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**MASTER PLAN EVALUATION. A TOOL TO ENHANCE SUCCESSFUL URBAN
REGENERATION
REGENT QUARTER CASE STUDY**

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I declare that this Report is entirely my own work and that ideas, data and images, as well as direct quotations, drawn from elsewhere are identified and referenced.

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Abstract

Often in transitional periods between changing planning systems, “old” policy tools are abandoned and “innovative” tools are invented (in order to implement the new planning framework). In other cases, these “old” tools are adapting into tools used by the new planning regime, transforming their meaning, use and purpose. The design tool “Master Plan” is one of these cases. The study conducted is based on primary and secondary research.

The report investigates the new meaning, use and purpose of “Master Plan” as a design tool. Also attempts the tool’s evaluation in order to assess its outcomes and therefore extract its importance.

These issues will be examined through a thorough study of an urban regeneration project, in King’s Cross, in the edge of Central London. By way of the master plan’s process detailed analysis, the case study indicates that a “Master Plan” can encompass the new concepts of the changing planning system (such as the provision of flexibility and not strict limitation regarding developments process). Furthermore, through an evaluation, in terms of urban design and commercial performance, the case study shows how critical the “Master Plan” revealed for the success of urban regeneration. There is considerable emphasis on the role of the “Master Plan” as a tool to reconcile private and public interests.

1. Introduction

1.1 Introduction

The term “master plan”, is both widely used and much debated in the UK; although not stated explicitly in any government report, it has gradually become an important tool in the implementation of urban regeneration. Comparing the UK’s and other European countries planning systems and development during the MSc course, the author found it interesting that in the UK’s flexible and developed planning system there is a need to defend public interests against the developer’s ones, and therefore against his own profits. Along with the important advantage, that private investment is a crucial catalyst for urban regeneration stands the risk of promoting the maximization of private economic viability against public benefits.

Considering that in some Mediterranean countries the opportunity of financing regeneration privately has been recently introduced, it became even more motivating to the author to explore this argument of conflicting interests. The lessons of master plan outcomes can be a transferable “good practice” to countries at the beginning of their private-public experience.

The Regent Quarter case is an urban regeneration project that took place during the transitional years between the old and the new planning regimes. The whole process was influenced by newly emerging concepts such as sustainable development, spatial planning, the integration of design policy within planning etc.

The following concepts-issues attracted the author’s interest and hence became important research questions:

1. Is this widely used term “master plan” confirmed in a formal way through legal documents or not?
2. Does a master plan have the potential to balance the dangerous and/or constructive conflict between private and public? Does the case study chosen prove that?
3. What is the Council’s involvement, and what is its influence on the development’s outcomes?

1.2 Structure of the report and methodology

The report will attempt to clarify the different definitions of the term “master plan” and bring forward the most practical meaning of the word, by looking at the literature, Government reports, and guidelines since the late 1990s. The body of the report consists of the assessment of master planned development, in terms of urban design and commercial performance. This assessment required detailed analysis of the circumstances and development process. The conclusions are the closing section of the MSc final report. The stages comprising the methodology of the report are the following:

- Making use of a literature review related to design policy and the term “master plan”;
- Thorough empirical research via archive work and interviews-questionnaires aiming to comprehend the case study’s process and its design features;
- Conducting a double layered evaluation, looking at the commercial and design outcomes of the case study’s master plan;
- Conclusions and research recommendations

It is important to mention that all this research has an empirical approach. The interviews or questionnaires filled in by the key stakeholders were extremely helpful for the conclusions; nevertheless, the stakeholders’ availability had been over-estimated. The main difficulties were found when dealing with the developer and investor.

The case study was used as a powerful example in order to answer the research questions; by no means it is to be considered as the proof of anything. It would need a large number of case studies to reach firm conclusions and this is not the report’s purpose.

The report makes a fragment reference to “*The Value of Urban Design*” (CABE, University College London & DETR, 2001) and other literature related to the recently renewed concern for urban design within the planning process: CABE & DETR (2000), Llewelyn-Davies (2000), Urban Task Force, (2005).

2. Master Plan, a tool to implement urban regeneration

The master plan is a design tool, which relates the local context, in social-economic and physical terms, of an area to the planning context, through a design framework. It can be used to describe how a site can be developed or redeveloped. "Master plan" is recently used to describe strategies for the physical regeneration of an area; along with development framework, regeneration strategy, urban design framework, or vision, they are all terms used interchangeably and can mean different things to different people (CABE, 2004).

Popular examples provide evidence for the massive and successful use of the master plan as a design tool to implement urban regeneration.

In the mid 1980s Birmingham City Council (BCC) decided to regenerate the city centre and reconnect it to the surrounding quarters. In 1991, a master plan from Terry Farrell was elaborated presenting a mixed-use development, named Brindley place, which has been successfully completed in 2002. This development has been one of the first master-planned developments, achieved to get overall good evaluation feedbacks from different literature review (Carmona et al. 2001 and www.cabe.org).

One of the most recent and popular master-planned developments under-construction is "More London". Southwark Council granted full planning permission for the "More London" master plan in 1999.

2.1 Master Plan, a largely defined development instrument

According to the definition that the Urban Design Group gives, master plan as a type of urban design guidance *"is a way of explaining how, in view of the local context, the form of the development can achieve urban design objectives... master plan is a diagram or scheme showing how a site or area can be developed; charts the master planning process and explains how a site or a series of sites will be developed. It describe how the proposal will be implemented and sets out the costs, phasing, timing of the development. The purpose is to set out principles on matters of importance, not to prescribe in detail how the development should be designed. Should show how the principles are to be implemented."* (Urban Design Group, 2002). Then the author mentions, that the master plan should have a development brief and an urban design framework; therefore, one may assume that the master plan is not interchangeable with the development brief.

According to the definition in the Dictionary of Urbanism, (Cowan, 2005), "master plan" is more formal and architectural than the former urban design guidance. The view supported also by the Urban Task Force (1999), defining master plan as *"a synthesis of the design-led*

approach to the development....a sophisticated visual "model"....a spatial master plan when accompanied by design guidelines in the form of supplementary planning guidance or a more informal code or brief , should provide sufficient detail to allow statutory bodies and project sponsors to evaluate their performance against design and development objectives". The publication "Creating Local Development Frameworks. A companion guide to PPS12" uses the term "master plan" several times within the Supplementary Planning Documents (par. 10.2, p. 116) and Area Action Plans context without giving any definitions of it. Furthermore, Matthew Carmona in *Spatial Planning By Design* refers to the master plan in context related to site-specific policy and guidance "*Area action plans -Policies for particular areas or large sites should be elaborated in design terms in the range of more detailed Area Action Plans (for example, in area master plans, urban design frameworks, and/or design codes)...."* pointing out the link between the design policy, implemented possibly by master plans, with the planning policy (Carmona, 2004)

It is remarkable that at the official website of the DCLG¹ there is an empirical definition of master plan as a type of design work due to illustrate the range of creative design activity in urban design; "*Master planning seeks to create considerable certainty by offering a three-dimensional vision of future form, buildings and public spaces. They are devised for individual sites and can be used as a basis for marketing. The Urban Task Force see the preparation of master plans as one of the keys to improving quality of urban design and achieving sustainable development; requiring a "major commitment ... (and) the involvement of a range of different design professionals ... as well as the key stakeholders"* (UTF, 2005).

Around 2000 due to the renewed concern for design within the planning process the use of the term "master plan" has gradually increased; the term is used within the following references: Urban Task force: *Towards an urban renaissance, 1999, Urban Design Compendium, 2000, The Value of Urban Design, 2001, Making design policy work, 2005, Creating successful master plans, 2004, Urban Task Force final report, 2005.* The use of the term "master plan", as a design practical tool, became wider ; according to the Dictionary of Urbanism, in 2001, 48 per cent of urban design practices listed in Urban design Quarterly, advertised themselves as offering master planning as one of their services (Cowan, 2005).

However, some of the governmental reports have not made use of the term at all; in the DETR/CABE design guidance "*By design*" published in 2000, the authors instead of "master plan", used the term urban design framework of development brief, which is contrasted to

¹ www.communities.gov.uk

what previously mentioned: the UTF and UDG views about distinguishing the master plan process from the development brief and the urban design guidance.

Consequently, the “master plan” term have had different definitions from different sources. It appears that in all definitions the term is directly linked with the local context of the area aiming to regenerate the site. As a result, an extremely standard definition seems impossible to attempt. Furthermore, all “master plan’s” definitions seem to provide the vision of the site and describe of its potential as a prerequisite (CABE, 2004).

2.2 Defining good – successful master plan

All former definitions have something else in common; master plan delivers design quality. As design is a creative activity, definition of design quality may be elusive (CABE, 2004). Considering that design have strong social-environmental and economic benefits (CABE, University College London & DETR, 2001), it is possible to recognise good design from bad design by evaluating the outcomes. According CABE, *“Good design is about making places that are functional, durable, viable, good for people to use, and that reflect the importance of local character and distinctiveness...good design can act as the means to test and reconcile both spatial policies and stakeholder interests...”* (CABE, 2005).

CABE considers that *“good design is the design that is fit for purpose, sustainable, efficient, coherent, flexible, responsive to context, visually appealing and a clear expression of the client’s requirements”* (CABE, 2005). In *Design Reviewed Master Plans*, CABE presents a number of “master plan-based developments” which have achieved most of the goals set out and created successful popular and long lasting quality places, presumably “good master-plan based developments”, (CABE, 2004).

Therefore it can be considered plausible to agree that a master plan’s success comes from the way physical proposals are complemented by positive change in the social and economic well-being of places and of the people who live or work there(CABE, 2004).

A indirect way of perceiving which would be the good design and the good master plan is by looking at the bad examples. The publication of CABE, “The cost of bad design” it has been very useful and practical in showing to every stakeholder involved in any design process (including developers) the importance of the bad design and the impacts that this may bring to public and private sector. An example would be the case study examined by CABE, University College London & DETR, (2001) of Standard Court in Nottingham.

3. Case study: Regent Quarter master plan

3.1 Background

3.1.1 The surrounding area

Regent Quarter is located at the east part of King's Cross Station and is adjacent to one of the major road junctions in Central London, at a very accessible and strategic location. The site is bounded by York way, Wharfdale road, Balfe Street-Caledonian road, and Pentonville road Kings Cross station, which is a Grade I listed building adjoins the entire length of the York Way frontage, forming a blank façade along the western side of the site. This blank façade and the absence of any entrance along York Way to the Kings Cross station, has for a long time been a physical barrier, impeding the permeability of Regent Quarter to the wider Kings Cross area.

Around the mid-nineties, different initiatives visions for the regeneration and infrastructure improvements, gave an additional impetus to the re-development of the wider area; the King's Cross Partnership was formed in 1996, aimed to transform the King's Cross area into a vibrant and successful place. The £37.5 million fund awarded to the Partnership, by the Central Government Single Regeneration Budget (SRB), along with other funding from private, public and voluntary sectors, have been invested on the Kings Cross Partnership area over a seven year period (www.lida.gov.uk).. After different development proposals, during the past decades, a planning and consultation process commenced by Argents group in June 2000 for the redevelopment of 67 acres, the King's Cross Railway Land. It is clear that this decision has probably been taken under the impetus of the Channel Tunnel Railway Link in St. Pancras International Station. Upon the completion of the second phase of CTRL, in 2007, a new Kings Cross Thameslink station will be constructed and the Kings Cross Central development programme will begin. These interventions to the area, including the Regent Quarter redevelopment, proved to act as catalysts for the decision to redevelop the north-east area of Kings Cross Station, now named Kings Place.

3.1.2 The history of Regent Quarter Kings Cross

Regent Quarter is a 5.8 acres site, comprising 4 blocks, 3 within Islington borough, Bravington's² block, Albion's Yard block, Railway street block and one block within Camden Council, the lighthouse block, Grade I listed building. The neighbourhood arose in the

² Lighthouse block, Bravington block, Albion Yard block and Railway block are named block A, B, C and D for simplicity reasons.

fifteenth century, as the small hamlet of Battle Bridge. The hamlet grew around the junction of Grays Inn Road, Pentonville Road and the bridge over the river Fleet.

The construction of Regent's Canal in 1812-1820, Caledonian Road in 1826 and the arrival of the Great Northern Railway in 1852 were crucial for the development of a strong industrial-trade character in the area (English Heritage, 2000). Since 1820, a mixture of industrial and commercial premises was established along with residential dwellings; large warehouses, small houses, factories complexes and industrial buildings with internal courtyards, formed an eclectic architectural landscape and a coherent historical group of buildings.

The buildings have undergone little redevelopment after the end of the eighteenth century and this has recently continued because of the blighting effects of major infrastructure proposals in relation to the site. In 1998, almost 30% of the four were derelict or vacant buildings and the rest of the built environment in poor conditions, (Appendix A, Table 5 and

Table 6). These circumstances led to antisocial events such as drug dealing and prostitution and bad reputation for the area.

3.2 Development process

3.2.1 Site area circumstances

The particular features of the wider area mentioned above, influenced the Regent Quarter development in a great extent. For a long time, uncertainty over proposals for London's second Channel Tunnel rail Link terminus (CTRL) have been a major factor to the under-investment and the poor conditions of the Regent Quarter's blocks (Appendix C, figure 15-21); blocks B and C blocks were to be demolished in order to facilitate the CTRL proposals contained in the King's Cross Railways Bill, November 1988 to January 1994, (Planning brief, June 1998). P&O began site assembly in 1986, after it became the owner of most of the land by acquiring a company named Stock Conversion (Appendix C, map 1). A vast majority of businesses and residents occupying P&O's property were on short term arrangements, with leases (having a lease break option in case the landlord would decide to redevelop or refurbish the property). Due to the King's Cross railways Bill, P&O was considering the profitable possibility to sell the land to the government; therefore on purpose P&O did not carry out any proposals for redevelopment, for the first 10 years they owned the site. As a result of this behavior, P&O was threatened with compulsory purchase order because of the way they let the land deteriorate (Jem Maidment, 2001). In 1996, the decision about the CTRL location changed and the passing of the CTRL Act 1996, for a high-speed railway into an expanded St. Pancras Station without affecting the two Regent Quarter blocks, removed the blight. Consequently, the value of Regent Quarter area dropped in a

sharp way towards the initial property value it once. Finally, a planning brief was prepared in July 1998, by Islington Council, for the three blocks now named Regent Quarter, including supplementary planning guidance: existing and proposing Railway infrastructure, Conservation Design Guidelines, Sustainable Transport Strategy, and Planning Standard Guidelines, Planning obligations.

