

Appendix F. Urban Design Review

An aerial photograph of Wealdstone Town Centre, showing a dense urban environment with residential streets, commercial buildings, and a large green park area in the lower right. The text is overlaid on the left side of the image.

Wealdstone Town Centre Study Urban Design Appendix

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for
London Borough of Harrow

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Draft C

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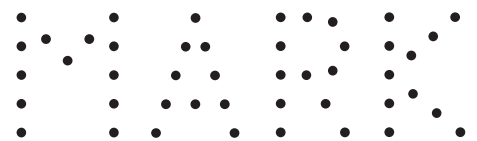
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Site Location.

Wealdstone town centre is a high street place in the north west of Greater London. The town centre is part of a longer structure of high streets that run north - south from Harrow Station Road north through Wealdstone to Harrow Weald.

Wealdstone is 20 mins from Euston station by train. The high street is adjacent to the A409 which bypasses the town centre to the east and was built in the 1990's.

Wealdstone is largely a Metro-land era suburban area built in the early C20th by the Metropolitan Railway company. Much of the area retains this residential character.

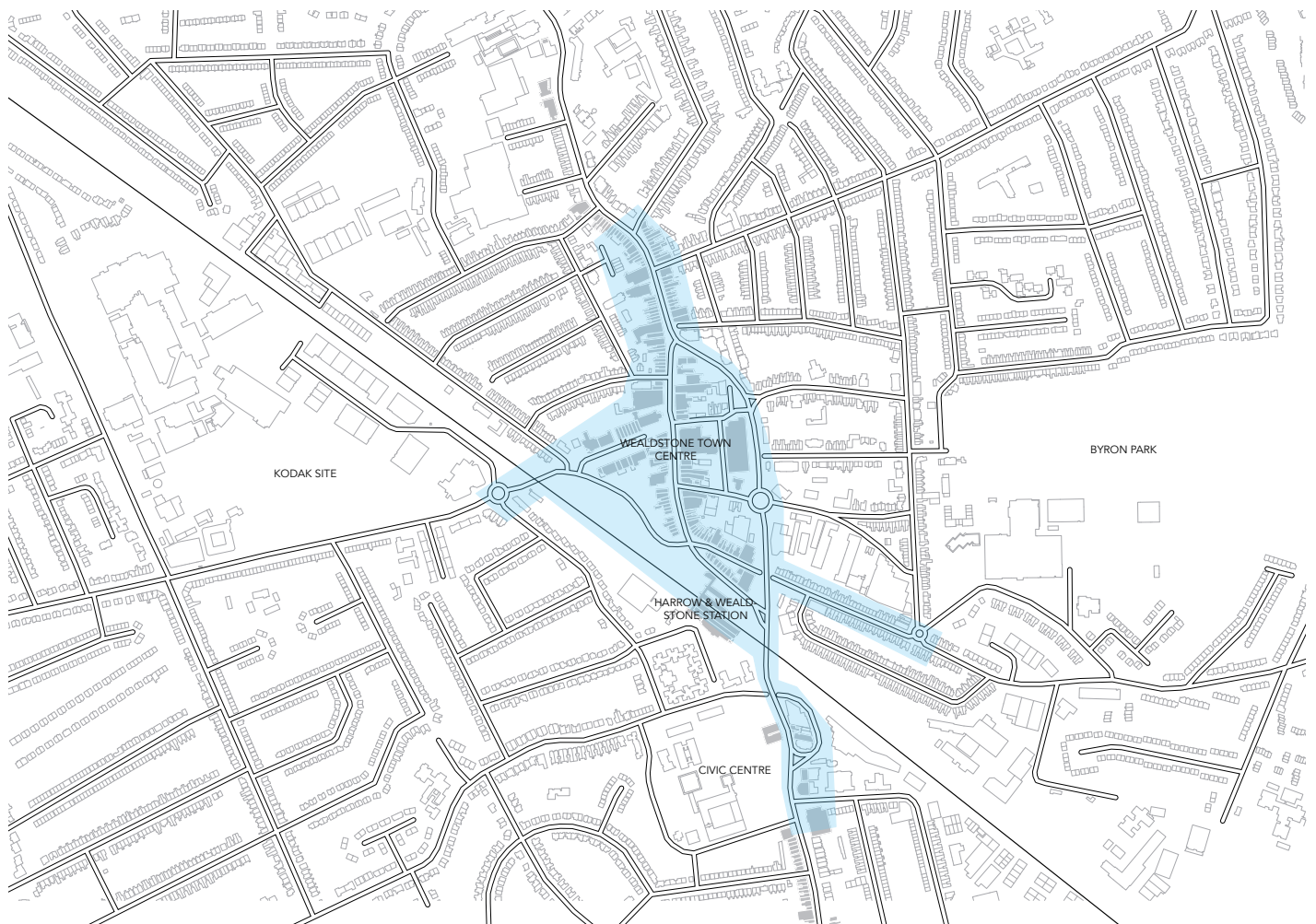
Wealdstone itself is an opportunity area that is intended to deliver 5,500 new homes. The area action plan was adopted in July 2013.

