



LOCAL CHARACTER AND INTENSIFICATION

Jane Manning, Allies and Morrison Urban Practitioners

30 January 2018



INTRODUCTION

1. Role of characterisation:
 - Starting the conversation
 - Informing the “so what”
2. Density, thresholds and the importance of urban grain
3. Getting intensification right





STOP Paddington CUBE

@PaddingtonTower

Battersea is part of a huge building project - but not for Londoners

The Nine Elms area in south-west London is getting a £15bn revamp - but its luxury flats, costing £1m-plus, are aimed squarely at wealthy foreign buyers



Artist's impression of the 'mini Manhattan' being planned for the Nine Elms area of Battersea.

Old Oak Common regeneration is branded 'a mess' in Sadiq Khan review

News > London | PIPPA CRERAR | Tuesday 1 November 2016 11:17 GMT | 0 comments



7 shares

Like Follow The Evening Standard



Transformation: the Old Oak Common scheme will create more than 25,000 homes

The fight is on to protect villages from supermarket domination

By NATALIA GAMESON | UPDATED: 09:36, 19 October 2009



View comments

The Duke of Edinburgh might have come out with some howlers in his time, but his latest pronouncement on the typical British village may not be far off the mark.

In a recent interview, Prince Philip railed against the supermarkets which, he believes, are driving out local businesses, leaving villages weakened by the loss of the proverbial butchers, bakers and candlestick makers.

Such shops create a sense of community and boost the local economy. There are plenty of people who agree with him.



Glasgow community speak out after private developer plans to build on much-loved park

Advance Construction (Scotland) Ltd have submitted proposals for 400 new homes at Braidbar Quarry in Giffnock Renfrewshire.

BY GLASGOW LIVE ASCOT | 14:12, 7 APR 2017 | UPDATED: 10:08, 10 APR 2017



Huntly Park

The UK's biggest regeneration project at Old Oak Common has

People are furious as Sevenoaks Green Belt land is earmarked for possible houses

By Kent and Sussex Courier | Posted: January 18, 2017

By Debbie King



0 COMMENTS 39 SHARES





Everyone wants progress, no one wants change
Soren Kierkegaard

Starting the conversation - the importance of context



Neighbourhood planning: the rise...

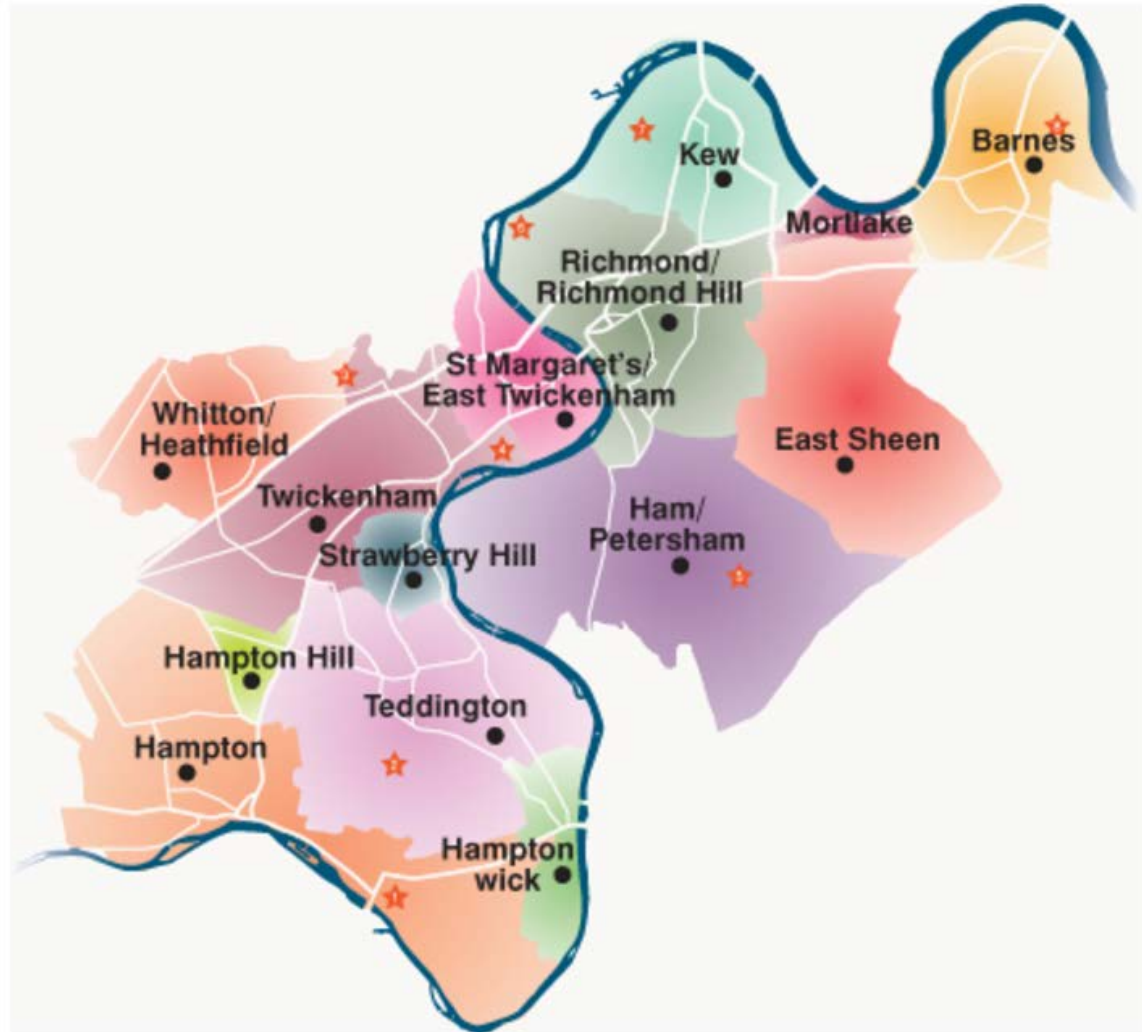


...and the fall

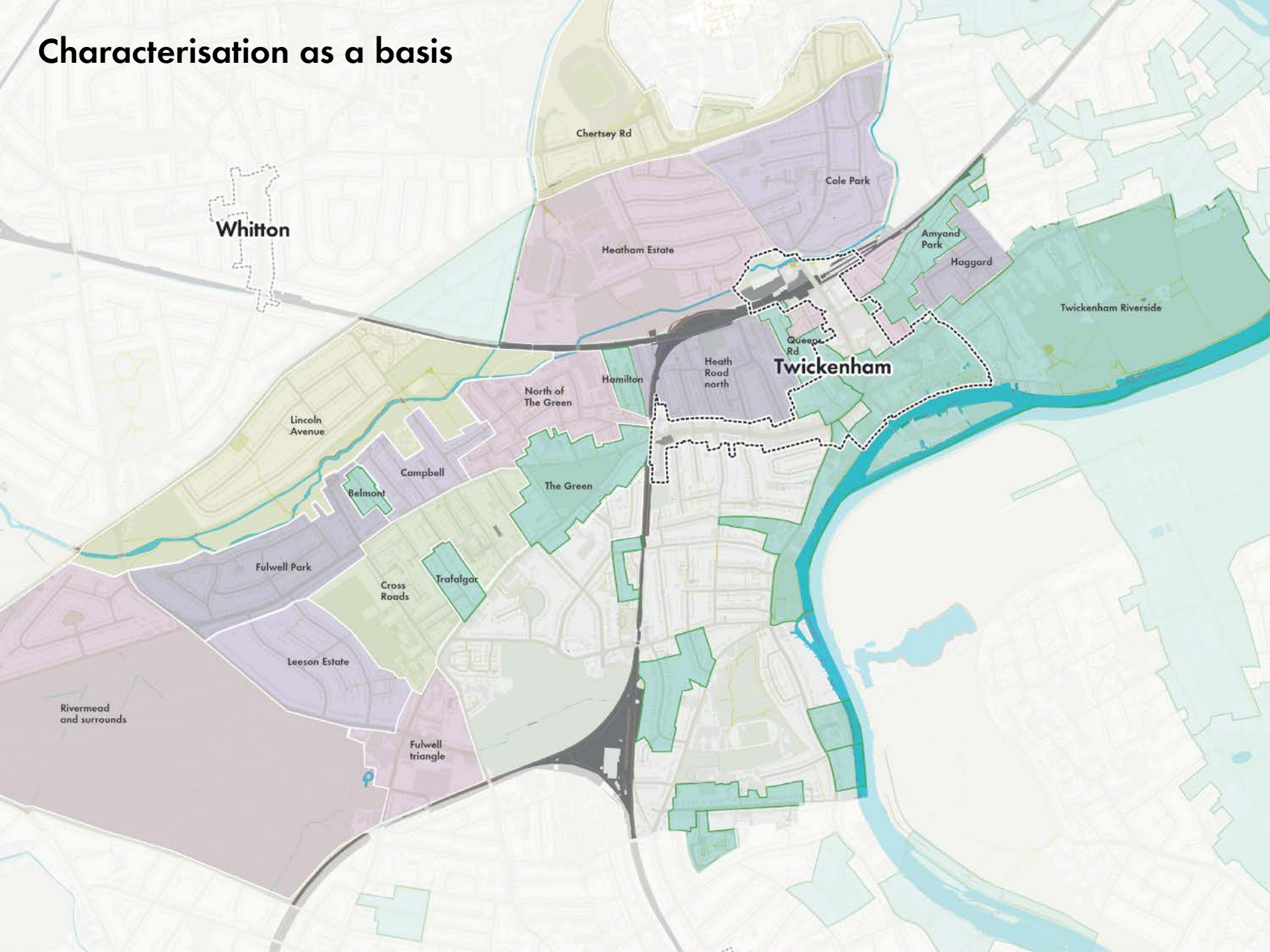




Richmond-upon-Thames village planning



Characterisation as a basis



Creating a vision – the “so what”



