

# LEEGATE - A PEOPLE FRIENDLY PLACE

## URBAN DEVELOPMENT REPORT

### TEAM

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# INTRODUCTION

Lee Green is a medium sized urban area near the Lewisham/Greenwich borough boundary area, close to the South Circular and serviced by one London Overground station. It is the subject of redevelopment plans by St. Modwen Properties of the 1960s Leegate shopping centre which is currently mostly closed down.

Our vision for further development in Lee would create a people-centred environment which aims to build community cohesion by providing spaces for the free expression of everyday life, improving the 'right to the city' (Lefebvre, 1968) for local residents and visitors to the area. Currently many open and public spaces are traffic and shopping oriented which limits participation in everyday life located in urban space. Providing good accessibility to improved spaces for all groups including those with pushchairs or mobility problems is also a priority.

We aim, by linking our designs with the existing urban fabric, preserving heritage aspects and connecting spatially with St. Modwen's plans, to intensify the idea of local identity for Lee Green. Other important concerns are: increasing green features and reducing traffic pollution, providing linked cycle routes and improving night-time recreational activities in the centre by promoting safety. In line with cross London planning priorities for building new homes, we have included capacity for quality new and affordable housing with parking alongside space for commercial premises and community-run organisations.

Our critical design response begins with an outline of Lee with analysis of urban issues and the background in the Planning policy framework for our development proposals in Lee Green.

A breakdown of strengths and weaknesses within the current urban fabric follows to better inform our strategy for interventions in a number of potential sites at Lee Green, including an overriding vision plus a set of guidelines for practice.

Greater detail for separate elements of the design parts is provided for: Land Use, Streetscape, Green Space, Connections/Links, Parking, Temporary Uses together with guidelines for the design.

Site Specific Design Proposals for large scale interventions are proposed; followed by concluding remarks.

# CONTEXT

## LEE TODAY



1. A20 traffic at Lee Green crossroads

Lee lies on the boundary between Lewisham and Greenwich boroughs and lies close by the notorious and unpopular South Circular; London's ring road which frequently suffers with daily congestion and is a major source of traffic pollution. Despite traffic related problems, it is an ideal place to live in many other ways: plenty of open green space, active community groups and arts/cultural organisations. In the last London Plan, Lee was identified as an area for Intensification, suitable for commuters to buy homes and easily travel into central London.

What is lacking is an upscale urban centre, good infrastructure, variety of leisure opportunities, range of shopping and good restaurants, necessary to entice middle and upper income groups. Development of other sites alongside that which is planned for Leegate by St. Modwen would promote the area's development and provide London with urgently needed housing capacity.

Historical land ownership has handed down a number of heritage buildings including the Manor House (built 1772) which act as mental markers in a shared community imaginary of Lee and will be extremely important to any development scheme. Despite some traces of Lee's once rich cultural heritage, the large Sainsbury's situated adjacent to the urban centre is presently the key focal point of the area. Many shops, including within the Leegate centre, are closed permanently.

The development of the South Circular (1920s onwards) and the increasing dominance of car travel would have changed the spirit of the small urban centre surrounded by Victorian buildings to that of a thoroughfare area connected to increased traffic on the A20 cutting through the underdeveloped centre.

Car and bus travel has been allowed to dominate urban design in Lee Green; the large Sainsbury's opened in the 1980s and provides a key focal point for local residents and those visiting from further afield to do their shopping. The megastore's opening effectively caused irreversible decline for the neighbouring Leegate Centre (b. mid-1960s), as shopping and retail patterns developed. Both areas are over-sized retail heavy areas with multi-storey car parks tacked onto each site which currently dominate Lee's identity with negative effects.

The Leegate site is now the subject of a large scale development project, managed by St. Modwen. Plans reveal a Lee transformed into a more modern and competitive urban centre with new homes, green open public spaces and improved commercial areas.

We can place this development plan usefully within the context of rapid expansion of London's suburbs as it grows exponentially as a global city which has developmental problems such as quality housing shortage and a diverse community which may not interact easily.

# PLANNING POLICY

## 1. New Urban Agenda, 2016

In consideration of the new urbanization trend in twenty-first century, the New Urban Agenda was proposed by the United Nations Conference on Housing and Sustainable Urban Development (Habitat III) in 2016. The broad objective of this is to reaffirm the commitment to achieve "sustainable urban development" (Habitat III: 3,2016). For this, the agenda clearly proposed their "cities for All" vision:

"... referring to the equal use and enjoyment of cities and human settlements, seeking to promote inclusivity and ensure that all inhabitants, of present and future generations, without discrimination of any kind, are able to inhabit and produce just, safe, healthy, accessible, affordable, resilient and sustainable cities and human settlements to foster prosperity and quality of life for all" (Habitat III: 5,2016).

## 2. National Planning Policy

### 2.1 National Planning Policy Framework, 2012

The government's planning policies for transforming city better in England is generally guided by the National Planning Policy Framework. It requires local authority to carry out their development plan in accordance with a certain of shared standard. Regarding the standard of design, the framework requires local development plan to recognize a criteria that "good design" should "contribute positively to making places better for people" and "establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit" (NPPF: 15, 2012).

### 2.2 Planning Practice Guidance, 2014

To put NPPF into practice, the UK government published Planning Practice Guidance in 2014. The section on design emphasizes on the guidance that promotes a network of greenspaces and public places. It states that "Development should promote public spaces and routes that are attractive, accessible, safe, uncluttered and work effectively for all users – including families, disabled people and elderly people" (Paragraph: 009 Reference ID: 26-009-20140306).

## 3. Regional Planning Policy

### 3.1 London Plan, 2016

The London Plan sets out the overall strategic plan for London. This is an integrated framework that seeks to promote "sustainable growth" in London by appropriately coping with urban challenges in term of economy, environment, transpiration and society. There are some important policies referring to the Lee Neighborhood Area.

- Strategically, the plan positions Lewisham as a crucial "sub-region" in East London. And, it "contains a series of centers with scope for intensification, regeneration and renewal" (London Plan: 365, 2016). However, it is also recognized that this area is suffered from the poor quality of legibility and traffic.

- In practice, key to the area is the improvement of its congested traffic. Policy 6.4, for example, reveals that the Mayor of London is producing a proposal for improving accessibility and the resilience of local transport networks in East London. It clearly states that "These will complement

the Jubilee Line crossings, DLR Lewisham and Woolwich extensions..." (London Plan: 252, 2016). And, there is a cycle superhighway from Lewisham to Victoria that is expected to be constructed before 2015.

## 4. Local Planning Policy

### 4.1 Lewisham Core Strategy Development Plan Document, 2011

In 2011, the local authority produced the Lewisham Core Strategy that sets out the vision and objectives guiding developmental regeneration in the borough over the next 15 years.

- The Core Strategy's vision is: "In 2026, the regeneration and physical transformation of the London Borough of Lewisham will meet the needs and aspirations of existing and new residents and visitors by creating a sustainable, vibrant, exciting suburb on the edge of inner London, which supports safe, attractive and diverse communities where local people are at the heart of the regeneration process".