Due to the above, Wealdstone is undergoing a major shift due to the development of industrial sites such as the Kodak site into major residential sites.

Other developments in progress include the relocation of the current civic centre from Harrow Station Road to the centre of Wealdstone and the redevelopment of the leisure centre at Byron Park.

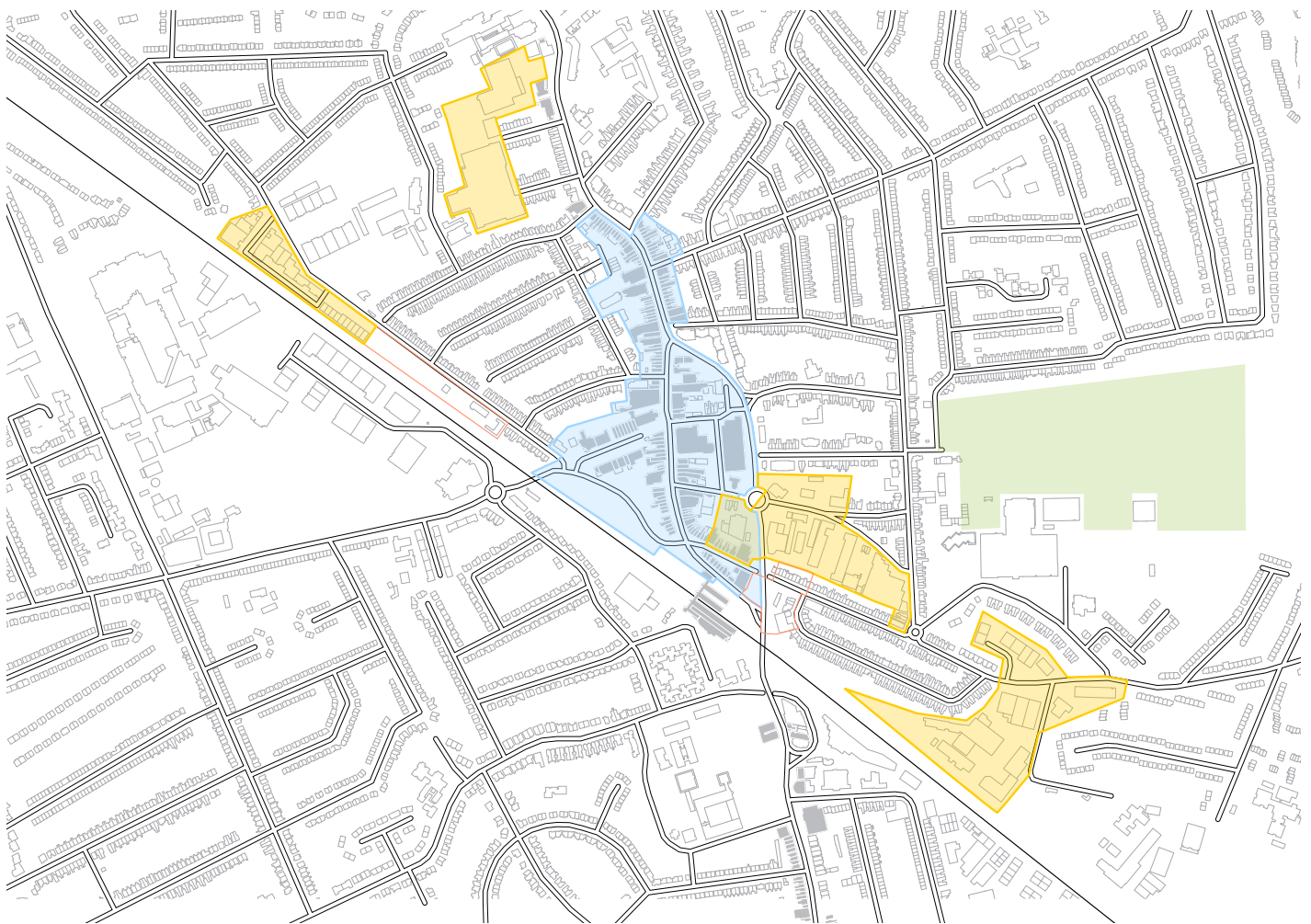


Area Appraisal.



STUDY AREA

The study area covers the streets connecting the existing civic centre in the south site to the high street / town centre in the north and the Kodak site in the west to Byron Park and the leisure centre in the east.



Town centre policy boundary.

Industrial + business use areas.

