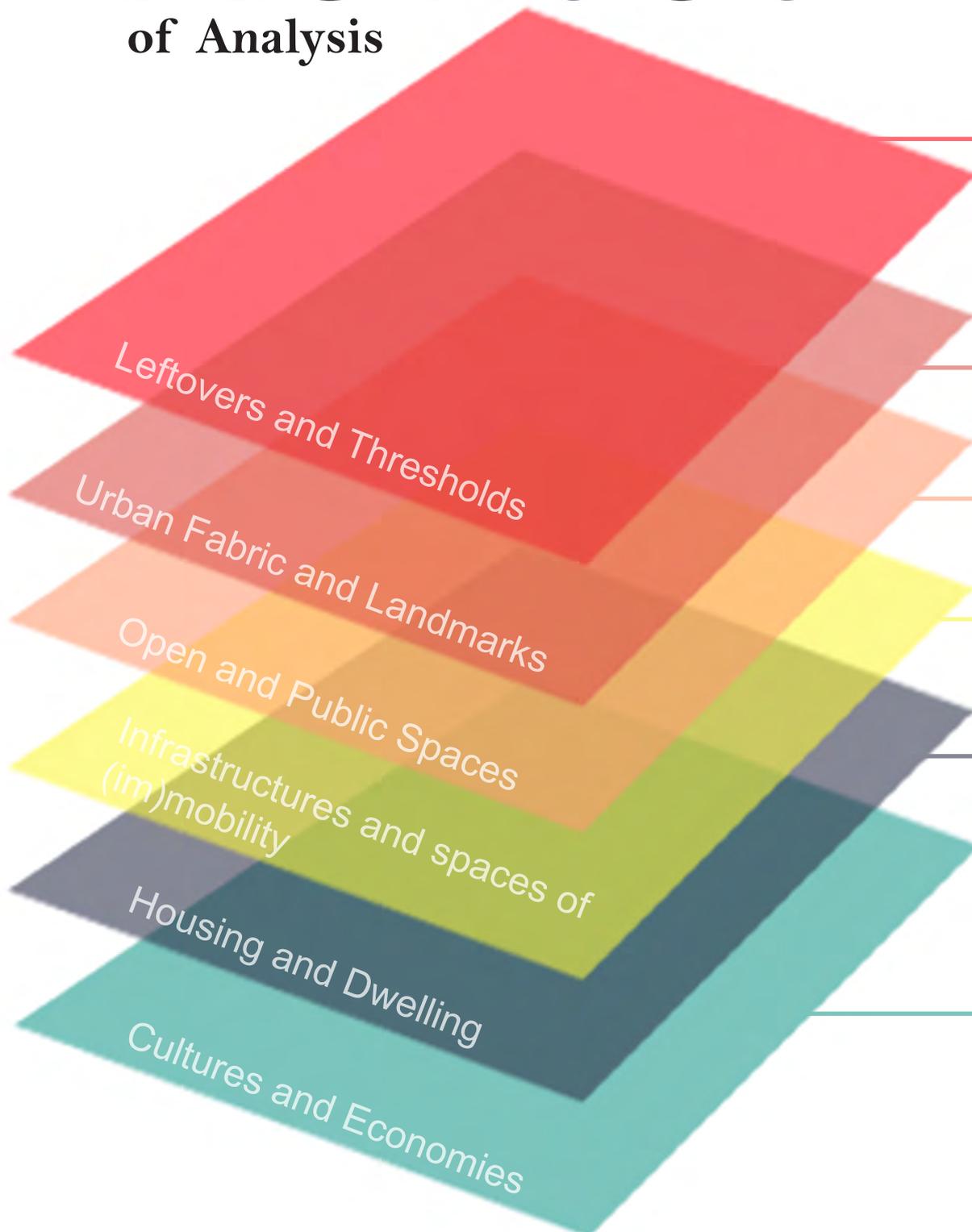


Development deal sealed @ GLA 2016

2. Critical Identification of Potentialities and Weaknesses

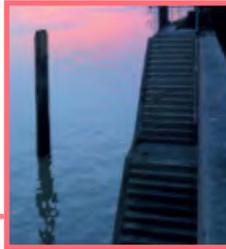
Lenses

of Analysis



Weakness

A large amount of leftover and abandoned buildings and spaces desolate the area. Whilst the airport and river Thames actively create a barrier for the residents.



The area is a product of its historical Royal Docks use, producing a confusing modern urban pattern for local residents. There are significant numbers of landmarks such as the river Thames.



Presence of industry creates an enormous amount of need for public space for parking and services. This doesn't directly serve the community. Noise and air pollution negatively affects the well-being in the area.



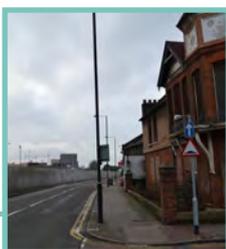
Lack of coordination amongst scales of transport and mobility. Neglected infrastructure creates a situation of strenuous mobility



Overcrowded housing and mounting house prices provides a striking example of the current London housing crisis. Dwellers encounter many mobility issues, with the Tames river posing for some as "the Berlin Wall".



Site of cultural and economic transition. Hit hard by the economic crisis in 2008, the passerby does not witness local cultural materiality.



Potentiality

Leftover space offers great potential in re-using and transforming the local area. Thresholds, spaces of negotiation and mediating zones, hold potential for communication between two different and opposing environments.



Strong landmarks exist in the locality: Asta and Fight for Peace community hubs. The fabric of the city holds potential in its low density and low rise buildings, potentially making it a nice area to live in.



The neighbourhood is rich in public spaces, with potential to transform.



Incredible nodes of transport existing in the area, with great potential: via the river Thames: ferry, or by air: London City Airport, or by land: bus, DLR, car.



There is a strong residents group living in the area, despite the amount of people who pass through this area. There is a great cohort of young people under 14 residing in the neighbourhood.



Scratching at the surface, one finds a surplus of local skills, who are waiting to put to use. The area beholds an abundance of local heritage from the Royal Docks.



The 6 lenses of analysis, conveyed through the previous critical analysis reports have highlighted main issues experienced by East Silvertown and North Woolwich locals, but also strengths with which to build upon.

Isolation

The geographical and odd physical layout of the area (due to its historical past) has led to a great sense of isolation:

1. **Infrastructurally:** through its limited mobility despite a wide array of transport.
2. **Psychologically:** through the physical barriers, such as the inaccessible river Thames, and the concrete Crossrail rail road cutting across the area.