The document next put forward the strategic objectives representing the key planning outcome the Core Strategy is designed to realize. Many of these objectives concern how to enhance the character of Lee Forum Neighborhood Area, including:

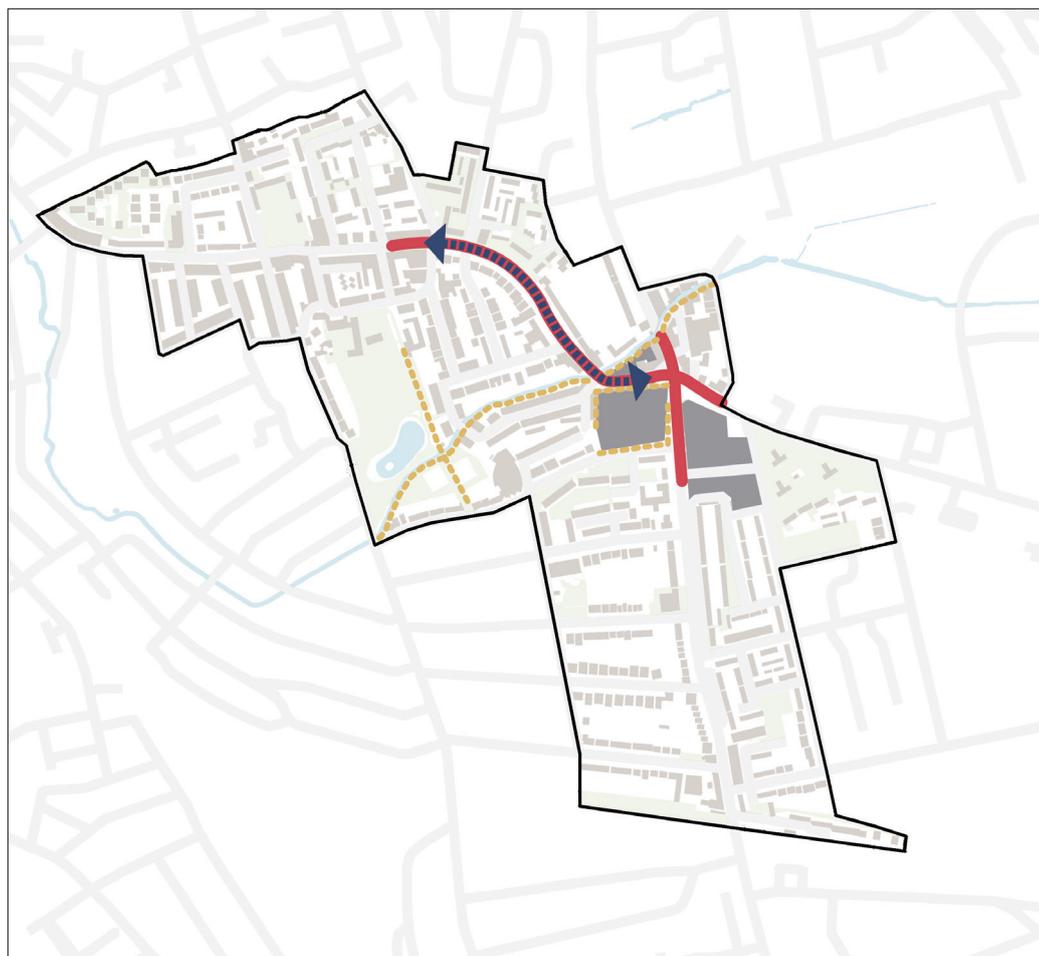
- Core Strategy Objective 4: Economic activity and local businesses
- Core Strategy Objective 7: Open spaces and environmental assets
- Core Strategy Objective 10: Protect and enhance Lewisham's character

Lewisham's Spatial Strategy sets out how developmental project should be planed within the borough. Regarding the objectives of this area, spatial policy 3 delivers:

- "Improve civic space and facilitate a more intensive mixed use development on the shopping centre site to strengthen its role and function; and
- Improve the connectivity between the shopping centre and the supermarket sites."

## 5. Policy Analysis

The political context is in favor of Lewisham's regeneration. Geographically, Lewisham was positioned as a curial region in East London wherein many places are potential to be transformed better, according to the 2016 London Plan. Importantly, both national and local planning policy set out the objective that urban redevelopment plan is served not just for economic development but also for ensuring all group of people to equitably enjoy "right to the city" without discrimination in term of accessing for all public goods. These policies guides development plan to pay more attention to the four aspects that exerts curial influence on local resident's everyday life. First, enhancing character of Lewisham. Second, making livable and mixed-used public space. Third, enhancing connectivity between major commercial districts. Fourth, improving the quality of traffic and public transportation. These concerns indeed respond to the aspiration of local stakeholders: the aim of urban design is to enable them to have enjoyable everyday



- High Level of Pollution & Traffic Congestion
- ↔ Unfriendly Bicycle Line
- - - Thresholds
- Underused Area

3. SWOT Weaknesses 1

### 6 Lenses of Analysis

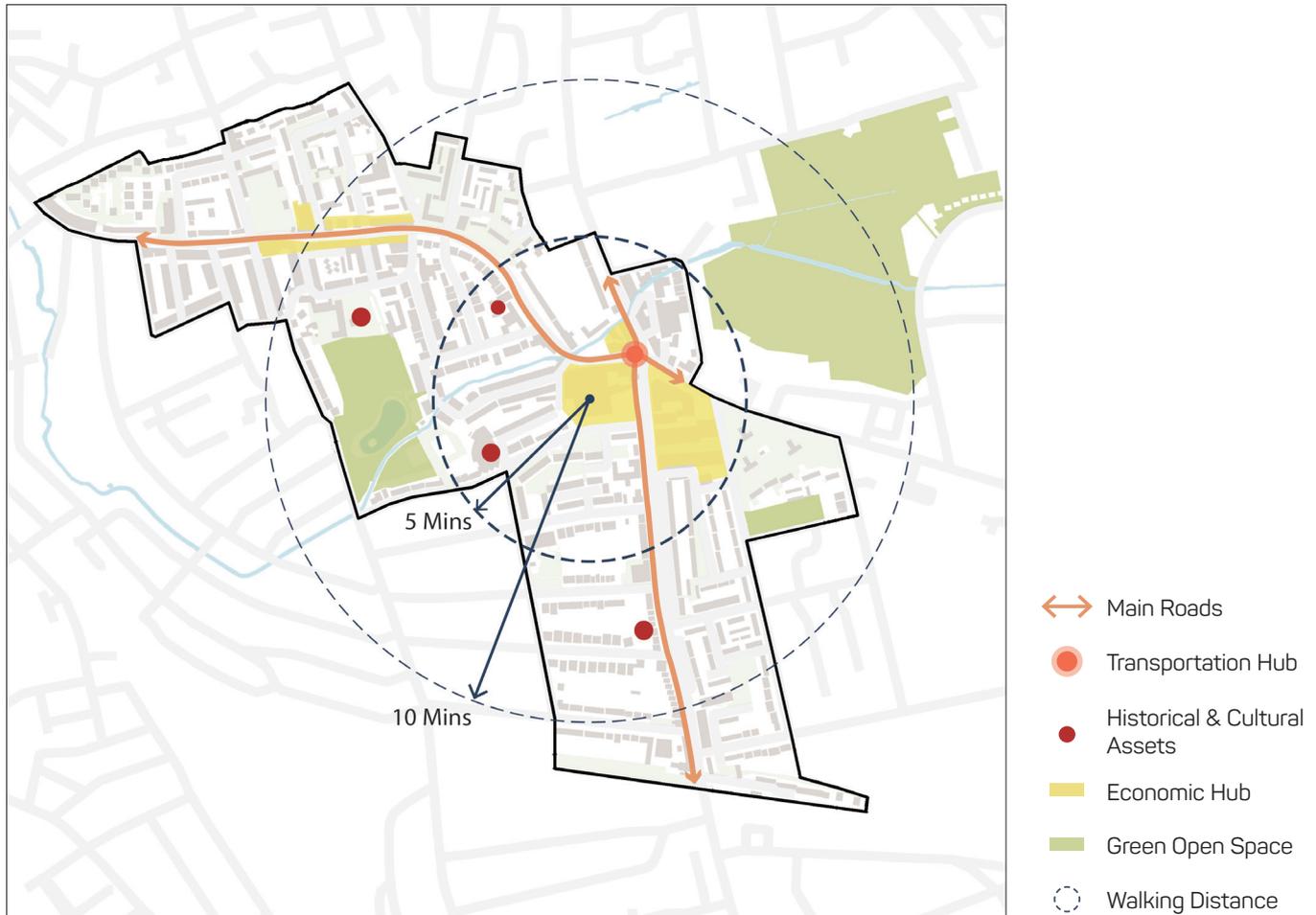
- HOUSING
- LANDMARKS
- PUBLIC SPACE
- LEFTOVERS
- CULTURE & ECONOMY
- INFRASTRUCTURE & MOBILITY

### Weaknesses

#### Spatial

■ As bus stops are densely located along two main routes (Lee High Road and Burnt Ash Road) in the site, it is easy to bring about traffic congestion in peak time, which potentially triggers difficult mobility for pedestrians and cyclists to go through

■ According to interviews and cycle lane map, group F found that “the number of cycle lanes cannot satisfy local demand”. It is not difficult to see that the paths in the study site are disconnected and non-continuous, which makes cyclists difficult to get access to different parts of the area.



