

REHOUSING

Adaptive reuse of

YORK ROAD STATION

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REHOUSING York Road Station

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MISSION STATEMENT

This dissertation investigates how the disorders and the problems of London changed the policies and the social life bringing the mayor and the community to adopt different solutions.

Problems like pollution, transport, housing and more...have caused the adoption of strategies to reduce the effects, and improve the living conditions of londoners. The final project solving many of the problems write before with the combination of different factors which create a smart and creative solution to prevent the returning of old problems. Hybrid buildings will be the future, with a mixture of funcions which implement the value of the area where people will work and live together into an innovative space.



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A B S T R A C T

The thesis is structured in two parts: the first part of analysis and research, on the other hand, the second part is linked to the adaptive reuse project of an abandoned station and its neighborhood. The first understanding analyzes how the liberal market has created difficult social conditions for most of the population and how this situation will continue to worsen in the coming years if no action is taken. In the second chapter the main stones of the housing are examined. Starting from the composition of the green belt, analyzing some attempts to solve the problem of over-price housing, crossing from the government of Margaret Thatcher, up to the current project of Battersea Power Station. The third chapter is a broader look in London analyzing the main problems of the city in stages: pollution, transport, housing.

The second part begins with the study of different hybrid solutions and innovative spaces. The goal of the project is to create a holistic district like Hundertwasserhaus, which exploits the station keeping its integrity like King's Cross St. Pancras, and the old relationship as new as the Tate Modern, gutting a building to create new spaces like Town Villas, adopting a system of pre-finished blocks to be used in various circumstances such as Montparnasse.

The masterplan is spread over three buildings with the aim of creating a multi-purpose, shareable and flexible space that can be re-proposed for other suspended spaces.

INTRODUCTION

The growing problem of the lack of affordable house has pushed the mayor of London to revise the policies regarding the housing in order to guarantee the majority of the population living in London their own home. The old policies adopted in the past instead of helping the homeless have encouraged building speculation by creating a liberal market that does not allow the lower middle classes to achieve a home. The address given by these new policies includes sustainable development to try to reduce pollution and reduce traffic, which are two of the main problems of megacity. Following this urban vision, a project has been developed that reflects on the problems of the city and confronts them with new intelligent solutions designed to guarantee greater affordable houses and reduce pollution with the combination of residence and work spaces. The opportunity offered by an abandoned underground station allowed to exploit the potential itself by creating an urban regeneration of the nearby area.

Three different approaches have been used, one conservative to guarantee the memory and the importance of the station, a second of adaptive reuse exploiting the existence structure to increase its potential, a third to create a suggestion that allows a rapid and economic settlement solution.

ANALYSIS & RESEARCH

A tall, modern skyscraper with a blue and orange facade, illuminated at night, with a semi-transparent text box in the center.

LONDON THE FREEDOM TOWN

DOES A LIBERAL MARKET CREATE A LIBERAL CITY?

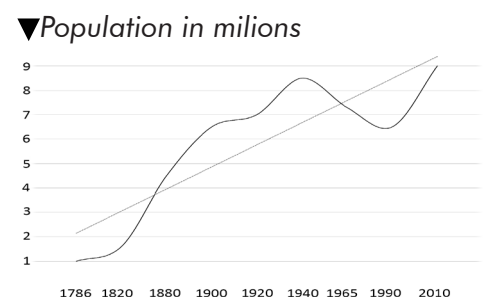
"If you can't afford to live in Newham you can't afford to live in Newham" (Robin Wales)¹

The free market is the idea that was founded by the growth of the city since the 80s, governments have used real estate development as an economic engine, but this has led to a dramatic increase in prices that has translated into a speculation with which the gap between one class and another has grown exponentially by reducing the lower social classes to a disadvantaged condition. The demand for houses put on the market is lower than supply which creates an imbalance regime within the real estate economy.

*"The 2010 estimate of the South East region required between 32,000 and 40,000 new homes in the light of the 2011 census estimates and most recent population growth projections. new transport, utilities and social infrastructures such as schools, health and leisure facilities The current capacity based targets in London and the South East are 42,000 and 32,700 respectively, although the South East targets the revival of the South East England Regional Plan, with many districts within the region revising their own housing targets downwards. "*²

How to respond to a population growth that by 2030 could be 50% greater than in the 80s, with the obligation to respect the existing Green Belt?

London has always been able to adapt and effectively solve the problems that have arisen over the years. *"After the city burned in 1666, building regulations were introduced to reduce the spread of fire. When it was afflicted by cholera and appalling smells, a comprehensive network of sewers and river embankments was created. In response to slums, the concept*



of council housing was invented. When private run transport was chaotic and uncoordinated, London Transport was formed. In response to sprawl, a Metropolitan green belt was decreed.”³

It is time to respond to a rapidly growing population like never before that involves a series of problems that the city must adapt to.

London has the worst traffic congestion in Europe and the demand for public transport is expected to increase by 50% in 2036 to meet the expected future population, 10 million in 2030, 11 million in 2050. ⁴

As a result of the rise up of the population, the risk of air pollution, caused by the increased use of transport also increases, a significant fact is that London has reached the legal limit of pollution of 2018 less than one month since the beginning of the year. ⁵

According to a Mayor’s Office study in 2050, London will need 1.5 million more homes.⁶



1: Jasmin Stone, *Why I’m occupying a boarded-up east London council house*, The Guardian, 23/09/2014

Newham is a borough in the east of London. These are the words addressed by the mayor to the homeless citizens.

2: Bowie, D. (2017). *‘Beyond the compact city: a London case study. Spatial impacts, social polarisation, sustainable development and social justice.’* In Joss, S. (ed.), *International Eco-Cities Initiative Reflections Series*, Issue 19. University of Westminster .

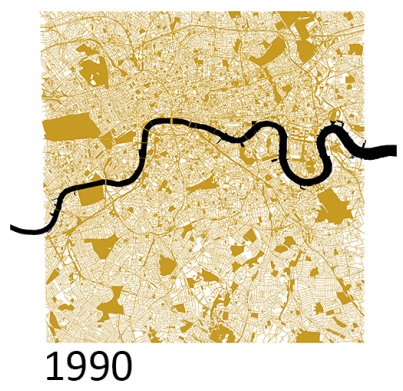
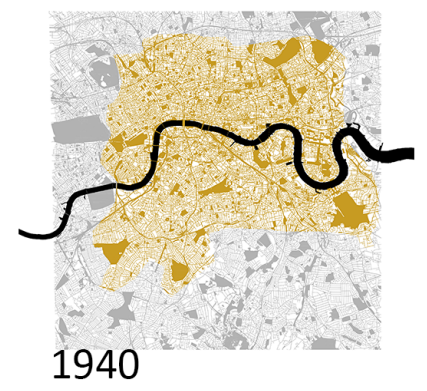
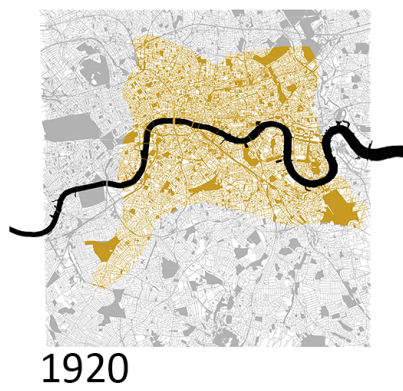
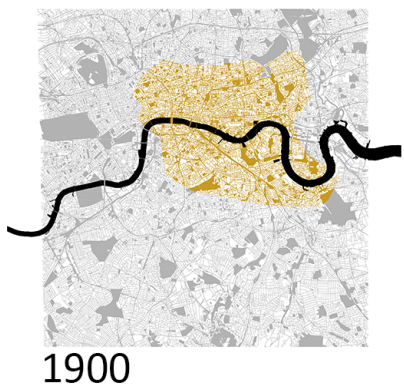
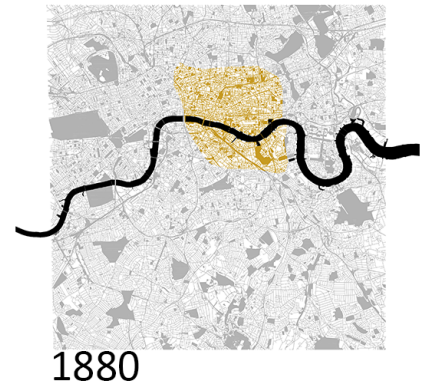
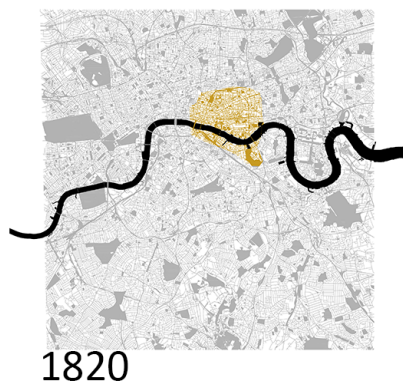
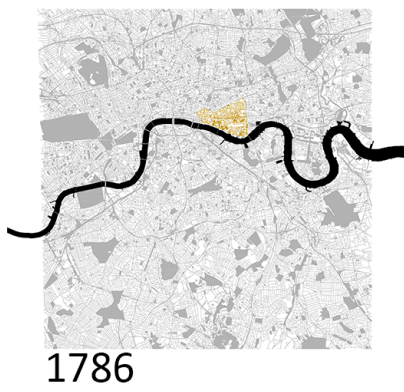
3: Rowan R. (2016), *Slow Burn City*, Picador, p. 30.

4: Eurostat, *Urban Europe Statistic on Cities, Towns and Suburbs*, 2016

5: D. Carrington, *London reaches legal air pollution limit just one month into the new year* , The Guardian, 30/01/2018

6: London Housing Strategy, Draft for public consultation, september 2017

Figure 1: <http://www.newhamrecorder.co.uk/news/newham-s-housing-crisis-is-only-going-to-get-worse-says-council-1-4485024>



▲ *Growth of London during the years*

An aerial photograph of the London skyline at dusk or dawn. The River Thames flows through the city, with several bridges visible. The Gherkin (30 St Mary Axe) is a prominent feature on the right side of the image. Other skyscrapers like the Shard and the Leadenhall Building are also visible. The city is densely packed with buildings, and the sky is a mix of orange and blue hues.

HOUSING



▲Average rent in London. From left: 2005-2010-2015

http://www.influencia.net/fr/actualites/art-culture,audace,crise-logement-affiche-dans-londres,5511.html?utm_campaign=newsletter-s25-18_06_2015&utm_source=influencia-newsletter&utm_medium=email&utm_content=crise-logement-affiche-dans-londres



▲Affordable housing available. From left: 1995-2005-2015

http://www.influencia.net/fr/actualites/art-culture,audace,crise-logement-affiche-dans-londres,5511.html?utm_campaign=newsletter-s25-18_06_2015&utm_source=influencia-newsletter&utm_medium=email&utm_content=crise-logement-affiche-dans-londres



▲Waiting list for affordable housing. From left: 2005-2010-2015

http://www.influencia.net/fr/actualites/art-culture,audace,crise-logement-affiche-dans-londres,5511.html?utm_campaign=newsletter-s25-18_06_2015&utm_source=influencia-newsletter&utm_medium=email&utm_content=crise-logement-affiche-dans-londres



▲Average house price in London. From left: 2005-2015

http://www.influencia.net/fr/actualites/art-culture,audace,crise-logement-affiche-dans-londres,5511.html?utm_campaign=newsletter-s25-18_06_2015&utm_source=influencia-newsletter&utm_medium=email&utm_content=crise-logement-affiche-dans-londres

U R B A N S P R A W L

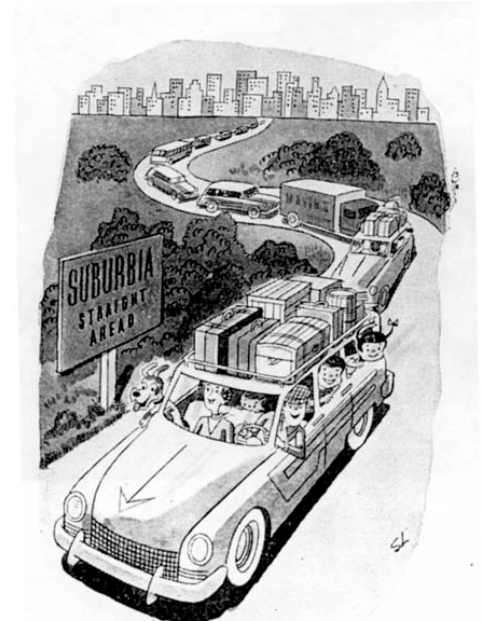
"The straggling expansion of an indeterminate urban or industrial environment into an adjoining countryside".¹

Sprawl is an urban phenomenon that has been affirmed since the Second World War, but has ancient roots, think of the nobility of the past that were built domus in the countryside to escape the chaos and dirt of the city. In the post-war period the population has reached an ever greater level of wellbeing, the average value of households has decreased while the number of households has increased, not only this, but also the discrimination of the housing market and the federal policies have affected expansion of this phenomenon. The main cause, however, is to be found in the increasing use of the car. Whereas before the people to go to work were forced to walk (the city could therefore only grow for a few kilometers), since the coming of the car they could move with greater fluency and reduced time. This allowed the city to extend for several kilometers.

In the 50s, the city was seen by architects and historians as a heap of pigs. You could not control its overcrowding, it was in fact dominated by dirt and chaos.²

What are the impacts of sprawl?

This generates negative effects on the quality of life and the health of the communities. The first is the increase in individual and collective costs: the dependence on cars means greater fuel consumption and greater atmospheric pollution, dilated times for commuting and increased health problems due to a sedentary lifestyle. Another of these is the decline of community vitality: due to the expansion and the new buildings,

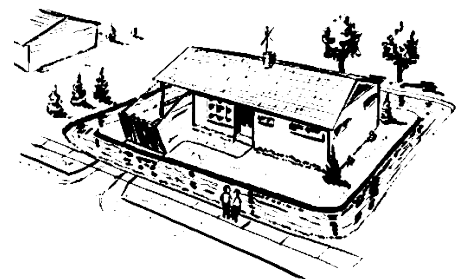


1



2

the values of the houses decrease, the number of uninhabited buildings increases, the creation of ghetto neighborhoods with high social differences. A further effect is public-private capital and operating costs: high costs to sustain inefficient infrastructures, excessive public costs, network extensions and provision of services for dispersed settlements, transfer of jobs to remote areas, more expensive private residential and non-residential development costs. Decreased environmental quality: fragmentation of open spaces and loss of productive agricultural land.³



Look, they said no fences and the neighborhood kids were ruining my lawn . .

3

U R B A N G R O W T H B O U N D A R Y

One of the possible methods to safeguard open space is to prevent the construction of territories outside the boundaries of the urban area. Since World War II, London has experienced rapid demographic growth, closely linked to the need for new housing. To respond to the fear that urban growth would transform the city, causing it to become disorganized and decadent, the Green Belt was established.

The Green Belt is a policy for controlling urban growth, which consists in delimiting the urban area with precise boundaries beyond which the city can not be expanded. Milton Keynes was the most emblematic response to the need for houses in the city.

Milton Keynes is part of the newest group of English New Towns, usually referred to as the Mark III to distinguish them from the New Towns launched between 1946 and 1950 over the green belt provided by Patrick Abercrombie's Greater Lon-

don Plan and at a distance from the center of London between 32 and 56 km (Mark I), or from those started between 1961 and 1970 at a distance between 96 and 130 km from central London (Mark II). This satellite town was intended to counteract and limit the expansion of London. Through the use of slogans such as 'Suburbia' and with the depictions of villas with the garden in the countryside, attempts have been made to curb the ever increasing number of houses dependent on the city, creating a real new economy outside of this. The main means of these cities is the machine that becomes an essential conditio sine qua non we can live in this new form of urban development. Milton Keynes has 250 000 thousand inhabitants and in some way, thanks also to the development of similar cities, has allowed to temporarily curb the problem of housing in the city.⁴



- 1: Oxford English Dictionary
 - 2: Words that Frank L. Wright writes in the 50s
 - 3: Transportation Research Board (1998)
 - 4: Secchi B., *La città del ventesimo secolo*, Laterza, 2008, p. 133-146.
- Figure 1: Suburbia cartoon. (Reprinted from Electrical Merchandising, July 1957) <http://statemuseumpa.org/levittown/one/b.html>
- Figure 2: (Reproduction poster or advertisement addressing needs of returning WWII vets. Returning war veterans sparked an unprecedented demand for housing after World War II. Cheaper materials and government-backed mortgages enabled home builders to meet that demand.) <http://statemuseumpa.org/levittown/one/b.html>
- Figure 3: (George Ryan cartoon from the Levittown Outlook, 1959.) <http://statemuseumpa.org/levittown/two/h.html>
- Figure 4: (Britain's housing crisis and the Green Belt) <http://www.foxhedgehog.com/2018/01/britains-housing-crisis-green-belt/>

H E Y G A T E E X A M P L E

When Manson during Tony Blair's government became Southwark's planner he said that the problem of large buildings for social housing is that they do not attract enough middle class: *"We need to have a wider range of people in the borough. Because social housing generates people of low incomes coming in and that generates poor school performances, middle-class people stay away... we have to believe we can change attitudes. We're trying to move people from a benefit-dependency culture to an enterprise culture. If you have 25/30 per cent of the population in need, things can still work reasonably well. But above 30 per cent it becomes pathological".*⁵

An example of how the big buildings intended just for social housing were a failure is Heygate in the Southwark area. It was designed by Tim Tinker, Rick Mather and John Kesteen and built in the 1970s to meet the demand for 1033 council homes. It was built using pre-punched repeated concrete blocks according to Jespersen industrialized building system. The result was the creation of a building that does not satisfy most of the population, thus creating a real estate building intended to be designated as "Councilville". This building has often been labeled with some names such as "concrete monstrosity, no-go area or windstep walkaway", which testify to the failure of the work. The point is that nobody benefits from the social ghetto, the main problem was that of not create a building prepared to host different social classes, focusing exclusively on satisfying the requests of low income people with the consequent adjustment of the services according to the social class that was going to settle.⁶





6

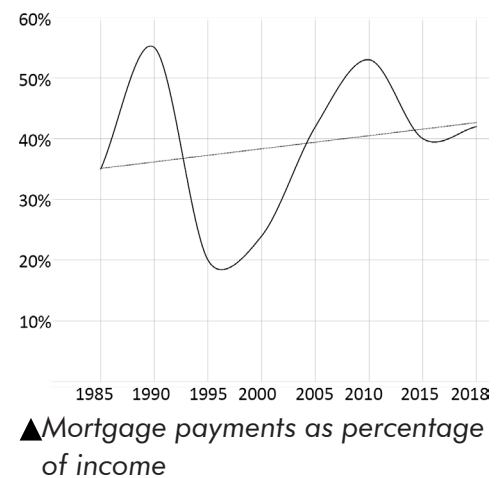


7

PROPERTY OWN DEMOCRACY

The right to buy was introduced by the Housing Act in 1980, this consists of a legal possibility to buy or rent homes with a discounted share of the capital. The price was influenced by the number of years of letting in that property: *“Starting at 33% ,for three years, increased by 1% for each additional year, up to a maximum of 50%. In addition there was a cash maximum,initially £50,000,that could not be exceeded whatever the years of tenancy. In effect the formula referred to a percentage of value or a cash maximum, whichever was lower and as long as this did not bring the price below the historic cost floor.”*⁷ In doing so, Margaret Thatcher extended the size of the subsidies, but reduced the number of homes for social rent. The government, after the 2015 elections, has established non-profit associations that deal with social housing. The result, however, was to exclude people with a low average income from central London, and have created buildings called “councilville” in the less desirable areas. Another measure implemented by the government was to allow people with a limited income to buy their own home at a discount of 20%, these take the name of *“Starter Homes”*⁸, the problem is that despite a discount of this scale, a person with an average income can not get to afford a house in the city center. There is a further effect caused by these policies: in the event that a family was able to buy an apartment through this facility, it was very often contacted by an investor with the offer of an offer higher than the purchase price, then changing the rent of the apartment, transforming it from a social rent apartment to a standard income apartment with prices in line with the center fees.

“A central part of Margaret Thatcher’s vision, exalted in her first



speech as a leader of the Conservative Party, was the 'property-owning democracy': she argued that the people who owned their homes would become better citizens, by virtue of owning a share in the national economy High house prices and shortage of good alternatives to ownership have instead created a class of mortgage slaves, chained to debts they can barely afford, restricted in their choices, fearful of losing the means to hold on to their home and of the home itself losing value."⁹

5: Rowan R. (2016), *Slow Burn City*, Picador, p. 200.

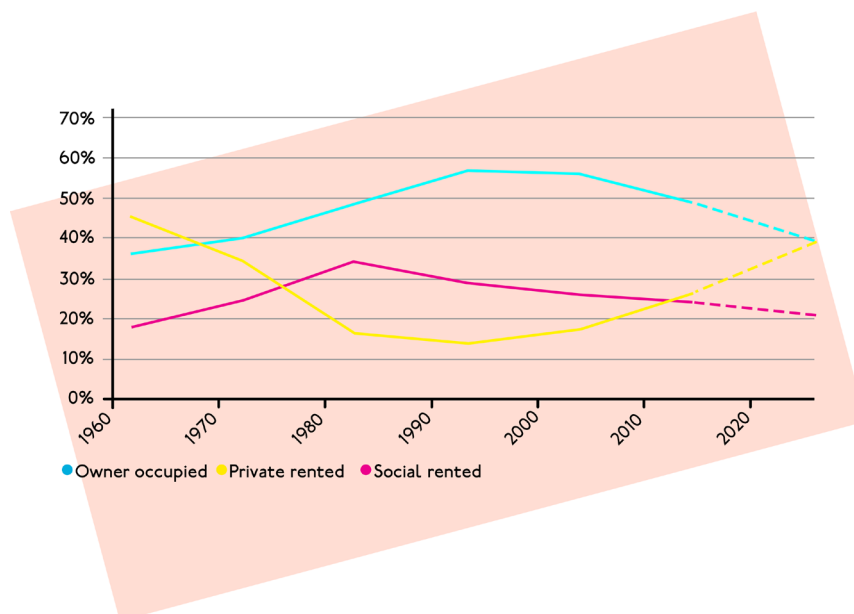
6: Steadman I., *Look to the Heygate Estate for what's wrong with London's housing*, New Statesman, 06/11/2013

7: <http://www.historyandpolicy.org/policy-papers/papers/the-right-to-buy-history-and-prospect>

8: Bennie C. (2015), *New ideas for housing London*, NLA

9: Rowan R. (2016), *Slow Burn City*, Picador, p. 287-288.

Figure 5,6,7: <https://amassesllc.wordpress.com/2018/02/05/heygate-estate-in-walworth-london-london-housing-estates/>



◀ Proportion of all Households

R E D R O W P S Y C H O

The reason for the continued rise in prices in London must be investigated back in time. To begin with, there is not only one, but many, and we start from elementary principles of supply and demand. The population has grown by 74,000 people each year between 1988 and 2015. A similar thing happened between 1921 and 1939 where the population had increased by 60,000 people a year. The difference is that the urban area of London, in the past, grew in tandem with the population, while now the city is bounded by the Green Belt, which is why development must take place in a smaller area. Building new land is easier and faster than having to build tall and dense buildings. *"Beetween the war about 43000 new homes wew constructed per year in Greater London; in the decade up to 2015 the rate bumped about beetween 12000 and 22000. It's a global trend that cities like London are becoming more desirable, including to people on hight incomes, wich pused the price up. London appeals to investors from other countries because it is seen as politically and economically stable and legally trustworthy, which means that people which wealth in countries that are less want to tranfer it to London proper-ties."*¹⁰

This drives up prices, bringing London to become an attraction for wealthy foreign investors. This is the logic with which the advertising for a real estate development called Redrow was published.¹¹ The advertise has been trying to underline how the luxury apartment coincides with the degree of happiness of a person. The higher the level, the greater the personal gratification. This is an example of the trend of the real estate sector in London, where prices continue to rise, leaving only

the luxury houses and so only the best people. This development is brought by investors who meet the needs of the richest social classes, leaving out the less fortunate part of the population and moving it ever more to the edge of the city.



10: Rowan R. (2016), *Slow Burn City*, Picador, p. 267.

11: Redrow London Luxury Development Promo <https://www.youtube.com/watch?v=QcC8n2eLB1g>

Figure 8: <https://www.telegraph.co.uk/news/newsvideo/weirdnewsvideo/11324969/Watch-Strange-advert-for-luxury-London-flats.html>

Figure 9: <http://www.london-se1.co.uk/news/view/6351>

BATTERSEA POWER STATION



"I am extremely concerned about plans to reduce affordable housing at Battersea Power Station. We need more affordable housing, not less." (Mayor Sadiq Khan on Twitter)

The project for the reconversion of Battersea is a truly ambitious project, which aims to convert the grade II listed building into a mixité of residences and office spaces. It is also expected by 2020 to create a new underground stop called Battersea Power Station that will allow you to reach the city in a few minutes. A major investor in this project is the giant Apple, which will occupy five floors of the building by transferring around 1400 employees, making it the headquarters of the United Kingdom.¹²

"The developer behind one of London's biggest luxury property projects has nearly halved the number of affordable homes it plans to build on the site. The £9bn revamp of Battersea

Power Station in central London has slashed the number of affordable flats to just 386, a 40% reduction from original plans. Previously, the plan was to construct 636 homes affordable homes targeted at local residents, first-time buyers and renters, with locals promised a 40% discount on the average market rent. The affordable home proposals amounted to 15% of the total 4,239 homes planned, which included luxury pads ranging from £800,000 for a studio atop the former power station to £4m for a four-bedroom flat (the three penthouses have yet to be priced). Under the latest plans (pdf), which are expected to be approved by Wandsworth council on Thursday, the proportion of affordable housing will fall to 9%.”¹³

Due to the reduction in housing for social housing, the investor has stated that to meet the population, he will realize 386 affordable houses three years earlier than expected, which will be in buildings located near the Power Station. The problem concerns the other 250 homes for social housing that will never be delivered. *“Why does there have to be so much luxury development? To pay for the new underground line. Why does it need a new underground line? To serve luxury apartments.”¹⁴* Why not thinking to a solution that provided for cheaper housing, served by existing public transport, so as to meet the real needs of the new population that could have settled, instead of making the project a playground for the riches, where the show is for the paying residents.

12: Peter W. (2016), *Up in Smoke: The Failed Dreams of Battersea Power Station*, Paradise Road

13: Julia Kollewe, *Battersea Power Station developer slashes number for affordable homes*, The Guardian, 21/06/2017

14: Rowan R. (2016), *Slow Burn City*, Picador, p. 466.

Figure 10: <https://www.macitynet.it/apple-campus-londra-sara-spettacolare/>

Figure 11: <https://www.archdaily.com/554700/new-images-released-of-foster-and-gehry-s-battersea-power-station-designs/5433c6fdc07a80cbe8000100-new-images-released-of-foster-and-gehry-s-battersea-power-station-designs-image>

Figure 12: <https://www.archdaily.com/554700/new-images-released-of-foster-and-gehry-s-battersea-power-station-designs/5433c729c07a80cbe8000101-new-images-released-of-foster-and-gehry-s-battersea-power-station-designs-image>





12

A stylized, flat-design illustration of the London Eye and the London skyline. The London Eye is depicted as a large, segmented wheel with a grid pattern. Two figures, a man in a brown suit and a woman in a brown top and blue pants, are standing on a platform at the top of the wheel, looking out over the city. The city skyline is shown in the background with various buildings, including a prominent clock tower. The foreground features a bridge structure with diagonal beams. The overall color palette is muted, with shades of blue, green, and brown.