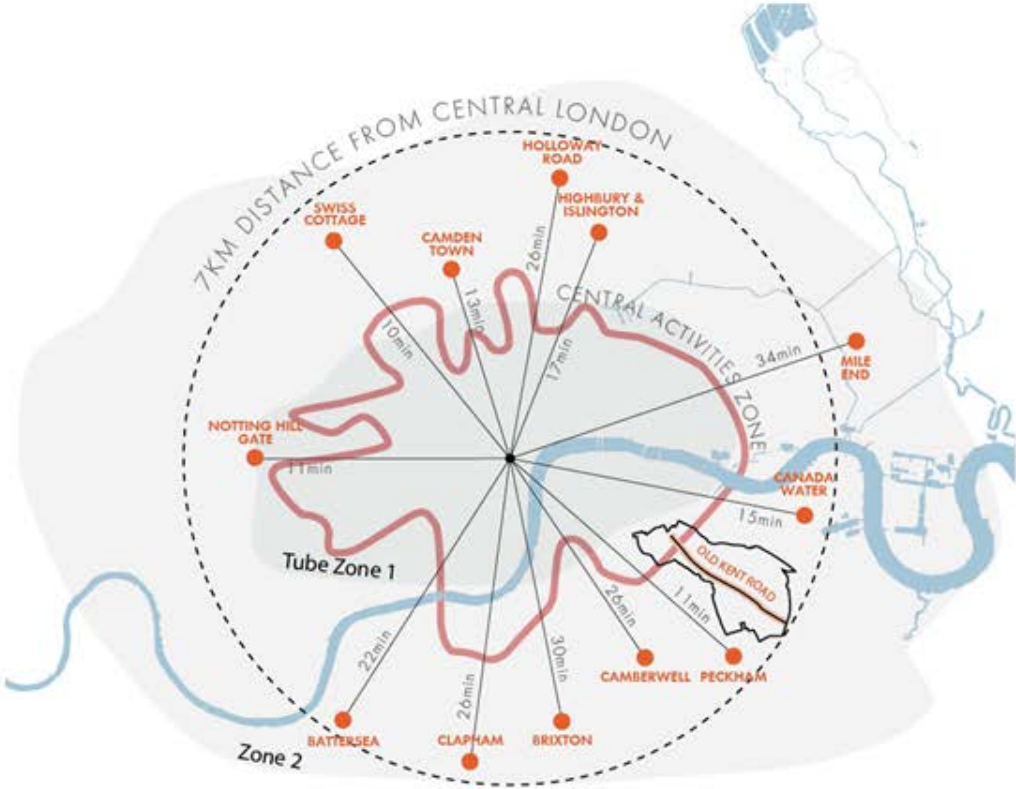
OLD KENT ROAD

PLACE-MAKING STUDY

Allies and Morrison
February 2016



CONTEXT

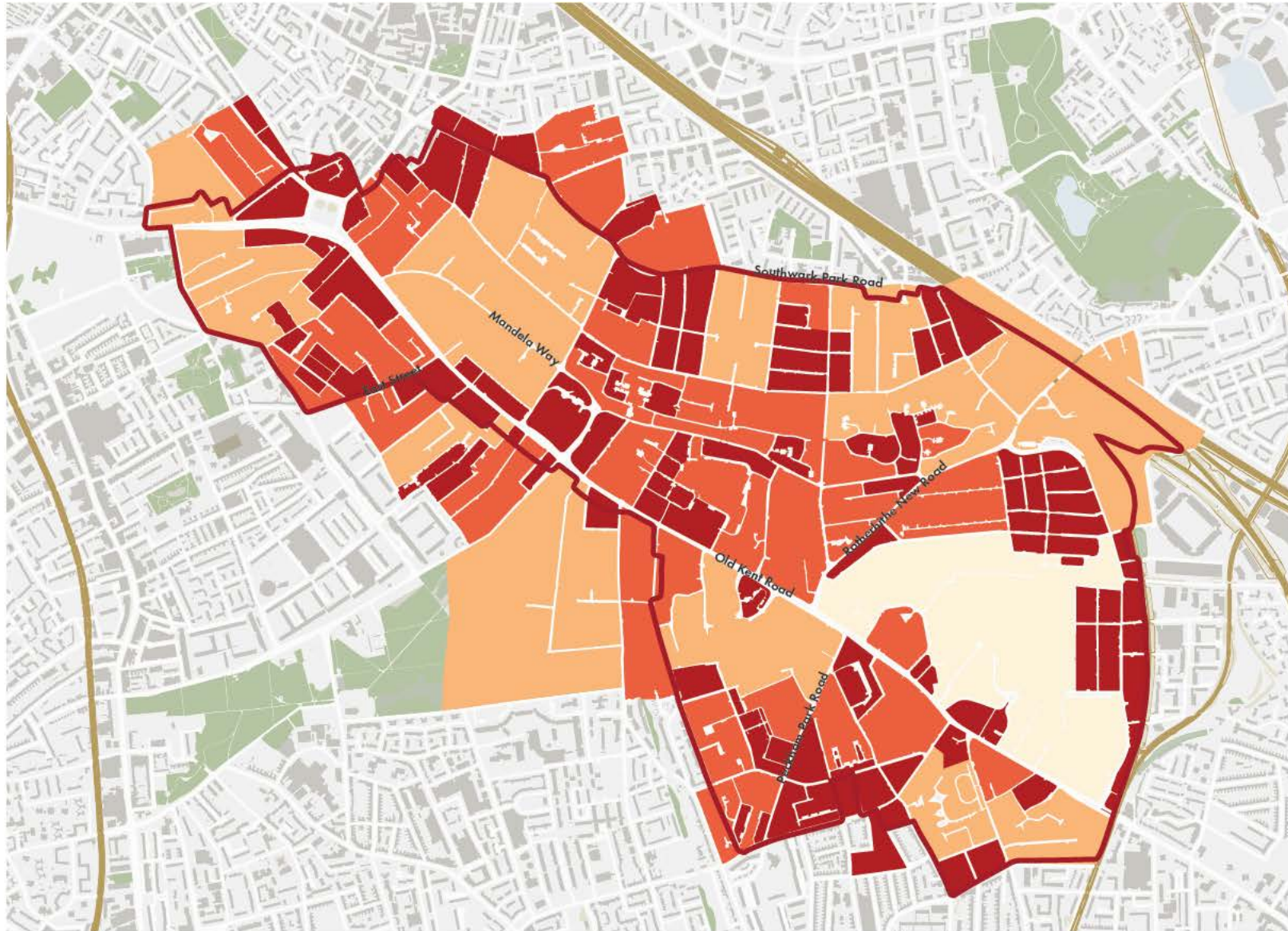




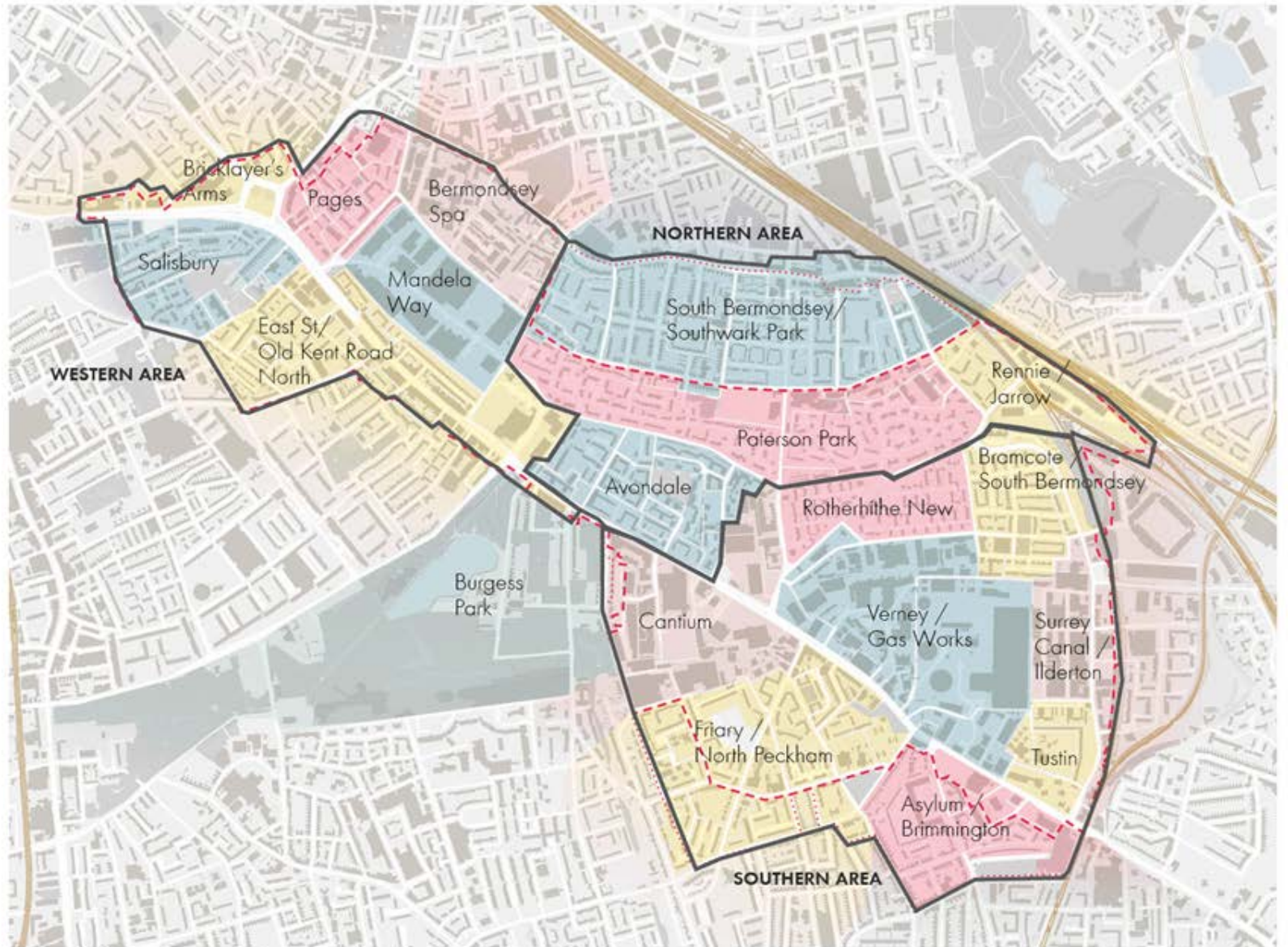
Old Kent Road / Marlborough Grove



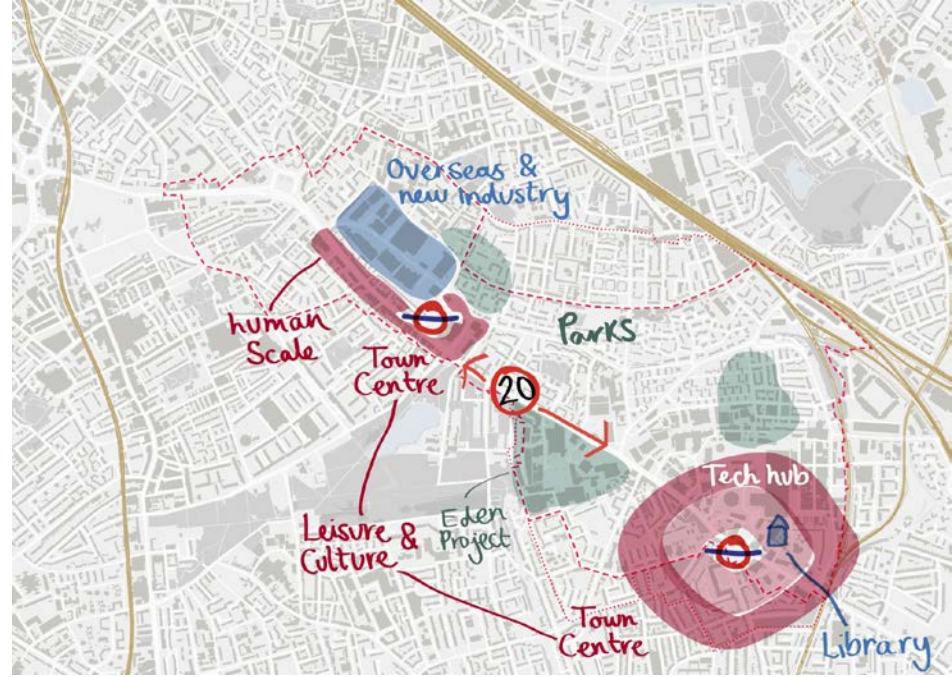
Thomas A Becket Public House



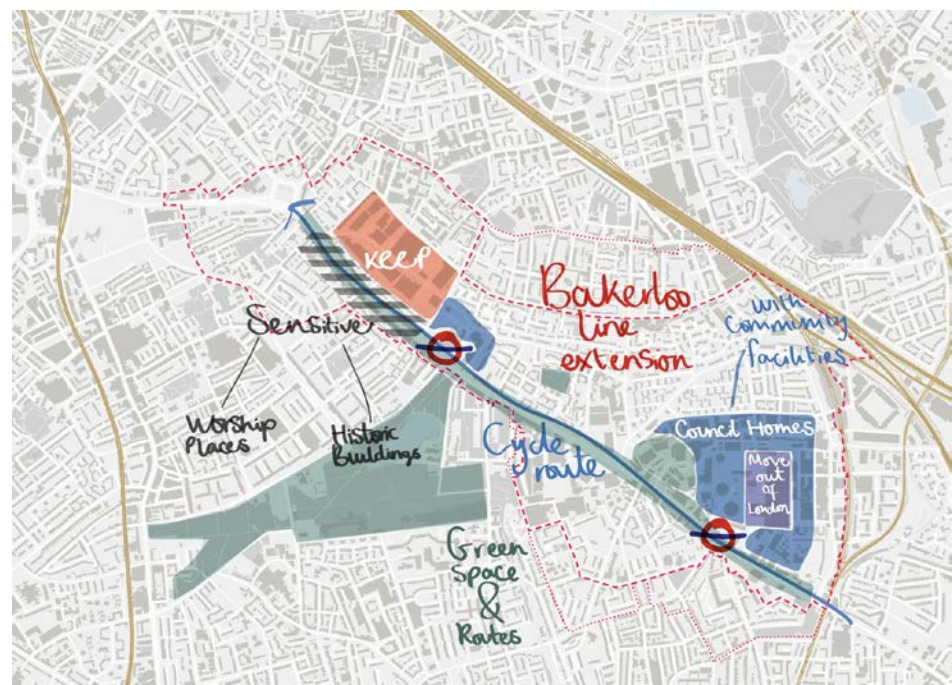
Block size perimeter (sqm)
105 - 552
552 - 1,244
1,244 - 2,791
2,791 - 6,239



Neighbourhood character zones within the three broad areas



What should the vision be?