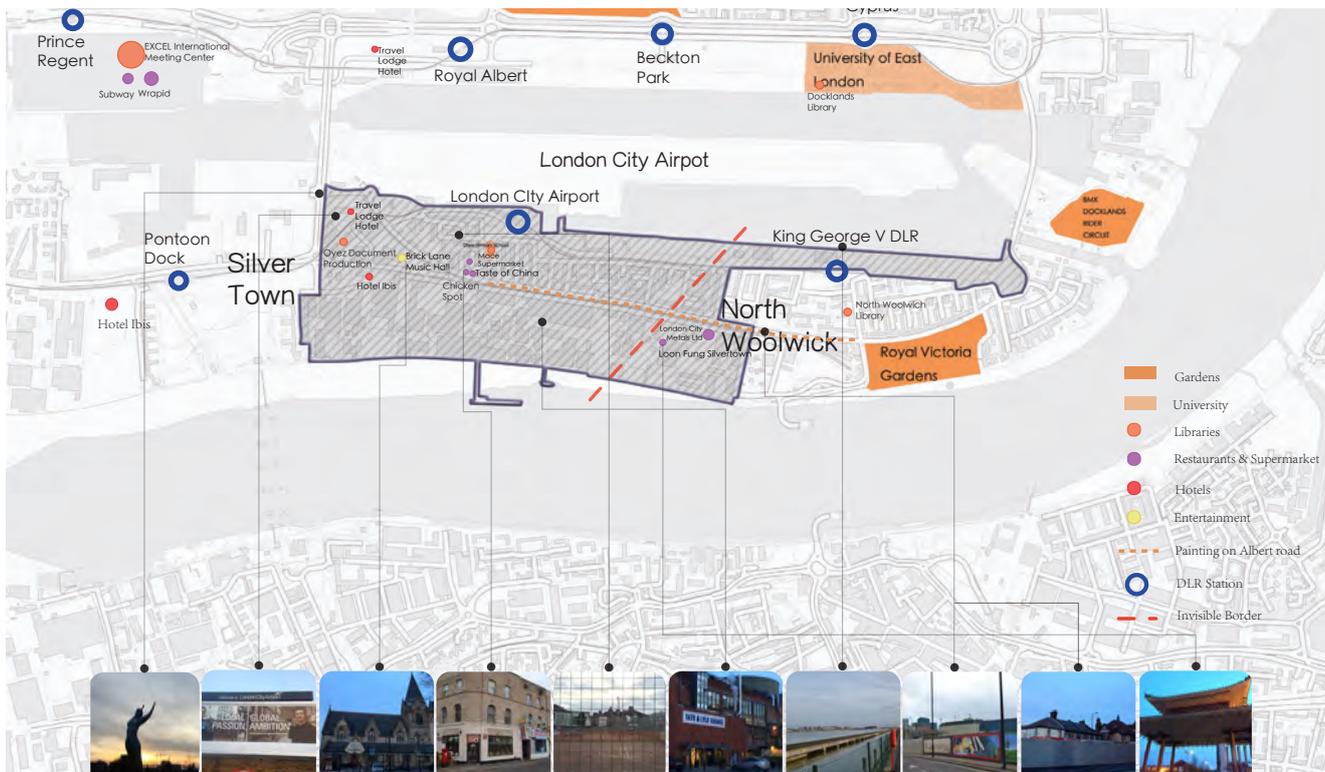
1.



2.

Deprivation

Concurrently, economic and social deprivation is a fact of everyday life in the landscape of this area. With high rates of unemployment (8.8%), whilst being the 3rd most deprived area in the UK. The London housing crisis has also hit the area with the borough being the most overcrowded at 25.2%, with rents continually rising, leading to high levels of unseen homelessness.



Although this depiction could be perceived as bleak, there lies great potential in leftover spaces, and in the diversity of the socio-economic assets located in the neighbourhood amongst skilled and talented entrepreneurial residents. The geographical enclavement enforced by major industrial and transport infrastructure can also be translated as major economic funds and resources to be injected through Corporate Social Responsibility mandates. **Our vision and strategies try to respond to these weaknesses by using it to their advantage, whilst producing a very different narrative to the Royal Docks Vision.**

3. Vision

We envision to carve out our design response as an alternative to traditional, profit-led current redevelopment projects in Greater London. In a context of intense globalisation and massive urban sprawl, the urban poor are regularly forgotten in these visions of new developments, concerned mostly about getting the ‘outsiders’ (visitors) in rather than satisfying the requirements of the ‘insiders’ (locals).

This narrative of ‘forgotten’ stems from current research on the effects of globalisation for the urban poor of the so called “global south” with Gavin Shatkin stating that there is a trend of *Planning to Forget* (2004). Although his research is located in the Philippines, with informality in particular, we can draw observations and trends in the development process that can reflect the current situation in East Silvertown and North Woolwich visibly show signs of being *forgotten* in this current climate, and we wish to .

To solve the several social and economic issues raised in the synthesised urban analysis, this design response aims at engaging with issues surrounding the outputs of regeneration including gentrification, and largely putting into focus the already-existing local physical and social assets present in East Silvertown and North Woolwich.

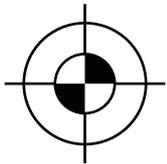
Our design proposals will rely on the skills, talents and cultural diversity of local residents and empower them while building on the unique physical location of the neighbourhood. An essential emphasis in this design response will be on easing the potential interactions within the area, and on strengthening its connectivity with neighbouring ones. Furthermore, our design response will be directed towards the development of elements that represent the cultural aspects of the local community while inviting and contributing to the emergence of a strong sense of place. In order to build a socially, economically and environmentally sustainable neighbourhood, we will favour actions aiming to achieve a resilient, participative and cohesive community.

4. Principles

These principles underline our current vision of **contesting** the **global narrative** in the redevelopment of the Royal Docks and centres on the local economic, socio-cultural and political locality.

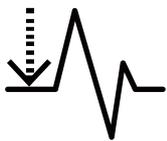
The **prefix “Re-”** symbolises this very **potential** found in the **local**, and acts as a tool to activate and transform the current situation. Each principle is both **interdependant** on the success of the other, however the implementation of one would already be a significant act of **resistance** towards the current regeneration paradigms.