3.2.2 Development's proposals

Since the profitable opportunity for P&O to sell its land to the Government disappeared, the developer presented a planning application in 2000, for the redevelopment of Blocks A, B, C and D. The first master plan prepared by Rolfe Judd Architects, was rejected. The project failed in respect to the planning brief's priorities in a variety of ways: mainly because it suggested to demolish a high percentage of existing industrial buildings, to provide mostly commercial-retail space and only 20 dwellings (Appendix C, map 2). Also incompatible to the planning brief, was the proposal for a 350 bed Hotel which was covering the entire Albion Yard block's façade, impeding the permeability of the block. Although the scheme was finally defeated, it is likely that some planning officers, influenced by the politicians' desires, considered the possibility to grant planning permission (Hammill, interview). It should be also mentioned that planners were very astute, though demanding, since the developer could run away; in that case the long history of unattractiveness, low value uses and unsafe qualities of the site would have continued for further years. However, English Heritage contributed in an interesting way to the rejection of the project; they commissioned Urban Initiatives (Urban Initiatives, 2000) to show how refurbishment of existing buildings and spaces could be complemented by sensitive development of gap sites and the creation of new pedestrian routes. Rolfe Judd's master plan was abandoned and a new firm was hired, to suggest a new one.

A year later, a new project was elaborated. In the planning application presented in 2001, P&O estates with RHWL architects were suggesting a 630.000 sq ft (58.550 sq m) development for the 5.8 acres of Regent Quarter's site. Compared with the previous scheme, the new project was respectful to the main requirements of the council's planning brief and the relevant supplementary planning guidance. The project proposed less office space and more residential uses of which 25% was affordable housing and the retention of the Caledonian road existing section not implementing the "gyratory system". As a result a different layout for the new hotel was feasible, allowing the permeability of Albion Yard block and covering just half of the façade and allowing creating pedestrian route through all 3 blocks; less demolition would provide a positive contribution to the surrounding Conservation Areas -King's Cross and Keystone Conservation Area. The industrial local character was carefully enhanced, by refurbishing most of the existing buildings and with awareness

combining the retained buildings with new modern ones. The existing but disused courtyards were to be revitalized in order to encapsulate the original style of the area and give access to the public. The hotel's design changed shape in order to facilitate the creation of the South-North path from Pentonville road to Wharfedale road (Appendix C, map 7).

It is important to mention that at the beginning of the design and planning process Islington suggested within the planning brief (Islington, 1998), to widen Caledonian street on its northern side, creating a gyratory system around block B. Consequently in the first master plan, Rolfe Judd proposal, the entire block C is set back by 5 m and the traffic system is according to what the Planning brief demanded. After the first master plan was defeated RHWL architects proposed to Islington officers (during meetings with Camden Council and Transport for London main stakeholders related to site's transport issues), to eliminate this constraint. Since nobody seemed to know the origin of this constraint (Shaw interview) the answer for its elimination could not be negative. Hence a more efficient proposal was feasible.

Overall the importance of the Regent Quarter development was not only due to its industrial historic context and strategic location. The re-development of these four Kings Cross blocks will be the first footprint of long term required regeneration for an area with unattractive reputation lasting over a century. An incentive for P&O to develop the site was given by the funding of SRB for Kings Cross and by the King's Cross Railway land discussions for re-development (Rosie Millard, 2005). In Appendix A, Table 7, we can see the Events summary for the development's process.

3.2.3 Site's constraints and key stakeholders involved

During the planning and consultation processes the involvement of key stakeholders with conflicted interests (Appendix A, Table 8) and the existence of several constraints referring to the site, created a complex situation.

Under the southern part of block B there is a pedestrian subway, linking the Kings Cross Thameslink station with Victoria and Piccadilly Line. At a higher level there is the disused York Curve railway line (Appendix C, figure 26), part of which is visible through a grating on the surface, close to the theatre's courtyard. As part of the CTRL works, London Underground plans to build a passenger connection to link the Northern Ticket Hall with the Victoria and Piccadilly Lines. This subway will pass under block B and the south-western part of this block is a formally safeguarded - sub-surface interest (Islington Planning brief, 1998). Due to this constraint, the council needs to consult LUL on any planning application that would allow development of 3m or more below ground level. Another issue to consider is the

uncertainty about what will happen to the Thameslink subway which passes under the block B when the new Thameslink 2000, (completion in 2006) will open.

Islington's planning brief for the development of the three blocks requires that any new development on the block B must take into account the policy about the local vistas to landmarks, to protect the view of St Pancras station from Pentonville Road and the Strategic view corridors of St. Paul's cathedral.

Furthermore, the blocks which are in Islington, are within the Conservation areas of Kings Cross and Keystone Crescent and the southern part of block B is defined in the UDP as an Archaeological priority Area; also, the Lighthouse building in Camden Borough, 34b York Way and 7 Caledonian road buildings in Islington, are statutory listed buildings. The Islington council prepared Supplementary Planning Guidance, to preserve and enhance the Conservation Areas and listed buildings (Islington Planning Brief, 1998)

The master plan for the block's redevelopment was expected to respect all the existing policies for the site, mentioned in the relevant Planning brief, including decisions referred to: sustainability issues, access and safety issues, movement and parking, residential amenity and security (Islington Planning brief, 1998).

3.2.4 Regent Quarter today

Regent Quarter is a case of conservation-led regeneration. The redevelopment was to take place in four phases; two of the phases have been almost completed³. The works related to block B and block C include restoration, refurbishment, demolition, use-conversion and new constructions The two blocks completed by 2005 (Appendix C, map 5 and map 6), have been sold to LaSalle Investment Management Company; the purchase was completed on 2005. LaSalle's purchases total around 186,000 sq ft (17,280 sq m) of office space in 9 buildings⁴ and 63,659 sq ft (5,915 sq m) in 14 shops (Stuart Watson, 2005). It could appear "unusual" that the P&O estates decided to sell the development although it seemed to have promising commercial potential. The following article gives a convincing answer to the former wonder: *"P&O, sold the properties as part of a policy of disposing of assets not essential to its ports business"* (Stuart Watson,2005).

According to the approved master plan (Appendix C, map 3 and map 4), the third and forth phases consists of the construction of block D and block A. Block D project include a new office building the refurbishment of two existing ones, three new residential blocks, and the

³ Only the refurbishment of the Cottam House within Albion Yard block has not started yet

⁴ The nine buildings are: Jahn Court, Focus Point, Times House, Bravington House, King's Gate, 34b York way, 7 Caledonian Road, Laundry Buildings and Varnish Works (Appendix C, map 5 and map 6). The whole amount of office premises developer is 200,000 sq ft; the rest of the 186,000 it refers to the Cottam House and the Brassworks building which is has been pre-sold before the development of the site, to YRM Architects.

restoration of existing terrace houses (Appendix C, map 7 and map 8). Block A ⁵ will include retail and restaurants in the ground floor, and offices above. However, the works in block D have not begun yet. In Appendix A, Table 9, we can see the development's summary. Although the first scheme (Rolfe Judd master plan) has been rejected, Rolfe Judd was the lead architectural company for the completed block B, based in the approved master plan produced by RHWL architects. Nevertheless, significant amendments were made during the completion of block B; during 2002, P&O managed to buy a piece of land which was obstructing the construction of another office building (Shaw, interview); Times House appeared at the new block B version (Appendix C, map 6) . RHWL, except from master planners, became the lead architects for the completed block C, and the block D (not under-construction yet). Block A is unlikely to be developed by P&O since it has been sold on the 3rd of August to UK Real Estate Limited (author n/a, Property Week and Chris Watkin informal discussion).

⁵ It took 2 years for P&O to get the Planning consent from Camden, for Lighthouse block redevelopment, mostly because of problems compounded by the fact that half the building is owned by London Underground, and is not part of the redevelopment (Christine Eade, 2003).

4. Evaluation of Regent Quarter's final master plan

The evaluation of a master plan can be ex-ante, intermediate and post-development completion. The ex-ante evaluation for master plans is largely used by CUBE to assess and further improve the design quality and deliverability-process of a master plan. The literature of ex-ante master plans evaluation is much more extensive than the post implementation master plan evaluation. Since CUBE was established, it is reviewing master plans at their outset and recently began to evaluate the design of neighbourhoods already redeveloped (www.cube.org.uk). Therefore, it has been chosen to conduct an empirical research based on the reflective study of the master plan, its outcomes and on how key stakeholders (CUBE, University College London & DETR, 2001) involved in the preparation and implementation of the master plan perceive its outcomes.

A successful master plan needs to reconcile commercial goals, urban design principles, and public aspirations (CUBE, 2004). Therefore, it has been considered by the author plausible to assess the Regent Quarter master plan's commercial performance and its success as a place in order to achieve an overall evaluation.

Due to the fact that all four blocks of the master plan are not yet redeveloped, it would be methodically correct to carry out an ex-ante evaluation for the master plan which is still on paper and a post-evaluation for the two blocks completed. Unfortunately, there was not enough time to undertake both types of evaluation and therefore I have elaborated the evaluation of the blocks completed.

4.1 Methodology of the evaluation

The first stage of the methodology is to conduct a literature review of master plan evaluations (ex-ante and post development). The second stage is to undertake the urban design quality assessment, therefore value the success of the development as "a place". The second stage is followed by the formulation of an analytical framework created to assess a master plan's success (CUBE, University College London & DETR, 2001). This structure comprises possible performance criteria, some of them used to structure the primary research. The primary research consisted of interviews to the development's key stakeholders and questionnaires when face-to-face interviews were not possible. The subsequent stage was the collection of data related to the development's commercial side and performance. The evaluation is summarised in a review of the master plan's assessment based on all the previous stages (Appendix A,

Table 10).

The evaluation objectives are the following:

- To discover or assess whether the master plan was successful or not. By describing, analysing and assessing the outcomes, lessons can be learned, related to what made the plan efficient and what the limitations and downsides so these can be avoided in the future.
- To assess the importance and value of the master plan as an implementation tool helping to deliver the regeneration of a site.

4.2 Urban design quality assessment

The assessment of the master plan's success is a thorough observation of the design aspects and their implementation, applying certain performance criteria based in the criteria used by CABE to evaluate master planned developments. The tool (diagram 1), is used to assess the master plan and it incorporates 14 performance criteria (CABE & DETR 2000, Urban Design Group 2002, CABE 2006b, CABE 2006c), involving design and social aspects (www.cabe.org.uk) as the table summarises, in Appendix A, Table 6.

1. Ease of movement

The scheme is in perfect location in terms of transport. The urban grain is well designed but no changes have been made to the original 19th century grid. Easy pedestrian routes and vehicle routes with traffic calming (figure 1). There is a limited parking provision in the area. On the one hand this is a disadvantage since service deliveries are expected and also tourists bus in service to the hotel and professionals who may want to reach the site by car do not have the possibility. Something which may affect the commercial attractiveness of the scheme. On the other hand is an advantage; the area is zero parking therefore contributes in maintaining the air pollution levels.



Figure 2, Caledonian Street, between block B, left side and block C, right side.



Figure 1, the gate located in York Way gives access to the inner area of block B

⁶ All the points of view of the photographs are localised in Appendix C, map 5 and map 6.

There are no cycling facilities. The vehicle routes or traffic system have not changed at all.

2. Accessibility

The places created are very easy and pleasant to walk and there is easy access for all levels of mobility (figures 3, 4, 5). People have access to all the open spaces according to an agreement between planners and developer. The existence of gates to the courtyards can create a sense of exclusivity.

3. Connectivity

Pedestrian friendly environment well connected to the surrounding areas via a pedestrian network, improving the local and wider permeability of the site (figure 2). The south-north pedestrian connection from Pentonville Road to the Regent canal is of high importance. Also Improved access to the Keystone Conservation area. The site is not connected the Kings Cross via York Way.

4. Continuity and enclosure

The sequence of the public space is perfectly coherent. All the courtyards and open spaces well enclosed resulting in excellent balance with the buildings massing and the un-built space. Some of the courtyards created as a desired result of the space between existing and new buildings gives a sense of nature and balance - Railway Yard, Albion Yard- (figure 4, 6, 7, 8, Appendix C figure 27). The semi-open covered space in front of the Focus point, within the Albion Walk which is used for



Figure 3, main entrance to Albion Yard,. Block C. No steps facilitate the accessibility.



Figure 4, Railway Yard, block C. Soft slop in the courtyards facilitating the accessibility.

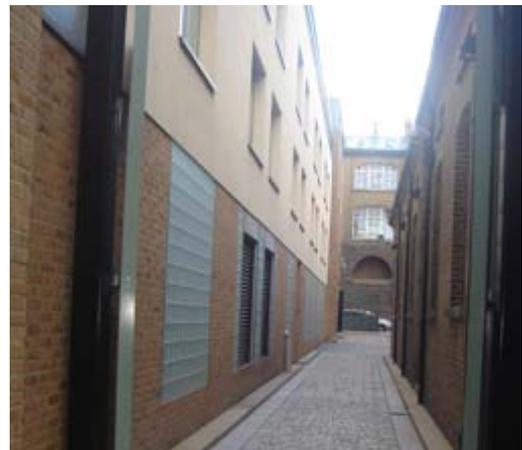


Figure 5, cobbled corridor facing one of the entrances from Albion Yard to York Way.

storing and machinery space for Tesco, It does not contribute at all at the continuity of the inner block's area (figure 14a).