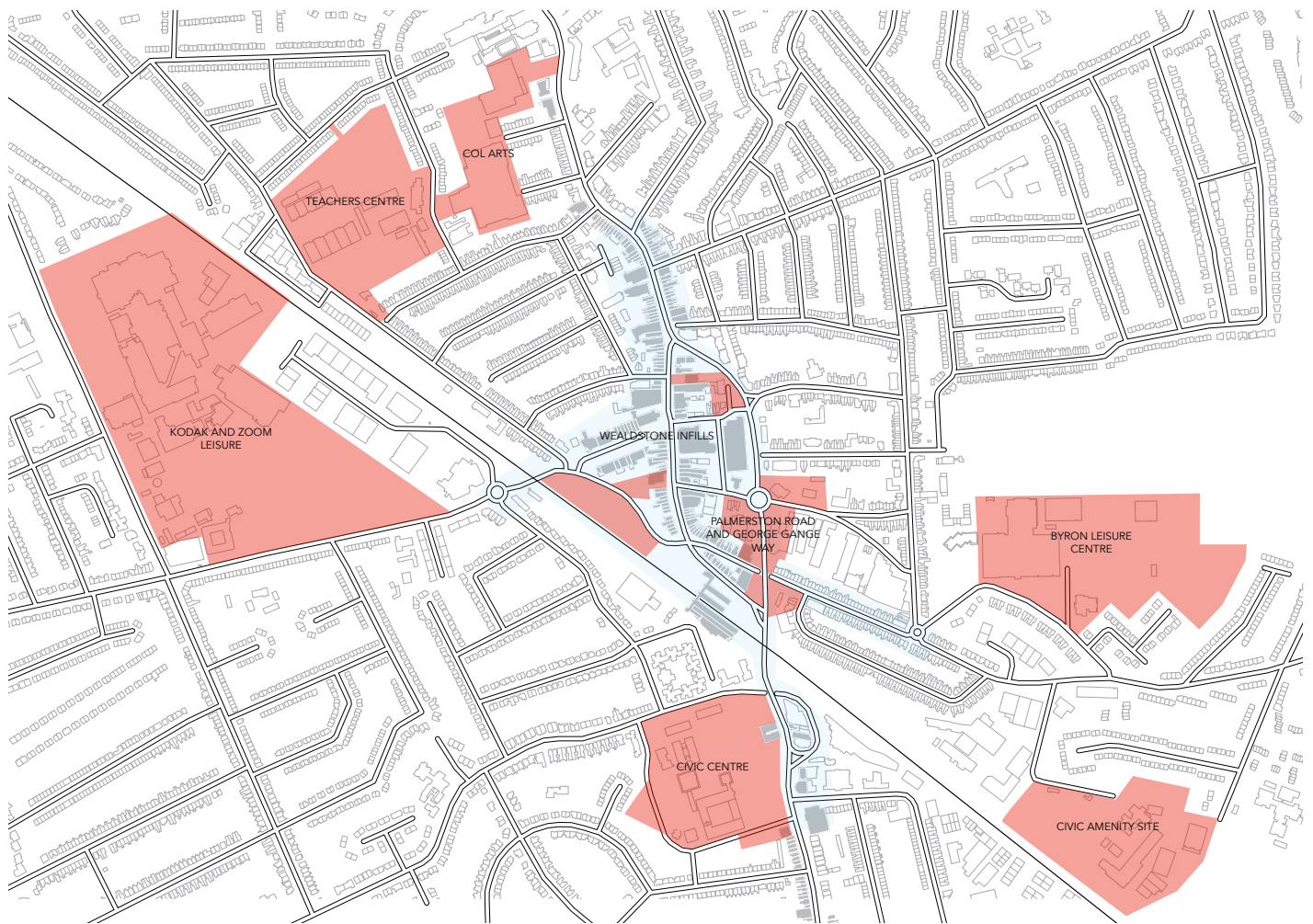
Business use areas.

Open space policy boundary.



POLICY CONTEXT

The study area is centre on the Wealdstone town centre policy area but also relates to several employment areas and the Byron Park designated open space as defined in the current Harrow local plan.



Opportunity areas shown in the Wealdstone Area Action Plan.



OPPORTUNITY SITES

Wealdstone is undergoing a major residential-led redevelopment. The opportunity area WILL deliver a minimum of 2800 homes but it is likely that many more homes will be built in the Wealdstone Opportunity Area. The map above shows the opportunity sites that are adjacent to the study area, some of which are now in progress as developments.

HISTORIC PHOTOGRAPHS

The adjacent historic photographs show the town centre and more specifically the streets around the station as they would have been before the bypass, George Gange Way and Ellen Webb Drive was built in the 1990's.

The images show how the station and the high street were a lot less disrupted and the public realm was much better connected to the high street.

1. 1937.

The image shows The Bridge before George Gange Way was built. The high street, active ground floor frontages wrap up the ramp from both sides right up onto to the very edge of the high street which would have made the public realm feel active right up until the point where you cross the rail line. This is in contrast to the current situation where the ramps are dead which has the effect of lengthening the sense of the bridge infrastructure. The building shown on the left hand side of the image is the Railway Hotel which went on to become an important cultural venue in the 1960's and 1970's.

2. Unknown.

This photograph seems to pre-date the previous image but the exact date is unclear. The image shows the station forecourt before Ellen Webb Drive was built which now cuts the station off from the High Street.

3. Wealdstone Rail Disaster 1952.

This is an aerial image that was taken after the 1952 rail disaster where two trains collided in Harrow and Wealdstone station.

Apart from the tragic wreckage of the trains and the station itself the image shows how the station forecourt was once partly lined with buildings which appear to be active / commercial uses. In effect the high street is stretched all the way to the station entrance so that visitors alighting from the station are immediately in the high street.



1. circa. 1937.



2. unknown.



