Omri Ben Chetrit

by Omri Ben-chetrit

MAJOR RESEARCH PROJECT

TRANSFORMING TOGETHER, ADOPTING RAILWAY VIADUCT BY USING THE COMMONS KNOWLEDGE
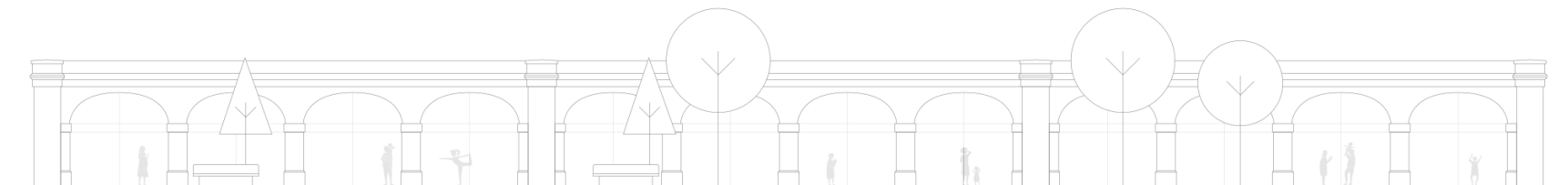
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02.09.2019

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**TRANSFORMING TOGETHER, ADOPTING RAILWAY VIADUCT
BY USING THE COMMONS KNOWLEDGE**

OMRI BEN-CHETRIT (B. Arch)
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Being a Major Project in Urban Design and City Planning submitted to the faculty of The Built Environment as part of the requirements for the award of the MSc Urban Design and City Planning at University College London, I declare that this project is entirely my own work and that ideas, data and images, as well as direct quotations, drawn from elsewhere are identified and referenced.

Date: 02.09.2019   *Signature:*

"... We need to ask how diverse polycentric institutions help or hinder the innovativeness, learning, adapting, trustworthiness, levels of cooperation of participants, and the achievement of more effective, equitable, and sustainable outcomes at multiple scales."

Elinor Ostrom

ABSTRACT

This project aims to examine how understanding the Commons - community-managed resource - can be used to adapt the spaces under the railway viaduct. From neglected, unused barriers that split neighbourhoods, into the seam line that improves the local civic infrastructure, and creates social and economic value. Another objective is to find whether communities and the private sector can collaborate to apply the commons.

The project will develop a set of tools that can be used by the residents and other stakeholders to the redevelopment of spaces under and adjacent to the railway arches to face issues such as gentrification, vacant land, loss of local identity and the privatisation of public space.

The project also states that a partnership between different actors can help to create value and to apply the commons knowledge to the design process; this can lead to projects of co-production and development with the local communities. Major civic actors can open their doors to the community and reactivating vacant railway arches to create a stronger civic infrastructure in the neighbourhood.

The project re-examines how the local communities, the private and the public sector can operate together to achieve the Common, to the benefit of all actors. The railway arches can be used as a catalyst for urban renewal, empowering local communities.

ACKNOWLEDGEMENTS

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01

INTRODUCTION

Main aims:

Describing the evolution of London railway lines
Mapping the current uses under the railway arches
Analysing what is the future for the arches
Highlighting the main issues regarding the arches

INTRODUCTION
INTRODUCTION AND RESEARCH PROBLEM

INTRODUCTION

In this age of rapid urbanisation and the continuous pressure for new developments, cities are facing more and more complex issues. Lack of public money leads central Governments to cut funding and privatise public services and spaces. This affects the ability to deliver civic and community services and leads to a state of "austerity urbanism" (Tonkiss, 2013).

The growing trend of privatisation was expressed in 2018 when the railway network sold its railway arches to a private operator ("Network Rail sells railway arches", 2018). This privatisation of the arches and local authorities cuts led to the appearance of new uses type under the railway arches. Most of them are commercial and retail uses that aim to maximise private interests and financial profit. Those types of uses do not necessarily enhance the needs of local communities; it increases rent prices, pushes out the current business, accelerates gentrification and displacement.

One of this project aims is to explore the use of the Commons (community-managed resources) and bottom-up approaches to provide a new community civic infrastructure under the railway arches that create social and economic value for the area and promotes a socially inclusive regeneration process.

The project first reviews the current trends regarding adaptation and uses under the railway arches, followed by a theoretical review about a partnership, bottom-up approaches and civic engagement in addition to value creation and value capture. The theoretical aspects will be explored in the literature review and used to analyse case-studies from London and around the world. Those will shape the proposed toolkit, which then will be tested on a specific site.

RESEARCH PROBLEM

London railway was built in the 19th century and became a symbol of technological capabilities. The railway was built to connect the surrounding towns with the city centres. It was constructed on a viaduct to avoid crossing major streets which were already spreading in London. Elevated transportation infrastructure, such as this, provides essential linkages within the city. However, those types of infrastructure act as a barrier, causing segregation between neighbourhoods and divides communities. Over the years, the railway infrastructure was treated as the 'back' of the neighbourhood, which is unsafe, neglected and unattractive.

Some spaces under the railway arches are abandoned or not used, in other places- marginal industries, such as mechanics and metal workers began to flourish, mainly due to the arches lowe rent and its spatial advantages. (Froy and Davis, 2017).

Recently, Network Rail sold large portions of its commercial property to a private company, Telereal Trillium and Blackstone, whereby the majority are railway arches within the London area ("Network Rail sells railway arches to investors for £1.5bn", 2018). This is another layer in a global trend in which the public sector prefers to reduce funding invested in public uses. Public spaces turn into private properties and are managed by private companies, limiting the uses and the activities they can accommodate. The privatisation

of services and its adjacent open spaces have an impact on the ability of local authorities to provide community service and support the local needs (Garrett 2015). This commercial based approach accelerates the change of uses under the railway viaduct and puts local businesses in danger. Additionally, this type of commercially oriented approach for the adjacent public spaces reduces the opportunities for social interaction and community uses (Report: Value Capture in the Commons, 2018).

A JUSTIFICATION FOR THE TOPIC

There are several studies and schemes in London which propose refurbishment of railway arches. Those projects are usually located around the stations and often proposed to transform the spaces under the railway arches into commercial and retail uses. Usually, they are top-down approaches, which are driven by key actors such as the developer and the city authority.

While the primary studies today focus on the areas next to the stations, because of their economic attractiveness, this study will focus on areas between the stations, which have typically remained, neglected, unused and have lower land value.

THE SOLUTION?

Elinor Ostrom (1990) won a Nobel Prize for her argument that local communities can manage their resources better than any outside authorities, mainly because bureaucrats do not always have the knowledge and understanding that the local community has. Some see Lefebvre's (1996) idea of the "right to the city" as a continuation of Osborne's ideas. He argued that citizens have the right to be directly involved in the creation of their city, the common knowledge offering a new design approach, which enhances the needs of the community.

The idea is that the community members should become key actors in the design process and manage their resources, having the potential to change the way we plan our cities. Understanding the common good offers new design approaches in which the community becomes a key player in the design process. Co-creation with the community has the opportunity of transforming unused, neglected areas under the railway viaduct with and for the benefit of the local community and creating a softer and more social inclusion regeneration process.

MAIN QUESTION

How can spaces under the railway arches be transformed by understanding community common good, to counter trends of social and economic fragmentation in deprived neighbourhoods?

SECONDARY QUESTION

How can the public and private sector work together with local residents in order to apply the commons good approach?

INTRODUCTION
LONDON RAILWAY INFRASTRUCTURE

LONDON RAILWAY

Figure 1 describes the existing railway system in London. Including underground, on ground or elevated railways.

North London
1. Barnet
2. Enfield
3. Haringey
4. Waltham Forest

East London
5. Redbridge
6. Barking & Dagenham
7. Havering
8. Hackney
9. City of London
10. Tower Hamlets
11. Newham
12. Lewisham
13. Greenwich
14. Bexley

South London
15. Bromley
16. Croydon
17. Sutton
18. Merton
19. Kingston Upon Thames
20. Richmond Upon Thames

West London
21. Hammersmith & Fulham
22. Hounslow
23. Ealing
24. Hillingdon
25. Harrow
26. Brent

Central London
27. Camden
28. Islington
29. City of Westminster
30. Kensington & Chelsea
31. Wansdsworth
32. Lambeth
33. Southwark

Figure 1:   London railway infrastructure

- - - Underground railway infrastructure
—— On ground railway infrastructure
—— Elevated railway infrastructure

Source: Digimap 2019

0   1K   2K

INTRODUCTION
EVOLUTION OF LONDON RAILWAY LINES

EVOLUTION OF LONDON RAILWAY LINES

Many of London the railway lines were built during the 19th century (figure 3). It aimed to connect the city to the surrounding towns (figures 2). The new lines were not permitted to demolish existing buildings. Therefore a major part of the railway was built on a viaduct.

Great Central

Great Western Railway

Marylebone

Paddington

London and Birmingham Railway

Great Northern Railway

Midland Railway

Euston

St Pancras

King Cross

East & West India Docks & Birmingham Junction Railway

Broad Street

Bishopsgate

Eastern Counties Railway

Liverpool Street

Lodgegate hill

Cannon Street

Fenchurch street

Commercial Railway

Charing Cross

Waterloo

London bridge

Victoria

South Coast Railway

London and Southampton Railway

London Chatham and Dover Railway

London and Greenwich Railway

Figure 2:   Central London terminus maps and lines

1836:
London and Greenwich Railway, the first railway that is entirely elevated

1837:
London and Birmingham Railway, 180km of a railway, was the first intercity line to connect London

1840:
Eastern Counties Railway opened a railway line to Bishopsgate station

1841:
Commercial Railway links London with Blackwall. A major part of this line reused to build the Docklands Light Railway

1848:
Waterloo railway terminus opened as part of the London and Southampton Railway

1852:
Great Northern Railway connected London King Cross to York

1854:
Great Western Railway Link London with West England. The last station to build was Paddington

1860:
London Victoria station was built to serve London to Brighton

1864:
Extension of London bridge railway to Charing Cross Station

1865:
Extension of London bridge railway to Cannon Street station

1865:
Broad Street opened for East & West India Docks & Birmingham Junction Railway

1865:
Lodgegate hill opened for London Chatham and Dover Railway

1868:
Midland Railway open a railway line to St Pancras Station

1875:
Extension of Bishopsgate to Liverpool Street Station

1899:
Marylebone station opened for the Great Central Main Line Linking London with North of England

1830	1840	1850	1860	1870	1880	1890

Figure 3:   The evolution of London railway

INTRODUCTION
LONDON RAILWAY HISTORIC IMAGES

Holborn Viaduct in 1947. Drawing by Puller, Louisa.

Spa Road Station. Drawing by Robert Blammell Schnebbelie. (Image: Museum of London).

Greenwich Railway Viaduct, London c.1840 (Image: Transport for London Museum)

Sepulchre's Church to Hatton Garden Looking (Image: Universal History Archive).
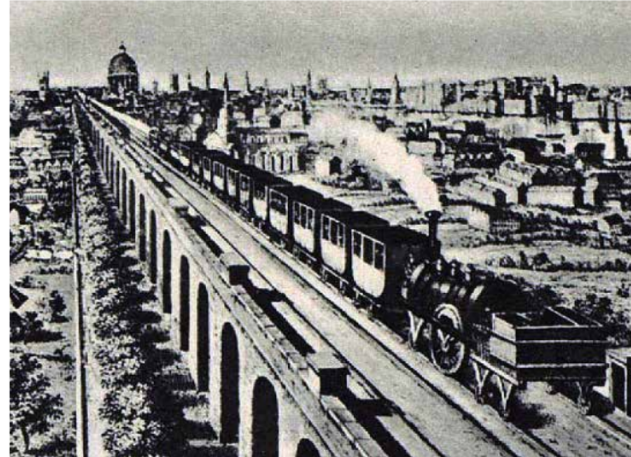
The London & Greenwich Railway, 1837 (Image: Museum of London)

Housing beneath the arches (Image: London Illustrated News)

INTRODUCTION
DEPRIVATION MAP ALONG THE RAILWAY

DEPRIVATION LEVEL ALONG THE RAILWAY

Linear infrastructures such as railway lines can cause many issues for cities. It splits neighbourhoods, defines communities and contributes to the creation of social and economic fragmentation. It can be a source for empty land, neglected and unused spaces, in addition to the pollution and noise it creates (McAllister and Sabbagh, 2017).

Figures 4-7 shows the social difference in four areas that split by London railways. It can be seen that different sides of the railway developed differently, creating a situation in which very deprived places are located adjacent to wealthy places.

Kentish Town and Hampstead Heath
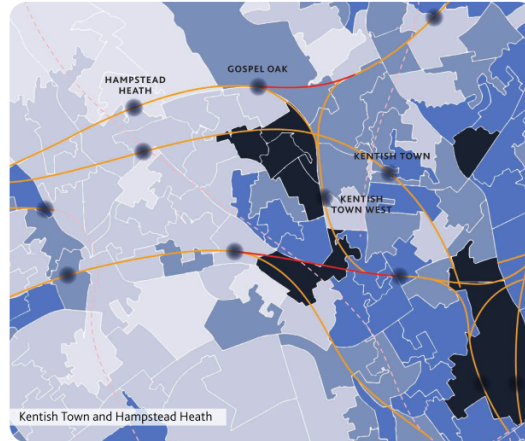
Figure 4:   Deprivation map, Kentish Town and Hampstead Heath

Battersea and Clapham
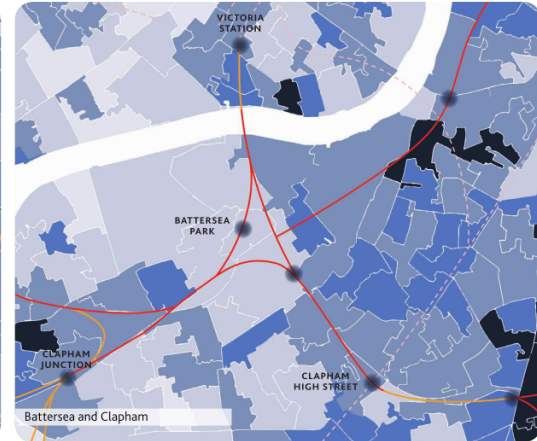
Figure 5:   Deprivation map, Battersea and Clapham

Loughborough Junction
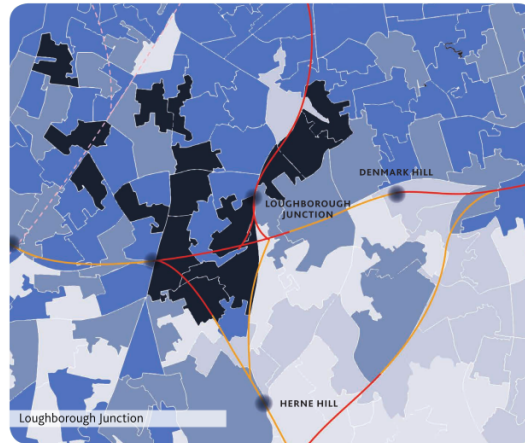
Figure 6:   Deprivation map, Loughborough Junction

Deptford to London Bridge
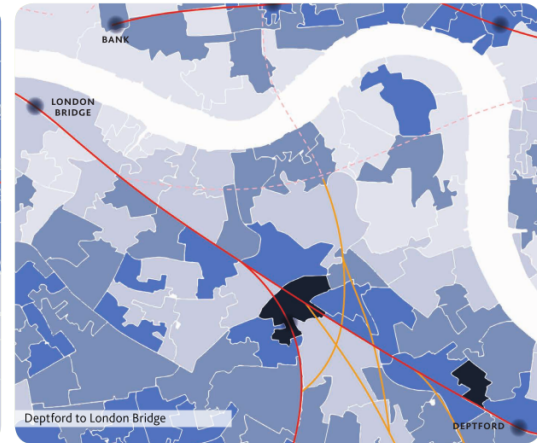
Figure 7:   Deprivation map, Deptford to London Bridge
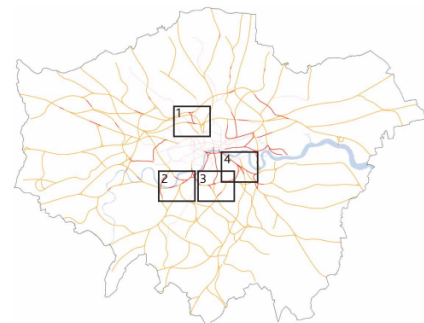
Location map

Source: Digimap 2019

Less deprived areas

Most deprived areas

● Train stations

--- Underground railway infrastructure

— Onground railway infrastructure

— Elevated railway infrastructure
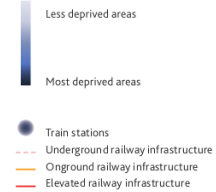
INTRODUCTION
TYPE OF USES UNDER THE RAILWAY ARCHES

CURRENT USES UNDER THE RAILWAY ARCHES

Along the years, railway arches mainly used for marginal industries, such as mechanics and metal workers. This type of uses flourished due to the arches low rent prices and spatial advantages (Froy and Davis, 2017).

Figures 11-14 analysis the current type of uses under the railway arches split into four categories: light-industrial, retail, offices and others. Despite the relatively low rent prices, about 430 arches in London are vacant, located from central to outer areas of London ("Hundreds of empty London railway arches to be reopened," 2018).

Others   11
Office   15
Retail   137
Industrial   482
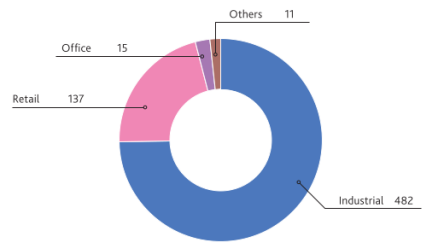
Figure 9:   Current uses under railway arches   *Source: Co-star 2019*
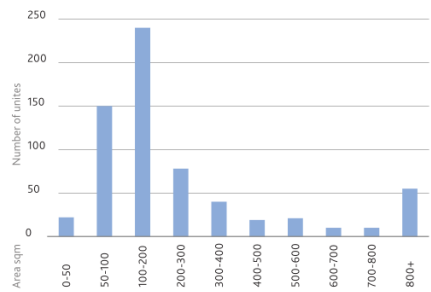
Figure 10: Average floor spaces for arches
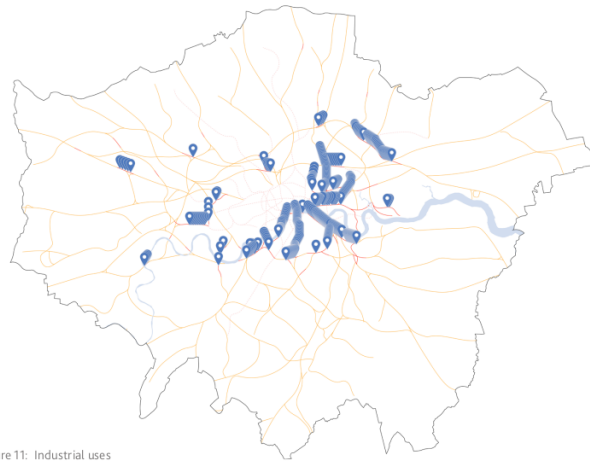
Figure 11: Industrial uses
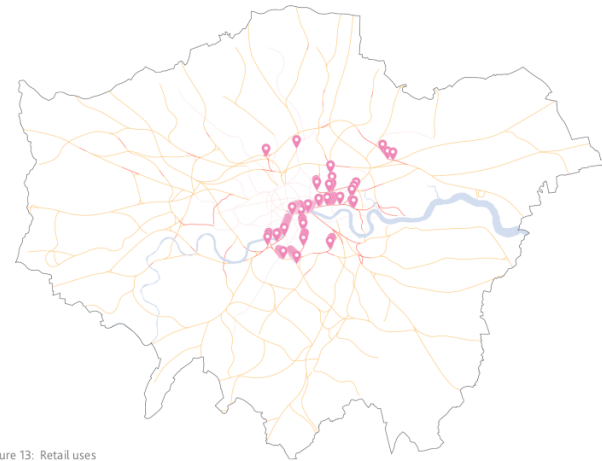
Figure 13: Retail uses
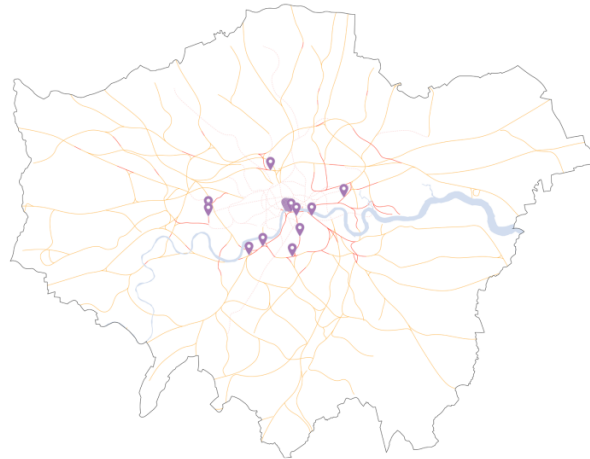
Figure 12: Office uses

