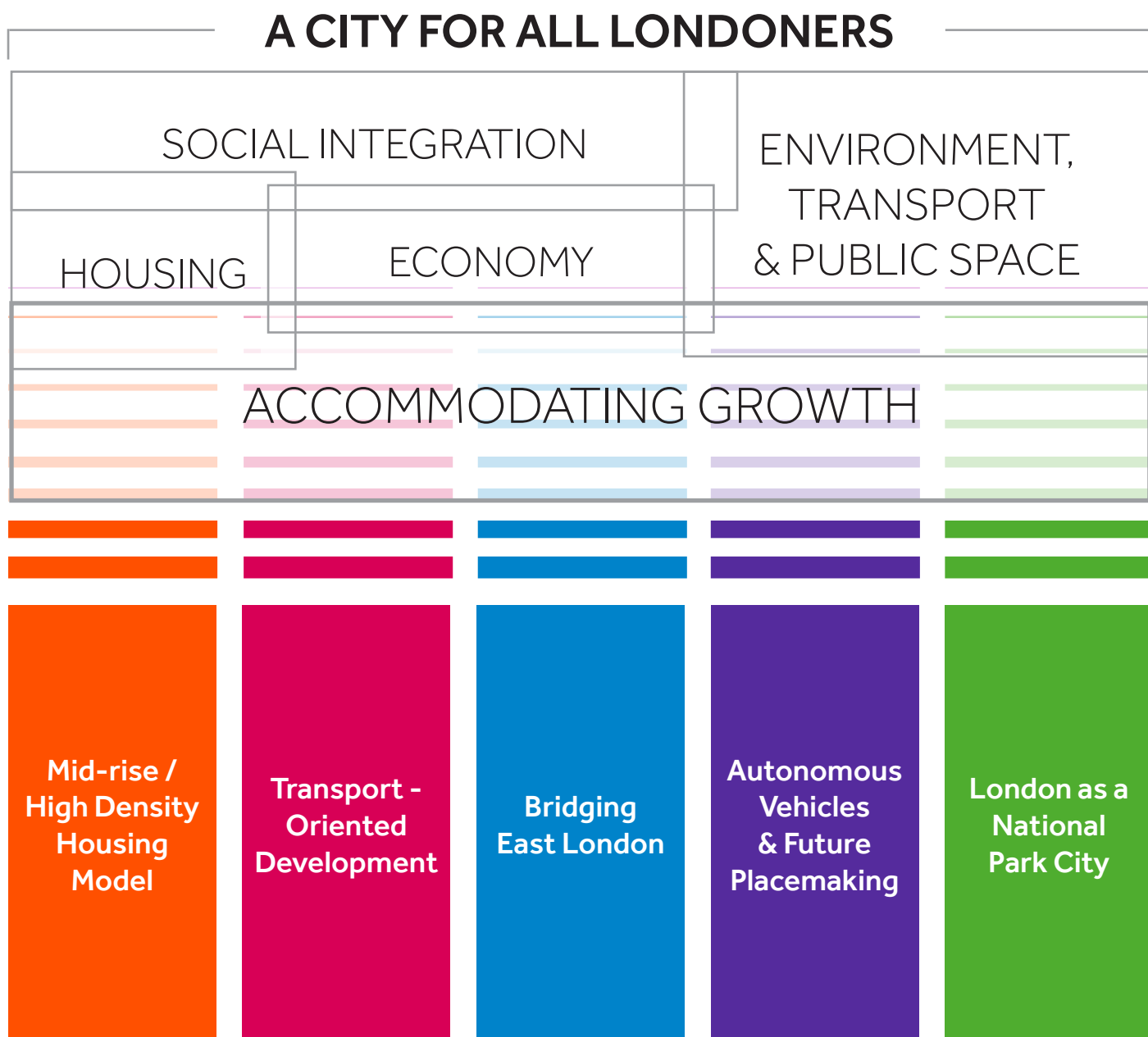


Response to the Mayor's
"A City for All Londoners"
vision

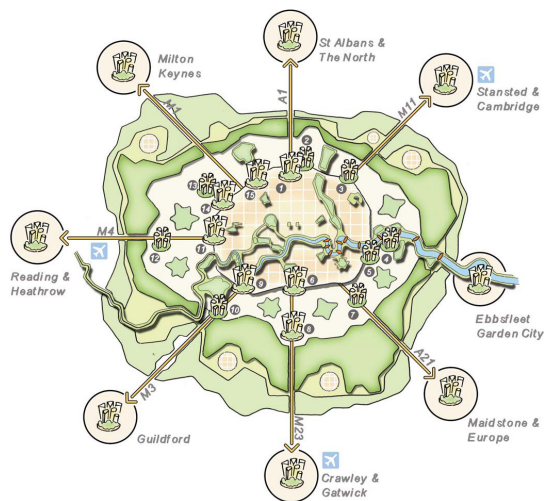
December 2016



FARRELLS THOUGHT LEADERSHIP

supporting and furthering a city for all Londoners

FARRELLS



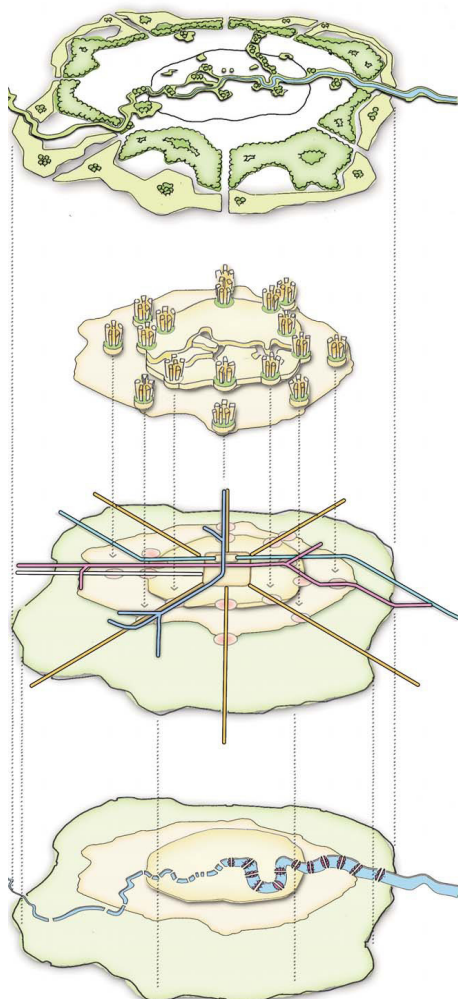
A Vision for London:

Intensification in the right places

Farrells has been developing a vision for the future of London that is very closely related to the one presented in "A City for All Londoners" – particularly regarding strategies for **accommodating growth**, but with wider implications for all other themes as well (see p.5). This vision is structured around five main research projects, developed in detail by our team and in collaboration with other experts as part of the Farrells strategic thought leadership tradition that runs in parallel to our 'day job' of design.

These five projects are briefly outlined below. The following pages then explain how our vision can help bring the concepts of the "City for All Londoners" into life, by highlighting the most relevant aspects and linking to our research for further details.

All in all, we can help. Farrells has always been a practice highly engaged with urban issues, particularly those of London, and every part of our vision builds on our extensive experience with holistic, collaborative, place-based masterplanning and urban design.



Make London a National Park City

Farrells has been an active member of the advisory board for Daniel Raven - Ellison's campaign to enhance the protection and significance of green spaces by making London into the first National Park City.

Intensify the cores | Mid-rise / High density

Exploring the potential of the mansion block typology to inform new high-density developments. In collaboration with GIA, Savills & Atkins. Recently shortlisted for the London Planning Awards as best conceptual project.

Create new town centres around transport hubs

Building on our experience of large scale projects around transport hubs internationally (Kowloon, Beijing, Old Oak Common), our vision advocates for Transport-Oriented Development as the key to sustainable urbanism.