LONDON EYE

Y E S T E R D A Y

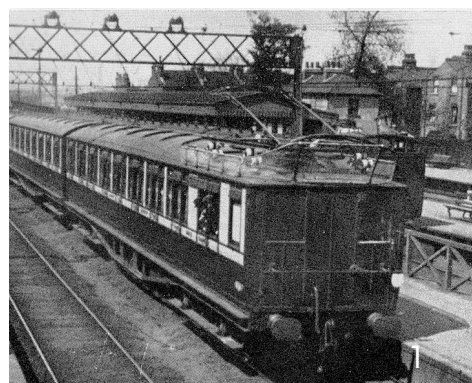
TRANSPORT

The first underground railway in the world was that of London which began at the beginning of the 19th century. The subway was initially built in the poorest areas that were not able to organize an opposition. Its impact was shocking for the Londoners because instead of understanding the utility they imagined the “underground” place as dirty, noisy and dangerous. *“Steam engines were seen as demonic, as fire-breathing dragons, as man-killing monsters. They were more so when placed underground where, despite devices for extracting fumes, their smoke, dirt, smell, noise and danger would intensify. So the Londoners did not see how the tube would be useful but just how it was scary.”*¹

The initial sense of failure perceived by the construction of the underground was quickly denied. The poorest could not afford to travel, so on the subway there were mainly middle-class users, mostly office workers. The turning point came with the introduction of the first power lines, from 1890, which made it possible to reduce the need to dig deep tunnels to reduce the need for ventilation. Over time, the tubing passes from “Fire-breathing dragons” by means of transport, symbol of the London culture.²

POLLUTION

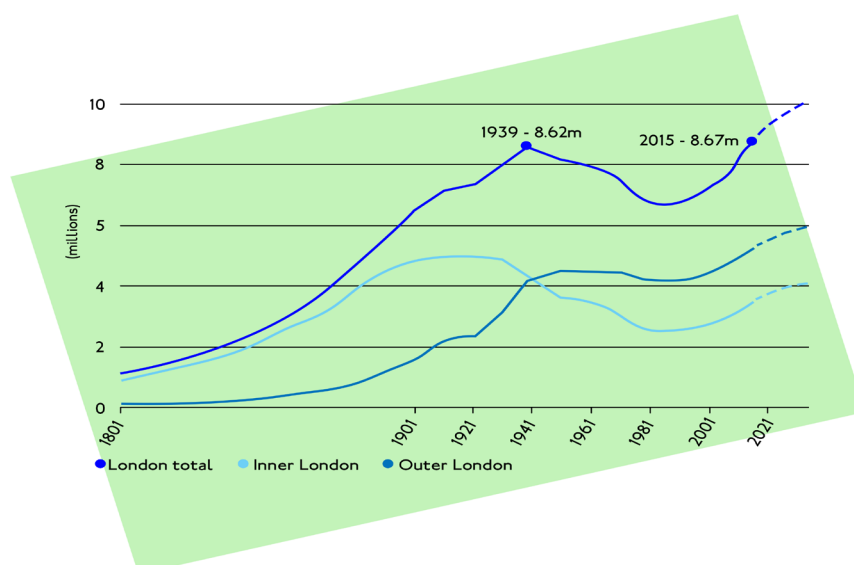
In these years the main concern of the citizens was tuberculosis, with the main threat that came from the smoke caused by the fires of coal, this caused a lot of smog that left in the city a constant fog full of diseases. Writers of the time described this phenomenon as now part of the city, among these people



like Shakespeare or Dickens, they wrote of mists that lasted for months, demonizing them to the point of frightening the citizens. 12,000 deaths were ascertained in 1952 because of smog.³ For this reason the “Clean Air Act” was drafted by the government, which provided for the prohibition of burning coal in urban areas. Thanks to this the city center has returned to being a place where it was possible to live and this decree was defined as “*The first comprehensive air pollution law of its kind*”.⁴

POPULATION

After the Second World War London had a great increase in population and a great territorial expansion, the latter up to the current delimitation of the Green Belt. From then on, the population continued to increase within the territorial limits established by the government by densifying the central urban area.



1: Welsh D. (2010), *Underground Writing*, Liverpool University Press

2: Rowan R. (2016), *Slow Burn City*, Picador, p. 177.

3: *La legge che ripulì un po' l'aria di Londra*, Il Post, 5/07/2016

4: McCormick J. (1992), *British Politics and the Environment*, Earthscan Ltd

Figure 1: https://howlingpixel.com/en/British_electric_multiple_units

Figure 2: http://www.lse.ac.uk/assets/richmedia/channels/publicLecturesAndEvents/slides/20171023_1830_whatIsHousingFor.pdf

Figure 3: <https://www.npr.org/2015/03/12/392332431/dirty-old-london-a-history-of-the-victorians-infamous-filth>

◀ London's population

T O D A Y

TRANSPORT

The public transport like tube and railways are became essential for the life of londoners. When something happen to the underground or some work could be done on the rails every people go crazy and worried, infact the TFL send an email to everybody that are registred on the tfl website to warn their for every situation might be happen. Despite this, there are many more traffic problems than in the past. London has the worst traffic congestion in Europe, but at the same time also one of the best public transport services. According to Eurostat data, a driver in London loses approximately 101 hours a year in traffic.⁵ To try to reduce this congestion in central city center hours in 2003, the London government imposed a £ 11.50 tax on access to the central area. This measure has led to positive results and the use of the private car is reduced. The problem, however, reoccurs because the decline in the use of private vehicles has been replaced by private transport services such as Uber or Addison Lee and delivery services such as Amazon.⁶

POLLUTION

Pollution in London in less than a month has reached the maximum limit of 2018. Because of this it is estimated that about 40,000 deaths per year occur prematurely. However, reaching this limit compared to previous years should be read in a positive way, in fact in the last 10 years air pollution reached the maximum levels within 6 days from the beginning of the year.⁷ This improvement can be attributed to the new policies that have been implemented in recent years, such as sustainable

Functional urban area	Average time lost in traffic per year
London (UK)	101
Stuttgart (DE)	73
Antwerpen (BE)	71
Köln (DE)	71
Bruxelles/Brussel (BE)	70
Karlsruhe (DE)	54
München (DE)	53
Utrecht (NL)	53
Milano (IT)	52
Greater Manchester (UK)	51
Düsseldorf (DE)	50
's-Gravenhage (NL)	48
Rotterdam (NL)	46
Paris (FR)	45
Hamburg (DE)	45
Bonn (DE)	38
Lyon (FR)	36
Greater Belfast (UK)	38
Merseyside (UK)	37

▲Eurostat, *Urban Europe Statistic on Cites, Towns and Suburbs*, 2016



▲The cost of ait pollution to London's economy

▼Die early every year because of air pollution



construction, the increase in green areas and the reclamation of degraded areas have contributed in their own way to purifying the air.

“Since the passage of the Clean Air Act over sixty years ago, there has been huge progress in improving air quality in London. The city now meets legal limits set by the national Air Quality Regulations for most pollutants. There have been historic reductions in the levels of benzene, lead and sulphur dioxide pollution, which has greatly improved health and quality of life. This underlines the ability of effective and coordinated action to improve the air we breathe if we are bold enough to take strong action.”⁸

POPULATION

The main problem of the continuous increase of population in London is the insufficient supply compared to the demand for affordable houses, being one of the cities with the most expensive cost of living in the world. It is estimated that every year London needs 60,000 new homes, which translates into more than 100,000 within the next 20 years.⁹

5: Eurostat, *Urban Europe Statistic on Cities, Towns and Suburbs*, 2016

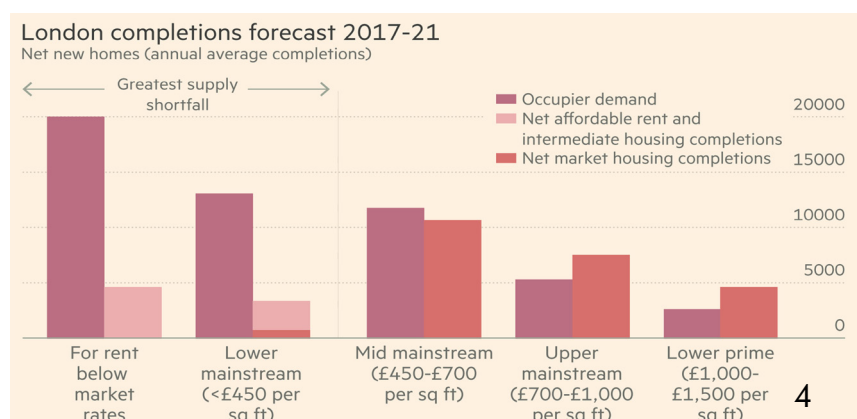
6: O’Sullivan F., *London Has the Worst Traffic Congestion in Europe*, 12/09/2016, Citylab

7: D. Carrington, *London reaches legal air pollution limit just one month into the new year*, The Guardian, 30/01/2018

8: London Environment Strategy, 2017, www.london.gov.uk

9: <https://www.propertywire.com/news/uk/new-figures-claim-london-needs-66000-new-homes-every-year-sort-housing-crisis/>

Figure 4: Savillis Research; Molior; Oxford Economics



T O M O R R O W

TRANSPORT

The objective of the next few years will be to create zero emission zones, and one of the fundamental steps is to be able to make zero public transport. It will have to be implemented by 50% by 2036 according to population growth forecasting data.⁹

“Rail electrification will reduce CO2 emissions; by 2050, all rail lines in London should be electrified and all trains hauled by zero emission motivepower within London. Further measures to improve the energy efficiency of rail transport includes new energy-efficient trains on the Elizabeth line from 2017, saving up to 30 per cent more energy through an on-train management system and regenerative braking.”¹⁰

POLLUTION

London plans to become the greenest city in the world. To do so, mayor Khan is thinking of implementing some measures such as reducing the use of wood stoves and applying some principles used by the Americans as the transformation of the city into a “Park city”. This will increase the level of well-being and gratification of resident citizens who would benefit from a cleaner and healthier air, as well as a greater public green where they can recreate that sense of community.

“London’s environmental problems cannot be solved overnight, and creating the environment Londoners deserve will require everyone to work together over many years. This strategy sets out a vision for London in 2050, that will realise the potential of London’s environment to support good health and quality of life and to make the city a better place to live, work

and do business.”¹²

A further step will be taken when England chooses to abandon and prohibit the circulation and production of fossil-fueled automobiles. Companies like Toyota have already abandoned the production of diesel cars and it seems that the way is marked for all the other car manufacturers. Considering the traffic in London, with the adoption of these new measures, and the implementation of the public transport system, the amount of emissions could really fall dramatically.

POPULATION

By 2050, London should reach 11 million inhabitants, 3 million more than in 2017; now it has 8.7 million. The mayor's new policies direct the city towards sustainable economic growth, for this reason the need for new housing is not seen as a negative aspect but as an improvement in energy performance, which leads to environmental improvement. London aims to become a city with zero carbon dioxide emissions.

One of the most important objectives is to provide all inhabitants the opportunity to afford a house, the point therefore becomes a homogeneous growth so that even the poorest classes can feel part of the community.

“Building the right number and the right mix of new homes, and addressing the consequences of the housing crisis, are essential parts of the Mayor's vision for good growth. He wants every Londoner to have access to a good quality home that meets their needs and at a price they can afford.”¹³

10,11: Mayor's Transport Strategy, 2018, www.london.gov.uk

12: London Environment Strategy, 2017, www.london.gov.uk

13: London Housing Strategy, 2017, www.london.gov.uk

P R O J E C T



URBAN PROBLEMS, CREATIVE SOLUTIONS

*"The 21st century will be the century of cities. For the first time, over half the world will live in cities in Europe the figure is already over 75 per cent and in the developing world it will shortly reach 50 per cent, whereas two decades ago it was 29 per cent worldwide. Yet most live in cities through need not desire. In 1997 a survey showed that 84 per cent of people in the UK wanted to live in a small village compared to 4 per cent who do. We cannot create enough villages to meet these aspirations. Instead we must make cities desirable places to live and be in, partly by recreating the values that people perceive to exist in a village a sense of place and belonging, continuity, safety and predictability and partly by nurturing distinctly urban possibilities buzz, interaction, trade, unexpected delight and much more."*¹

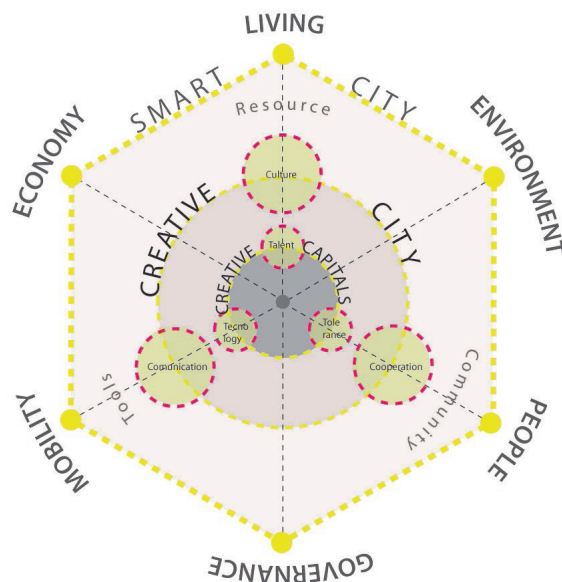
The city is changing, from polluted monster lends itself to becoming an attractive place where the work processes are at the cutting edge and the architect's aim is to create an environment that allows economic growth by paying attention to the needs of time. Creative City is not a model defined by rules or function, but is an embodiment of a way of being that manifests itself in different forms according to the city in which it is performed. So this holistic paradigm has the task of revitalizing abandoned areas or reinforcing areas already started in previous years.

*"Creativity is the equivalent of the process of genetic change"*²

People can not think that the problems of the XXI can be solved with solutions of the previous century, because the world and the cities are constantly changing.

To implement a creative intervention there are several steps to

follow. First of all analyze the problem of the area, its weaknesses, understand where to act and which stakeholders will have to be involved. Must know in depth the area through inspections, maps and drawings, finding interventions already carried out elsewhere that have been successful, bringing new lifeblood to problem areas. There is no predefined size on which to intervene, this can start from either a small size or a single building to an intervention that takes an entire city. To follow a way to set objectives is to put indicators that find in an objective way the work done and can make you understand if the road you are following is the right one or the wrong one.



- 1: Landry C. (2008), *The Creative City: A Toolkit for Urban Innovators*, Routledge, p. xiii.
- 2: Csikszentmihalyi M. (1996), *Creativity: flow and the psychology and discovery of invention*, New York, Harper Perennial

One of the most important stones is certainly the communication of the project, a clear and decisive message represents a well-designed and sufficiently studied project. Communication must be clear and direct and the work must show that it can guarantee a better future for the city.

"A project is rarely "absolutely" creative in that it has never

◀ Author/Copyright holder: Maurizio.Carta. Copyright terms and licence: CC BY 3.0

been thought of in that way. This would be a key innovation. It is more usual for projects to be relatively creative – creative in their circumstance or locality. As noted it is ultimately not the absolute innovativeness that counts but whether a project deftly solves a problem.”³

H O L I S T I C M E T H O D

The world of work is constantly changing and it is necessary to be ready to welcome every update and evaluate the new forms of work that are emerging on the current stage. These require a radical change of mentality, the new policies are for saving and sharing space. Flexibility and connections are the key words to face this new world that is emerging, technology has in fact allowed the connection and speed between all tasks. It is no longer possible to think of carrying out one’s activity individually while remaining anchored in old traditions.

“By looking at how people are cut off from work, learning and other forms of participation and how they lack the most valuable form of capital today - human capital – not just formal qualifications and skills, but subtler ones: knowing how to behave at work, knowing how to please a customer, knowing how to work in a team ... being able to spot an unexploited opportunity”⁴

One of the fundamental keys to reading this process is networking. What is networking? it is a free exchange of ideas and concepts among more people, of different working backgrounds, which allows us to acquire a broader vision of

the project we want to start. Taking a step back, and contacting as many people as possible, you can analyze a problem from different angles and visualize all its shades. The new culture of work has lost its verticality where, those with more decision-making power, stood on the highest floors of the “building” while engineers and analysts were piled up in the foreground. Now the close contact between leaders and employees allows direct and immediate communication, stimulating the worker to aspire to a possible future position in a more concrete way.

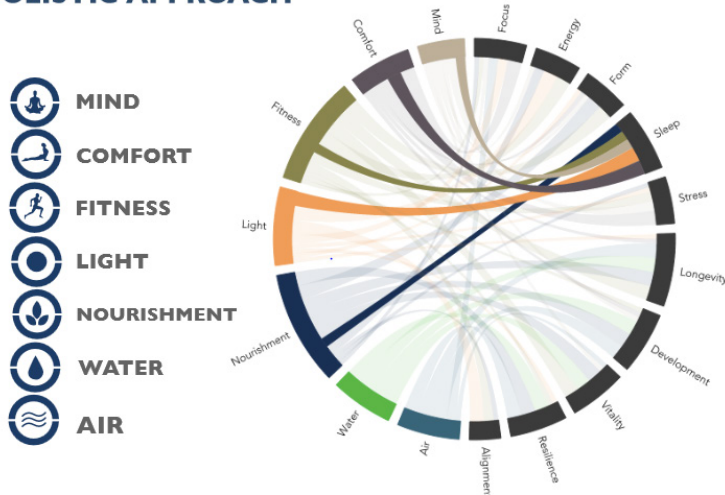
“It is easier to understand why industrial firms might network together for collaborative advantage where skill sharing and knowledge exchange is mutually beneficial. But what is the rationale, especially for the smaller firm without a national reputation, to make the leap to network with city authorities on issues which do not necessarily generate an immediate short term gain? The same is true for links say between voluntaries and business.”⁵

3: Landry C. (2008), *The Creative City: A Toolkit for Urban Innovators*, Routledge, p. 204.

4: Perri 6 (1997) “The Wealth and Poverty of Networks”, Demos Collection 12, London

5: Landry C. (2008), *The Creative City: A Toolkit for Urban Innovators*, Routledge, p. 129.

HOLISTIC APPROACH



◀ <https://www.bee-inc.com/tag/healthy-building-design/>

WHAT IS A CREATIVE MILIEU?

*"In combination with functional and social conditions the context and the people who are looking for this type of space, living components of the city can arise that have urban qualities and create effects in the form of networks, value creation chains and increased attractiveness that often go well beyond the location itself"*⁶

A creative environment. A place where you can freely exchange ideas and opinions. A context in which intellectuals, students and entrepreneurs work together to achieve common success. This is a creative milieu.

*"City-level infrastructures are therefore key to increased efforts to promote resource efficiency and decoupling at the city level, as well as well-being and access to services of their citizens."*⁷

The support for this type of concept is based on two types of infrastructures that must grow simultaneously.

"The hard" infrastructure mainly concerns the building and the services inside it, it must guarantee a wellbeing through both connecting services and through comfort offered by this, such as canteens or relaxation areas.

The "soft" infrastructure, on the other hand, is the network of human connections and interactions that take place within the building, putting everyone on the same level and exchanging ideas and information immediately. The non vertical division allows a direct contact between the worker and his head of the sector and the communication, being immediate, allows to make the work more efficient. The employee will no longer see his boss as an abstract figure and difficult to reach, but talking to him on a daily basis will manage to feel like an equal. (Landry C.)

▼London Environment Strategy



*"The creative milieu requires easy movement between and within job categories and firms. This is very difficult where labour market rigidities persist, say dividing blue, white collar, and research workers, leading to a loss of potential that comes from communication. Equally prejudices between sectors such as private sector and public domain or xenophobia have an inefficiency effect. A culture of collaborative competition is a precondition for such a milieu to thrive."*⁸

A D A P T I V E R E U S E

*"For the purpose of sustainable urban development there is no alternative to a thrifty way of dealing with resources which include the stock of industrial areas and buildings. For us, the existing building stock must therefore be regarded not merely as a material and economic resource but also as an important component that makes the city itself into a source of new developments and new life styles....If the existing buildings are appropriately converted, they can remain as an active part of the urban structure and as a node in the network of relationship, interlacing and movement in the urban space. These location thus also have a relational value."*⁹

The phenomenon of the abandonment of industrial areas coincides with the decline of the industrial economy itself. So the disused industrial areas have suffered the loss of their productive function and for the most part have become difficult and macabre places in the urban fabric. Some even abandoned until the transformation into real dangerous ruins. When these spaces are identified as urban gaps it is possible to im-

6: Baum M. (2013), *City as Loft. Adaptive Reuse as a Resource for Sustainable Urban Development*, Gta Verlag, p. 9.

7: UNEP, *City-level decoupling*, 2013b, p. 7., http://www.resource-panel.org/sites/default/files/documents/document/media/city-level_decoupling_summary_english.pdf

8: Landry C. (2008), *The Creative City: A Toolkit for Urban Innovators*, Routledge, p. 134.

9: Baum M. (2013), *City as Loft. Adaptive Reuse as a Resource for Sustainable Urban Development*, Gta Verlag, p. 10.

plement a transformation to allow a refinzionalization of the place.

With the development of the heritage discipline the concept of heritage has spread to more categories and the disused industrial areas have assumed an importance as a memory of a glorious past, which was also important for the community, giving work to many of the resident population and not. If the abandonment of these areas is a condition that leads to degradation, adaptive reuse is a phenomenon of urban expansion, this is in fact closely linked to the replacement of internal uses. The disused industrial areas are therefore an important historical memory for the population and can be taken as a basis for the transformation of the urban fabric.¹⁰



◀ New Lab at the Brooklyn Navy Yard, Marvel Architects, NY.



10: Sposito C. (2012), *Sul recupero delle aree industriali dismesse. Tecnologie materiali impianti ecosostenibili e innovativi*, Maggioli Editore, p. 11-27

11: Ingaramo R. (2018), *RUST REMIX. Architecture: Pittsburgh versus Detroit*, LetteraVentidue, p. 229-230

◀ St. Ann's Warehouse, Marvel Architects, Brooklyn NY.

"Temporariness is a pervasive feature of our work, live and play places. Thus architecture has to face complex needs that are in continuous evolution. In this perspective the issue of reusing the existing becomes endemic. Space undergoes modifications and changes in its configurations. The alternation of its overlapping uses, requires to pay attention to construction details and to the various continuous becoming... solutions, which need to be open to a continuous becoming.... Since then, many projects have followed, opening the way to theoretic reflections on this practice which regarded not only historic or ordinary dismantled buildings, but also spaces and areas that have been reclaimed or that are in disuse. Its implementation has increased even at international level, so much so that in October 2017 The Architectural Review launched an international call for the New into Old awards with the intent to identify the most "exciting" adaptive reuse project."¹¹



CASE STUDIES



HUNERTWASSER HAUS

Sector: Social Housing, work, services

Location: Wien, Austria

Address: Kegelgasse 36-38, 1030, Wien

Architect: Hundertwasser

Completion: 1986

The artist Friedensreich Hundertwasser (1928-2000) designed these houses for social housing with an original idea. The reasoning behind his work is to make every person coexist with his spirit of being, decorating the house as he likes, and is in fact a critique of the “high rise blocks”, built in an anonymous way and without particular characteristics. Also inside the building, there are numerous private activities and some services, which make the environment more open during the day and create a greater sense of community. Inside we can find an infirmary, a bar with a terrace, a winter garden, and some offices. Another key element is the presence of green.

“Reactions to living in the house are extremely positive. 85 per cent of people love the house and identify strongly with it. Construction costs were probably 15 per cent more and rents are 10 per cent higher than a comparative structure designed conventionally and built commercially, but the City feels that the Haus has more than repaid the investment because of the favourable response from all quarters, substantial tourism impact and the beautification of the city as a whole, which will last for decades. The success of the project has resulted in a plethora of similar commissions for a range of public buildings throughout the city and elsewhere in Austria.”¹

The whole project is developed from the idea of being in constant renewal, the flexibility of the spaces allows to create always new holistic solutions that allow the work to be always updated.

1: Landry C. (2008), *The Creative City: A Toolkit for Urban Innovators*, Routledge



Housing



Low emission



Shops



Office



Tourism



Creativity



Bar/Restaurant



Heritage







KING'S CROSS ST. PANCRASS

Sector: Transport, work

Location: London, UK

Address: Euston, Rd, King's Cross, London, N19AL

Architect: John McAslan + Partners

Completion: 2012

The project of King's Cross is one of the most advanced works of reuse and regeneration of an old industrial area transformed into a new hub for London, just think that for this realization a new postal code was created. Within the area we can find bars, restaurants, offices, services, houses, universities, everything a real city needs.

The most significant intervention is undoubtedly the restoration and reuse of the underground station. Through careful conservation of parts with historical or cultural value, the memory of the building has been maintained, while with a work of addition and aggregation, through the insertion of technologically advanced steel structures, it has been possible to build a new roof and numerous extensions. The entire area surrounding the boroughs of Islington and Camden benefited from this regeneration. The meter was the input that allowed the entire area to develop allowing a greater flow of people without creating the inconvenience of traffic.