Re-



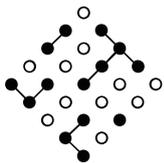
Calibrate

Current spatial vision critiqued and rebalanced to reflect local specificity. Duty of the city, LA, landowners and designers emphasised



Activate

Innovative ideas around local empowerment and spatial agency: Local Assets - Local Benefits, CLT ownership: Housing / employment



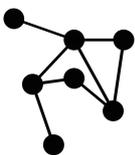
Programme

Adjusting the spatial vision via interstitial activism: Counter projects, SMXL, support for upscaling and maturation of activist practices



Appropriate

The meanwhile uses & Re-cycle leftover spaces and abandoned buildings



Connect

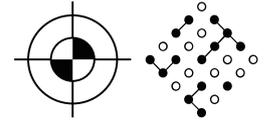
Through networking and collaborations with others /accessibility / inclusiveness

5. Guidelines

In order to perform a “Re” action, we have outlined basic instructions (guidelines) that lie at the core of each principle. Some touch upon several principles, illustrating their interdependencies.

We propose to rewrite the local narrative by creating a new regeneration paradigm. These guidelines set out to empower local communities to become active participants in development processes and beneficiaries of optimising latent potential of local assets as real stakeholders. This is done by establishing and enhancing leftover and abandoned spaces.

Recognise the significance of **locality**, recontextualising it within the borough and the city.



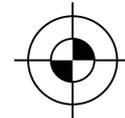
Empower the local community, by involving them in decision making and in expressing their needs



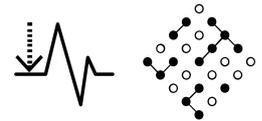
Work collaboratively between the institutions and the 'community' by using an embedded urban regeneration project



Create a new local narrative and vision for the Royal Docks for the neighbourhood



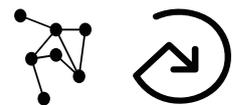
Establish a new system of land ownership and housing market to create a counter narrative



Prioritise the cultural and creative industry and enable local employment opportunities



Break through the physical **barriers** to create a permeable neighbourhood (Woolwich / River Lea etc.) and connect with neighbouring localities



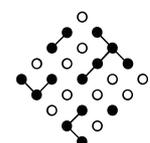
Enhance public spaces to gain access to the river and dock side waterfront



Bring into **productive** use the **forgotten** and **leftover** local latent resources



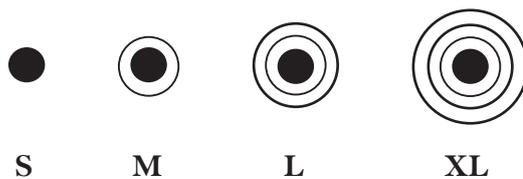
Establish an **open design framework** that will enable flexibility to accommodate future change, ideas, and needs

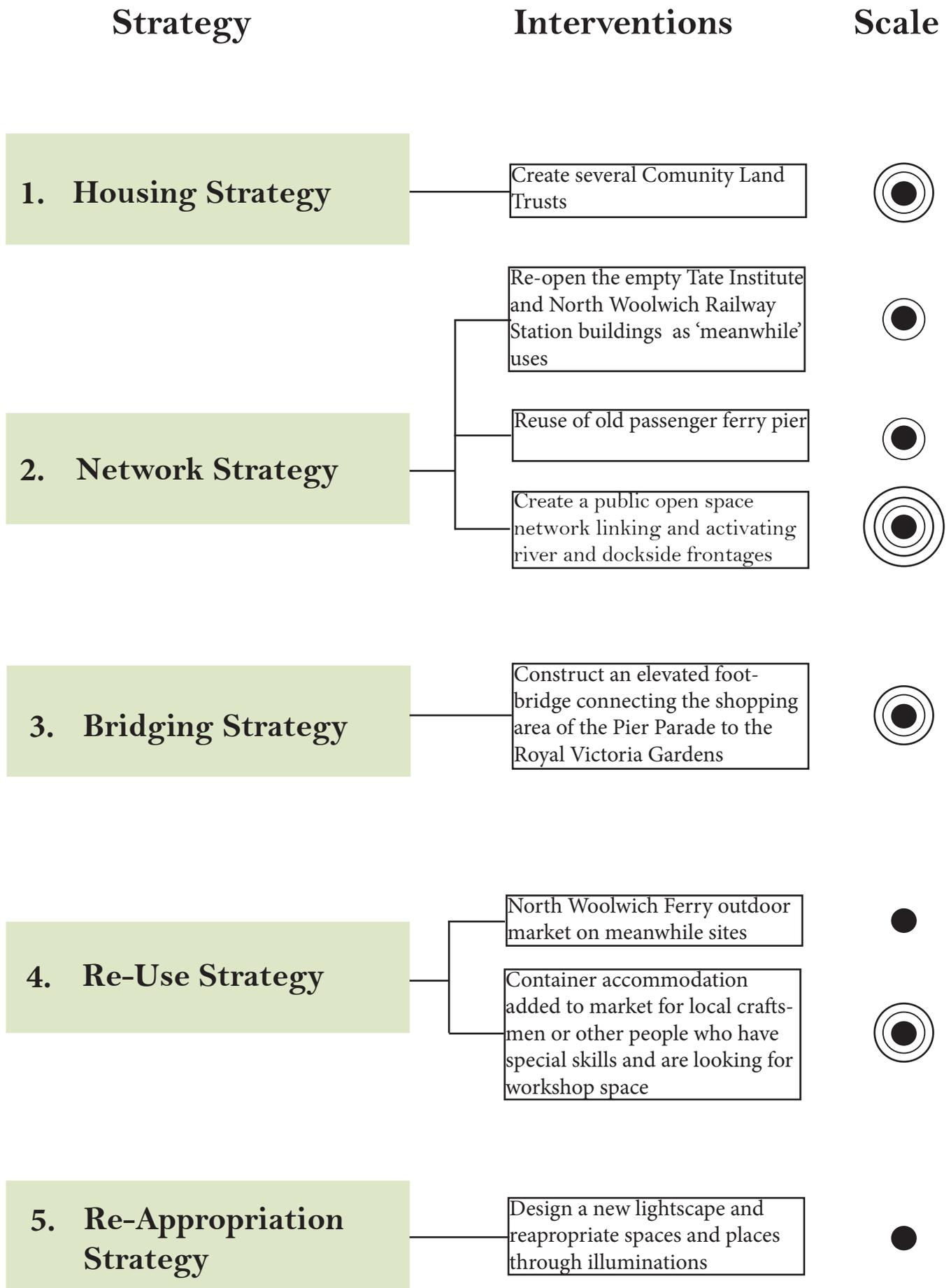


6. Strategies

The 5 separate strategies proposed have been developed in response to the specific challenges and opportunities identified via the area analysis and utilising the 5 development brief principles as reference points. The chosen strategies seek to outline the typical range of interventions necessary to achieve real empowerment and support prolonged effective engagement with stakeholders over forging a shared vision, set against the necessity to seize the opportunity to make incremental change wherever possible.