2. SWOT Strengths

**Strengths**

Political

■ Local planning agency has noticed that encouraging residents to take public transportation rather than private vehicles will improve a polluted environment and makes street safer for users. As Core Strategy Policy 14 (Sustainable Movement and Transport) states that “there will be a managed and restrained approach to car parking provision to contribute to the objectives of traffic reduction while protecting the operational needs of major public facilities, essential economic development and the needs of people with disabilities.

■ The London Plan clearly proposes providing “affordable and high-quality housing, reducing inequality, social sensitivity on local communities as the main directions.”

Spatial

■ The presence of green open spaces like Manor House Garden with visually and acoustically comfortable natural environment attracts local and neighboring communities to meet through regular and temporal events, serving for a wide range of social activities.

Cultural

■ The rich amount of historical and cultural heritages takes strong self-identity and sense of community to Lee. For instance, the Historical Buildings: The Manor House, The Old Tigers Head Pub, Boone’s Chapel, The New Testament Church of God; Public facilities: The Train Station, Lewisham Shopping Centre, Sainsbury, The Fire Station, Wetherspoon; and the Natural Landscape: The Manor Garden, Blackheath Park, The Bowring Group Sports Centre, Quaggy River.



4. SWOT Weaknesses 2

**Weaknesses**

Economic

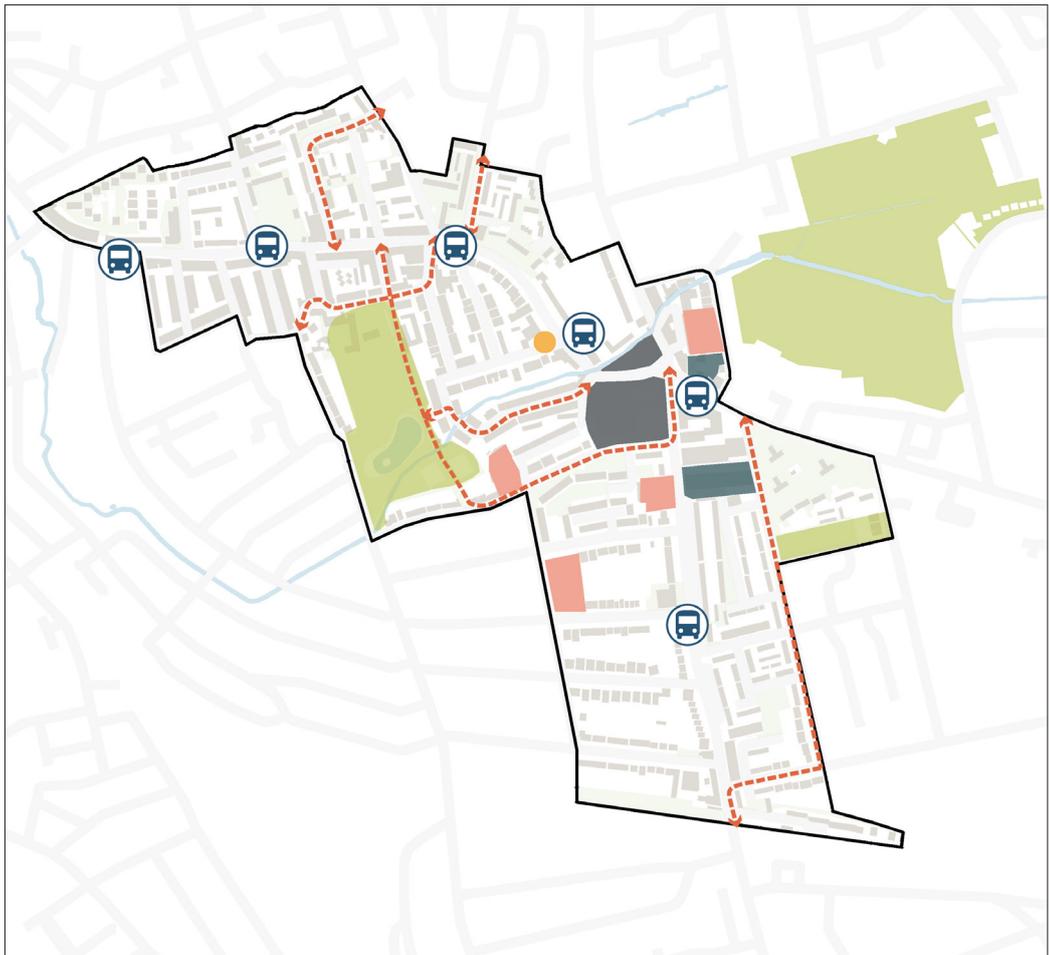
■ The tendency of “privatisation of space” ignores the basic rights of commons. “As such, the line between what is private and what is public became blurred, creating thresholds that people cannot cross, as well as leaving what is public abandoned with no much to offer for it to be of use to residents.”

■ The Leegate center is underused and poorly maintained. The large size supermarket dominantly occupies the centre, constraining the room for other private shops to flourish. And this area lacks activity during the night, resulting in a sense of abandonment and insecurity.

■ The existing data indicates the shortage of dwelling in Lewisham: the population in this area has increased 18.4% from 254,930 in 2005 to 301,867 in 2016. While the number of dwelling only increased 11.4% from 111,590 in 2005 to 124,360 in 2016 which lead to the average housing prize has almost doubled from 192,048 (£) to 384,740 (£) in last decade. The shortage of dwelling and high rent and housing price significantly push up the living cost of local residents which would hinder the improvement of living quality. (data source: <https://data.london.gov.uk/dataset?q=lewisham%20&topics=67b1cea4-806d-4b63-90d7-155cf3ac3c03>)

■ “There is a high parking stress throughout Lee – measured by the number of vehicles parked in relation to the total number of parking spaces (capacity)” It means parking provision cant not meet the demand of local residents so that many private cars have to park on the public roads that should be served for cyclists and pedestrian.

■ Heavy traffic flow alongside Lee High Road and Burnt Ash Road significantly polluted the environment of commercial district in the town centre, whereby eroding the attractiveness of this central public space. (C).



5. SWOT Opportunities

**Opportunities**

**Political**

- London Plan set outs the agenda to improve congested traffic. Policy 6.4, for example, reveals that Mayor of London is producing a proposal for “improving accessibility and the resilience of local transport networks” in East London.

**Cultural**

- Heritage buildings which create and contributes to local identity and creates “town centre” feel may be suitable for further development (eg New Tigers’s Head Pub).
- Redevelopment of Leegate centre (along with potentially other local areas) will improve community facilities with a greater variety of business and small scale cultural organisations which will facilitate growth both economically and socially.