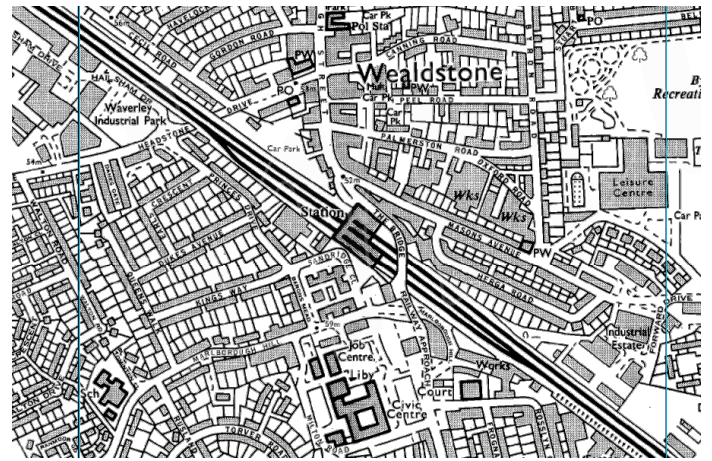
3. Wealdstone rail disaster circa. 1952.

HISTORIC ORDNANCE SURVEY PLANS

The ordnance survey plans going back to 1890 tell a story of how Harrow and Wealdstone station has been a central element on a high street that ran contiguously between two places until the recent construction of the bypass, George Gange Way.

The 1920 plan especially shows a very clear urban structure which today has been complicated and compromised. The high street runs north south with very little disruption around the station. In addition to this there are enviously uncomplicated routes connecting the Kodak site to the west and Byron Park to the east. Both of which have been disrupted by Ellen Webb Drive and George Gange way respectively.

The 1970 and 1990 plans show how the building of the Civic Centre disrupted the high street structure on the southern side of The Bridge by 'breaking' the high street. However on the northern side the buildings hug the ramped street to extend the high street as far as possible.



1990 OS plan showing buildings on 'The Bridge' creating a contiguous high street.



1970 OS plan showing Civic Centre.



1890 OS plan showing clear route from Kodak to the High St.



1920 OS plan showing continuous high street and clear routes between the High St, Headstone Manor and the Leisure Centre.

PUBLIC REALM ISSUE AND OPPORTUNITIES



Headstone Drive Public Realm
The space is traffic dominated where it might be a key public space within the town centre.



High Street Environment
The high street environment tired and cluttered, a relatively simple renewal and decluttering of the public realm would be of vast benefit to the street.



Leisure Centre Link
The walking link to the leisure centre along Peel Rd is over complicated and poorly sign posted. It has a potential to be a strong foot and cycle link to the park and the leisure centre.



Masons Ave Roundabout
Poor pedestrian environment around roundabout with badly aligned crossing and kerb lines.



Low Rail Bridge + Kodak Link
The walking link between the Kodak site and the high street has multiple issues, notably the low rail bridge and barriers that prevent direct pedestrian movements.



Station Public Realm
The junction between the high street, Ellen Webb Drive and the station forecourt is heavily traffic dominated and cuts the high street off from the station. Crossings are indirect.



Palmerston Road Roundabout
Poor pedestrian environment around roundabout with badly aligned crossing and kerb lines.



Rail Bridge Route
Poor pedestrian and cycle environment that discourages use and does not capitalise on potential for views along rail lines.

The strength of Wealdstone town centre is its strong high street character, the existing local economy and the good public transport connectivity.

The issues come about from a poorly planned public realm in terms of pedestrian and cycle movements, complicated by high levels of vehicular traffic passing through the town centre.

The public realm environment could be vastly improved by looking at the engineering of key junctions and crossing from a foot and cycle perspective. In addition to this a renewal of the streetscape and some special interventions into key spaces like the station forecourt could make a huge impact on the sense of place and quality of the public realm in the town centre.

Outside of the town centre itself, wider foot and cycle links will need to be improved and rationalised to encourage visits and connectivity throughout the area.

Pedestrian crossing on Locket Road is located away from the desire line and no crossing on southern arm. Guard railing restricts pedestrian movements.

Relatively wide junction. Potential to improve layout to create gateway to town centre.

Limited on-street parking in the town centre.

Pinch point on western footway created by position of bus stop.

Large expanse of carriageway and area dominated by parked vehicles on Headstone Drive. Potential to improve the public realm.

Existing shed housing bins and cycle parking restricts view and connection to retail area on Headstone Drive. Potential to improve connection and highway/junction alignment.

Unconventional junction layout and extensive guard railing creates circuitous pedestrian routes.

Poor pedestrian environment on approach to and under rail bridge. Area prone to flooding making it unattractive for pedestrians and cyclists.

Poor pedestrian crossing facilities at Headstone Drive / Prices Drive roundabout. Route will connect Kodak development to town centre.

Poor environment outside the station entrance, with large expanse of carriageway (including taxi bay) between the station and High Street, plus poor cycle parking shelters. Potential to make use of open space between taxi bay and Ellen Webb Drive.

Complex bus interchange and poor public realm on The Bridge

Junction layout and pedestrian crossing facilities to be reviewed taking account of Civic Centre development.



Potential to create attractive gateway to town centre.