"We have had the great privilege at King's Cross, to create a new part of London from what was an under-used industrial site. This new neighbourhood is being built around a green framework. A whole 40% of the 67 acre development is given over to open space. A new network of streets and footpaths lead through parks, gardens and leafy squares."²

2: A GREEN KING'S CROSS, <https://www.kingscross.co.uk/green-infrastructure>



Housing



Low emission



Shops



Office



Tourism



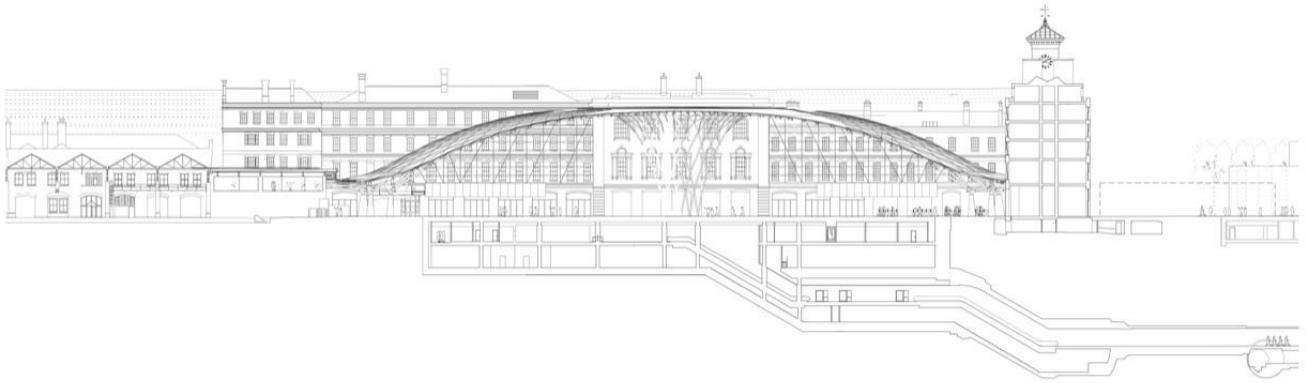
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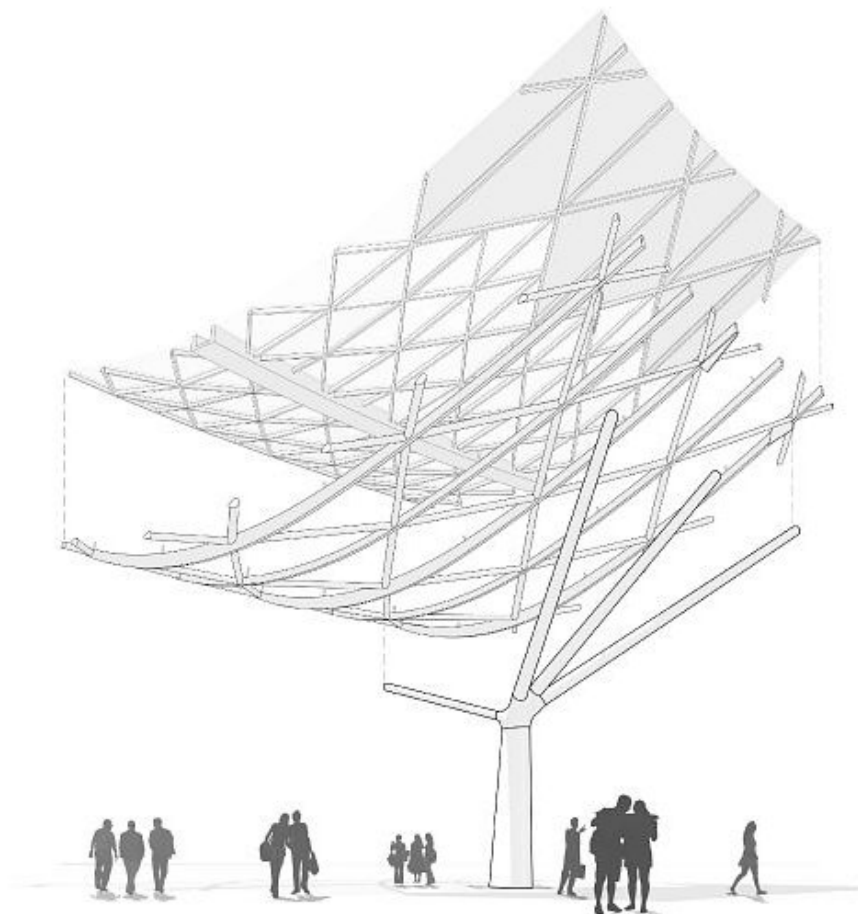
Bar/Restaurant



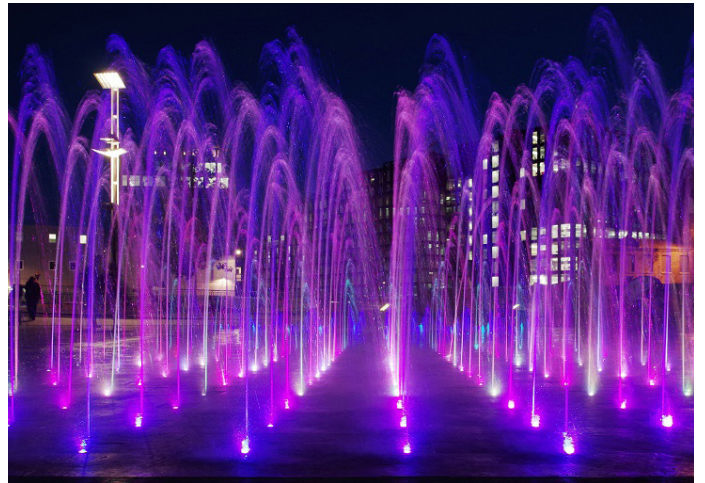
Heritage



https://www.archdaily.com/162461/in-progress-kings-cross-station-john-mcaslan-partners/section_johnmcaslan-partners



<https://inhabitat.com/photos-amazing-renovation-of-kings-cross-station-new-western-concourse-in-progress/>





TOWN VILLAS

Sector: Housing

Location: Leinefelde, Germany

Address: Einstein Strasser, Leinefelde

Architect: Stefan Forster Architekten

Completion: 2004

Town Villas was a residential complex that underwent a reuse to regenerate the entire neighborhood and allow citizens to enjoy a new housing area. The project involved the gutting and thinning of some parts of the buildings from the post-war period, with the aim of improving their condition and living conditions. Thanks to these operations, new internal gardens have been created, and even if they lose some apartments, the condition of life of the complex has improved significantly. This work teaches that the number of apartments that are created with a recovery intervention is not important, but the quality of the intervention itself. Common spaces and urban green surround 8 revalorized buildings, and respect the new sustainability and green policies in the southern fringes areas of the city.

*"Rental contracts for all eight town villas were already established before the beginning of their construction. Stefan Forster, the architect in charge, responded to individual wishes regarding ground plans for the flats and created unique flat designs with the help of lightweight construction materials. As a playful element, disguised steel balconies were added, spreading along the façade facing south and west. With a depth of 1.8 metres, these balconies respectively are invisible due to the concreting of the entire surface of the buildings, with the architect sacrificing the transparency of the construction for the sunny appearance of the individual villas. This effect is enhanced by the changing colours across the different sides of the buildings."*³

3: Stefan Forster Architekten | Town Villas, <https://www.architectural.com/stefan-forster-architekten-town-villas/>



Housing



Low emission



Shops



Office



Tourism



Creativity



Bar/Restaurant



Heritage



<https://www.arthitectural.com/stefan-forster-architekten-town-villas/stadt villen-existing-block/>



<https://www.arthitectural.com/stefan-forster-architekten-town-villas/stadt villen-floor-plans-and-elevations-after/>





T A T E M O D E R N

Sector: Culture

Location: London, UK

Address: Bankside, SE19TG, London

Architect: Herzog & de Meuron

Completion: 2016

"It is exciting for us to deal with existing structures because the attendant constraints demand a very different kind of creative energy. In the future this will be an increasingly important issue in European cities. You cannot always start from scratch. We think this is the challenge of the Tate Modern as a hybrid of tradition, Art Deco and super modernism..."⁴

The Tate Modern project was designed to recover the old Bankside power plant that has been abandoned for over twenty years. The monumental artefact presented various critical aspects of intervention. The choice of the architects Herzog & de Meuron was to preserve the original structure of the building, which through its monument and spatial values stood as an important symbol for the citizens of London. Its chimney is indeed recognizable by many points of interest in the city. The restoration is purely conservative, but additions are not lacking. An external wing is added to allow visitors to enter, in the same style as the building, which is imperceptible to an unintentional look. A modern elevation above the existing building, serves to give greater impetus to the monumentality of the base, deliberately decentralized to not take away the chimney. The interiors have been completely reworked to be used as a museum, with the ancient-new contrast that fills all the rooms; the interior is in fact characterized by different blocks that break the classic internal façade giving it a modern and innovative appearance. The latest addition, "Switch House" was built to give space to the exhibitions of modern and contemporary architecture, and despite maintaining the style of the historical building, the shape is openly modern.

4: 126 Tate Modern, <https://www.herzogdemeuron.com/index/projects/complete-works/126-150/126-tate-modern.html>



Housing



Low emission



Shops



Office



Tourism



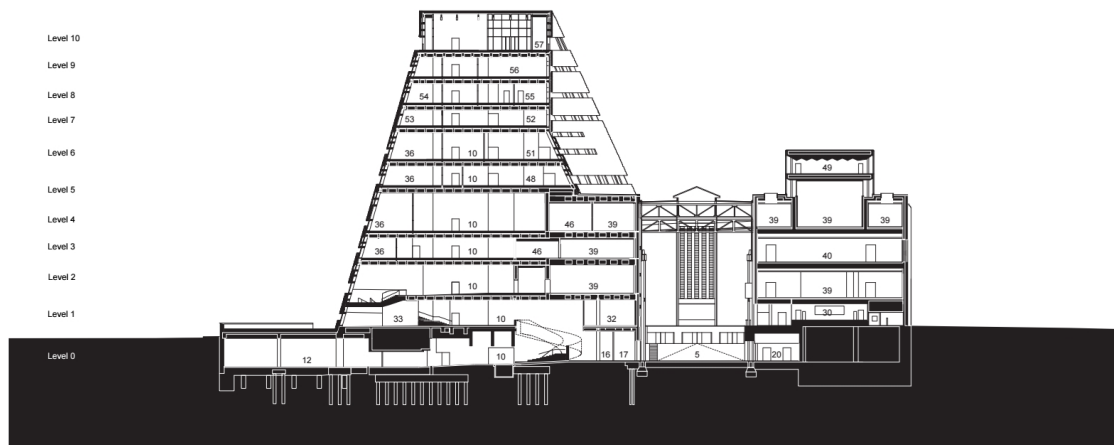
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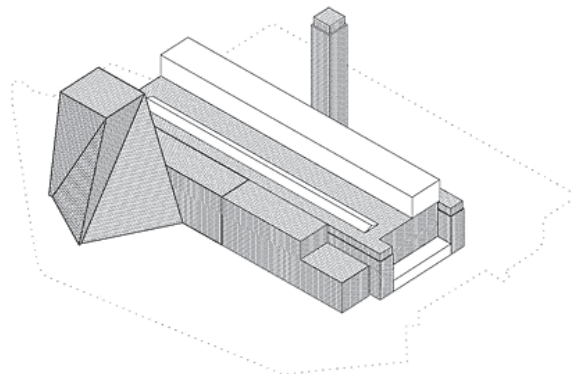
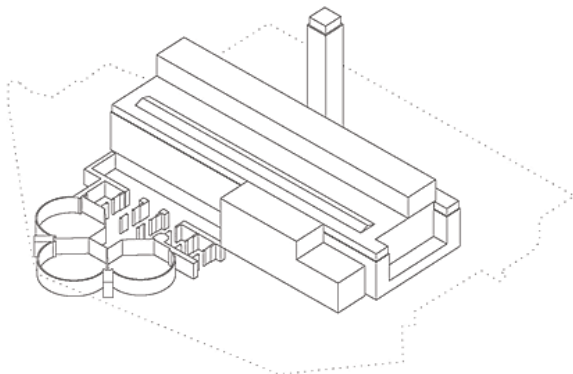
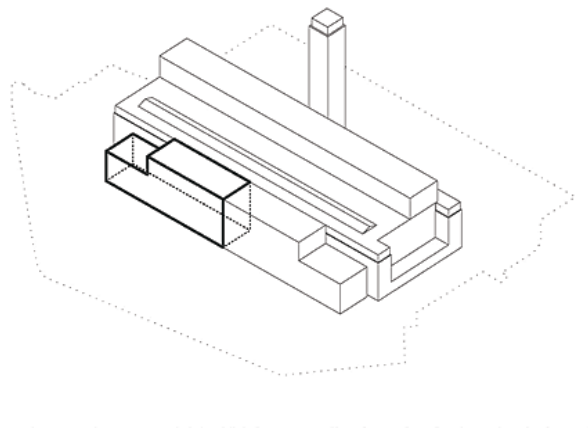
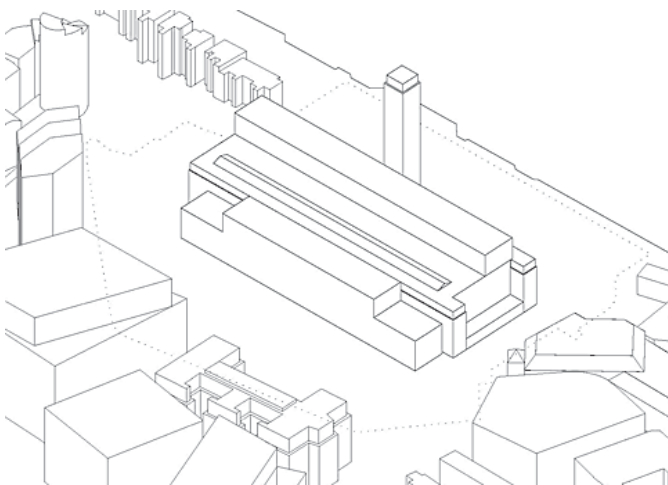
Bar/Restaurant



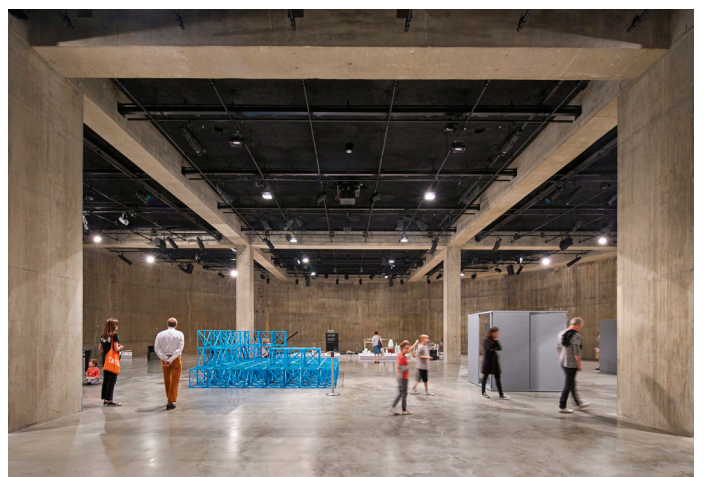
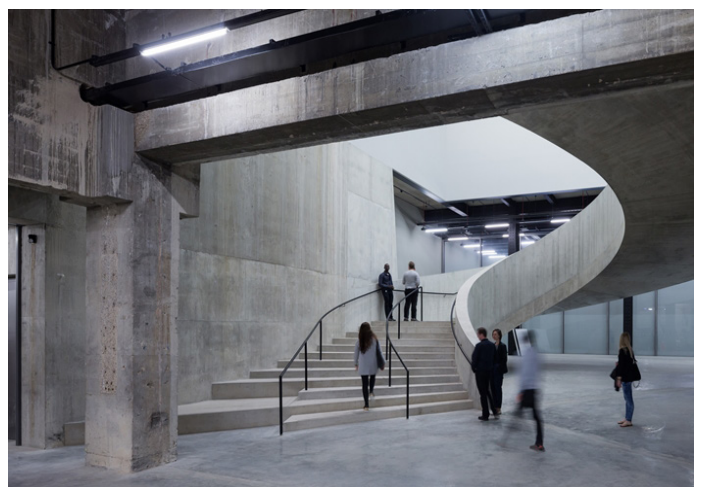
Heritage



https://afasiaarchzine.com/2011/02/herzog-de-meuron_12-3/



https://afasiaarchzine.com/2011/02/herzog-de-meuron_12-3/





F O L I E R I C H T E R

Sector: Housing, student residences, restaurant, office

Location: Montpellier, France

Address: 1 Rue Proudhon, 34090, Montpellier

Architect: MVRDV

Completion: Not built yet

“Since the 18th Century, the follies of Montpellier have been markers for the architectural history of the city. The Follies helped to add new ways of living, new features, new programs in the city, giving it a significant value and broadening its appeal for both residents and visitors. Follies of the 21st Century are an opportunity to affirm the centrally metropolitan Montpellier while reaffirming its commitment to creativity, innovation and architectural audacity, forming new urban landmarks whilst providing added value to the city. They are objects that are therefore used as reflections of the innovative attitude of the city. What Follie should be built in the 21st Century? What story shall it tell and how? How could this form react with the site, with its neighbourhood and its territory? Could we reflect, in some way, the current state of urban Montpellier? ”⁵

This new complex that will be built in Montpellier has been designed by MVRDV. The concept is represented by a series of pre-painted blocks where each one finds its function based on its location. These blocks form a “vertical village”⁶ articulated with different litters to have a strong social impact and establish themselves as a symbol in the city center. In the spaces created between blocks, the architects have added some green elements, such as gardens and green public areas. The dimensional differences that can be seen in the composition are used to allow each space to benefit from the maximum possible natural light. The volumes and the lower spaces are dedicated to the students and each floor has specific areas for conviviality.

5,6:Folie Richter, <https://www.mvrdv.nl/en/projects/folierichter>



Housing



Low emission



Shops



Office



Tourism



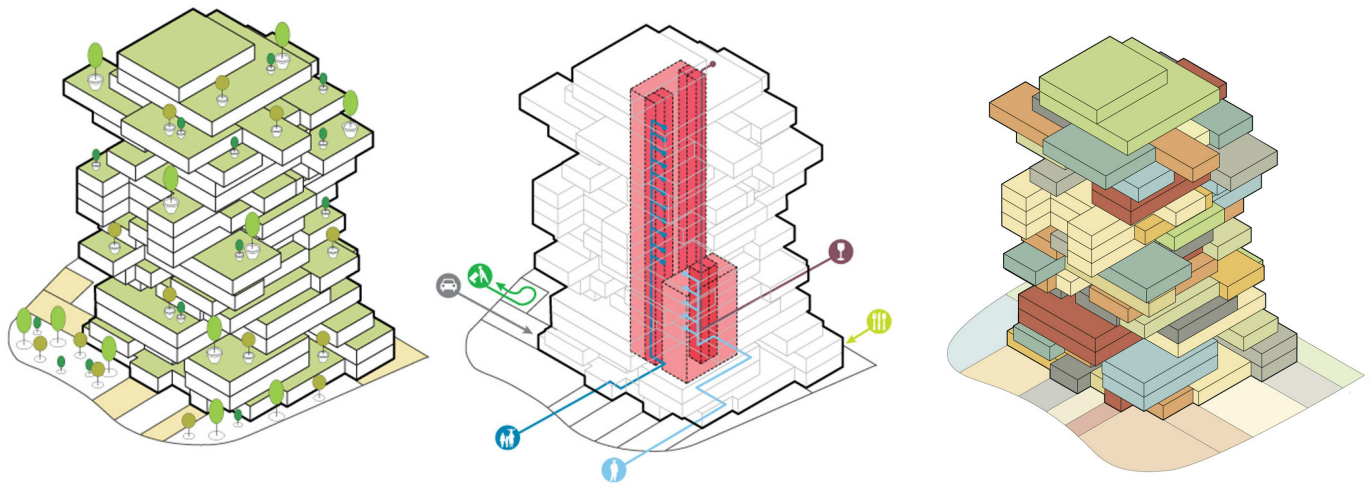
Creativity



Bar/Restaurant



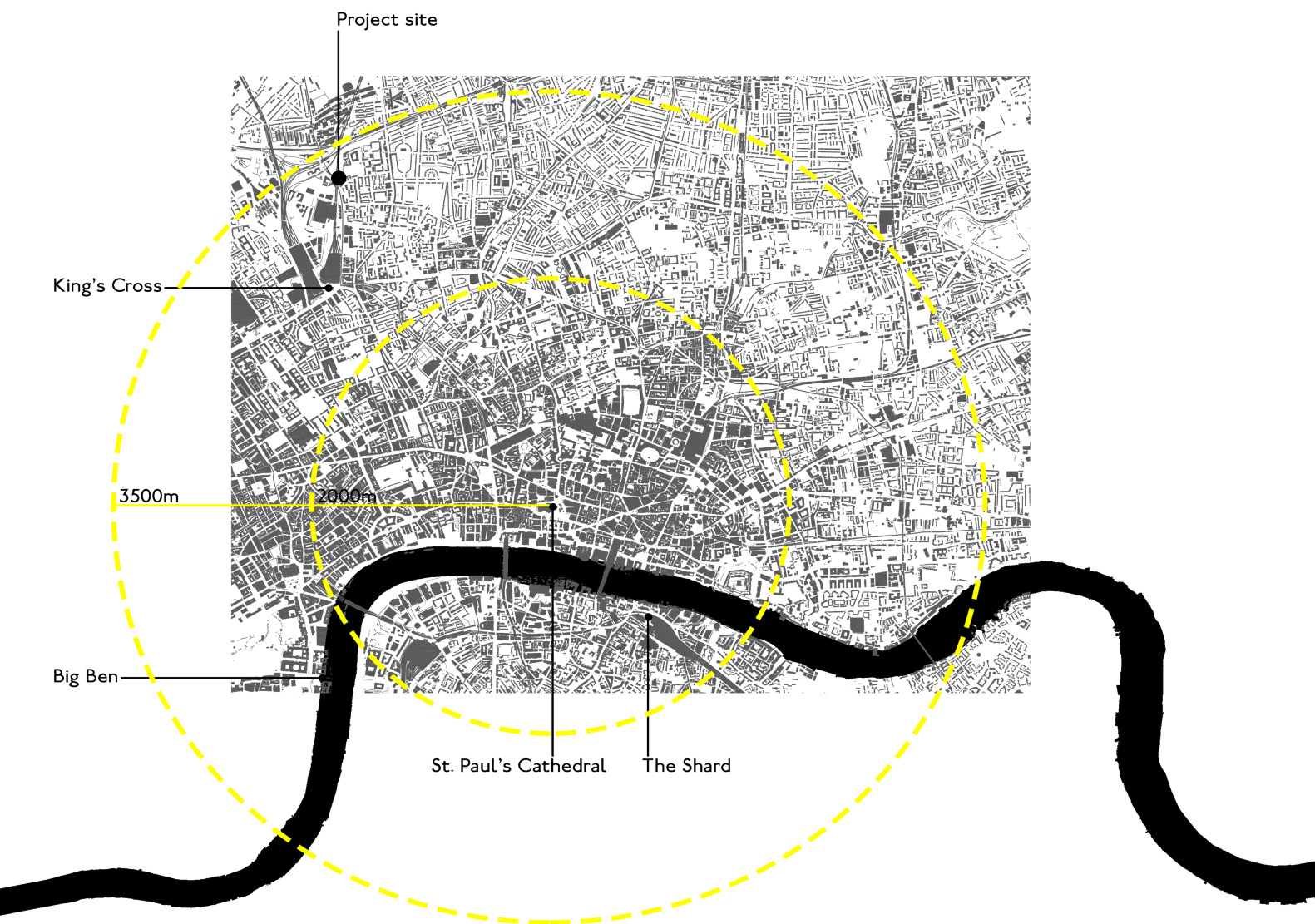
Heritage





A photograph of a modern urban courtyard. The courtyard is paved with light-colored stone tiles. On the left, a multi-story building with a grey facade and large windows is visible. On the right, another building with a similar facade is seen. In the background, a taller building with a prominent red-brown metal frame and glass panels rises above the courtyard. Several people are walking through the courtyard. Two large, rust-colored, bowl-shaped planters are positioned on the left and right sides of the foreground. A semi-transparent white rectangular box is overlaid in the center of the image, containing the text "YORK ROAD TOWN".

YORK ROAD TOWN



The project site is near the King's Cross new development and take part into it. The area adjacent to King's Cross station has recently been redeveloped with the advent of economic capital for the 2012 Olympics. The station is the hub of the project and has become one of the main hubs of the London tube. The intervention carried out at the station is partly conservative: the main structure has been maintained leaving the memory intact, while it has undergone an addition and aggregation intervention regarding the roofing. All the neighboring area has benefited from this work of regeneration, in fact companies of the caliber of Google have chosen to move their headquarters in the new buildings

that arose in this area. Many of the interventions carried out in the area conserve the building's external envelope, a very common practice in London, but abandoned its functions and adding, where possible, extensions and innovations to improve its quality. It was a project that involved the entire urban area, creating new squares, where people can enjoy the project with water and vegetation. Will be the site where creativity, housing and manufacturing meet each other and become something new. Something who will change the way of life in a better way by the way thank you to the re opening of the tube in York Road Station.



▲Granary Square inside of King's Cross regeneration



▲York Way, view of new residential and office buildings



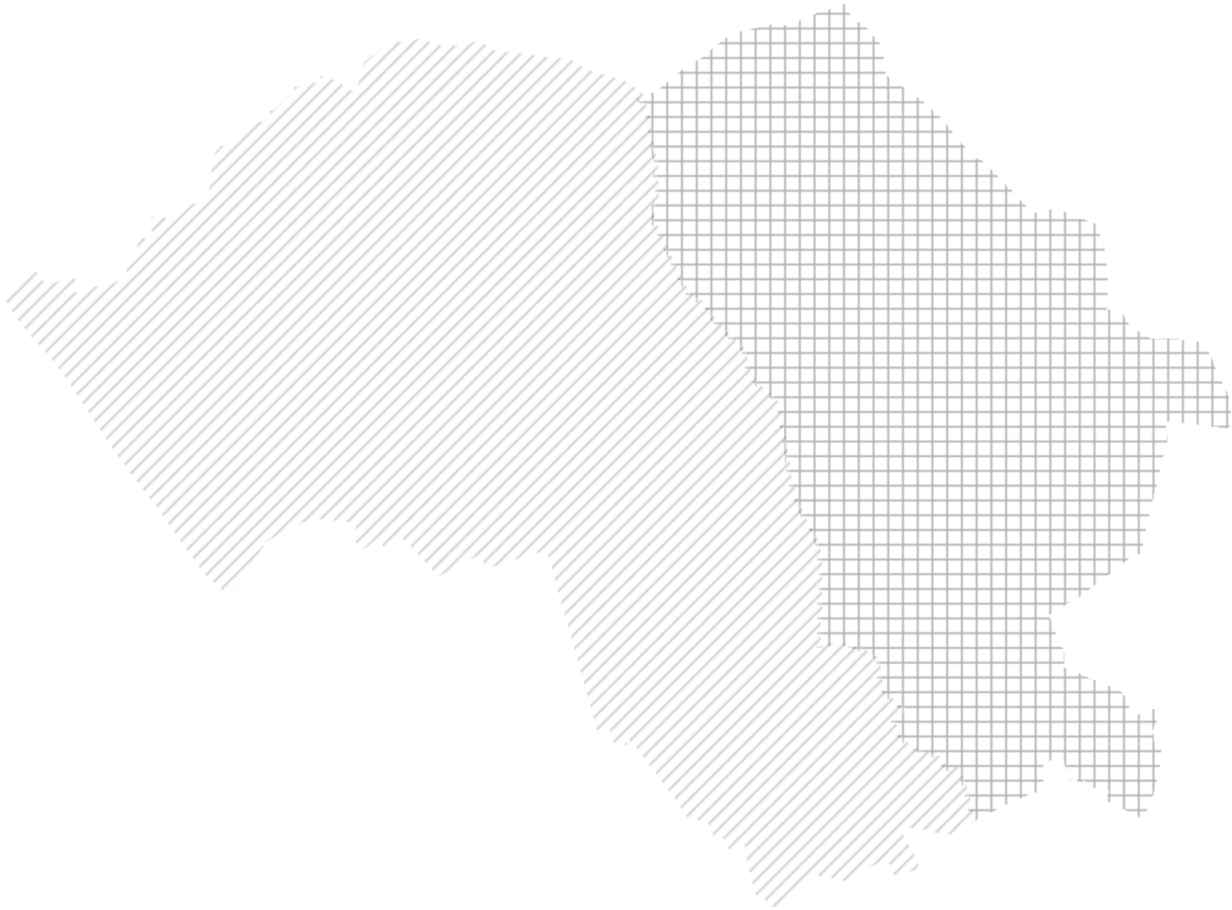
▲Granary Square, difference between ancient and new