Figure 14: Others uses

INTRODUCTION

TYPE OF USES UNDER THE RAILWAY ARCHES

RAYMOUTH RD

DEPTFORD MARKET YARD

HUNGERFORD BRIDGE OFFICE

VAUXWALL CLIMBING CENTRE
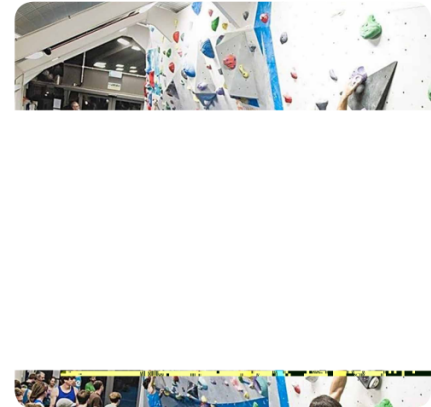
CRUCIFIC LIGHT INDUSTRIAL

E5 BAKEHOUSE

OFFICES AT GREAT SUFFOLK ST
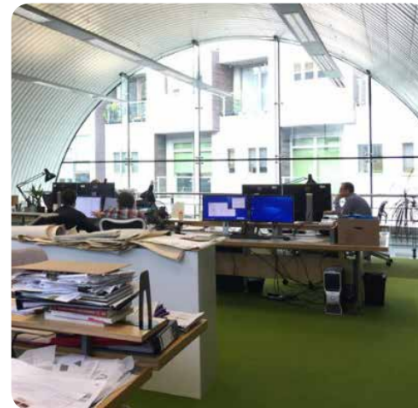
UNION THEATRE
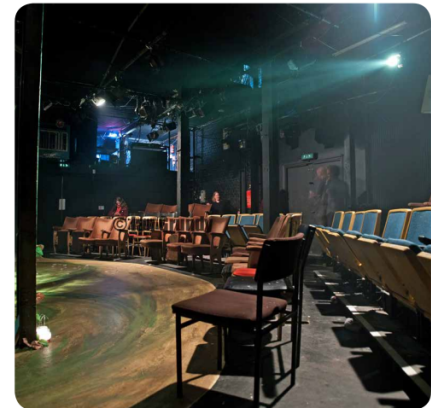
Source:AHMM Architects

Source:PLP Architects

INTRODUCTION
RESEARCH PROBLEM

RESEARCH PROBLEM

RAILWAY ARCHES ACT AS A PHYSICAL BARRIER   **TRANSFORMATION OF THE ARCHES TO NEW COMMERCIAL AND RETAIL USES**

ISSUES RELATED TO ITS PHYSICAL ASPECTS   **ISSUES RELATED TO THE PRIVATIZATION OF THE RAILWAY ARCHES**

Main issues

| Acts as the back of the neighbourhood, creates noise and air pollution | Activities do not enhance the area, with neglected and unused spaces | Defines communities and generate social and economic fragmentation | The new uses for the railway viaduct not necessarily suit the local needs | Small businesses pushed from the spaces under the railway | Process that are accelerating gentrification in the area |

NEW PHYSICAL DESIGN APPROACH   **TRANSFORMING WITH AND FOR THE LOCAL COMMUNITIES**

New approach

A new approach aims to strengthen local communities by understanding the local common problems, goals, interests and good. Transforming the spaces under the railway from neglected unused and dividing element to the seam line that connects neighbourhoods and provides new high-function civic assets

Outcomes

| Bridge physical barriers through design | Defining a process to Improve the areas adjacent to the railway | Management approaches in which the private sector collaborates with the community | Strengthen the local civic infrastructure and support local economic | Involving the local community to co-create the arches with the designers |

Figure 17: Research problem diagram

INTRODUCTION
RESEARCH QUESTION

RESEARCH QUESTIONS

Research question:

Main question
HOW CAN SPACES UNDER THE RAILWAY ARCHES BE TRANSFORMED BY UNDERSTANDING COMMUNITY COMMON GOOD, TO COUNTER TRENDS OF SOCIAL AND ECONOMIC FRAGMENTATION IN DEPRIVED NEIGHBOURHOODS?

Secondary question
HOW CAN DIFFERENT ACTORS, INCLUDING THE PRIVATE AND THE PUBLIC, CAN WORK TOGETHER WITH RESIDENTS TO APPLY THE COMMONS GOOD APPROACH?

Key objectives

| New design approach using the spaces under the railway viaduct, to create a process in which private/public sectors and residents can work together to the benefits of all sides | Analysing current and future uses for the arches and the effects it might have on the surrounding | Finding possible uses which can accommodate the arches and contribute to local communities | Exploring methods to understand and apply the common approach | Framing a process that different actors can work together while addressing local needs |

Proposed intervention

| The project will focus in Deptford, an area with high pressure for new developments that conflicts with local communities needs | Applying the tool to the site and forming a design process |

Contribution to practice

| Mapping current studies and trends for bottom-up design, which then can be applied to other projects | exploring the potential of the railway viaduct in the areas between the stations, where typically, the land value is lower | Bringing a successful example of the common approach and proposing a toolkit that allows residents to co-design with different stakeholders | Proposing new types of uses that can be accommodated in the spaces under the railway arches. |
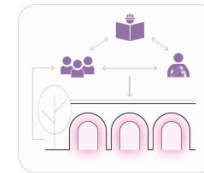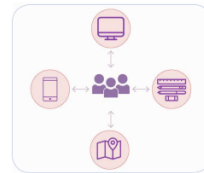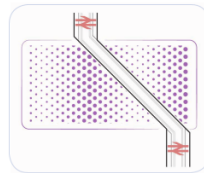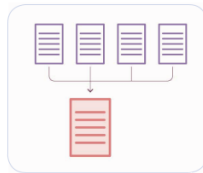
Figure 18: Research question diagram

04

PROPOSED TOOL-KIT

Literature review   Case studies

Lesson summarized into four categories

Physical   Social   Management   Economic

Proposed tool-kit

Implementing the tools into the design process
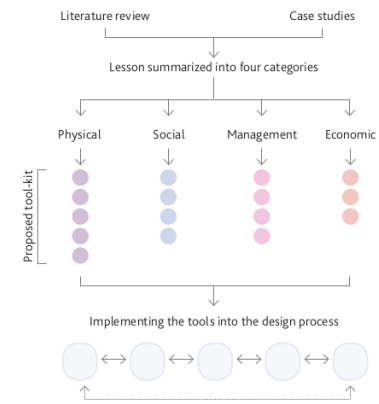
*Based on case studies
and literature review*

05

APPLYING THE TOOLS TO A SITE

Understanding the wider context: Lewisham

Wider scale
- The main actors
- Pressures and developments
- Local statistics

Local scale
- Physical analysis

Narrowing analyses into the selected site: Deptford

Physical analysis of the site and the arches   Mapping the local actors and conducting interviews

Site Challenges and Opportunities
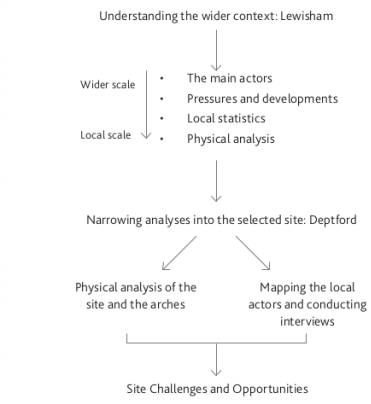
*Literature
Costar website
News and online articles
Observation
Informal interviews
Secondary data
Digimap
Site visits*

06

DESIGN PROPOSAL

Deptford

Forming a process

Suggested scenario

Stages
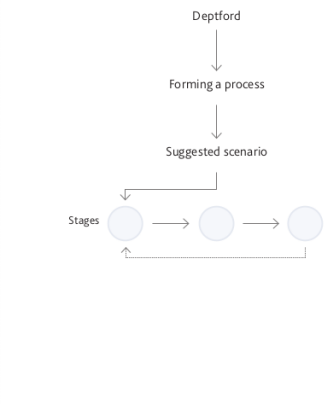
07

CONCLUSION

Conclusion and evaluating the tool kit

Proposing a tool-kit based on the literature and case studies. The tools are grouped into four main categories. Using the tool-kit to shape a design process which can be applied on different sites.

The selected site is divided by railway arches and suffer from pressure for new developments, an area with the interests of different stakeholders. Analysing the site base on primary and secondary data, site visits and informal interviews with main local actors.

Applying the proposed tool-kit to a specific site and proposing a theoretical scenario of a design process.
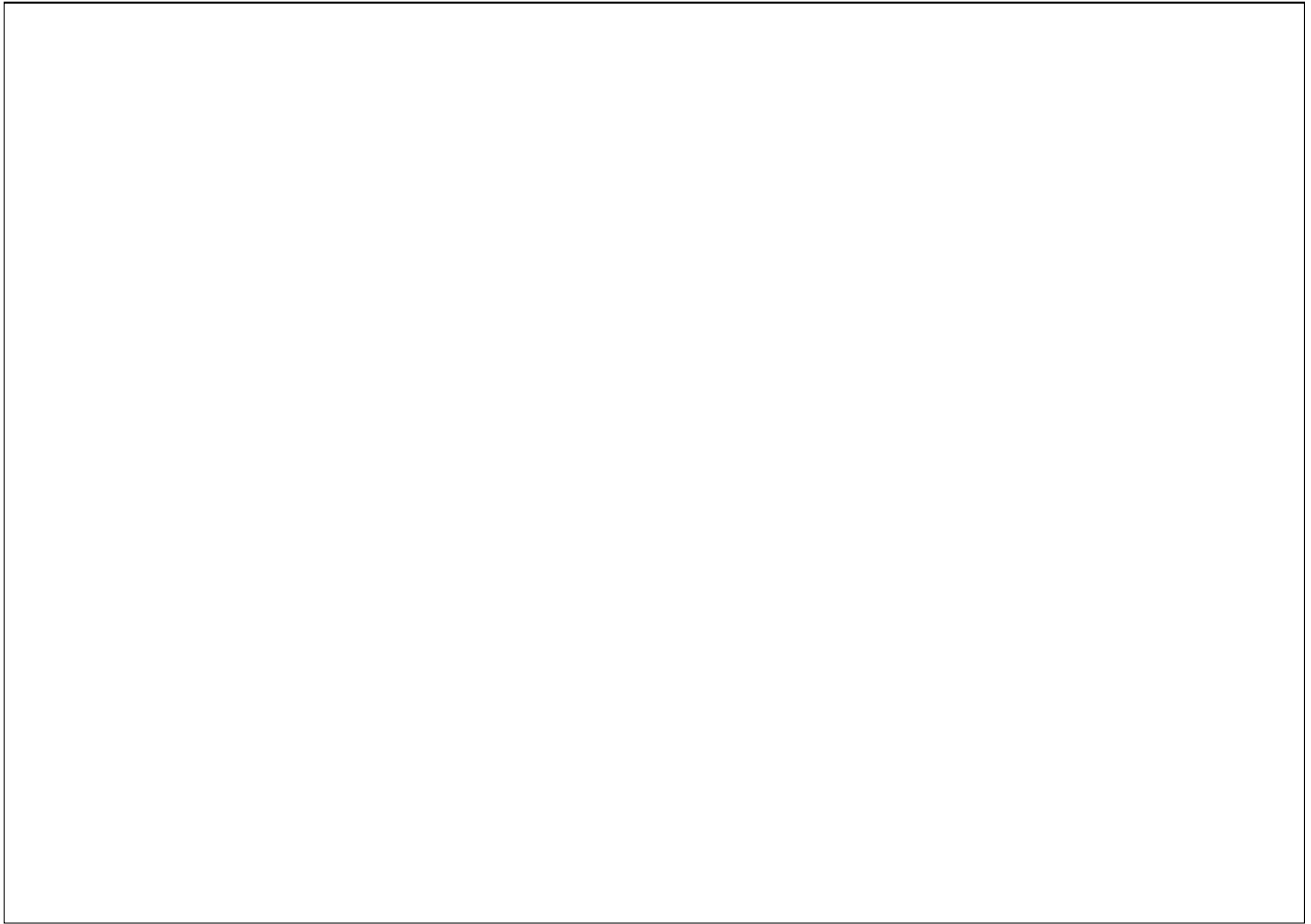
02

LITERATURE REVIEW

Main aims:

Understanding the background of the regeneration process
Current approaches to community engagement
Identify studies regarding the commons and civic action

INTRODUCTION
REGENERATION POLICIES IN THE UK

OVERVIEW OF URBAN REGENERATION POLICIES

In Order to understand the current environment regarding urban renewal in the UK, a brief understanding of its evolution is required. Urban regeneration aims to deal with urban decline issues by improving physical, economic, social and environmental aspects in an area (Roberts and Sykes, 1999). The different actors involved in regeneration projects are from the state to local government, private developers, public and semi-public organisations and local communities. Each of the different actors have different interests, which makes it a very complicated process (Carley, 2000).

Many different parameters affected urban regeneration policy in the UK. However, political, economic and social factors have always been the most influential ones. During the years 1945 to 1990 (appendix p.80), the responsibility around these parameters largely shifted from the public to the private sector. However, urban decline and social issues in cities continued to occur (Roberts and Sykes, 1999).

During the 1990s, the UK government aim to understand the reasons for urban decline and social issues in England to encourage people to live in cities. This led to the report 'Towards an Urban Renaissance' that was published in 1999. The report exposes key recommendations and policies, which aimed to promote a better living environment in cities (Urban Task Force, 1999). 'Urban Renaissance' report focused the design process in local communities.

It emphasises the importance of understanding communities and making citizens actively involved in the design process. In 2000 the report 'Our Towns and Cities - the Future - The Urban White', was published. This report contains the government's policies and initiatives, which needed in order to implement the recommendations from the 'urban renaissance' report (Colomb, 2007). The 'Urban White Paper', states that in regeneration projects, the people must come first. It focuses on engaging local communities in the design to tackle social inclusion and achieving sustainable economic growth (Colomb, 2007). During this period, the partnership approach whose aim is to bring together actors from different sectors has become more dominant. The economic investments during this period made by the private sector with national and local governments support.

The New Deal for Communities Program, which started in 1998, supported bottom-up regeneration projects and focused on increasing local community participation. This approach proposed to base the regeneration process on local partnerships to maximise the involvement of communities. Funding for this programme came from the public sector (Tsenkova, 2002).

The Single Regeneration Budget (SRB), made by UK government evaluated the performance of regeneration programmes. It showed that a variety of causes led to urban declines, such as distressed labour market, the collapse of

infrastructure, crime, social issues and health problems. The complexity of the issues led to a situation that neither the market nor the government attempts could tackle it properly. This approach also found the solution in partnerships between all different actors, including the public, private, voluntary sector and the community. Together they can address the local problems. The project encourages public-private partnership and supports bottom-up design strategies (Raco and Imrie, 2000).

The Localism Act from 2011 changes the responsibilities of local Governments in England. It gives power to individuals and communities. It also gives the right to a neighbourhood planning, communities can bid for asset transfer, and the community has the right to build and reclaim the land. The act has the potential to decentralisation and brings back communities to the design process and decision-making level.

Despite the changes in policies and the awareness to the importance of collaboration, in many cases, residents still feel that they cannot influence on local decisions and that they are not part of the political system. The power stays in the private sector that reduces transparency and accountability, actions that make communities feel less strong.

SOCIAL ASPECTS OF REGENERATION

Focusing on the social aspects in an urban renewal process can help to engage the residents in the design process and protecting their needs. It is considered one of the main aspects of a successful regeneration project, especially in deprived areas. There are two main approaches to tackle social aspects (summarised in figure 20).

First is 'social intervention', it refers to a community-based activity that aims to improve the general quality of life in disadvantaged areas. It is a bottom-up approach that can take many different forms, and it is usually aligned to a specific community or context such as local identity, history, culture and heritage (Roberts and Sykes, 1999).

Second is social regeneration, which is usually a larger-scale intervention. Therefore, more actors are involved in the process. It focuses on the social issues but includes the physical, economic, and environmental aspects (Rob and Mike, 2003). The literature suggests that social regeneration focuses on improving the following aspects (Roberts and Sykes, 1999):

- Health and well-being
- Education and skills development
- A specific context in an area, a specific facility or green-space
- Arts and culture
- Family and child well-being

INTRODUCTION
SOCIAL ASPECTS IN REGENERATION

Although the success of social regeneration is hard to measure, there is a consensus regarding its advantages. It has benefits at different levels from individuals to the whole society (summarised in figure 20).

Effective social regeneration benefits all members of the community. It creates a wide variety of opportunities for people, throughout human interaction, personal relationships and fosters a safe, friendly environment. Therefore, the social aspect is important as the physical and economic aspects to a successful regeneration process The way that regeneration refers to the local context and the ability to develop a successful partnership with local communities has a significant influence on its outcomes. Projects in which the local community participate in the regeneration process expressed higher satisfaction of its outcomes (Foley and Martin, 2000).

Environmental aspects

Economics aspects — URBAN REGENERATION — Psychical aspects

Social aspects

Factors affect social regeneration

Social regeneration

According to the literature it focus on:
- Health and well-being
- Education and skills development
- A specific context in an area, a specific facility or Greens-pace
- Arts and culture
- Family and child well-being

Roberts and Sykes, 1999

Social intervention

A community-based activity aimed to address antisocial behaviours, help to learn new skills and improve employability

Benefits of social regeneration

Benefits to individuals

Improving confidence of people and allowing everyone to have a significant and fulfilling role in society *(Sasaki, 2004)*

Promotes creativity among people and strengthens their individuality *(White and Rentschler, 2005)*

Prevent anti-social behaviour among people *(Bina and IJdens, 2008)*

Benefits to the whole community

Tackle social exclusion within communities and helps to change damaging social habits *(Bina and IJdens, 2008)*

Increase employability, the employment rates, improve local economic, and reduce crime *(Haugh, 2005)*

Encourages sociability, promote strong relationship between people *(White and Rentschler, 2005)*

Benefits to Health and inequalities

Improve health *(Bond et al., 2013)*

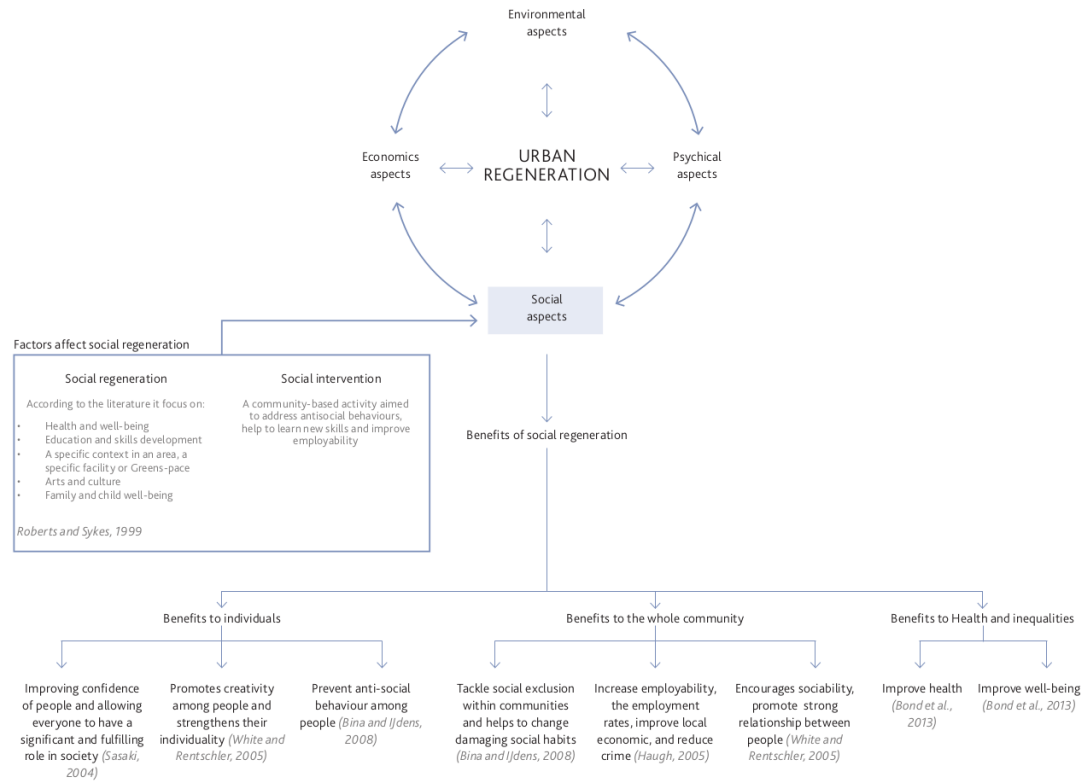Improve well-being *(Bond et al., 2013)*

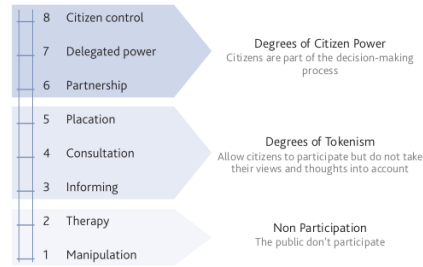Figure 20: Social regeneration benefits

INTRODUCTION
APPROACHES FOR CITIZENS ENGAGEMENT

ACTIVE CITIZENSHIP

The awareness of public participation grew over the years. This promoted the involvement of residents in regeneration projects. At its most effective stage, citizen participation has the opportunity to involve citizens at the level of decision making (Maier, 2001).