The strategies envisage the necessity for parallel interventions from a macro to micro scales. The reference of S,M,L,XL (small, medium, large and extra-large) is used consciously to convey the reality that various layers of the vision of the area are scale interrelated and not a sequential approach that tends to marginalise local actors, divides key decisions into the preserve elite specialists and stifles opportunities for upscaling/empowerment via counter project realisation.





Actors Diagram

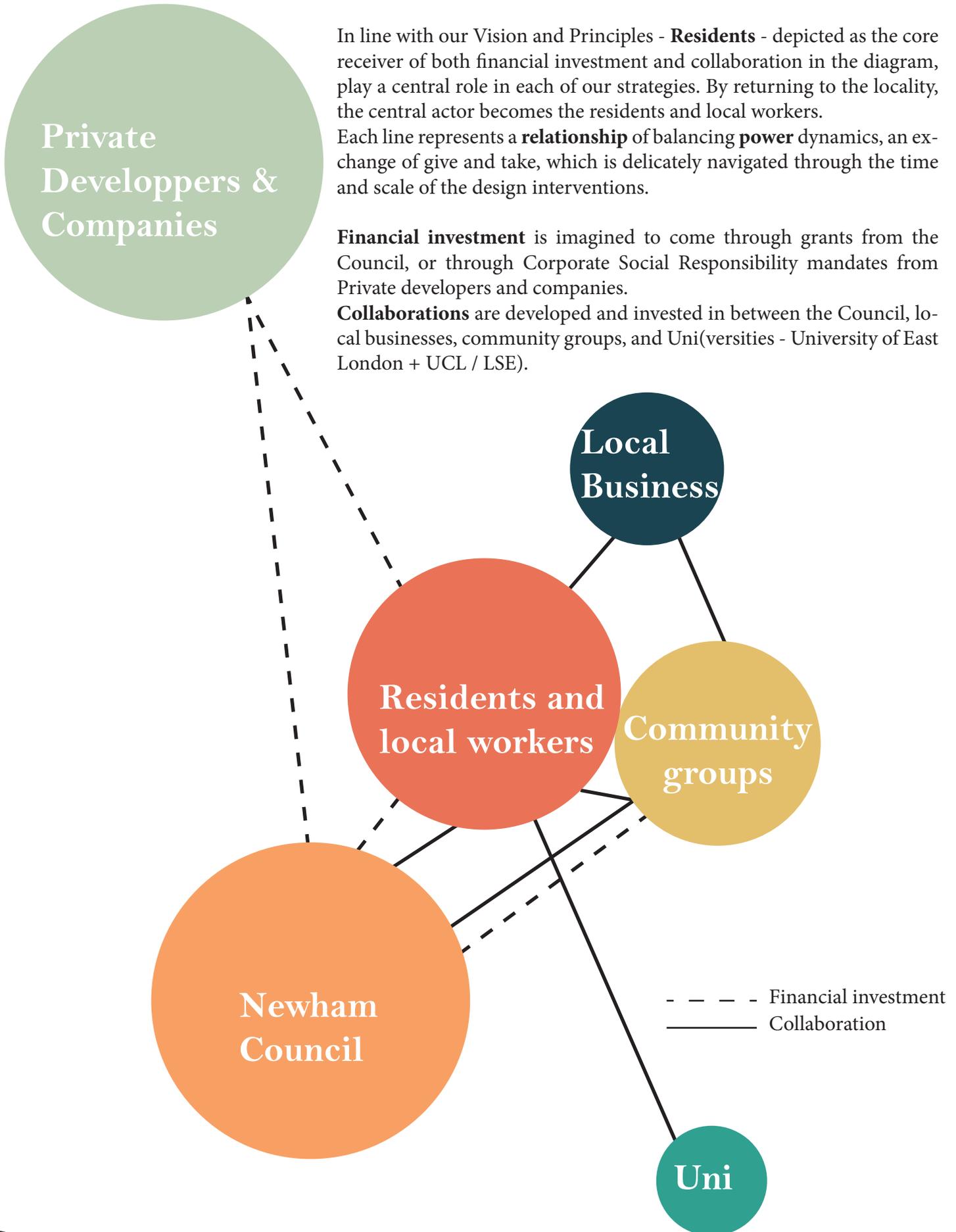
This diagram depicts the main actors running throughout our strategies that produce East Silvertown and North Woolwich's landscape.

In line with our Vision and Principles - **Residents** - depicted as the core receiver of both financial investment and collaboration in the diagram, play a central role in each of our strategies. By returning to the locality, the central actor becomes the residents and local workers.

Each line represents a **relationship** of balancing **power** dynamics, an exchange of give and take, which is delicately navigated through the time and scale of the design interventions.

Financial investment is imagined to come through grants from the Council, or through Corporate Social Responsibility mandates from Private developers and companies.

Collaborations are developed and invested in between the Council, local businesses, community groups, and Uni(versities - University of East London + UCL / LSE).



Housing Strategy

Develop a sustainable neighborhood and affordable housing through Community Land Trusts

Community Land Trusts (CLT) provide a radical solution through re-activating and re-programming the vision of housing and land ownership in the Royal Docks area to problems of social exclusion, and unaffordable housing. Not only will building organisations like this create long term affordability but it will give residents 'collective control' over land and other assets that surround their neighborhood.

Future generations will be empowered through the creation of CLT's as every buyer will be able to purchase a house that is affordable and will be an investment towards a sustainable home ownership.

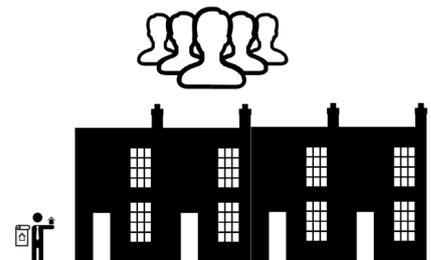
How?



Those interested and organised in the neighborhood work together to form a CLT (either as a charity or cooperative). The land is given over as a gift or it is bought.



The CLT then owns the land ran by ordinary people to develop and manage homes as well as other assets important to that community, like community enterprises, food growing or workspaces.



Housing Intervention - 1

Create several CLT's (outlined in yellow) based upon new urban grain and main routes through the area.