Discontinuous segregated off-carriageway cycle lane on Canning Road. Disjointed over lapping public realm schemes are confusing.

Poor pedestrian link between town centre and George Gange Way

Poor public realm on the High Street with street furniture restricting pedestrian movement and a mix of paving materials.

Poor pedestrian crossing facilities at Palmerston Road roundabout. Unattractive link along Palmerston Road. Potential to create a gateway to the town centre.

Complex cycle routes at the junction. Priority for traffic at junction with numerous pedestrian crossings to cross Masons Avenue. Potential to improve crossings to High Street.

Development potential of plots to north-east and north-west of the George Gange Way / The Bridge junction to create active frontages.

Entry to the town centre is not obvious and dominated by traffic. Numerous uncontrolled pedestrian crossings at George Gange Way / The Bridge junction. Potential to improve junction for pedestrians and create gateway to town centre.

Poor pedestrian crossing facilities at Mason Avenue / Byron Road roundabout and guard railing restricts pedestrian movement.

Lack of active frontage between Station Road and The Bridge. Limited width within highway boundary on Railway Approach.

Wide footway outside Civic Centre is unused space. Active frontage as part of proposed development may improve connectivity between Wealdstone town centre and Station Road.

The mapping above summarises the identified issues and opportunities that the study will seek to address.

Vision & Objectives.

PUBLIC REALM VISION & OBJECTIVES

The following over-arching objectives for the Wealdstone Town Centre public realm have been identified and agreed by the project steering group.

1. A strengthened walking connection between Harrow Station Road and Wealdstone Town Centre.

The building of the flyover and bypass as well as the civic centre has made the route between the two high streets feel infrastructure and highways dominated which reduces the footfall between the places and the sense of connection between the two places.

2. Improved experience of arrival to the town centre from the station.

The station is a key building in the town centre but is in disrepair and the public realm and highways arrangement outside the entrance is extremely poor and lacks a clear connection to the high street.

3. Improved appearance and quality in the high street public realm.

The high street is cluttered and the material palette is confused. The project should identify a coherent, simple and high quality material and furniture palette for the high street space.

4. Integrated public realm in new development.

Newer development in the area are not always well coordinated with the highways and other public realm in terms of materials. The project will offer a coherent palette that can be used across all council and private development.

5. Active and distinctive public spaces.

As well as the more general public realm the town centre study will identify potential for key public spaces and interventions that will generate active uses such as play, exercise and commercial / economic uses that strengthen the local economy. The design of these spaces should be unique, of character and routed in a sense of the place.

6. Well planned, simple and useful cycle routes.

Much of the cycle infrastructure in the town centre has been developed piecemeal and is therefore sometimes fragmented and not useful. The study will look at ways to rationalise and simplify the cycle network to make it more useful and better functioning.

7. Clear and simple way finding and signage.

The current way finding is poor or nonexistent but the amount of signage is high. The urban environment is full of information so the design of this information should be careful and sparing.

8. Support new development.

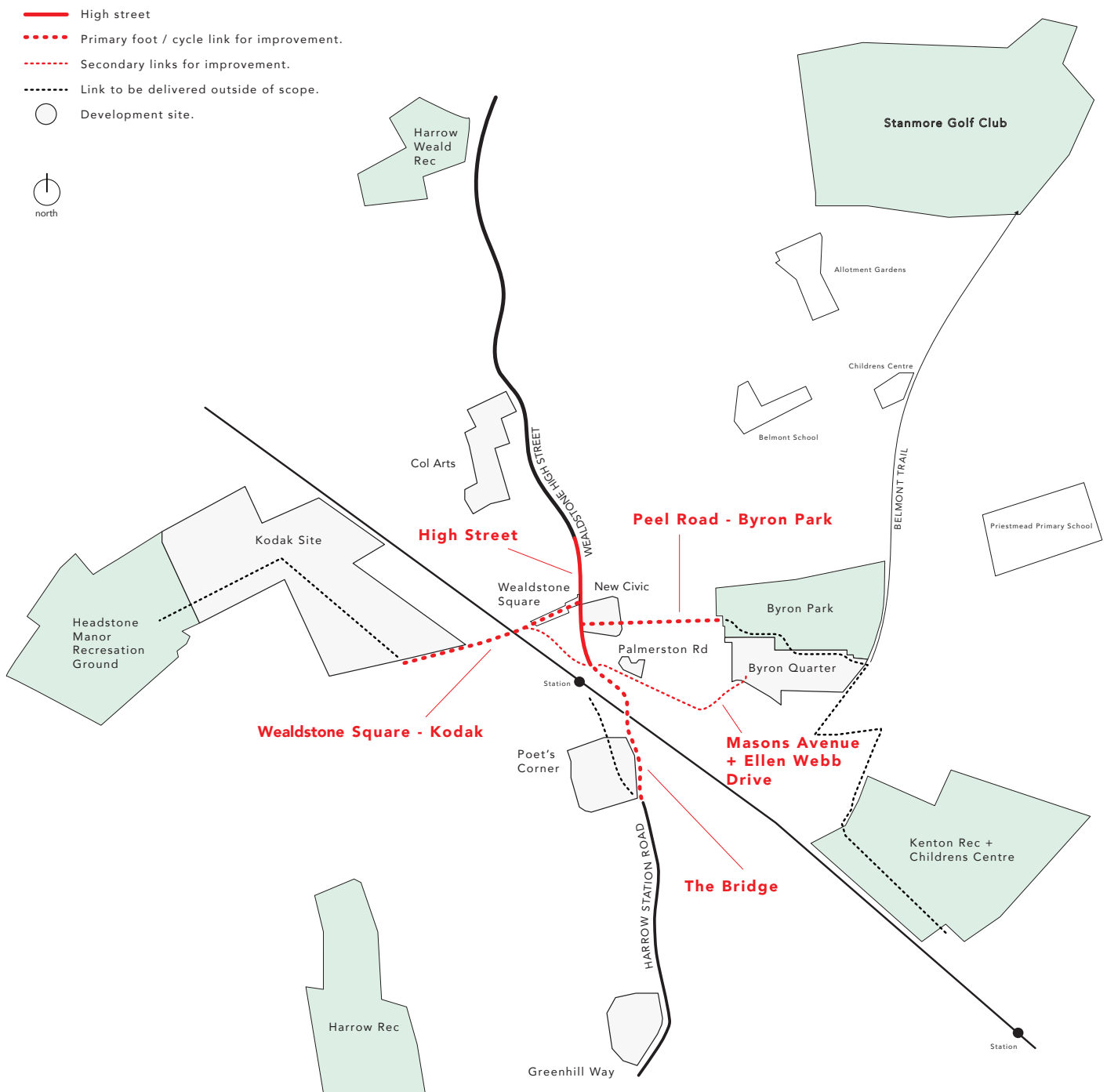
The study will identify the future development scenario and define design solutions for highways and public realm that support and facilitate future development.