**Spatial**

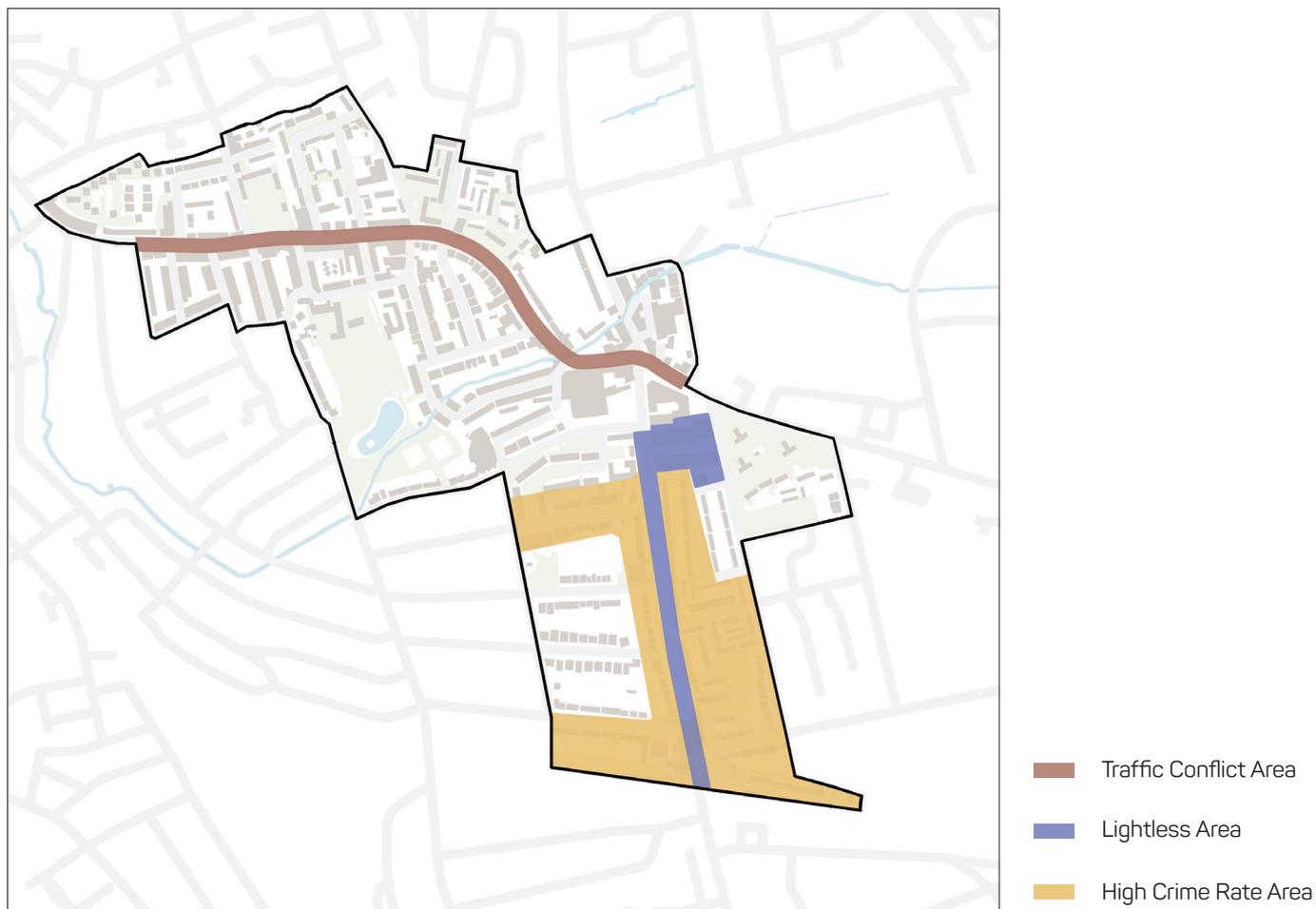
- Linkage between shopping areas and public spaces.
- An opportunity area with capacity for commercial and residential development
- Extension of the Bakerloo line will provide im-

proved links and access to central London

- Left-over spaces can provide new space for a more socially just and sustainable development.

**Economic**

- Plan to increase the average construction of homes.



6. SWOT Threats

**Threats**

**Economic**

- Development focused on profit-generating housing schemes may limit the provision of affordable housing
- Regeneration through Opportunity Areas plan risks of changing the existing community balance, and impacts disproportionately on low-income populations

**Spatial**

- Public realm treated as a left-over of development resulting in a loss of community life.

**Political**

- The new London plan aims to make Lewisham a town center of "metropolitan importance" and create more than 5,000 new jobs each year which may cause a massive increase of new residents or workers to flow into this area, pushing up housing prices and living costs.

**Cultural**

- The current cultural dominance of consumer culture (shopping in Sainsbury's) delimits valuable community interaction

# SITE ANALYSIS / KEY ISSUES AND STAKEHOLDERS

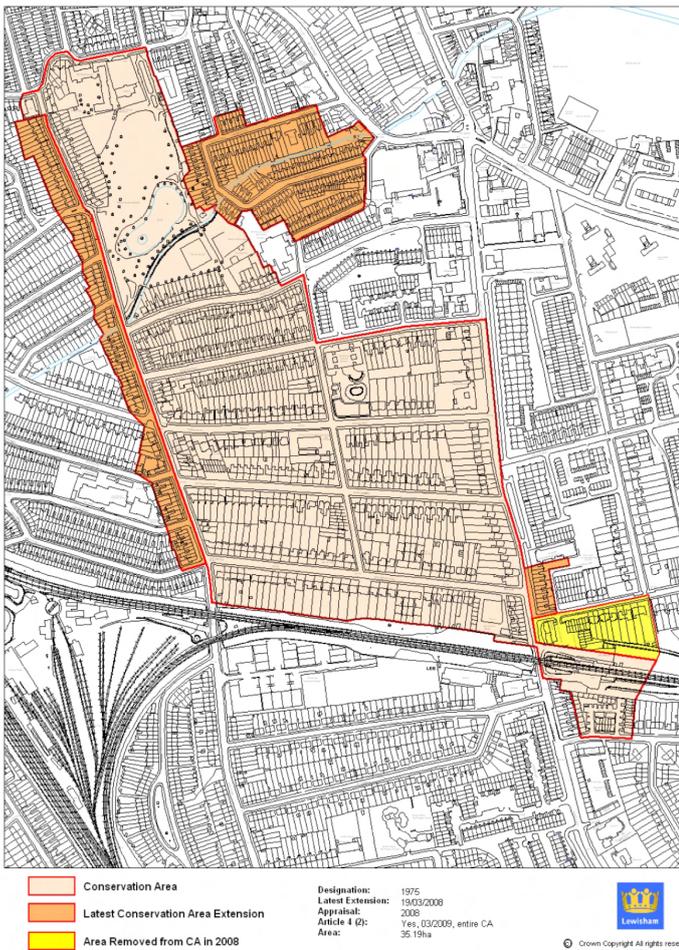
## HOUSING

### Low density

Most residential dwellings in the locality are low density with own yard/back gardens with a number of tower blocks of flats. Housing capacity needs increasing without over-densification..

There is a conservation area located to the south-west of the Tiger's Head crossroads, lead on by the Lee Manor Society community group interested in preserving local heritage. Development should be interlinked with the aims of community groups to retain Lee's historical individuality. Parking in the locality has become very difficult with front gardens turned over to car parking which spoils the look of residential streets. A member of Lee Forum also commented in a discussion we held with her that shopping at local shops/cafes/restaurants is hampered by the number of cars temporarily parked next to the pavement.

### Lee Manor Conservation Area



7. Lee Manor Conservation Area



8. Lee High Road

## URBAN FABRIC, LANDMARKS, LEFTOVERS, THRESHOLDS

### Patchy urban fabric

Lee has not been realised previously as a large scale urban centre so the timeline of development in this area has promoted a 'patchy' urban fabric which is potholed with leftover spaces which are mainly neglected or alternatively used for temporary purposes (parking, graffiti, bins etc). Nevertheless there are a number of landmarks which the local resident might place on their 'mental image' of Lee.