- Arrange local stakeholder groups to visit precedent CLTs and form networks with these to assist with evaluation of a suitable form for North Woolwich community.
- Agree with local community and LBN on viable CLT neighbourhood sizes and boundaries.
- Implement pilot CLT prior to roll-out.
- Develop a shared vision of the locality that reiterates the principles of re-activation and re-calibration, in which the community is now a responsible and informed 'player' rather than a token consultee.



L Intervention

Actors

Council, Community, Land owners, Directors representing residents from the local community (Eg: leaseholders), Non local community representatives (eg: surveyor), Directors representing broader community/public interest, SME house builders /house building industry (CLT itself)

Funding

Lotterty funding as social enterprise organisation for intial 3 years and legal costs £250-500k and then as management fee with assumed estate upkeep duties transferring from London Borough of Newham.



Visualisation of 5 possible CLT boundaries in the neighbourhood - Authors own

Network Strategy

Connecting and activating routes directly through the hidden riverside and dockside assets

Concept

This strategy necessitates the parallel interventions from a macro scale with adjustments to the LBN spatial development strategy to recognise the potential of river and dockside in this area, to micro catalytic temporary installations to demonstrate viability and build identity/capacity for the neighbourhood. It is taken as central to this strategy that through these interventions the Royal Docks Vision Parameters for Development is recalibrated to reflect a more balanced approach that includes North Woolwich within the wider logic of diverse integrated urban quarters benefitting from the opportunities offered by legacy waterfront sites and planned change in use over time.



Visualisation of connecting and Activating Riverside and Dockside - Authors own

Network Intervention - 1

- Reopen the empty Tate Institute and North Woolwich Railway Station buildings as 'meanwhile' uses for workshops and small business as per Blackhorse Studios and Workshop East projects (<http://www.workshopeast.co.uk>).
- Create a Community Interest Company where all income is channelled back for the upkeep of the workshop and developing the organisation. Creating a visible point for local 'making and creativity', to allow people to develop practical skills, their businesses, and their opportunities. Supports the principle of re-appropriation via the reuse of derelict buildings.

Actors

Local community groups, Workshop East or similar, LBN training colleges, Tate and Lyle and Network Rail (as owners)

Funding

£200-400k. Community Infrastructure Levy from adjacent developments. Loan for build cost against workshop rental income, assumed peppercorn lease cost by owners, Lottery funding as social enterprise.



S / M Intervention



Blackhorse Workshop. 2015. A Fully equipped open access wood and metal workshop. Date Accessed: 2016. <http://www.blackhorseworkshop.co.uk/>

Network Intervention - 2

- Reuse of old passenger ferry pier.
- Create a new landing for an extended river ferry service and event space with salvaged barges. Northern end of connection from the pier extended beyond the King George V DLR station to create the other end of the route from river to dockside, terminating in a moored historic ship as a Royal Docks museum, education and resource centre.
- Supports the LBN 'Blue Ribbon' Core Strategy 2012 policy to open up waterfronts for public access and diversified use.
- Re-connects river, community and dockside, so following the 5th principle for the development brief.

Actors

TfL, Port of London Authority, LBN, City Airport, Local community groups

Funding

£1-2m. Community Infrastructure Levy from adjacent developments, GLA and LBN support as catalyst projects for their Royal Docks Vision.



M Intervention



Huff Post Entertainment United Kingdom. 2016. Grounded boat The Duke of Lancaster attracts street artists from around the world. http://www.huffingtonpost.co.uk/2013/02/12/graffiti-boat-wales_n_2670537.html

Network Intervention - 3

- Agreed local development framework and phased delivery for a public open space network linking and activating river and dockside frontages.
- New public access and relaxation of industrial use class to include green/creative technology/entertainment etc will animate the waterfronts now made accessible. Floating island gardens and dockside/community squares projects act as destinations and adding value to the currently closed/inaccessible worlds.
- Dockside and riverside connections back to the DLR and along waterfront boardwalks connecting the major parks and dockside creating a local walkable, accessible and cycleable circuit.
- This move effectively re-programmes the current development logic of continuing mono-use and unchallenged monopolising of waterfronts and access rights across the area.

Actors

LBN, GLA, local land owners (including CLT's), local community groups

Funding

£20-50m. Community Infrastructure Levy from development rights accruing from change of use, GLA and LBN support as infrastructure enabling projects for their Royal Docks Vision.



L / XL Intervention



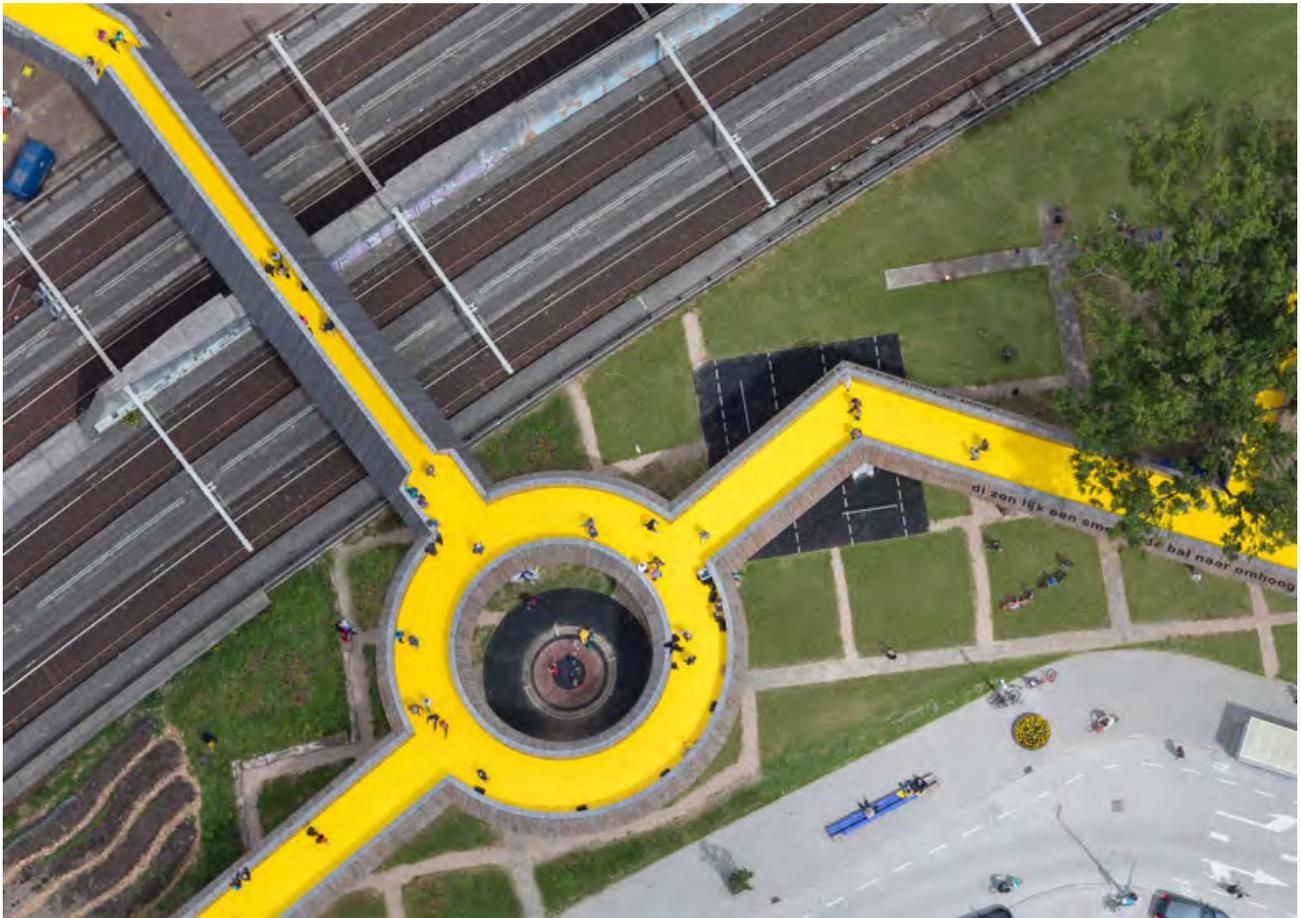
Floating Island International. 2016 Leviathan Treatment Wetland. <http://www.floatingislandinternational.com/products/leviathan-technology/>

