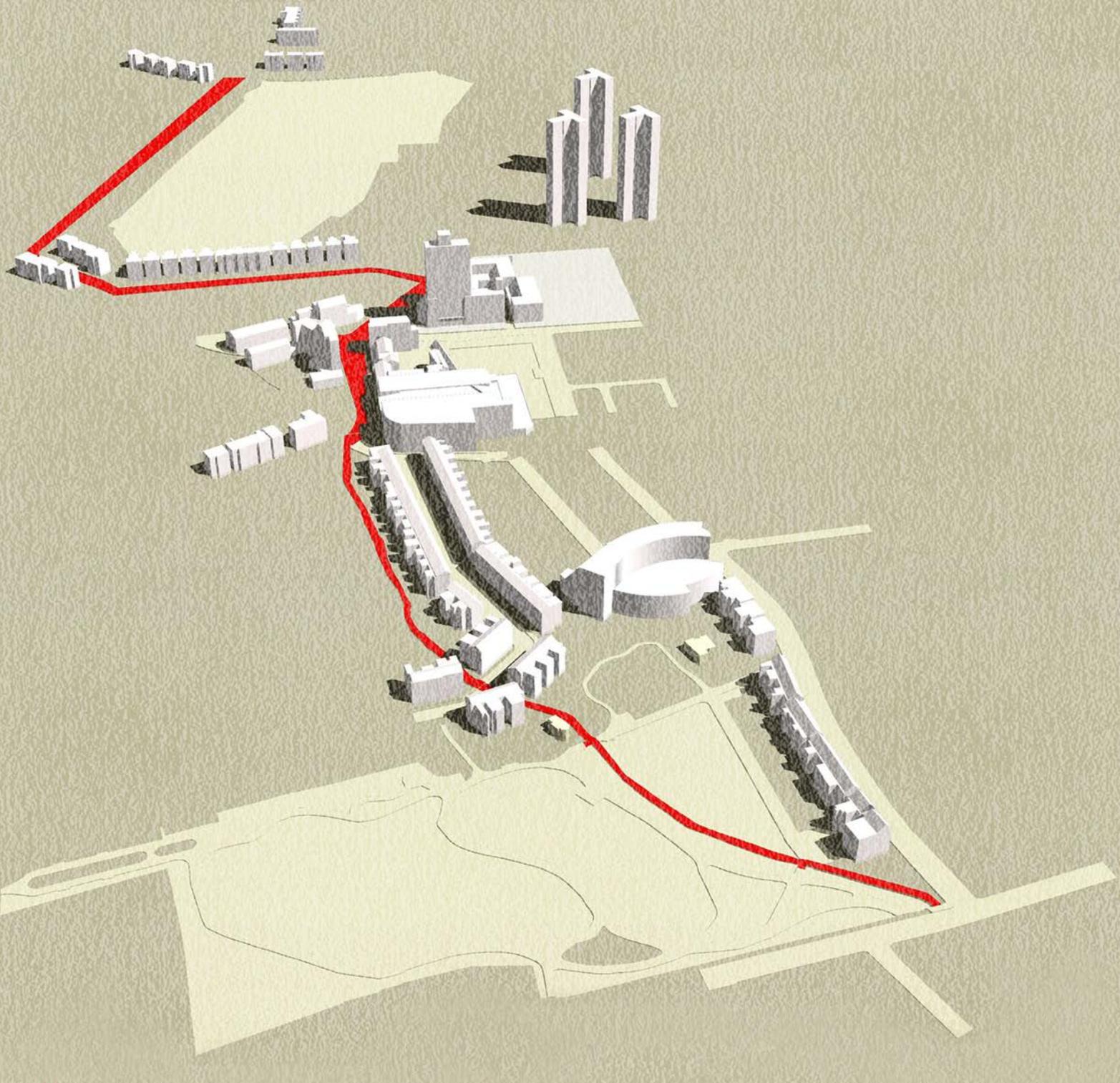


THE ANCHOR AND THE STITCH



CONTENTS

Executive summary	4
List of figures	5
INTRODUCTION	6
CONTEXT + METHODOLOGY	8
URBAN ANALYSIS	10
VISION	14
AN ACTION PLAN	17
INTERVENTION I: THE STITCH	18
INTERVENTION II: THE ANCHOR	24
CONCLUSION	32
BIBLIOGRAPHY	34

EXECUTIVE SUMMARY

This design report is the result of a research project carried out in Lewisham, London during the second term. The work derives from an urban analysis, of which the purpose was exploring urban landmarks and Lee's urban fabric.

It postulates a critical design intervention on the basis of a thorough investigation of Lewisham's municipal and more local dynamics; the economic and cultural forces Lee is subjected to; and above all, the spatial powers raging through the outer zones of an increasingly unaffordable global city. The report provides a schematic reflection upon the potentialities and points of improvements of Lee. Doing so, different lenses and various scales have been deployed in order to reach a vision.

In formulating a design response we have strived to uphold a creative attitude, at all times respecting that knowledge about urban interventions is not only professional. Rather, it is a process of merging cultures and languages, those of the expert and the citizen, collectively working towards a positive change in the built environment.

LIST OF FIGURES

Figure 1 Lee in London Context	6
Figure 2 Urban Design Process: Carmona's Place-Shaping Continuum. <i>Source: Allison Anderson, Lisa Law, Journal of Urban Design 2015, 20, 545-562</i>	7
Figure 3 Sense of Place. <i>Source: Carmona, M., Tiesdell, S., Heath, T., and Oc, T., 2003. P.122</i>	9
Figure 4 Synthesis of 6 Lens in the Four Dimensional Context	9
Figure 5 SWOT Framework	11
Figure 6 Mental Map and Key Intervention	13
Figure 7 Michael Diamond's Original Proposal	17
Figure 8 The Route of Prototype Proposal	18
Figure 9 Path Material of Prototype Proposal	19
Figure 10 Lighting of Prototype Proposal	19
Figure 11 Profiles of Different Signage	21
Figure 12 Recalibration on the Junction	25
Figure 13 Utilised and Underused Space	25
Figure 14 Current Activities Happening in the Area of the Junction	25
Figure 15 Inclusive Space - 1: The Old Tiger's Head	26
Figure 16 Inclusive Space - 2: The New Tiger's Head	27
Figure 17 Inclusive Space - 3: Leegate House	28
Figure 18 Visualisation of the Historical Heritages in Lee Green	29

INTRODUCTION



Our strategic plan for Lee encompasses predominantly the Crossroads, which lies at the very core of Lee's centre. The intervention will extend from Manor House in the West, to the river Quaggy situated to the North-East and down to the Leegate Centre. The area encompasses approximately two square kilometres, and contains several of Lee's finest landmarks, such as the Old Tiger's Head and the Leegate centre. We have restricted our intervention in this way in order to preserve the remaining externalities of the neighbourhoods. This is a strategy that will be elaborated on later.

Although Lee's medieval historical character may seem to have been lost throughout time, an enhanced emphasis on a few 'invisible' key sites will try to bring back 'visibility' to those sites. Herewith once again highlighting the unique character of London suburbs like Lee. In executing our envisioned plans the aspect of heritage will not only be maximised, but it will form the basis for the revival of Lee's locality. Putting these plans in the bigger context of the borough of Lewisham and eventually Greater London- could possibly constitute a blueprint for other heritage revival plans.