5. Safety

Attractive and gated pedestrianised public places. Presence of stewards in each block although not yet active. The layout and geometry of the site as designed does not create any cavity or any kind of place non visible. There is lack of linearity and visibility from the gate located at the Caledonian road giving access to Varnish works, within Bravington's, which could make people feel unsafe.

6. Comfort

Sunlight maximized in all public places and also within the buildings. Housing location within the less noisy streets and yards. Also the café and restaurant with outside seating are located in the cobbled courtyards.

7. Flexibility

Full use is made of existing buildings and change of use when necessary. There is a variety of different architecture, scale and massing of buildings attracting different types of tenants and ensuring the adaptation of the development in case of any future needs. The existing footprint of the industrial buildings refurbished, partly restricted the adaptability of uses. Nevertheless, this was a prerequisite of the site.



Figure 6, Albion Walk, block C



Figure 7, Albion Yard, block C



Figure 8, residential private yard, Copperworks building, block C

8. High quality public realm

Well designed public spaces, functional and coherent to its natural local context public realm. There is clear distinction between public and private; all residential yards have a closed private gate. The public gates are more permeable and allow visibility (open during day time) gate (figure 9-12). Public art enriches the pedestrian routes of block B (figure 14b). There are symptoms of bad maintenance in the site. In Bravington's block outside the Joiners yard residential building there are big garbage bins (figure 14c).

There is not yet much of active ground floors partly due to the existence of offices instead of retail at ground floor and the vacant units. Possibly will change when they will be occupied.

9. Distinct character and identity

The character of both the refurbished and new buildings is perfectly responding to the local context creating a distinct sense of place. Important industrial architectural elements have been reused within new of refurbished buildings; important examples are the York gallery (figure 13), Jahn Court etc. Spaces and buildings complement one another. There is a relevant difference between the inner character and the outside of the blocks. The inner is perfectly designed and fit with the local character (figure 14). The outside of the blocks in some cases does not contribute at the local character (Focus point, Joiners Yard



Figure 9, public gate in York Way giving access to Laundry Yard and Bravington Walk



Figure 10, public gate in Caledonian road, giving access to Varnish works Yard, Block B



Figure 11, public gate in Pentonville road, main access to block B, Bravington block and Bravington walk.

and partly Copperworks, (Appendix C, figures 23-25).

10. High quality aesthetics

Most of the buildings have a visual impact and create a very attractive, high quality and balanced place. Both for the building and public spaces have been used high quality materials. The Joiners Yard and Copperworks residential buildings do not much with the quality of the rest of the buildings especially in terms of materials.

11. Cohesiveness

The master plan includes 3 restaurants with seating outside, cafes and wine bars (still to be let to occupiers). The hotel provides a café-restaurant in a terrace along Caledonian Street. Overall there are no places to seat if any local user, tourist would prefer not to pay for a coffee or a drink.

12. Civic ethos/pride and social inclusion

There are different public spaces, pleasant and able to stimulate community pride and foster community cohesion. Public spaces do create social inclusion particularly the inner block's area. It is doubtful that the public spaces will be used daily by local people; as designed give the perception to be mostly amenities for the businesses (workforce, clients, visitors etc).

13. Liveliness/ place vitality

Generally good mixture of uses and potentially animated public spaces. The



Figure 12, gate in Caledonian road, giving access to the private yard, The Yard, of the residential building.



Figure 13, York gallery in 34b York Way. The building was listed in 2001. The building have been refurbished and all interiors are the original (19th century).



Figure 14, detail in Albion Walk, showing the re-use of industrial architectural elements

A1 use is distributed mostly along Pentonville road. The ground floors frontages of Caledonian and Railway street have just two A1 use units.

14. Variety of facilities and services

The development is proportionally compact in relation to its particular historic content. The east side does not have any local services except of the gallery and the hotel provision. Nevertheless, this match to the block's original location, along the originally desolated York Way. Although things may change after the Kings Place and the pedestrian path versus Regent's canal are completed.



Figure 14a, storing place within Albion Walk in block C, for Tesco

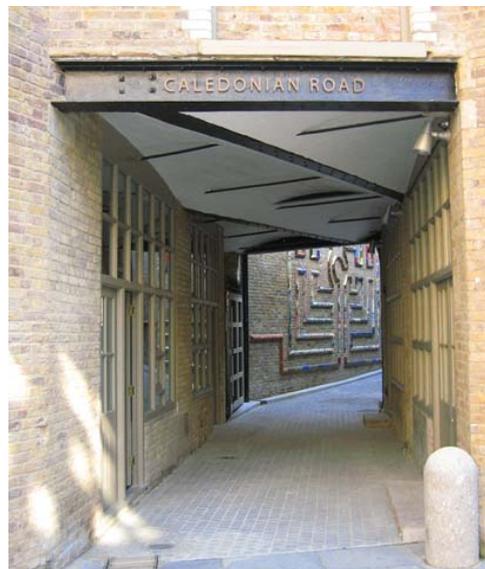


Figure 14b, public art at the middle of Bravington Walk towards the access in Caledonian Road, block B



Figure 14c, usually outside Joiners building, block B, there is a garbage bin or just garbage along the footpath

4.3 Analytical framework defining two main layers of the master plan's outcomes

The framework presented in Table 1, gives a more general idea of the many possible indicators, which can contribute, to a master plan's assessment in commercial and urban design terms. Indicators such as rental growth and capital values could not be gathered because of particular sensitivity for the investor and were not yet used as public data (Appleby, interview). Environmental indicators are not considered in the analytical framework because when the planning process took place the sustainability issues were about to be

Layers	Sub-layers	Possible indicators	Strengths	Weaknesses	Stakeholders perceptions
Economic Viability	Economic performance of the master plan	Rental value lease terms incentives Investment availability Types of tenants	Rental values can be significant when there is a comparable data. The lease terms and incentives provided by the investor are significant to understand the company's strategy.	Quite yet to have significant results regarding commercial indicators such as rental growth, total returns, vacancy rate etc.	Developer Investor Occupiers
	Operational performance of the master plan	Management costs Security expenditure Energy consumption Accessibility	These are features directly related to the occupiers perception of master plan		Designers Occupiers
	Implementation of the master plan	Infrastructure costs Duration of planning approval process Prestige and reputation		Some times is difficult to extract data regarding operational performance and detailed data relating to the development's production phase	Developer Designers Planning officers
	Area regeneration/ viability impact of good master plan	Local property values Place-marketing Area revitalisation	these are features that address directly the impact of the development on the local economy		Planning officers
Success of the development as a place	General checklist incorporating physical and social criteria	Ease of movement Accessibility Connectivity Health Safety Comfort Environmental sustainability Flexibility High quality public realm Distinct character and identity High quality aesthetics Cohesiveness Civic ethos/pride Liveliness/ place vitality Variety of facilities and services			Developer Investor Occupiers Designers Planning officers Users

established.

Table 1, Framework structure (CABE, University College London & DETR, 2001)

4.4 Key stakeholders perspective

The interviews conducted are a fundamental part of the research firstly for gathering qualitative data and secondarily for understanding the stakeholders' perceptions about the master plan's outcomes. The key stakeholders were representatives of the investor, planning office and design companies. Regent Quarter site is within two Conservation areas therefore it was necessary to have the conservation officer's point of view. The Chair of the Conservation team has resigned and the interview was conducted to the Chair of the King's Cross Conservation Area Advisory Committee, in close collaboration with the Conservation Officer. Although the interview pro-forma (Appendix B) was based on the framework presented in Table 1, generally the interviewees gave importance at questions relevant to their professions.

Further information were gathered by Informal discussions held with the following professionals: Mr. Marc Espinet, Property Market Analysis, Partner- European Retail, Mrs. Christina Burbanks, Property Market Analysis, Associate Partner - London Office Market, Mr. Chris Watkin, King Sturge -West End Office team, Mr. John Henderson, P&O Estates- Assistant Project Manager, Mrs. Lora Nicolaou, Director of Urban Strategies, DEGW, and Mr. Simon Young, Rolfe Judd Director.

La Salle Investment Management Company, Mrs. Sarah Appleby perspective

- Overall the Investor's principal concern was to secure investment which would provide high total returns, high rental values and high specification office buildings;
- Regent Quarter market was the first of this kind of development and has opened a new market potential; the attractiveness of the scheme is also related to the stimulation it had from Kings Place scheme and will have in larger measure by King's Cross Central;
- Other important factors influencing economic viability were the site's location, at the fringe of West End and Mid Town, with excellent transportation links, especially due to the completion of CTRL on 2007 and its accessibility;
- The good mixture between housing and offices provided the wanted combination between living and working activities;
- The Guardian's pre-let and Grey London in Kings Place development, along Regent Canal attracted the anchor Regent Quarter's tenants; EC Harris and Eurostar;
- The security costs were being very high due to the area's bad reputation and the proximity to King's Cross one of the high risk terrorism targets in London;

- The development provides important social value due to its regenerative impact and mixture of uses; excellent connectivity within the blocks, facilities and amenities to local people;
- The site's new image re-enforced the local civic pride;
- The retail and leisure uses were necessary in order to satisfy the business activities of the scheme and to promote the live, work and relaxed new face of the urban quarter.
- A factor that may impede the development's economic viability is the existing traffic management (gyratory system) and the minimum parking provision.

Principal Planning Officer - Kings Cross, London Borough of Islington, Mr. Mark Hammill perspective

For the planning officer, the master plan was the means to meet the planning brief and the starting point of the development's changing face.

- The main objectives for the redevelopment of the Regent Quarter to open up the site, create new open spaces through the development, preserve attractive buildings that can contribute positively to the area's historic context, create local employment and reduce crime, Improve the accessibility to and from other adjacent areas;
- Between the factors which contribute to the economic viability of the scheme Mr. Mark Hammill mentioned the transport improvement, the completion of Kings Place mixed development -under-construction- and the starting of the Kings Cross Central;
- The urban design quality of the master plan has led to advantages in relation to the local property values, the place-marketing and the area revitalization;
- The scheme was the stimulus for other revitalisation, at least five sites have been brought forward for development and refurbishment;
- The impacts of the development as a place, in social and physical terms, were very positive. A important social benefit was the huge improvement related to the drug and prostitution problems for which the streets were famous;
- The re-use of the vacant parts of the site provided local investment, local employment, safer streets and also enhanced local civic pride;
- There are residential units on all the streets to providing local ownership and a broad range of uses ensuring activity during the whole day;
- The local community's has access everywhere and the access is protected by an agreement ensuring that the public can wander through the scheme
- The site's limited parking ensures minimal traffic generation.

Islington Conservation Advisory Committee (ICAC), Mrs. Jeannie Burnett perspective

The ICAC's objective was to achieve the preservation of buildings when were worth of retention since they were listed, or were contributing positively to the conservation area's context. The Chair of the Committee deemed the development very well designed with a very good mixture of uses, and impressive outcomes in terms of social benefits and improvement of the local economy. In terms of community benefits, the development increased the civic pride of local people in their area and provided plenty of facilities and services. When the Chair of ICAC was asked what could have been done in a better way in Regent Quarter, Jeannie Burnett mentioned that the design of the hotel accommodation could have been done in a way more coherent with the local context; and that the internal demolition of an existing building (along Pentonville road) which was worth retaining could have been avoided.

RHWL architects, Mr. Craig Merriman perspective (Questionnaire 1, Appendix B)

The architect was involved in Jahn Court building, the larger office building in block C

The key outcomes of the project according to the architect were the following:

- The excellent combination of the new buildings with the retained ones, according to the precise respect to conservation principals, created a distinct sense of place;
- The combination of different architectural types of buildings created a pleasant and attracting environment;
- The project targeted to maintain public access within each block; this feature gave the appropriate flexibility and adaptability of uses to the scheme, in case the demand of the existing uses will change in the future;
- the creation of public, private, semi-public and semi-private courtyards was a result of the sought mixture of uses; the successful characteristic of this was the smooth progression from one ownership to the other, creating a feeling of non exclusivity to local people;
- The elevation treatment and the massing and height of both the new and refurbished buildings resulted in a good sense of enclosure.

RHWL architects, Mr. Peter Shaw perspective, Principal Director (Questionnaire 2, Appendix B)

Interestingly, the architect stated that since the first scheme was defeated, the new proposal had to be a conservation/design-led rather than a commercial one. According to the architect, the Regent Quarter master plan focused mainly on three issues: traffic, security and retention of existing interesting buildings.

- The development has been characterized untypical with enormously complicated circumstances.
- The architect deemed that the scheme achieved multiple community benefits; opened the site to the public, gave identity at the place, enhanced the local civic pride, provided facilities and amenities not existing before.
- Overall, the outcome of the master plan is exactly what the master planners were expected and without a doubt they would not add anything to the scheme if they had the chance to do it again. The only issue not managed to implement is regarding the connectivity of the urban quarter to King's Cross station, although clearly it was outside the designers "jurisdiction".

4.5 Strategic assessment of the Regent's Quarter commercial side

The scheme's market positioning within the London office market, with respect to current and potential target occupiers, rent levels and availability, were important features contributing to the development's assessment. Nevertheless, it must be mentioned that due to the recent completion of the scheme, (in 2005) there is not much of performance data yet available (rental growth, capital growth, total returns, vacancy rates etc).

The development's commercial assessment methodology is divided into four stages. Firstly, it was essential to review the commercial articles, reports and any available data referring to Regent Quarter and the wider Kings Cross area up-coming market. An analysis of development trends in equivalent fringe London locations with good transport links (Euston, Paddington, South Bank) contribute to demonstrate the potential of Kings Cross. The third stage focused on gathering the commercial indicators already available for Regent Quarter. The analysis of occupancy rates, rental levels, type of tenants together with lease terms and incentives applied and property values can give evidence for the development's performance. Finally It is very interesting and useful to understand the investor's future targets that the scheme will have to achieve (i.e. rental growth, total returns, occupancy rates) in order to result commercial success. Unluckily, due to the high confidentiality of the data, the information was not available and therefore it was not feasible to include any proved conclusions to the final assessment.