HEADLINE PRINCIPLES

RESPONSIVE TO CONTEXT

Old Kent Road not Any Old Road
Balance of uses to respond to
need

SUSTAINABLE IN THE LONG TERM

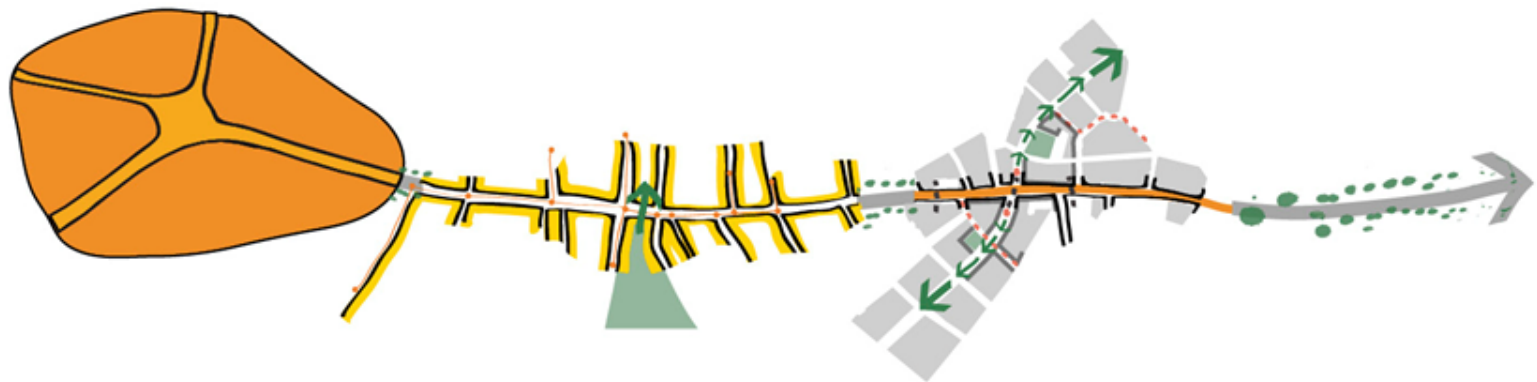
Flexible to changes in fortune (with
or without a tube line)
Adaptable to future climates



ROBUST IN STRUCTURE

Web of routes and connections
Block structure that learns from
context, and uses that revive the
road and its role

THE OLD KENT ROAD



BRICKLAYERS ARMS

Draw in and tighten up

Detailed studies ongoing
Major benefits to removing
the flyover

EAST STREET - BURGESS PARK

Draw out the vibrancy

String the beads together
Draw Burgess Park across the
road

"CANAL CROSSING"

Intensify the environment

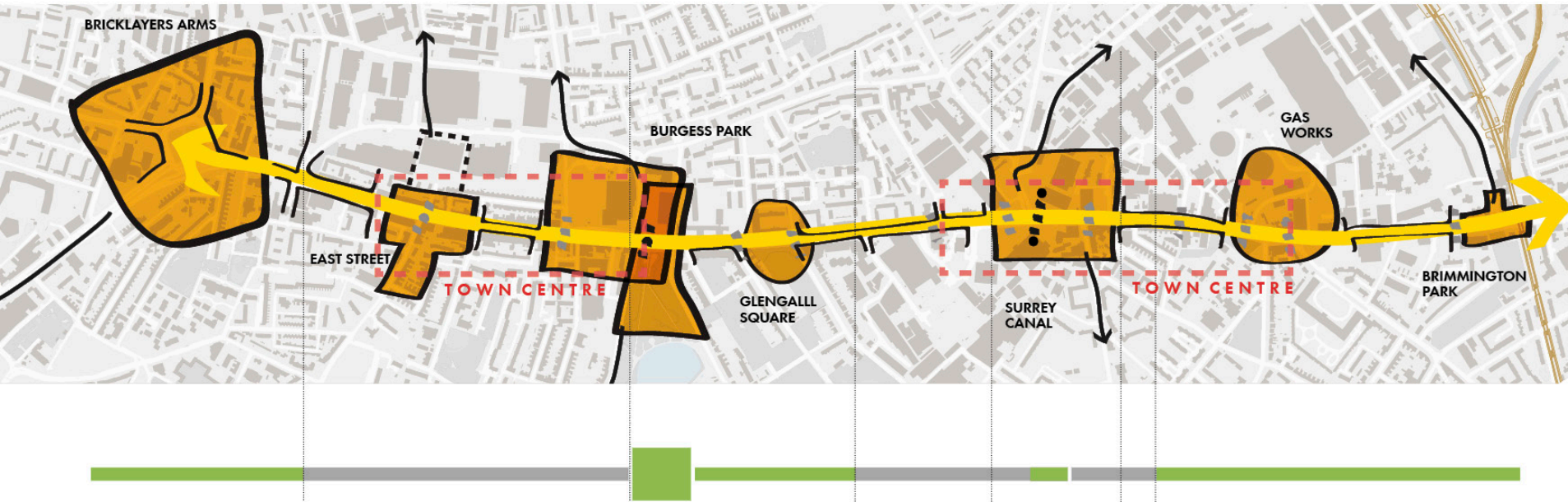
Intense moment as "canal"
crosses the road. Glimpses
into the neighbourhoods

BRIMMINGTON PARK

Repair and mend

Address street frontage
Emphasise the trees

THE OLD KENT ROAD



Density, thresholds and the importance of urban grain



An aerial photograph of a river in London, likely the River Thames, is shown with a dark blue overlay. The river winds through the city, and the surrounding urban landscape is visible. The text is overlaid on the top portion of the image.

HISTORIC ENGLAND

LONDON'S CHARACTER AND

FUTURE DENSITY

Allies and Morrison

The study – Local character and density

Context:

- London Plan Full Review 2016-17
- Opportunity to question the direction and approach currently in place

Brief:

- Review character types across London
- Explore the scope for and sensitivity to densification
- Explore emerging ideas and good examples of dense contextual development



A growing city

- Density in London today is a product of its evolution
 - Central overcrowding
 - Public transport network
 - Health-led garden city suburbs
 - Green Belt
- High intensity development in the centre vs. low intensity suburbs
- Competitive global city
- Pressure for housing (and jobs)

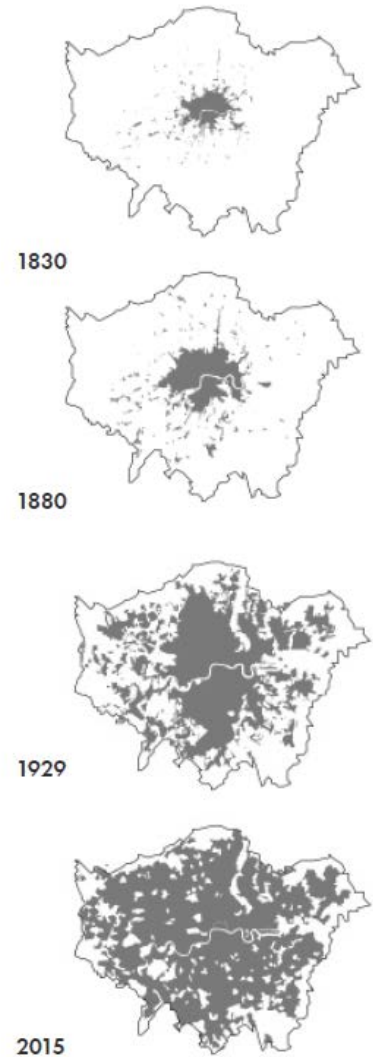


Table 3.2 - Density matrix (habitable rooms and dwellings per hectare)

	Setting	Public Transport Accessibility Level (PTAL)		
		0 to 1	2 to 3	4 to 6
Indicative Average Dwellings size	Suburban	150 - 200 hr/ha	150 - 250 hr/ha	200 - 350 hr/ha
	3.8 - 4.6 hr/unit	35 - 55 u/ha	35 - 65 u/ha	45 - 90 u/ha
	3.1 - 3.7 hr/unit	40 - 65 u/ha	40 - 80 u/ha	55 - 115 u/ha
	2.7 - 3.0 hr/unit	50 - 75 u/ha	50 - 95 u/ha	70 - 130 u/ha
	Urban	150 - 250 hr/ha	200 - 450 hr/ha	200 - 700 hr/ha
	3.8 - 4.6 hr/unit	35 - 65 u/ha	45 - 120 u/ha	45 - 185 u/ha
	3.1 - 3.7 hr/unit	40 - 80 u/ha	55 - 145 u/ha	55 - 225 u/ha
	2.7 - 3.0 hr/unit	50 - 95 u/ha	70 - 170 u/ha	70 - 260 u/ha
	Central	150 - 300 hr/ha	300 - 650 hr/ha	650 - 1100 hr/ha
	3.8 - 4.6 hr/unit	35 - 80 u/ha	65-170 u/ha	140 - 290 u/ha
	3.1 - 3.77 hr/unit	40 - 100 u/ha	80 - 210 u/ha	175 - 355 u/ha
	2.7 - 3.0 hr/unit	50 - 110 u/ha	100 - 240 u/ha	215 - 405 u/ha

Source: Greater London Authority

Mayor's Design
Advisory Group

Growing London



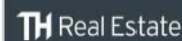
The Density Dividend: solutions for growing and shrinking cities

October 2015

Authors:

Prof Greg Clark
Senior Fellow, ULI Europe

Dr Tim Moonen
Director of Intelligence at The Business of Cities Ltd



Redefining Density

Making the best use of London's
land to build more and better homes



A new wave of intensification...