The structure of the report is as follows, the first chapter will sketch Lee's urban context and touch upon the methodology used to fulfill this research project. Thereafter, a reflection on what all groups collectively discovered about Lee and Lewisham will follow. The findings will be summarised in concrete results, and a Strengths-Weaknesses analysis will be presented. The third chapter stipulates our vision, it will look at the richness of Lee's cultural landscape, using our psychic landscapes map (of the first stage) as psychological basis. An action plan follows up, elaborating on our intervention's principles and guidelines. Lastly, a strategy will be proposed to conclude our report. Through discussing the metaphor of the 'Anchor' and the 'Stitch' will be shown how Lee's fabric through recalibrating the crossroads can once more be unified.

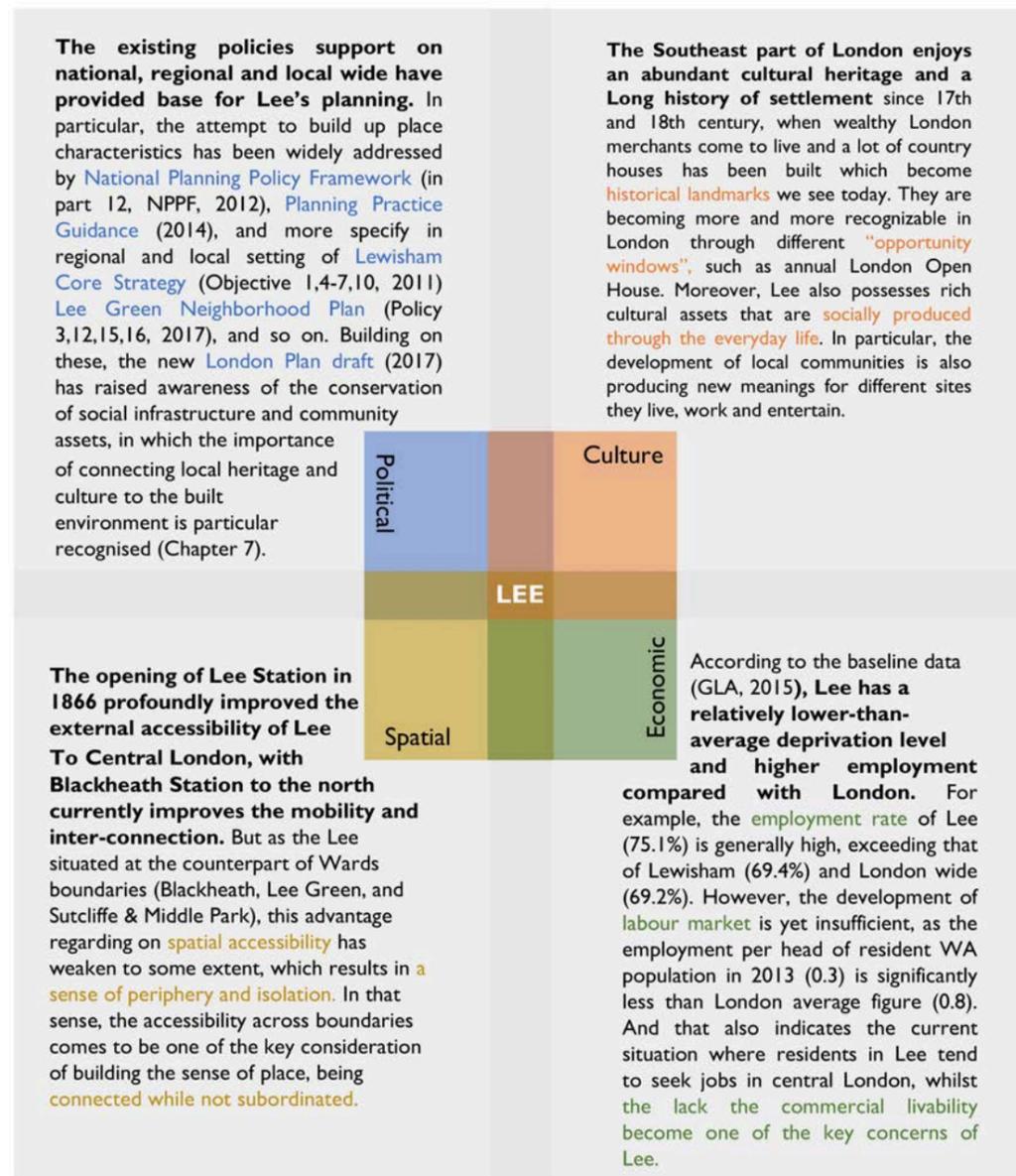


CONTEXT + METHODOLOGY



I.1 LEE IN THE BIGGER CONTEXT OF LONDON

Figure 1 Lee in London Context



I.2 METHODOLOGY

“Ploughing through theory requires creativity”

(Boano 2017)

Theory is something born out of the urban and at the same time applied to it in order to gain a better understanding and changing the urban accordingly. We tend to typically think about the urban in terms of what is lacking? The question seems to be a near binary of either a romanticising image or an ultimate negative. Our research provided us with a structured understanding of the building blocks that shape Lee and its local development, particularly in its contested arterial streets. Through deconstructing Lee's original design and recalibrating its local political spaces, different scales and (in) formal forces became evident. Throughout our informal and randomly sampled interviews we attempted to develop a common vocabulary in order to be able to critically analyse and explain what Lee's inhabitants meant when talking about their urban problems.

One of the main research methods applied was 'participant observation', through which we soon came to understand the fundamental position of the crossroads in Lee's place-making. Deploying such method Lee turned out to be a much more complex place we had originally foreseen. In many places, amongst which the infamous weatherspoon cafe, we came across much dissensus and profanations regarding Lee and more in general London's urban

production. It revealed to us different lines of power and agency that are currently rewriting London's plan. For example, when talking to Fernando (Portugese) we came to understand how when he had moved to London twenty years ago he started living in Belgravia. Eventually, as the city experienced a major upsurge in prices he was pushed out to the suburbs of Lee. He generally disagreed with such development, but had found peace and agreement that these are the rules of contemporary dynamics in the real estate market (dissensus). Real estate agents, however, such as St. Modwen in Lee gate centre happily pursue their profit driven agenda, and merely see financial opportunities in developing regardless of the consequences nor actors involved (profanation).

With regards to the crossroads our group tried to truly grasp the underlying dynamics of the form, structure and dynamic. Initially looking through the lense of landmarks we were able to assess the potential of local areas. Doing our research, we strived at all times to safeguard the following factors in our findings: reliability, replicability, ecological validity, measurement validity.

Herewith, it is important to recognize the

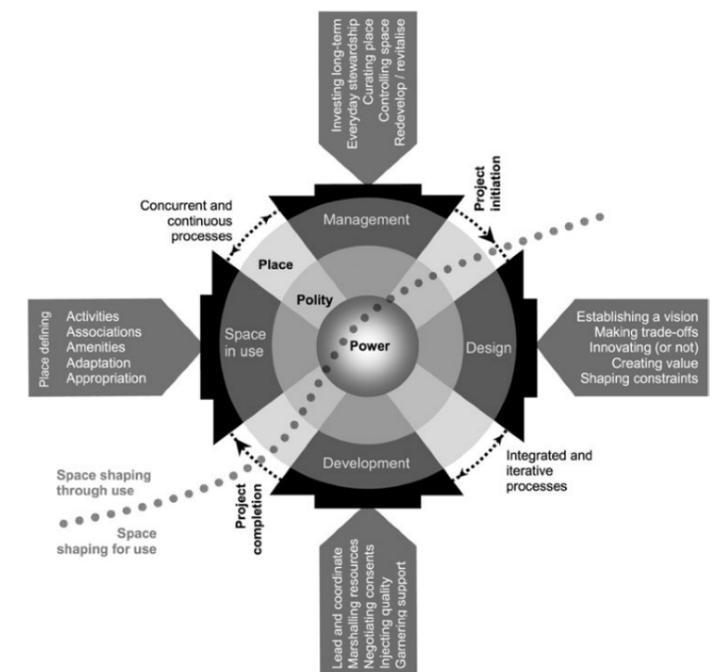


Figure 2 Urban Design Process: Carmona's Place-Shaping Continuum.