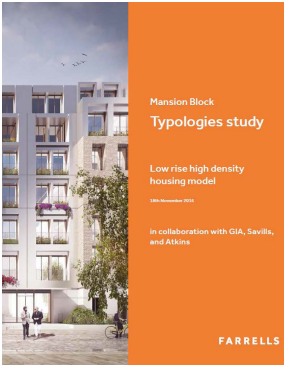
Stitch together east London with low-level bridges

Farrells vision proposes a set of new low level, lifting bridges in east London, linking currently disconnected communities and revitalizing riverside places. In collaboration with BuroHappold. These proposals were awarded best conceptual project at last year's London Planning Awards.

Autonomous Vehicles (AVs) as Placemakers

Together with WSP | Parsons Brinckerhoff, Farrells has been exploring how the emerging technology of autonomous vehicles can transform city streets, helping to make better places for all. Recently shortlisted for the London Planning Awards as best conceptual project.

Mid-rise / High density housing model



[read more online](#)

Farrells have been developing a model for mid-rise, high density housing development that takes its inspiration from some of London's most valuable historic places, like Marylebone and Kensington & Chelsea. Most notably we've been looking at the mansion block typology as an alternative to the rather formulaic perimeter block - an alternative that can produce better ground coverage and thus optimal use of even small development sites.

A re-examination of typical floor plans has produced a modular system that forms blocks of 1-, 2- and 3-bedroom flats, and can easily be modified to fit different site perimeters and create variety through patterns. The resulting model is a compact, dense residential typology that manages to retain important architectural qualities in living spaces while also being flexible and of lower cost than high-rises. It also creates a great stimulus for necessary discussions around planning regulations and whether some changes to guidelines on daylight / sunlight & distances between buildings might be essential to address London's growth challenges.

Accommodating growth -
key challenges & strategies

Good Growth - Densities
across the city

The issue of increasing density in various locations, particularly suburban ones, is recognised as one of the key challenges. Although high-rise is mentioned as one possible option under conditions, it is emphasised that this should not be the norm: higher densities should be achieved without sacrificing the urban character of the areas, and smaller-scale developments will be encouraged in suburban locations to complement those in town centres.

Transport -Oriented Development

With significant additions to the transport network coming shortly combined with the urgency to house and offer sustainable lifestyles to a growing London, we should look long and hard at all the opportunities to intensify around transport hubs. To name a few, Paddington, Euston Station, Clapham Junction and Old Oak Common should be high on the agenda along with planning ahead integrated developments along the entire Crossrail 2 line.

Old Oak Common is particularly important: our work there has always had at its heart the vision to explore the wider potential of the proposed Crossrail and HS2 stations and to look at the economic benefits that could ensue from their co-location. With the project still at risk, it is important that the delivery of a transport solution does not happen to the detriment of creating a new place for Londoners fifteen minutes from central London, as well as that of setting a positive precedent for potential future plans for other opportunity areas.

Growth locations - Intensifying
development across the city

Strategic spatial choices for accommodating growth in London are to be guided by linking transport hubs to new housing developments and coordinating improvements to the transport network with regeneration efforts.



left: Farrells, Old Oak Common. Vision for London borough of Hammersmith & Fulham, 2010

Accommodating growth - key challenges & strategies

Growth locations - Employment
land across the city

The absence of river crossings
is recognised as a constraint
for the communities of east
London as well as for the
development of well connected
centres beyond the central core.
The Mayor's plan mentions three
new crossings: the Silvertown
tunnel, a DLR crossing and one
pedestrian / cycling bridge.

Good Growth - Reliable roads /
Healthy Streets

The way we travel in the city is
one of the central themes of the
City for All Londoners. Proposals
include encouraging more
walking and cycling, increasing
the capacity of public transport
and making the most of limited
road space.

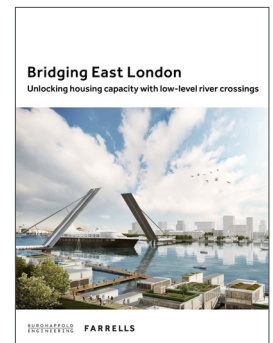
Green Growth

Protecting and improving
London's environment is put
forward as one of the crucial
aspects of 'good growth'. Apart
from measures towards cleaner
air and energy, enhancing
accessibility to London's
green spaces is emphasised
throughout the document.