Bridging Strategy

Enhancing the pedestrian's experience by bridging areas of interest

Concept

To use a pedestrian transport infrastructure in order to not only re-connect, improve mobility for pedestrians and revitalise the area, but to also create a unique cultural landmark for residents to identify with.



Bridge in Rotterdam - crowd funded to re-connect isolated parts of the city - image from DeZeen Magazine (2016): <http://www.dezeen.com/2015/07/16/luchtsingel-elevated-pathways-bridges-rotterdam-cityscape-zus-architects/>

Bridging Intervention - 1

- Create an elevated footbridge connecting the shopping area of the Pier Parade to the Royal Victoria Gardens – an area of interest and leisure highly valued by local residents.
- Organise a design competition among local actors (e.g. University of East London) by LBN to propose the most adapted and innovative design, while local residents could elect their preferred option.
- Make available the Old Railway Station building for bottom-up initiatives such as collective urban garden, art studios, workshops as well as other spaces for residents to start up an activity.
- The entire community would directly benefit from increased opportunities while the foundations for proactive and participative regeneration of the neighbourhood would be laid.

Actors

London Borough of Newham (LBN), University of East London & educational institutions in Greater London, Local Residents

Funding

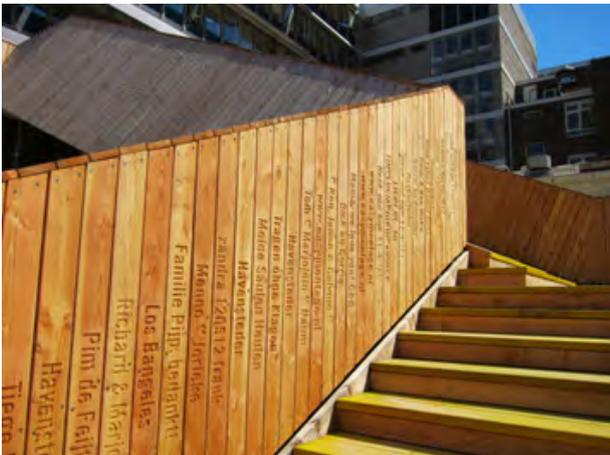
£1m for a 400-metre bridge. The bridge could be partly crowd-funded by local residents who could see their name displayed on the bridge after completion.



L Intervention

The main objective of this bridge is to create a sense of place for residents, by building such a landmark project which highlights their location next to the River Thames and gives them importance as pedestrians over all the other transportation projects like the Crossrail and DLR which were clearly not designed for their own sake.

Over the long-run, this project could be expanded to the rest of the study area towards East Silvertown and end as an elevated circuit or network linking all the areas of economic and leisure interest, community centres, DLR stations, etc.



Bridge in Rotterdam - crowd funded to re-connect isolated parts of the city - image from DeZeen Magazine (2016): <http://www.dezeen.com/2015/07/16/luchtsingel-elevated-pathways-bridges-rotterdam-cityscape-zus-architects/>

Re-Use Strategy

Capitalize on 'meanwhile' uses of empty sites/spaces to support local economy

Concept

The local authority's development policies intention is to seek large scale coordinated schemes that will deliver coherent urban regeneration design solutions. This, and the land owner's wish to realise increased land values via development consent, has the effect of leaving many empty sites disused over several years. The scale of some sites and their close proximity to DLR and Woolwich Ferry offers the opportunity to create temporary event spaces for markets, workshops/studios. This has worked effectively on meanwhile sites using customised shipping containers as the building blocks eg Boxpark - <http://www.boxpark.co.uk/>.



Empty and Abandoned spaces defined by the leftover and thresholds past analysis report (2016).

Re-Use Intervention - 1

- North Woolwich Ferry outdoor market on meanwhile sites capitalising on river frontage, transport linkages and trader vehicle parking off road to make a weekend offer.
- Local accessible day market & night market emerges by making use of the site
- Attract more craftsmen to open their stalls on the market

Actors

LBN, GLA, local land owners, local community groups negotiate lease

Funding

£ 100- 200k. Community Infrastructure Levy from development rights accruing from change of use. Repaid as loan once the community enterprise structured market charges for stall holders.

● S Intervention



Visualisation of the re-use of public and leftover space. Market just outside the Tate and Lyle factory - Authors own

Re-Use Intervention - 2

- Container accommodation added to market for local craftsmen or other people who have special skills and are looking for workshop space.
- Restaurants and retail outlets added for local made produce.
- Venue for hosting unique holiday events & festivals.
- Gradually increased local rate of employment and local economy; brand effect and attract tourism.

Actors

LBN, GLA, local land owners, community market social enterprise to renegotiate lease.