▲Granary Square, conservation and addition project



▲ Granary Square, conservation and innovation

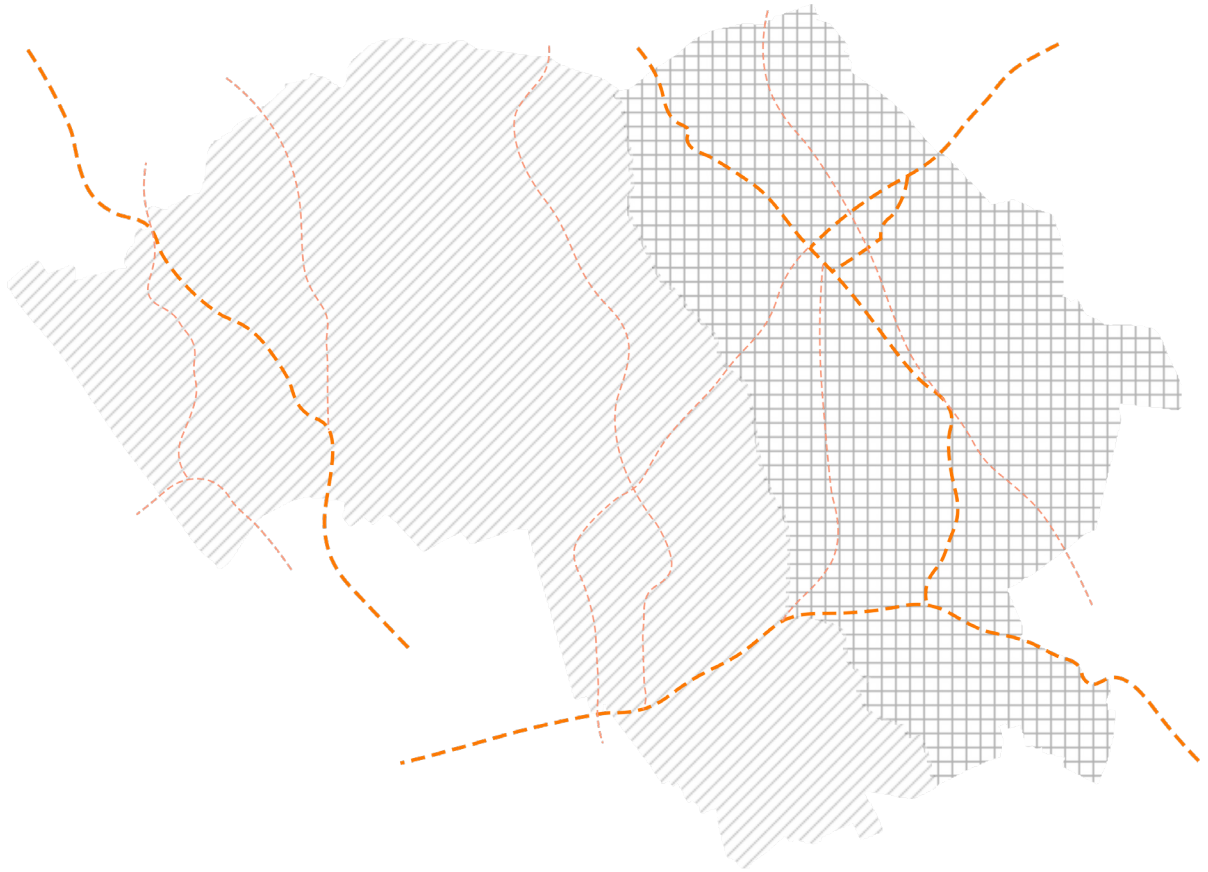


▲Borough of Islington (right) and borough of Camden (left)

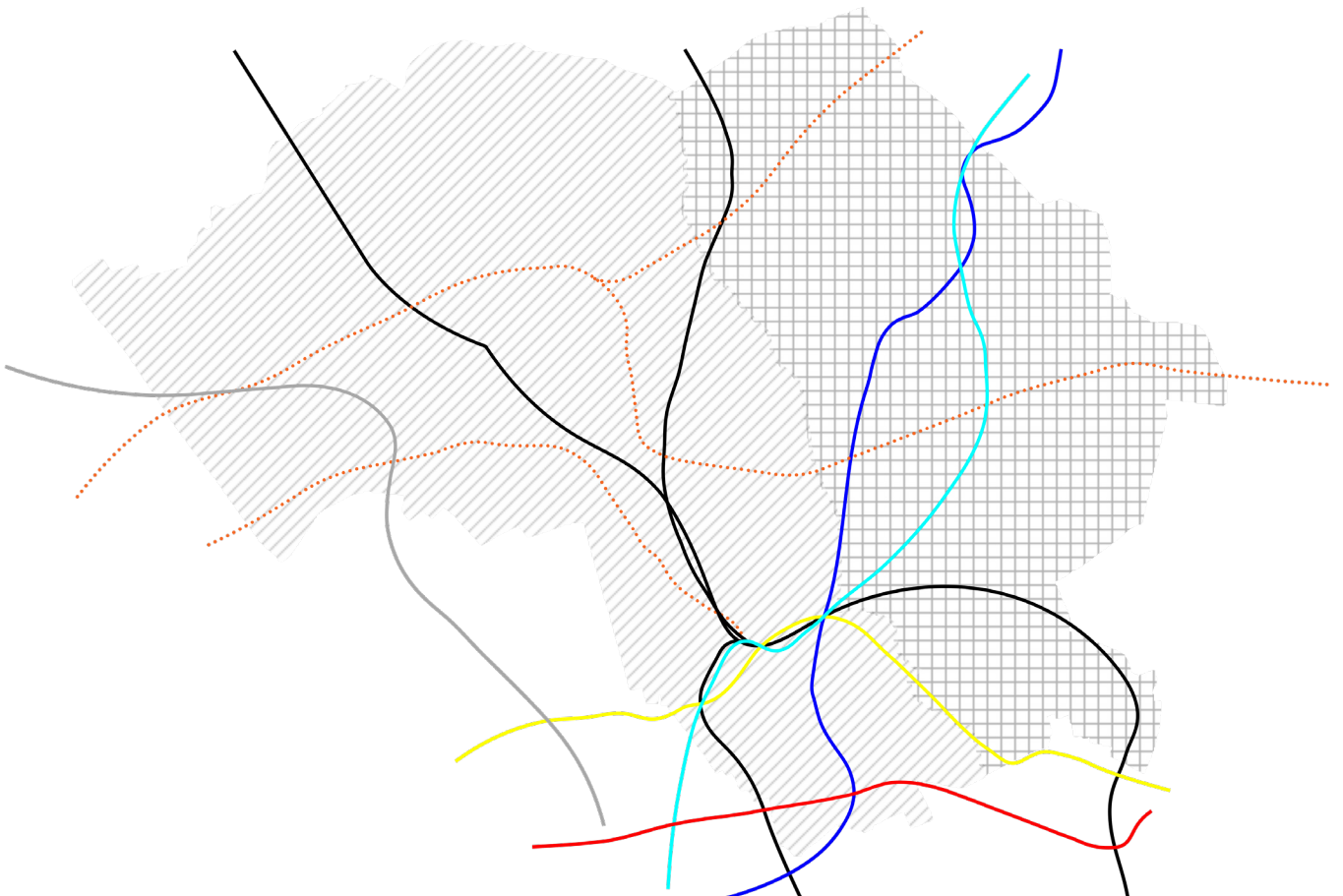
Islington and Camden are two of the main councils in London and are also among the most expensive neighborhoods in the city, in fact one of the main problems in the area concerns housing. The most important policies of the municipalities concern the obligation, for new residential interventions, to allocate at least 50% of the intervention to social housing. As explained, however, by Islington's principal housing policy officer¹, this rarely occurs, as during negotiations to obtain building permits, the contractor often decreases the percentage of houses to be donated to the municipality in favor of his personal interest. Being able to get a number that is around 15% is a good result for the council. Also because a large part of the apartments sold can be cataloged within the luxury market, which makes most of the new buildings for London citizens inaccessible. In addition to guaranteeing a part of the housing for social housing,

the major interventions of the major companies, to be carried out, must reach sustainability standards appropriate to the new policies. These standards fall within the BREEAM protocol. To reach the maximum level of this certification there are scores that are assigned both on the basis of the energy level reached, and the sustainability of the materials used during construction. The first building to reach the maximum rating in London was the new Bloomberg headquarters, designed by Foster + Partners. Reducing waste, polluting less, making London greener, is the main objective of the two municipalities that follow the directives of the London's plan drawn up by the mayor.

1: Alex Evans, principal housing policy officer of Islington, Housing Strategy, Improvement and Partnerships Islington Council, during an interview.



▲ Islington and Camden main axes



▲ Islington and Camden transport



"To help achieve our housing vision we have identified four priorities through consultation with our key stakeholders, including residents:

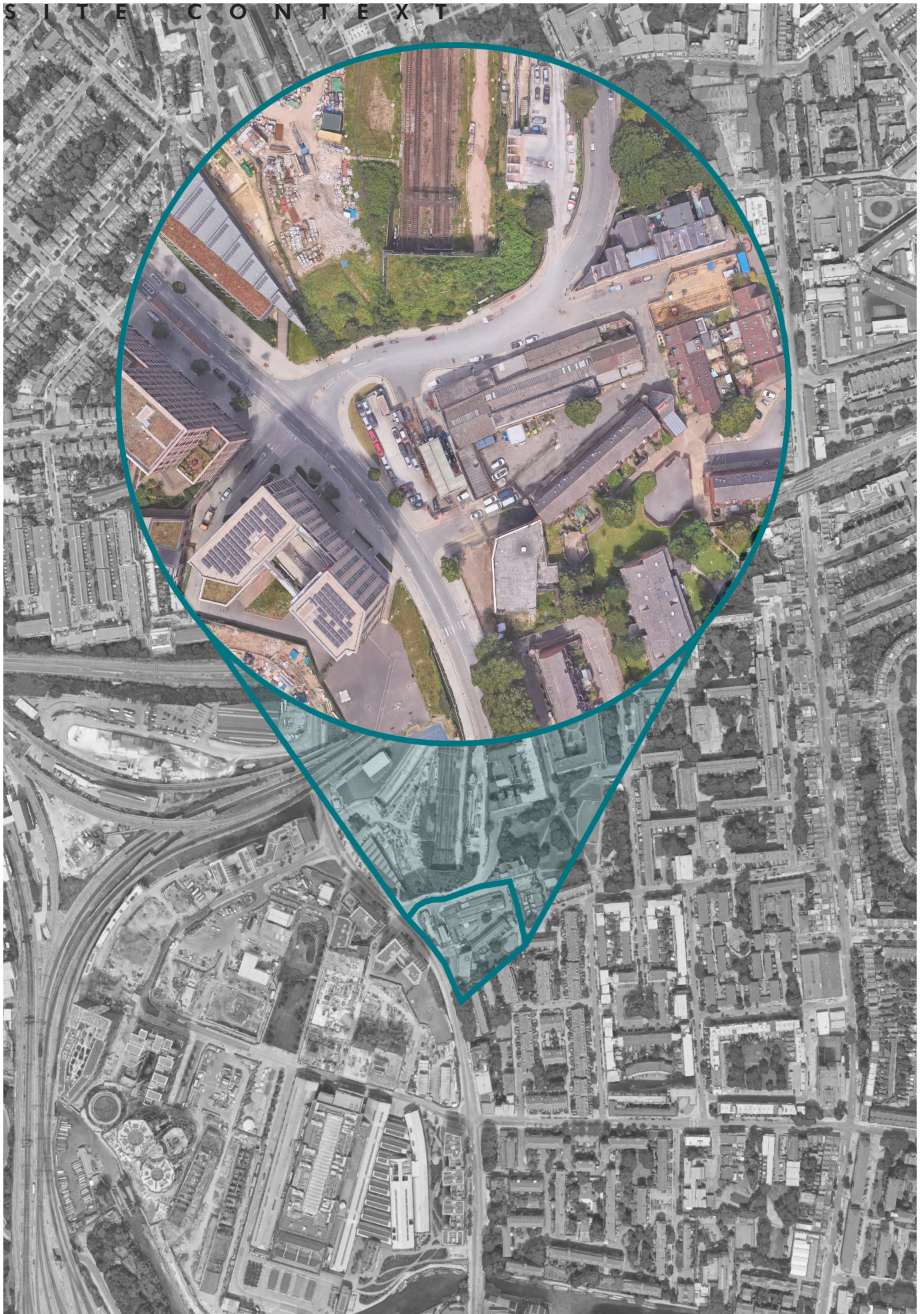
- a) Increase supply and choice*
- b) Provide well managed and well maintained places to live*
- c) Improve health and wellbeing*
- d) Prevent homelessness and provide options*

We aim to bring down the cost of living through delivering our housing objectives, including working in partnership to achieve better outcomes for education, employment and health. We want to ensure our estates are good places to live and the Housing Asset Management Strategy 2013- 2043 identifies our priorities for investment in our homes. We will continue to improve performance in managing councilowned homes through increased resident engagement and involvement in helping to shape and improve services. We will seek to ensure high standards of

*management and good quality housing services are provided for housing associations and private sector residents. We will work together to improve neighbourhoods to make stronger and sustainable local communities during the current challenging economic times and beyond. We will support families to manage the cost of living crisis, and those who need help into work to reduce the number of families who experience poverty in Islington. Secure and affordable housing is an enabler. Housing has an important role in shaping healthy places, preventing ill health, supporting residents into work, and tackling child poverty. We will continue to improve the condition and energy efficiency of homes because of the significant impact housing has on the quality of life of residents."*²

2: Housing strategy ,2014-2019, Islington, <https://www.islington.gov.uk/housing>

S I T E C O N T E X T



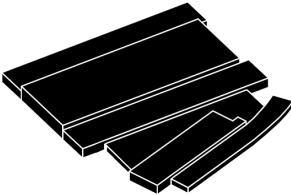


S O L I D S



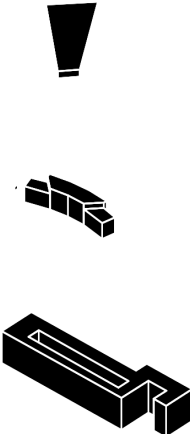
V O I D S

commercial



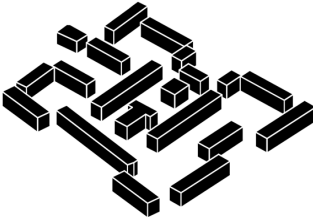
80871m²

services



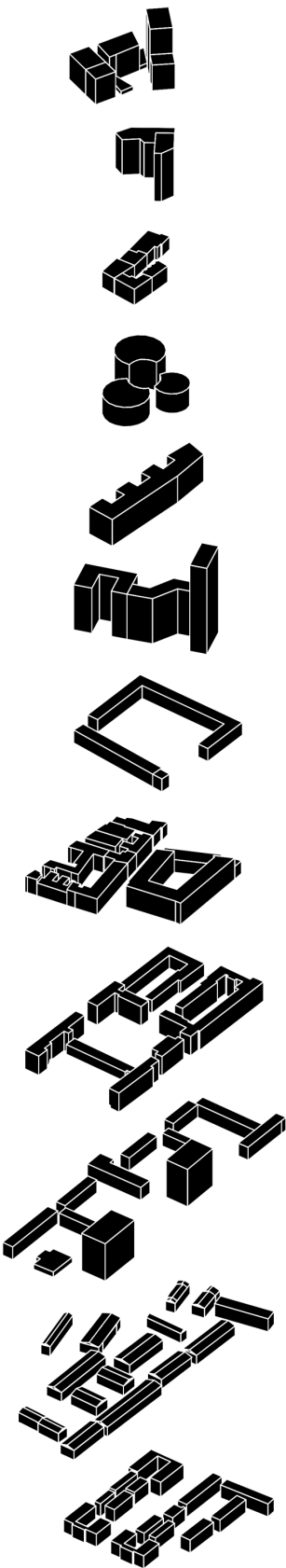
13451m²

social housing



32208m²

private residential



315560m²



■ School

■ Commercial

■ Hospital

■ Private residential

■ Abandoned

■ Social Housing

DESIGNATED USES



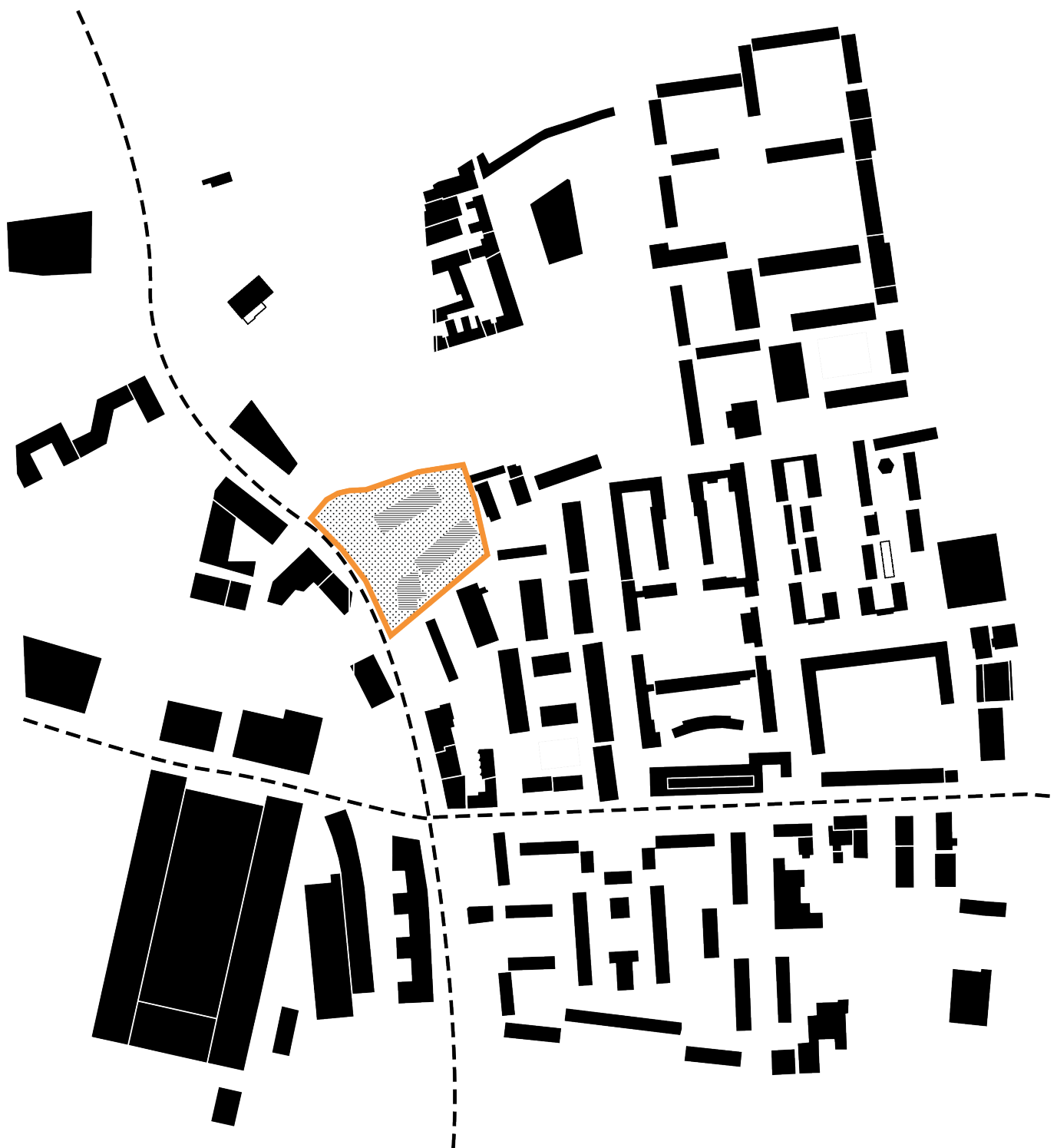












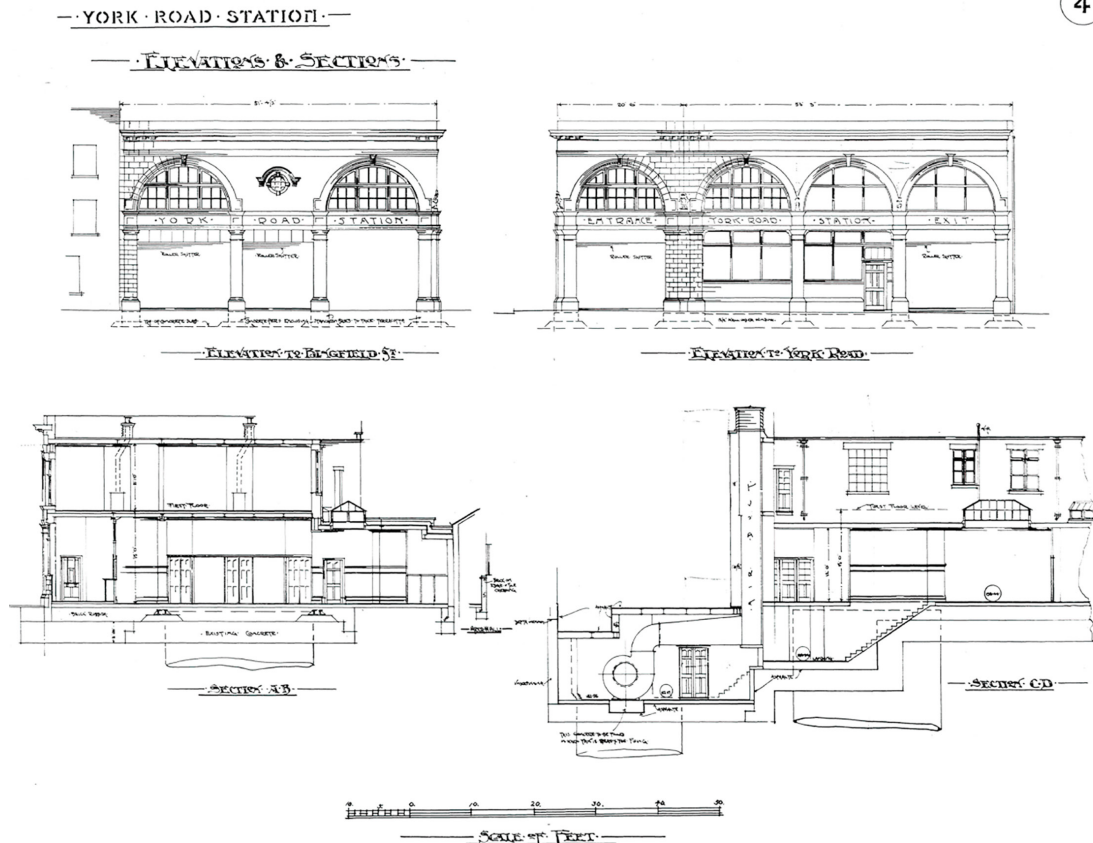


The idea starts with a listed building: York Road station. This is an abandoned tube station through which the growth of a new district begins. The reopening of the station plus a regeneration of the area will bring new life and new people around the neighborhood. The most important values will be the new building that will contain services, residential and commercial, but not the least will be the renovation of the local houses that will change function to become offices and coworking spaces. Through the knowledge of the deficiencies of the district the program established for the implementation of the intervention is based on the insertion of those functions through which you can really regenerate the site.

The project starts from the abandoned buildings found in the area, especially the station, central

point of the regeneration, to add new life and new work through the increase of social housing and the creation of common space for different types of work.

The new idea of living is established in a scenario, which sees this moment as a beginning, and thanks to the use of residential prefabricated cubes wants to be a point of reference for the future, to better adhere to the new housing policies of the city and be an easy tool for every building reconversion.

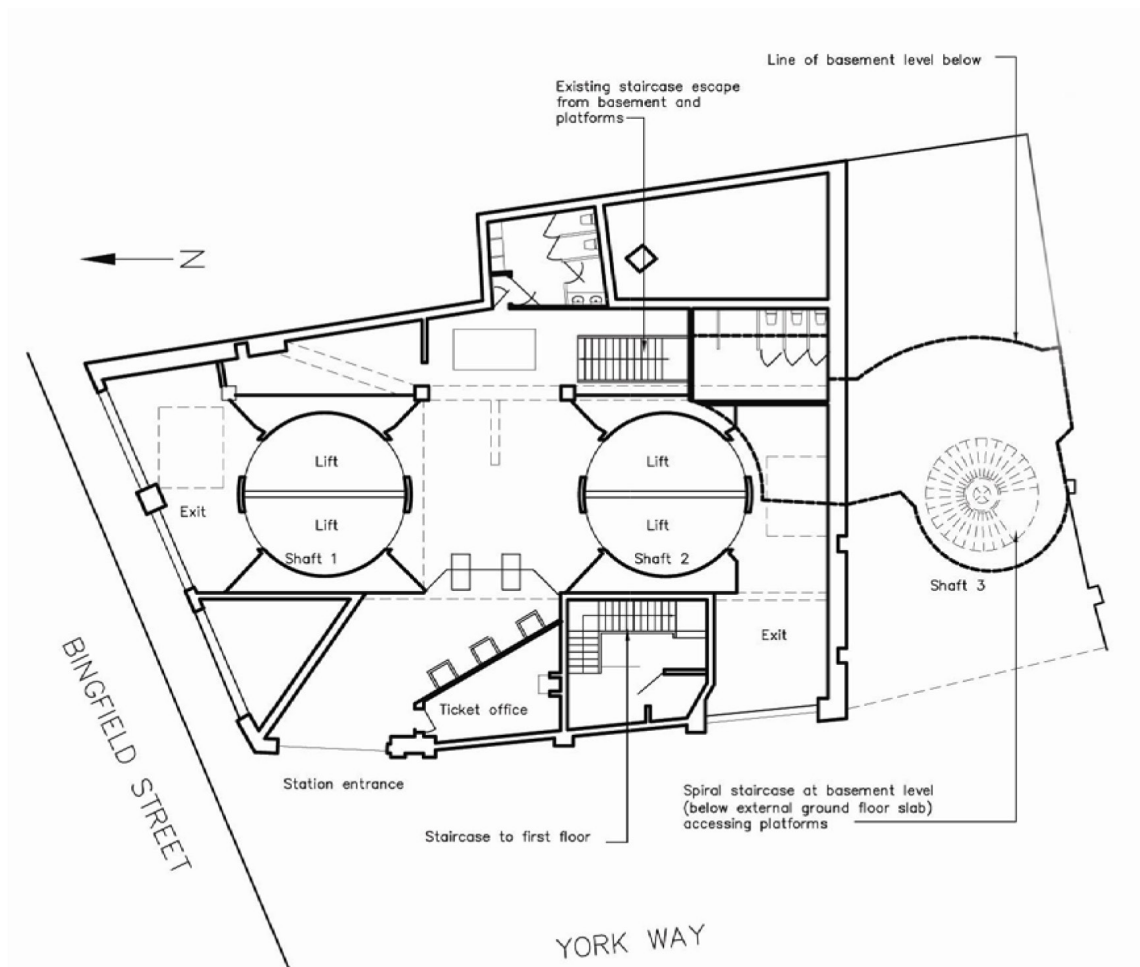


1

The station was designed by Leslie Green, located at the intersection of Bingfield Street and York Way. It was inaugurated in 1906 and took part in the line called Piccadilly. The building belongs to TFL (Transport for London) and is located in Islington borough. It was closed in 1932, because surrounded by the industrial zone, it did not find enough users to keep the costs of the service. The façade of the building does not present great structural damage, although it survived the Second World War, in fact you can still notice the original writing on the façade. Six windowed arches are visible that characterize the shape of the station. The bright red tiles allow easy recognition from the distance and are typical of London's metropolitan stations of that period. The access was located in the corner of the building, and as soon as you entered on the right there was the ticket office. Passing through the turnstiles there were two blocks consisting of

two elevators each. Behind the ticket office was a staircase that led to the second floor of the building, intended for staff offices. The height between the station and the rail level is 27.15 meters.