The paper "Ladder of Citizen Participation" (Arnstein, 1969) describes eight types of citizen participation range from low to high. It shows the stages that the local community can take from not participating at all to the situation that they are part of the decision making (figure 21).

Critics on Arnstein theory argued that in some cases, the attempts of citizens to be heard is perceived as an obstacle by the developers and local governments. While, on the other hand, citizens do not think that their involvement will make a difference. They do not understand the real impact planning might have on their lives, property and living environment. (Maier, 2001).
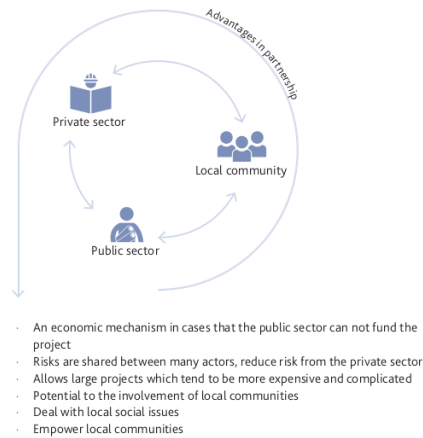
8	Citizen control	
7	Delegated power	Degrees of Citizen Power
6	Partnership	Citizens are part of the decision-making process
5	Placation	
4	Consultation	Degrees of Tokenism
3	Informing	Allow citizens to participate but do not take their views and thoughts into account
2	Therapy	Non Participation
1	Manipulation	The public don't participate

(Arnstein, 1969)
Figure 21: Ladder of citizen participation

PARTNERSHIP IN REGENERATION

Since the '90s, the attention to regeneration partnerships in the UK is rapidly growing (Ball and Maginn, 2005). Collaboration between different stakeholders such the private, public and the citizens is a crucial element in order to understand the real needs of local communities and to improve social aspects (Colomb, 2007).

There are different reasons for partnerships in urban regeneration includes economic and social advantages (summarised in figure 22). It can also deal with larger and more complex projects; therefore, different specialists must be involved (Carley, 2000). In order to improve social aspects such as employment, safety and education, the involvement of the public sector and local communities are crucial.

Critics on partnership argue that the involvement of local communities is limited and that it is used by developers and other key actors to disempowering the community instead of empowering it. In some cases, the information is not accessible to the community due to a lack of transparency or understanding from the community site (Ball and Maginn, 2005). Therefore, building trust between different actors and especially with the community is vital to the success of urban renewal project. It is more likely that the community will support changes in the neighbourhood if they are part of the design process from the early stages.

· An economic mechanism in cases that the public sector can not fund the project
· Risks are shared between many actors, reduce risk from the private sector
· Allows large projects which tend to be more expensive and complicated
· Potential to the involvement of local communities
· Deal with local social issues
· Empower local communities

(McCarthy, 2016, Carley, 2000)
Figure 22: Partnership actors and advantages

TACTICAL URBANISM

In contrast to a partnership that can deal with the transformation of large projects, tactical urbanism is a smaller scale intervention. It invites citizens to be engaged in the creation of a small scale, temporary intervention to inform the shape of future developments. It aims to improve neighbourhood conditions and local social aspects (Pfeifer, 2013). They can come in different forms, and size and the interventions can be duplicated to different sites and cities.

This approach offers local solutions to planning challenges. These are short term initiatives that generate a long term process (figure 23), which usually have low risk but the possibility for high impact. It can be driven by either the citizens themselves, the public or the private sector. Its nature provides an opportunity for collaboration between the residents and the designers (Lydon and Garcia, 2015).

Vacant spaces that are usually inappropriate for development or waiting for future development can be used for tactical urbanism initiatives (Bishop and Williams, 2012). These type of initiatives might have a positive effect of the site (Oswalt et al., 2013).
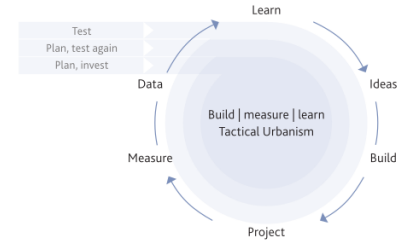
(Lydon and Garcia, 2015)
Figure 23: Tactical Urbanism - process diagram

THE COMMONS AND CIVIC ECONOMY

The research of Nobel laureate Elinor Ostrom (2000) established that communities can manage their resources and maintain their common goods for better economic and environmental sustainability. In the urban context, "commoning" is usually expressed as a small scale intervention that is created and managed by the local community. This type of interventions usually comes as a reaction to market and authorities failures to address the needs of local communities in both rural and urban areas (Gidwani and Baviskar, 2011; Foster and Iaione, 2015).

Commoning and similar bottom-up activities, which are related to 'participation culture' have the potential to grow over time into a vast network of connections and business (figure 24). It can tackle social issues such as inequality, social cohesion, wellbeing and health at the neighbourhood level (Britton, 2016). While in partnership and tactical urbanism different actors can be involved (private/public/voluntary), in the commons approach, the community responsible for managing its resources and is involved in all stages of the process.

This approach can create a new type of economy, called the civic economy, which is based on sharing instead of competition. It supports individuals and communities to co-produce and co-invest instead of just being consumers. This creates more resilient communities that are less dependent on the market (Ahrensbach et al., 2012).

Figure 24: Temporary initiatives to permanent uses

INTRODUCTION
VALUE CAPTURE AND VALUE CREATION

PUBLIC PARTICIPATORY

A recent survey made by 'The UK Household Longitudinal Study' shows that only 3% of the people in the UK are involved in neighbourhood projects. However, 60% saying that they are willing to work together to improve their neighbourhood (Britton, 2016). In order to increase public participatory and to achieve effects at the neighbourhood level, there are a few barriers that need to be overcome. Those barriers and their solutions described in figure 25 taken from the project 'Participatory City' (Britton, 2016).

A study made by 'Participatory City' (2014/15) show how increasing participation and local activities in the neighbourhood can contribute to several aspects. It creates social and health benefits for families and individuals, it promotes local economic resilience, increases the area value and creates new connections between people. This highlights the potential of changing neighbourhoods by using local knowledge and interventions (Britton, 2016).

VALUE CREATION

In addition to the benefits described, regeneration and other small interventions in the public space have the potential to improve the quality of the space. 'Place Value Wiki' by Matthew Carmona brings together several studies that show the connection between the quality of the place and add value in health, social, economic and environmental subjects (figure 26).
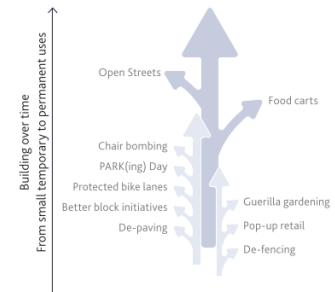
VALUE CAPTURE

Value Capture is the process of retaining some percentage of the value provided in every transaction, which then can be used to further improvements in the area. By improving the neighbourhood public infrastructure, the value of adjacent properties increases. This can be 'captured' by the public sector instead of private landowners making a profit. Figure 27 shows the circular nature of this process and the potential it has in improving other public assets (der Krabben and Needham, 2008).

WHY PEOPLE DON'T PARTICIPATE?	SOLUTION
Not enough opportunities Not suited for everyone and lack of variety	**Create more opportunities** Variety of opportunities that are closer to home
Activities and projects don't fit Conflict with day to day commitment and might demands too much time	**Make opportunities to fit better** More flexible, practical and social
Opportunities feel exclusive Seems to be not suited to all members of the community	**Make opportunities more inclusive** Create small groups, consider local culture and traditions

WHY PEOPLE DON'T OPEN BUSINESS?	
Starting anything feels risky People afraid to develop ideas that might fail	**Reduce or share risk** Share personal risks so people feel safer
Not enough support The concept is new and people don't know how to start with it	**Support and learning long term** Make local government and institution to support the projects
Many valuable ideas are small Very small ideas might not be suitable on their own	**Value and support small ideas** Create and support a collection of activities and not only one

(Britton, 2016)
Figure 25: Barriers to participation and solutions

Social Refurbishment of streets and public spaces	· Increases social interaction between different groups and individuals · Creates a stronger social network · Helps to create safe spaces · Reduce crime in the street and burglary from homes	
Health Improving tree cover and promoting active transport modes like walking and cycling.	· Reduces obesity, heart diseases and asthma, stress and depression · Improves general fitness, increase wellbeing and general happiness.	
Economic Improving views, access and other physical conditions for residential, retail and commercial properties	· Making investments more attractive · Engaging the community to support new developments	
Environmental Using a new type of building forms, tree cover, new building technologies, and materials. Improving public transportation	· Reduce energy consumption, waste and pollution	

("Place Value Wiki," n.d.)
Figure 26: Advantages in Value creation

Figure 27: Creating value and value capture

03

CASE STUDIES

Main aims:

Analysing case studies based on criteria from the literature review
Identify elements that can be used to inform the project tool-kit

CASE STUDIES
CRITERIA FOR SELECTION

SELECTION OF CASE STUDIES

This chapter evaluates a series of case studies that share the same aim of regenerating an area in which they are located by involving the local community. The scale of the projects and the role of the citizens is different in each case study. Lessons from the case studies together with the literature review will be used to shape the project tool-kit.

The case studies were analysed based on following aspects taken from the literature review (figure 29):

REACTION TO PRESSURES:
- The political, physical, social and economic pressures that led to the intervention/project/initiative
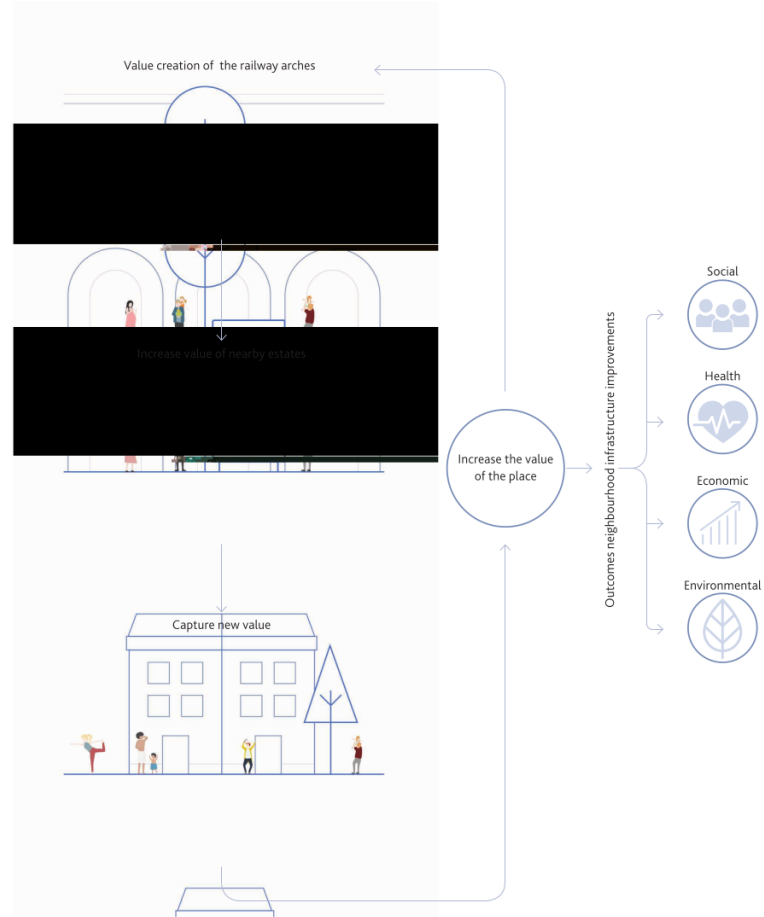- Reactions to social, environmental and economic issues in the area
- Reaction to top-down projects, which driven by public/private sector

COLLABORATION BETWEEN ACTORS:
- The role and the responsibility of the community
- Horizontal management, many people involved in the design process
- The quality of the partnership between different actors
- The ability of the citizens to influence the planning process
- A top-down or bottom-up approach

FUNDING AND ECONOMIC MECHANISM:
- How the project was founded?
- Trust and crowdfunding as a economic tool
- Value creation and capture value to the common benefits
- Private sector investment as part of the partnership
- Supporting the local economy and business
- Contributing to local economic resilience

POTENTIAL OF GROWTH:
- Potential growth or expansion of the intervention to other sites
- The effect of the project on the area

MANAGE CHANGES OVER TIME:
- Benefiting the local communities and preserving their interests and needs
- Evaluating initiative and implementing the lesson
- Understanding the real needs of local communities
- Using vacant land to short term local initiatives

PRESERVING CHARACTER:
- Understanding and considering the local character (physical and cultural)
- Integrate the local knowledge into the design process
- Do different stakeholders understand (and preserve) the local character

CREATING AND CAPTURING VALUE:
- Physical improvements that create value
- Adoption of vacant spaces

CIVIC ASSETS AND SOCIABILITY:
- Promote pedestrian needs, safety and comfortability
- Supporting new public assets
- Preserving the communal values

Figure 29: The key aspects to analyse the case studies

CASE STUDIES

THE LOW LINE · THE PORCH · CAN BATLLÓ · R-URBAN · LATIN ELEPHANT · WESTWAY TRUST · FITZGERALD · INCREDIBLE EDIBLE

LONDON · PHILADELPHIA · BARCELONA · PARIS · LONDON · LONDON · DETROIT · WEST YORKSHIRE

CASE STUDIES
THE LOW LINE | THE PORCH

THE LOW LINE, LONDON

What is the project?
The Low-line opens a new walking trail alongside the railway viaduct in Southwark to create new connections between neighbourhoods. It is a resident initiative that was designed in partnership with private and public actors.

The project aims to transform the arches using a range of large to small projects including spaces for creative class business, commercial and retail uses ("The Low Line | Better Bankside," n.d.).

What are the outcomes in the neighbourhood?
The project was integrated into the new Southwark Plan ("Borough, Bankside and London Bridge," 2015.), and it fostered other smaller projects in the area including Flat Iron sq, Union Yard Arches and Hotel Elephant, including a variety of new uses such as theatres, gyms, hotel and workspace.

- Fostered new projects along the arches
- Collaboration between the public sector, developers and the business improvement district trust, to preserve the interests of local business
- Preserving the railway arches and reuse of the space under the arches
- Creating value by physical improvements including tree planting, lighting, new walking access, and adoption of unused arches
- Vacant spaces and parking lot transformed into new public squares

THE PORCH, PHILADELPHIA

What is the project?
The project is managed and funded by the local university. It transformed an empty parking area to a new vibrant open space. Complete with colourful furniture and performance space it became a destination for residents, workers and visitors in the area.

Local designers created new bespoke swings to the Porch. This was made possible due to a partnership between residents and public charity.

What are the outcomes in the neighbourhood?
It has become a new vibrant destination for people to come and interact with each other (University City District, 2019).

- The parking spaces transformed into the new public square
- Partnership with the local university which funded the project
- Local designers designed the furniture and were part of the process
- Founded and managed by the local university
- Unused space that redesigned with the residents to their benefit
- The university working closely with the community to design new high-quality public space

Hotel Elephant

Flat Iron Square

The Union Yard

Acting classes union theatre

Figure 30: The Low Line ("Southwark Council", n.d.)

Figure 31: The Porch

CASE STUDIES
CAN BATLLÓ | R-URBAN

CAN BATLLÓ, BARCELONA

What is the project?
In 2006, Barcelona authorities approved to transform an abandoned industrial complex into new luxury houses and hotels. In 2011 the neighbours and 'Sants Social Centre' occupied the site and blocked the new development. The community defined the new uses for the place after two years of a public participation process.

What are the outcomes in the neighbourhood?
This is an example of citizens taking action, designing and managing a place to their needs. The projects operate a library, bar, climbing wall, community garden and gym, and it hosts local activities and events for the community ("BlocOnze Can Batlló," n.d.).

A reaction of the community to social neglected and to the proposal of new development that ignores the local needs

The uses in the place changed over time to meet the local needs

Its designed and managed by the local community

Reuse of the old industrial building conserves the historical character of the place. Hosts traditional and local events

The new uses promote civic economy and creates new local networks

Reuse of vacant building and the empty plots in the site

Different events attract different members of the community to interact with each other

The library and multifunctional sitting
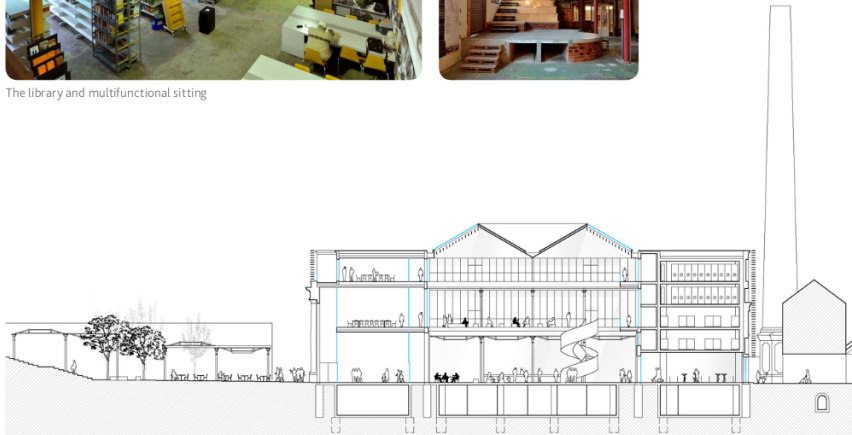
Figure 32: Can Batlló factory ("beta-architecture", n.d.)

R-URBAN, PARIS/LONDON

What is the project?
Community-based approach allows to open and run new facilities in the neighbourhood focusing on the local economy, housing, urban agriculture and culture. It started in Colombes, a suburban town in North-East of Paris but it was also implemented in Hackney Wick in London.

What are the outcomes in the neighbourhood?
The project promotes local production and circular distribution. It supports local events, promotes the opening of local business, improves networking and creates a new sustainable economic model. Those strengthen relationships among residents ("R-Urban English," n.d.).

A collaboration between residents that creates local networks and promotes the growth of the local business

A partnership between planners, architects and local authority. It supported by the EU Life + Programme of environmental governance.

Support local distribution and promote circular and civic economy

Using vacant land for gardening

The project is evolving following the ideas of residents. It implemented in other cities

The project hosts events and created new public spaces
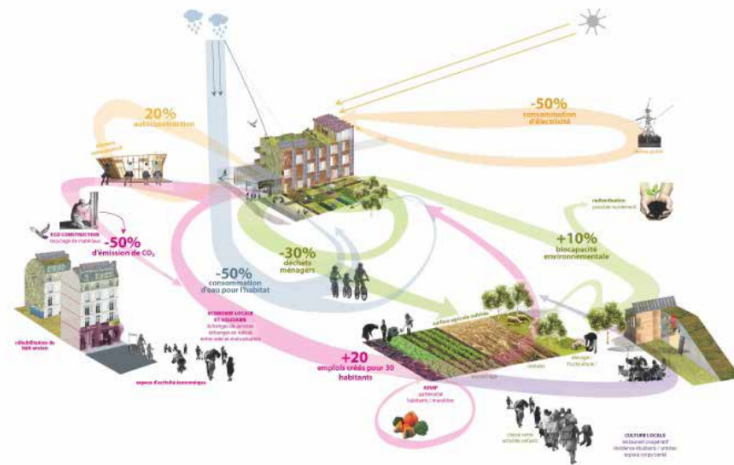
Figure 33: R-urban ("r-urban", n.d.)