### Urban centre poorly defined

Shops are distributed along several main routes close together lacking a clear centre.

- A fragmented urban fabric which lacks cohesion/continuity.
- There are a few green spaces in Lee but the Quaggy river is an underdeveloped resource and a key landmark in local resident's shared image of Lee.



9. Leftover Space Right of Sainsbury's

## SITE ANALYSIS / KEY ISSUES AND STAKEHOLDERS



10. Overgrown Quaggy River

### OPEN AND PUBLIC SPACE

#### Traffic and Sainsbury's too dominant

Spaces for interaction are limited and subordinate to car travel's monopoly on open space in this area. Sainsbury's space is semi-privatised.

#### Safe and accessible spaces

Some public spaces unsafe and inactive at night such as the Leegate centre. Some of the local green spaces which are used early morning or evening by joggers and dog-walkers are off set from the centre and unsignposted. Accessibility of some of the spaces and issues with uneven pavements and outcropping high curbs was highlighted by a member of the Lee Forum as an issue people with mobility problems and parents with pushchairs.



11. Heavy Traffic at the Cross Road

#### Public space too consumer driven

At present there is little or no capacity for open and public space which represents both the potential for free community access and interaction as well as establishing continuity with the local area in design and function. Most of the spaces are consumer driven and arranged for quick transit from A to B; A to B mainly representing shops or bus stops. There is little or no capacity for local people or visiting consumers spend quality time in Lee.



12. Leegate Centre

# SITE ANALYSIS / KEY ISSUES AND STAKEHOLDERS

## CULTURES AND ECONOMIES

### Strong cultural heritage

The area has a number of cultural heritage houses (of famous writers, actors etc) as well as the Manor House park and library, a variety of art spaces and galleries and community spaces which are affirmative of local identity. The presence of local artists and art events should be an area of further development.

Everyday activities mostly revolve around shopping which has been noted, despite the focal point of the large Sainsbury's, to be presently insufficient.

### Improve quality of social and commercial facilities

Development in the centre should increase the number of up-scale retail, dining and entertainment facilities available which support the needs of the local community better especially with a view to the increase in local population.



14. A20 Heavy Traffic



13. Empty Space at Sainsbury's

## INFRASTRUCTURE AND MOBILITY

### Heavy traffic

Traffic is a pain in the local area and must be restricted physically, to slow it down, and downplayed in designs for the development areas where people, accessibility and community should be the key themes ahead of car related issues. Presently, pedestrian areas dogged by stress issues related to heavy and potentially dangerous fast moving traffic including heavy goods vehicles.

### Cycling provision

Cycle lane paths are not central and completely inadequate - mostly traversing green space. This particular area must be improved to bring Lee more up to date with cross-London priorities.

Capacity must be built in infrastructure as it grows in line with commercial and residential capacities.

## STAKEHOLDERS

- Residents and community associations (eg Lee Forum, Lee Manor Society) of Lee
- Lewisham Council
- St. Modwen
- Local Landlords and commercial property owners
- The Greater London Authority (GLA)
- Sainsbury's
- Owner of the Penfold Garage plot
- TfL
- Potential sources of funding ie Property Developers

# DEVELOPMENT STRATEGY

## VISION



15. People - friendly Place

## A people-friendly place for a vibrant everyday life

We envision Lee as a people-friendly space that enables local residents to have a vibrant everyday life. Our vision departs from a belief that **“public places within a town belong to the people of that town—they do not belong to developers or investors, the police or traffic wardens”** (Francis Tibbalds: 14, 1992). A people-friendly space is a space that caters for people’s everyday life, enabling them easy access to public spaces and enjoyable social activities. It is a space that provides comfort for people to be in, to meet one-another, to explore the full spectrum of social life of their community.

### Five Principles for a people-friendly place

#### Identity

The image of public space should represent the unique sense of community shared by residents.

#### Sociability and Diversity

Public space should be mix-use, giving room for a wide variety of social activities to take place.

#### Accessibility and Connectivity

The spaces that are visually and physically accessible to all groups of people, and mutually connected by convenient public transportation or within walkable distance.

#### Livability

The design of the space should be livable in both daytime and evening.

#### Green Environment

Providing more green space and landscape in town center and alongside streets contributes to reducing harmful pollutants and attracting people to show up in town centre.

## DESIGN PRINCIPLES



### 16. Design Principles

#### **Streetscape**

- Active frontages, street-level activities for diverse groups bothin dyatime and evening
- Improved lighting

#### **Greening space**

- Creating green space between traffic and pedestrian routes; making more green features in high-streets and public spaces

#### **Connections and links**

- Improved access and walkability between local shopping areas, green spaces, and transport hubs
- Legible town centre accessible for all including elderly and disabled

#### **Land use**

- Linking mixed use and densification to increase in public space capacity
- Keeping residential low-density character of neighbourhoods

#### **Temporary uses**

- Community-run markets, events, in public space and leftover spaces

#### **Parking space**

- Increased capacity but off street level

## STRATEGIC PRIORITIES



17. Overview of the Proposal

**1. Breaking visual and physical barriers** between and within areas to enhance connectivity between public open spaces

**2. Transforming the underused supermarket into legible and attractive commercial district** in the town center

**3. Improving air quality in the town center** through creating pedestrian and cycle friendly spaces and convenient public transportation so that local residents can reduce the use of private vehicles.

**4. Promoting the sense of community and belongings** through encouraging resident-led temporal sociable events in public open space (eg farmer market) during weekends.

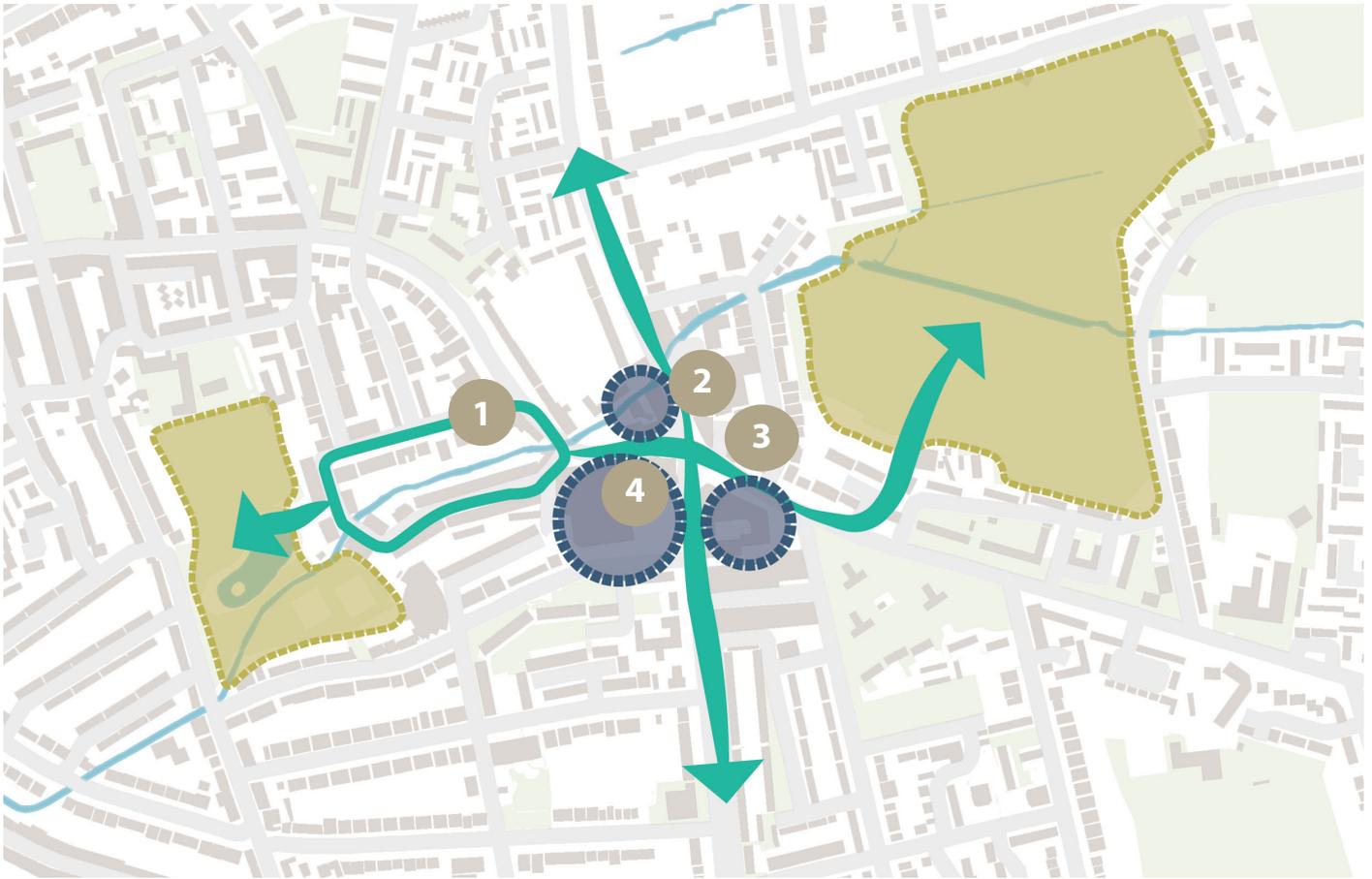
**5. Lighting streets and major public open spaces** will contribute to bringing about the sense of safety and livability in evening.