"Each original platform was approximately 350ft (106m) long and at a height of 0.5m above rail level. The tunnel accommodating the platforms is noted at a diameter of 21.0ft (6.36m). It can be assumed that the width of the surface of platform level was approximately 2.9m from edge of coping to back edge, although it also needs to be stated that because of the curvature of the tunnel coming in at this back edge, the full headroom could not be achievable over this entire width. In addition to the 3no. central cross passages accessing the stairs and lifts, an additional 2no. cross passages were also provided, set back a prox. 15m from the end of the platforms. The cross passages are approximately 10'0" (3.0m)



2

in diameter with a 1.85m opening onto the platform. Immediately off the end of the eastbound platform (going towards Caledonian Road), a facing crossover was provided.”³

In 1999 the station was listed and is present in the Islington’s Register of Locally Listed Buildings: “FORMER YORK ROAD STATION, Former York Road Station, York Way, N1. 1 1906 1906, Leslie Green, former station for the Great Northern, Piccadilly and Brompton Railway closed in 1932. Claret-coloured faience tiles, dentilled cornice. Four arched bays to York Way, two bays on splay. Shadow of original lettering clearly visible. B 22/10/99 1636”⁴

Today, York Road Station takes on special importance due to the interventions that are taking place nearby. King’s Cross station is just over a kilometer and its regeneration has led to a large number of investors developing the area. Not just King’s Cross but one of the symbols of Lon-

don, the British Library, is just steps from the station. All this area is called in the mayor’s plans as “Core Strategies Areas”, in fact it is a central area that was characterized by a mainly industrial land. Despite this huge reclamation work and the huge flow of money that arrived in the area, the station with its neighboring area has not yet been affected.

3: Halcrow Group Limited, *London Underground Ltd York Road Station Re-opening*, Volume 1 Technical Pre-Feasibility Report, March 2005

4: Islington, *Register of Locally Listed Buildings and Locally Significant Shopfronts*, April 2010

Figure 1,2: Halcrow Group Limited, *London Underground Ltd York Road Station Re-opening*, Volume 1 Technical Pre-Feasibility Report, March 2005

In London, buildings that have historical or architectural importance are included in a list. This list can be viewed online through the National Heritage List for England and applications for new entries or removals from the list must be submitted to Historic England and scrutinized directly by the Secretary of State. In 2016 there were 377587 listed buildings in England. There are two macro-groups that initially divide buildings by national or local importance. Each of these macro-groups is divided into three sub-categories. As for the National listed buildings there are 3 degrees of protection: Grade I buildings are the buildings of great interest, only 2.5%; Grade II * buildings are 5.8% and represent items of special interest; Grade II buildings represented by 90% of listed buildings that have a high conservation interest. ⁵

When a building is not of national interest it does not mean it is not an important building for the borough. The second macro-group in fact concerns the locally listed buildings. In order to intervene on these buildings the opinion of the secretary of state is not necessary, but the intervention must be agreed with the council of belonging. Depending on the historical importance they are divided into A, B and C grades of listed buildings. The station as previously mentioned is a locally listed building-Grade B.⁶

To work on this building it is necessary to know the values assigned in the National Planning Policy Framework, which allow a complete knowledge to be acquired before the operation. The interests are divided into: Historic Interest, the knowledge of the history of the building and the meaning that the building has as a symbol for the community; Architectural and Artistic Interest, concerning in particular the aesthetic connotation according to the sciences of architecture and sculpture; Archaeological Interest, which investigates the various human actions that have

changed the building.⁷

Historic England's Conservation Principles (2008) has developed a method to establish criteria for achieving complete "Heritage Values". The following aspects should be assessed: Evidential Value, Historical Value, Aesthetic Value, Communal Value. So before intervening on the station the previous principles were evaluated.

S U M M A R Y O F S I G N I F I C A N C E

Evidential Value:

*"Evidential value derives from the potential of a place to yield evidence about past human activity"*⁸

"Evidential value derives from the physical remains or the genetic lines that had been inherited from the past. The ability to understand and interpret the evidence tends to be diminished in proportion to the extent of its removal or replacement" ⁹

York Road station is in the site from 1906, and thanks to its red colour it's a symbol of the street. Even if the station was only used for thirty years it contributes to the aesthetics aspect of the district is important. There is a strong potential of that place about past human activity thanks to its conservation that is quiet in a good shape. Therefore, its evidential value is to be considered low.

Historical Value:

"Historical value derives from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative." ¹⁰

"The historical value of places depends upon both sound identification and direct experience of fabric or landscape that has survived from the past, but is not as easily diminished by change

or partial replacement as evidential value. The authenticity of a place indeed often lies in visible evidence of change as a result of people responding to changing circumstances. Historical values are harmed only to the extent that adaptation has obliterated or concealed them, although completeness does tend to strengthen illustrative value.”¹¹

The station is of historical interest as an important artefact preserved in good condition for its age. The building was in first a station. Then it has passed the two World Wars and its tunnels, in particular for the second Great war, were used as shelters during the air raids. The building therefore has a symbolic value as an object of stories passed down through generations. Even considered it the historical value of the building is low.

Aesthetic Value:

*“Aesthetic value derives from the ways in which people draw sensory and intellectual stimulation from a place”.*¹²

*“Aesthetic values can be the result of conscious design of a place including artistic endeavour. Equally they can be the seemingly fortuitous outcome of the way in which a place has evolved and be used over time. Many places combine these two aspects... Aesthetic values tend to be specific to a time cultural context and appreciation of them is not culturally exclusive.”*¹³

*“Design value relates primarily to the aesthetic qualities generated by the conscious design of the building, structure or landscape as a whole. This embraces composition (form, proportions, massing, silhouette, views and vistas, circulation) and usually materials or planting, decoration or detailing, and craftsmanship.”*¹⁴

The building is dated 1906 and is a station

designed by Leslie Green. It is made up of six full-height arches and was developed with the Arts and Crafts style, becoming a symbol of the whole of London, like all Leslie Green stations that stand out for their red majolica coating. It is located on the Piccadilly line and the changes suffered during the years on the ground floor and on the first floor have reduced its historical character to a minimum. Therefore the aesthetic value is considered to be of medium value.

Communal Value:

*“Communal value, derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. Communal values are closely bound up with historical value, but tend to have additional and specific aspects”*¹⁵

This Station has an historic and architectural built character, framed by the attractive colours and archs. The designation of this as a local listed building preserves this part of Islington’s history and contributes to local identity. On the other hand the building is disused and now is used like a rubbish and car deposit. It’s a sad situation that a building like this is neglected and left to itself. The station has a big importance for the population that live nearby the area. This was a symbol during the World Wars of resistance and now it is continuing to preserve the memory and maintaining a good condition facade. The overall communal value is therefore high.

Conclusion:

According to the criteria outline in “Conservation Principles, Policies and Guidance” emerges that the greatest significance is represented by the Communal Value, which gives the station the name of “landmark”. Despite the average Aesthetic Value the Evidential and the Historical

Value are low. Adding up all the aspects, the Heritage Value acquires a medium-low value.

JUSTIFICATION STATEMENT

In order to regulate the approach to listed buildings, policies have been drawn up that allow for the follow-up of guidelines on the conservation of artefacts. The national idea is to try to preserve the original use of the place and the façade, when it presents a historical or aesthetic relevance. There are several policies to deal with, some at the national level, others at the local level, while others are good practice advice. To draw up a complete report it is necessary to compare each one of them.

National Planning Policy Framework (NPPF):

“Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;*
- the desirability of new development making a positive contribution to local character and distinctiveness; and*
- opportunities to draw on the contribution made by the historic environment to the character of a place.”¹⁶*

The building will be mainly used for a station use which is to some extent consistent with the original use of the building. Currently, the building is very underused and has not been a station for many years. The proposal seeks to re-use the station and recreate a new creative district that will the use of the nearby area will create a public benefit for all the resident in Islington and Camden.

“Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal.”¹⁷

“In determining applications, local planning authorities should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- The desire of new development making a positive contribution to local character and distinctiveness.”¹⁸*

An understanding of the significance and characteristics of the heritage assets and the site has informed the design concept throughout. Opportunities were taken in areas that could be improved and the reopening of an underground station is an occasion to transform a district.

'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'*" ¹⁹

Maintaining the façade history of the building, the aim is to reuse the station by modernizing it with the addition of new services. In fact, the common value of the station is mainly given by its communal value. Create an holistic system where the station connects with the services attached to it in one with the residences and business and work. The goal is to create a creative milieu where the mixité of uses for the building allows you to keep the neighborhood alive at all hours of the day by creating a creative district. The reuse of the station thus becomes a starting point to make the shift of some company that would move work and innovation into the area, flooding it with new positive energy, more appealing and plausible.

Historic England's Good Practice Advice 2015:

"Understanding the extent of that significance is also important because this can, among other things, lead to a better understanding of how

adaptable the asset may be and therefore improve viability and the prospects for long term conservation." ²⁰

The project is focus on the regeneration of the area for creating a new flexibility building that could renovate itself and became part of a bigger process that can change the borough for a long time.

*"Amongst the Government's planning objectives for the historic environment is that conservation decisions are based on the nature, extent and level of a heritage asset's significance and are investigated to a proportionate degree. Historic England recommends the following broad approach to assessment, undertaken as a series of steps that apply proportionately to complex or more straightforward cases: Step 1: identify which heritage assets and their settings are affected Step 2: assess whether, how and to what degree these settings make a contribution to the significance of the heritage asset(s) Step 3: assess the effects of the proposed development, whether beneficial or harmful, on that significance [...]"*²¹

Furthermore, the proposal ensures the continued use of this site for a station use, the original one, but increasing it with more service to achieve the modern standard of a new underground station.

Local Planning Policy: Islington's core strategy 2011:

"B. Development proposals are required to demonstrate, through the use of detailed, clear and accurate drawings and a written statement (Design and Access Statements where appropriate) how they have successfully addressed the elements of the site and its surroundings listed below. Greater onus for demonstrating this will

be placed on major developments, and smaller developments on sites in prominent or sensitive locations:

- i) historic context, such as distinctive local built form, significance and character of any heritage assets, scale and details that contribute to its character as a place;
- ii) urban form, such as building lines, frontages, plot sizes and patterns, building heights, storey heights and massing;
- iii) architectural and design quality and detailing, such as colour, type, source and texture of detailing and materials used;
- iv) movement and spatial patterns, such as definition, scale, use, detailing and surface treatment of routes and spaces;
- v) natural features, such as topography, trees, boundary treatments, planting and biodiversity;
- vi) visual context, such as location and scale of landmarks, strategic and local and other site specific views, skylines and silhouettes, and scale and form of townscape setpieces or urban compositions;
- vii) an understanding of the significance of heritage assets that may be affected; and
- viii) safety in design, such as access, materials and site management strategies.”²²

The project will bring in terms of positive energy and public health a new benefit to the population. A new tube stop and building redevelopment will increase the use of the area creating a new flow of workers and inhabitants.

“i) The significance of Islington’s listed buildings is required to be conserved or enhanced. Appropriate repair and reuse of listed buildings will be encouraged.

ii) The significance of a listed building can be harmed by inappropriate repair, alteration or extension. Proposals to repair, alter or extend a

listed building must be justified and appropriate. Consequently a high level of professional skill and craftsmanship will be required. Proposals to repair, alter or extend a listed building which harm its significance will not be permitted unless there is a clear and convincing justification. Substantial harm to or loss of a listed building will be strongly resisted. [...]

iv) The best use for a listed building is usually that for which it was designed. However, where the original use of a listed building is demonstrably unviable other uses may be permitted provided they do not harm the significance of the listed building. [...]

vi) Applications for listed building consent must be accompanied by a Heritage Statement which demonstrates a clear understanding of the significance of the affected listed building and of the impact on its significance.”²³

The design project has been conceived for creating an interface with the historic fabric and new designed building. After the analysis required for understanding the heritage value of the station, a return to its original function is the better way to act, for renovating the nearby area.

“2.42 Proposals for works to listed buildings should conserve or enhance their significance. Alterations which undermine the viability of a use of a listed building that contributes to its significance will be resisted.

2.43 Historic fabric will always be an important part of a listed building’s significance. Retention of as much historic fabric as possible is therefore a fundamental part of any proposals, together with the use of appropriate materials and methods of repair.

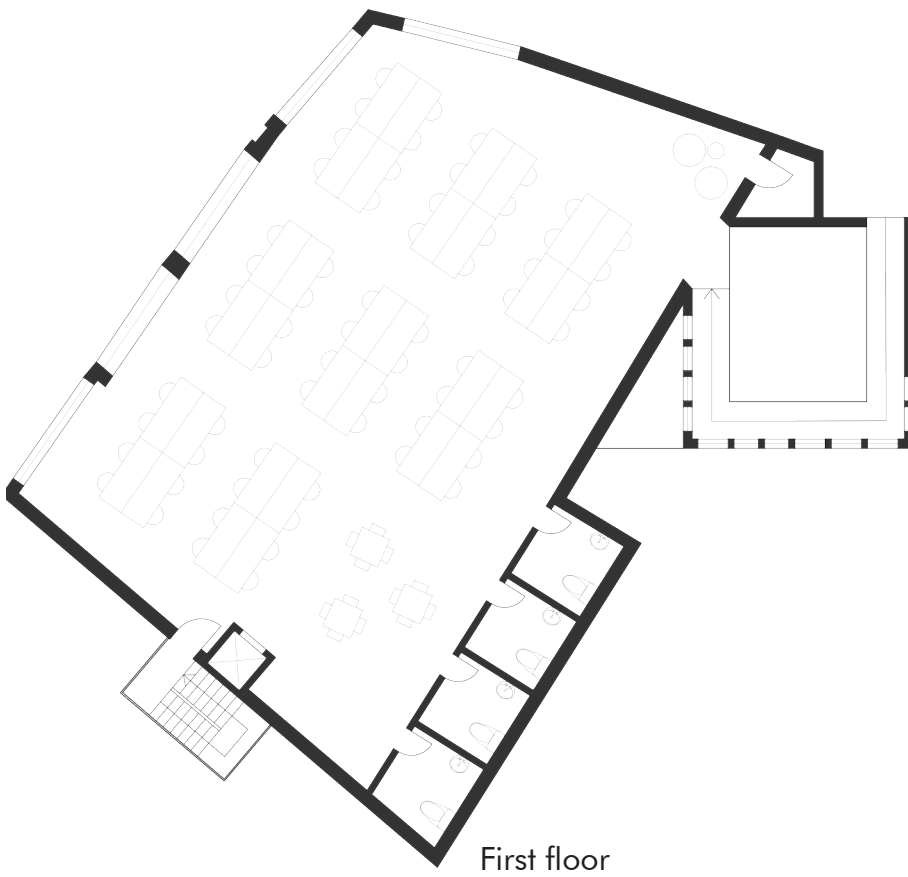
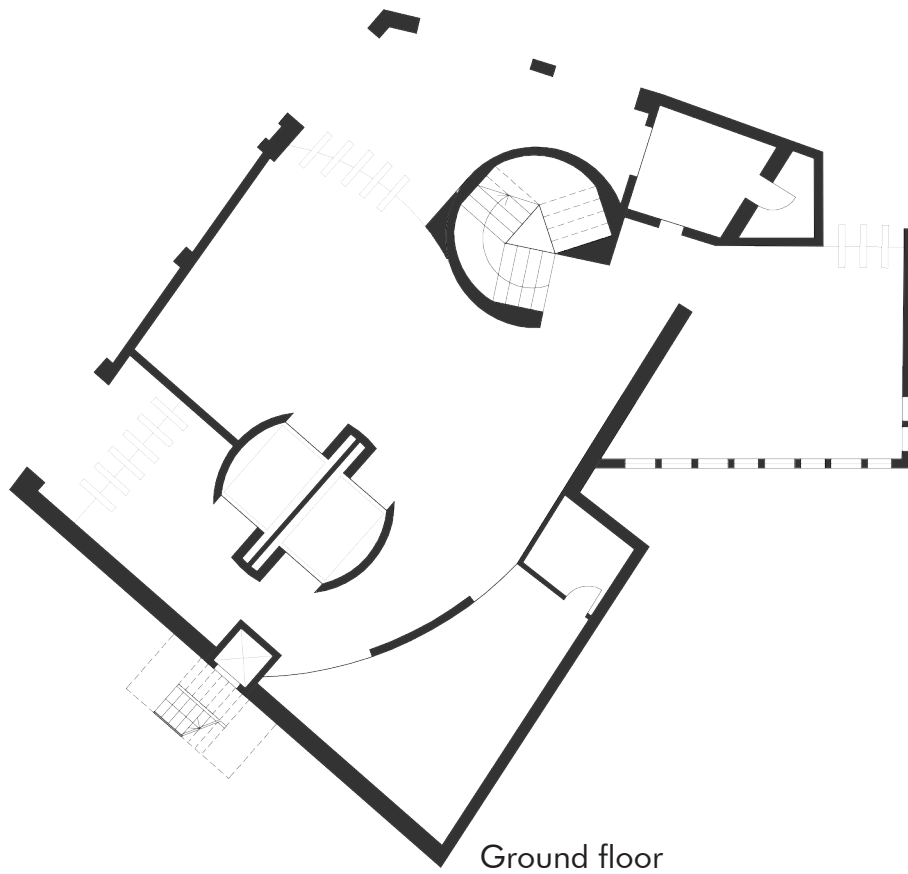
2.50 When repair, alterations or extension works are justified, they must relate sensitively to the original buildings and will normally require

craftsmanship and professional skill of a high standard. In almost all cases, the materials used for alterations, extensions or repairs should match the original. The use of non-traditional materials will not normally be acceptable unless there is sound justification to do so.

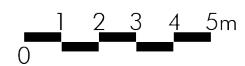
2.51 Development which may also have an impact on the significance of heritage assets should take into account proportion, height, massing, bulk, materials, use, relationship with adjacent heritage assets, alignment and general treatment of setting. Replicating a particular style may be less important, though there are circumstances when it may be appropriate.”²⁴

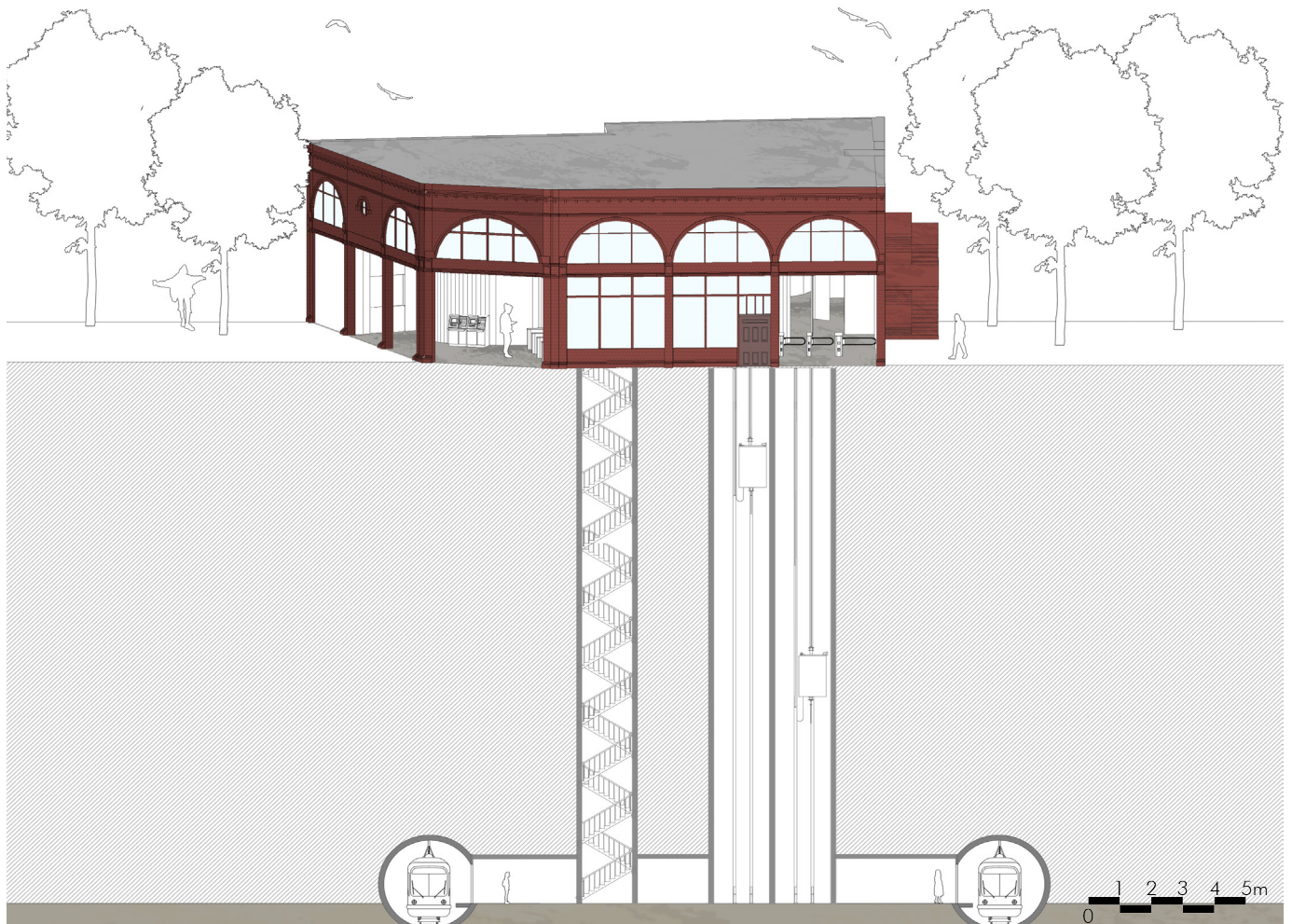
The conservation of the station for maintaining the memory and the significance that this has a symbol for the residents was the choose of the project. York Road is not a static place it has been subject to change and in order to remind a sustainable welcoming and pleasing place it will continue to change.

- 5: *Listed Buildings*, <https://historicengland.org.uk/advice/hpg/has/listed-buildings/>
- 6: Cipolla F. (Dottore dell'architettura, MSc RIBA), Senior Associate - Architect of Stephen Levant: Heritage Architecture Ltd.
- 7: *Conservation Principles, policies and guidance*, (2008)
- 8-15: *Conservation Principles, policies and guidance* (2008), paragraph 35-54
- 16-19: *National Planning Policy Framework* (2018), paragraph 126-134
- 20: *Historic England's Good Practice Advice* (2015), planning note 2. paragraph 9
- 21: *Historic England's Good Practice Advice* (2015), planning note 3. paragraph 12
- 22-23: *Local Planning Policy: Islington's core strategy* (2011), policy DM2.3 paragraph B-C
- 24: *Local Planning Policy: Islington's core strategy* (2011), policy chapter 2.



Project intervention





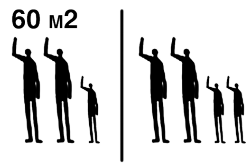
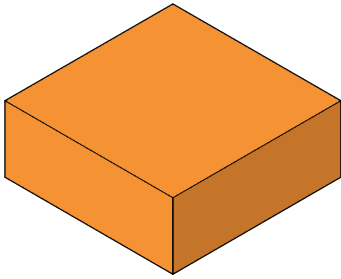
The York Road Station renewal project envisages a conservation intervention acting only minimally to allow adequate accessibility. The project uses in fact the three existing shafts: the first maintains its original function remaining an elevator shaft; in the second one, always inside the station, a ladder is inserted in order to reach the platform of the tracks; the third that is outside is instead used for ventilation. The entry and exit remain the same as the original project of Leslie Green, but a block is merged that allows communication between the station and the neighboring building, allowing easy communication and eliminating the residual space present. To reach the upper floor used as offices, as its original function provided, it was decided to aggregate an external staircase with a modern taste, clad in aluminum panels, to resume the materials with which the new interventions

were carried out. In the platform, as required by the law, suicides have been reported, to prevent possible accidents caused by overcrowding.

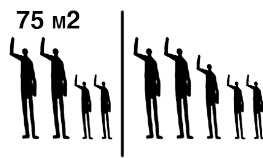
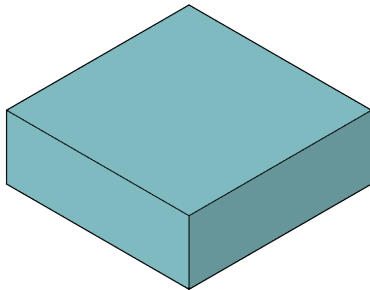
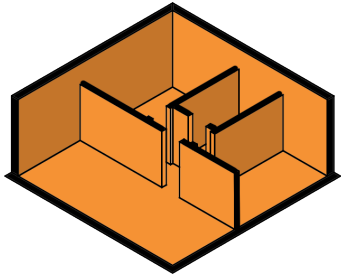
BUILD IN THE BUILT



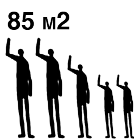
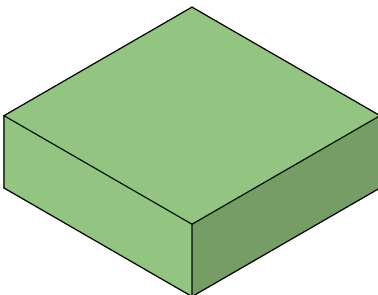
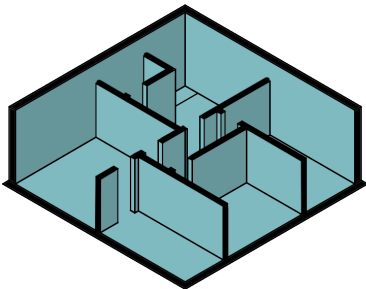
DESIGN CONCEPT THE WORK - HOUSE



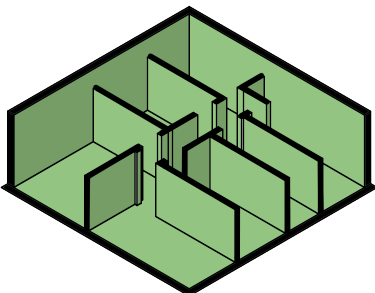
RESIDENTIAL CUBE "S"