URBAN ANALYSIS



2.1 SUMMARY OF FIRST STAGE

Housing and Dwelling

Dominated by the residential area, Lee's wealth of historical heritages and landmarks also get well protection, associated with local residents' experience of living and sense of place. Gentrification is still not over-evident in Lee. With a great diversity of community demography and housing needs, there is still potential for improved social integration in Lee through more inclusive community activities and uses of public spaces.

Urban Fabric and Landmarks

Fine grains patterns and residential urban texture offer opportunities to enhance the permeability and connectivity within the area, instead of simply imposing commercial development. Abundant historical legacies and underused spaces coexist in the area with potential to transform urbanscape and a positive sense of identity.

Open and Public Spaces

Quaggy river and parks provide potential to establish connections among several nodes in the area. Borders and privatisation may lead to a sense of segregation in Lee, eroding open spaces. Lacking social activities or limited accessibility make it inactive in some public spaces.

Leftovers and Thresholds

Local residents may have sense of insecurity due to the social and economical barriers, leftovers, as well as traffic dominated environment. Redeveloping unused spaces and enhancing site-to-site connection contain much potential to enrich urban life.

Cultures and Economies

There exist "social tectonics" (Butler and Robson, 2003), fragmentation within the cultural fabric of Lee, and limited interaction between different origins and social strata in this area. As the commercial landmark, the district centre is underexploited to some extent. However, art, culture, and independent shops are valuable assets for the community.

Infrastructures and Mobility

The junction of district centre is crucial in enhancing a sense of community in Lee. The Manor House is a popular place due to tranquil and pedestrian-friendly environment. Nevertheless, the heavily moto-oriented street and extreme traffic during certain hours can erode its sense of place to those passing visitors.

Kevin Lynch writes that "every citizen has had long associations with some part of his city, and his image is soaked in memories and meanings" and that associations can be understood as a 'sense of place'. While rich historical and cultural landmarks, local independent and creative economies suggest a sense of belonging and identity, the everyday urban rhythms in Lee are disrupted by cars and motorways, both spatially and economically. It is also in need of development in terms of social activities and integration to form the sense of place, combining with physical setting and image / meaning.

Figure 3 Sense of Place.

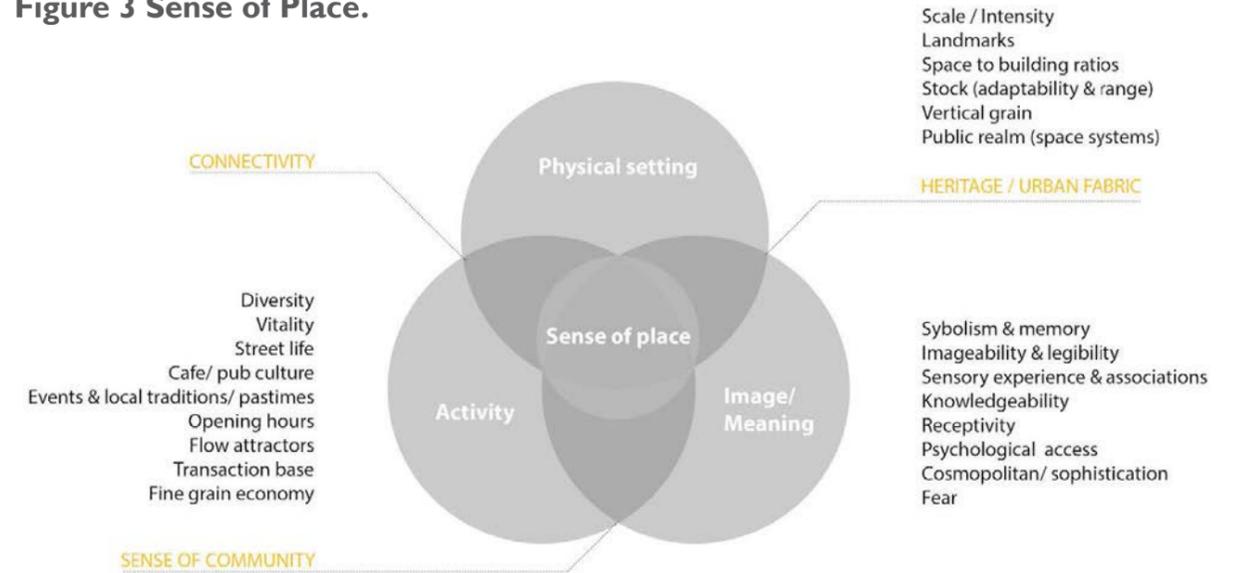
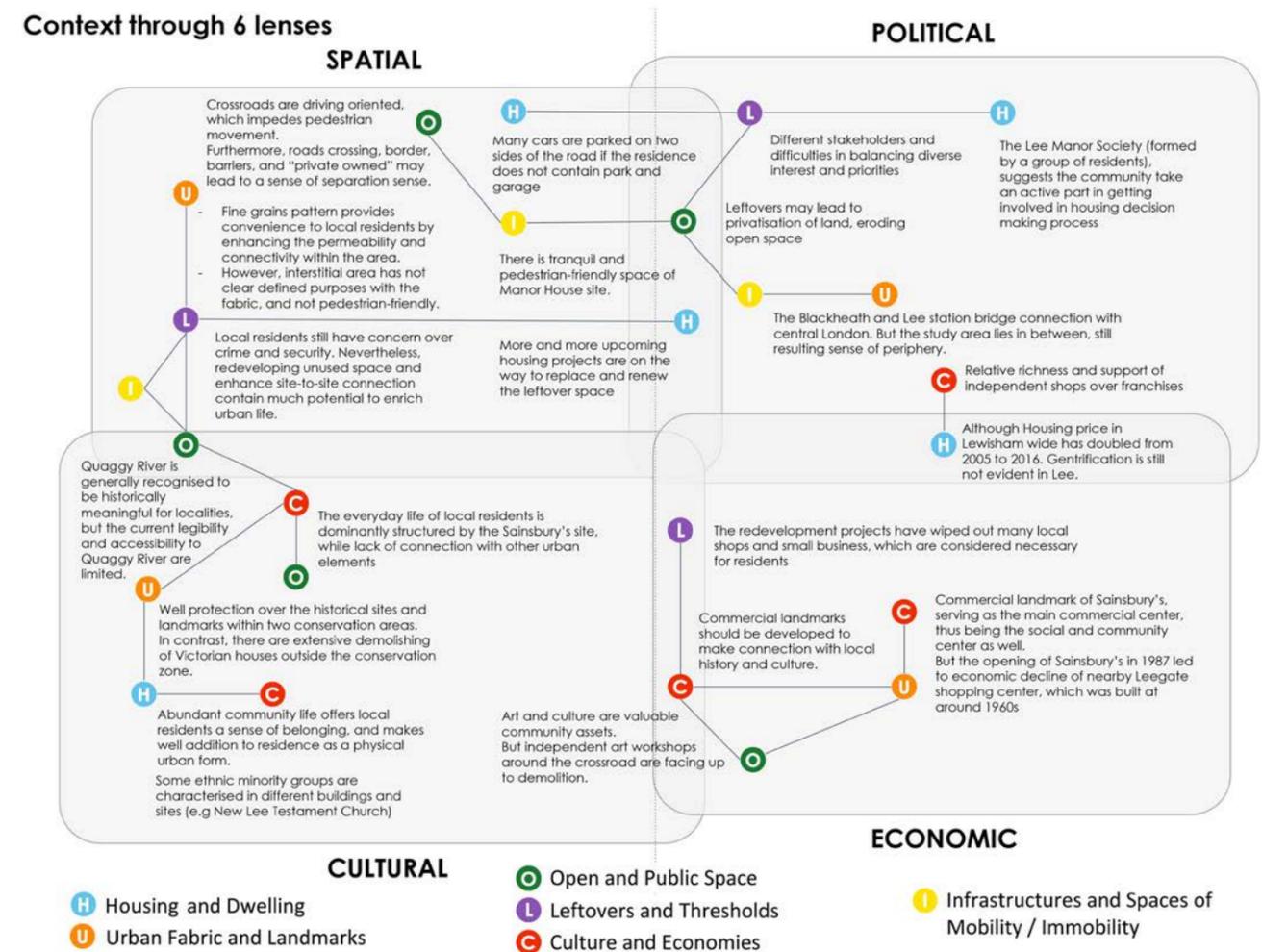