4.5.1 Regent Quarter within the Kings Cross wider area

Kings Cross is a fringe area of Central London and according to the property market experts is a "West End and City – Midtown fringe market" (Property Market Analysis and Colliers CRE). Although located at the edge of Central London and with very good transport facilities, Kings Cross has remained one of Central London's least glamorous destinations with a small under-performing office market. Kings Cross is adjacent to a number of mature office markets, such as Euston/North Marylebone (NW1/2) and the North part of Midtown (Bloomsbury/City Midtown WC1H, WC1X) and any significant changes in Kings Cross area, will have an impact on the adjacent office markets and to the London Office main markets as well (Colliers CRE, 2006a)

Finally after years of under-performance it appears that the perceptions are now gradually changing. Significant investment in transport, mostly related to the 2007 opening of CTRL has stimulated commercial development and integrated a significant part of under-used land in the market. P&O Regent Quarter, Parabola land with developmental proposals for King's Place, Argent with proposals for King's Cross Central, all predominantly office use schemes and Blackstone, King's Cross 2000 a mixed use residential/leisure scheme were the major regeneration proposals. The P&O and the King's Place schemes are the first two of a series

of redevelopment schemes in King's Cross to come to market and to give evidence of an upcoming market (Colliers CRE, 2006a). The attraction of important tenants is another evidence; Eurostar and EC Harris consultants became anchor tenants of the Regent Quarter's scheme; Parabola Land secured a 150,000 sq ft pre-let from the Guardian and Grey London are other important tenants for King's Place scheme.

With the Kings Cross Railway lands development the high-quality office provision will raise to 5.5 mil sq ft; according to Colliers CRE, "*Kings Cross office market is going to be larger than most West End sub-markets and development at Kings Cross will cause the occupational make-up of the immediate area*" (Colliers CRE, 2006b). It is also reasonable to think that the excellent transport connections and competitive rental values can act as an impetus for land value increase and consequently attract high profile occupiers and Regent Quarter is the evidence (detail in section 4.5.3).

4.5.2 Regent Quarter in comparison with Central London Offices fringe-location markets

Over the last decade, one of the most important trends in the Central London office market has been the redevelopment of fringe locations such as Paddington, Euston, South Bank etc, from secondary fringe markets into important Central London sub-markets, which created viable options for major occupiers (Colliers CRE, 2006a).

A characteristic of this trend is the impressive growth of rental returns over a short-medium term which transformed Euston and Paddington, Central and Basin markets in important sub-markets. At the table below is the rental growth for Euston and Paddington over the last 10 years (Table 2, Cushman & Wakefield). After a high growth between 1996 and 2002, for both markets and a following drop of the rents, there is stability from 2003 to 2004. In detail, rent values in Euston from June 1996 to June 2002 had a growth of 100% and a similar trend we see in Paddington; from June 1994 to June 2000 the rental values were doubled and another 41,6% of growth was noticed from 2000 (equal at £30 p sq ft) to 2005 (equal to £ 42,5 p sq ft). Therefore, the good commercial performance is what we can generalise in both cases.

Another feature of this market-trend is that competitive rental levels and high quality office space provision have attracted occupiers i.e. from West End and from other important sub-markets.

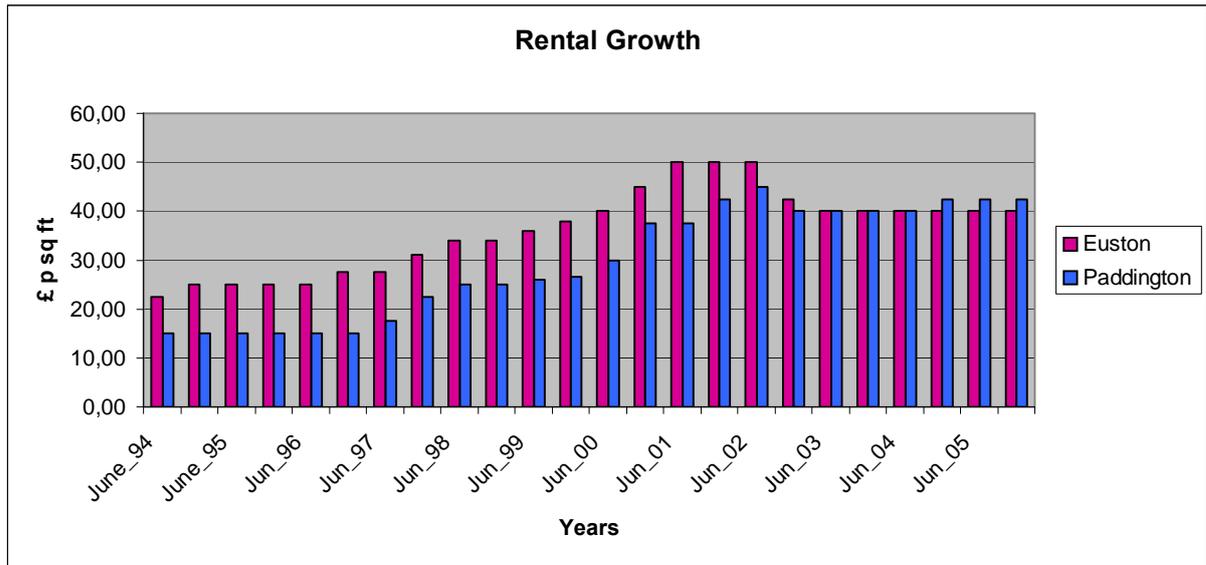


Table 2, Cushman & Wakefield

Particularly in Paddington significant occupiers such as Orange, Visa, Marks and Spencer, were attracted for rental levels close to £ 42, 50 p sq f and were ready to pay more above the long-term average for new high quality stock. After anchor tenants established in Paddington, other smaller tenants have been attracted and the development and refurbishment of adjacent areas was planned.

Comparing the rental values in newly built or refurbished high specification premises in Regent Quarter, between £31,76 to £36 p sq ft, with the rental values in Euston, £40 p sq ft and £ 42,50 p sq ft in Paddington in Dec 05, they surely are competitive; therefore it could seem reasonable the hypothesis that Regent Quarter can attract occupiers from Euston (or similar sub-markets) because of their vicinity and also the market's lack of newly built or refurbished buildings in the area. Additionally, although Regent Quarter within wider Kings Cross area have the disadvantage of "a bad reputation area" , which other locations in London did not have, the establishment of CTRL in St. Pancras and the high rental values in prime markets can influence indirectly the Regent Quarter performance.

In conclusion, factors as strong transport recent improvements, good accessibility, vicinity to other office markets and competitive rental values can probably be considered common links with the Kings Cross potential market. Furthermore, high specification offices, good mixture of uses combination with the flexible lease terms and attractive incentives that LaSalle is promoting, appears to be very promising for Regent Quarter's market.

4.5.3 Regent Quarter commercial indicators. Rental values, tenants and lease terms

Regent Quarter development provision is 220,000 sq ft of offices (Appendix C, map 7), 50,000 of retail and 14,000 of leisure uses (Appendix C, map 8). The rest of the 630,000 sq ft scheme is distributed in a 277 bed hotel, a fitness centre, a gallery unit and 138 residential units.

On 30th August 2006, approximately 55% of the office floor space was let (source data: LaSalle Investment Management), for the average rent level of £35 sq ft (Table 3); 100% of the residences were sold (source data: Savills) and 85% of the retail units have already been let in rental levels between £35 and £92,50 sq ft (Table 4); the three restaurants already built (block C) have been released, but not yet let, for a rent of approximately £80-£95 sq ft (Appleby, interview). Table 3 and Table 4 are giving details regarding the overall availability, rental levels, lessees, incentives and lease terms of the office premises and retail units.

Observing the two tables, we can consider that the evidence confirming the good performance of the development up to now is the following:

- The rents are gradually increasing since the first deal signed in June 2006 (Paul Norman, 2006)
- Gradually the viewings of the premises have been increased (Watkins, interview)
- There are already two anchor tenants in the scheme and other smaller ones
- The initial incentives for free rent are gradually getting reduced
- The property values of Regent Quarter and Kings Cross wider area have been initially increased in comparison the property values before development and have been further increased after the first homes were released

Jahn Court new office building, the first to be occupied, has received bids from other three prospective tenants; publisher Emap and advertising agencies WCRS and Grey advertising (Darren Lazarus, Julia Cahill, 2006). Considering that Regent Quarter's main disadvantage is the bad reputation, the interest from different potential tenants is a very positive sign. The advertising company WCRS, considered also the possibility to let the Laundry buildings and Times House (Watkins, interview). Eurostar has signed the second deal for Regent Quarter, letting the Times House, 2nd larger new office building (Julia Cahill, 2006)

The performance of Regent Quarter's housing market has been extremely good. The homes, in total are 138⁷, a mixture of one and three-bedroom apartments and refurbished industrial warehouse style apartments. Different sources (Estate Gazette interactive, interviewees, Savills-property agents) confirmed that all the dwellings from the first phase were sold within hours of launching them to the market. The second phase of residential marketing at Regent Quarter comprises a mix of 53 new build and refurbished units. In the first two phases, more than half of the apartments in Regent Quarter have sold off-plan through the sole agent FPD Savills (Sarah Hartley, 2003). On March 19, 2006, in *Mail on Sunday* (London) an article states: "*only 4 of the 89 new properties with original industrial features including cast iron columns, arched windows and exposed brickwork remain unsold*". On 16 August 2006, all but one of the 138 apartments have been sold (Zoe Darel Hall, 2006). On August 30 the agents Savills, confirmed to the author that all the houses in Regent Quarter were sold.

In Regent Quarter, the property values went high, especially in the second phase of residential redevelopment. "*Prices seemed high compared with the surrounding area at the start, at around £400 per square foot, but now they are achieving nearer £600 and local prices have also lifted.*" (Zoe Darel Hall, 2006). According to an article published in *Estates Gazette Interactive* on the 21/10/2002, "*Buyers rush to snap on P&O King's Cross first phase*", the prices of the first homes released in the first residential phase of Regent Quarter were out at £472 per sq ft, ranging from £187,500 for one-bedroom apartments to £489,500 for a three bedroom home; these went slightly up after the release of the second phase residences. Moreover, Savills agents stated that the prices have risen to £675,000 (Savills, informal discussion). Obviously, this is another strong evidence of the scheme's positive performance and the site restoring bad reputation.

⁷ 35 of these will be made available as affordable homes, offered in partnership with the London Borough of Islington and the Peabody Trust

Office premises		description	Tenants	rental value	lease terms / incentives
Jahn Court	new	five storeys office building	EC Harris Consultancy	let for £31,76-£33	15 y lease/2 years free rent
Times House	new	four storeys offices and fitness centre at the basement	Eurostar	let for £36	15 y lease/18 months free rent
			Fitness centre	basement level	
Focus Point	new	three storeys offices and tesco at ground floor-basement	Riva bus company	Last floor let for £35	10 y lease/9 months free rent
Laundry Buildings	refur.	Three storeys offices and basement		vacant	
Varnish Works	refur.	Three storey office building		vacant	
Bravington House	new	Four storey office building	Carbon, green organisation	1st floor let for £34	5 y lease/6 months free rent
Kings Gate	new	Four storey office building	Charity organisation	4th floor let for £34	5 y lease/9 months free rent
34b York Way	refur.	Two storey office/D1 building. Possible change of use	n/a	under offer	
7 Caledonian Road	refur.	Mixed use building. Three floor offices		vacant	
Brassworks	refur.	Two floors offices	YRM architects	sold before development	
Cottam House	refur.	Three storey office building	P&O estates	not yet developed	

Table 3, source data: Chris Watkin-King Sturge property agency

Office premises	description	Tenants	State of occupancy	Rents
278 Pentonville Road	Ground floor /basement	Hairdressers	Under Offer	n/a
280 Pentonville Road	Ground floor /basement	Jac Oticoans	let	n/a
282 Pentonville Road	Ground floor /basement	Adecco	let	n/a
284 Pentonville Road	Ground floor /basement	Food operator	Under Offer	n/a
286-288 Pentonville Road	Ground floor /basement	Better bookmakers	let	n/a
290-292 Pentonville Road	Ground floor	London luggage	let	n/a
296 Pentonville Road	Ground floor /basement	Starbucks	let	n/a
300 Pentonville Road	Ground floor /basement	Pret a Manger	let	n/a
2B York Way	Ground floor /basement	Cafe Montpellier	let	n/a
8 York Way	Ground floor /basement	The tanning shop	let	n/a
3 Caledonian Road	Ground floor /basement		vacant	£ 35,000
13 Caledonian Road	Ground floor /basement		vacant	£32,500
15-17 Caledonian Road	Ground floor /basement		vacant	£42,500
8 Caledonian Street	Ground floor		vacant	£92,500
34b York Way	Ground floor /basement		To be confirmed	£75,000
17 railway Street	Ground floor		vacant	£ 35,000

Table 4, source data: www.gcw.co.uk

4.6. Review of the evaluation

Regent Quarter regeneration project transformed an old industrial redundant and brownfield area with bad reputation and 30% of disused buildings (calculations based on the Islington Planning brief, 1998) into an economically viable area with high quality open spaces and buildings. The master plan gave a distinct character to the new site with a absolute variety of architecture, adapted to the local historic context. Combining the preservation of the existing industrial buildings with new high quality ones, public art and attention to architectural detail, the designers created a strong sense of place in Regent Quarter. One of the master plan's qualities is the construction of a pedestrian friendly environment particularly in the inner blocks. Also the vertical and horizontal pedestrian routes created, from south to the Regent canal at the North and from east to west, have been a major contribution to the revitalisation of the area.