King's Cross

...sometimes a challenge

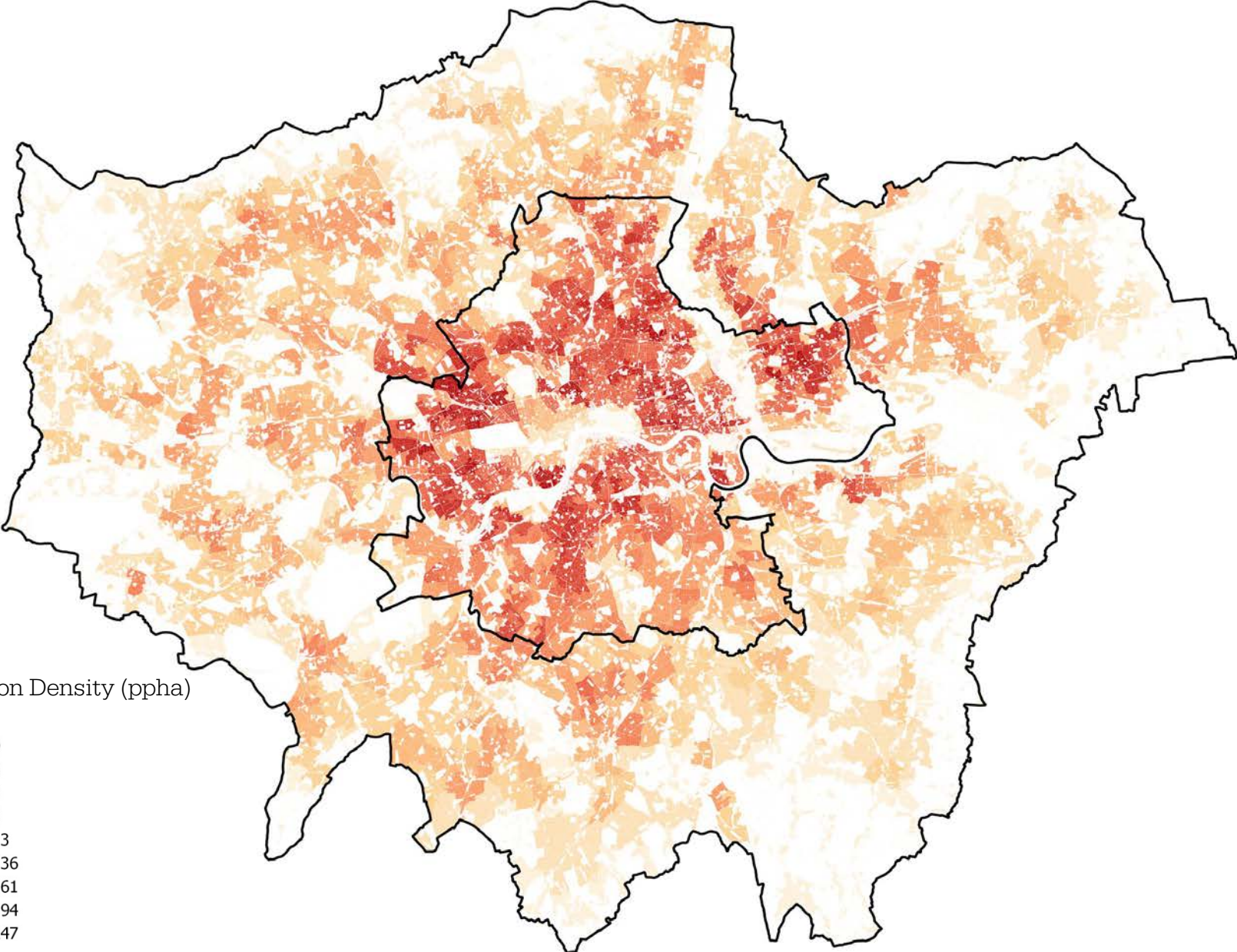


Old Oak Common Framework

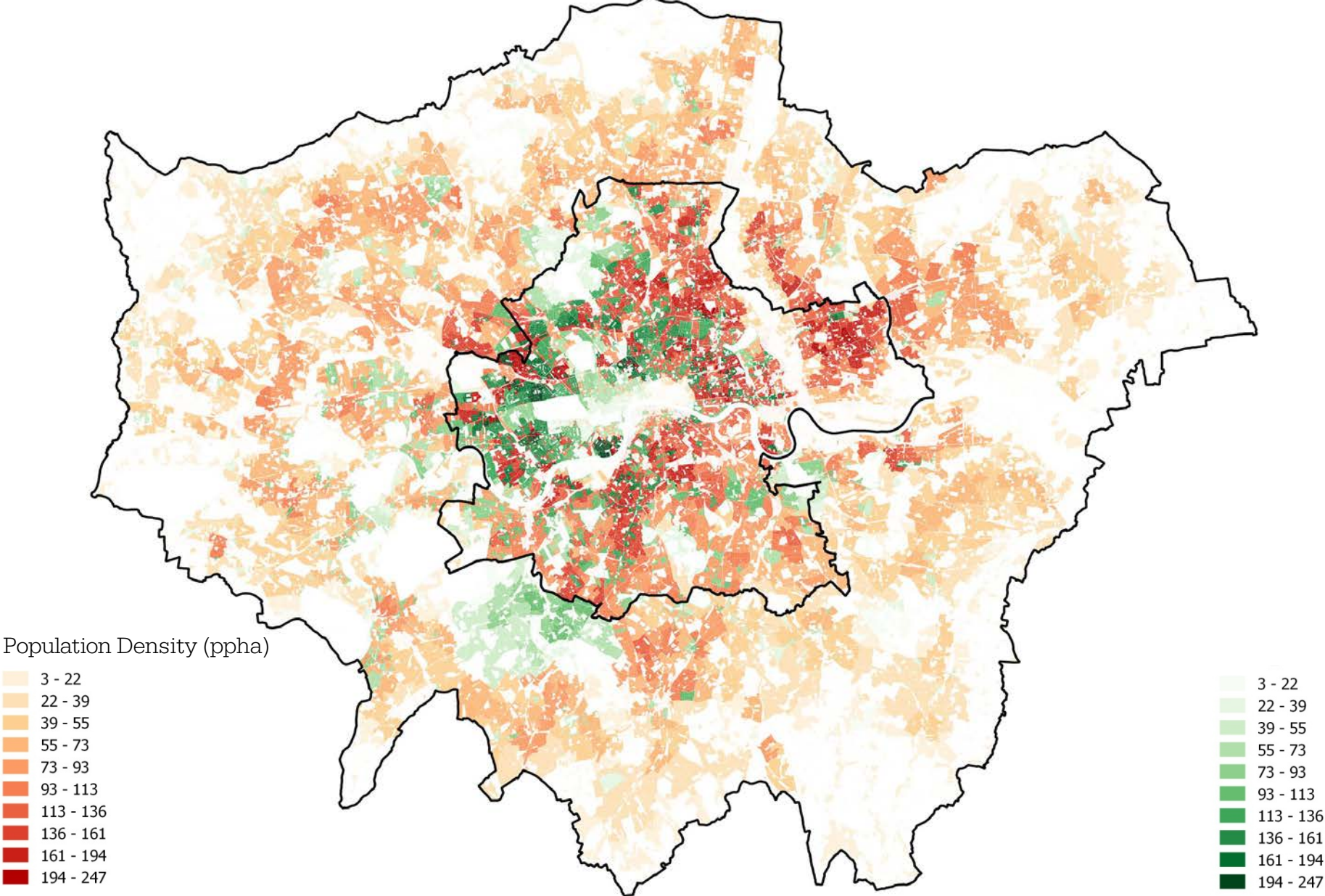


Rethinking Density

Residential area density

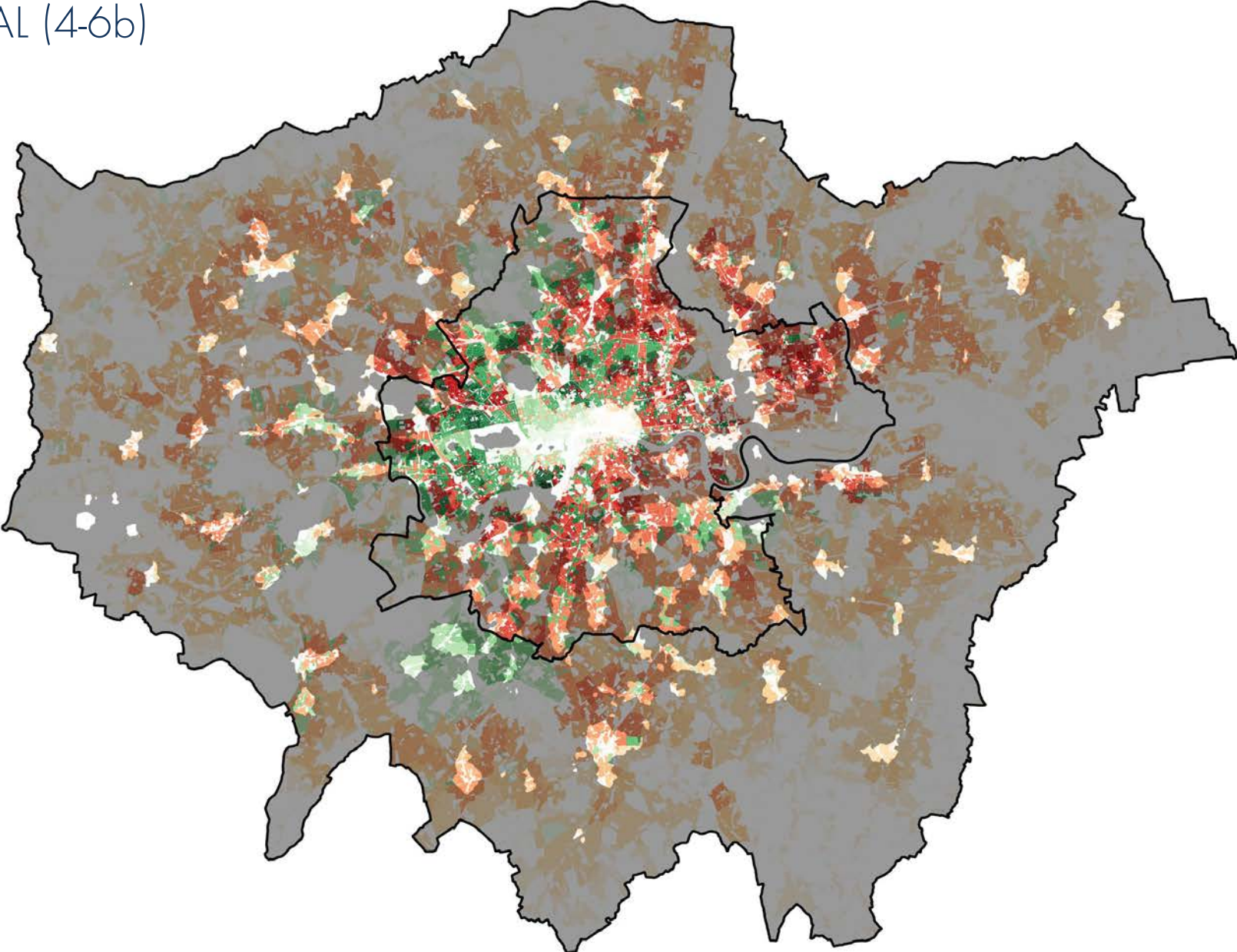


Contribution of Conservation Areas



Most accessible locations

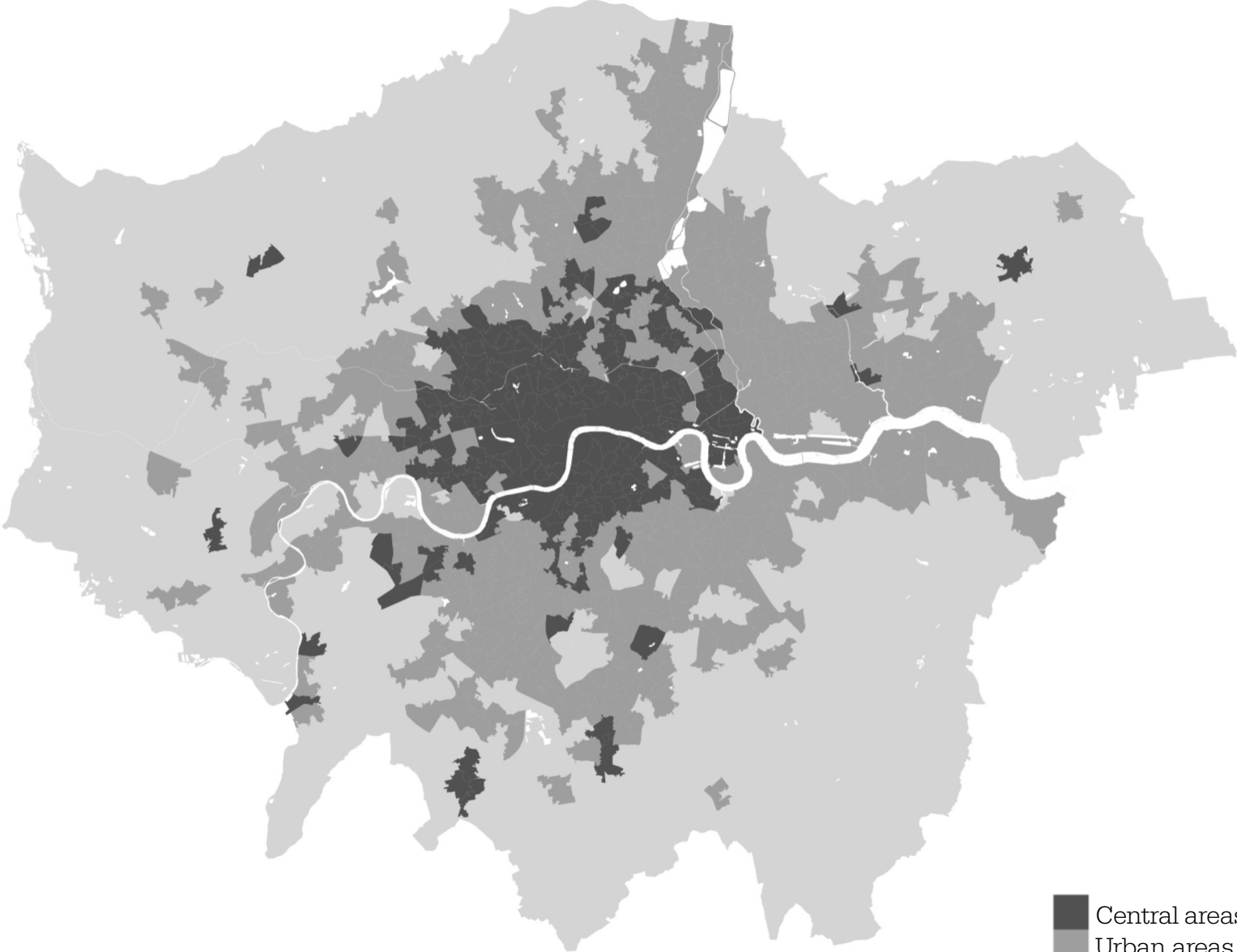
PTAL (4-6b)



An aerial photograph of London, England, featuring a dense urban landscape. The River Thames flows through the foreground, with a large ship docked on the left. The Shard, a prominent glass skyscraper, stands tall on the right side of the image. The text "London's Diverse Character" is overlaid in the center in a bold, yellow font.