WIDER STRATEGIC OBJECTIVES

The town centre is currently not well linked to the wider area. Any public realm and highways network improvements should support better strategic connectivity for foot and cycle movements.

The diagram below shows the strategic linkages that will be strengthened and supported by multiple and over lapping schemes including this town centre study. Many of the linkages relate to ongoing residential development which will support the delivery of these walking and cycle routes.

In addition to key walking and cycle routes the high street environment itself will be renewed and strengthened to bolster the local economy.



Public Realm Proposals The Bridge.

The Bridge, the street that connects Wealdstone high street to Harrow Station Road, is the route that connects the two areas and high streets together for vehicular, cycle and pedestrian movement. Improving this link as an important factor in encouraging footfall between the two high streets and supporting the local economy of both places.

The high street would once have been almost fully contiguous between Wealdstone and Station Road. Now the high street ground floor use ends at the junction of Milton Road and Station Road, giving way to the current civic centre site. The frontage is dominated by parking. There are a few buildings on the east side of Station Road that have active ground floor uses such as the Nisa Local market. However the sense of an active high street does not continue.

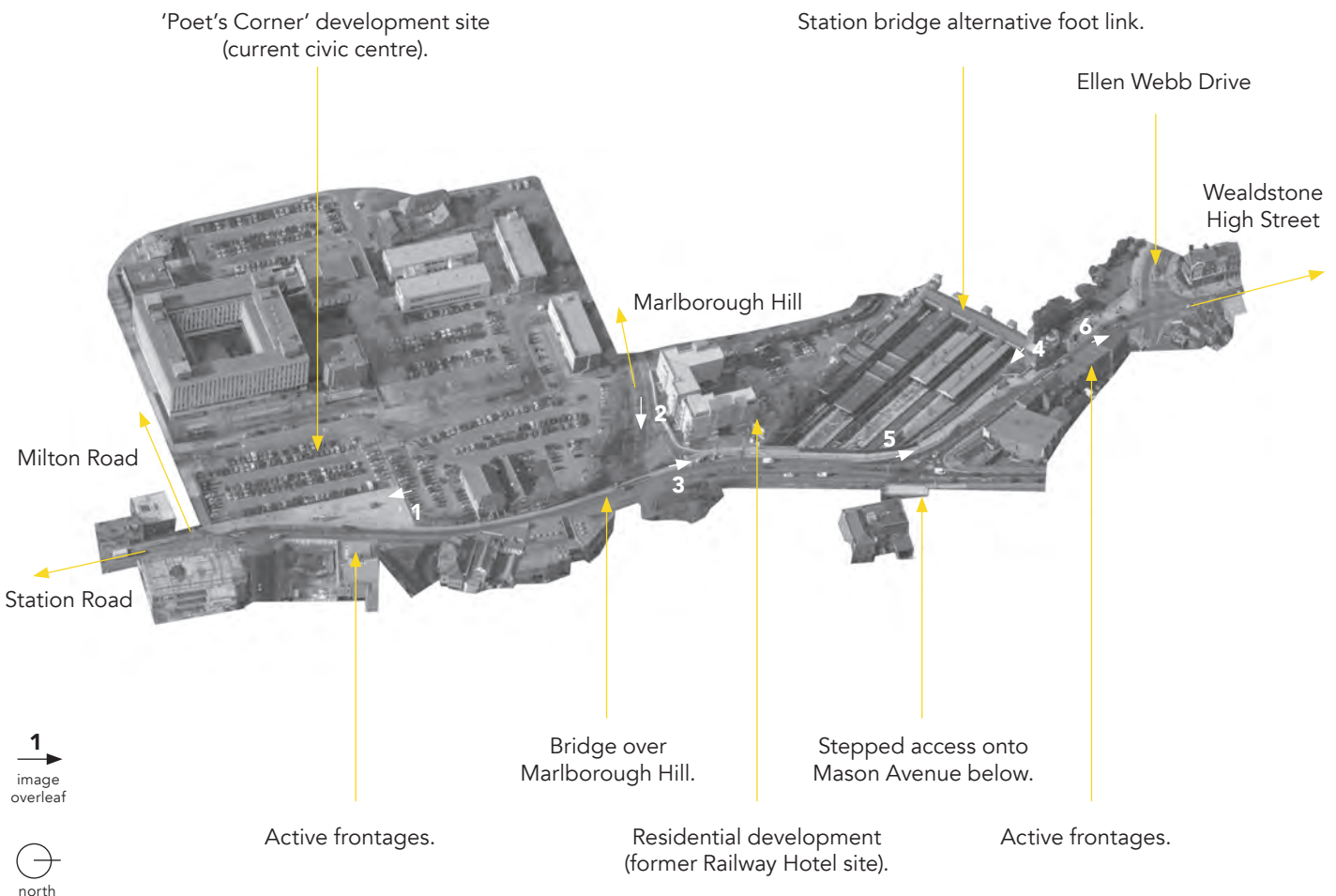
Continuing north onto Railway Approach, the street ramps up to bridge across Marlborough Hill street. There is a collection of mature trees that line this part of the street, some of which are at lower level which results in the footway being close to the canopies. At the top of the ramp a large residential block sits on the site of the former Railway Hotel, a prominent