Key

- 🔴 Cafe/Restaurant
- 🟠 Clothes/accessories
- 🟡 Travel agency
- 🟢 Food shop
- 🟢 Games/entertainment
- 🔵 Dentist
- 🔵 Film/Music
- 🟣 Money transfer/Courier
- 🩷 Hair and beauty
- ⚫ Auto repairs
- ⚪ Estate agency
- ⚫ Computer/Print shop
- 🔴 Retail
- 🟣 Translations/Legal
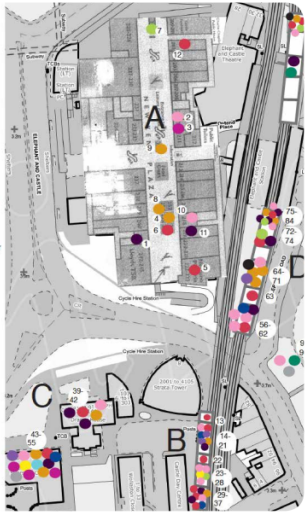
CASE STUDIES

FITZGERALD REVITALIZATION | INCREDIBLE EDIBLE

FITZGERALD REVITALIZATION PLAN, DETROIT

What is the project?
An initiative that is led by Detroit local authority, it is in partnership with private developers, local businesses and residents. The project aims to strengthen the neighbourhood using a landscape approach to transform all vacant land in the area into parks and other community assets.

Feedback from the residents was implemented into the design and shaped the type of interventions. The projects are cost-effective and low maintenance to ensure long term vitality.

What are the outcomes in the neighbourhood?
The project has transformed more than 200 vacant lots into community hubs, orchards, community gardens and storm management sites. It brings back an attractive landscape to the area, which supports social interaction and environmental aspects. The project attracted new developers and investments into the area and helped to moderate the negative migration ("Fitzgerald Revitalization Project" n.d.).

- Economic decline and massive immigration out of the city. Huge number of properties were abandoned
- Many small interventions that led to bigger intervention
- Led by the local authority in collaboration with the local communities. Residents were involved in the building process
- Funded by the city, and local university
- Investment in public space created value and attracts new private investments
- Landscape regeneration approach and focusing on civic assets

INCREDIBLE EDIBLE, WEST YORKSHIRE

What is the project?
A local initiative started in 2008 when a group of residents began to grow edible plants in public spaces. By growing food, the project aimed to bring residents together and to promote local networks. It also helped to create environmental awareness, straighten the local economy and businesses.

What are the outcomes in the neighbourhood?
With activities around food, the project created new town festivals that strengthened the community. Almost 50% of all food traders have increased their income, and it created a partnership with local schools to integrate local classes in the process. The project scale-up to different cities and today, there are 120 similar groups in the UK and 700 worldwide (Paull, 2013).

- Collaboration over time between citizens to create a food garden that open for everyone.
- Local citizens and business working together and promoting civic economy
- Base on crowdfunding and a property donation from private or public stakeholders
- Adaptation of vacant land adjacent to the train station and cemeteries
- The school opened its doors and conducts education class to the community

Figure 40: Ella park, Fitzgerald ("CityLab", 2016)
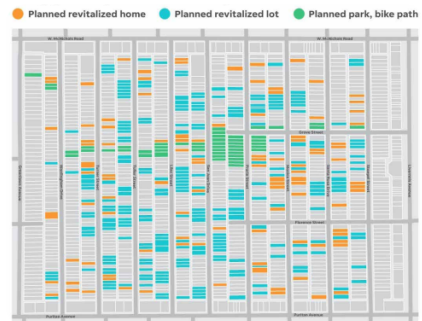
Figure 41: Vacant plot Fitzgerald Neighbourhood ("medium", 2018)

Planned revitalized home Planned revitalized lot Planned park, bike path

CITY PARK
REHAB
GREENWAY
PRODUCTIVE LOTS
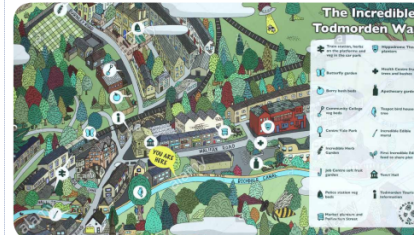
Figure 42: Map of Todmorden ("Incredible Edible Todmorden", n.d.)

Figure 44: Community gardening ("Incredible Edible", n.d.)

Figure 43: Local business ("Shareable", n.d.)

Figure 45: Food growing ("Shareable", n.d.)

04

PROPOSED TOOLKIT

Main aims:
Identify the principles for the design tool kit
The process used to implement the design tool kit
Propose a new type of uses for the arches

PROPOSED TOOLKIT
THE TOOLKIT

Tools that help to improve the physical conditions of a place and preserving local landmarks

PHYSICAL

EMPOWER COMMUNITIES:
- Co-design with residents
- Encourage communities to create in the public spaces
- Involve local business to design and build the place

APPRECIATE LOCAL HISTORY:
- Identify local landmark and heritage elements
- Design that respects the local heritage and strengthens local symbols/culture

ADAPTATION OF SPACE:
- Promote local initiatives on vacant land, can be used for temporary uses and small projects

SMALL SCALE INTERVENTIONS:
- Low budget interventions which can be used in public spaces
- Moveable interventions
- Made with the residents and local business

FEELING SAFETY:
- Make spaces safer for all members of the community and during all time of the day
- Making the site visible
- Create safer and comfortable routes to the site

Tools that help to address social needs and facing local pressures

SOCIAL:

FOSTER SOCIAL NETWORKS:
- Using events, new technologies and public spaces to foster local networks

SCALING UP PUBLIC PARTICIPATION:
- Engaging citizens from early stages
- Trusts and local groups can represent and engage with the people
- New technologies can connect people directly without third actors

PARTNERSHIP WITH CIVIC ACTORS:
- Make strong connections between local civic actors and the community
- Open the doors of civic institutions
- Improve civic assets to the community

SUPPORT COMMUNITY INITIATIVES:
- Supporting initiatives based on local culture and traditions
- Involving community members in the creation of events and other initiatives

INCLUSIVE DESIGN:
- Interventions should meet the needs of all residents. People from all ages, gender, economic backgrounds and religions

Transforming and monitoring development over time to the benefit of local communities

MANAGEMENT:

TRANSFORMING OVERTIME:
- A clear framework to develop over time
- Monitoring the project over time and adjusting the project
- Activating the place to the benefit of the community

TECHNOLOGICAL & DIGITAL TOOLS:
- To share ideas and publish activities/events scheduled
- Allow people to share their ideas and issues over the place, and implement in future designs
- A tool to connect people directly

IDENTIFYING LOCAL ACTORS:
- Finding the local actors and engaging them into the design process

TRANSPARENCY:
- Share knowledge and experience
- Transparency of future decisions

MAINTENANCE:
- Maintaining the environment and quality of the place

Creating funding mechanism

ECONOMIC:

A PARTNERSHIP BETWEEN ACTORS:
- Involving local institutions like library/schools/university
- Partnership with the private sector to finance the project

LOCAL FUNDING:
- Events and local crowdfunding to support local initiatives
- Community subsidise their own projects

VALUE CREATION:
- Support local business while maintaining the affordability for workspace
- Encourage investments in the area
- Attract funding from different actors - public/private

VALUE CAPTURE:
- Capture the additional revenue to further investment in the area

Figure 47: Design tools and principles

····· Main tools
----- Additional tools (not used in the proposed process)

PROPOSED TOOLKIT
THE PROCESS

PRINCIPLES AND THE TOOL KIT

The tool kit formed from the literature and case studies. It is divided into four main categories (figure 47), which aims to achieve:

· Reusing the spaces under the railway arches to the benefit of local communities, by supporting civic and economic uses
· Fostering soft regeneration processes that benefits local communities
· Empowering residents to co-design for their own common good

The project tool-kit that presented in figure 47 is designed for outside or local community actors, who are interested in transforming the railway arches together with the local community. For a successful regeneration process that benefits local communities and increases place value, all four categories should be considered.

The tool-kit grouped into five different stages, which form a proposed design process (figure 48). The process aims to empower the local community to change the arches and its adjacent areas, but it also involves the public and private sectors to transform other areas in the neighbourhood using larger projects. The process can start at any stage, from small intervention to a large project or vice versa. However, all stages must take place.

PROPOSED STAGES

1 Identifying local actors

Identifying local groups and shared goals, engaging them into the design process. Scaling-up citizen participation using events, small meetings and online platform.

TOOLS USED

- Scaling up public participation
- Foster social network
- Partnership with civic actors
- Technological & Digital Tools
- Identifying local actors

2 Mapping the commons

Unlocking latent assets, understanding the character of the place, and the real needs by mapping the common opportunities and constraints. Using events, meetings, digital mapping, surveys, observations and interviews.

- Adaptation of space
- Appreciate local history
- Technological & Digital Tools
- A partnership between actors

3 Small interventions

Small and medium intervention in public and vacant arches that emerged from the mapping. In parallel to new civic uses under the railway, which can strengthen the relationship between residents and local civic institutions.

- Adaptation of space
- Empower communities
- Small scale interventions
- Support community initiatives
- Value creation
- Local funding

4 Monitoring the effect

Monitoring and analysing the effects of the projects on communities. Based on successful projects, designing permanent and larger-scale projects.

- Scaling up public participation
- Foster social network
- Technological & Digital Tools
- Transforming overtime
- Value creation

5 Large interventions

Scaling the successful project into permanent use, implementing the need of the community and adjusting local policies.

- Empower communities
- Appreciate local history
- Partnership with civic actors
- Transforming overtime
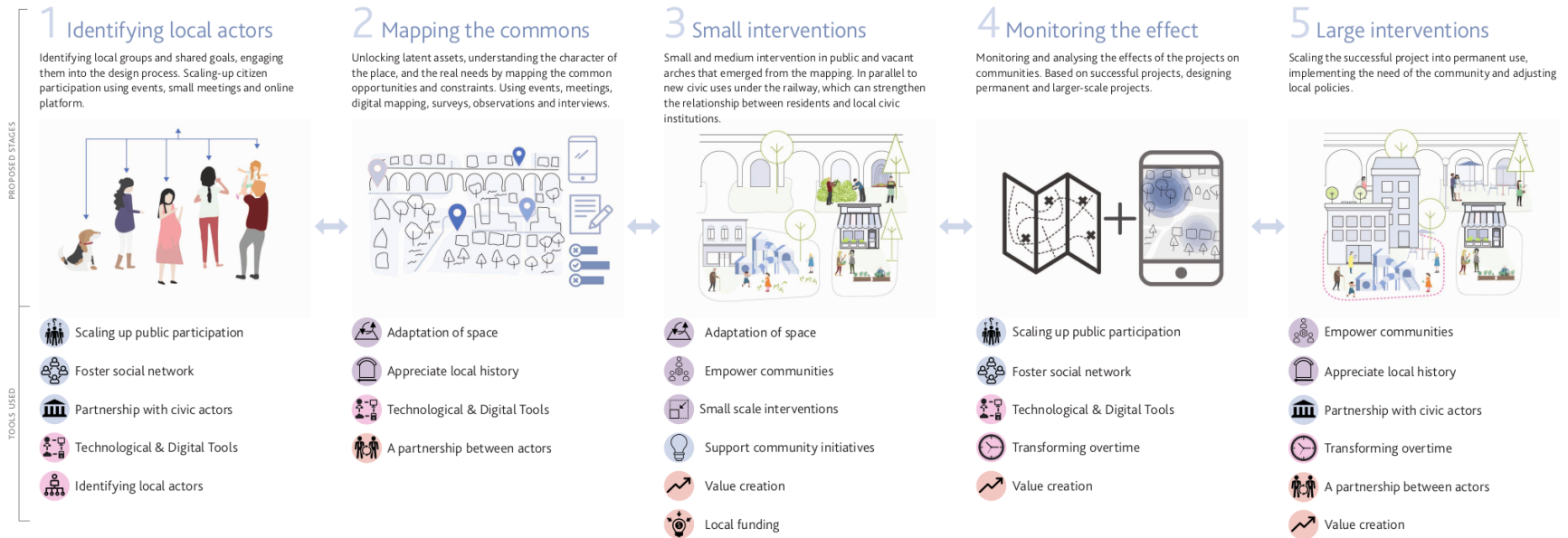- A partnership between actors
- Value creation

Figure 48: Proposed stages
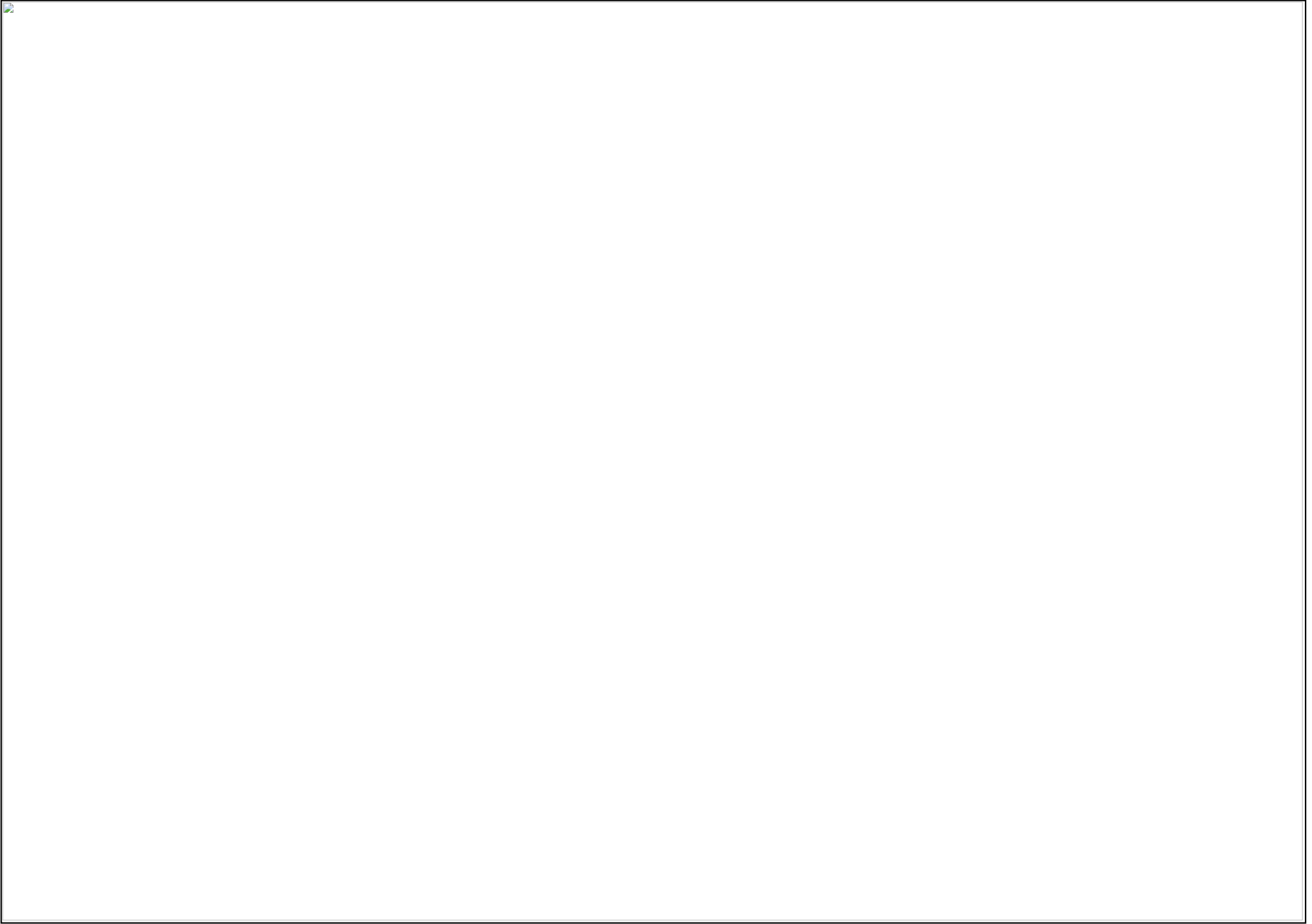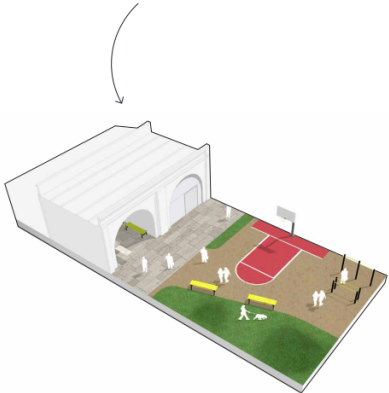
RECREATION CENTRE
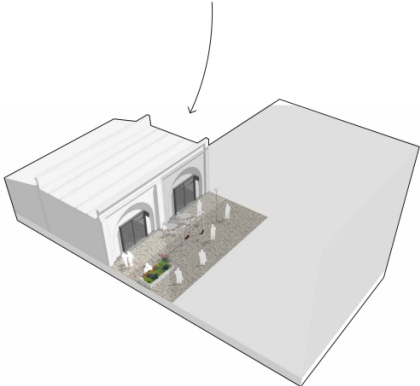
LOCAL (AND AFFORDABLE) WORKSPACE

EDUCATION FACILITY
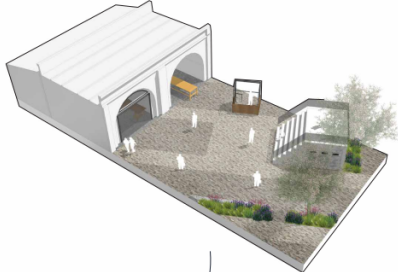
EMPLOYABILITY AND TRAINING CENTRE

05
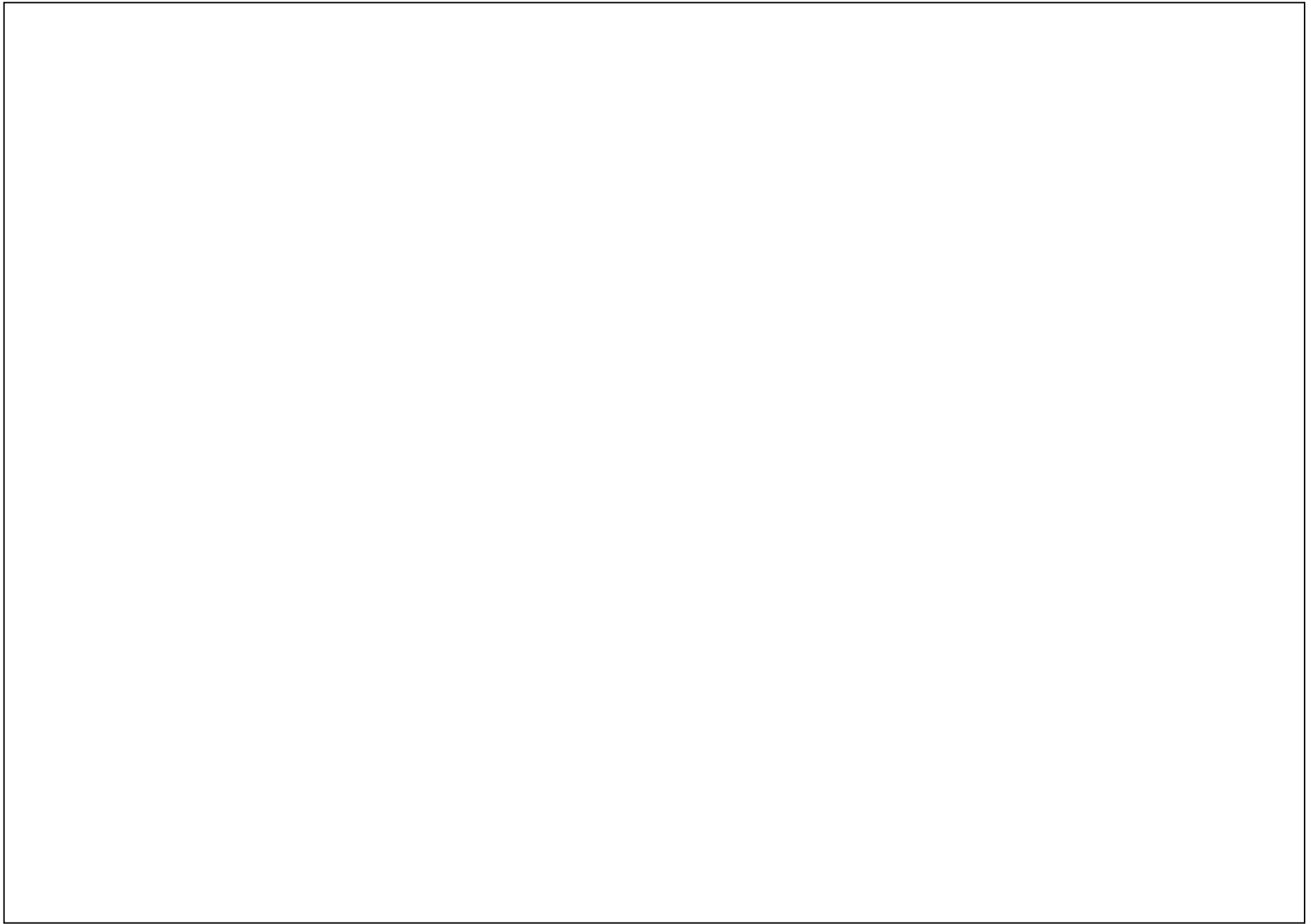
APPLYING THE TOOLS TO
A CHOSEN SITE

Main aims:
Understanding the site context and why it relevant to the project
Analysing the site within the research context
Identify opportunity and constraints

SITE
WIDER CONTEXT

REASON TO FOCUS ON DEPTFORD, LEWISHAM:

This research project is focusing on Lewisham for the following reasons:

· The neighbourhood is divided by railway arches. Each side of the arches developed differently
· There is a mixture of uses under the railway arches
· Due to the high pressure to develop the area, there are many conflicts between different actors
· New developments puts local identity in danger

LEWISAM

Lewisham is a south-eastern Inner London borough. Despite its prime location and the significant regeneration projects it had in recent years, it is still among the most deprived areas in England (Lobo, 2011).