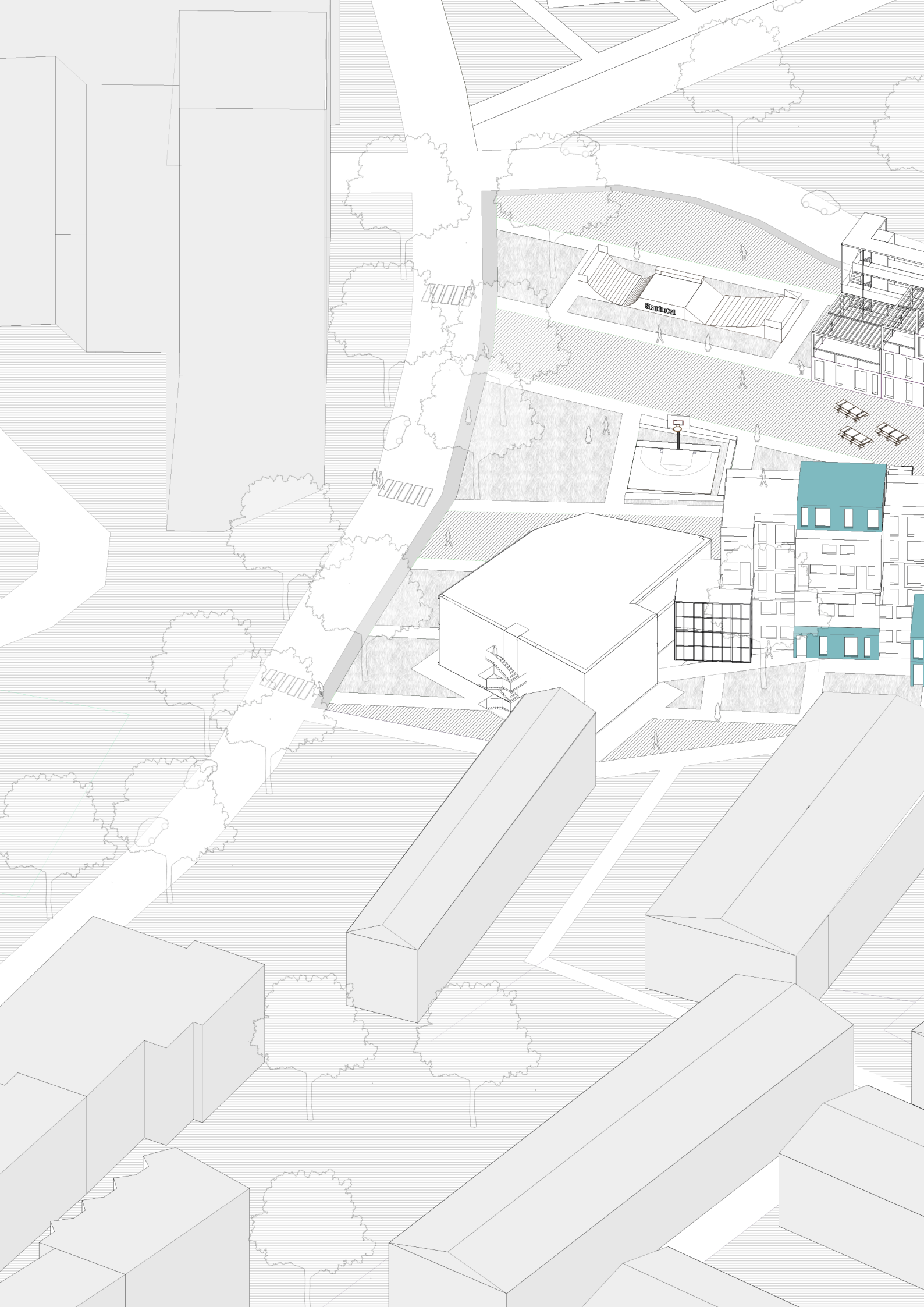


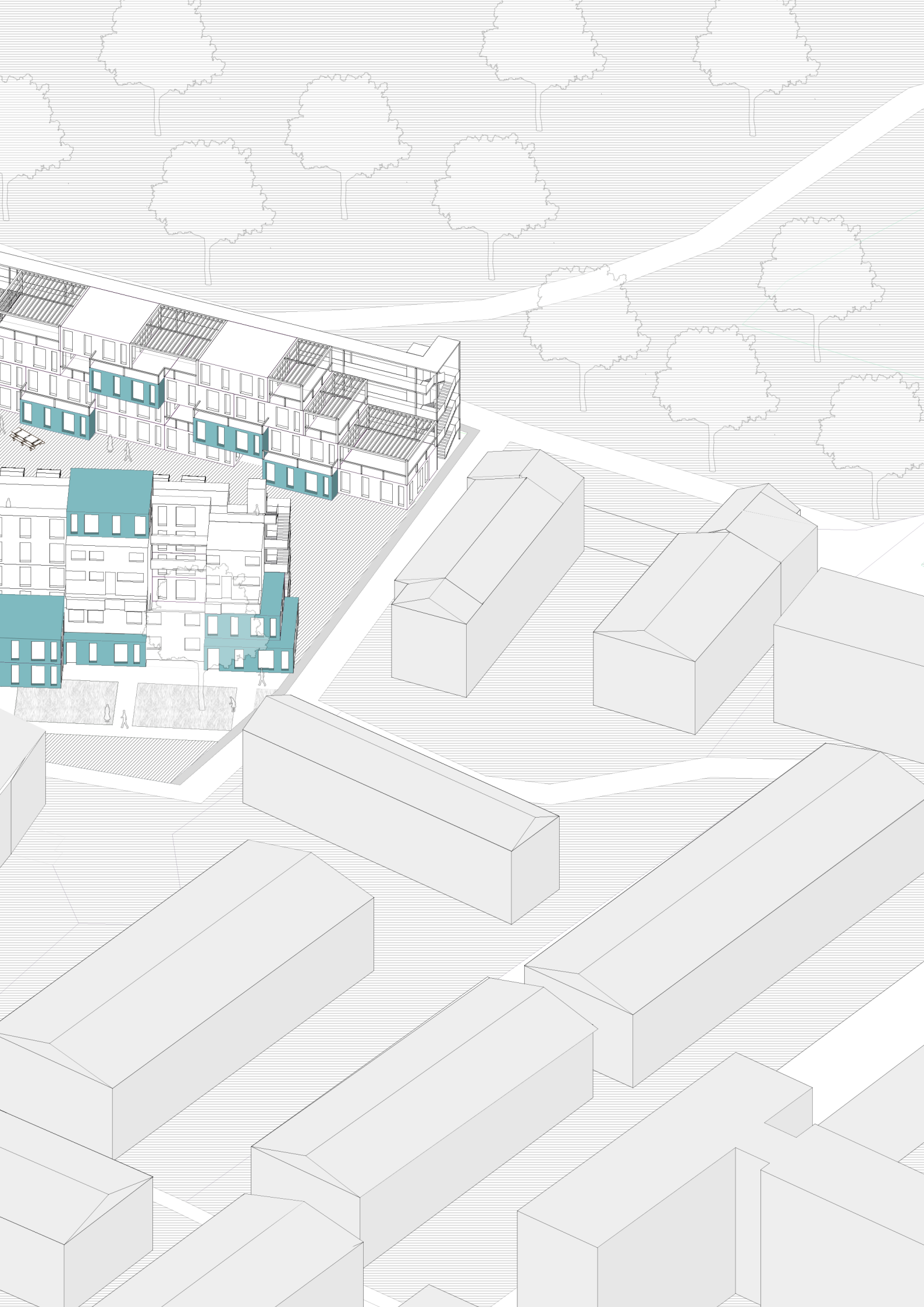
RESIDENTIAL CUBE "M"



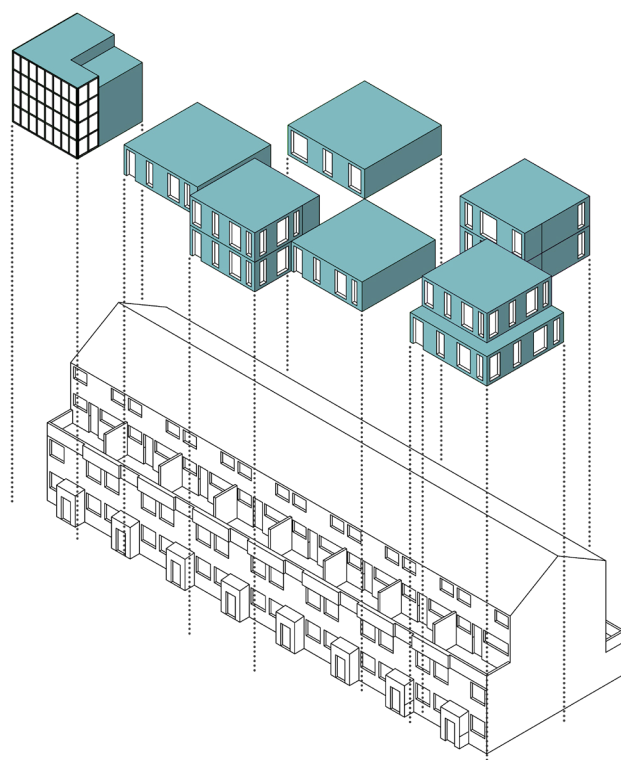
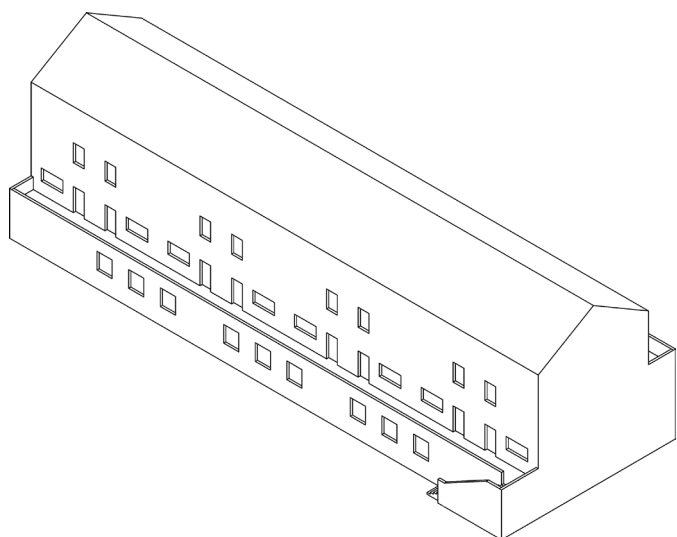
RESIDENTIAL CUBE "L"



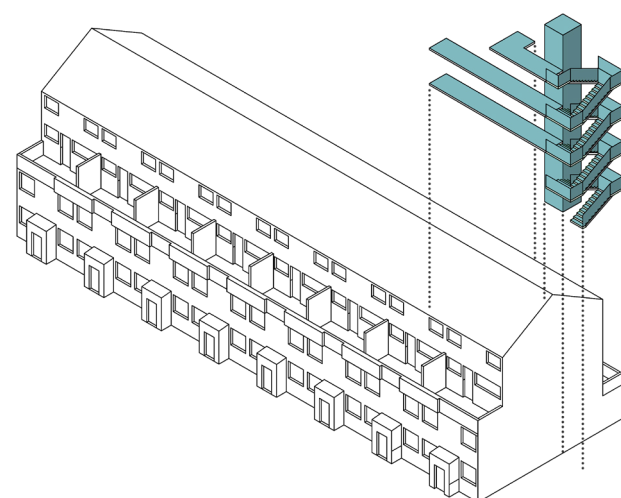
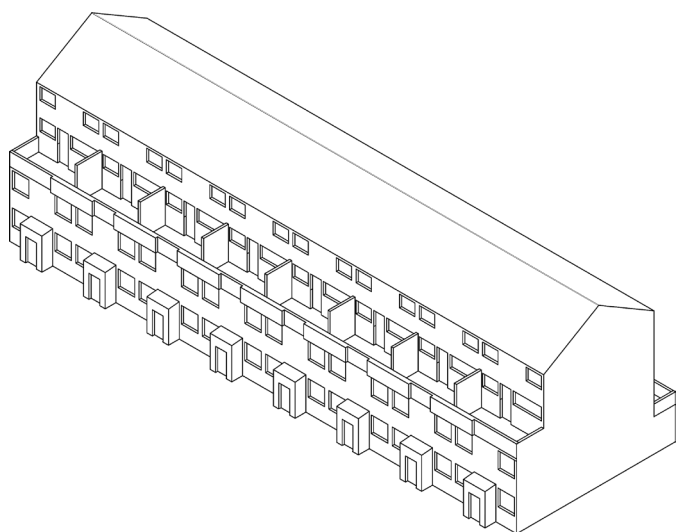




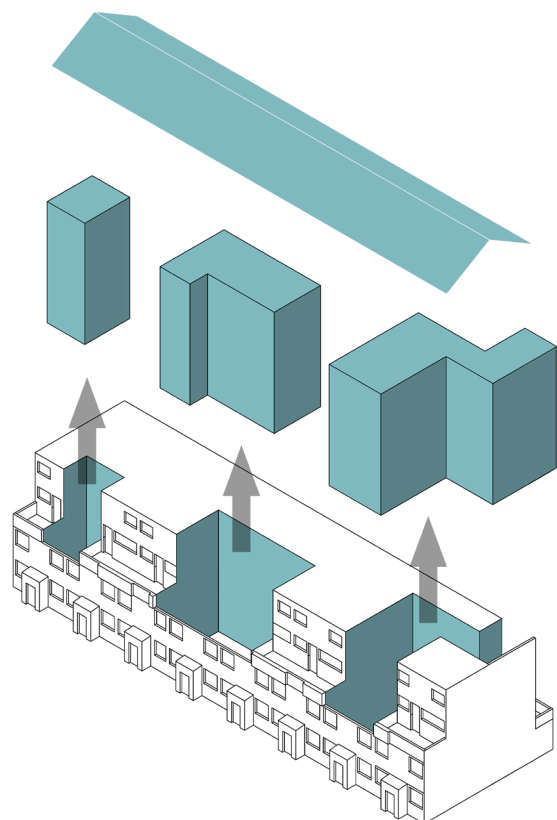
FRONT NORTH - WEST | A D D I T I O N



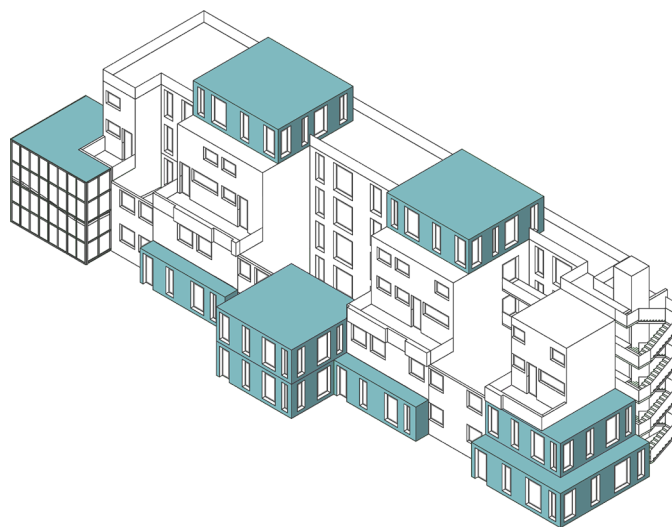
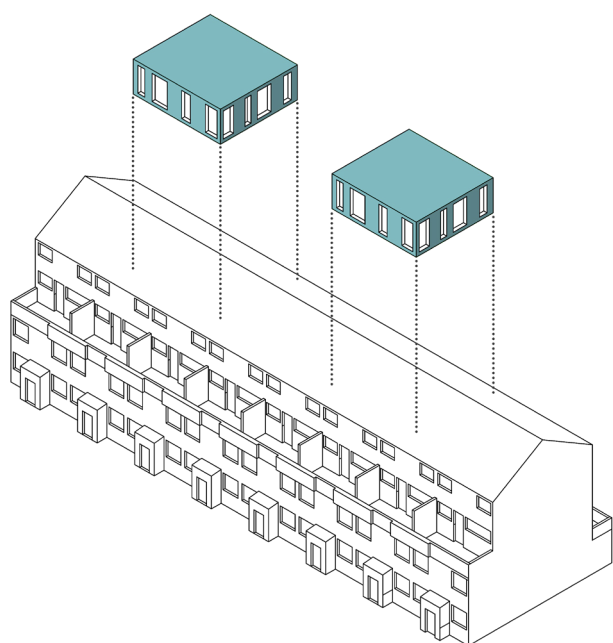
FRONT SOUTH - EST | A G G R E G A T I O N



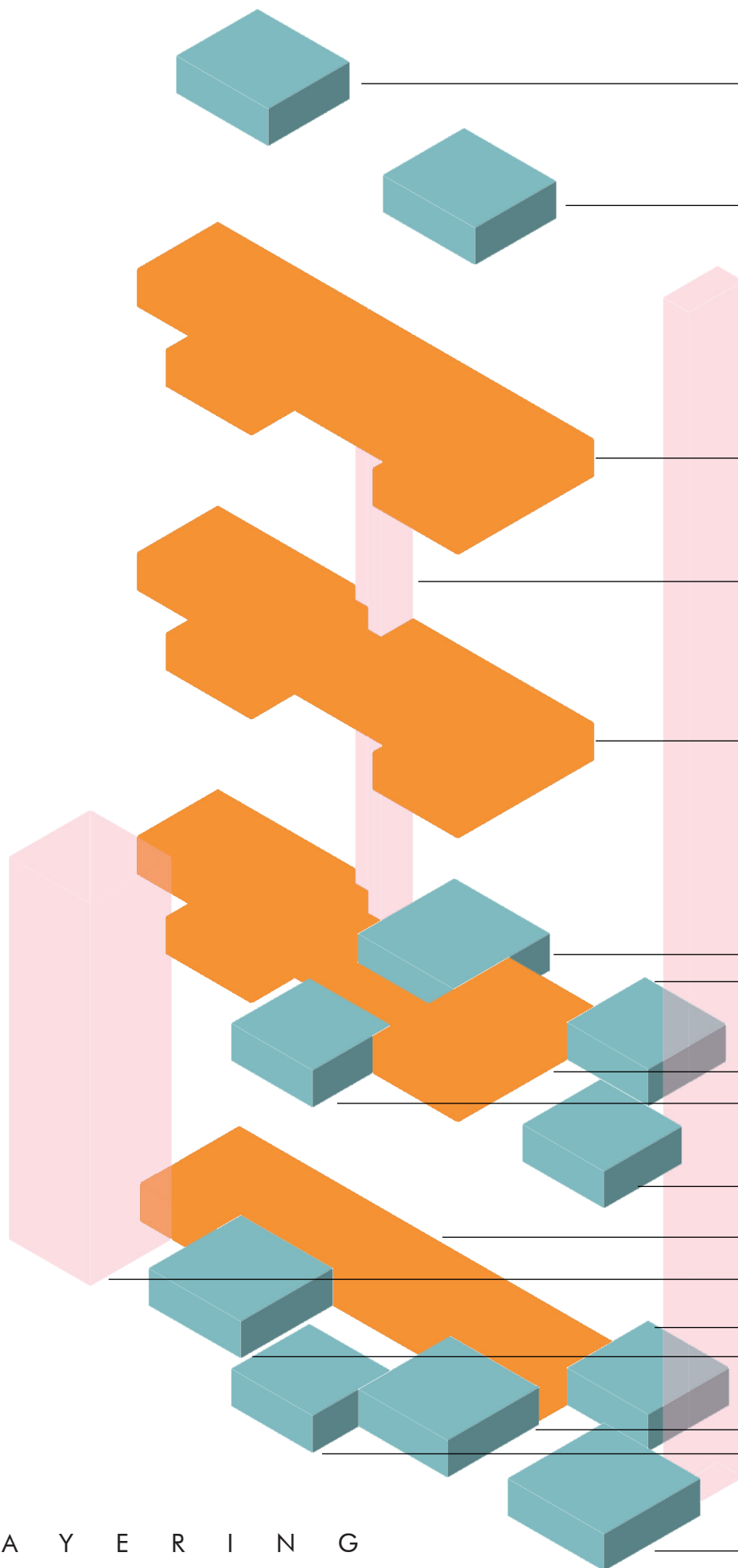
S U B T R A C T I O N



S U P E R E L E V A T I O N



The intervention is aimed at renewing and making the building's spaces more livable. This presented a rigid masonry structure. The building was divided into two parts, one residential, the other used as a tertiary. Maintaining the building's vocation, the project aims to create flows that give the building a greater vitality during the course of the day and a mixité of different social classes that would occupy the building. The insertion of prefabricated blocks, covered with aluminum panels, allows the static breaking of the facades, while the removal of some parts of the building have allowed the creation of internal gardens. The blocks inserted in the structural mesh are intended for social housing, while the remaining part is dedicated to coworking activities. This makes it possible to create a sense of community and an average general level that allows the neighboring area to develop services suitable for the request.



D E L A Y E R I N G

F O U R T H F L O O R

Residential cube superelevation

T H I R D F L O O R

Residential cube superelevation

Coworking space

S E C O N D F L O O R

Internal flows

Coworking space

F I R S T F L O O R

External flows

Residential cube "M"

Residential cube "S"

Coworking space

Residential cube "M"

G R O U N D F L O O R

Residential cube "S"

Coworking space

Connection flow

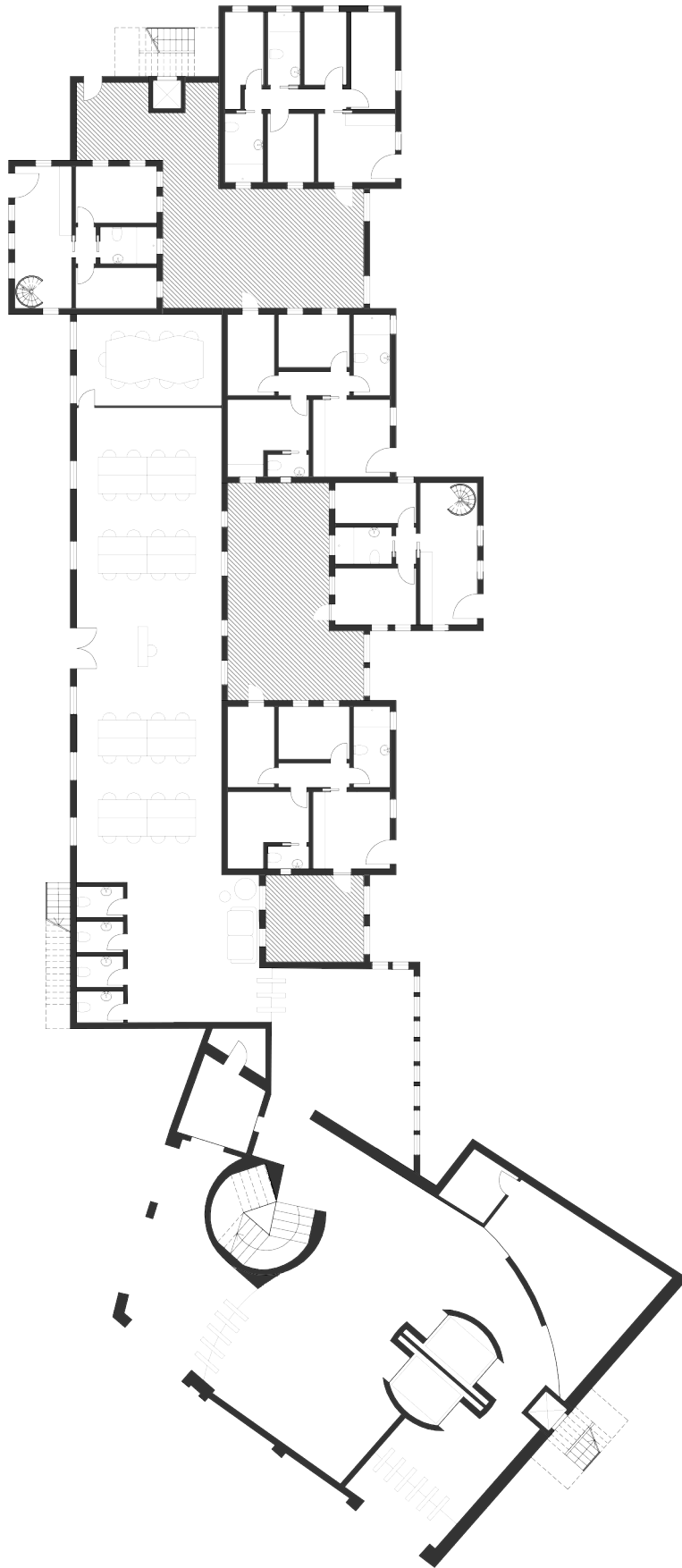
Residential cube "S"

Residential cube "L"

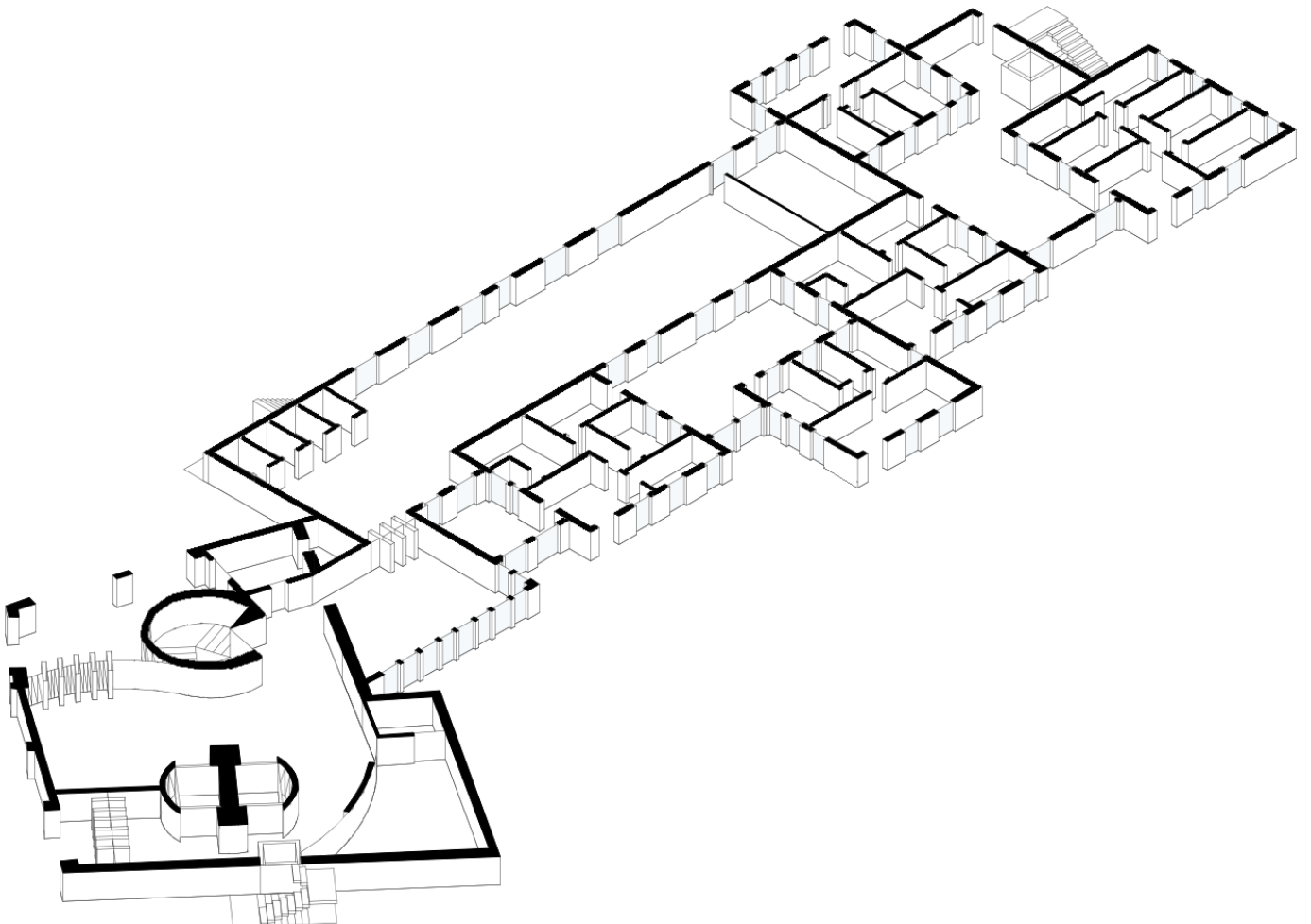
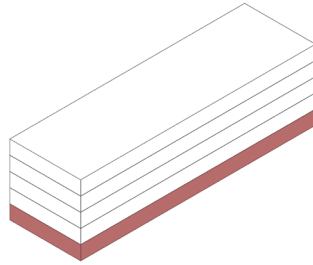
Residential cube "M"