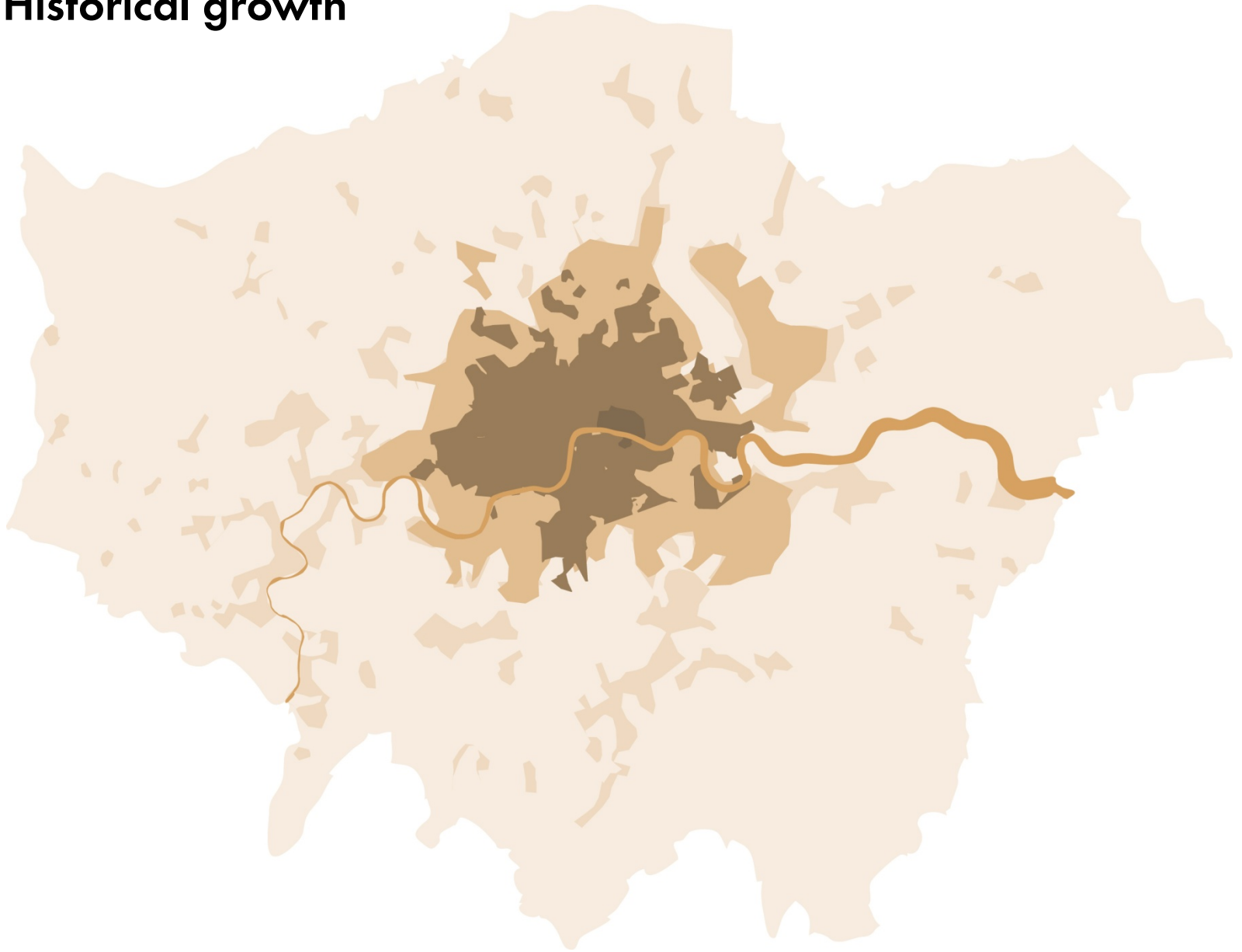
London's Diverse Character

Residential density matrix - character



- Central areas
- Urban areas
- Suburban areas

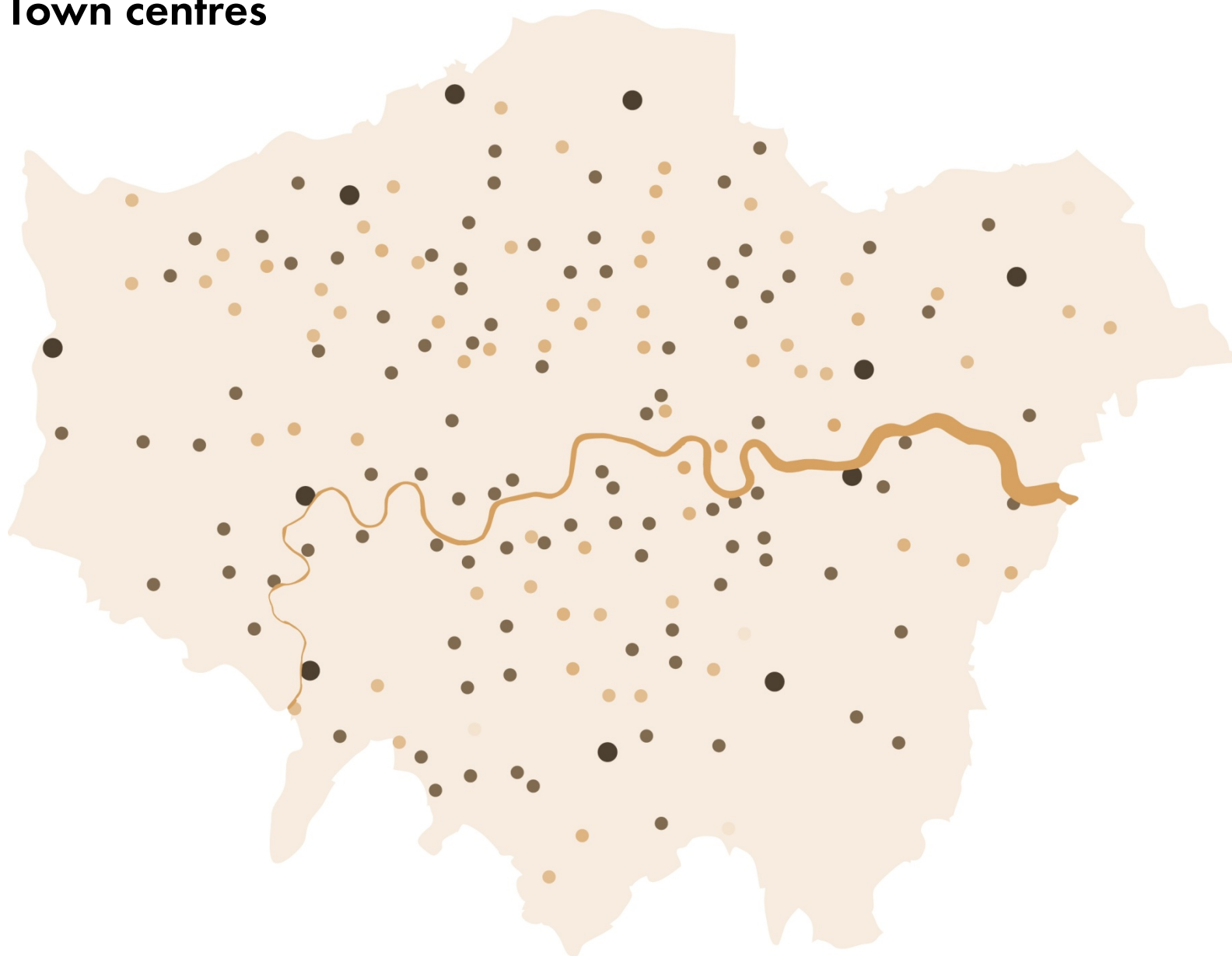
1. Historical growth



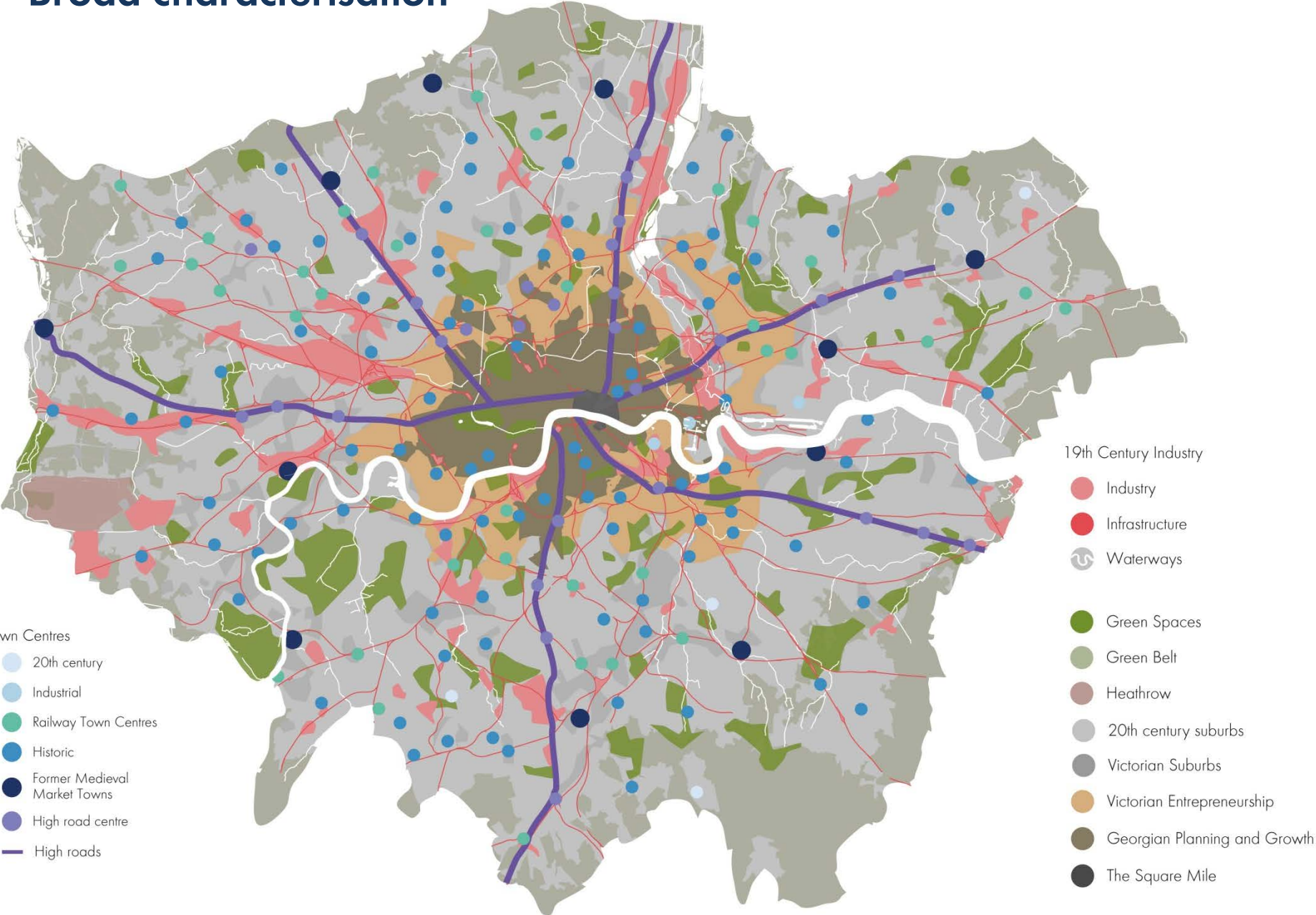
2. Land uses



3. Town centres



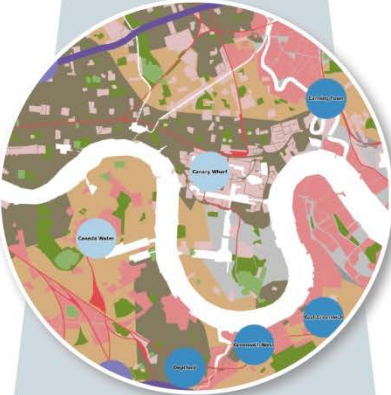
Broad characterisation



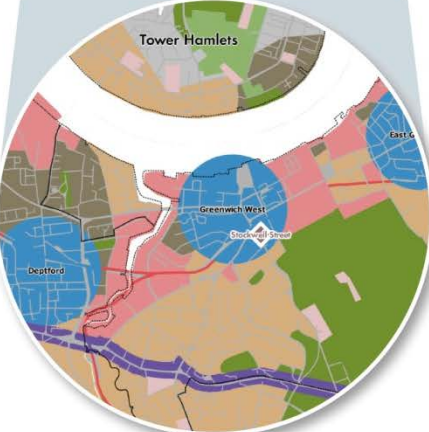
Scales of detail



SCALE 1 – CITY
1:3,500,000 - 1:80,000



SCALE 2 – BOROUGH
1:60,000 - 1:30,000



SCALE 3 – PLACE
1:30,000 and under

Taking a transect through London



Heritage assets



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

- 19th Century Industry**
- Industry
 - Infrastructure
 - Waterways

- Forest
- Green Spaces
- Green Belt
- Heathrow
- Borough Boundary

- 20th century suburbs
- Victorian Suburbs
- Victorian Entrepreneurship
- Georgian Planning and Growth
- The Square Mile





HIGHGATE

FAR
1:2.5

TYPICAL BLOCK
DIMENSIONS
25X40M
60X55M
115X80M

TYPICAL STREET WIDTHS
HIGH STREET 9-18M
TOWNSEND YARD 4.5M
HAMPSTEAD LANE 13-15M
SOUTHWOOD LANE 8-12M

PUBLIC SPACES
POND SQUARE 0.25HA
WATERLOW PARK 0.25HA

EXCEPTIONS
HIGHFIELDS GROVE



CROUCH END

FAR
2:3

TYPICAL BLOCK
DIMENSIONS
50X100M
65X180M
70X185M

TYPICAL STREET WIDTHS
THE BROADWAY 16-25M
MIDDLE LANE 13-18M
COLERIDGE ROAD 16-19M

PUBLIC SPACES
TOWN HALL SQUARE 0.07HA
PRIORY PARK 6.5HA

EXCEPTIONS
CIVIC QUARTER (20TH
C)

4. HISTORIC VILLAGES

London is a city of villages. Successive waves of urbanisation have taken in rings of villages into the capital. The high street and market square is retained, the village green or park stays, and the core historic fabric survives. All around it new, largely suburban, development takes place, swelling the catchment population and putting increased pressure on the village centre.

These villages pre-date the arrival of the railways. Common characteristics include a junction or former turnpike with village green/church.

Map starting point: Rocque, 1762 and OS Six Inch Map series 1863-1870

Key characteristics:

- Strong frontage on to main route and around historic junctions
- Fine grain and layered character
- Historic landmarks are tallest elements
- High Street can form a funnel to approaching routes – topography is often a factor determining this characteristic
- Historic centre has few recti-linear blocks, whilst the Victorian growth is typically recti-linear in pattern

Heritage assets:

- These centres are usually conservation areas and include a number of listed structures
- Village greens
- Historic churches
- Former estates and grand houses
- Ancient / veteran trees
- Historic shop frontages

Trends:

- The heritage of these centres has protected them from extensive redevelopment except where bomb damage required this.
- Rear extensions
- Conversion of civic or non-residential buildings to mixed use / residential.