Figure 4 Synthesis of 6 Lens in the Four Dimensional Context



2.2 SWOT ANALYSIS

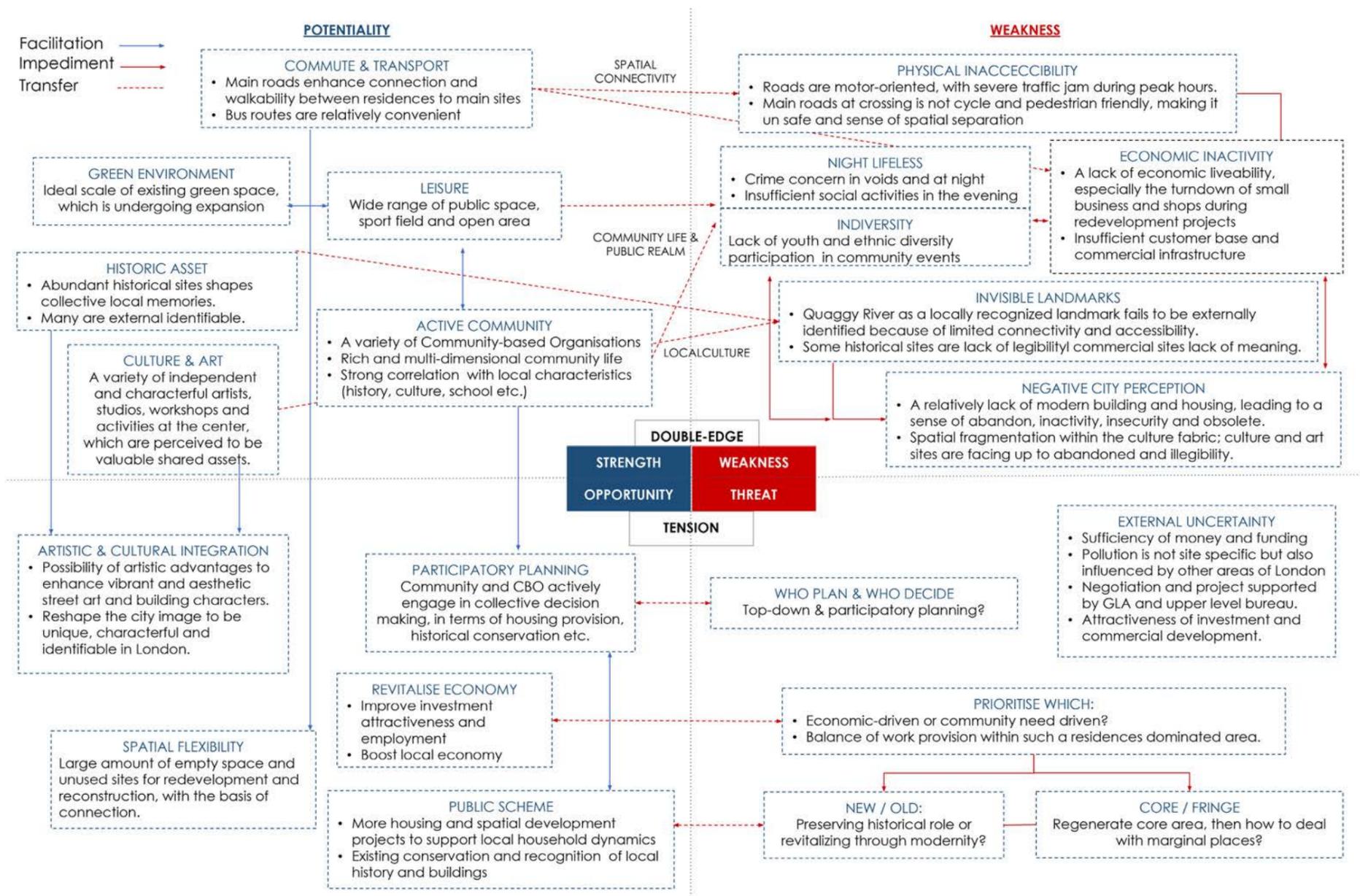


SWOT is a useful analytical tool for, especially strategic planning and local visioning. It is equally important to incorporate SWOT framework into specific context as Lee, so as to provide an overall understanding. In this sense, given the nature of interconnectivity and transferability among different aspects, we intend to adopt a more dynamic frame primarily considering the strengths that Lee contains. In making relation to “sense of place”, three issues are particularly identified:

- “spatial connectivity” echoes “physical setting”;
- “community life and public realm” echoes “activity”;
- “local culture” echoes “image and Meaning”.

Importantly, community in Lee is always the pivot of whole. The temporary peripheric status makes Lee not touched by gentrification, which enables a relatively satisfiable and localized livelihood. But the dilemma in reality is always mixed up by different priorities, insufficiencies and objectives. As such, centered around betterment of making Lee dwellers a identify connection and stitch with the place and built environment, we come to develop three grounded visions in next session.