Consultation has been very important in the development of the Regent Quarter development; developers, stakeholders and local people were invited to hear and give their views and ideas about the proposal. Different public meetings (at least 20 confirmed by RHWL Architects) and a public exhibition was held on September 2001. Furthermore, one of the London Biennale of Architecture took place in the inner area of Regent Quarter in June 2006. Some building and courtyards were closed for more than 100 years; the opening of those to the public was an important social benefit. The new face of the urban quarter and the facilities-amenities created, enhanced the local civic pride.

A good strategy from LaSalle Investment Management Company, Incentives of free rent period together with flexible lease terms and competitive rental values, is gradually reducing the bad reputation of the area; the occupiers are becoming more attracted and important anchor occupiers have already joined the new urban quarter. These features together with the increase of the property values and the area revitalisation stimulated by the scheme, can be considered evidence of success and further future benefits.

All stakeholders interviewed, considered Regent Quarter's outcomes successful in terms of design quality directly linked with the social benefits that the scheme produced. The feedbacks for the scheme's commerciality were also very positive. The interviewees mentioned that Islington Council and the officers with a very efficient and well coordinated team managed to avoid the wrong development to take place. The only issue where it could have done more is the traffic system. Nevertheless, the designers mentioned that there was extreme complication regarding this issue, mostly because of the interference with the King's Cross Central.

5. Conclusions

The report revealed that the term “master plan” does not appear in any government document and hence can create certain confusion about its meaning, use and purpose. The author agrees with CABE’s statement that the term can mean different things to different people (CABE, 2004); this is exactly the feature, which can confuse the stakeholders and especially local people during the consultation process. The author would suggest that a formal definition of the term would be very useful, although the strong dependence of a master plan on the local context may make the initial hypothesis not feasible. Possibly, it could create more confusion.

On reflecting the Regent Quarter development outcomes, the importance of this design tool may need to proceed from its definition to its process and implementation.

The master plan’s process took place 5 years ago, in the transition as stage between the old and the new planning regimes, when ideas regarding design-led development, spatial planning and master planned developments were trying to be established; the planning process and the master plan seem to have encompassed all the new ideas related to planning.

In this generally changing environment, the Regent Quarter master plan achieved a good balance between the developer’s (commercial) requirements and public interests (including design and social aspects) and became the means to implement successfully a complicated case of regeneration.

Considering the good balance between developers’, planners’ and local community’s interests, it would be natural to think that this case study can contribute more evidence to the debate about the existence of a balance which can reconcile stakeholders’ interests.

According to the Urban Task Force final report, “*developers should be invited for individual site on the basis of a design proposal not just a financial offer*” (UTF 2005). The former statement is a reasonable recommendation, but in a practical way developers should be able to “see” directly in other design-led developments that this balance is feasible. Indeed, this is exactly what evaluation can contribute. Promoting the “good master-planned development” compared to the “bad” ones, (which may equally have failed the developer’s front of view), is to invite developers to think in a more holistic way and contribute positively to sustainable regeneration.

It must be mentioned that part of the master plan’s positive outcomes is due to the Planning Officers efficiency and their constructive collaboration with the stakeholders. The Council

managed to avoid the massive demolition proposed by the first master plan, and the plan was rejected. Consequently, it is reasonable to wonder, "What would have happened if political pressures or the Council's inefficiency had won and therefore the first scheme had won the consent"? A possible reply could be that the Regent Quarter would have been a bad "example" for the development of the Kings Cross wider area, but possibly a good example in terms of the developer's returns.

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Appendix A. Tables and diagrams

Existing uses before re-development (author's calculations based on date from Islington Planning Brief, 1998)		
Bravington's and Albion Yard Blocks		
Use	Floorspace in m sq	Vacant units
A1-A3	5.710	915
A2-B1	5.955	2.245
B8	320	
C1	675	
C3	4.140	180
D1-D2	975	
Church and theatre		
Artist Studios & gallery	1.160	
Unauthorised private car park	435	
Car rental business	1,890	
Unknown use (derelict)	10.525	
Total	31.785	

Table 5

Railway street Block (author's calculations based on date from Islington Planning Brief, 1998)	
Use	Floorspace in m sq
A1-A3	830
A2-B1-B2	3590
B8	1,900
C3	650
Dance studio	4,020
Vacant and derelict	2,070
Total	13.060

Table 6

Events summary	
19th-20th century	The buildings have undergone little redevelopment after the end of the nineteenth century
1988	Blocks A and B, were to be demolished in order to facilitate the CTRL proposals contained in the King's Cross Railways Bill
1996	the decision about the CTRL location changed and the passing of the CTRL Act 1996 would not affect the two Regent Quarter blocks; hence the blight was removed
1998	almost 30% of the buildings were derelict or vacant
1998	Islington Council produced the final draft for the Regent Quarter KX site
1999	the developer presented a planning application elaborated by Rolfe Judd Architects
2000	began the discussions about King's Cross central
2000	planning application was rejected because it failed in respecting the planning briefs priorities
2001	A year later, a new project was elaborated. P&O developer with RHWL architects
2002	Planning consent granted by Islington Council
2003	Camden Council approved the planning application for the Lighthouse block
2004	Kings Place development construction began
2005	the 2/3 of the master plan was completed; the retail and office premises of the two blocks were sold to La Salle

Table 7

KEY STAKEHOLDERS		MAIN STAKEHOLDERS INTERESTS
PRIVATE SECTOR		
Developers	P&O estates	Profitability of the scheme /sell the development in a good price
Investors (new owners)	La Salle	Good liquidity, easy/cost effective to maintain
Designers	Rolfe Judd Architects	Meet planning brief / client's satisfaction / good reputation
Occupiers	E C Harris Eurostar	Value for money / adaptable, functional / secure and attractive place both for workforce and clients
PUBLIC SECTOR		
Planning authority	Islington Council Camden Council	Meets planning policy context / respect public interest, creation local employment. Local com. Involvement, S 106 agreement
English Heritage-Conservation Department	Islington Conservation Department Camden Conservation Department	Conserve and protect the historic-architectural local context
LOCAL COMMUNITY		
Any local group participating in the consultation process		Safety of the place they live / participate to their area's place-making / desire for improved facilities and services in the area / local employment opportunities

Table 8

Development's summary	
Location	Edge of Central London, King's Cross
Completed	Phase one and two completed April 2005
Developer	P&O developments
Design team	RHWL master plan and lead architects for the two blocks, C and D Rolfe Judd lead architects for block B Richard Griffiths conservation architect Derek Lovejoy Partnership, landscape architects
Planning authority	Islington and Camden Council
Funding body	Private funding by P&O developments
Mixture of uses	Office, housing, retail, leisure, art gallery and fitness centre
Areas	Office space: 220.000 sq ft (18.580 sq m), retail: 50.000 sq ft (4626 sq m), leisure: 14.000 sq ft (13.011 sq m), 138 dwellings
Total Area of site	5.8 acres (2.4 ha)
Occupiers	EC Harris Consultancy, Eurostar, Riva bus company, Carbon, green organisation, Charity organisation
Developers	P&O estates
Investors	La Salle Investment management Company