Prevailing density

- 30-120ppha or 14-54dph
- FAR ranges from 1 to 2.5
- Building height generally 2-3 storeys
- Street widths range from 4-25m

Capacity commentary:

A desire to protect these historic centres has meant relatively little major development has taken place. This attitude will endure and the importance of the heritage assets in these centres will continue to limit the scope for intensification. That said, some centres have seen less sensitive development inserted over the last decade which could offer opportunities for redevelopment and intensification.



GREENWICH



CROUCH END



HARMONDSWORTH



RAINHAM



UXBRIDGE

FAR
1.5 - 2

TYPICAL BLOCK
DIMENSIONS
80X110M
65X130M
40X80M
175X250M (SHOPPING CENTRE)
170X75M (RESIDENTIAL AREA)

TYPICAL STREET WIDTHS
HIGH STREET 12-18M
WINDSOR STREET 7-10M
HILLINGDON RING ROAD 35M
HILTON ROAD 15M

PUBLIC SPACES
HIGH STREET SQUARE 0.08HA
FASSNIDGE PARK 3.1HA
ROCKINGHAM REC GD 2.6HA
CIVIC CENTRE SQUARE 0.2HA

EXCEPTIONS
CAPITAL COURT



ROMFORD

FAR
1.4 - 2

TYPICAL BLOCK
DIMENSIONS
120X85M
45X150M
70X130M
125X65M

TYPICAL STREET WIDTHS
SOUTH STREET 13-23M
MARKET PLACE 38-46M
ST EDWARDS WAY (RING ROAD) 25-37M
REGARTH AV 17M

PUBLIC SPACES
MARKET PLACE
COTTONS PARK

0.5HA
5.7HA

EXCEPTIONS
QUEEN'S HOSPITAL

5. FORMER MEDIEVAL MARKET TOWNS

This character area includes those historic centres that are Market towns dating from the Medieval period with a charter. These centres are now much larger town centres, with most now "metropolitan town centres" such as Croydon and Uxbridge.

Map starting point: List of market towns with Royal Charter

Key characteristics:

- Market space – whether a market square, wide market street or market hall
- Historic high street with key civic buildings
- Often positioned on a river
- Majority are now bypassed and therefore have a ring road around the centre
- Bomb damage or economic shift resulted in large scale redevelopment, often retail based

Heritage assets:

- Market space and surrounding structures
- Listed buildings dating back as far as the medieval period
- Central conservation areas – generally related to high street/old town and surrounding residential streets
- Waterside spaces

Trends:

- Redevelopment of shopping centres – both central and out of town – has been the focus of regeneration in most of these centres.
- Introduction of higher density residential formats into the centres to support mixed use activity objectives.

Prevailing density

- FAR ranges from 1.5 to 2.5
- 55ppha or 22dph (average)

- Prevailing building heights of 2-4 storeys with bulkier/mid rise elements increasingly introduced over the last 50 years.
- Street widths range from 7-37m

Capacity commentary:

Generally the former market towns have a historic high street largely intact. Larger scale retail led development has been plugged into this, with other commercial and office buildings developed around the edge. Many of the market towns also contain Victorian residential streets within the scope of the centre. Most of these centres have seen significant redevelopment over the last 20-30 years with a major uplift in the quantum of residential development now contained within the metropolitan centre boundary. The large floorplates introduced in the post-war era and late 20th Century have provided a basis for introducing large footprint apartment / mixed use blocks. This has not always been to the benefit of the historic character of the centre. Opportunities to re-introduce a finer grain street block reflecting the historic character of the centre could yield significant capacity and likely prove a more efficient use of space.



EDGWARE



CROYDON OLD TOWN



ENFIELD TOWN



KINGSTON-UPON-THAMES



EDGWARE ROAD

FAR
3-4

TYPICAL BLOCK
DIMENSIONS
30X140M
25X80M
130X60M

TYPICAL STREET WIDTHS
EDGWARE ROAD 11-30M

PUBLIC SPACES
KILBURN HIGH RD SPACE 0.1HA



OLD KENT ROAD

FAR
1.2-3

TYPICAL BLOCK
DIMENSIONS
60X80M
170X70M
150X150M

TYPICAL STREET WIDTHS
OLD KENT ROAD 28M
COOPER ROAD 14M
ALBANY ROAD 10M

PUBLIC SPACES
BURGESS PARK 53HA
BRIMMINGTON PARK 2.1HA

6. HIGH ROADS

These are the primary ancient radial routes out of London. These routes often have continuous retail frontage along them and act as a series of town centres serving the neighbourhoods that lie either side of the high roads. Many of the centres which grew up along these high roads have a long history.

A series of long linear routes running out of London form a focus for vehicular movement and retail activity. Many have also formed the centre line for rail lines and underground networks.

Map starting point: Ancient / Roman roads.

Key characteristics:

- Shallow block depths with retail fronting high road, and service lane at rear
- Or deep blocks completed with terraced streets.
- Primarily tight enclosure of street at pavement edge, but many exceptions to this outside core centres

Heritage assets:

- Archaeological priority zones
- Ancient street alignments
- Historically important public houses/coaching inns
- Listed structures along high roads
- Historic station buildings
- Views into central London

Trends:

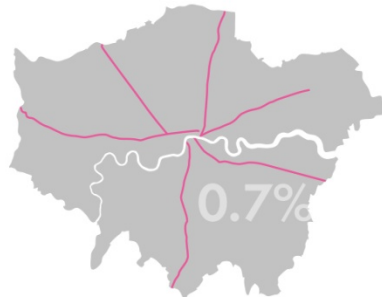
- Significant intensification and churn along road edge
- Lots of post-war towers
- With many high roads supplemented by underground/rail lines, density has increased in and around high road centres

Prevailing density

- 160-200ppha or 72-90dph
- FAR ranges from 1 to 4

Capacity commentary:

The historic routes into London have long been the focus of development. As London expanded, and transport corridors established along them, they have successively intensified. From a historic standpoint, sections of these high roads could therefore form sensible targets for ongoing growth. A key balance to be achieved is how growth on the road itself relates to lower scale neighbourhoods behind.



18% of which
is identified for
growth



STRATFORD HIGH STREET



OLD KENT ROAD

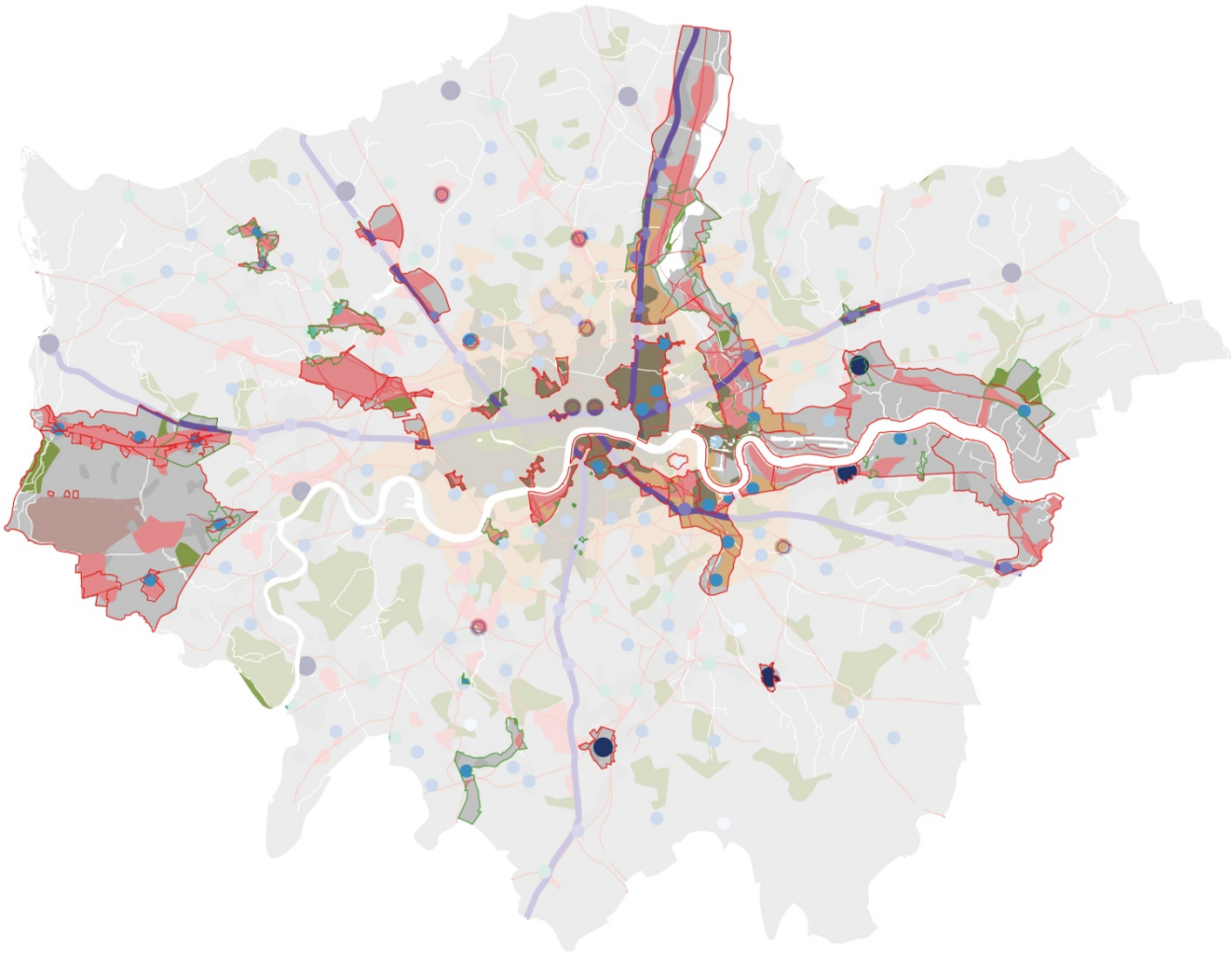


UXBRIDGE ROAD (SHEPHERD'S BUSH)



OXFORD STREET

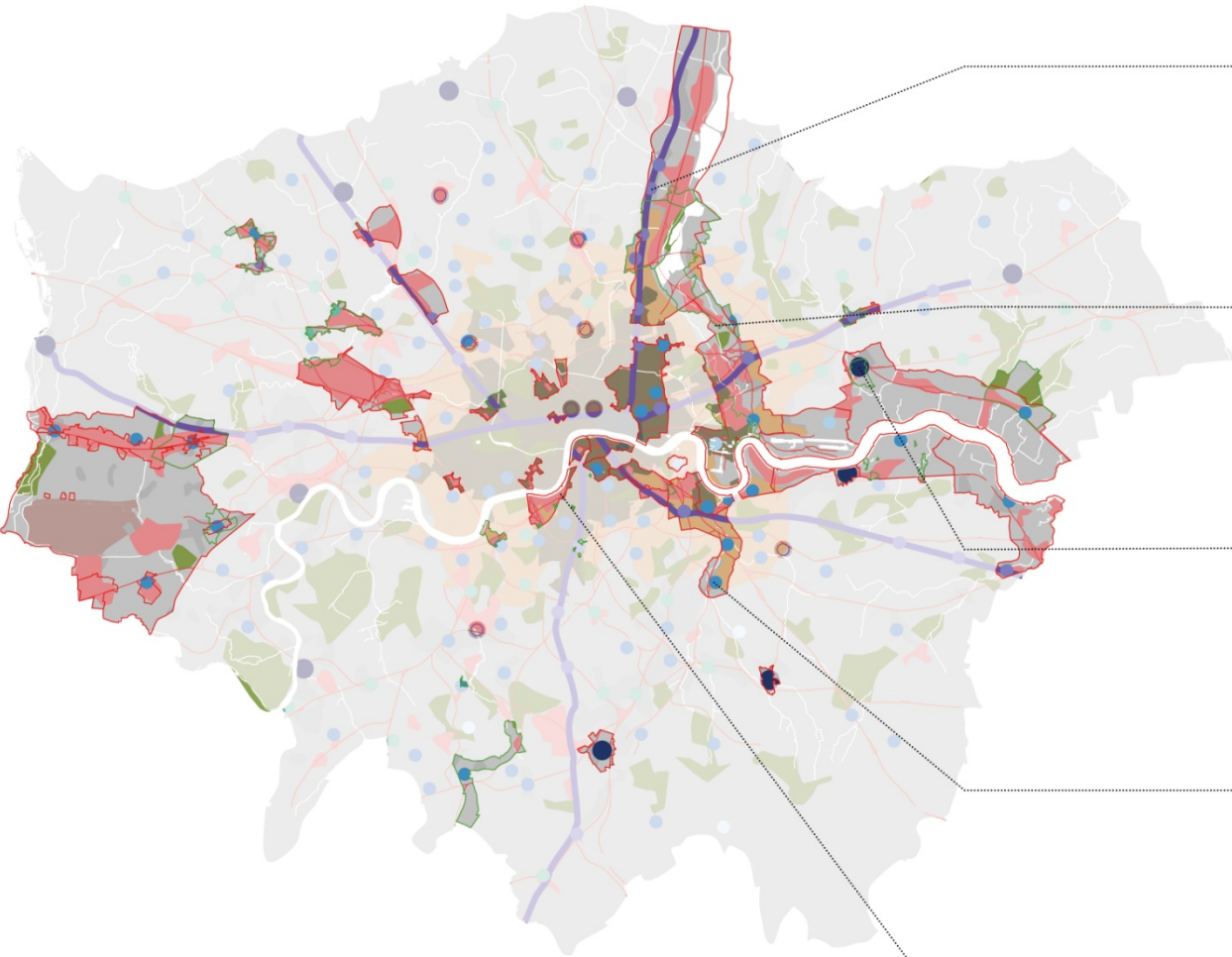
Growth areas



- Opportunity areas
- Housing zones
- Intensification areas

— Opportunity area
— Housing zones
○ Intensification areas

Growth areas



- Opportunity area
- Housing zones
- Intensification areas



EDMONTON GREEN



LEYTON



BARKING



CATFORD



VAUXHALL

Conclusions



London is **its streets**

The streets of London tell perhaps the most **persistent story of place**. Historic routes such as the Old Kent Road have origins which pre-date the Romans, and the complex web of streets and lanes through the City of London was sufficiently resilient to survive the great fire. The shape and nature of the streets requires careful **protection**, retaining the complexity and subtlety which makes the city special, and **learning** from them to infuse our new places with the same scale, grain and character.