building and cultural venue during the twentieth century.

After this point the road crosses the rail line and is lined by a heavy, concrete parapet wall that is over head height. The street in this area has wide footways and a traffic island. There is stepped access to Mason's Avenue below from the eastern side of the bridge.

The junction to The Bridge is a wide, complex junction that ramps down to the station entrance building. In this area the buildings on the northern edge begin to have active / high street ground floor uses. There is a long bus stop on the southern edge.

Around the station several roads meet including Ellen Webb Drive, creating a wide and complex junction which acts as an obstacle between the station and Wealdstone High Street for pedestrians. Immediately outside the station is a large area of footway and soft-landscaping which has no clear use.





1. Public realm around civic centre 'breaks' high st frontage but has potential to be reformed with the Poets Corner project.



2. Bridge over Marlborough Hill is lacking active frontage but does have mature trees which are an asset.



3. The bridge over the rail lines is traffic dominated but could be improved in terms of widening footways and softening edges.



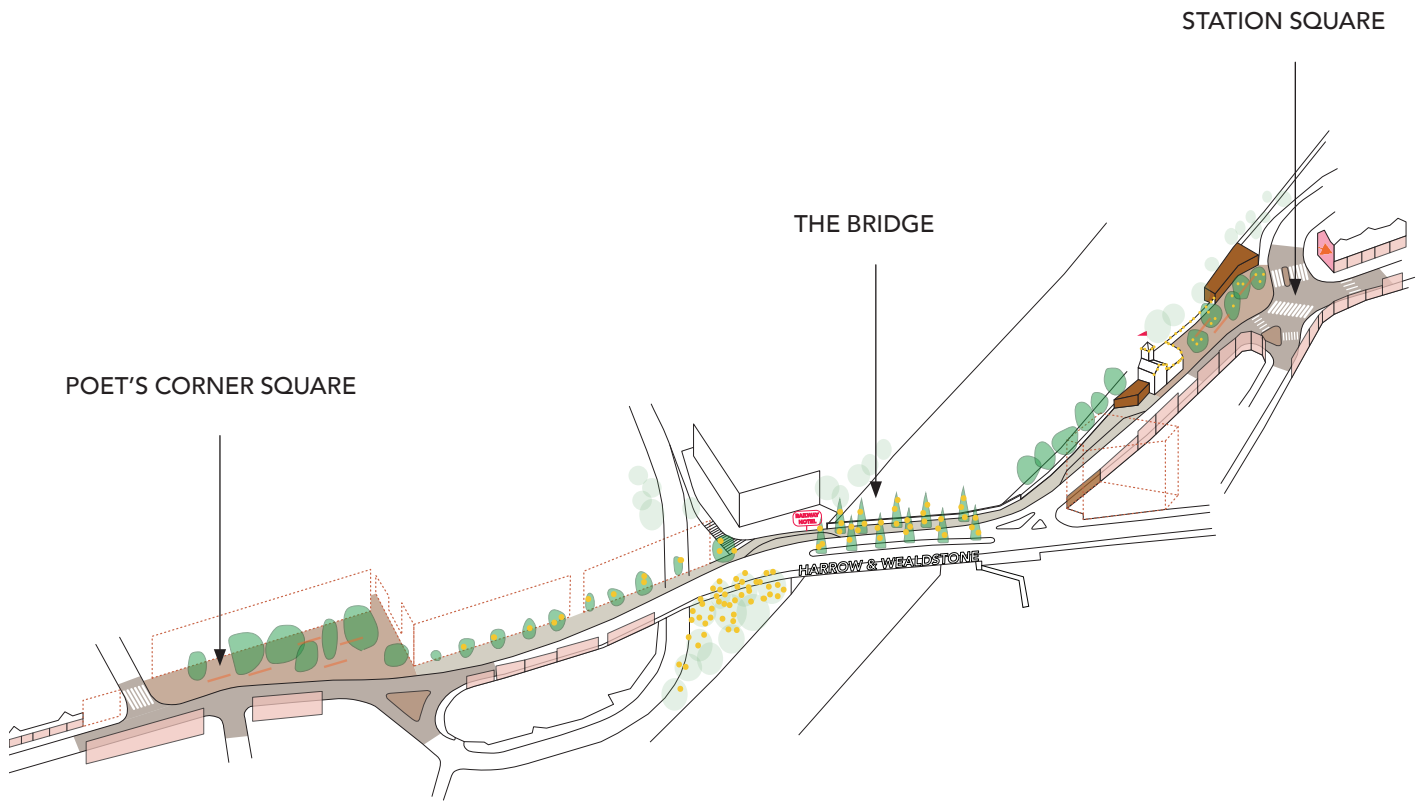
4. The disused rail line beside The Bridge.