Figure 5 SWOT Framework



VISION

- 1
- 2
- 3
- 4
- 5
- 6

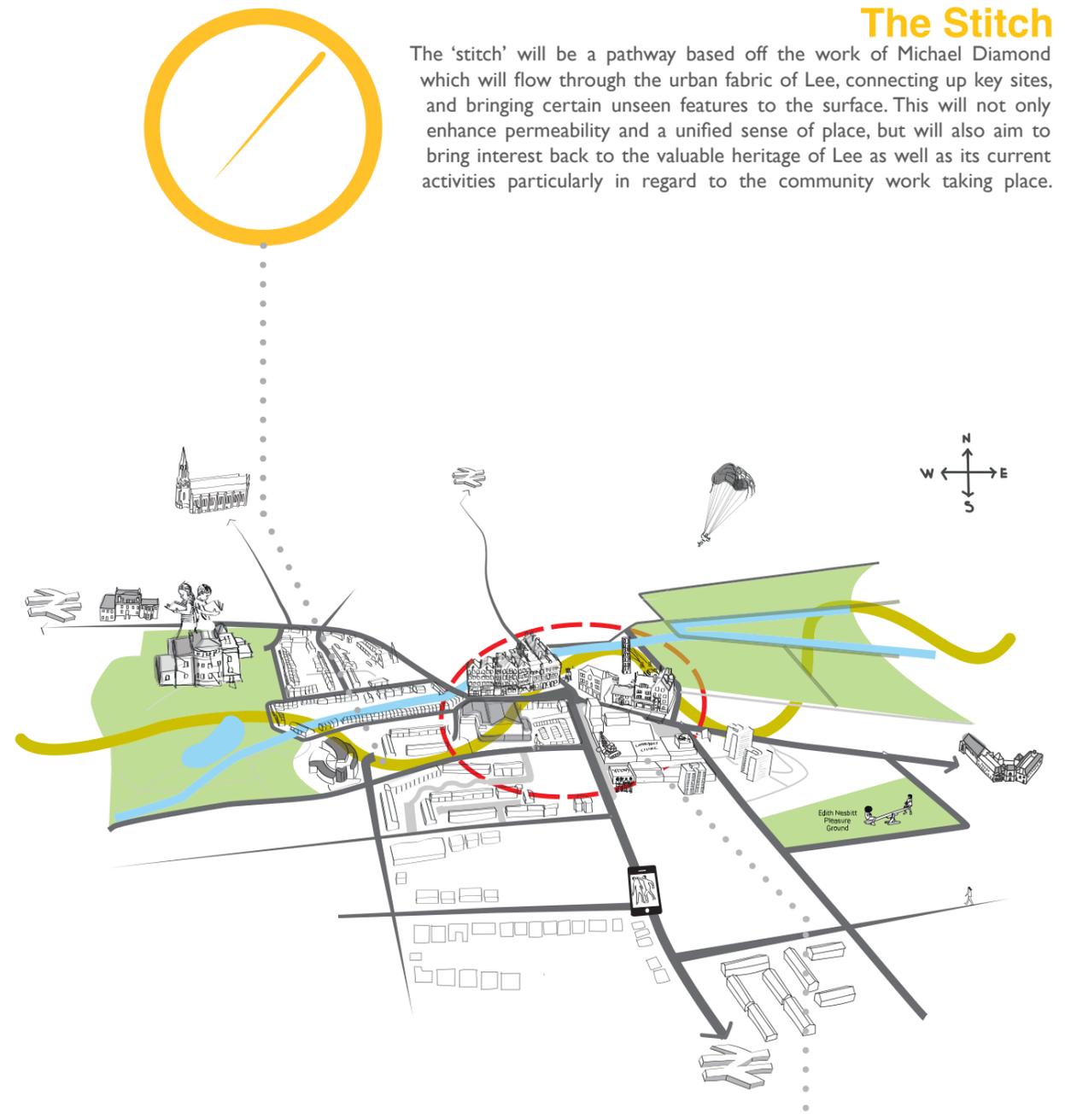
On our groups first visit to Lee Green we had decided to meet at the central crossroads outside the Old Tiger's Head. It was a rainy, weekday morning, and the first impression we got from this vantage point, was one of a congested, noisy, polluted landscape that admittedly did not seem very enticing or unique even when taking into account the weather. Yet, as we began exploring – first arriving at the Lee Gate centre, then walking along the river Quaggy, through the tangled neighbourhoods, and eventually arriving at Manor House Park – in a short space of time we had come across countless colourful and captivating nuances within all the nooks and crannies of the town.

The point being, that tucked away behind the main-roads that slice through Lee Green, there undoubtedly lived an immensely rich heritage, filled with quirky and significant local histories, all held together by a tight-knit community clearly invested in supporting the spaces they occupied as well as each other. A defining feature of Lee seemed to be one of a quiet, insignificant exterior – yet an interior filled with life and activity teeming away behind the walls. We quickly realised, that although this feature did not do the rich cultural landscapes of Lee justice – it seemed to have insulated Lee from the surrounding property developments of London and its homogenising forces, thus keeping intact the unique character of the area which is so often lost in other similar towns across London.

As such, our vision is one that aims to recognise this feature as a strength as well as a weakness: on the one hand, we want to maintain this hidden oasis behind the main arteries of Lee preserving its character. But on the other hand, the community could benefit from a clearer central sense of place, as well as a stronger spatial cohesion across the urban fabric. This strategy is suitable in regard to our positionality as external visitors to Lee – as our intervention is one that will leave untouched those places that we could never fully interpret – but intervene in the areas most frequented by visitors. In this way, we hope to increase the footfall in the centre of Lee by attracting more visitors as well as locals – which will be necessary if the high street is to ever be rejuvenated, and the commercial district brought back to life.

To achieve this, we propose two interventions: the first we will call the anchor, and the second we will call the stitch.

Figure 6 Mental Map and Key Intervention



The Stitch

The 'stitch' will be a pathway based off the work of Michael Diamond which will flow through the urban fabric of Lee, connecting up key sites, and bringing certain unseen features to the surface. This will not only enhance permeability and a unified sense of place, but will also aim to bring interest back to the valuable heritage of Lee as well as its current activities particularly in regard to the community work taking place.

The Anchor

The perceived centre of Lee as outlined by locals is the Crossroads where Lee High Road meets Lee Road. The crossroads are also a sensible central location geographically in regard to transport infrastructure, and is often the first point of access for visitors. As outlined above – the current environment, and sense of place of the Crossroads is poor – and does not showcase what Lee as a location has to offer. As such – we found it necessary to recalibrate this central area by analysing the existing land-use and suggesting alterations in usage; making the pedestrian access safer and more inviting; and showcasing the key cultural landmarks existing behind the main roads. In doing so, this central crossroads will act as an 'anchor' for Lee – situating it as an entrance and gateway, and making it representative of what the rest of the town has to offer.

AN ACTION PLAN:

Principles + Guidelines



4.1 PRINCIPLES

A principle is a fundamental claim facilitating the foundation for a system of belief or conduct, as well as a line of reasoning.

- Connectivity is key
- Enhance community
- Heritage forms the basis of the urban fabric

4.2 GUIDELINES

A guideline is a structure which shapes a course of action.

Locate the centre and connect key peripheral sites

In doing so - an entrance and what will we call an 'anchor' for the community can be established, which will represent the culture and principles of the area, as well as indicating the extent and content of the area as a whole creating a local cohesion. Traditionally the centre of the town acted as a nexus for commercial and community activity - and as such was important as a mobilising and collective apparatus. This is a feature Lee has lost over the past few decades, and therefore the reignition of such should be explored.

Identify the community and foster relationships

The community acts as the bedrock for any neighbourhood - and Lee is fortunately a town with a strong sense of community. However, the neighbourhoods can often seem quite fragmented and splintered due to the perhaps lack of porosity in the blocks and road networks. This slight sense of alienation could be countered by delineating a route passing like a thread through the landscapes of Lee, connecting up key sites, and showcasing what Lee has to offer along the way. A crucial part of this will be the communities active involvement in such a creation - as it is only the community who will have the capacity and situated knowledges to effectively design such a creation.

Celebrate Lee's heritage and landmarks

Our original analysis of Lee had us exploring the landmarks and urban fabric of the area - a task which we quickly realised involved the situated and local knowledges produced by the residents themselves - as it is only through the act of prolonged experience and memory where such records can be made. As such, we attempted to access these records by talking to the inhabitants of Lee about such knowledges, and the resulting mental map we produced will act as a schematic for bringing to the surface and celebrating these imaginations and histories.