Dense Barcelona plot, no car access



Central Activities Zone - all modes

Street widths and density

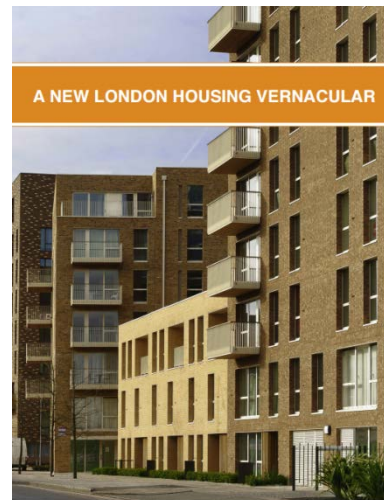
	Range	Typical width	FAR	ppha
Square Mile	7-18m	9m	5 – 10	55
Georgian Planning and Growth	5-34m	10m	1.5 – 6	140
Victorian Entrepreneurship / Suburbs	14-18m	16m	1.5 - 3	240
Historic Villages	4-25m	8-12m	1 – 2.5	75
Former Medieval Market Towns	7-37m	14-18m	1.5 – 2.5	55
High Roads	11-30m	22-26m	1 - 4	180
20 th C Suburbs	18-30m	23m	0.3 – 0.8	50

London is **shaped by prescription**

We have consciously controlled the form of London's buildings for over 800 years. The Building Act of 1707 and 1774 dictated the essence of the Georgian form, bequeathing a distinctive London character which still pervades today and our **modern building regulations** and design guides continue to shape the look of the city. This is also linked to building technologies. The materials and components available to architects today play a part in directing the development of buildings in certain ways, unless there is a clear understanding of London's character and the will to shape the materials and components to deliver this.



Georgian terrace, Highbury



A new London Housing Vernacular

London is **a place of quality**

The definition of tall buildings clusters in planning policy is a complex business. It throws open the door to height **without quality** and significantly weakens the potential for each building to be debated on merit. Every tall building has a role as a **civic building**, with responsibility to its **context**. Far better then to debate the quality and character of each building.



Bankside 123



St Andrews

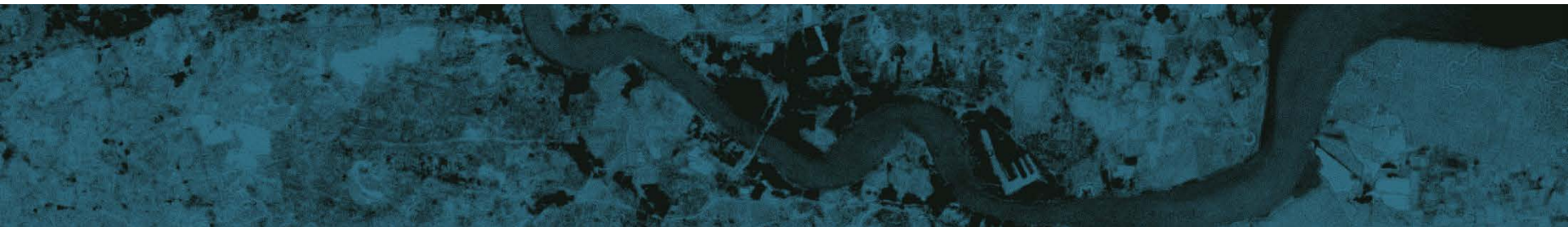


Strata SE1

Findings and recommendations

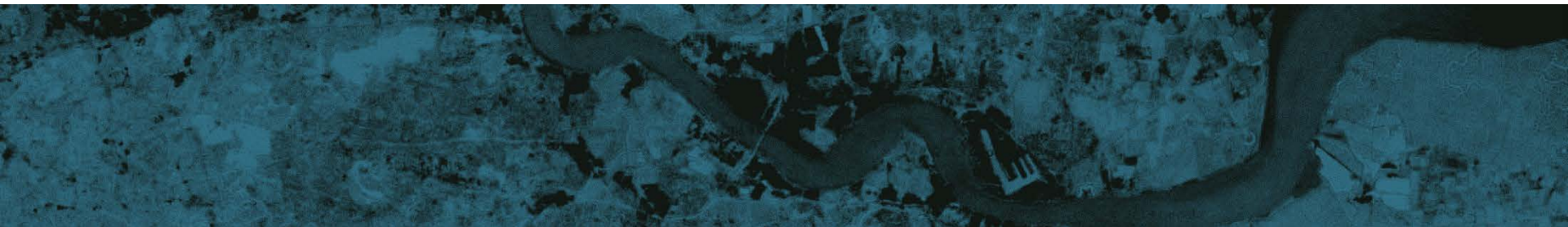
- **MEASURING DENSITY:** other density measurements provide a clearer picture of the appropriateness of high densities
 - More rounded understanding of density – widening of the measurements we use

CHARACTER TYPE	COVERAGE	% IN GROWTH AREA	AVERAGE PPHA	FAR RANGE
The square mile / Londinium	0.1%	15%	56	5 - 10
Georgian Planning and Growth	4.8%	23.7%	137	1.5 - 6
Victorian Entrepreneurship / Suburbs	20%	25%	155 - 330	1.5 - 3
High Roads	0.7%	18.2%	160 - 200	1 - 4
20th century suburbs	36%	n/a	20 - 80	0.3 - 0.8



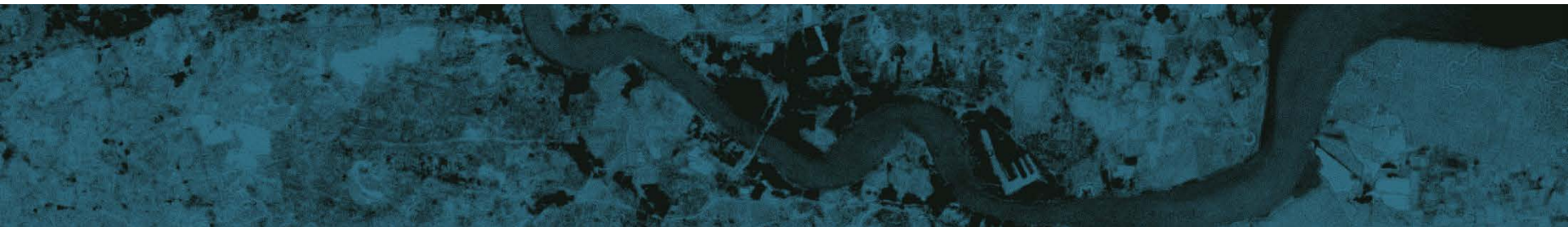
Findings and recommendations

- **LONDON IS UNIQUE:** whilst we can learn lessons from other global cities, we need to recognise London's unique character
 - A green city
 - A resilient city



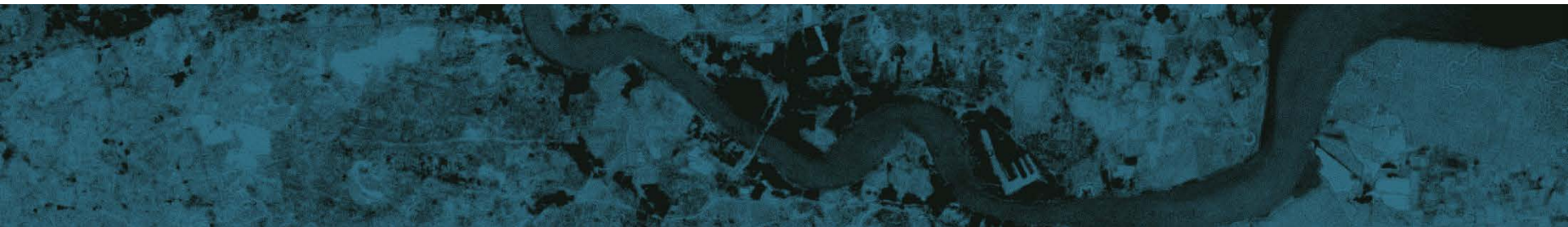
Findings and recommendations

- **ALL CHARACTER TYPES CAN CONTRIBUTE TO GROWTH:** Many of the densest areas of London are heritage assets, and even the most sensitive areas have capacity to accommodate growth
- Key factors to be respected:
 - Street morphology
 - Urban grain
 - Green infrastructure



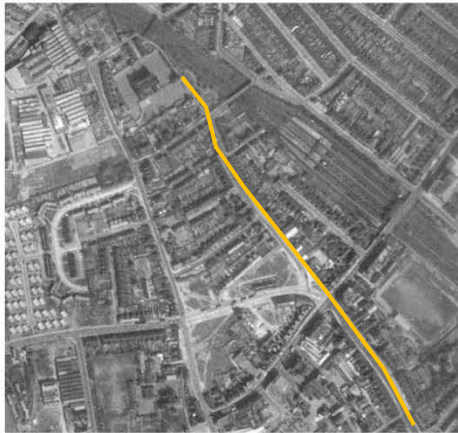
Findings and recommendations

- **RESIDENTIAL DENSITY MATRIX IS A BLUNT TOOL:** Focusing on growth on areas of high public transport accessibility without proper consideration of character
 - Need much greater appreciation of character to underpin such decisions
 - Broad characterisation tool provides the basis for this



Findings and recommendations

- “LOOKING BACK AND LOOKING FORWARD”
 - Site-based responses
 - Setting of growth areas
 - Re-interpreted typologies



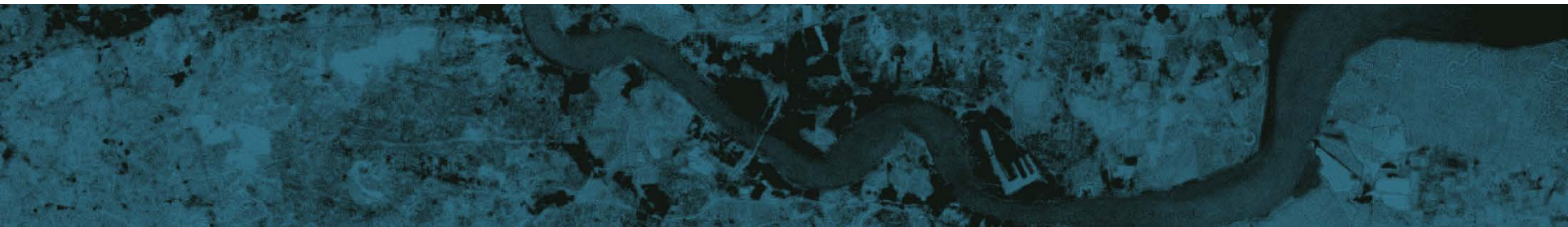
1945



1999

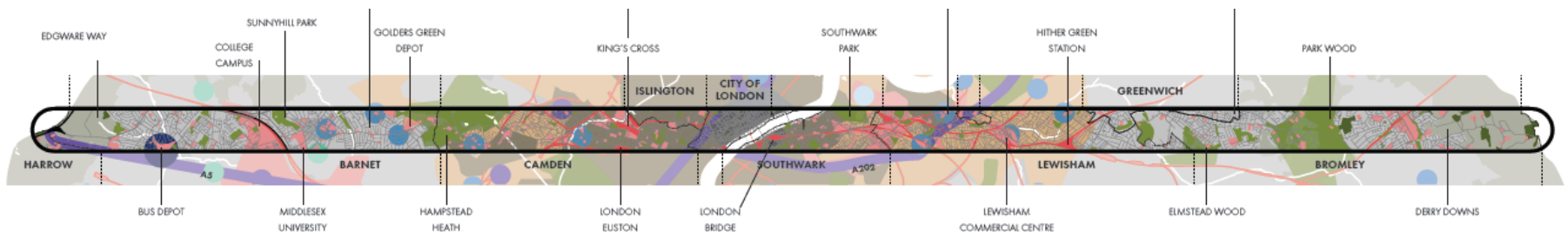


TODAY



Key factors

- **Street morphology** – respect the historic street pattern
- **Urban grain** – former industrial areas might support whole blocks as single buildings but other character areas cannot tolerate this
- **Street relationship** – entrances, human scale, ground floor consistency
- **Green character** – streets with trees, verges, hedges, private gardens, proper parks
- **Reinterpreted typologies** – learn from the past – mews, mansion blocks, half houses, stacked maisonettes
- **Density range** – Character-led responses can double the Floor Area Ratio in most areas, those character areas with greater prevailing FAR ranges can support significantly greater intensification



WENLOCK BASIN - WENLOCK ARMS

VICTORIAN ENTREPRENEURSHIP

This affordable housing scheme intensifies the block, maintaining the public house in situ and establishing a modern design which takes inspiration from the surrounding streets. A central residential courtyard at first floor sits above commercial at ground and basement levels.