**6. Offering more affordable and comfortable housing** to attract more people from outside to live and work in the Leigate so that the density in the area will be improved.

**7. Carefully protecting and repairing cultural assets** serves the aspiration of local community groups to preserve local character and enhances the sense of identity.

# INTERVENTIONS

## GREEN CORRIDOR



18. Green Corridor

The objective of designing Green Corridors alongside main roads is to enhance people-friendly connections between three major public open spaces in the Leigate. Urban analysis above shows that the linkage between Manor House Garden and central commercial district is significantly eroded by heavy traffic congestion and air pollution, which is what local residents are blaming. In this context, according to our principle of providing a green environment and connectivity, our group aims to plan Green Corridors.

1. In the residential area we are going to grow green plant belts in front of house fences thereby making local residents more comfortable and peaceful when walking along the street.
2. As these are main roads with pollution problems, we would like to encourage shops to use green plants to decorate their shop window. And, there will also be a series of pot plants will be placed alongside the edge of street.
3. By using red and green colors to highlight cycling lane and sidewalk respectively, vehicle drivers are reminded to pay close attention to the safety of pedestrians and cyclists, which will decrease the risk of traffic accidents in the town centre. And, we also notice that building up access for disabled people in central nodes will contribute to

enabling the disabled and the aged to get across the road when they are going shopping.

4. In the central commercial district we would like to provide more green space to attract temporal events to take place there, which is conducive to improving livability and density in the Leigate centre.



19. Pedestrian section

# GREEN CORRIDOR



20. Scenario 1



21. Scenario 2

# GREEN CORRIDOR

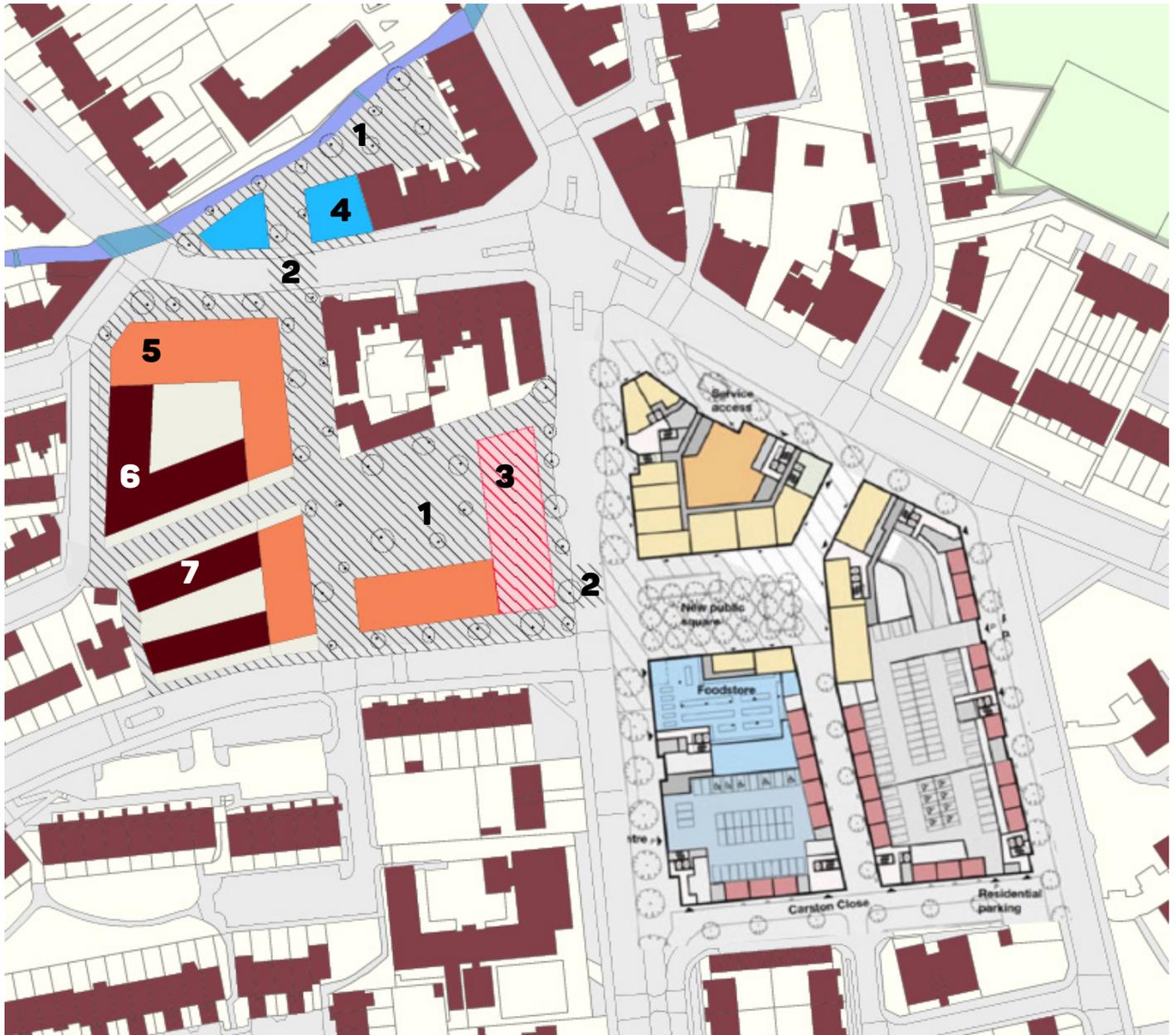


22. Senario 3



23. Senario 4

## A NEW TOWN CENTRE



24. Street Level Plan of New Town Centre

- 1 Central Square
- 2 New pedestrians crossings
- 3 Open street level space under office block
- 4 Community spaces
- 5 Commercial space
- 6 Housing block
- 7 Terraced housing

### Redefining densification

Densification is too often considered as a mere increase of the spatial capacity of an area, associated with an increase in height negatively impacting on the surroundings and the local community's sense of place.