Bridging East London

The need to improve transport accessibility and river crossings in east London is undeniable. Conventional high-level bridges and tunnels, however, tend to sterilize the river banks and help more with regional rather than local connections. Instead, Farrells propose shifting to a model of multiple low-level bridges which lift at certain times of day to allow tall ships to pass.

Low-level opening bridges connect communities at a local level, support local economies and would unlock a significant amount of land for development whilst allowing river traffic. They encourage sustainable forms of transport and open up access to jobs, often at a fraction of the cost of their high-level alternatives - a cost which can be handled by the private sector, based on land value uplift for mixed use development on the river banks.



[read more online](#)

Autonomous Vehicles (AVs) & Future Placemaking

This work explores future visions of what different places in the UK might look like after the introduction of autonomous vehicles (e.g. the city centre, the suburban road), as well as what kinds of new places might be possible. It is not, however, a futuristic approach: the potential benefits and impact of AVs are examined against the backdrop of today's reality.

Autonomous vehicles come with a set of enormous potential benefits - convenient and affordable mobility for all, increased safety and a reduced need for space, especially for parking, to name a few. However there are also many uncertainties, and robust planning and strategies must be developed. With the right planning, AVs can help create a new generation of living streets.



[read more online](#)

London as a National Park City

At Farrells we have undertaken studies of intensification, including of the ways that development improves people's access to parks, rivers and canals and increases the amount of greenery in the form of parks and squares in London. It may seem counter-intuitive that development has improved the state of our urban landscapes, but it has.

Working together with all other participants of the initiative, we support the National Park City project and the rejuvenation of London's post-industrial land via a thoughtful model of development.



[website &
read more online](#)

A CITY FOR ALL LONDONERS

Better transport links and more lively town centres for more Londoners.

A system of shared AV use can open up a new range of opportunities throughout the city.

A platform that engages communities at the local level, using green spaces as catalysts for civic engagement.

A typology that enables optimal use of smaller sites, and can open up opportunities for smaller housebuilders (lower cost).

Fully taking advantage of new transport links and of TfL land.

Low level bridges can unlock new land for development and aid in the regeneration of their surrounding areas.

HOUSING

ECONOMY

Investment in infrastructure becomes investment in the regeneration of key areas.

New commuter routes plus more walking and cycling connections, all beneficial to local economies.

Direct & indirect economic benefits of improved green space accessibility (land values, footfall around local retail, health benefits).

ENVIRONMENT, TRANSPORT & PUBLIC SPACE

A more sustainable and more flexible model for higher density.

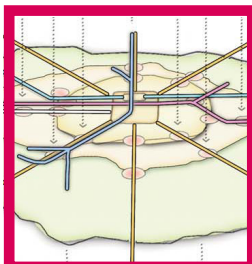
Reduced footprint of new developments.

Instead of sterilizing the river banks, low level bridges enhance the quality of their surrounding public space.

AV zones can fit into & improve the Healthy Streets model (minimal parking needs, improved safety).

Enhanced access to and protection of green spaces, with all the health and wider benefits this entails.

ACCOMMODATING GROWTH



**Mid-rise /
High Density
Housing
Model**

**Transport -
Oriented
Development**

**Bridging
East London**

**Autonomous
Vehicles
& Future
Placemaking**

**London as a
National
Park City**

Get in touch

Max Farrell

Partner

max.farrell@farrells.com

Farrells

Farrells has been practising in London for 50 years and has developed a reputation for thought leadership as well as quality masterplanning, building and interior design. We have a strong sense of social responsibility, often carrying out strategic thinking pro bono where 'the place is the client'.

We contribute actively to our local community including the neighbourhood forum, urban room and regular workshops for schools. We take a broad view of sustainability and believe that existing buildings are a resource which is demonstrated by our track record for retrofitting and refurbishment.

We believe landscape is the primary infrastructure, and collaborative placemaking is central to everything we do. Our staff are internationally diverse, equally gender balanced and of unusually longstanding service often with experience of working in both Hong Kong and London.

FARRELLS