INTERVENTION: THE STITCH



The aim of this intervention is to design a 'stitch' to connect up the key features of Lee Green, creating an increased permeability within the urban fabric whilst simultaneously revealing and celebrating the historical and cultural landscapes that Lee possesses. The form we propose this 'stitch' takes is one of a guided walk – inspired and imagined by the community, acting as a conduit for creating a unified sense of place whilst also showcasing what Lee has to offer. First, an outline of how the strategy will be undertaken will be outlined – and secondly, a prototype of the process will be visualised in order to showcase the potentialities of such an approach.



A proposal for a walk has already been designed by the Management and Safety consultant Michael Diamond last year - however, Michael informed us that its submission to the Green Capital grant scheme was rejected due to the number of landowners who's permission would be needed to construct the road. However, correspondence shows that the proposal was considered greatly - and therefore in our prototype section we will recognise these limitations and suggest alternatives in its design.

STRUCTURE OF INTERVENTION

1. participation and design

For this stage – we will stage a workshop bringing together all the community groups, schools, and locals that will be in proximity to the route. The purpose of this stage is to recognise our own positionality as not only visitors, but also international practitioners that will undoubtedly fall short in understanding the true importance of certain localised features we are intending to reveal and celebrate. However, based upon our initial fieldwork and the interviews we carried out – we will pre-prepare a template containing our own idea of an ideal route and the landmarks we identified as significant based upon the information we received from the locals. During the course of the workshop this will then be presented to the attendees and adapted to their own perceptions and ideas. The workshop will be ideally complimented with a walk with all the attendees along the proposed route – which will help stimulate the memories and ideas of the community, as landmarks are often identified in conjunction with their surrounding context (Lynch 1969). The workshop will conclude with a recalibrated design of the walk designed by the attendees, as well as hopefully generating excitement at the task ahead.

2. Consultation

One of the key constraints as identified above was the fact that the public and private landowners that the route passes over would need to be consulted and permission granted for building such a development. It would need to be confirmed that the output from stage 1 was feasible – however due to the limited construction required for such a route this stage should hopefully be attractive to such landowners.

If a problem does arise in the proposed route – depending on the severity a follow up workshop could be held to attempt to find an alternative path. However, if the amendment required is not too significant, minor alterations could be made before proceeding to stage 3.

3. Implementation

The final stage will be the detailing, designing of the features based upon the community's feedback, and selecting materials for the path, signage, and lighting.

MICHAEL DIAMOND'S ORIGINAL PROPOSAL

Two Quaggy River walk proposals were designed by the Management and Safety Consultant Michael Diamond, which will form the foundation of our design. His two proposed walks were:

1. Lee Green Meadows Walk (Green line)

This walk aimed to connect Sutcliffe Park with Blackheath and Greenwich Park utilising the course of the River Quaggy. The aim of this walk was to connect Greenwich to Eltham, allowing public access to large swathes of underdeveloped and underused public and private open land, as well as enhancing leisure access to the playing fields.

2. Lee Manor Walk (blue line)

The second walk aimed to link the open land to the North-east of Lee Green with Manor House Gardens and Manor Park, and beyond to Hither Green Station and Lewisham town centre. This route aimed to follow the River Quaggy along the nearby residential streets and through the Manor House parks. The key aim here was to provide access to the riverbank in Manor Park which could bring improvements to that corner.

Figure 7 Michael Diamond's Original Proposal

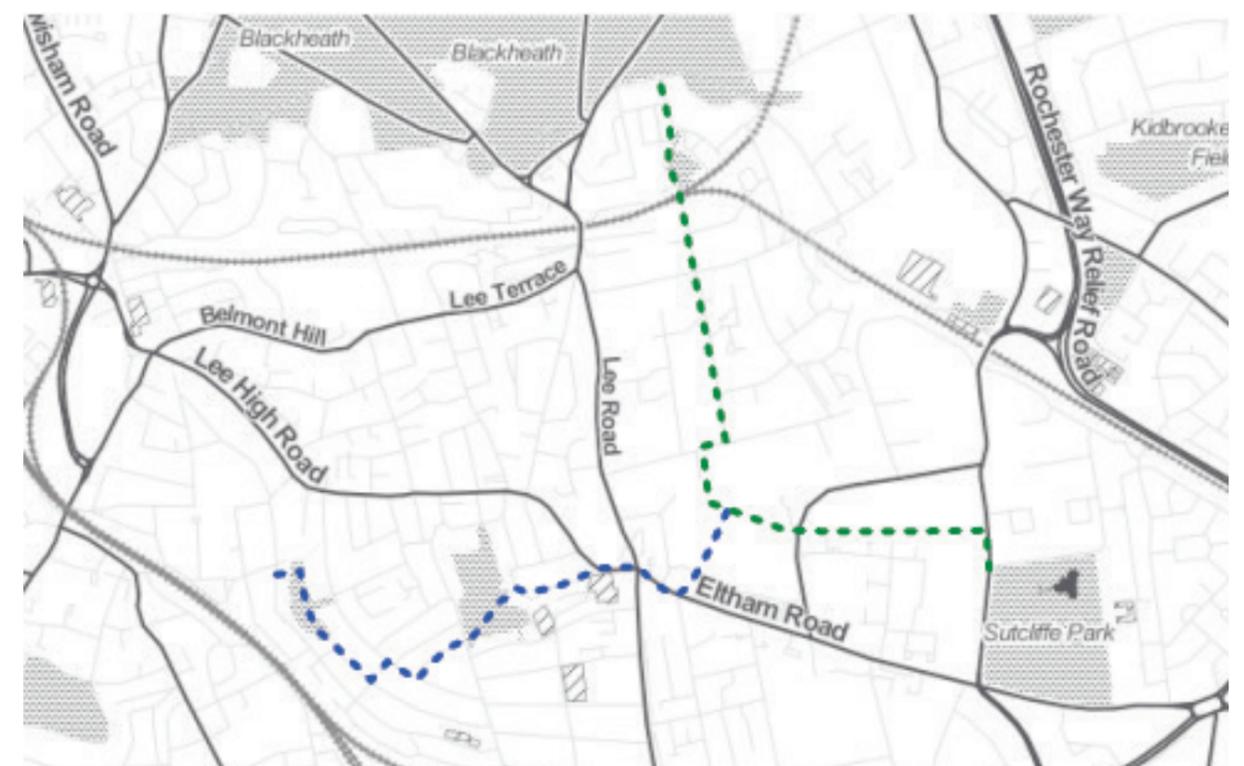


Figure 9 Path Material of Prototype Proposal (top)
Figure 10 Lighting of Prototype Proposal (bottom)



PROTOTYPE PROPOSAL

I. THE ROUTE

We found the two routes as outlined by Michael Diamond were proficient in connecting up the important features of Lee effectively in a way that matched our principle and guideline objectives of permeability and connectivity, exposure to heritage, and integration with community centres. However, the length of each route acted as the key limitation in regard to the number of landowners involved, as well as the cost of implementing such a large structure.

As such - we combined the key features of both routes - keeping the connection to Manor House Gardens, onwards to the central crossroads, past the Lee Gate Centre, and North East to the playing fields accessing the longest exposed stretch of the Quaggy River in the town.

Such a strategy will maintain the most important features of the routes - whilst also increasing viability of construction and approval, as well as access to funding - however the path should be viewed as an incremental structure with scope to be scaled up in the future which would likely be easier once the core part is in place.