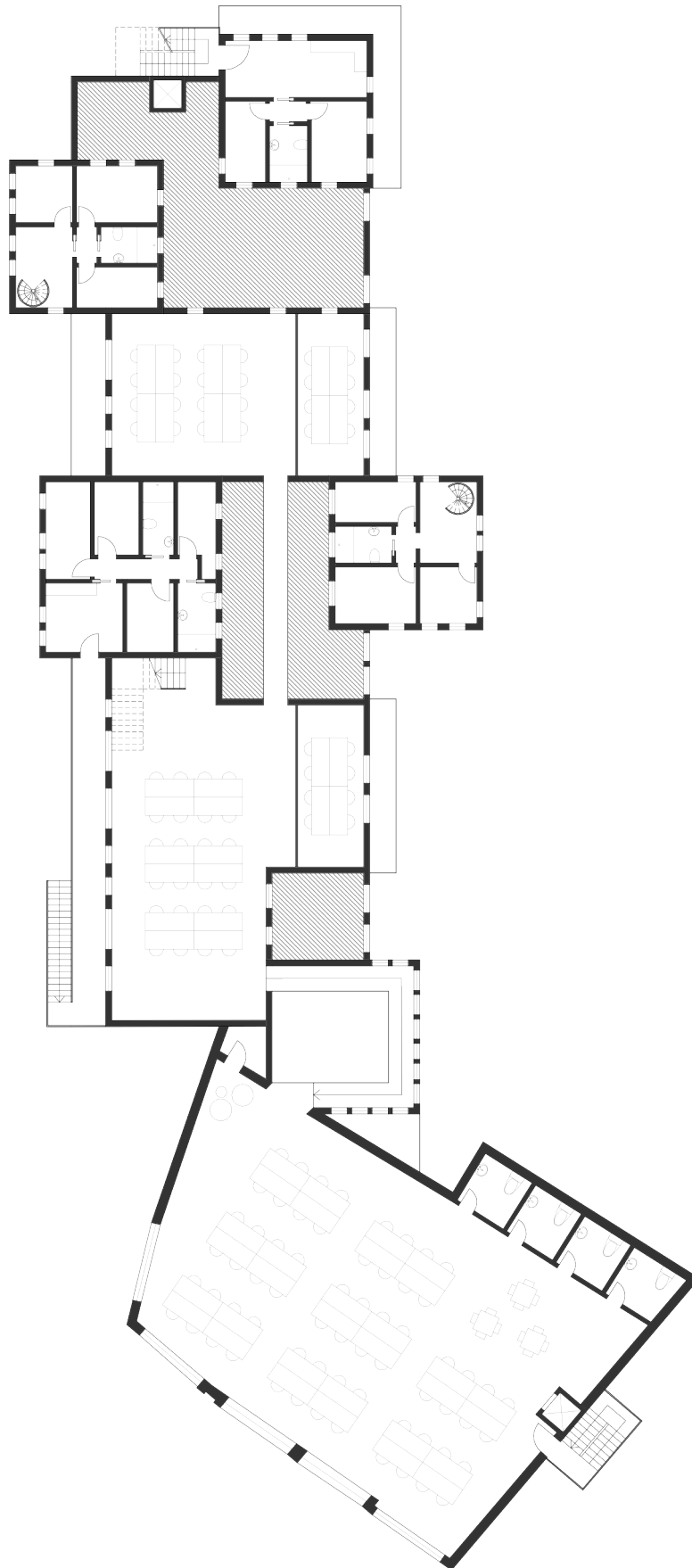
Residential cube "S"

Residential cube "L"

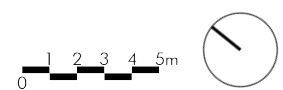


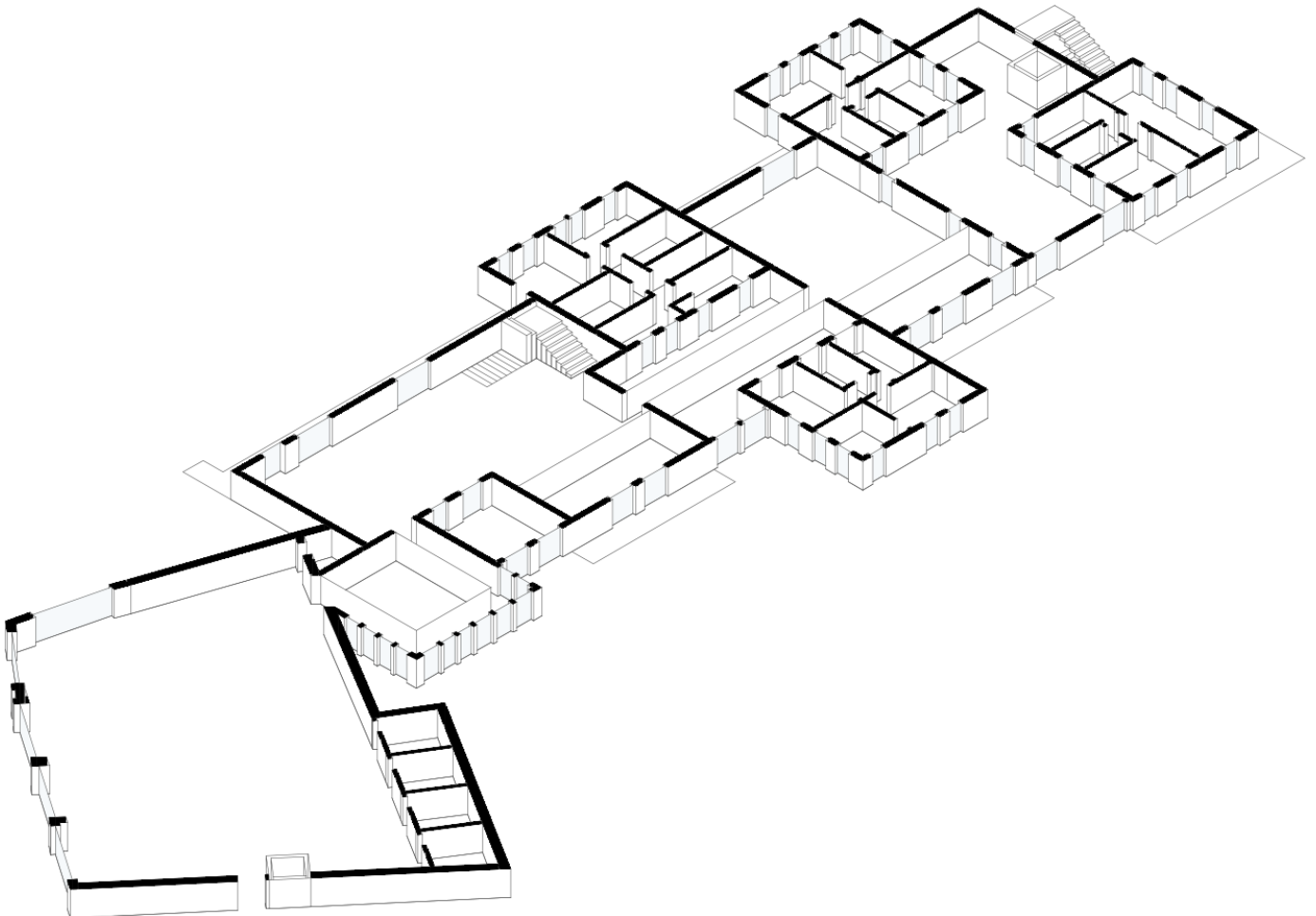
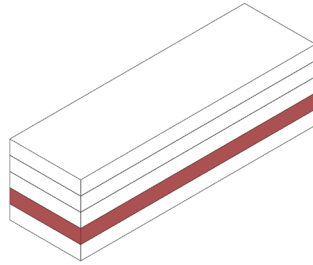
F L O O R 0

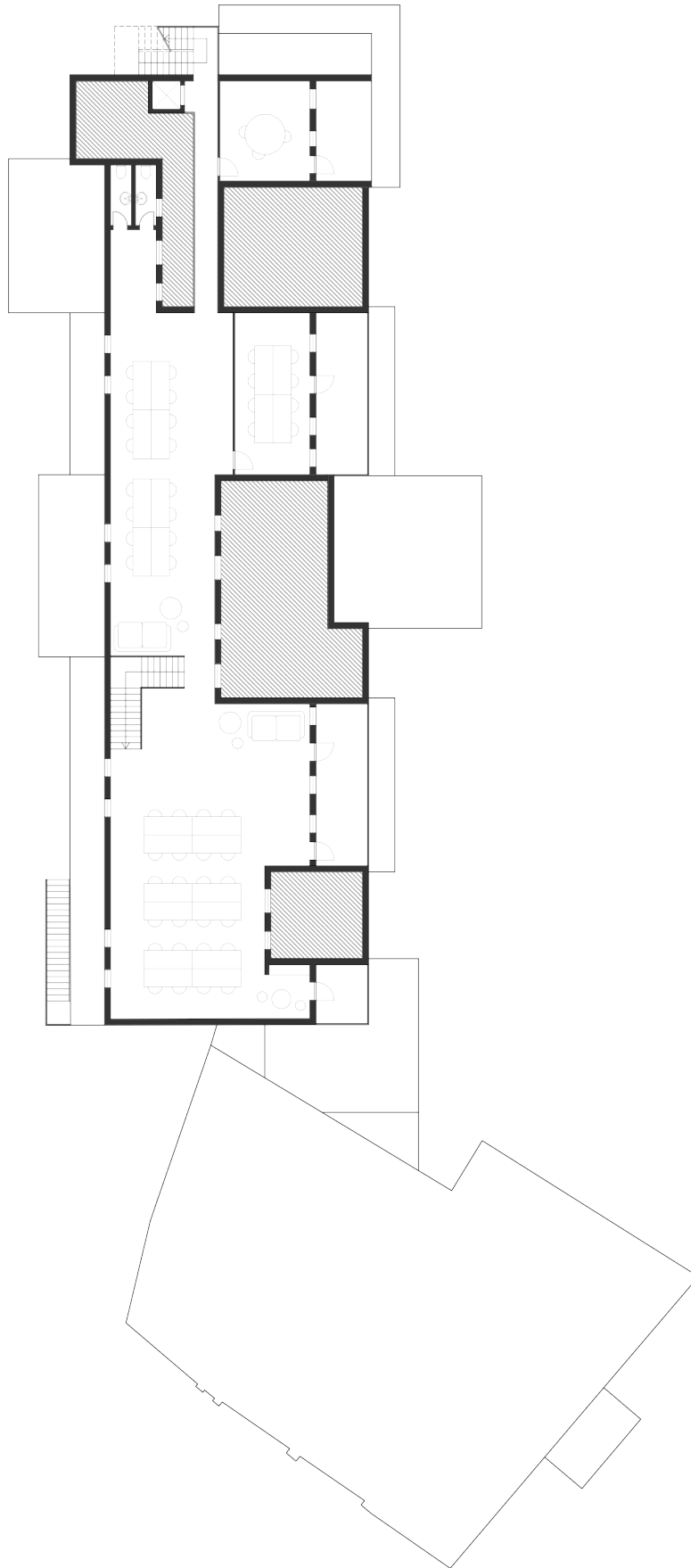




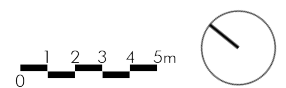
F L O O R 1

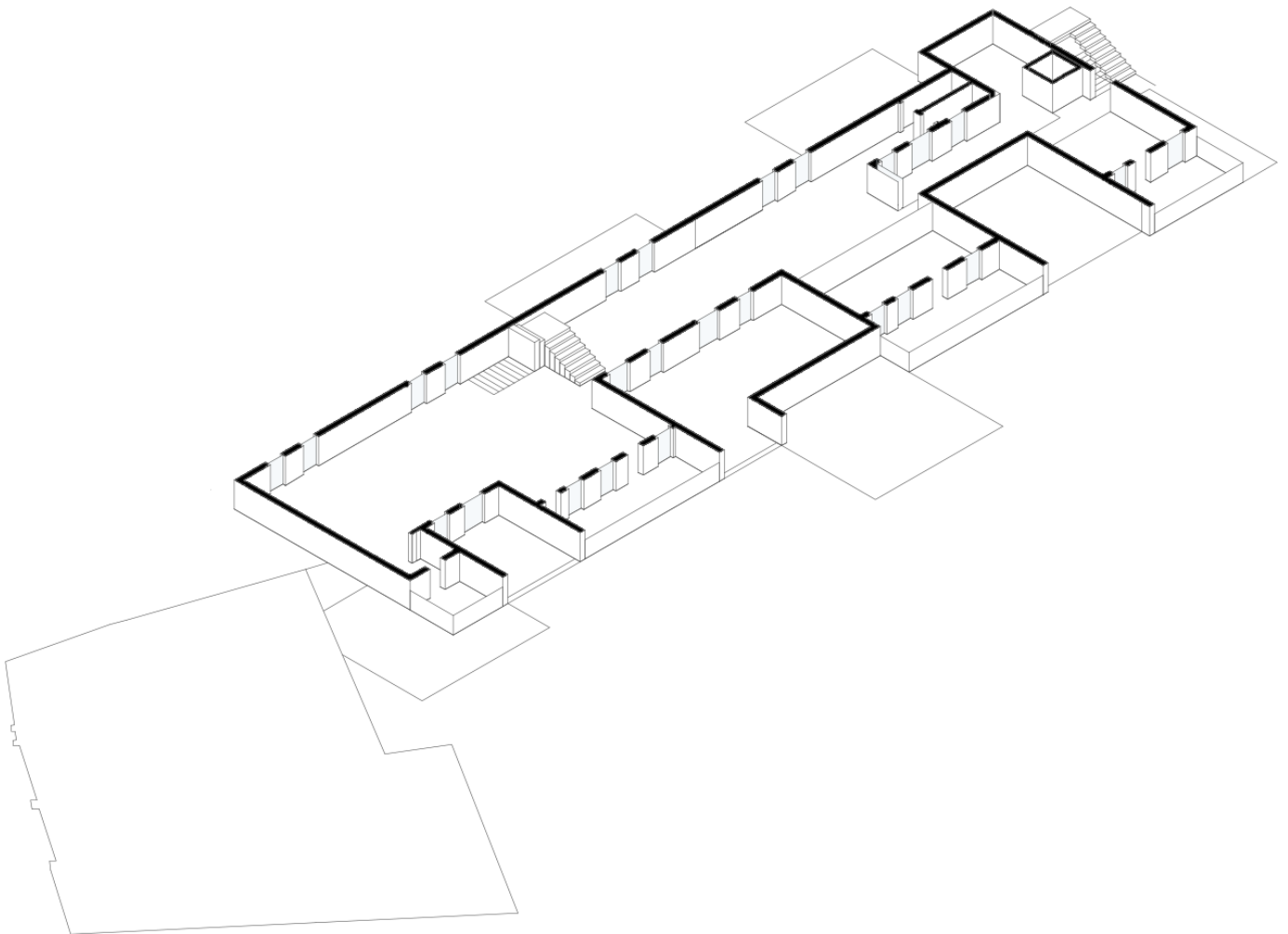
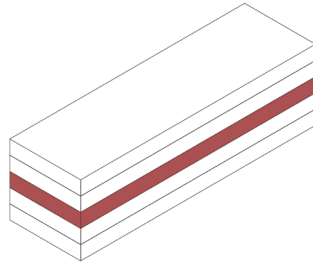


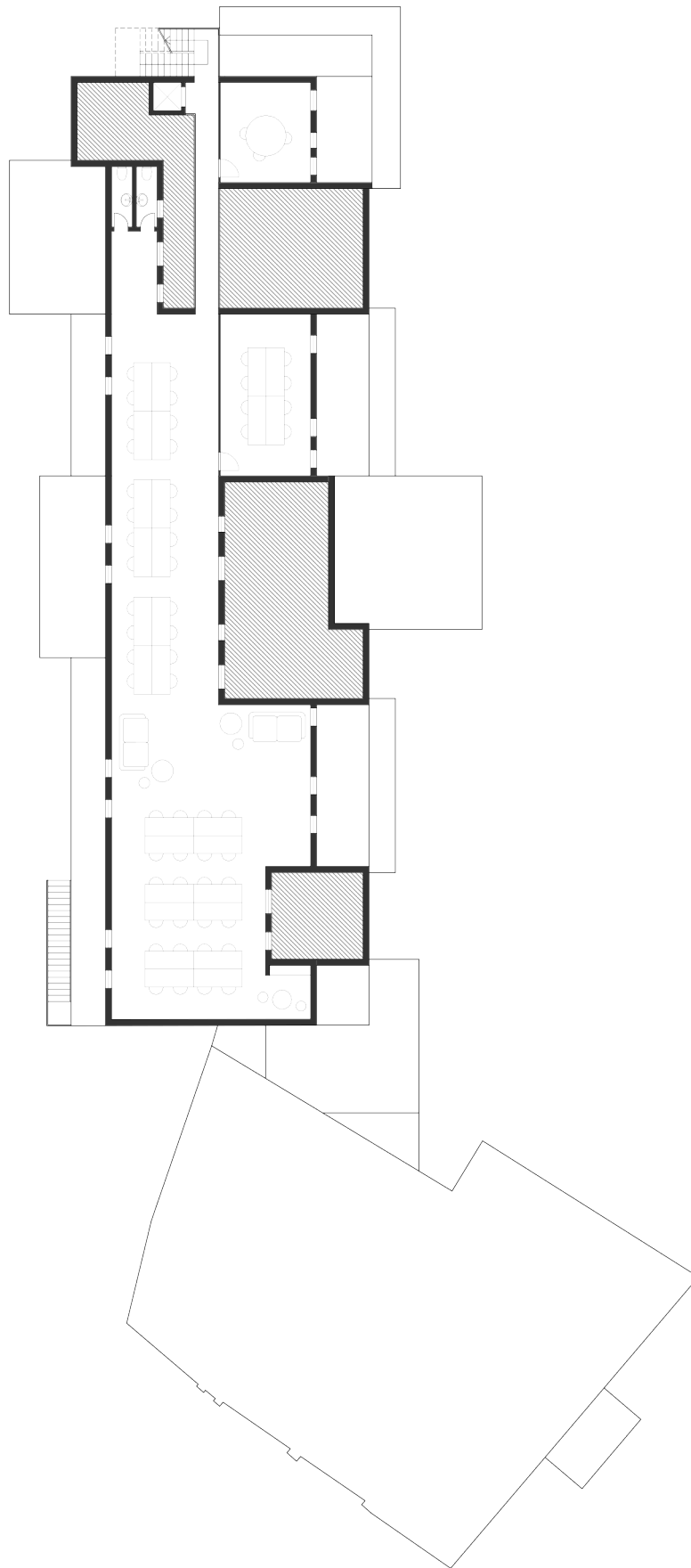




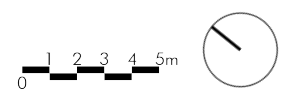
F L O O R 2

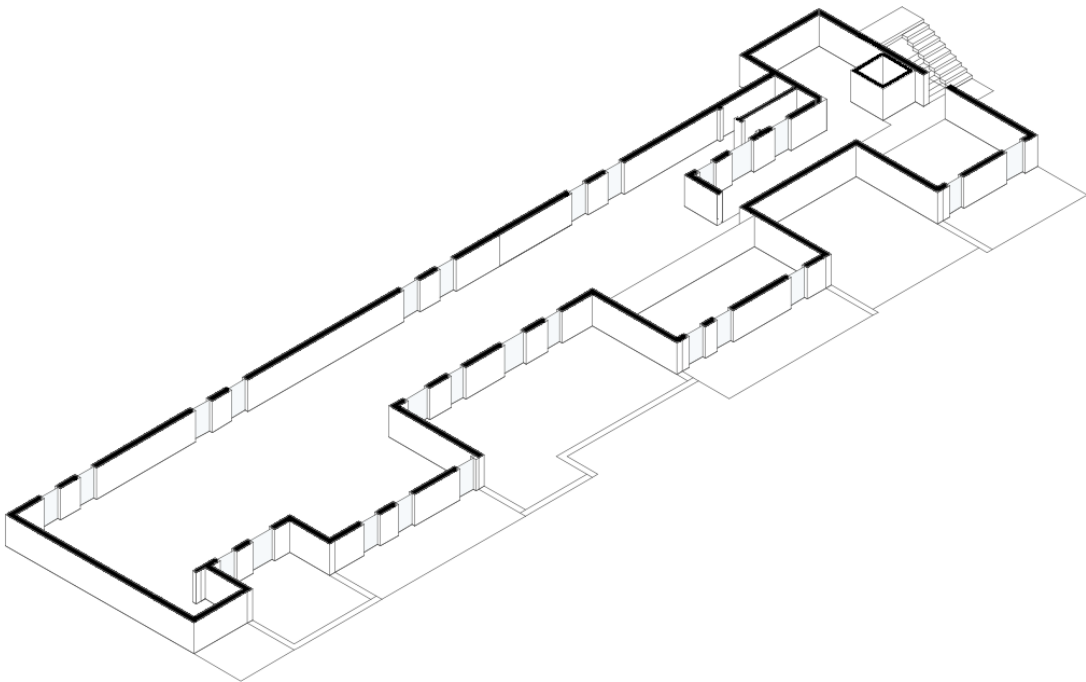
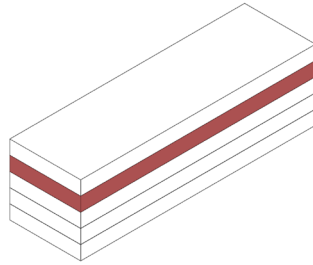


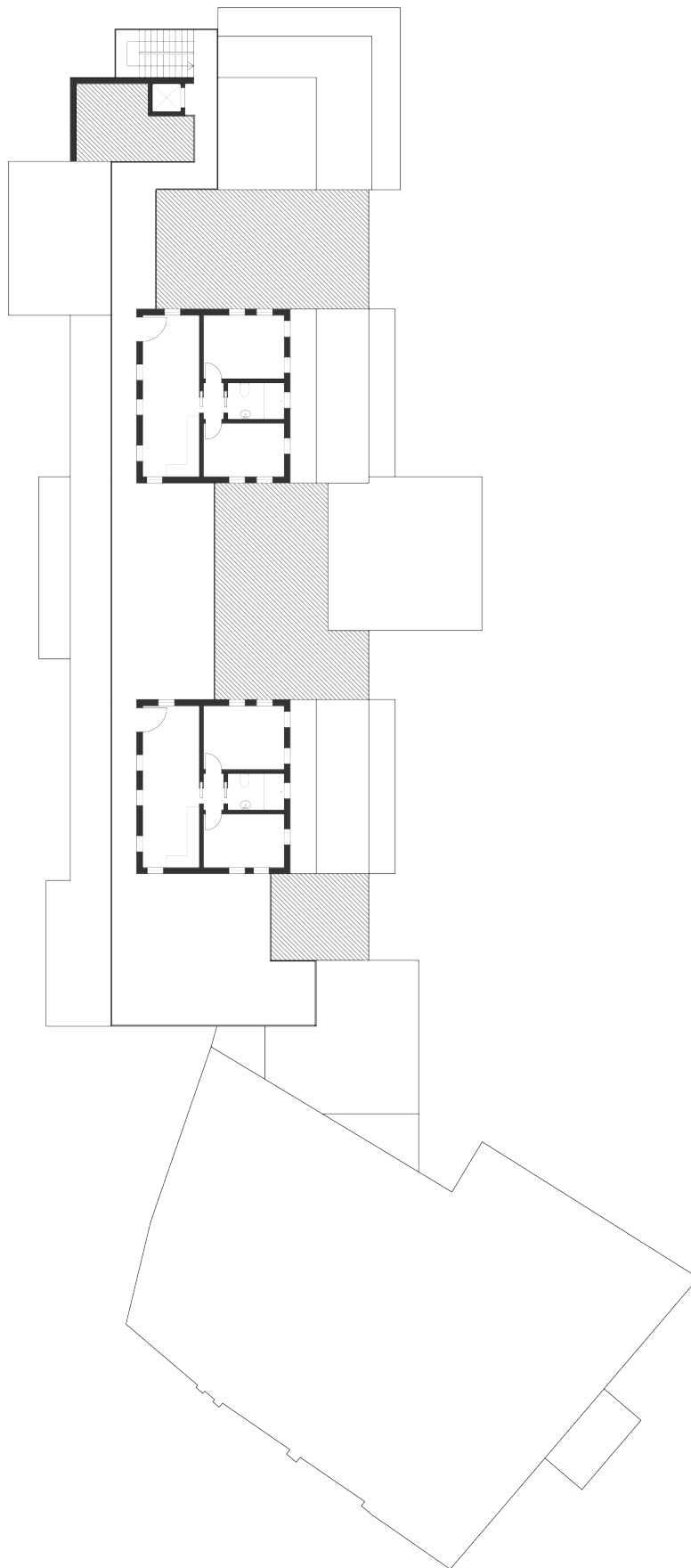




F L O O R 3

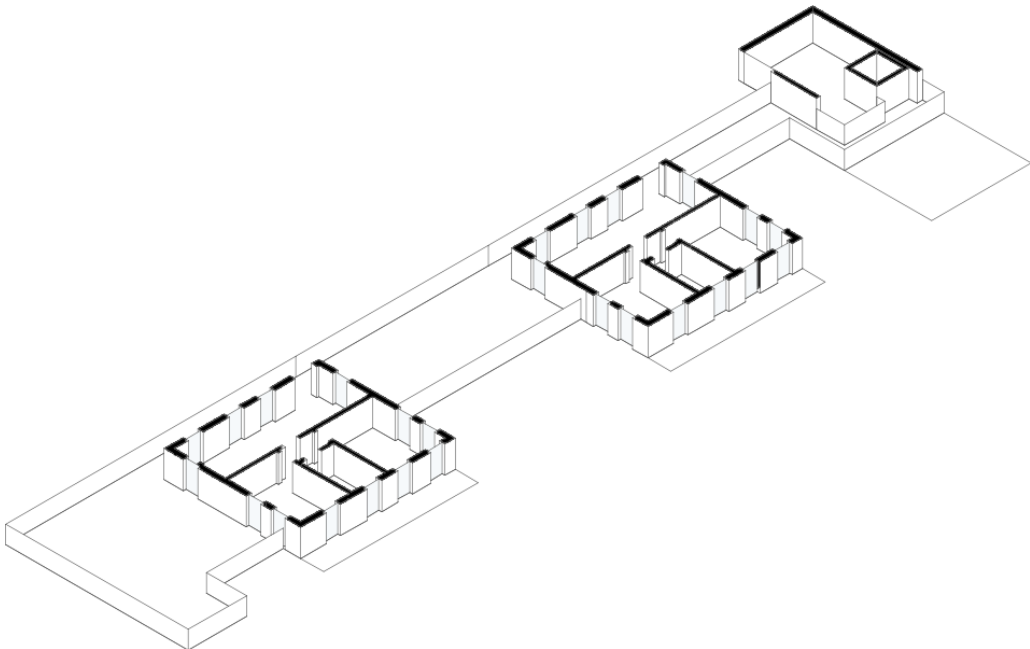
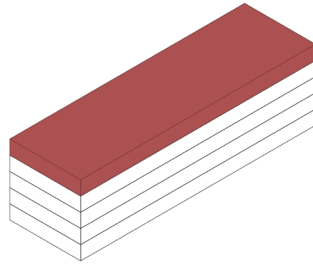