Table 9

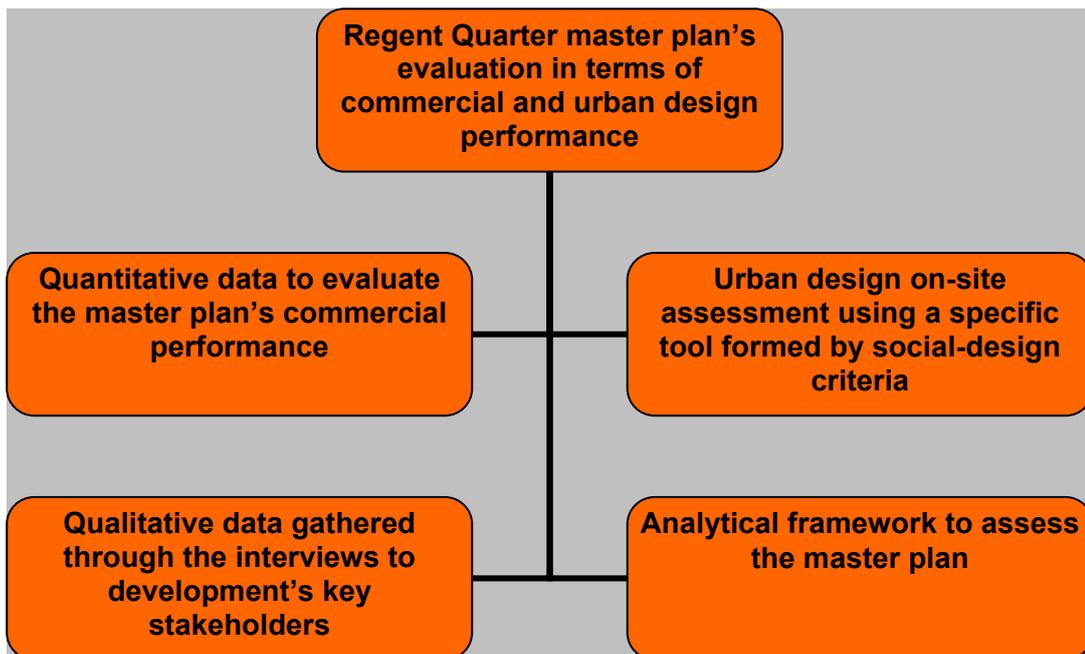


Table 10

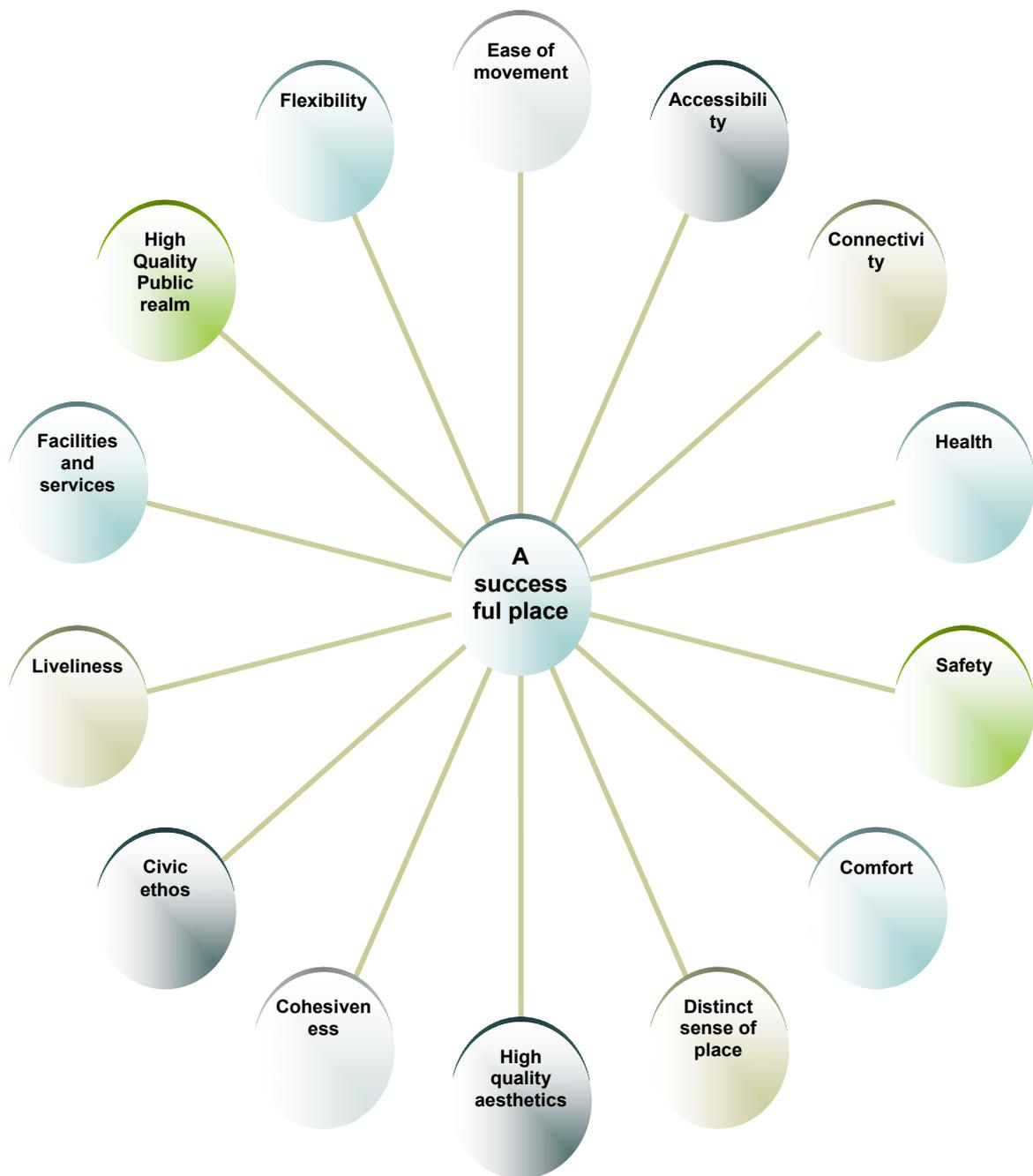


diagram 1, Source: CABI, 2006c

Characteristics of a successful place	Performance criteria	Strengths	Weaknesses
1. Ease of movement	Integrated public transport, visually simple, uncluttered streets, well-designed, appropriate parking provision. (CABE, 2006c). Connected spaces and routes, for pedestrians, cyclists and vehicles (UDG, 2002)	The scheme is in perfect location in terms of transport. The urban grain is well designed but no changes have been made to the original 19 th century grid. Good pedestrian routes. The area is zero parking and in that way contributes in maintaining the air pollution at same levels and enforce people to use public transport and be sustainable.	This is a disadvantage since service deliveries are expected and also tourists bus in service to the hotel and professionals who may want to reach the site by car do not have the possibility. Something that may also affect the commercial attractiveness of the scheme. The existence of gates (some of them not sufficiently wide) to the courtyards can create a sense of exclusivity.
2. Accessibility	Facilities and services in the vicinity. Places that are easy and pleasant to walk to and provide easy access for all levels of mobility.(CABE, 2006c). Inclusive design, in terms of intellectual, physical and emotional access (UDG, 2002).	The places created are very easy and pleasant to walk and there is easy access for all levels of mobility. People have access to all the open spaces according to an agreement between planners and developer.	
3. Connectivity	Developments well connected with existing networks and surrounding areas. Local permeability, creating a network of routes (CABE, 2006c).	Pedestrian friendly environment well connected to the surrounding areas via a pedestrian, primarily and secondarily network, improving the local and wider permeability of the site. The south-north connection from Pentonville Road to the canal is of high importance. Improved also the access to the Keystone Conservation area and York Way.	No signs in the inner area to show that the path continue from one block to the other.
4. Continuity and enclosure	Clearly defined, coherent, well enclosed public space. (ODPM, CABE, 2000). Progression of spaces from public to private, quality of the network of spaces, balance between the scale of built and un-built environment	The sequence of the public space is perfectly coherent. All the courtyards well enclosed resulting in excellent balance with the buildings massing and the un-built space. Particularly some of the courtyards created as a desired result of the space between existing and new buildings gives a sense of nature and balance (Railway Yard, Albion Yard etc)	↑ The semi-open covered space in front of the Focus point, within the Albion Walk is used for storing and machinery space for Tesco. It does not contribute at all at the continuity of the inner block's area. ↓
5. Safety	Streets pedestrians friendly with low speed limit, well-lit, overlooked public places the presence of visible stewards in public places (CABE, 2006c).	Attractive and gated pedestrianised public places. Presence of stewards in each block although not yet active. The layout and geometry of the site as designed does not create any cavity or any kind of place non visible.	There is lack of linearity and visibility from the gate located at the Caledonian road giving access to Varnish works, within Bravington's, which can make people feel unsafe.
6. Comfort	Sunlight maximised, wind minimized, heat from traffic and buildings controlled, refuge provided from noise and pollution (CABE, 2006c).	Sunlight maximised in all public places and also within the buildings. Housing location within the less noisy streets and yards. Also the café and restaurant with outside seating are located in the cobbled courtyards	
7. Flexibility	Buildings and spaces that can accommodate changing use over time, provision for use on a variety of different scales. Streets designed to accommodate a variety of functions. Full use made of existing buildings (CABE, 2006c).	Full use is made of existing building and change of use when it was necessary. There is a variety of different scale and massing of buildings attracting different types of tenants and ensuring the adaptation of the development in case of any future needs.	The existing footprint of the industrial building refurbished partly restricted the adaptability of the uses. A former stable may be transformed in a art gallery or retail unit, not in an office space. Nevertheless, this was a prerequisite of the site.
8. High quality public realm	Well designed and maintained public spaces and streets. Distinction between private and public space (CABE, 2006c).Active ground floors uses. Use of the public space (make sure that is not the place left over after the design of the buildings). Public art and street furniture (ODPM, CABE, 2000)	Well designed public spaces, functional and coherent to its natural local context public realm. There is clear distinction between public and private; all residential yards have a closed narrow private gate; the public ones have a wider open (during day time) gate. Public space carefully designed in parallel with the buildings.	There are symptoms of bad maintenance in the site. In Bravington's Block outside the Joiners yard residential building there are big garbage collectors. No street furniture. There is not yet much of active ground floors, partly due to the existence of offices instead of retail at the ground floor and the vacant units. Possibly will change when occupied.
9. Distinct character and identity	Development that responds to and enhances local typologies and landscape. Distinctive design quality (CABE, 2006c).Character which considers and adapts to the natural features, human impacts and existing buildings and structures of the area (UDG, 2002)	The character of both the refurbished and new buildings is perfectly responding to the local context creating a distinct sense of place. Spaces and building complement one another	There is a relevant difference between the inner character and the outside of the blocks. The inner is perfectly designed. The outside in some cases does not contribute at all at the local character (Focus point, Joiners Yard and in part Copperworks)
10. High quality aesthetics	Buildings with visual impact, places that stimulate and delight. Use of high quality materials. (CABE, 2006c).	Most of the building have a visual impact and create a very attractive, high quality and balanced place. Both for the building and public spaces have been used high quality materials.	The residential buildings Joiners Yard and Copperworks do not much with the quality of the rest of the buildings especially in terms of materials.
11. Cohesiveness	Meeting and social space for community use. Housing provision that responds to local need (CABE, 2006c).	The master plan includes 3 restaurants with seating outside, cafes and wine bars (still to be let to occupiers). The hotel provides a café-restaurant in a terrace along Caledonian Street very attractive to seat.	Overall there are no places to seat if any local user, tourist would prefer not to pay for a coffee or a drink
12. Civic ethos/pride and social inclusion	Built environment that promotes a sense of community pride, public buildings and spaces that provide focal points for community use, good quality buildings that will last throughout the time (CABE, 2006c).	There are different public spaces, pleasant and able to stimulate community pride. Public spaces do create social inclusion particularly the inner block's area.	It is doubtful that the public spaces will be used daily by local people; as designed give the perception to be mostly amenities for the businesses (workforce, clients, visitors etc)
13. Liveliness/ place vitality	Active street frontage, low traffic levels, mixed and compatible uses, animated public spaces (CABE, 2006c).	Generally good mixture of uses and potentially animated public spaces.	The A1 use is distributed mostly along Pentonville road. The ground floors frontages of Caledonian and Railway street does not have just two A1 use units.
14. Variety of facilities and services	Compact development, sufficient population densities to support facilities and services, cultural facilities (CABE, 2006c).	The development is proportionally compact in relation to its particular historic content. The east side of the development does not have any local services except of the gallery and the hotel provision. Nevertheless, this match to the block's original location, along the desolated York Way. Although things should change after the Kings Place completion and the completion of the pedestrian path until the Regent's canal.	

Table 11

Appendix B. Primary research, Interviews pro-forma to key stakeholders

Interview pro-forma for the investor (CABE, University College London & DETR, 2001).

Background

1. Could you briefly relate the background of your involvement with this development, covering the following main points:

- when and how you first got involved with the idea/project that culminated in this development
- which are the most interesting characteristics in commercial terms of

2. To what extent is urban design (particularly via master planning), a major factor in your approach to property in general and particularly to Regent Quarter development?

Economic Benefit

1. Overall, how do you assess the prestige and reputation of this development?

2. In relation to the development's rental values please give your view on the following questions:

- Are there factors unique to this development that account for the prevailing levels of rental values?
- How did these values compare with other similar projects at the time and also with your expectations at the outset?
- To what extent do you consider urban design to have a bearing on the prevailing level of these values?

3. Are you satisfied with the operational performance of this development in terms of:

- management costs
- security costs

How do you think the master plan principles has contributed to advantages or disadvantages experienced in the above areas?

4. In relation to the development's occupancy rates, lease terms and incentives, please tell me:

- your view on the factors that account for the prevailing factors in the development or any predictions for the future.
- how in your view the urban design attributes of the development account for the level of occupancy rates generally?

5. Could you please comment on the effect of the development on the following issues on a geographical scale:

- local property values
- place marketing
- area revitalization stimulus
- impact on employment.

Do you think that the master plan qualities of the development have led to any advantages or disadvantages in the above areas?

6. Will this effect be long-term and how will its longevity be affected by the quality of the design?

Social Benefit

1. Do you consider this place to be pleasant/attractive?
2. Is the development well integrated into its surroundings?
3. In what way do you consider this development to be contributing to the identity of, and civic pride attached to, this place or locality?
4. Do you consider this place to be/will be lively and vibrant during the different times of the day and to what extent has the design solution affected this?
5. In what way do you consider this development to affect the social well-being of the local community?
6. In your view, does this development enhance the supply and quality of facilities/amenities at this place or locality?

Conclusion questions

1. If La Salle would collaborate with P&O estates for the Regent Quarter development from the outset, what would you add or change to the master plan in order to make it more marketable for you? Do you consider that there are any strengths and weaknesses?

Interview pro-forma for Planning Officers (CABE, University College London & DETR, 2001).

Background

1. Could you briefly relate the background of your involvement with this development, covering the following main points?

How and when you first got involved with the idea/project that culminated in this development.

Which were your expectations for this development? Were there any particular difficulties to tackle?

Whether the outcome is better or worse than expected and in what way?

2. To what extent is urban design (particularly via master plan) a factor in your approach to development in general?

3. To what extent was urban design (particularly via master plan) considered a factor in your approach to the Regent Quarter development?

Economic Viability

1. What factors peculiar to the urban design of this development might have influenced its prestige and reputation?

2. In relation to the development's capital and rental values since its completion, please give your view on the following questions:

Are there factors unique to this development that account for the prevailing levels of rental values?

How did these values compare with other similar projects at the time and also with your expectations at the outset?

To what extent do you consider the master plan document to have a bearing on the prevailing level of these values?

3. Could you comment on the effect of the development on the following issues on a geographical scale (already occurred or which may happen in the long term):

Local property values

Place marketing

Area revitalisation stimulus

Impact on employment

4. Do you think that the urban design qualities of the development, expressed via master plan, have led to any advantages or disadvantages in the above areas?

5. Will this effect be long-term and how will its longevity be affected by the quality of the design?

Community Benefit

1. Do you consider this place to be pleasant/attractive?

2. Is the development well integrated into its surroundings?
3. In what way do you consider this development to be contributing to the identity of and civic pride attached to, this place or locality?
4. Do you consider this place to be lively and vibrant during the different times of the day and to what extent has the design solution affected this?
5. In what way do you consider this development to affect the social well-being of the local community?
6. How accessible is the development – both within and across it, and in its connections to the surrounding area?
7. In what way do you consider the urban design solution to have improved or impeded the connectivity of this place to the environs?
8. In your view, does this development enhance the supply and quality of facilities and amenities at this place or locality?
9. To what extent are all sectors of the community encouraged to use the development –would they feel welcome?

Conclusions questions

If it could begin the P&O development in Regent Quarter again, what would you do in a different way?

Interview pro-forma for the Conservation Advisory Group Committee, Islington. (CABE, University College London & DETR, 2001)

Background

1. Could you briefly relate the background of your involvement with this development, covering the following main points?
 - How and when you first got involved with the idea/project that culminated in this development?
 - Which were your expectations for this development? Were there any particular difficulties to tackle?
 - What was your target?
 - Whether the outcome is better or worse than expected and in what way?

Community Benefit

1. Do you consider this place to be pleasant / attractive?
2. Is the development well integrated into its surroundings?
3. In what way do you consider this development to be contributing to the identity of and civic pride attached to, this place or locality?
4. Do you consider this place to be lively and vibrant during the different times of the day and to what extent has the design solution affected this?
5. How accessible is the development – both within and across it, and in its connections to the surrounding area?
6. In what way do you consider the urban design solution to have improved or impeded the connectivity of this place to the surroundings?
7. In your view, does this development enhance the supply and quality of facilities and amenities at this place or locality?
8. To what extent are all sectors of the community encouraged to use the development –would they feel welcome?

Conclusions questions

1. If it could begin the P&O development process for Regent Quarter again, what would you do in a different way?

Interview Pro-forma for the designers (CABE, University College London & DETR, 2001).

1. General questionnaire for the designers

Background

1. Could you briefly relate the background of your involvement with this development, covering the following main points:
 - When and how you first got involved with the idea/project that culminated in this development?
 - do you consider the initial circumstances of the development particularly complicated?
 - Whether the outcome is better or worse than expected and in what way?
2. To what extent is urban design a major factor in your approach to a site-development?
3. To what extent was urban design considered a major factor in your initial approach to the development? If these have since changed, how and why?

Economic Viability

1. Overall, how do you assess the prestige and reputation of this development? What factors peculiar to the master plan of this development might have influenced its prestige and reputation?
2. How did the concept respond to the issues of:
 - Management costs
 - Security costs
3. In relation to the environment created, how typical or untypical did the procurement of this development turn out to be judged on the basis of the following factors and why:
 - Production costs
 - Infrastructure costs
 - Duration and cost of planning approval process
 - Design costs?

Community Benefit

1. Is the development well integrated into its surroundings?
2. In what way do you consider this development to be contributing to the identity of, and civic pride attached to, this place or locality?
3. Do you consider this place to be lively and vibrant during the different times of the day and to what extent has the design solution affected this?
4. In what way do you consider this development to affect the social well-being of the local community?
5. How accessible is the development – both within and across it, and in its connections to the surrounding area?
6. 6. In what way do you consider the urban design solution to have improved or impeded the connectivity of this place to the surrounding area?
7. In your view, does this development enhance the supply and quality of facilities and amenities at this place or locality?
8. To what extent was personal safety considered in the design of the development and

how did this inform the urban design solution?

Conclusion questions

1. If it could begin the P&O development in Regent Quarter again, what would you do in a different way?

2. Questionnaire for Mr Peter Shaw, Principal director of RWHL Architects

General

1. Was the Regent Quarter's master plan considered a major factor in your approach to the development of Regent Quarter site?
2. Do you believe to have achieved a good balance between client's commercial requirements and high quality design?
3. Do you consider any circumstances of the development process particularly complicated?
4. Whether the outcome is better or worse than expected and in what way?

Economic Viability

5. Overall, how do you assess the prestige and reputation of this development? What factors peculiar to the master plan of this development might have influenced its prestige and reputation?
6. How did the master plan respond to the issues of:
 - management costs
 - security costs
7. In relation to the environment created, how typical or untypical was the procurement of this development in terms of:
 - Infrastructure costs
 - Duration and cost of planning approval process
 - Design costs?

Community Benefit

8. Is the development well integrated into its surroundings?
9. In what way do you consider the development's master plan to be contributing to the place identity and local civic pride?
10. In what way do you consider the master plan to have improved the connectivity of this place to the surrounding area?
11. In what way do you consider this development enhanced the supply and quality of facilities and amenities at this place or locality?