CLIENT
London Development Agency

ARCHITECT
Formation Architects

TYPE
RESIDENTIAL

PLOT AREA
1,825m²

CAPACITY
100 FLATS

1,900sqm COMMERCIAL

AVERAGE BUILDING HEIGHT
3 storeys

PRIVATE OPEN SPACE
400m²

PROJECT FAR
3.7



1945



1999



TODAY

ST MARY OF ETON CHURCH

VICTORIAN ENTREPRENEURSHIP AND SUBURBS

St Mary of Eton is a sensitive, innovative scheme which has created three new buildings including housing, a new church centre and community facilities. The contemporary buildings are carefully integrated with the church and create a more permeable block structure and street form.

CLIENT
PCC of St Mary of Eton and St Augustine's

ARCHITECT
Mathew Lloyd Architects

TYPE
RESIDENTIAL



PLOT AREA
4,000m²

CAPACITY
27 UNITS

STREET WIDTH
1.5m

AVERAGE BUILDING HEIGHT
6 storeys

PRIVATE OPEN SPACE
1,630m²

PROJECT FAR
6

PREVIOUS PREVAILING FAR
3.4

EXISTING DENSITY
49 people/ha

GROWTH AREA?
Lower Lea Valley Opportunity Area

HERITAGE ASSETS
Grade II* listed building

LOCAL AUTHORITY
Hackney



1945



1999



TODAY

UNIVERSITY OF GREENWICH STOCKWELL STREET
HISTORIC VILLAGE

This student residential scheme respects the block layout and street structure. It is successful in introducing greater permeability through the site, and activating the frontage to surrounding streets. The materials and parapet heights reflect the scale of local development and Greenwich's rich history of institutional buildings.

CLIENT
University of Greenwich
ARCHITECT
Heneghan Peng Architects
TYPE
EDUCATIONAL



PLOT AREA
4,700m²
CAPACITY
2,000 STUDENTS
STREET WIDTH
10m
AVERAGE BUILDING HEIGHT
4 storeys
PRIVATE OPEN SPACE
1,756m²
PROJECT FAR
3.77
PREVIOUS PREVAILING FAR
1.5
EXISTING DENSITY (MSOA)
46.1 people/ha
GROWTH AREA?
Deptford Creek / Greenwich
Riverside Opportunity Area
HERITAGE ASSETS
World Heritage Site Buffer Zone,
and within a Conservation Area
LOCAL AUTHORITY
Greenwich



1945



2003



TODAY

WILLIAM STREET QUARTER, BARKING
FORMER MEDIEVAL MARKET TOWN

The William Street Quarter scheme replaces a 1960's slab block, reinstating the historic street pattern and reinventing more traditional mews typologies.

CLIENT
London Borough of Barking and Dagenham
ARCHITECT
Allford Hall Monaghan Morris
TYPE
RESIDENTIAL



PLOT AREA
75,000m²
CAPACITY
31 MEWS HOUSES
STREET WIDTH
20m
AVERAGE BUILDING HEIGHT
3 storeys
PRIVATE OPEN SPACE
-m²
PROJECT FAR
3.53
PREVIOUS PREVAILING FAR
1.5
EXISTING DENSITY (MSOA)
86.6 people/ha
GROWTH AREA?
London Riverside Opportunity
Area & Barking Town Centre
Housing Zone
HERITAGE ASSETS
None within or adjacent to site
LOCAL AUTHORITY
Barking and Dagenham



1945



1999



TODAY

DALSTON SQUARE HIGH ROAD

This scheme reflects a transformation in the profile of Dalston in response to the development of a new station on the East London line and rising values and new cultural attractions in the area. The development adds a new spine of residential, retail and public realm above the railway.

CLIENT

London Development Agency

ARCHITECT

John McAslan + Partners, Arup, Weston Williamson and Goddard Manton

TYPE

RESIDENTIAL



PLOT AREA
18,600m²

CAPACITY
550 HOMES

STREET WIDTH
10m

AVERAGE BUILDING HEIGHT
7 storeys

PRIVATE OPEN SPACE
5,650m²

PROJECT FAR
3

PREVIOUS PREVAILING FAR
1.5

EXISTING DENSITY (MSOA)
132.3 people/ha

GROWTH AREA?
City Fringe Tech City Opportunity Area

HERITAGE ASSETS
Adjacent to Conservation Area & series of Grade II listed buildings

LOCAL AUTHORITY
Hackney



1945



2003

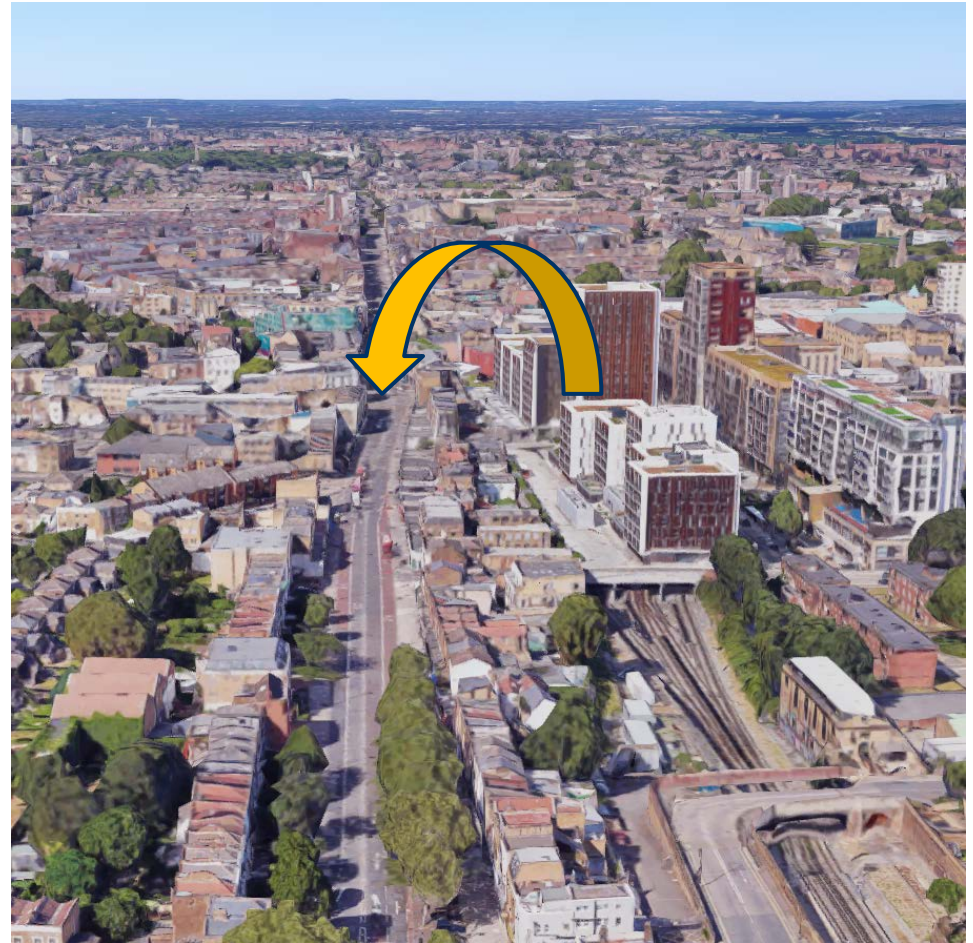


TODAY

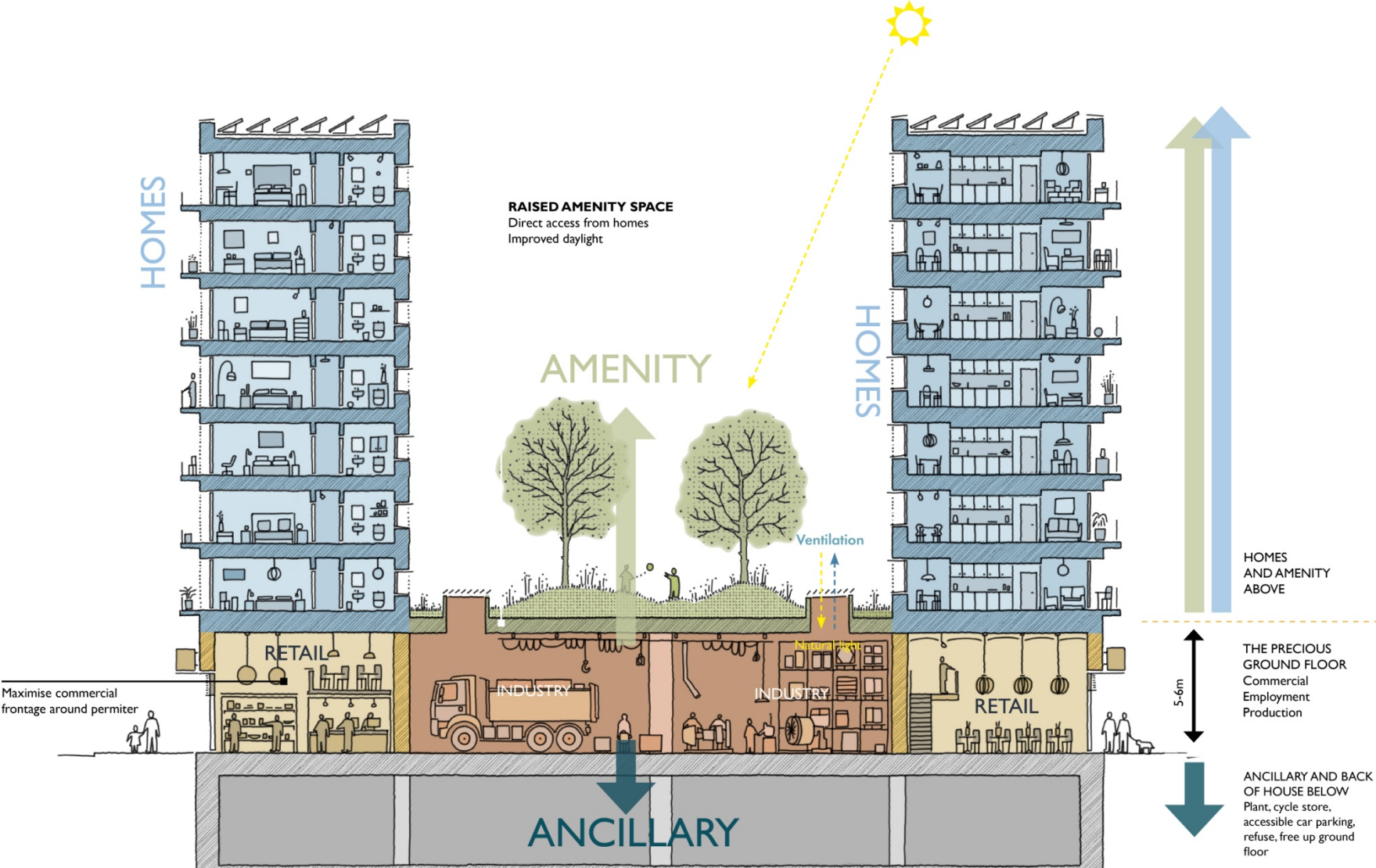


A better way?

- **More historically appropriate to intensify the high road?**
- **Sensitive intensification:**
 - **Retail and community space at ground floor** – appropriate footprints and clear servicing arrangements
 - **Workspace above and behind** – take cue from innovation districts, role for the “one block back”
 - **Residential above and around**– use grain to support range of typologies
 - **Public realm**– think forward, opportunities between building line and future carriageway
 - **Add one storey to the frontage, but focus on tidying up the back**



The precious ground floor



Example of possible future typology to support intensification in an industrial town centre
Sketch illustration by Artur Carulla © Allies and Morrison 2018

CONCLUSIONS

- Characterisation has an important role to play in informing growth
- Historic high streets can support intensification
- Getting it right means respecting street pattern and urban grain

<https://content.historicengland.org.uk/content/docs/get-involved/allies-morrison-london-local-character-density-final-report.pdf>