Different areas of Lewisham are part of the Thames Gateway project, the most significant regeneration initiative in North-West Europe. The attractive location of Lewisham, just across the river from the Isle of Dogs and linked to London Bridge, makes it an essential location of the Thames Gateway project. The project aims to improve the level of housing, provide new homes, expand retail and commercial areas and to increase the number of open spaces. Most of the new developments focus in Deptford, which is named as an 'Opportunity Area' in the London plan (figure 51).

The Thames Gateway project creates a unique pressure to develop the area. It involves different actors from different levels (figure 50). Research made by UCL argues that the involvement of the "Elite stakeholders", such as the UK government and London Greater Authority affects the planning process and has an influence on the decisions regarding regeneration. Despite the efforts from civil organizations to take part in the planning process, their views are not shared and not integrated into the regeneration projects. Instead, the "elite actors" agenda leads the regeneration projects according to their understanding and knowledge, which conflicts with the needs of local communities. The significant regeneration investment in Lewisham and specifically in Deptford creates tension between the decision-makers and the local population, and the new projects do not necessarily enhance the needs of local communities (Lobo, 2011).
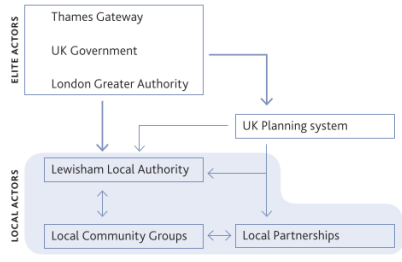
Figure 50: Deptford hierarchy of actors

Legend:
- ☐ Thames Gateway Project
- ☐ Lewisham Regeneration Area
- ☐ Open Spaces
- ☐ Strategic Industrial Locations
- ● District Hubs
- ● Local Hubs
- ★ Town Centre Action Plans
- — Deptford Creek Opportunity Area
- ☐ Mixed Use Employment Locations
- ◆ Major Town Centre
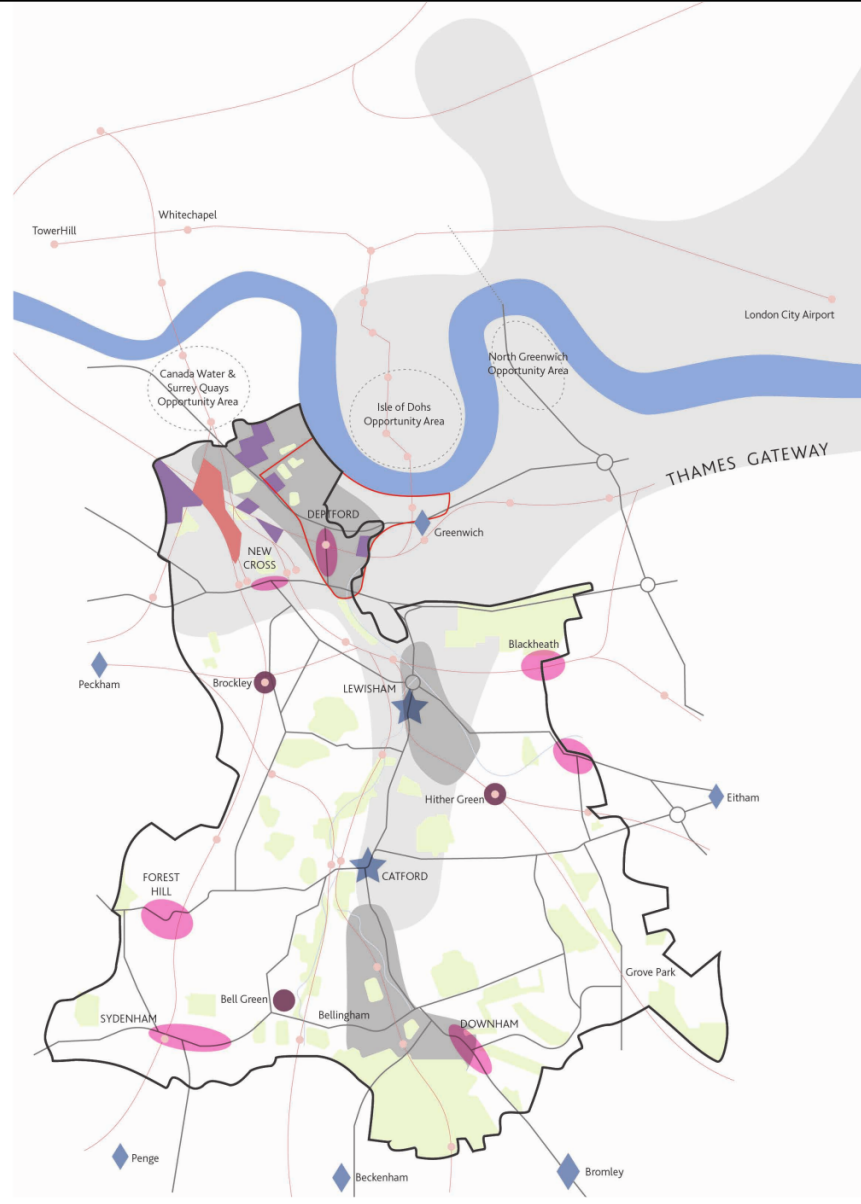
Figure 51: Lewisham development framework

SITE
VEHICULAR CIRCULATION AND EXISTING USES

VEHICULAR CIRCULATION

The site is divided by Greenwich Railway arches. On average, there are connections between the northern and southern parts of the neighbourhood every 200 meters (figure 53). Deptford High-Street is a shared street that runs between two main roads and under the railway arches.

CIVIC | COMMERCIAL | INDUSTRIAL USES

Deptford high-street is used as the commercial and social backbone of the neighbourhood. New regeneration project creates pressure on local businesses and brings a new type of commercial uses into the high-street such as boutique restaurants and coffee shops.

There are few local landmarks in the area, such as Deptford Ancor, the railway ramp and Deptford War Memorial (figure 54).

Main Roads
Secondary Roads
Local Roads
High Street Pedestrianised
Crossing point under the railway
Train Station

Figure 53: Site - vehicular circulation

GRADE II 'THOMAS PALMER' HOUSE
GRADE II DEPTFORD WAR MEMORIAL
GRADE II DEPTFORD RAILWAY ARCHES
GRADE II DEPTFORD RAILWAY RAMP
GRADE II TERRACE HOUSE

Commercial facade
Industrial use
High Street Pedestrianised
Open space
Civic use
Public square
Vacant land
Listed building

Figure 54: Site - civic, Industrial and commercial uses

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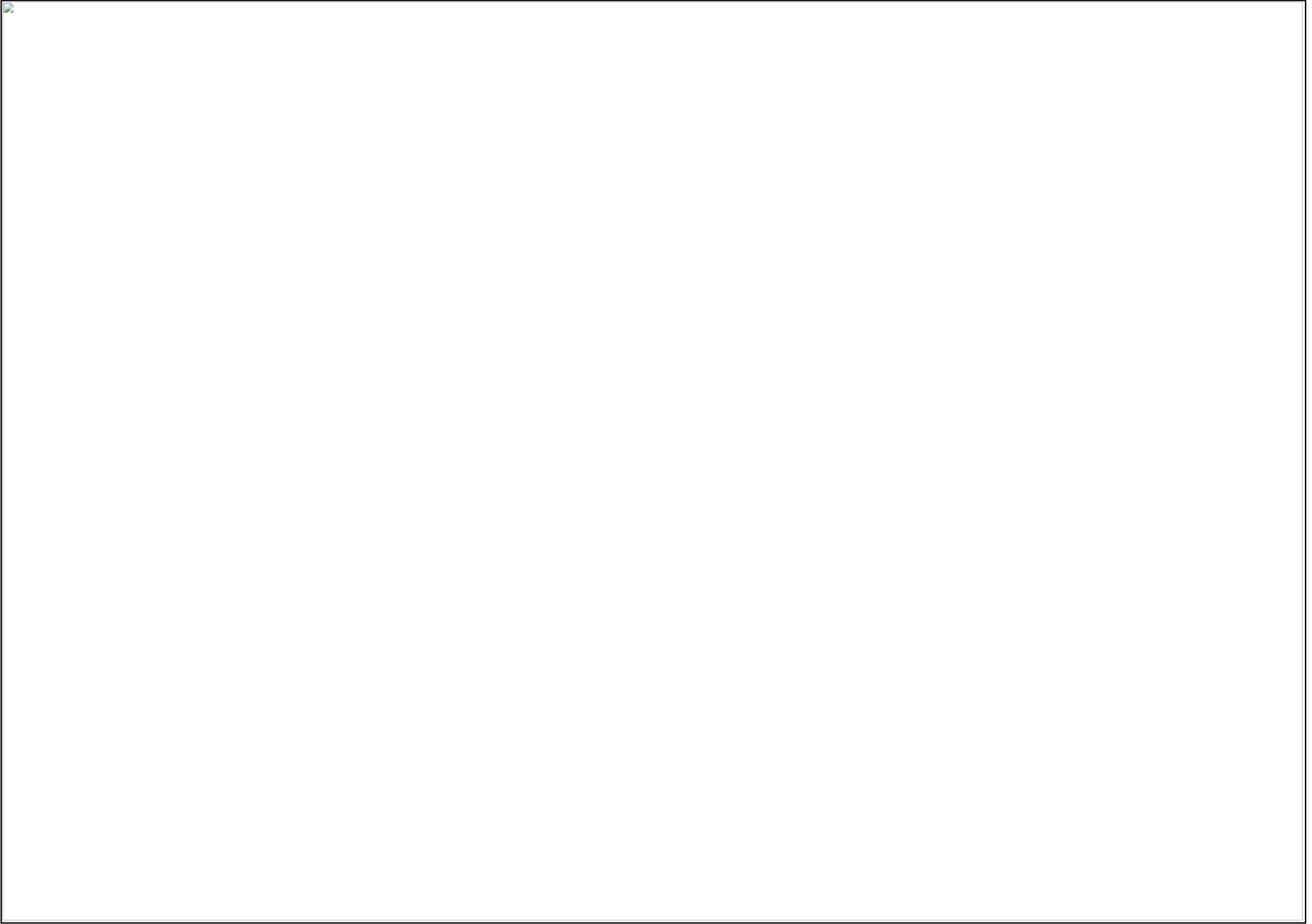
SITE
DEPTFORD ACTORS BY KEY GROUPS

THE LOCAL ACTORS BY GROUPS

As shown before, despite the high pressure to develop the area, the public and private sectors failed to address local issues. As a response, residents losing their trust in the planning system and many local initiatives emerged in the area (figure 57).

Despite a large number of community groups, there is almost no cooperation between the various groups in the neighbourhood.

Public and semi-public actors
Local community groups

Figure 56: Key actors map

ELITE ACTORS

Thames Gateway
UK Government
London Greater Authority

LOCAL PUBLIC / SEMI-PUBLIC ACTORS

Lewisham Council
Goldsmith University
Deptford Lounge
Creekside Forum
Trinity Laban
Cockpit Arts
The Albany

PRIVATE DEVELOPERS

Lendlease
Grainger plc
Peabody Trust
Essential Living
Bellway Homes
Anthology Deptford Foundry
Hutchison Properties Group

LOCAL GROUPS AND INITIATIVES

Deptford Cinema
Deptford Does Art
Deptford Challenge Trust
Deptford is Forever
Tidemill Garden
New Cross Gate Trust
Creekside Education Trust
Deptford People Project
Crosswhatfields

ETHNIC COMMUNITY GROUPS

Federation of Refugees
Indo-Chinese Community School
South London Refugees Partnership
Deptford Action Group For Elderly
Riverside Youth Club
The Midi Music Company
Barnardos Akwaaba Centre
Pepys Community Forum

RESIDENTIAL ASSOCIATIONS

Bern Bridge
Daubeney
Colonnade and Terrace
Crossfields Estate
Foreshore United Neighbours
Trinity
Evelyn
Sayes Court

Figure 57: Actors groups in Deptford

SITE
THE LOCAL POINT OF VIEW

THE LOCAL PERSPECTIVE

Due to the tight schedule of the project, it was not possible to make a long public engagement process, which is essential in the context of this research. However, informal interviews have been conducted with members of community groups. The purpose was to understand the local perspective and the pressure that led to the initiative. Figure 58 summarises keynotes from the interviews that will be taken into consideration in the proposed intervention.

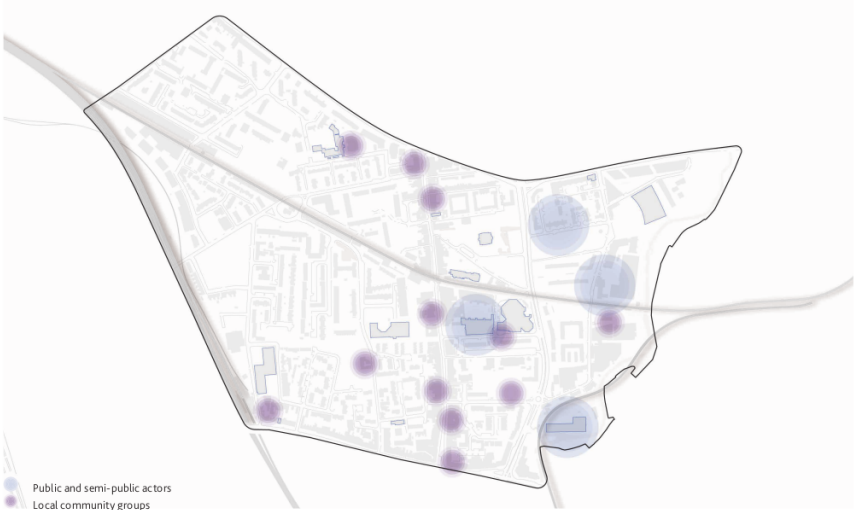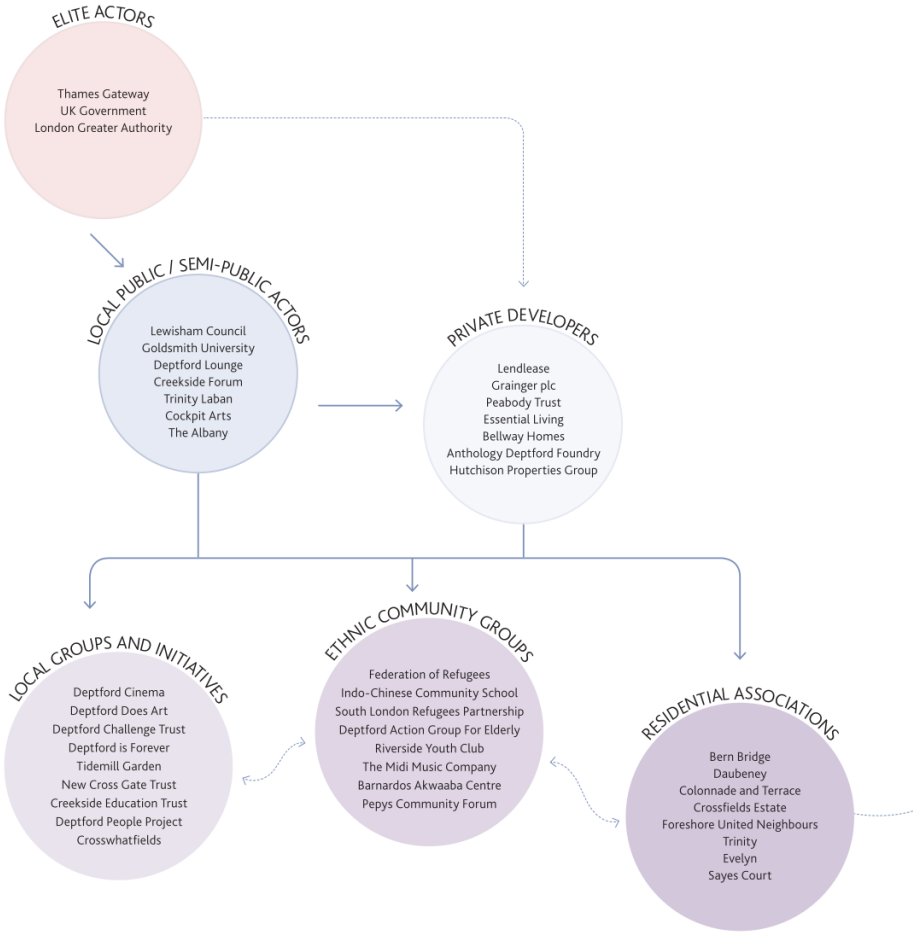The interviews emphasized the distrust of local residents in the decisions makers, as well as in other members of private and public sectors. Most of Deptford community groups address a specific audience or issue and are not accessible to all members of the public. It is noticeable that there is a lack of collaboration between the groups, even when dealing with similar issues.

DEPTFORD DOES ART	DEPTFORD IS FOREVER	LOCAL SHOP OWNER	DEPTFORD LOUNGE	CREEKSIDE EDUCATION	TIDEMILL GARDEN

"**Many young artists come to study here** in Goldsmith, but most of them come here for two years. We created this place because we wanted them to meet one another and stay after they graduated"

"New developments not only built on public land it also taking our landmarks like the anchor and the railway ramp. **The area is changing and losing its identity**"

"Deptford has always been a working-class neighbourhood and a very mixed community. **The massive private developments destroying the current social fabric**, rise in rents pushes local residents and affordable shops"

"**Most of the time it used by children. They come here after school hours** to do homework, to talk or play. Some staying here all afternoon until their parents come back from work"

"There are parks next to where people live, but **its lack of activities and people less likely to use it**"

"There are very few green spaces in Deptford. The council should **invest in improving them, but instead, they closed the community garden** and developing new building"

Figure 58: Interviews key notes

SITE
DEPTFORD ARCHES

DEPTFORD ARCHES EXISTING CONDITIONS

Figure 59 summarises the current physical condition and uses of Deptford arches based on, site visits and data from co-star website. Most of the arches on the western part of the area used for industrial purposes. The arches adjacent to the railway station have been refurbished recently and used as coffee shops and bars. On other areas, there is a high number of vacancy and unused spaces.