Funding

Banks could provide low rate of loans for local community or craftsmen;
Local developers could invest in this project to improve business environment



M / L Intervention



Boxpark Market Place. <http://www.boxpark.co.uk/>



Re-Appropriate Strategy

Transform lightscapes to enhance locality

Concept

Lighting plays a significant role in our everyday life, it is a powerful and simple tool to change a space or a neighbourhood. Research has shown that there is a direct correlation with social and underprivileged housing areas and bad or inadequate lighting. Light structures the kinds of social practices and interactions we enter into at home or on the street, how safe we feel and how well we can navigate through social spaces. We can help to improve the sense of place and sense of security in the neighbourhood of East Silvertown and North Woolwich by producing visible change and a tangible tool to re-appropriate the neighbourhood with limited resources and powers to change the city's topography.



The Social Light Movement website (2016)



Configuring Light/Staging the Social research workshop at the Whitecross Estate (2014)

Re-Appropriate Intervention - 1

- Create a collection of illuminations for a one week public exhibition, inviting local artists from the area to produce a lighting nightscape along the crossrail wall, over the summer, as a response to the spatial barriers in the neighbourhood.
- Collaborate with The Social Light Movement to produce a 3 month long project in the borough and propose to transform the lighting structure of the area, involving the locals in thinking about how light can be a transformative and powerful tool to produce a change in the area. This can be a project that runs throughout a summer, with the possibility of it becoming a tangible long term transformation of the neighbourhood.
- Produce a report with the Social Light Movement, strategic light transformation in the neighbourhood can be rolled out throughout the borough headed by Newham Council. Producing a long standing change in the lighting structure throughout the nightscape.

Actors

The Social light movement, LSE Cities, Configuring Light/Staging the Social, Local artists, LBN.

Funding

Funded in part by The Social Light Movement, and through Newham Council grants (<https://www.newham.gov.uk/Pages/Category/Grants.aspx>) + in-house collaboration with artists / design groups.



S / M Intervention



Visualisation of a possible re-appropriation of the nightscape in the area outside the Tate and Lyle factory - Authors own

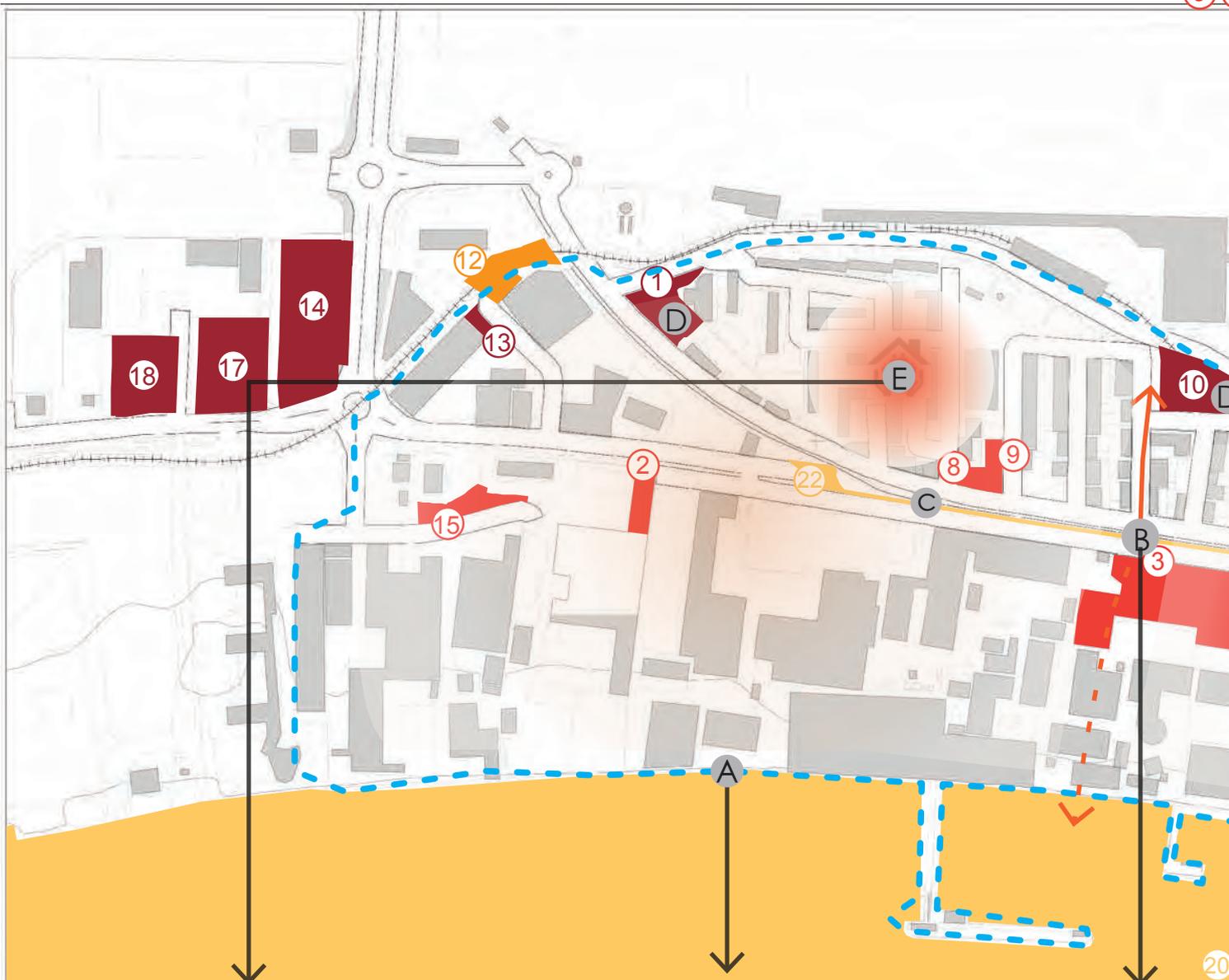
SPATIAL INTERVENTIONS OF STRATEGIES

EMPTY SPACES

Those are limited areas that have no buildings on it and have no use

- ① ⑦ ⑩ ⑪ ⑬ ⑭ ⑰ ⑱

Those are limited areas that have no buildings on it and have no use



STRATEGY A



STRATEGY B

strategy E

ABANDONED

These areas are the ones that used to have a purpose or use in the past, but not anymore. This category includes inhabited housing buildings and closed factories and institutions. These places constitute part of the history of the site, most of them were landmarks.