Conclusion questions

1. If you could re-design the Regent Quarter's master plan again, is there something you would you do in a different way?

Appendix C. Figures - maps



Figure 15, view of the east side of King's Cross before re-development (source data: Brochure one master planning, P&O – RHWL Architects, August 2001)



Figure 16, view of the blocks D, C and B from the North side (source data: Brochure one master planning, P&O – RHWL Architects, August 2001)

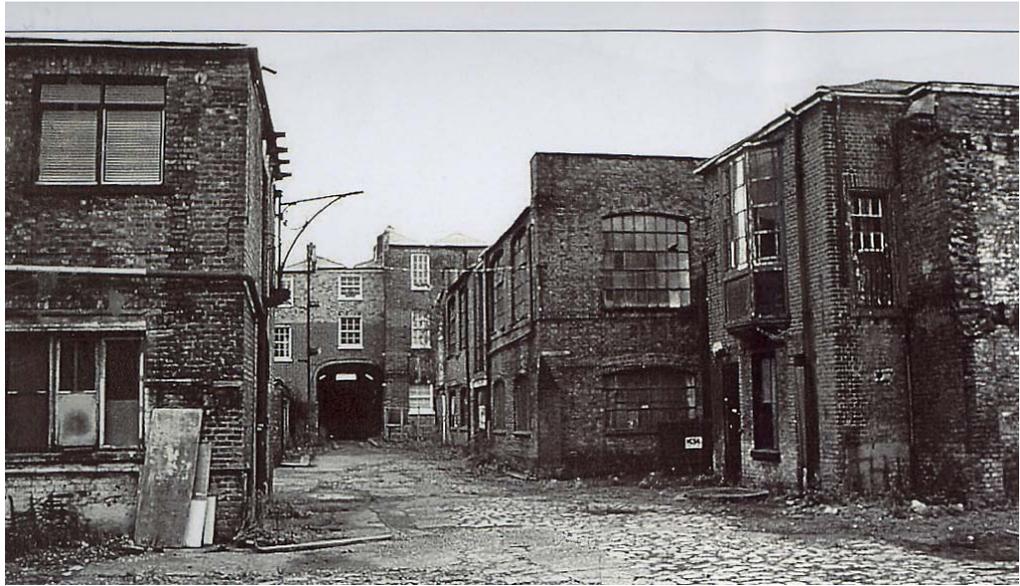


Figure 17, block C, Albion Yard before the re-development



Figure 18, view of rear, 34-40 York Way and internal courtyard



Figure 19, aerial view over the block C, before redevelopment

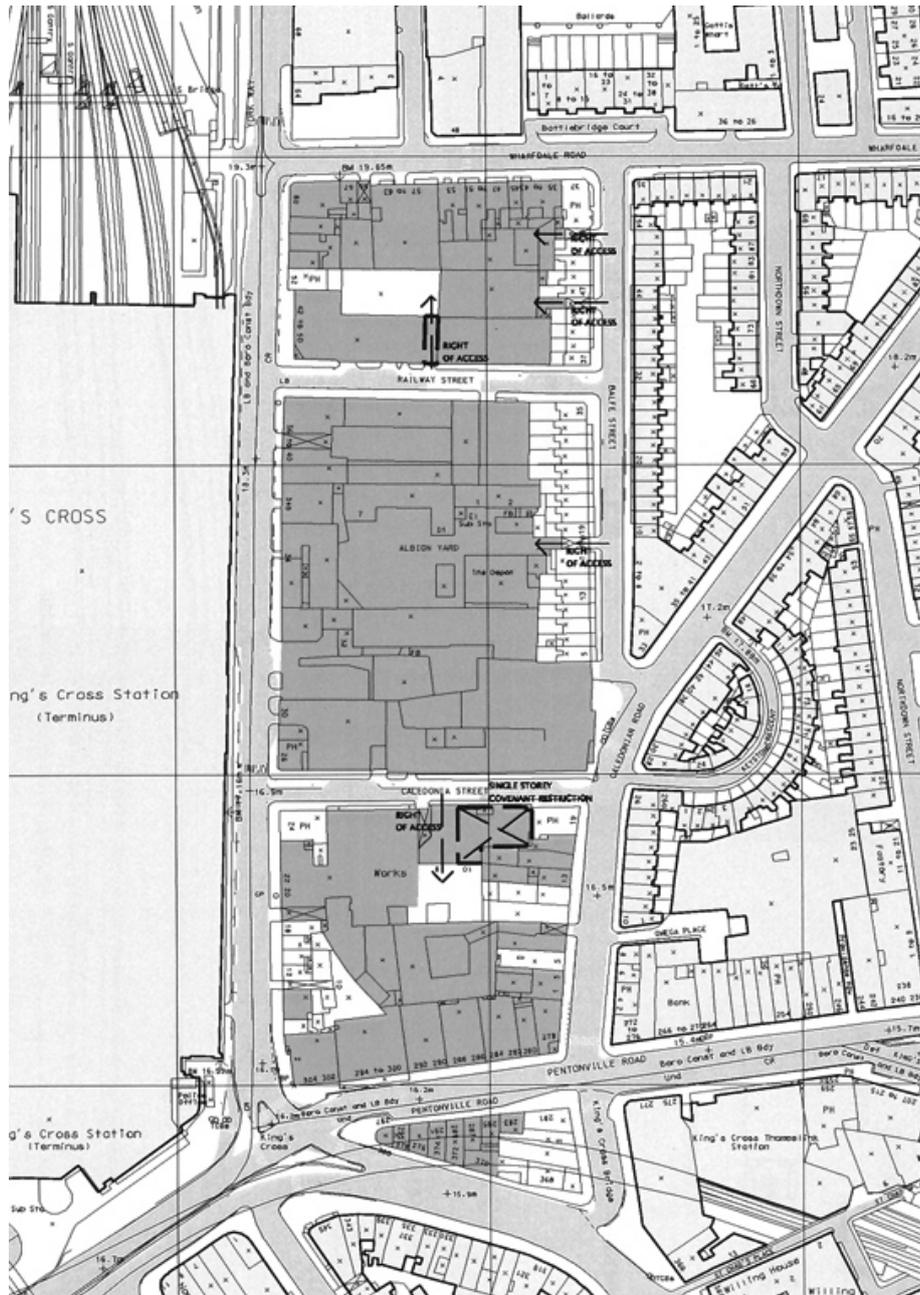


Figure 20, block C, view of the un-authorised parking in the corner between Caledonian Road and Caledonian Street



Figure 21, Jahn building before redevelopment

⁸ Figures 17-21 source: London Architecture Biennale June 2006, RHWL participation in Exhibition

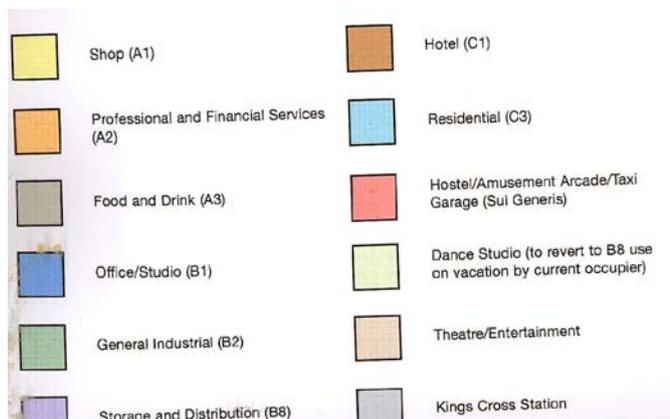


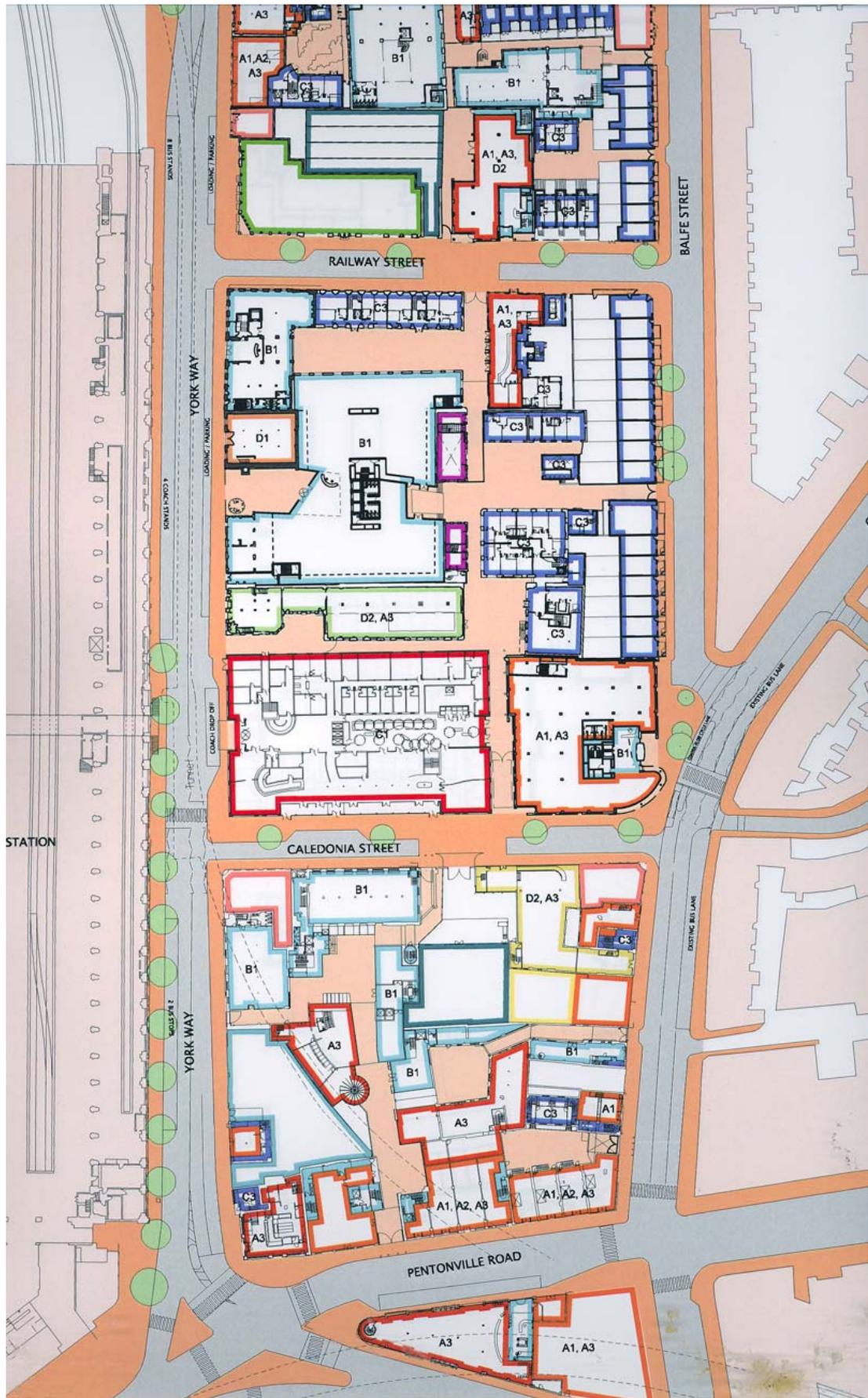
Map 1, ownership of the area. P&O estates owned all the buildings highlighted in dark grey. The areas left white are not P&O ownership. (Source data: Brochure one master planning, P&O – RHWL Architects, August 2001)

In block B there is an area behind the buildings facing Caledonian street which is left white; this area after P&O presented the second master plan which won the consent, was bought by P&O and further to this, Rolfe Judd Architects presented a planning application for a new office building now named Times House (map 6). Source data: informal discussion with Mr. Simon Young, Rolfe Judd Director and Mr. Peter Shaw interview, RHWL Architects Director.

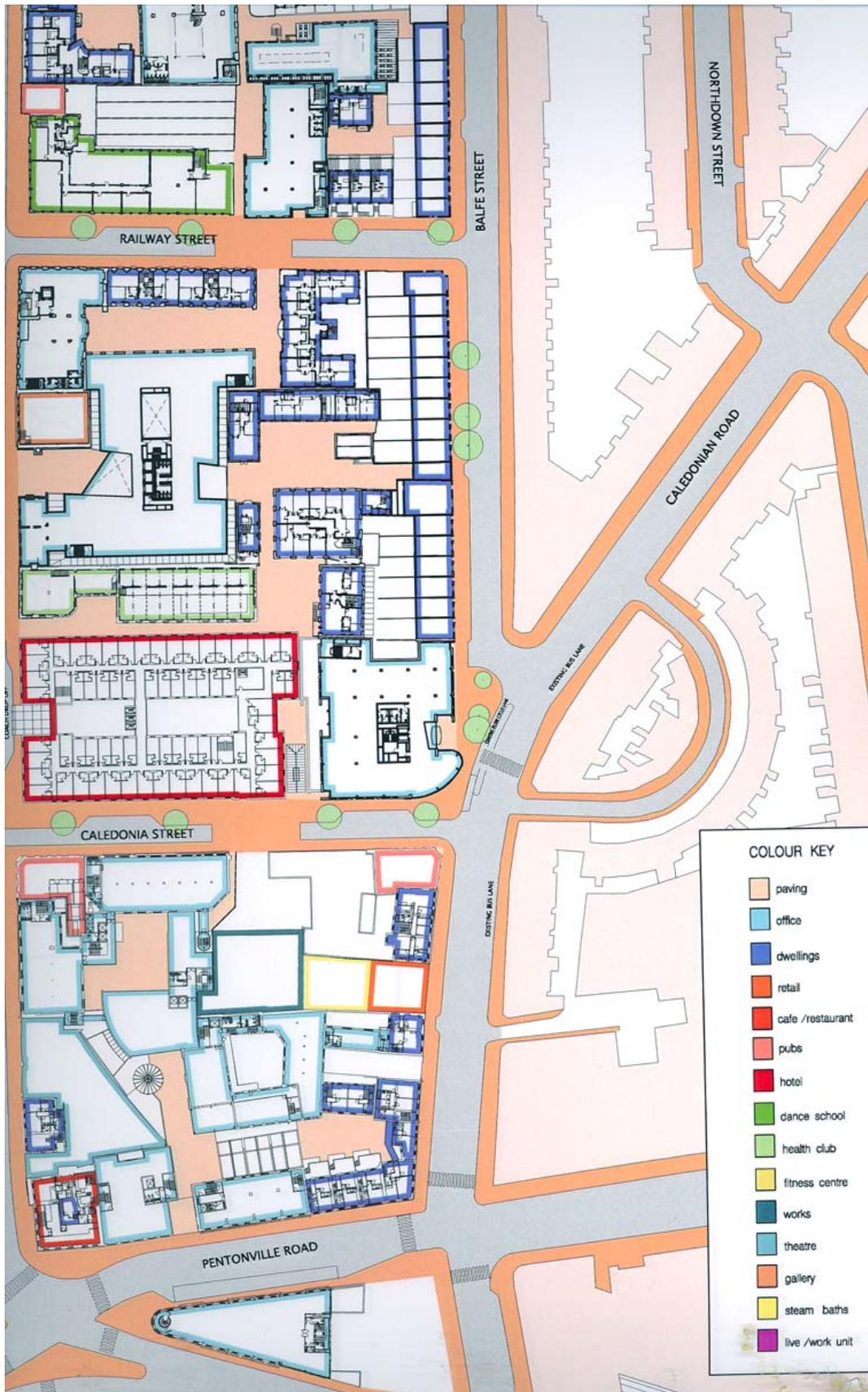


Map 2, Rolfe Judd Regent Quarter's master plan presented in September 2000. Source data: P&O Kings Cross Holdings, Analysis and Master plan, September 2000