Figure 60 shows the type of uses that borders with the arches.

Legend:
- Vacant
- Retail
- Storage
- Industrial
- Civic use / education
- Residential
- Building front and entrances
- Back of house

Figure 59: Current uses adjacent and under the arches

0   50M   100M
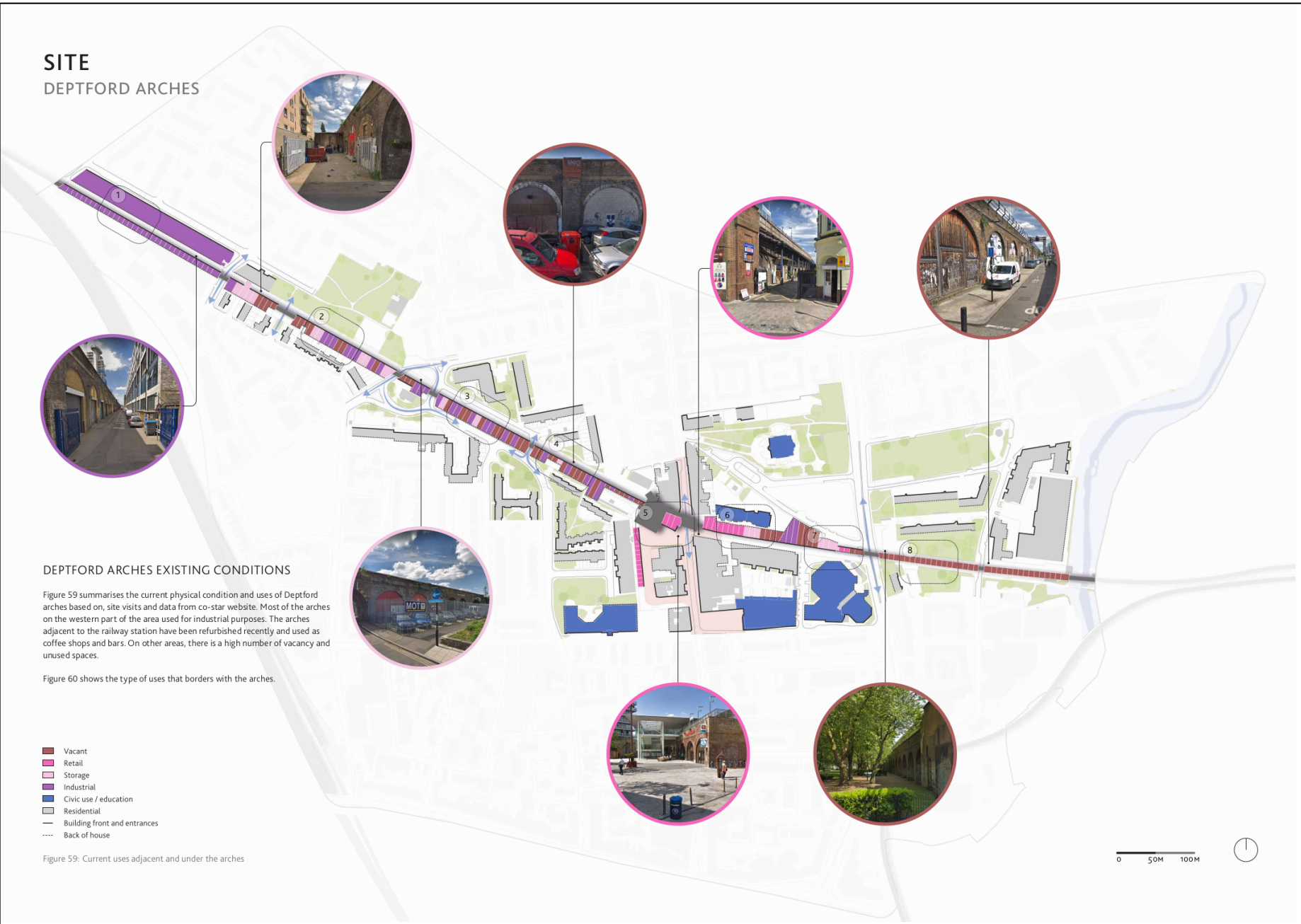
SITE

TYPE OF INTERFACE WITH THE RAILWAY ARCHES

1 - INDUSTRIAL | ARCHES | VACANT LAND

Industrial uses

Car access, entrance to arches

8m

Light Industrial

Extension to arches

Vacant land

2 - RESIDENTIAL | ARCHES | PARK

Residential, Back of house

Car access, entrance to arches

Private gardens

Extension to arches

Park

3 - ROAD | ARCHES | ROAD

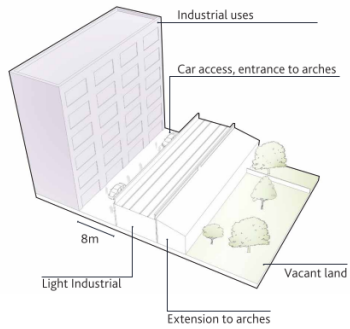

Yard used for storage

Secondary Road

Local Road

Vacant/Industrial/ Storage arches

Residential shared garden
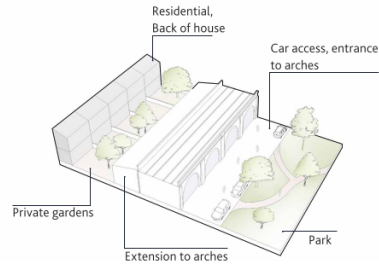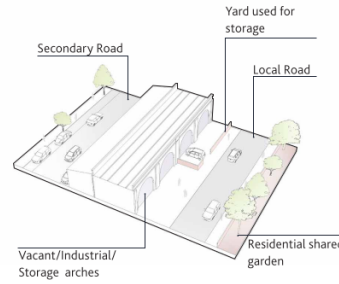
4 - RESIDENTIAL | ARCHES | LOCAL ROAD

Private gardens

Extension to arches

Residential entrance

Local Road

7m

Vacant/Industrial/ Storage arches

Residential shared garden
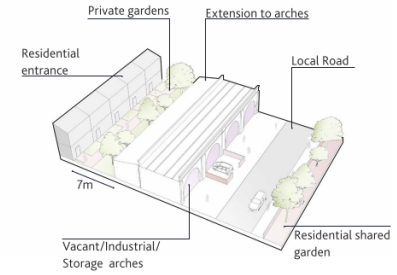
5 - RETAIL | STATION | PUBLIC SQ

Deptford bridge station

Retail

Deptford High Street, shared street

New retail uses

Planter

Deptford yard
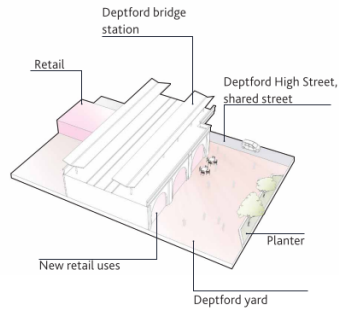
6 - SCHOOL | ARCHES | RESIDENTIAL

School playground

Extension to arches

Primary school

2m

7m

Retail and light industrial uses

Back of residential building
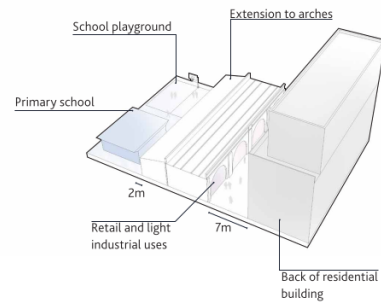
7 - VACANT AREAS | ARCHES | LEISURE CENTRE

Back of leisure centre

Local Road

Storage

8m

Extension to arches

Retail and light industrial

Local Road

Wall encloses the arches
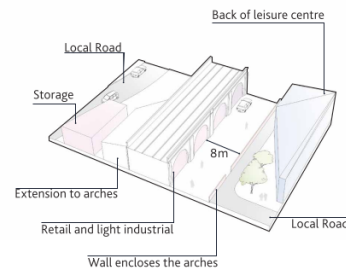
8 - PRIVATE GARDEN | ARCHES | PRIVATE GARDEN

Unused open space

Residential building
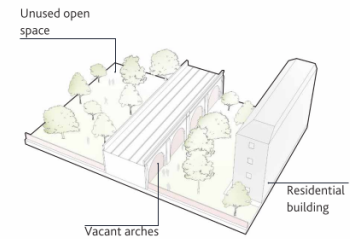
Vacant arches

Figure 60: Existing types of intersections with the arches

SITE
CHARACTER AREAS ALONG THE RAILWAY VIADUCT

ENTERPRISE ZONE

PUBLIC OPEN SPACE

VACANT LAND

BUILDINGS ATTACHED
TO THE RAILWAY

RESIDENTIAL ZONE

VACANT LAND

COMMERCIAL CORE

PRIVATE OPEN SPACE

EDUCATION AND LEISURE AREA
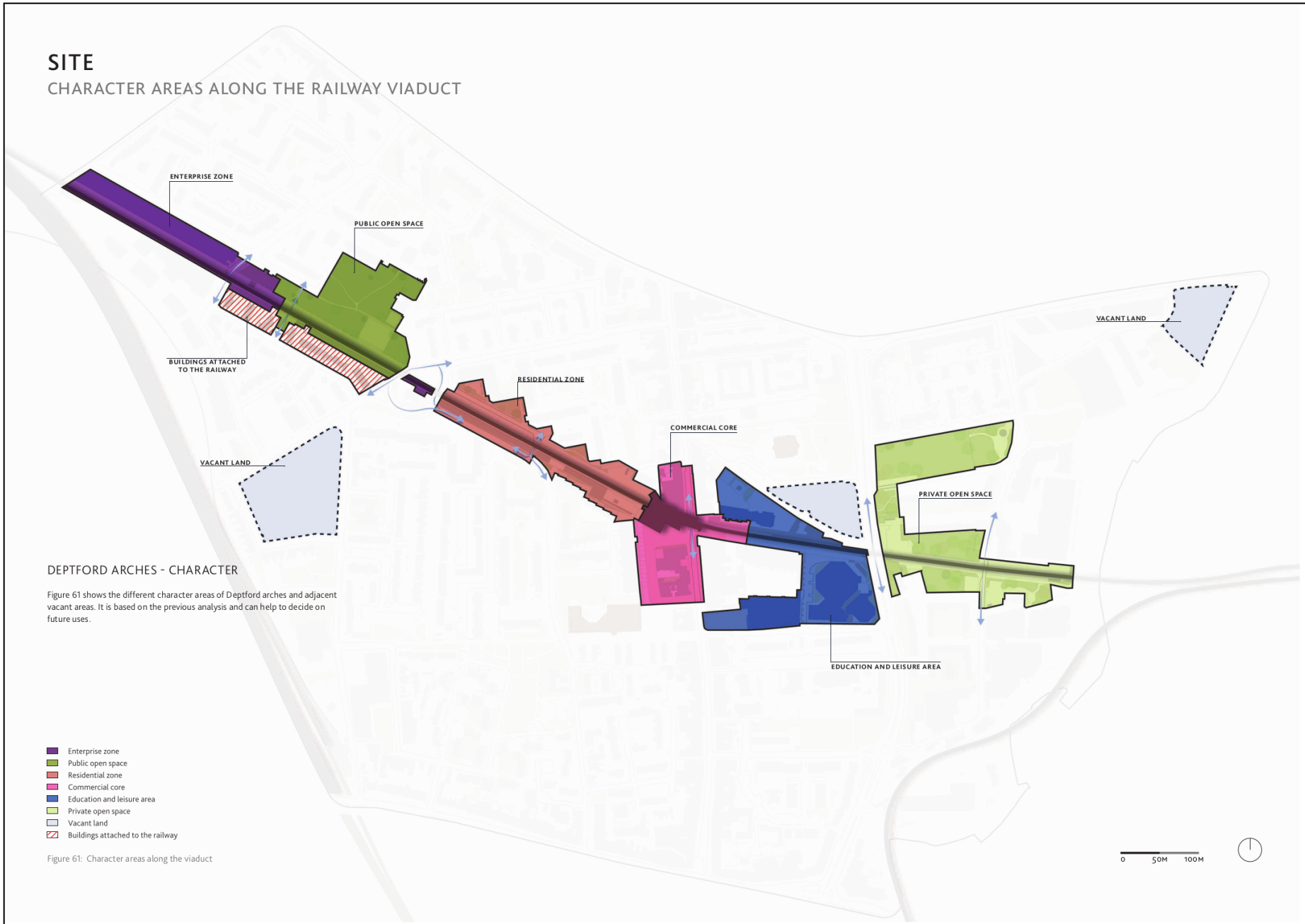
DEPTFORD ARCHES - CHARACTER

Figure 61 shows the different character areas of Deptford arches and adjacent
vacant areas. It is based on the previous analysis and can help to decide on
future uses.

Enterprise zone
Public open space
Residential zone
Commercial core
Education and leisure area
Private open space
Vacant land
Buildings attached to the railway

Figure 61: Character areas along the viaduct

0   50M   100M
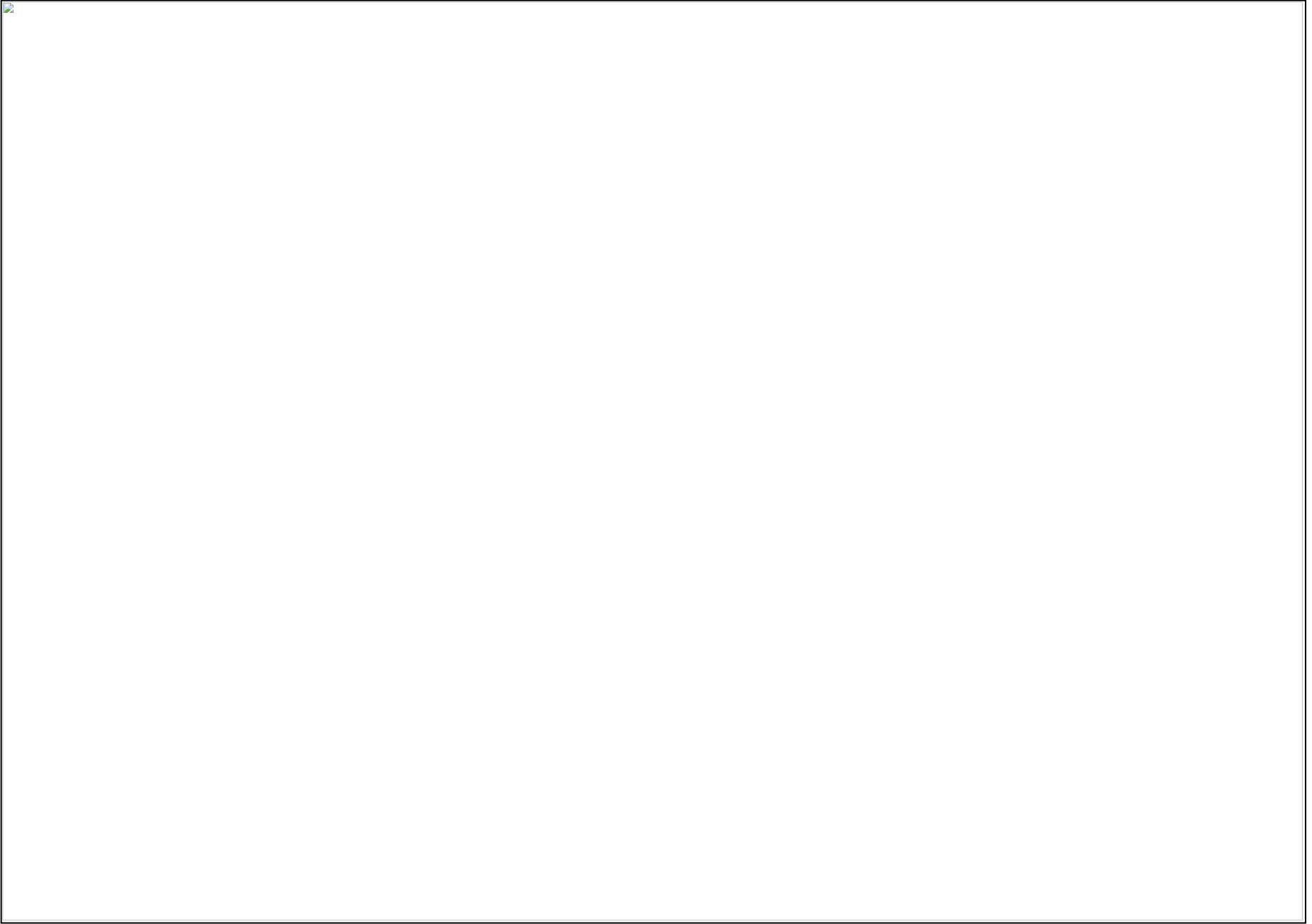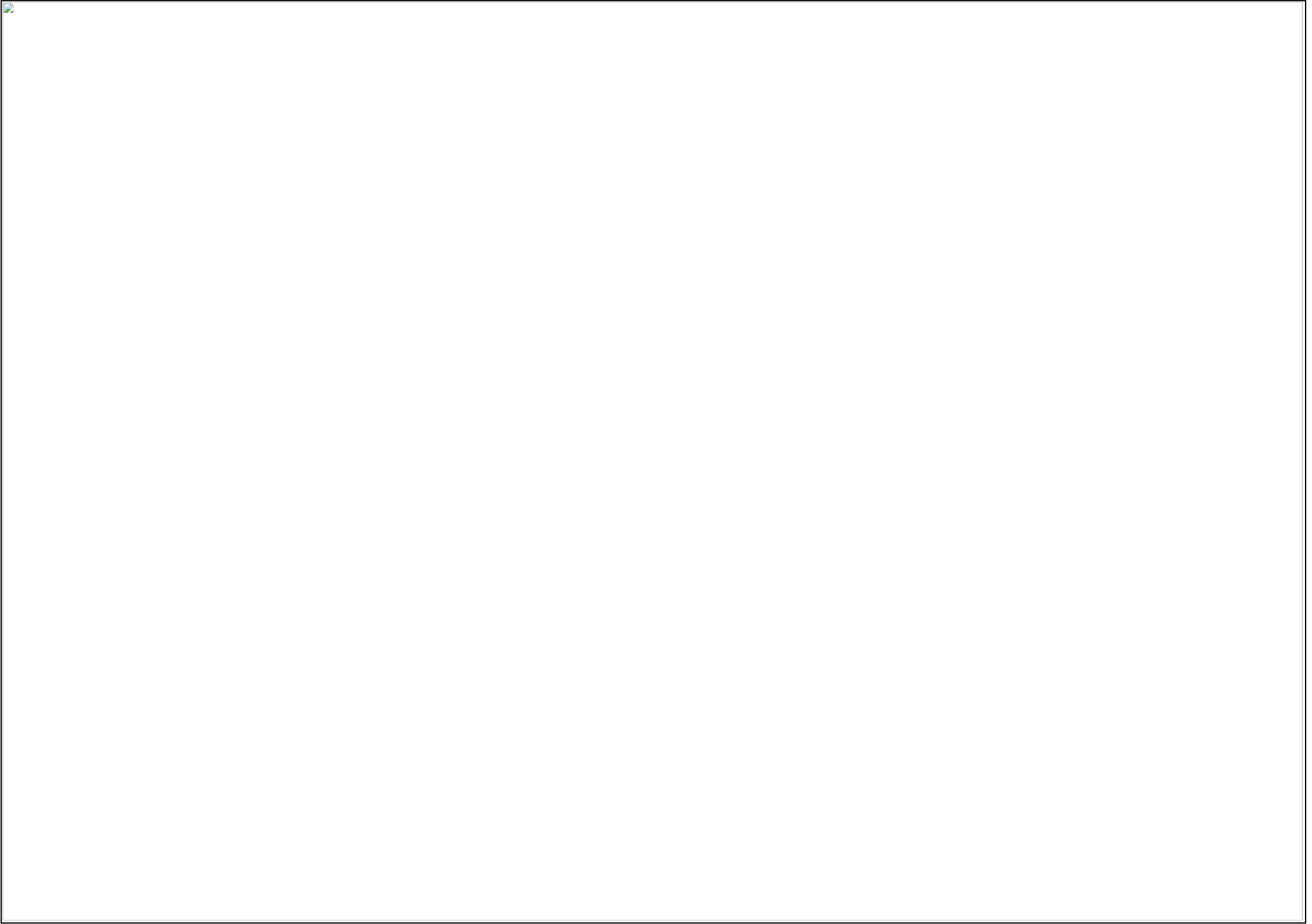
DESIGN PROPOSAL
OUTLINING THE PROCESS – CONCEPT DIAGRAM

DESIGN PROPOSAL

The design proposal aims to apply the proposed tool-kit to a railway arches site in Deptford. It outlines a process that can increase land value while preserving local and social needs.