F L O O R 4

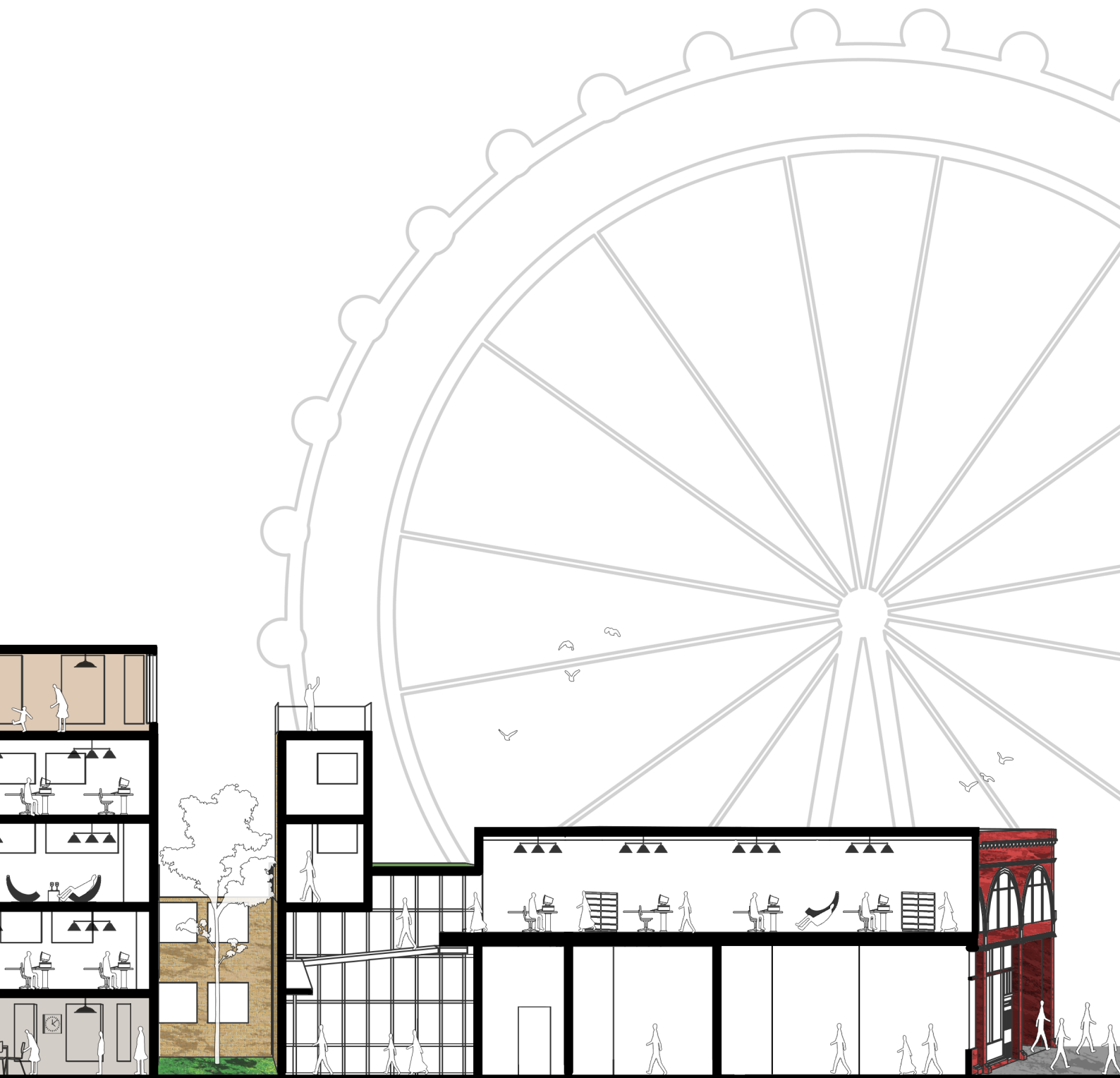










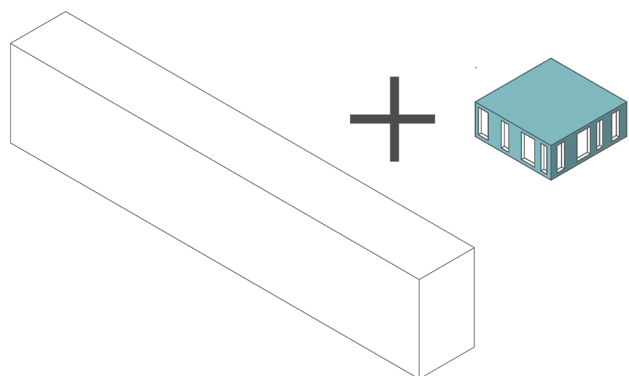




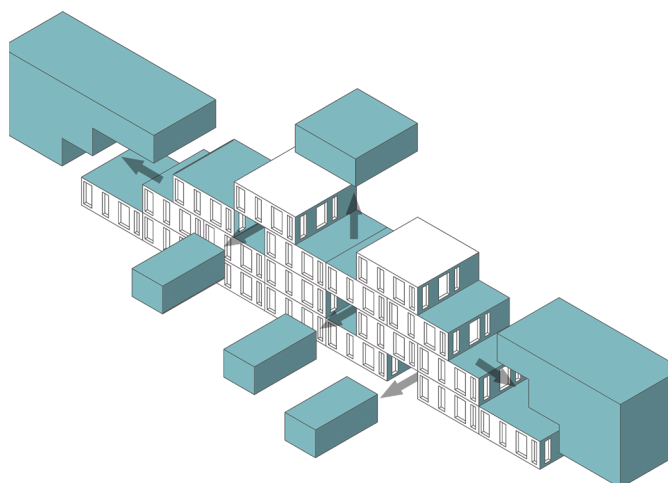


DEFINANCE

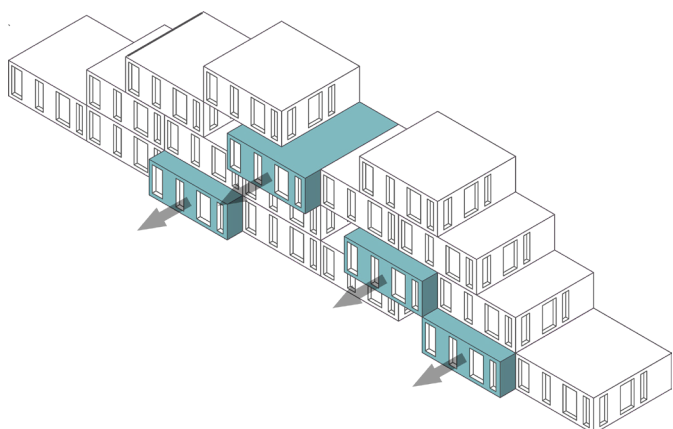
ADDITION



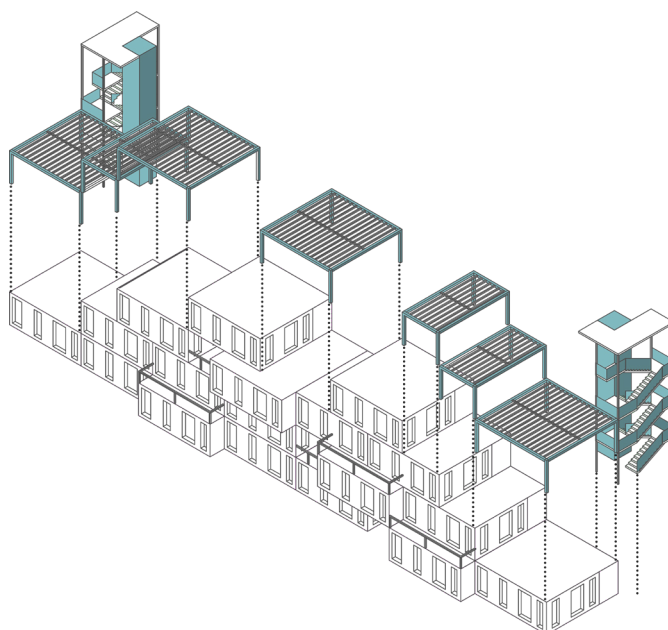
SUBTRACTION

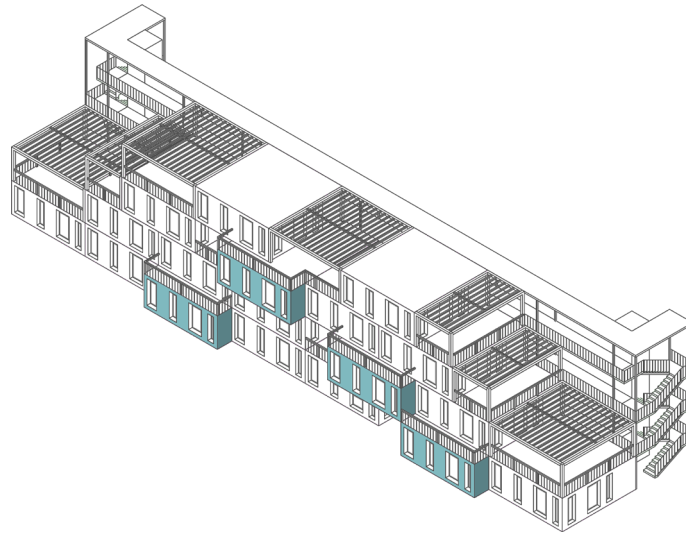


EXTRUSION



AGGREGATION





The concept used for this design suggestion involves the use of a sequence of prefabricated blocks of different sizes, covered with aluminum panels having different chromatic variations. The smallest named “S” provides for the installation of 3/4 people, the “M” block is designed for the home of 4/5 people, while for a larger family there is the “L” block. These blocks, designed for social housing, offer a fast and low cost solution that can be implemented immediately. The flexibility of these blocks provides different possible configurations that are adaptable to the different needs that arise. However, the building is not only formed by affordable houses but some of the blocks are joined to form new spaces with commercial, service and tertiary destinations. This guarantees a mixité of social classes that allows a request for services adapted to the demand. It is hoped that this model can be repeated

in all situations where the lack of affordable house creates imbalances within the population. Since this is a serious problem affecting the city of London, through this process one can think of subverting a widespread trend that is leading to an unsustainable housing economy for most of the population.



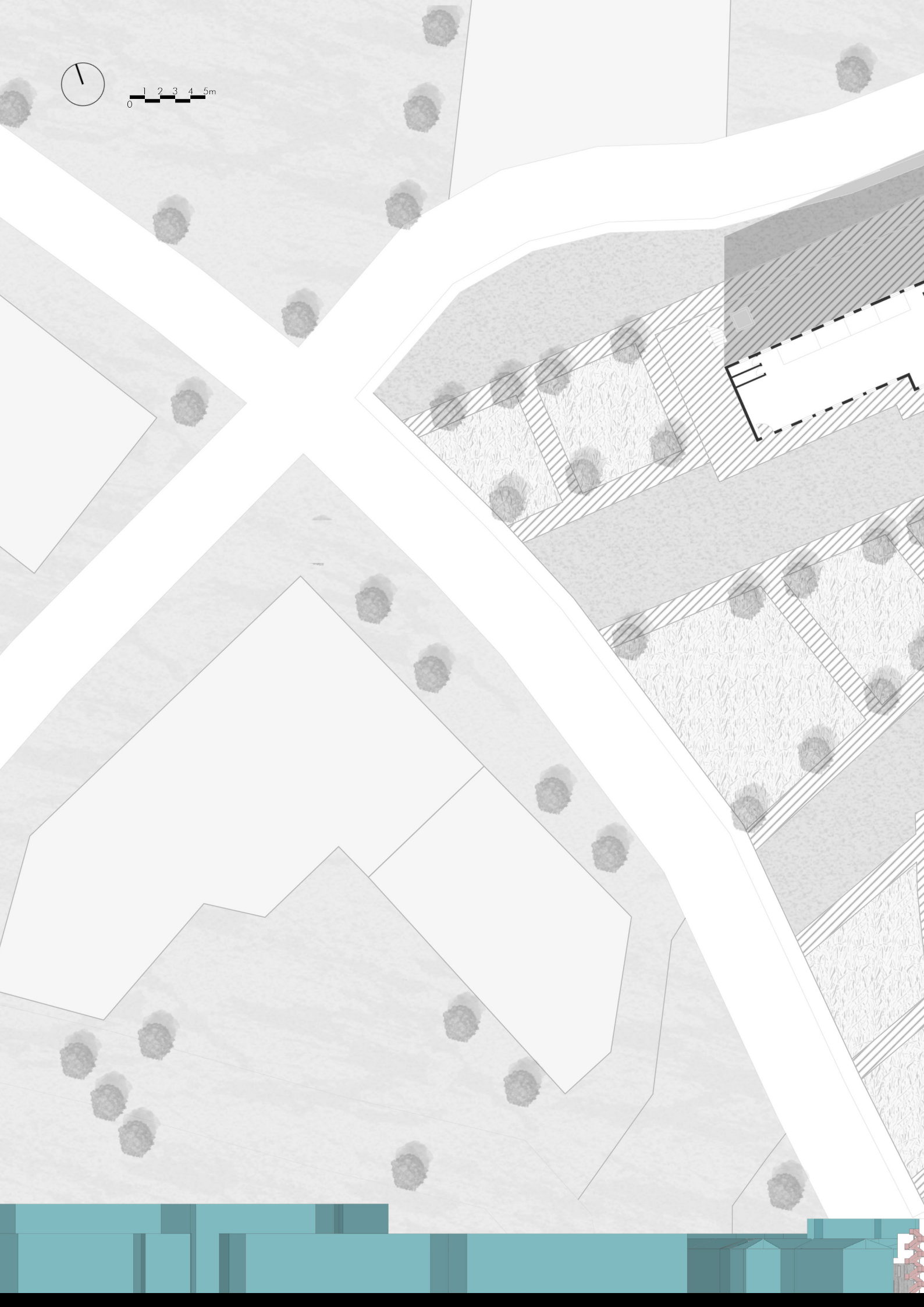


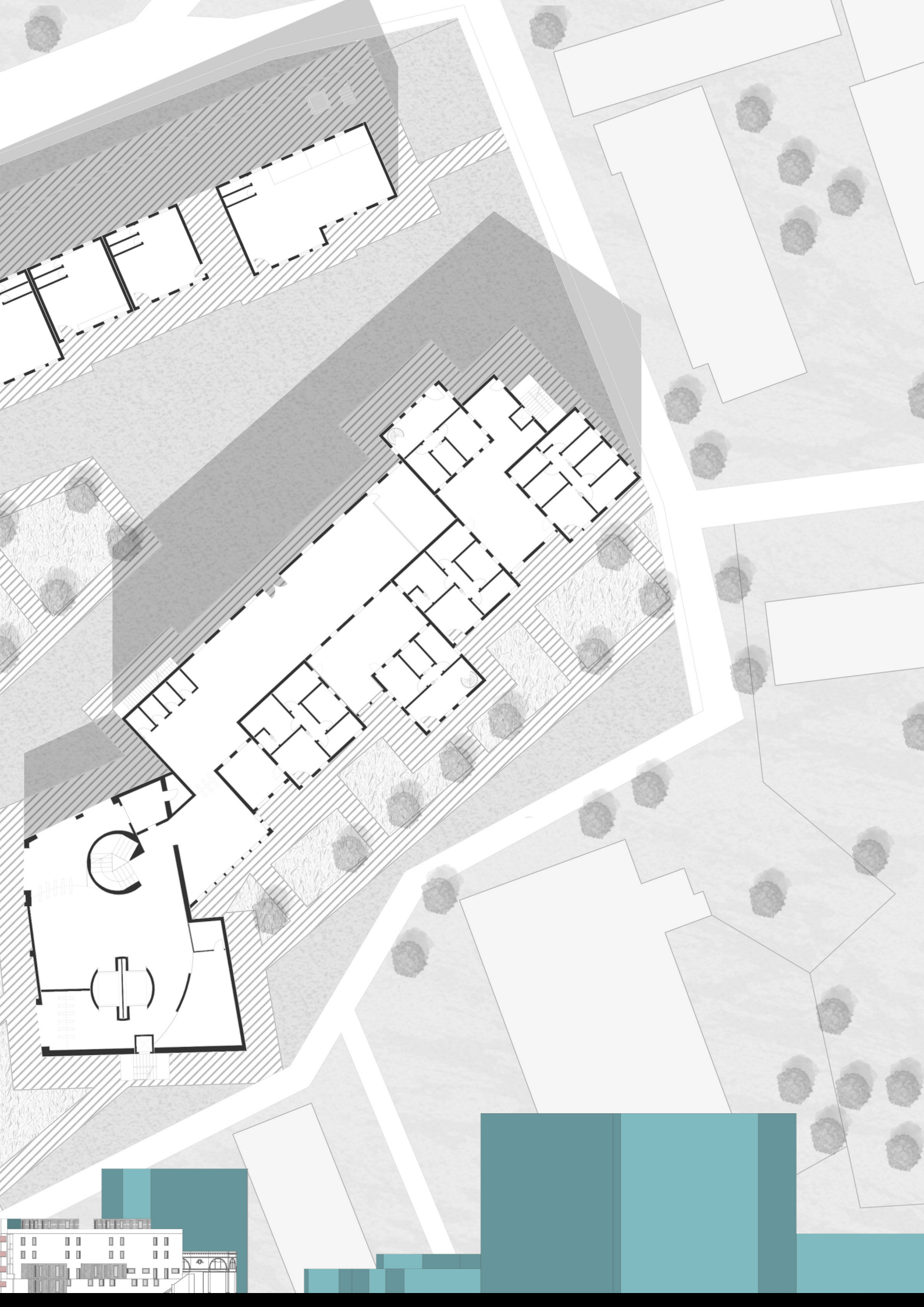


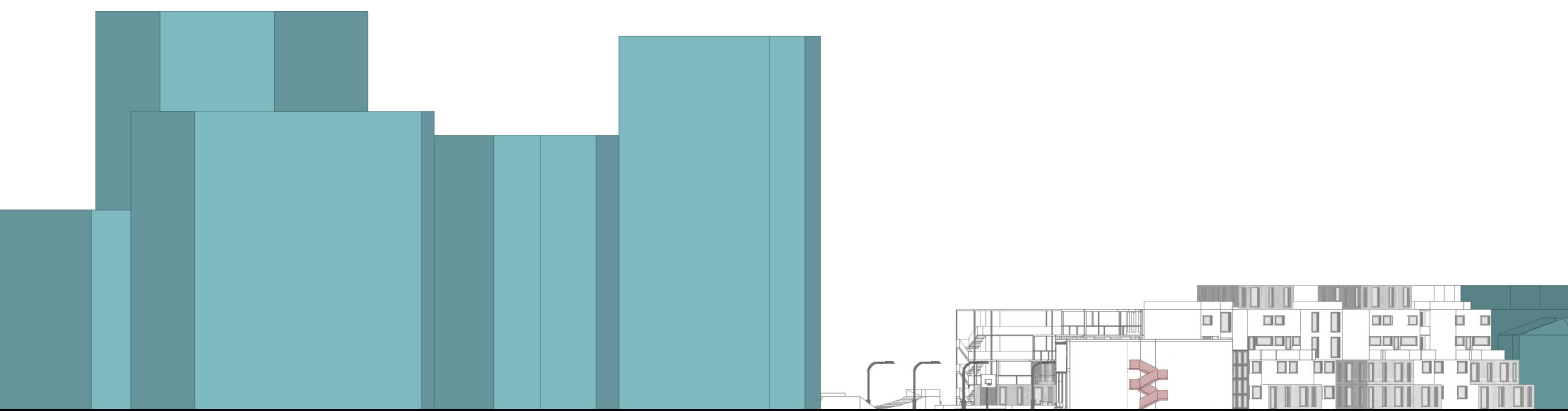


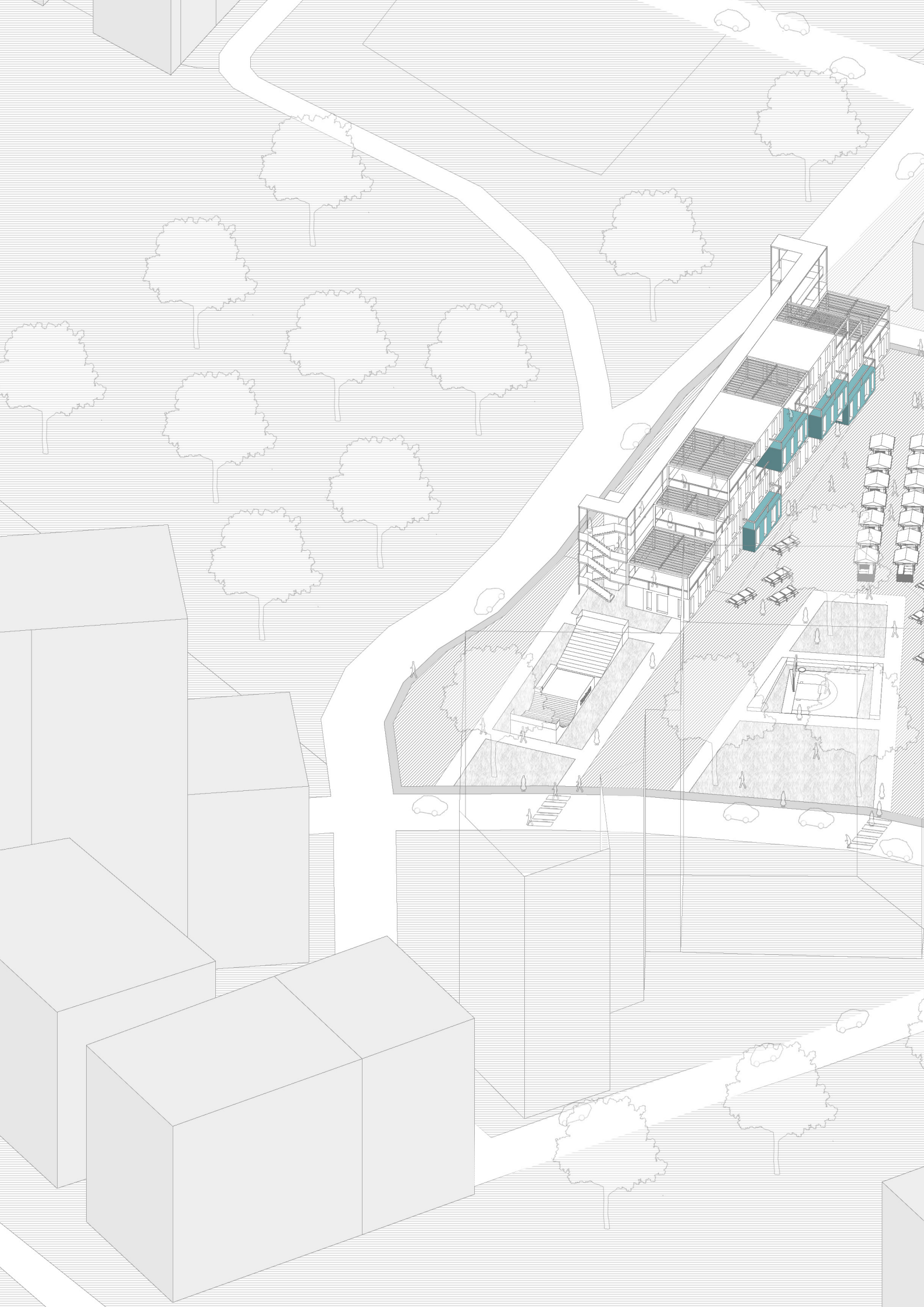


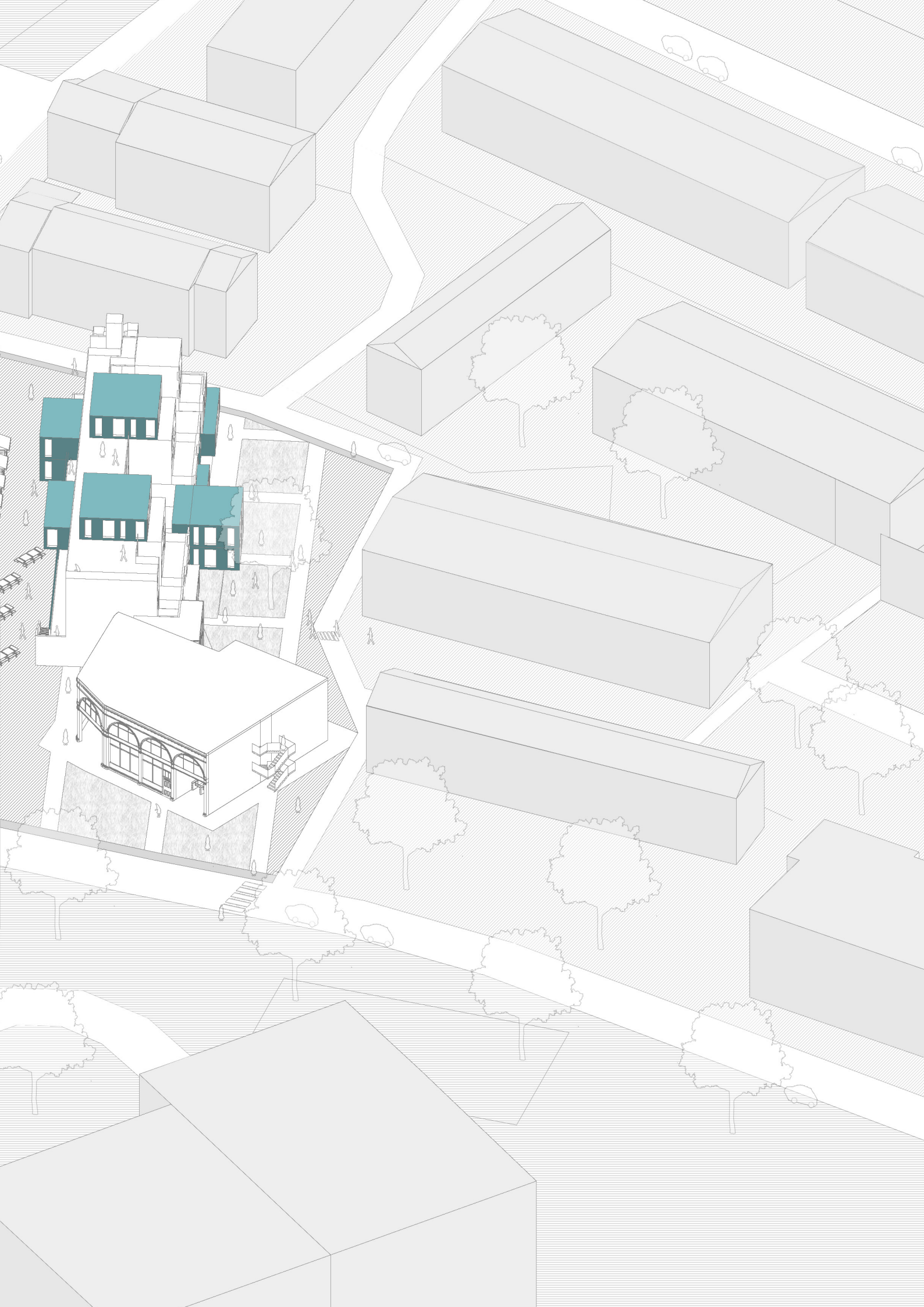
0 1 2 3 4 5m



















CONCLUSION

This thesis dealt with the topic of social housing and how the recovery of an abandoned subway station could trigger a mechanism for the recovery of a neighborhood. Starting from the analysis of the development of the housing in London in past years, passing from population growth, with the consequent problem of urban sprawl, then the establishment of a green belt, the subsequent policies of Margaret Thatcher up to the case of Battersea Power Station. All this led to the development of the project designed to cope with the current problems of the city. A growing difference between the different social classes, where the percentage of people who can afford a house drops drastically each year, has created a need in the London economy. One of the solutions can not be a large building intended for social housing, as seen in the example of Heygate, but a mixité of uses and functions that allow a fair distribution of wealth, ensuring services that meet all needs. The opportunity is taken to exploit an abandoned tube station, stored as locally listed building, to create a new area, new transport and new services in the "Core Strategy Area". The goal is to "reach" most of the people living in London, with an efficient and dynamic project, adaptable to every need that requires a specific neighborhood. The project tends to show that with some targeted interventions, without the need for big millionaire projects, it is possible to create something creative and flexible that can be constantly modified adapting itself to the needs of one's own time. Without using particular constructive techniques or latest technological findings it is possible to show that through the restoration and the addition of some blocks it can be proved that many abandoned areas have an unexpressed

potential. We therefore hope for an improvement in common well-being that will lead the city to face future problems with the same mentality with which it is facing today's problems.

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