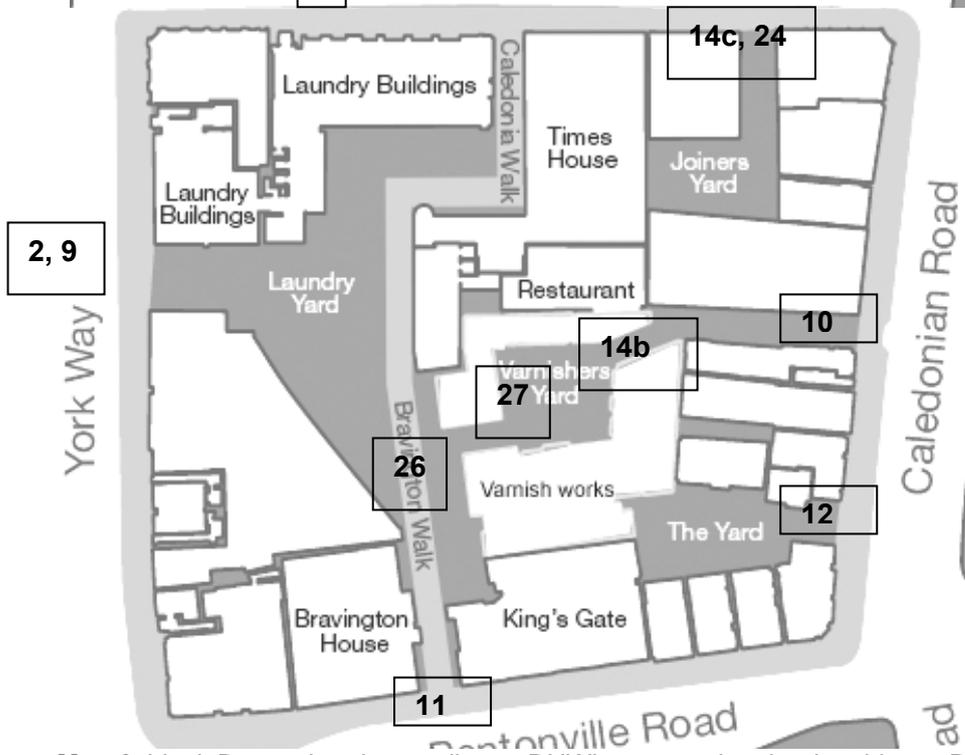
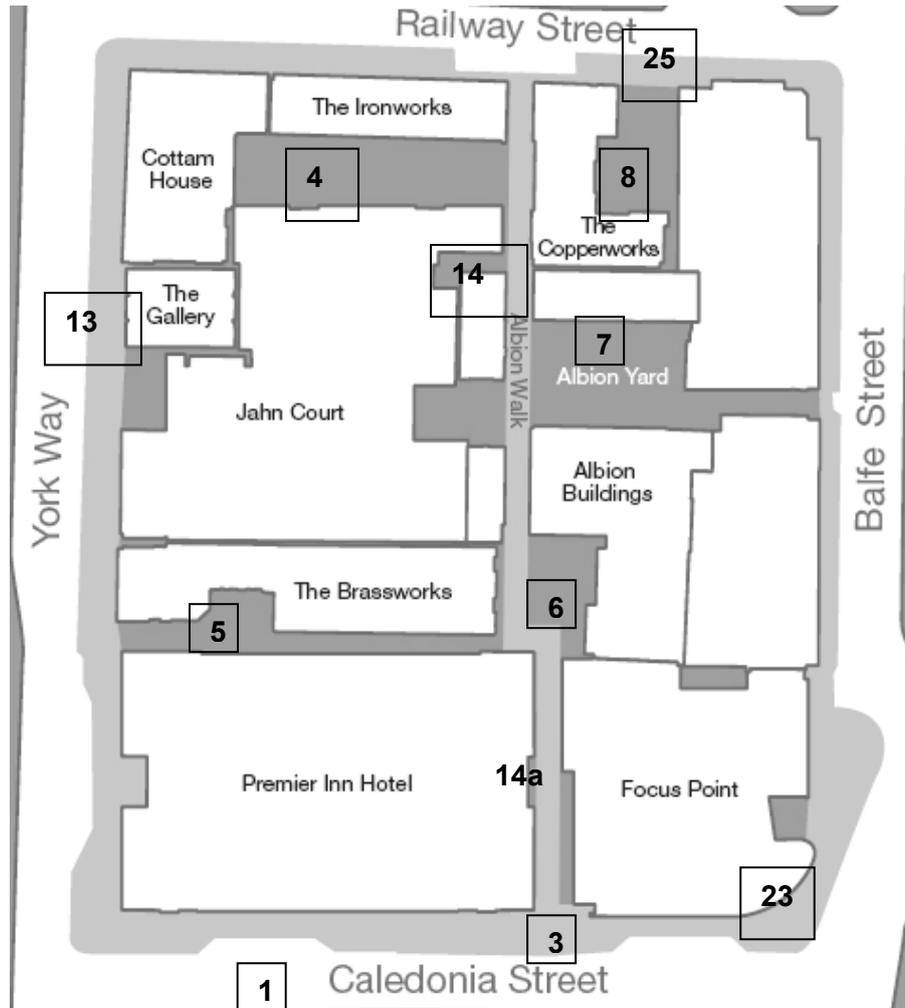


Map 3, RHWL, Regent Quarter's master plan, site plan ground floor (source data: Brochure one master planning, P&O – RHWL Architects, August 2001)

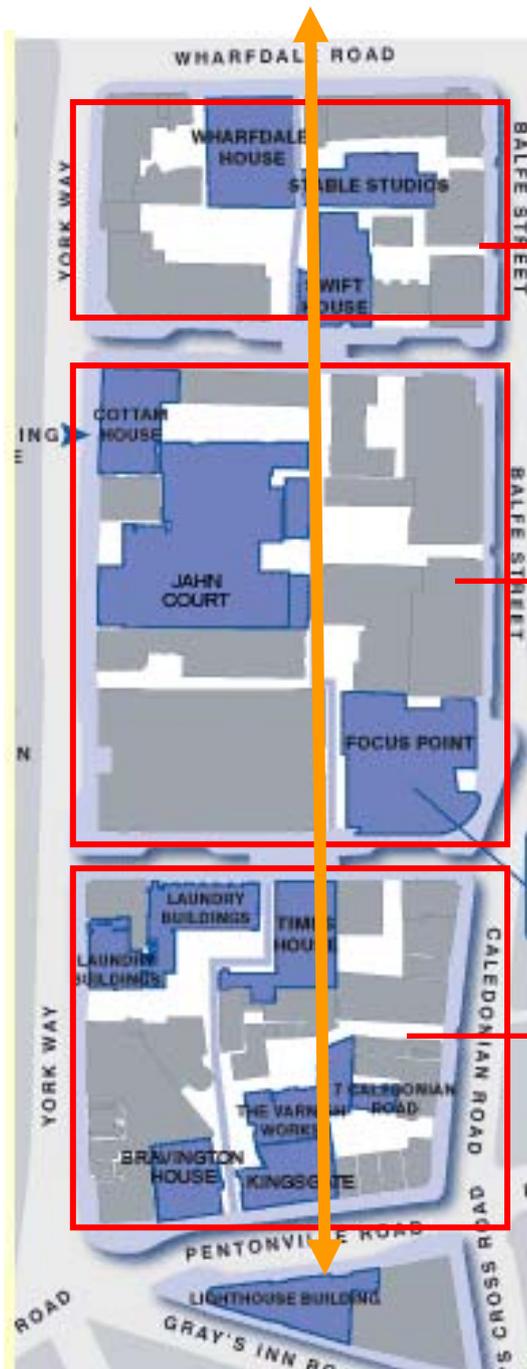


Map 4, RHWL, Regent Quarter's master plan, site plan first floor (source data: Brochure one master planning, P&O – RHWL Architects, August 2001)

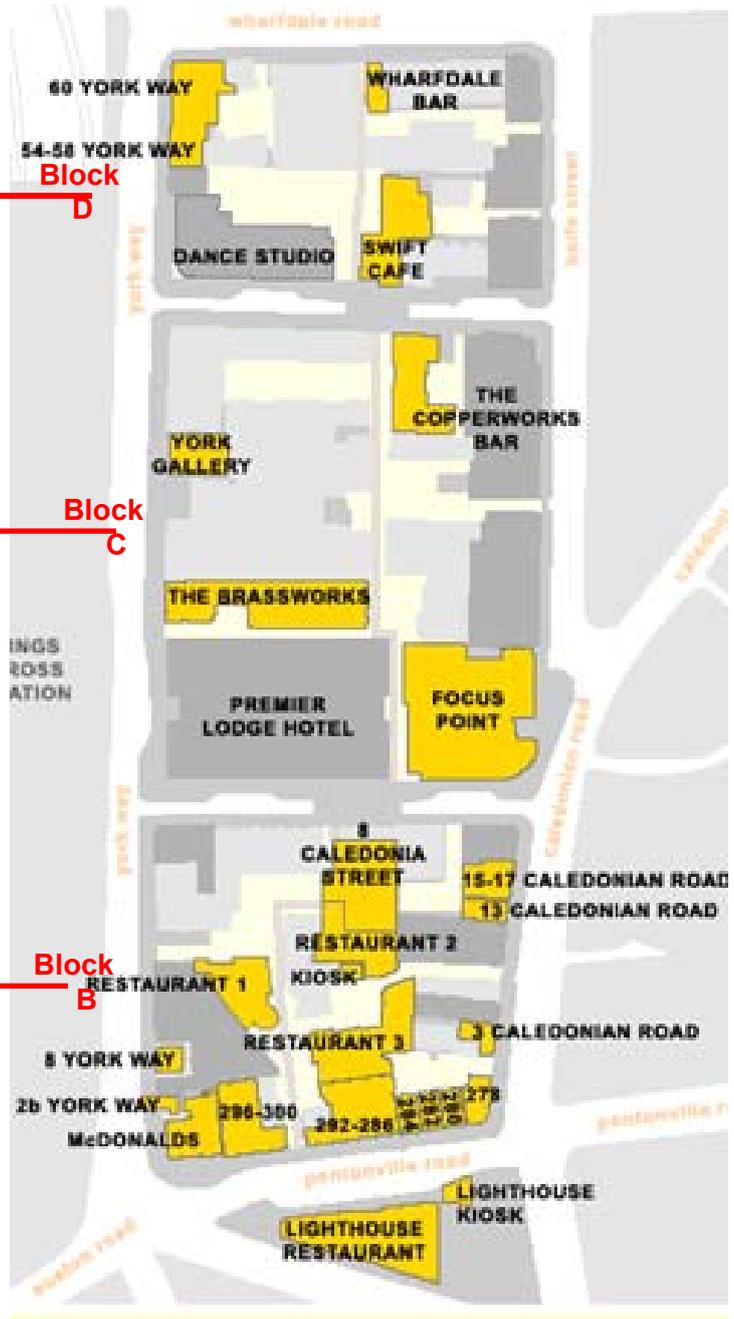
Map 5, block C completed according to RHWL master plan; lead architects RHWL (www.regentquarter.co.uk)



Map 6, block B completed according to RHWL master plan; lead architects Rolfe Judd (www.regentquarter.co.uk)



Map 7, the office buildings are highlighted in blue, for www.regentquarter.co.uk



Map 8, retail and leisure units are highlighted in yellow (www.regentquarter.co.uk)



Figure 22, Regent Quarter future view of the site (source data: Brochure one master planning, P&O – RHWL Architects, August 2001)



Figure 23, a view of the facade of Focus Point, the retail-office building located in the corner of block C, between Caledonian road and Caledonian Street (see location in map 5)



Figure 24, on the left side of the image there is a view of the facade of Joiners residential building in Caledonian Street, block B, (see location in map 5)



Figure 25, on the left side of the image there is a view of the facade of Copperworks residential building in Railway Street, block C



Figure 26, View of the Bravington Walk in block B. On the left side there is the disused York Curve Railway line in a lower level. In front, we can see the facade of Laundry buildings



Figure 27, view of the Laundry Yard in block B