The process is composed of a few stages (figure 63). The first stage is to map the different actors, create new connections and increase participation. The second stage aim to adopt the arches using small-scale interventions, based on the knowledge of local communities. The influence of projects is monitored and improved before the proposal of more significant intervention in the third stage.

PHASE 1 - SHORT TERM

- Mapping the local actors
- Creating new connections and building trust
- Small and short term interventions

Figure 63: Phasing diagram
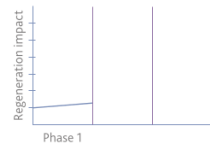
PHASE 2 - MEDIUM TERM
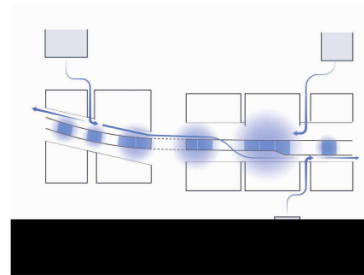
- Small initiatives under and adjacent to the railway
- Residents participate in designing and building products
- Understanding local identity, culture, needs and challenges
- Continue to strengthen connections and build trust
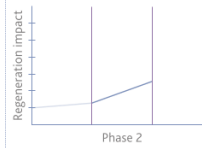
PHASE 3 - LONG TERM

- Different groups working together on shared goals
- Design of larger schemes based on the understanding from the previous stages

DESIGN PROPOSAL
SUGGESTED SCENARIO – PHASE 1

PHASE 1 - SHORT-TERM

This phase (stages one and two in the proposed tool-kit) focuses on identifying local actors, mapping the commons and revealing hidden assets. In order to create new networks between different actors, build trust based on common goals, encourage participation, identifying the character and the real needs of the local people.

The phase starts by revealing a new "common trail" that connects different civic places in the neighbourhood to the arches enabling new places for residents to walk and use.

The trail runs through public places, such as squares and parks, which can be used for events in order to increase participation and local awareness. New digital interactive elements located in key points, in addition to an online platform, helps to map different actors, create new connections and understand the needs of the people. In other areas, hard elements such as an urban "mood board" can be used to invite residents to share their ideas.

Abandoned arches can be transformed into a new community centre, allowing discussions between different actors, informal talks, and building new connections. **Identifying local actors and understanding the needs of the residents are the key elements in this phase.**

TOOLS AND STAGES USED IN THIS PHASE

1 Identifying local actors   2 Mapping the commons
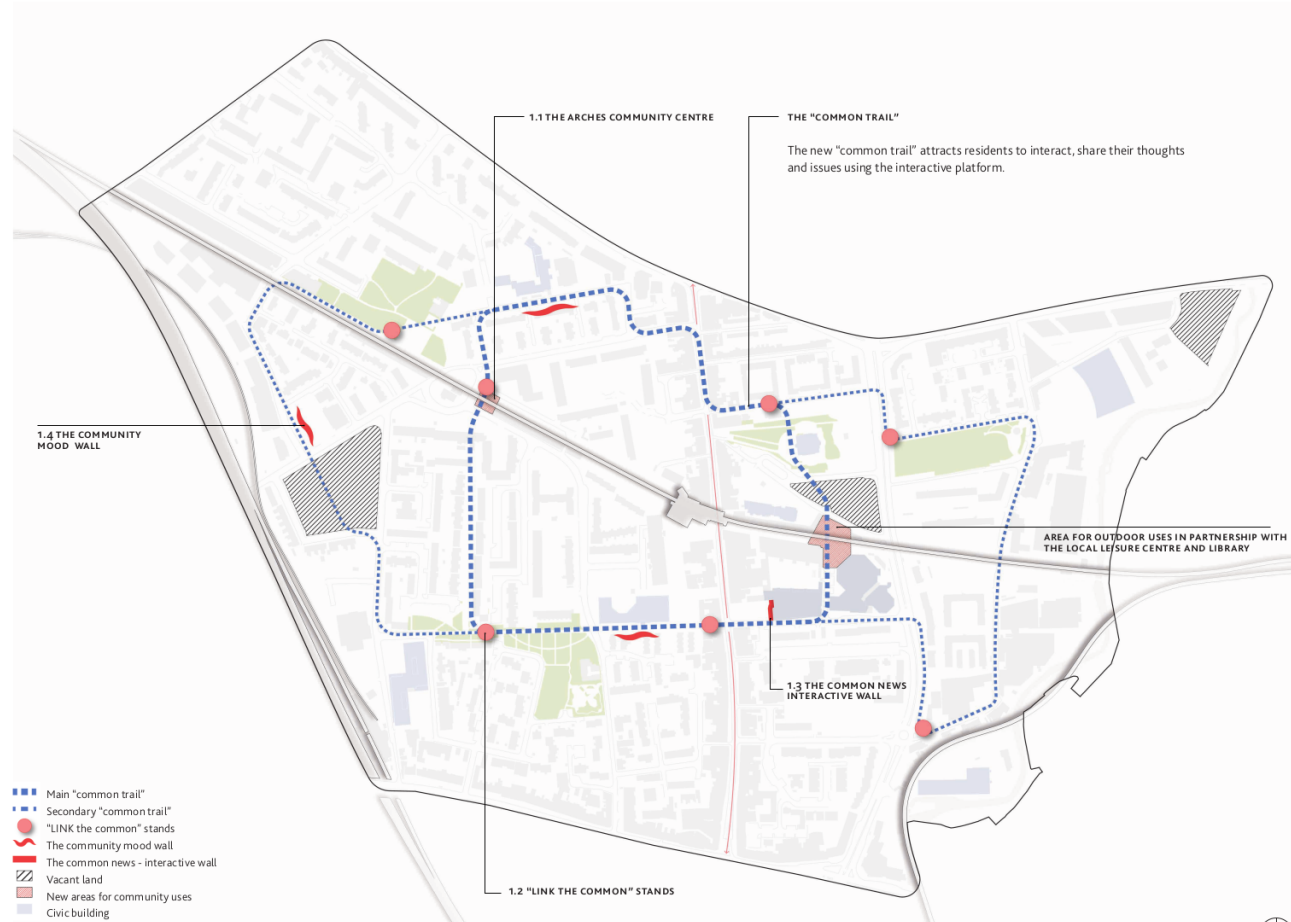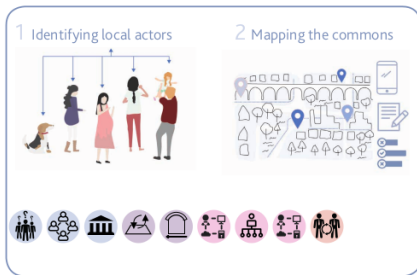
Figure 64: Phase I concept diagram

1.1 THE ARCHES COMMUNITY CENTRE

THE "COMMON TRAIL"

The new "common trail" attracts residents to interact, share their thoughts and issues using the interactive platform.

1.4 THE COMMUNITY MOOD WALL

AREA FOR OUTDOOR USES IN PARTNERSHIP WITH THE LOCAL LEISURE CENTRE AND LIBRARY

1.3 THE COMMON NEWS INTERACTIVE WALL

1.2 "LINK THE COMMON" STANDS

Legend:
- Main "common trail"
- Secondary "common trail"
- "LINK the common" stands
- The community mood wall
- The common news - interactive wall
- Vacant land
- New areas for community uses
- Civic building

0 50M 100M

DESIGN PROPOSAL
SUGGESTED SCENARIO – PHASE 2

PHASE 2 - MEDIUM TERM

The second phase starts once new connections between different actors have begun, people agreed on common goals and started to trust each other. These connections allowed an understanding of the real needs, challenges and opportunities of the area.

In this phase (stages three and four in the proposed design tool-kit), a new east-west connection along the arches is opened, in addition to a new north-south connections. The aim is to encourage people to walk and use the new spaces under and adjacent to the arches. New street lighting is used to create a safer environment during night-time.

Vacant lands and arches along the new east-west route will be transformed, using low-cost and small-scale interventions. At this stage of the process, some of the interventions are local initiatives, while others are in partnership with different local actors.

This stage aims to bring new types of uses into the arches and promote people to use them. In parallel to this, monitoring the successes and failures of projects and mapping the common good that started in phase 1 will be continued.

TOOLS AND STAGES USED IN THIS PHASE

3 Small interventions

4 Monitoring the effect

Figure 69: Phase 2 concept diagram

EXISTING INDUSTRIAL USES

OPENING A NEW EAST-WEST CONNECTION

2.3 LOCAL GYM

2.1 URBAN LIVING ROOM

2.8 LOCAL ART CENTRE AND STUDIOS

VACANT LAND FOR TEMPORARY USES

2.2 COMMUNITY WELLBEING HUB

2.5 COMMUNITY LABORATORY AND WORKSHOPS

2.7 SMALL INITIATIVES / INDEPENDENT BUSINESS

2.6 COMMUNITY GARDEN

2.4 LEARNING CENTRE AND BOOK CLUB

Main east-west connection
New connections to the arches
New north-south connections
Secondary east-west connection
New areas for community use
Vacant land for temporary uses
Light industrial uses under the arches
Small-Medium interventions

0   50M   100M

DESIGN PROPOSAL
SUGGESTED SCENARIO – PHASE 2

2.1 URBAN LIVING ROOM

Many of the interviewers in Deptford mentioned the lack of gathering places for children and community groups. Several arches near the residential areas can be used as a community-led urban living room.

Public urban living room (*"Urban living room," n.d.*)

Living room in partnership with local library

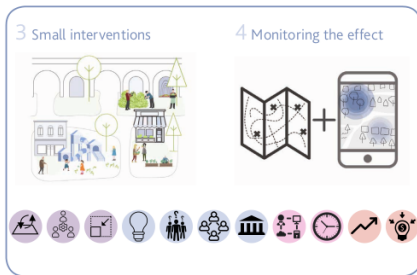Figure 70: Precedents for Urban Living room

2.2 COMMUNITY WELLBEING HUB

This proposal aims to address the lack of collaboration between the local initiatives and the community and deals with the closure of local jobcentre. It connects local initiatives and the residents and support access to employment. It is located at the heart of the residential areas in proximity to the high-street.

A community hub in partnership with a local foundation *(The Royal Foundation of St. Katharine Community Hub, n.d.)*

Figure 71: Precedents for Community wellbeing hub

2.3 LOCAL GYM

This proposal is aligned with Lewisham plans to promote a healthier lifestyle. The local, indoor and outdoor gym provides free fitness classes and can activate the adjacent park. It can be operated in partnership with the local leisure centre.
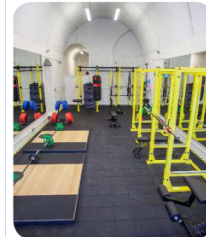
Gym under arches (*Source: the commando temple*)

Watford Community outdoor community gym

Figure 72: Precedents for local managed gym

2.4 LEARNING CENTRE AND BOOK CLUB

The arches next to St Joseph's school can offer educational support to young people and adults, providing education skills to improve employability. It can be operated in partnership with educational institutions such as Schools, Goldsmith University and the library
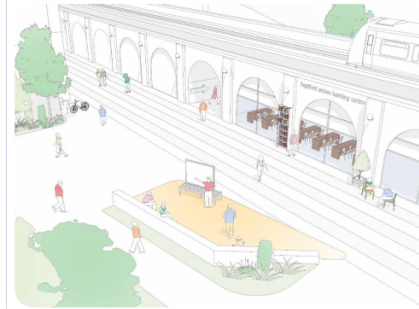
City of Sydney open library and learning centre

Learning centre (*"Westway Trust," n.d.*)

Figure 73: Precedents for learning centre

DESIGN PROPOSAL
SUGGESTED SCENARIO – PHASE 2

2.5 COMMUNITY LABORATORY AND WORKSHOPS

The workshop can be operated in partnership with Goldsmith University. It can provide free support of technical expertise, affordable access to tools and workspace. It can be used by residents, initiatives and charities to test their ideas. The project prototypes can then be tested in public spaces.

Affordable workspace *("Assemble," n.d.)*
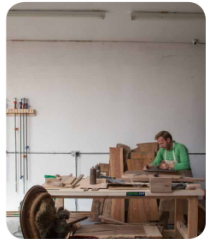
Sugarhouse Studios Bermondsey *("Assemble," n.d.)*

3D Intervention Supports Skateboarding *(Riazanova, n.d.)*

Rotterdam's Parklet around School *(Mecava, n.d.)*

Figure 74: Precedents for the common interactive wall

2.6 COMMUNITY GARDEN

The community can rebuild the Tidemill Community Garden, including urban farming, a community kitchen, a non-profit social restaurant, gardening activities, and providing study services for schools or local business.

Temporary press stand to publish local ideas *("Assemble," n.d.)*

Non-profit social restaurant serving healthy food for local residents

Bankside tree pit club, gardening during lunch break *("Gardening Club | Better Bankside," n.d.)*

Urban food growing *("public works: Projects: R-urban," n.d.)*

Figure 75: Precedents for Community garden

DESIGN PROPOSAL
SUGGESTED SCENARIO – PHASE 3

PHASE 3 - LONG TERM

In the third phase (stages four and five in the design tool-kit) most of the areas under and adjacent to the railway arches are occupied by new civic and local initiatives. Some of the initiatives are locally funded while others with the support of public/private institutions. The area's identity is recognised and it accessible to all residents. It adds a new purpose to the neighbourhood and aims to strengthen the local communities while other parts of the neighbourhood continue to work regularly.

At this stage, different actors trust each other and work together towards common goals, and it is more likely to get successful partnerships with private or public actors. A larger and more complex intervention can take place, which can have a significant effect on the neighbourhood.

In the context of the chosen site, larger schemes can be proposed in the three vacant lands, in addition to improving the light industrial areas, and if necessary providing new industrial areas in the neighbourhood.

The new developments contribute to increasing the place value, which then can be captured and reused to improve public spaces further. **This stage has the potential to affect and improve aspects not only around the arches but in the whole neighbourhood.**

TOOLS AND STAGES USED IN THIS PHASE

4 Monitoring the effect   5 Large interventions

IMPROVING LIGHT INDUSTRIAL AREAS

AREAS ADJACENT TO THE ARCHES ARE FULLY ACCESSIBLE

3.1 NEW DEVELOPMENTS SCHEME, DESIGNED IN PARTNERSHIP WITH THE RESIDENTS
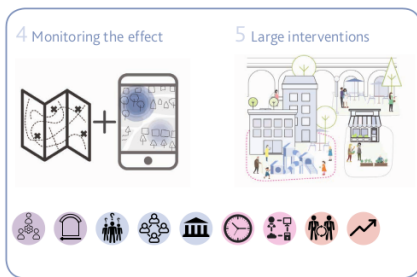
Figure 78: Phase 3 concept diagram

0   50M   100M

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DESIGN PROPOSAL
FUNDING STRATEGIES

FUNDING STRATEGIES

As shown previously, the funding source has changed over the years. The public sector has reduced its support while the private sector has increased its financial investments. This economic environment triggered local communities and civic entrepreneurs to find new ways to raise money. Figure 79 describes funding options to local initiatives and proposes a theoretical link to the project design proposals.

This project shows that different size initiatives require different ways of funding. Community-share schemes and crowdfunding can be an appropriate solution for small local enterprises. Larger and more complex projects require a higher investment and can be founded by partnerships with the private/public or semi-public sectors.

PROPOSED INTERVENTIONS

1.1 THE ARCHES COMMUNITY CENTRE

1.2 "LINK THE COMMON" STANDS

1.3 THE COMMON NEWS - INTERACTIVE WALL

1.4 THE COMMUNITY MOOD WALL

2.1 URBAN LIVING ROOM

2.2 COMMUNITY WELLBEING HUB

2.3 LOCAL GYM

2.4 LEARNING CENTRE AND BOOK CLUB

2.5 COMMUNITY LABORATORY AND WORKSHOPS

2.6 COMMUNITY GARDEN

2.7 SMALL INITIATIVES / INDEPENDENT BUSINESS

2.8 LOCAL ART CENTRE AND STUDIOS

3.1 NEW DEVELOPMENTS SCHEME, DESIGNED IN PARTNERSHIP WITH THE RESIDENTS

Local funding
Public Sector
Private and non-government organisations

Figure 79: Funding diagram

FUNDING OPTIONS

COMMUNITY SHARES:
Community members raise money together, to own and manage a local business/initiative ("What are Community Shares?," 2016)

SPACEHIVE:
Crowdfunding platform links people, local ideas and companies with public bodies that are willing to fund them ("Spacehive-Crowdfunding," n.d.)

THE SOUP PROJECT:
A crowdfunding dinner project, people pay for entry and a soup, hear other ideas and vote for the preferable project. The winner collects all entry money to implement his idea (Ruz, 2015)

CROWDFUND PLYMOUTH:
The funding is made by a partnership between the city and crowdfunding. The project uses an app to fund local projects and to promote the engagement of residents ("Crowdfund Plymouth," n.d.)

NATIONAL LOTTERY COMMUNITY FUND:
A body that is responsible for distributing funds raised by The National Lottery. It supports community groups and local charities ("The National Lottery Fund," n.d.)

SOCIAL INCUBATOR FUND:
Funding that supports social ventures from early stages to delivery ("£10million social incubator fund launches," n.d.)

S106 AGREEMENTS:
Tool for planners which can be used to ensure a developer proposal, contribute to social and community infrastructure ("S106 obligations overview," n.d.)

BIG SOCIETY CAPITAL:
Independent social investment institution that supports charities and social enterprises ("Big Society Capital," 2015)

COMMUNITY GRANT PROGRAMS:
Grants made by Local Authorities aim to support projects proposed by local community groups. The grant structure varies from matching grants to full funding. ("Small-Grant Programs," n.d.)

07

CONCLUSIONS

CONCLUSIONS

REFLECTION:

In the present climate of financial shortage and the steady growth of population, cities are facing bigger and more complex issues, and it has become almost impossible to design places without engaging the residents. The project aims to study whether applying the commons approach to abandoned and neglected railway arches, can generate a socially inclusive regeneration process.

According to the literature and case studies, residents can play different roles in the design process. The commons approach states, that residents have the potential to co-create with the city and manage their resources to their benefits; they become the designers. This approach has the potential to make significant changes using small interventions. It usually appears as a response to a social, economic or physical pressure that the private and public sectors have failed to address. However, In order to implement larger and more complex interventions, the knowledge, experience and funding of the private/public sector are required. In these cases, a partnership between different actors is a more reasonable solution. In both cases, the involvement of citizens is crucial to the success of the project. Therefore, the main challenge in a partnership is to engage citizens in the process. New technologies and tools such as online platform, interactive stands and a mobile app can address this concern. It can change the way various actors connect and help to scale-up public engagement.

Both, the case studies and the literature, have highlighted the importance of a process over an individual, specific project, especially when planning with communities. Therefore, the research tool-kit was shaped into a process that includes different stages:

· Mapping the local actors and building trust.
· Using the common good to understand the local needs and opportunities.
· Promoting local initiatives and small scale interventions to meet the needs.
· Monitoring the effect of the projects.
· Proposing large scale interventions based on lessons learned in the previous steps and with the involvement of the local community.

The proposed process can start at any stage, locally driven or private sector driven, but all stages must take place for it to succeed. Governance is the primary tool that can support the process in four main categories: physical, social, management and economic aspects. Those can allow the conditions for it to start.

Due to the project nature and its short schedule, the ability to design with a local community group was not possible. This is limiting the proposal to the theoretical level. Therefore the project proposes a possible scenario of transforming Deptford arches using the design tool-kit. This scenario is based on careful study of the public, private and voluntary actors in the site, including interviews, physical analysis and online research.

The proposed scenario showed how typical forms of the commons approach and small scale initiatives can be used to transform vacant arches and to engage the community into a process where they are involved in the design of larger projects.

LIMITATIONS AND FURTHER RESEARCHES:

This project raises new questions for future academic studies. Such as establishing a funding tool for local initiatives. Funding is one of the main barriers that prevent local initiatives to occur and limits their size. As presented, there are several existing funding options, including support from the public/private sector, a variety of grants and crowdfunding. However, those alternatives are still limited, and without an efficient funding mechanism, the process will not be able to achieve its full potential.