The figure below shows our proposed route in red. The purple circle indicates its connection with Manor House Gardens, the orange circle shows our 'anchor' intervention at the Lee crossroads, and the green circle indicates the long stretch of the Quaggy River that the walk will run along.

Figure 8 The Route of Prototype Proposal



2. PATH MATERIAL



Gravel is one of the easiest permeable materials to construct a pathway. It gives the user a feeling of soft underfoot, but at the same time is solid enough to handle the weight of a vehicle. Because the path is not meant to look too formal and gravel is a rather informal material, we do not foresee problems using it. However, gravel, has a couple of limitations. The material tends to stick to ones shoes and it may have to be replaced within limited timeframe. Additionally, it may make the path look borderless, therefore we will provide a subtle stone border around it.

3. LIGHTING

Due to the path potentially leading through some areas that may be isolated, particularly when along the Quaggy River, it will be necessary to install some form of lighting to improve the safety of the route during night hours. With people becoming increasingly confident about their environment, demands for using alternative energy resources has substantially increased. The same goes for Lee's communities, of whom a majority have decided to go Green. Therefore we felt a solar powered light system would be cost effective in the long term, easier to implement, and also environmentally sustainable.



4. SIGNAGE

As a key principle and guideline of our intervention is to celebrate Lee's heritage and landmarks, we propose to implement signage along the route highlighting key sites that will be identified within Stage 1 through the community engagement. This could serve the dual purpose of celebrating historical heritage as well as highlighting current usage, such as community hubs, projects, and wildlife.

← 500M

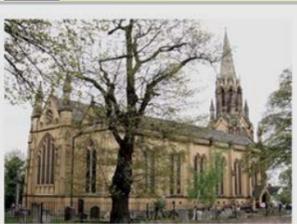


MANOR HOUSE LIBRARY

The library is situated on Old Road, Lee, in the South East London Borough of Lewisham. The main house had been built by Thomas Lucas in around 1773. It was then purchased by the Baring Family in 1796. It was sold to the London County Council for £8,835 by Earl of Northbrook with poor condition in 1898.

The Restoration of the house was completed and it became a library opening in May 1902. It is listed, along with the wall forming the boundary with Pentland House to the west, the entrance gate posts and the telephone kiosk in front. The Manor House itself received a further Heritage Lottery fund award and was renovated.

← 500M



ST MARGARET'S CHURCH

St Margaret's Church, Lee is a Church of England parish church in Lee, London. It was built between 1839 and 1841 in a simple early Victorian style designed by Norwich architect John Brown. It is Anglican and is located on the south side of Lee Terrace/Belmont Hill. Extensive and lavish interior decoration was carried out between 1875 and 1900. By 1980, a 20-year restoration programme was carried out. On completion of the restoration, the church is one of the best preserved examples of a decorated gothic revivalist interior in London.

← 50M



OLD TIGER'S HEAD

In the late 18th and 19th centuries Lee Green was the centre for many popular sports such as bowling, cricket, horse-racing and prize-fighting. These centred on the Tiger's Head public house, built on this site in the 1750s. The Tiger's Head inn was built by one Roger Roberts in 1882. The pub was famous for its bowling green. They provided entertainment for companies from London and held cricket matches on the green. Horse races were also held at the back of the Tiger's Head and attended by lower classes from London. The local residents consider the Old Tiger's Head as a historical landmark.

← 100M



LEE GREEN COMMUNITY CENTRE

Lee Green Lives runs the existing centre in Lee-gate. They aim to bring life back to the local shopping centre and provide everything from computer and knitting classes to benefits advice sessions and a place for local group to meet.

← 300M



MANOR HOUSE PARK

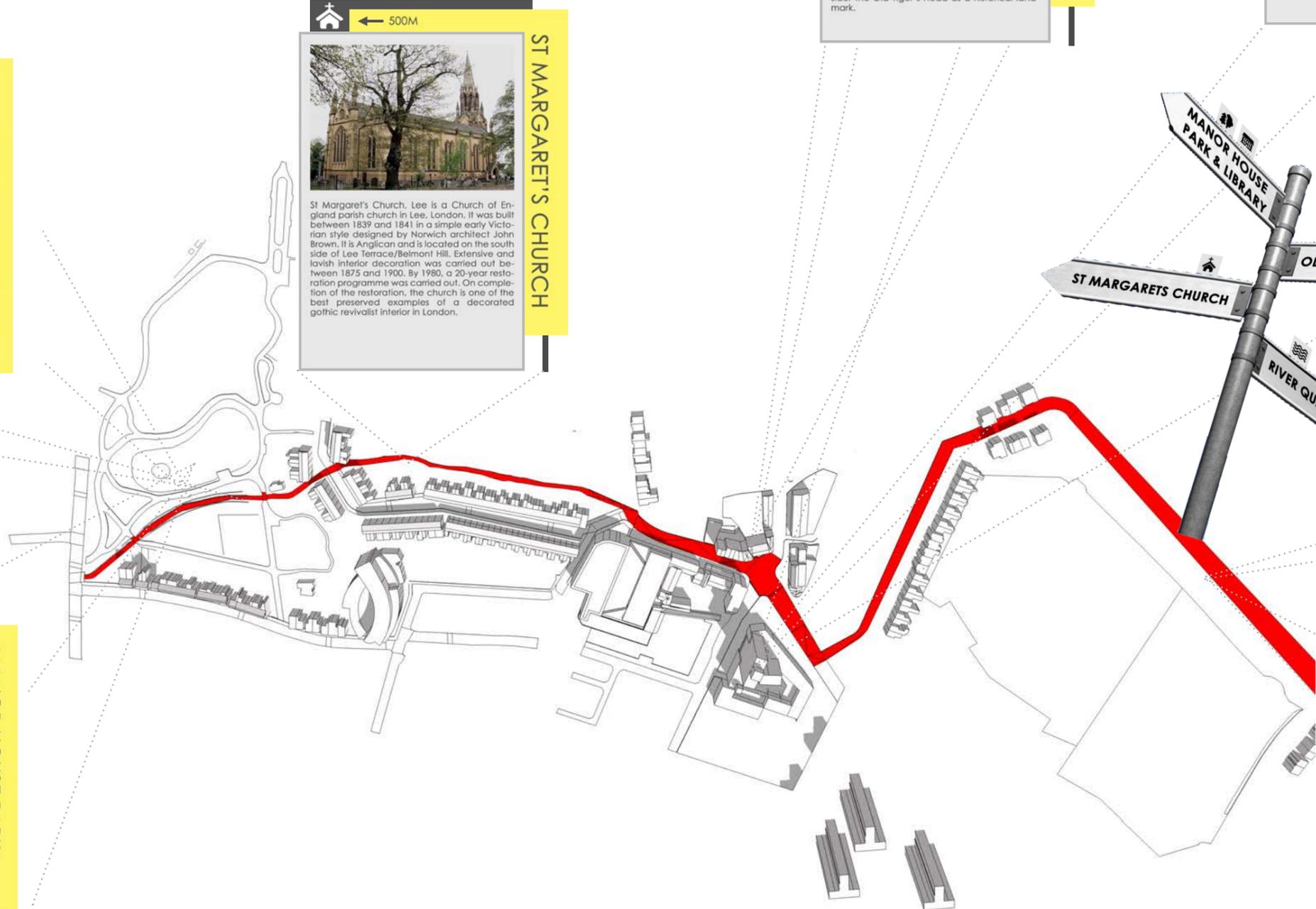
The gardens were formally laid out in around 1773. They remained within the Baring family until 1898. The gardens were opened to the public on Whit Monday 19 May 1902 and became a popular destination for locals, and during the second world war air raid shelters were built within the grounds. In 1976 local residents set up the Lee Manor Society. The budget for gardens has been cut. With the dissolution of the Greater London Council in 1986, the gardens were transferred to the London Borough of Lewisham and suffered extensive damage in 1987. Local residents formed the Manor House Gardens Users' Group in 1993 and received a Heritage Lottery Fund award to renovate the gardens. The park was reopened in 2000.