③ ④ ⑤ ⑥ ⑧

⑮ ⑯

INTERSTITIAL

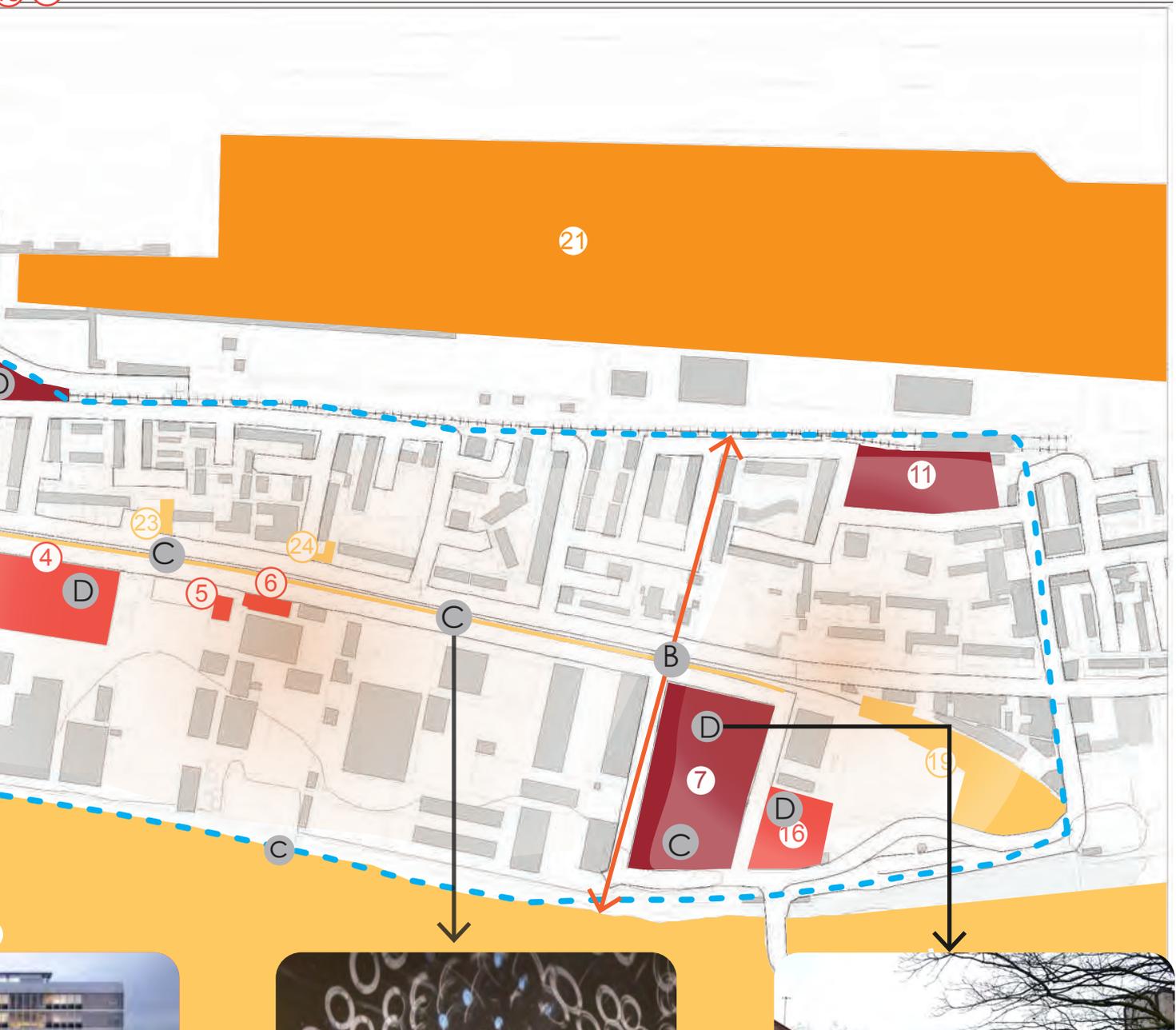
Those spaces are located in between two areas or two parts of a same area

⑫ ⑰

MARGINAL

Those are spaces that physically or mentally have been put in the edge or mark limits into the city. Also are spaces which its use is undefined

⑱ ⑲ ⑳ ㉑ ㉒



STRATEGY C



STRATEGY D

Conclusion

The area composed of East Silvertown and North Woolwich represents one of the most deprived areas in the United Kingdom, and is part of the “Arc of Opportunity” as the Greater London and Newham authorities like to call it. This contradiction gives a glimpse of the numerous social and economic issues the local residents are facing in addition to the lack of interest they are shown, and is an opportunity to provide a design response that contests and offers an alternative to the traditional redevelopment strategies currently being envisioned by the GLA and the London Borough of Newham.

It is important to recall that the area of study was not originally conceived and developed for residential purposes, but for a London’s hub of industry and international trade. Following the massive economic and social shock largely caused by the closing of the Royal Docks, the place has grown even more inappropriate and impractical for residential purposes. The economic decay ensuing made East Silvertown and North Woolwich progressively more isolated (both in terms of infrastructure and

psychologically) and more deprived (economically and socially).

In the hope of solving the challenges depicted earlier in this report, and grounding our reflections on our own observations and analyses, we have developed a vision and set of principles, guidelines and strategies that could offer a feasible alternative to the neighbourhood’s urban regeneration potential around these precise values: local community empowerment, connectivity, sustainability, and identity. These propositions were crafted according to a carefully established analysis of the place’s strengths, weaknesses, opportunities and threats inherent to the location and its population. This approach is essential to our reflexion, and was subsequently reflected in our principles: Re-Calibrate, Re-Activate, Re-Programme, Re-Appropriate and Re-Connect.

We believe the following summarised propositions will successfully bring life back to the area:

- The creation of a Community Land Trusts to achieve affordability of housing while offering the community empowerment and control over its assets;
- The creation of a network around the area for pedestrians and light vehicles (e.g. bikes) in order to increase connectivity, accessibility and increase the convenience of circulation, but mostly to recognise and value the unique potential of the area in terms of landscape and location by the River Thames;
- The reopening of abandoned buildings as meanwhile uses to encourage residents to engage in creative and economic activities (e.g. the Tate Institute and the North Woolwich Railway Station);
- The creation of a landmark footbridge to value pedestrians, increase connectivity, foster identification to the area and ease the development of cognitive connective maps of representation in the residents’ minds;
- The creation of a set of unique illumination installations and lightscapes to enhance the social experience and atmosphere of the locality.

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