The role of virtual communities in shaping places is another area of study that was mentioned in this project as a tool to engage the community and has the potential for further research.

This project focuses on the areas between the station, where are the land value is lower, and many arches are abandoned or unused. Further research can focus on other areas where a different approach might be more suitable.

CONCLUSIONS:

The project shows that the commons approach and community-led interventions can be applied to abandoned railway arches in order to strengthen the civic infrastructure and encourage people to take part in the design process. This can catalyse a socially inclusive regeneration process.

The commons approach and local initiatives have the power to bring people together, create connections and to build trust between different actors. It can also help to reveal hidden assets, opportunities and challenges at the local scale, which can be used in the design of larger projects. The public and private sector, on the other hand, have the knowledge and financial capability to build those larger projects, and to support local initiatives.

Different projects addressing a different type of issues, hence, only by working together, all types of local issues can be addressed, and projects at different scales can be built. This project suggested a process that allows citizens, public and private sector to work together; this type of collaboration is essential to the success of a neighbourhood.

The future transformation of the London railway arches should focus on collaborative approaches while still working with the private sector. It can become a civic infrastructure that heals local issues.

08

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APPENDIX

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APPENDIX
REGENERATION POLICIES IN THE UK

OVERVIEW OF URBAN REGENERATION POLICIES:

Many different parameters affected urban regeneration policy in the UK. However, political, economic and social factors have always been the most influential ones. In general, the UK policy around urban regeneration can be split into three main periods. The first period is the social-democratic period that lasted during the years 1945 to 1979. At this time, the majority of economic investment was made by the government, which focused on providing new housing estates mostly in peripheral and suburban areas (Tsenkova, 2003).

Second is the neo-liberal period started from 1979 to 1997, which shifted towards a market-based approach. Due to a lack of government resources, economic investment was mostly made by the private sector with minor public funds. During this period, which is named as 'Thatcherism' or 'New Right', the government moved the power from local authorities, deregulated policies and promoted privatisation in order to support the market growth concerning regeneration (Allmendinger and Tewdwr-Jones, 1997).

The third period started from the mid-1990s onwards, and it is called the 'third-way' period. During this time, the government aimed to mix the two previous approaches. It tried to adopt social democratic principles to meet new challenges, such as globalisation, environmental issues, and encouraging community engagement while preserving neo-liberal principles that successfully drive the economy (McCarthy, 2016).

Figure 92 summarises responsibilities and involvement of different actors in the regeneration process. It focused on four main aspects, what is the orientation of the policies. Who are the key actors? Who is making the economic investment and what are to social aspects?

	Social democratic period			Neo-liberal period		The third way period
	1950'S	**1960'S**	**1970'S**	**1980'S**	**1990'S**	**2000 ONWARDS**
Policies orientation	Reconstruction and extension of towns, building mostly in suburban areas	First attempts to renewal areas. Continue to build in suburban areas	Most of the developments still at the periphery	New large scale schemes in and outside cities. In addition to redevelopment of projects	Regeneration schemes aim to integrate into the existing fabric of neighbourhoods	Major regeneration schemes to neighbourhoods and extensive development in cities
Key actors involved	National and local governments are the major actors	The involvement of the private and public sector started to balanced	The role of the private sector increasing while local government have less power	The private sector and the growth of partnerships	Community empowerment and engagement, partnership is the dominant approach	The role of communities increased, Extensive investment from the private sector
Economic involvement	The majority of investments are from the public sector, minor investment from the private sector	Mostly public sector investment, growing investment from the private sector	Growth from the private sector cuts at the public sector	The private sector responsible for the majority of investment, Minimum investment from the public sector	Public and voluntary invest more funds in addition to the private sector funds	The investment from the public and voluntary increasing, in addition to the public sector
Social aspects	Physical improvement of housing and living standards. Top-down approach	Mainly Welfare improvement	Empowerment of local communities, renewal of old urban areas	Redevelopment of sites, initiatives driven by the community and only minor support from the state	Emphasize the role of the community	Emphasis on public involvement and active citizenship

Figure 81: The evolution of urban regeneration, Based on Roberts and Sykes, 1999

APPENDIX
THE REPORT 'SAFER STRONGER COMMUNITIES' STATISTICS

THE REPORT 'SAFER STRONGER COMMUNITIES'

The data described below are taken from the report 'Safer Stronger Communities Select Committee'. The report was made for Lewisham borough in order to monitor the demographic changes and to ensure that the council would be adapting to the changing needs of the local communities.

Based on the report, that was published in 2017, Lewisham is still among the top 20% most deprived Local Authorities in England, according to the following indicates - Income, employment, health deprivation and disability, education, skills and training, barriers to housing and services, crime and living environment. These data are contrary to the economic investment for extensive development by the private and public sectors.

POPULATION GROWTH:

Lewisham is the thirteenth largest borough in London. During the years 2012-2015 the population rose steadily at an average of more than 5,000 people per year. It has a young age profile with 25% of the residents at the age 0-19 and only 9% of people over 65 (figure 52).
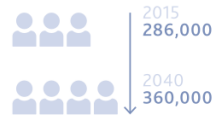
HEALTH:

Lewisham is among the worst boroughs in London regarding health. The mortality ratio in Lewisham is very high compared to England and London. There is a local planning strategy to improve the health level in the borough, which includes creating a physical environment that encourages healthy habits, increases the number of GP and to reduce inequalities in schools, workplaces and community centres (figure 53).
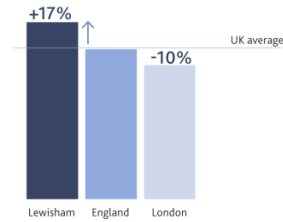
ETHNIC AND DIVERSITY:

Lewisham is an ethnically diverse borough (figure 54). The variety of populations is felt in schools, where the students speak over 170 different languages.
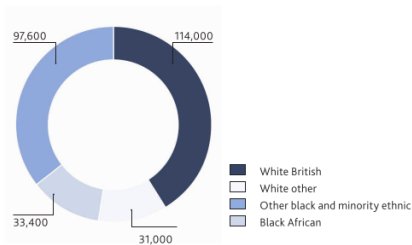
LOCAL ECONOMY:

There are 82,000 jobs in the borough, 40% in the public sector (figure 55). In total there are 8,825 active businesses in Lewisham. 89% of them are 'micro-businesses' employing less than nine people.
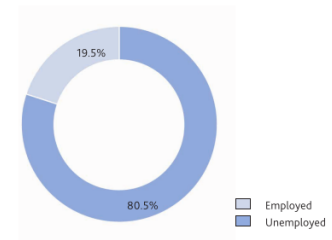

Figure 82: Lewisham population

Figure 83: Lewisham mortality ratio

Figure 84: Population ethnicity

Figure 85: Lewisham local economy

APPENDIX

DEPTFORD LOSING IT CIVIC ASSETS?

The pressure for developments in Deptford driven by Elite actors and led by private developers and Lewisham council is in conflicts with the residents. Those are top-down developments that do not enhance the needs of the local communities. Few of those developments are described here:

DEPTFORD ANCHOR:

For 25 years Deptford anchor was the most visible landmark in the neighbourhood. It was the symbol of the local community and one of the artefacts that made residents recognise the area as their place. In 2013 following a regeneration project, the anchor moved away without informing or consulting with the local communities. Residents started a campaign to restore the anchor. The campaign was successful, and the anchor was returned in early 2018 (Deptford is forever n.d).

THE JOB CENTRE:

In 2014 the local jobcentre changed into a new bar called "the jobcentre" after the landlord got planning permission to redevelop the building. Today the closest jobcentre is in Peckham, 3.5 km away from Deptford. A local campaign to keep the jobcentre has failed. The new bar is a sign of the changes new developments bring to the neighbourhood (Elliott, 2014).

DEPTFORD MARKET YARD:

The new Deptford yard project opened in 2017, is located next to Deptford train station. The project transformed the old railway into a retail and commercial uses alongside a public square with 132 new homes above. The "affordable" element of the scheme involved eight shared ownership homes. The project accommodates a weekly market. It is in contrast with the adjacent traditional flea market, which was dubbed by the social researcher Charles Booth in the 1890s as 'the Oxford Street of South London'. The contrast can be seen in the images below.

TIDEMILL REGENERATION PROJECT:

In October 2018 Lewisham council evacuated local community group from their community garden to promote new private housing development. Tidemill development site located on a former primary school building, the area of Tidemil Community garden that was created by residents 20 years ago, and a council flat block. The community proposed a different alternative to the project, which was rejected by the council. Community groups argue that the new development, destroying the community garden, demolishing council homes, not affordable for the local community and creates private development on public land. The project is a partnership between private developers without the agreement and involvement of local communities.

Figure 86: Artistic protest to return the anchor (Source: Deptford is forever)

Figure 88: The former jobcentre (Source: The guardian)

Figure 90: Image looking West traditional Deptford Market

Figure 92: Tidemill, campaigners alternative (Source: "tidemill gardens", n.d.)

Figure 87: Celebrating the return of the anchor (Source: Deptford is forever)

Figure 89: The new jobcentre bar (Source: The guardian)

Figure 91: Image looking East to the new Deptford Yard Market

Figure 93: Tidemill, developers proposal (Source: "The Deptford Dame," 2016)

Renewal of the Pepys Estate:
340 residential units include refurbishment of existing buildings, community centre and shops

Convoys Wharf:
New mix-used development includes 3,500 new homes, expanding Deptford High Street towards the river and connecting to Greenwich riverside

Deptford Wharves:
Former an industrial site the new development will provide 1,130 housing units and a major commercial uses

Paynes and Borthwick Wharf:
Riverside development providing 257 apartments, retail and commercial uses at ground floor

Millenium Quay:
A large former power station site with, a new development which includes residential, retail, public space and a new riverside

Creekside Wharf:
The scheme includes 250 housing units for rent, as well as a new nursery, co-working space and residents' amenity spaces

Anthology Deptford Foundry:
Eight new apartments building including studios for artists and creative class, public amenities and improvment of streets

DEPTFORD

Tidemill Academy:
A new Library, public square and studio for artists built to the benefits of the local community

Hilton Wharf:
Mixed-use development includes residential, commercial uses at ground floor and private amenities

Anthology Deptford Foundry:
New scheme in partnership with Lewisham Borough, include market and a new residential building adjacent to the railway station

GREENWICH

Faircharm trading estate:
New mix-used development with 6-12 stories buildings, commercial uses and public space at ground floor

NEW CROSS

Old Tidemill Development:
New controversial development, include demolishing of social housing, school and park and building new apartments. Promoted by the Council while local communities against the development

NEW CROSS GATE

DEPTFORD BRIDGE

OneSE8:
Another densification project adjacent to the railway station includes 920 housing units, a restaurant, a café and office space

CURRENT AND FUTURE DEVELOPMENTS

Figure 93 summarizes recent and future schemes around the site. It indicates the pressure for new developments, new residential units and the fast changes.

Figure 94: Past and future regeneration schemes in Deptford

The Old Seager Distillery:
Part of densification adjacent to the railway station. New residential development includes 330new homes, hotel and commercial uses at ground level

- - - Ongoing/future regeneration projects
—— Finished regeneration projects

0   100M   200M

RISK ASSESSMENT FORM
FIELD / LOCATION WORK

≜UCL

The Approved Code of Practice - Management of Fieldwork should be referred to when completing this form
http://www.ucl.ac.uk/estates/safetynet/guidance/fieldwork/acop.pdf

DEPARTMENT/SECTION BARTLETT SCHOOL OF PLANNING
LOCATION(S)
PERSONS COVERED BY THE RISK ASSESSMENT Omri Ben Chetrit

BRIEF DESCRIPTION OF FIELDWORK Major Research Project

Consider, in turn, each hazard (white on black). If **NO** hazard exists select **NO** and move to next hazard section.
If a hazard does exist select **YES** and assess the risks that could arise from that hazard in the risk assessment box.
Where risks are identified that are not adequately controlled they must be brought to the attention of your Departmental Management who should put temporary control measures in place or stop the work. Detail such risks in the final section.

ENVIRONMENT	The environment always represents a safety hazard. Use space below to identify and assess any risks associated with this hazard
e.g. location, climate, terrain, neighbourhood, in outside organizations, pollution, animals.	Examples of risk: adverse weather, illness, hypothermia, assault, getting lost. Is the risk high / medium / low ? Site visit and observations, site are in central areas in London, low risk

CONTROL MEASURES	Indicate which procedures are in place to control the identified risk
☐	work abroad incorporates Foreign Office advice
☐	participants have been trained and given all necessary information
☐	only accredited centres are used for rural field work
☐	participants will wear appropriate clothing and footwear for the specified environment
☐	trained leaders accompany the trip
☐	refuge is available
☐	work in outside organisations is subject to their having satisfactory H&S procedures in place
☐	OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

No

EMERGENCIES	Where emergencies may arise use space below to identify and assess any risks
e.g. fire, accidents	Examples of risk: loss of property, loss of life

No

CONTROL MEASURES	Indicate which procedures are in place to control the identified risk
☐	participants have registered with LOCATE at http://www.fco.gov.uk/en/travel-and-living-abroad/
☐	fire fighting equipment is carried on the trip and participants know how to use it
☐	contact numbers for emergency services are known to all participants
☐	participants have means of contacting emergency services
☐	participants have been trained and given all necessary information
☐	a plan for rescue has been formulated, all parties understand the procedure
☐	the plan for rescue /emergency has a reciprocal element
☐	OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

No

EQUIPMENT	Is equipment used?	**No**	If 'No' move to next hazard. If 'Yes' use space below to identify and assess any risks
e.g. clothing, outboard motors.			Examples of risk: inappropriate, failure, insufficient training to use or repair, injury. Is the risk high / medium / low ?

No

CONTROL MEASURES	Indicate which procedures are in place to control the identified risk
☐	the departmental written Arrangement for equipment is followed
☐	participants have been provided with any necessary equipment appropriate for the work
☐	all equipment has been inspected, before issue, by a competent person
☐	all users have been advised of correct use
☐	special equipment is only issued to persons trained in its use by a competent person
☐	OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

No

LONE WORKING	Is lone working a possibility?	**Yes**	If 'No' move to next hazard. If 'Yes' use space below to identify and assess any risks
e.g. alone or in isolation lone interviews.			Examples of risk: difficult to summon help. Is the risk high / medium / low?

To some of the site visit trips I'll go by myself

CONTROL MEASURES	Indicate which procedures are in place to control the identified risk
☐	the departmental written Arrangement for lone/out of hours working for field work is followed
☐	lone or isolated working is not allowed
☒	location, route and expected time of return of lone workers is logged daily before work commences
☐	all workers have the means of raising an alarm in the event of an emergency, e.g. phone, flare, whistle
☒	all workers are fully familiar with emergency procedures
☐	OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

ILL HEALTH

e.g. accident, illness, personal attack, special personal considerations or vulnerabilities.

The possibility of ill health always represents a safety hazard. Use space below to identify and assess any risks associated with this Hazard.

Examples of risk: injury, asthma, allergies. Is the risk high / medium / low?

I have a clean medical history

CONTROL MEASURES — Indicate which procedures are in place to control the identified risk

- [ ] an appropriate number of trained first-aiders and first aid kits are present on the field trip
- [ ] all participants have had the necessary inoculations/ carry appropriate prophylactics
- [x] participants have been advised of the physical demands of the trip and are deemed to be physically suited
- [x] participants have been adequate advice on harmful plants, animals and substances they may encounter
- [ ] participants who require medication have advised the leader of this and carry sufficient medication for their needs
- [ ] OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

TRANSPORT

e.g. hired vehicles

Will transport be required	NO	Move to next hazard
	YES	Use space below to identify and assess any risks

Examples of risk: accidents arising from lack of maintenance, suitability or training
Is the risk high / medium / low?
The use of public transport in order to get to the site

CONTROL MEASURES — Indicate which procedures are in place to control the identified risk

- [x] only public transport will be used
- [ ] the vehicle will be hired from a reputable supplier
- [ ] transport must be properly maintained in compliance with relevant national regulations
- [ ] drivers comply with UCL Policy on Drivers http://www.ucl.ac.uk/hr/docs/college_drivers.php
- [ ] drivers have been trained and hold the appropriate licence
- [ ] there will be more than one driver to prevent driver/operator fatigue, and there will be adequate rest periods
- [ ] sufficient spare parts carried to meet foreseeable emergencies
- [ ] OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

DEALING WITH THE PUBLIC

e.g. interviews, observing

Will people be dealing with public	Yes	If 'No' move to next hazard
		If 'Yes' use space below to identify and assess any risks

Examples of risk: personal attack, causing offence, being misinterpreted. Is the risk high / medium / low?
Probably observations and informal interviews

CONTROL MEASURES — Indicate which procedures are in place to control the identified risk

- [ ] all participants are trained in interviewing techniques
- [ ] interviews are contracted out to a third party
- [ ] advice and support from local groups has been sought
- [x] participants do not wear clothes that might cause offence or attract unwanted attention
- [x] interviews are conducted at neutral locations or where neither party could be at risk
- [ ] OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

WORKING ON OR NEAR WATER

e.g. rivers, marshland, sea.

Will people work on or near water?	No	If 'No' move to next hazard
		If 'Yes' use space below to identify and assess any risks

Examples of risk: drowning, malaria, hepatitis A, parasites. Is the risk high / medium / low?

CONTROL MEASURES — Indicate which procedures are in place to control the identified risk

- [ ] lone working on or near water will not be allowed
- [ ] coastguard information is understood; all work takes place outside those times when tides could prove a threat
- [ ] all participants are competent swimmers
- [ ] participants always wear adequate protective equipment, e.g. buoyancy aids, wellingtons
- [ ] boat is operated by a competent person
- [ ] all boats are equipped with an alternative means of propulsion e.g. oars
- [ ] participants have received any appropriate inoculations
- [ ] OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

MANUAL HANDLING (MH)

e.g. lifting, carrying, moving large or heavy equipment, physical unsuitability for the task.

Do MH activities take place?	No	If 'No' move to next hazard
		If 'Yes' use space below to identify and assess any risks

Examples of risk: strain, cuts, broken bones. Is the risk high / medium / low?

CONTROL MEASURES — Indicate which procedures are in place to control the identified risk

- [ ] the departmental written Arrangement for MH is followed
- [ ] the supervisor has attended a MH risk assessment course
- [ ] all tasks are within reasonable limits, persons physically unsuited to the MH task are prohibited from such activities
- [ ] all persons performing MH tasks are adequately trained
- [ ] equipment components will be assembled on site
- [ ] any MH task outside the competence of staff will be done by contractors
- [ ] OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

SUBSTANCES	Will participants work with substances	No	If 'No' move to next hazard If 'Yes' use space below to identify and assess any risks
e.g. plants, chemical, biohazard, waste	Examples of risk: ill health - poisoning, infection, illness, burns, cuts. Is the risk high / medium / low?		

CONTROL MEASURES	Indicate which procedures are in place to control the identified risk

- ☐ the departmental written Arrangements for dealing with hazardous substances and waste are followed
- ☐ all participants are given information, training and protective equipment for hazardous substances they may encounter
- ☐ participants who have allergies have advised the leader of this and carry sufficient medication for their needs
- ☐ waste is disposed of in a responsible manner
- ☐ suitable containers are provided for hazardous waste
- ☐ OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

OTHER HAZARDS	Have you identified any other hazards?	No	If 'No' move to next section If 'Yes' use space below to identify and assess any risks
i.e. any other hazards must be noted and assessed here.	Hazard: Risk: is the risk		

CONTROL MEASURES	Give details of control measures in place to control the identified risks

Have you identified any risks that are not adequately controlled?	NO ☒	Move to Declaration
	YES ☐	Use space below to identify the risk and what action was taken

Is this project subject to the UCL requirements on the ethics of Non-NHS Human Research?   No

If yes, please state your Project ID Number

For more information, please refer to: http://ethics.grad.ucl.ac.uk/

Omri Ben Chetrit	The work will be reassessed whenever there is a significant change and at least annually. Those participating in the work have read the assessment.

Select the appropriate statement:

- ☐ I the undersigned have assessed the activity and associated risks and declare that there is no significant residual risk
- ☒ I the undersigned have assessed the activity and associated risks and declare that the risk will be controlled by the method(s) listed above

NAME OF SUPERVISOR Elad Eisenstein

** SUPERVISOR APPROVAL TO BE CONFIRMED VIA E-MAIL **