← 200M



RIVER QUAGGY

The River Quaggy is 17 kilometres in length, passing through the south-east London boroughs of Bromley, Greenwich and Lewisham. As part of the Ravensbourne catchment area, the river is kept constantly under inspection by the Environment Agency issues flood warnings. In the 1960s, the River Quaggy within Chinbrook Meadows and other parks was channelized into concrete culverts to avoid flooding. It became a natural landscape for local residents in the Manor House Garden.



INTERVENTION: THE ANCHOR

- 1
- 2
- 3
- 4
- 5
- 6

Solving the traffic issues and the lack of accessibility for the pedestrians into the junction has posed a key challenge to tackle in the final report, and that is not only because of the limited budget, the lack of alternative routes, and the essential position of the junction to the vividness of the economic activity in Lee. The main factor feeding into the challenge is the precisely the right amount of 'intervention' needed to turn this junction from a pedestrian-hostile to a pedestrian-friendly place, without causing further inconveniences in other parts of the city.

In light of the limited space, access to funds, and room for intervention, the strategy depended on a discussion between the local experts of the Lee context to derive its intervention, allowing for the discussion to escalate, and indirectly guiding it towards naming the challenges, exploring room for manoeuvre, and finding out the possible tools that could be utilized to improve the situation. The outcome of this strategy was a very constructive debate taking place in the team's last visit to Lee while presenting our progress and elaborating on our possible interventions.



The work of Michael Diamond was fundamental in our research, and his contribution to the discussion was valuable. The final result of the discussion with the Lee forum suggested narrowing the entrances and exits for cars crossing the junction, using different material "Tiles" on highlight the pedestrian areas and the cars areas, and adding walkways for pedestrians to reclaim their space of the public realm.

The first part of this section will present our prototype designs for such a task, however, in addition to creating a healthier and safer environment in order to rejuvenate the crossroads - we also provide renderings of potential future uses, and the vibrancy that could be achieved.

RECALIBRATE THE ROAD LAYOUT

Figure 12 Recalibration of the Junction



ENVISION FUTURE POTENTIALITIES

This section is based on the assumption that the improved road layout will increase footfall and therefore usage of the central crossroads area. Upon such an assumption - we aim to envisage what an enviograted space may look like.

Our analysis of the landuse of the crossroads revealed a large number of unused spaces which could be filled after this reinvogoration.



Figure 13 shows a 3D rendering highlighting 'leftover' spaces, 'underused' spaces, and 'used' spaces

Figure 14 reveals what the 'used' spaces currently are.



Figure 13 Utilised and Underused Space (top)
Figure 14 Current Activities Happening in the Area of the Junction (bottom)



A wider pavement with more street furniture would encourage congregation, bringing in a larger number of pedestrians who would utilise the shops, spaces, bringing a commercial life back to the centre.



Larger traffic islands and pavements could allow more greenery to be grown - which could be carried out by the vast number of community groups in the area, organising 'grow' workshops with the local schools and nurseries. Such an activity will indicate care and attention to passer-byers and commuters, encouraging a high sense of respect to the space.

Figure 15 Inclusive Space - 1: The Old Tiger's Head
Figure 16 Inclusive Space - 2: The New Tiger's Head



The large pavement space outside the Lee Gate Centre is an ideal location to organise a variety of activities - which in conjunction with the rest of the corners would result in a dynamic crossroads of community and activity.

Figure 17 Inclusive Space - 3: Leegate House
Figure 18 Visualisation of the Historical Heritages in Lee Green



One idea copies a project carried out in Coventry in 2016 - and utilises an app to overlay historical photographs of certain parts of the city on a mobile phone. The aim of this is to reveal the rich heritage that lies beneath the contemporary forms, encouraging a deeper awareness of Lee's past - and its connection to the future.

CONCLUSION



In this project, our aim was to aid the Lee Green neighbourhood forum in envisioning Lee through the different perspective of our own varied lenses, and from this suggesting potential design interventions aimed at reinvigorating the town and its spaces.

Our initial task of focussing on the landmarks and urban fabric revealed to us a far richer landscape than we had previously expected - and as a result our enthusiasm and determination in delivering the optimum output was certainly enhanced. The several fieldwork excursions we took allowed us to interact with the locals in the varying spaces of the town - within the parks, the libraries, pubs, shops and community centres. Each person we spoke to often had a similar perspective on their town: a sarcastic edge but a hidden love, and they often had a comfortability with their lifestyles and day to day routines through the streets and avenues. One large upset often mentioned was the degradation of the high street - resulting from larger developments elsewhere such as in Lewisham and Greenwich - and the outdated precincts no longer being attractive to shoppers. However, we soon realised that these features were in fact extremely beneficial for Lee - in that the hidden character of the town seemed to have spared it from the gentrifying development forces sweeping across London.

Therefore, our intervention intended to attempt to preserve this hidden character, whilst still recognising the improvements clearly needed. The two interventions we found most necessary - not just in regards to increasing visitor numbers, but for the locals as well - was redesigning the central crossroads to make it safer, and to give it a clearer sense of place - making it an entryway to Lee, an 'anchor' for the town. The second intervention was aimed at tackling the fragmented, and impermeable nature of the town. This was attempted through our 'stitch' strategy - designing a walk that linked up the key central hubs of the town and tying together the urban fabric in a more cohesive way.

Ultimately - although we are confident with the two interventions we followed - and that the feedback we received from the neighbourhood forum/consultants/the public seemed positive - we do recognise the difficulty of the implementation of such approaches in regards to funding, approval from land owners and permission from council bodies. However, as outlined in the project brief - a large part of this exercise was to inspire and suggest the realm of possibilities available to the town of Lee - and hopefully our project has achieved such a goal.

BIBLIOGRAPHY

Butler, T & Robson, G 2003, 'Negotiating Their Way In: The Middle Classes, Gentrification and the Deployment of Capital in a Globalising Metropolis' URBAN STUDIES, vol 40, no. 9, pp. 1791-1809

Carmona, M., Heath, T., Oc, T. and Tiesdell, S., 2003. Public places, urban spaces: The dimensions of urban design. London: Architectural Press/Elsevier

Department for Communities and Local Government, 2012, National Planning Policy Framework. Available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf [Accessed 12th February, 2018]

Lewisham Council, 2011, Lewisham Core Strategy – Development plan document. Available at: <https://www.lewisham.gov.uk/myservices/planning/policy/Documents/CoreStrategyAdoptedVersion.pdf> [Accessed 1st, March, 2018]

Lynch, K., 1960. The image of the city. Cambridge: The technological Press & Harvard University Press

Matthew, C., 2014. "The place-shaping continuum: A theory of urban design process." Journal of Urban Design 19.1: pp. 2-36.

Mayor of London, 2017. The London Plan.

Ministry of Housing, Communities & Local Government, 2014, Planning Practice Guidance. Available at: <https://www.gov.uk/government/collections/planning-practice-guidance> [Accessed 1st March, 2018]