In our approach, we have considered densification beyond the mere increase of capacity. Instead our aim is to densify the urban experience with the creation of a diverse and heterogeneous urban realm. Rather than merely increasing height we increase the diversity of the area: while heights are kept the same as in the surroundings, what is increased is the capacity of the place to provide a multitude of built typologies, uses and activities, and cater for a variety of users. Fundamental is the creation of fully pedestrianised public space, taking the form of 1) a rediscovered natural landscape by the Quaggy river, 2) a central square, and 3) a network of routes that not only connects the different parts of the development but forms the backbone of an area-wide regeneration. Finally, by creating the spatial conditions for urban diversity we aim towards the creation of a sustainably successful place.

## A NEW TOWN CENTRE



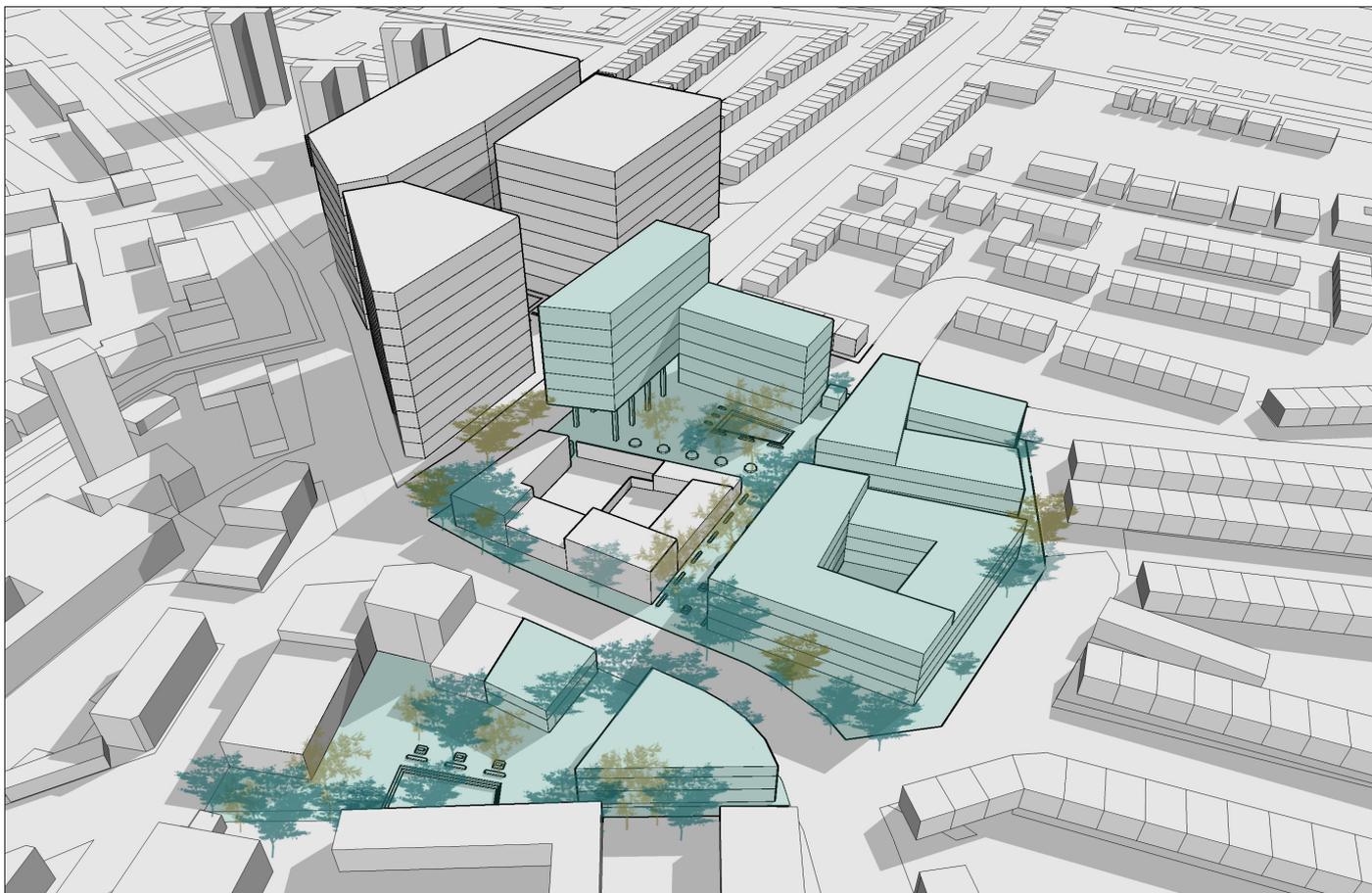
25. First Floor Plan of New Town Centre

- 1 Central Square
- 2 New pedestrians crossings
- 3 Office block
- 4 Community spaces
- 5 Flats above shops
- 6 Housing block
- 7 Terraced housing

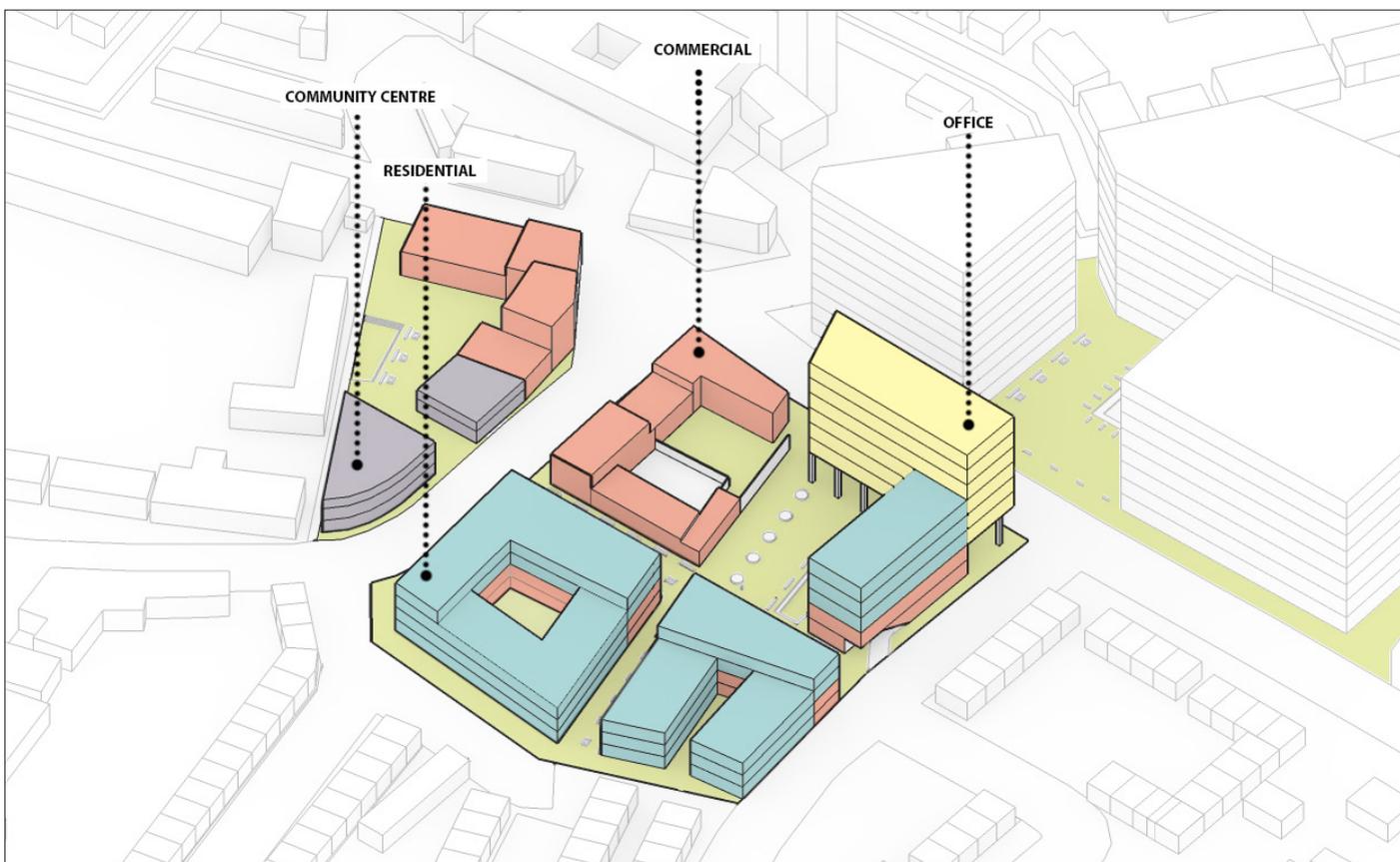
### Key features of the proposal

- Opening up **access to Quaggy river**, integrating it in the area's public space.
- Creating an **active streetscape** with public spaces, shops, and community spaces.
- Providing **3 different housing typologies**: terraced housing, flats above shops, low rise housing complex.
- Respecting **local residential character**: continuation of current housing typology in new development.
- Strategically located **underground parking** (see p.23).
- Provision of significant amount of office space.

# A NEW TOWN CENTRE

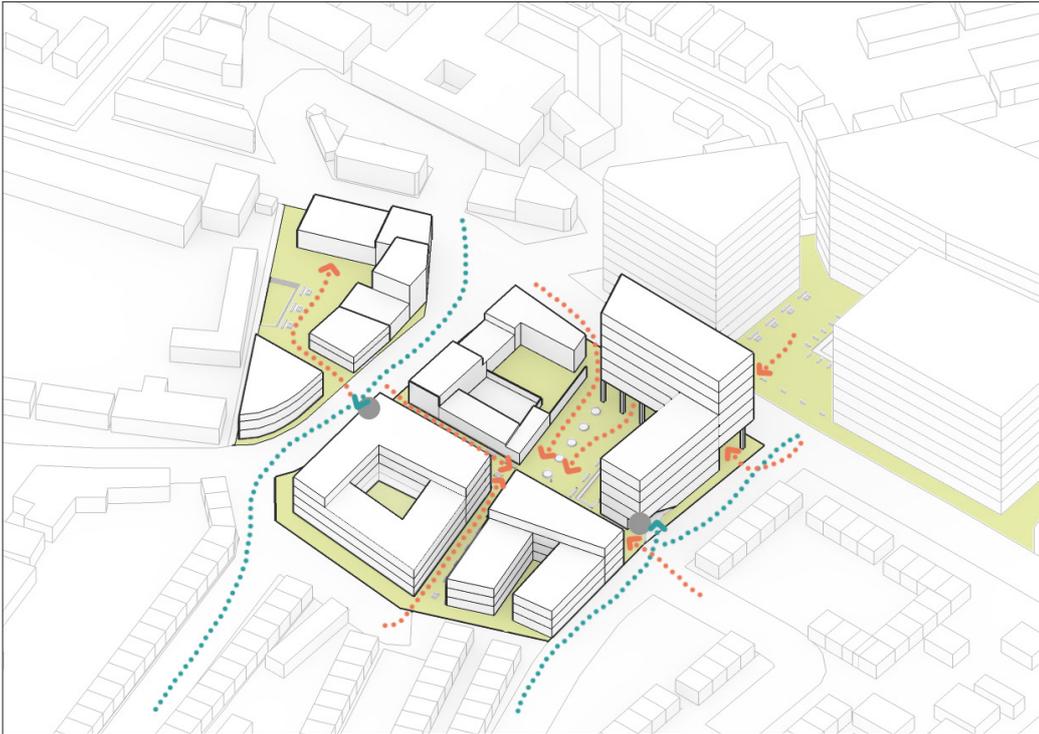


26. Overview of the New Town Centre



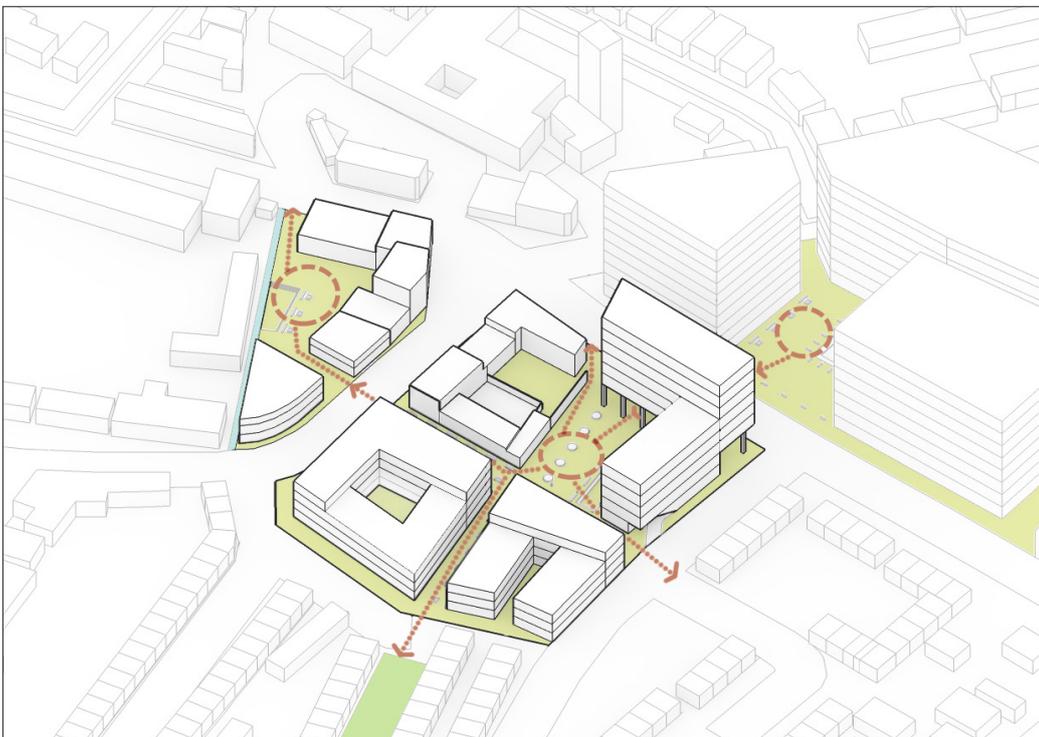
27. Function Analysis

# A NEW TOWN CENTRE



-  Pedestrian Flow
-  Traffic Flow
-  Underground Parking Entrance

28. Circulation Analysis



-  Public Space Node

29. Spatial Linkage Analysis

## A NEW TOWN CENTRE



30. View from main street



31. View from the square

# CONCLUSION

The primary objective of our redevelopment intervention is to create a "people friendly" neighbourhood in Lee. Our urban analysis indicates that the main challenges for urban development in local area is the deserted and abandoned town centre which is presently occupied by traffic, pollution and inactive commercial activities. In addition, low accessibility, exclusive public space, a bad perceptual experience and the fragmented space (lack of linkage among space nodes) makes the town centre less attractive and impedes communication between people which makes the area "unfriendly" to local residents.

In response, we proposed a mixed use of space and creating green spatial linkages in the redevelopment solution for the town centre to better facilitate: 1) Identity; 2) Sociability and Diversity; 3) Accessibility and Connectivity; 4) Accessibility and Connectivity; 5) Green Environment in local neighbourhood.

Our vision for the intervention scheme is to revive better urban dynamics and bring life back to the local neighbourhood: the physical and spatial interventions are intended to bridge public nodes and provide better space which may trigger community interaction and a range of human activities; In doing so, we expect these local events could connect residents together and increase the attractiveness of the town centre.

On a concluding note, Lefebvre (1991) argues that "(Social) space is a (social) product", so the order of space is the spatialisation of social relations. Our redevelopment intervention is expected to produce a new urban space and spatial relationships in the Lee which represent or create an inclusive social relation among different age ranges, ethnicities and social classes in local neighbourhood.

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