5. The Bridge street lacks active edges and a sense of arrival or way finding to the high street.



6. The junction in front of the station cuts the high street off from the station itself but there is a lot of space around the junction which could be activated with commercial use.



- New public square.
- Raised table crossing.
- New trees.
- Tree lighting installed in new or existing trees.
- New building volume.
- Active frontage (existing).
- Active frontage (proposed).
- Way finding element.

POET'S CORNER SQUARE.

The existing space will, as part of the Poet's Corner development, be lined with new building which will have active ground floor uses. The space itself will have trees and furniture installed and should be used for events such as markets or gathering after prayers the mosque opposite. A large raised table will make crossing easier and give a sense that both sides of the road are connected and a single space. The ramped street to the north will be tree lined with trees that are gently lit with tree lighting.

THE BRIDGE.

The two bridges crossing Marlborough Hill and the rail lines will be conceived as a wood-like space. Existing, mature trees will be lit with canopy lighting adjacent to Marlborough Hill so that as you walk up the bridge you pass close to the lit canopies. The rail bridge has deep footways and a central island which

could have trees in pots installed, also with canopy lighting.

The site and the story of the Railway Hotel will be remembered with a custom interpretation and lighting piece.

STATION SQUARE.

The station is disconnected from the high street by a large junction with loose and poorly defined public space around it. Proposals should seek to improve pedestrian and cycle links between the station and the high street. This could be achieved by improving crossings and bringing activity to the edges of public spaces around the station.



POETS CORNER MASTERPLAN

The plan above is the current 'in progress' masterplan for the Poets Corner project which will be delivered in 2019.



View of Station Square looking south.

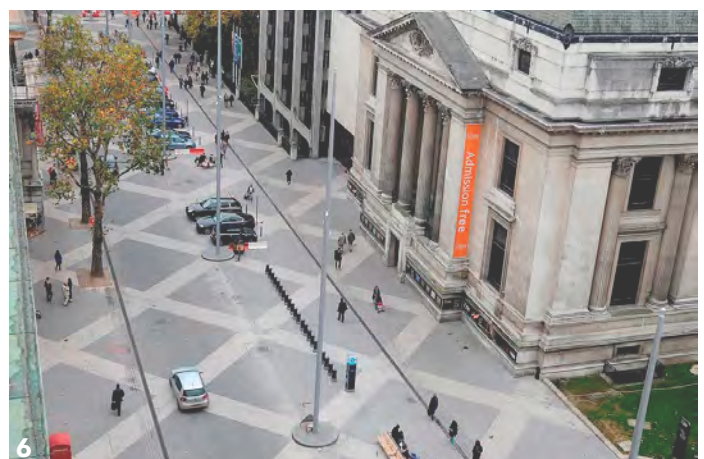
- 1 Large raised table with diagonal crossing, surfaced in alternative carriageway material.
- 2 New kiosk / commercial edge to public space.
- 3 New public space with semi-mature trees and seating.
- 4 New commercial unit on site of demolished building.
- 5 Resurfaced footways.
- 6 Disused rail track planted with trees in pots.
- 7 Fence edge replaced with new open mesh fence.
- 8 Outdoor seating.
- 9 Bus stop layby surfaced in footway material.
- 10 Way finding lighting / flag / sign in station tower.

* The diagonal crossing shown has not been modelled, at this point the crossing is an aspiration. This might have an effect on the all red phase and therefore bus journey times.

View of The Bridge looking north.

- 1 Trees in pots on surface (footway widened subject to highways engineering).
- 2 Canopy lighting in existing trees.
- 3 Railway Hotel memorial artwork + 'Harrow and Wealdstone' sign.
- 4 Potential development site with street level active / commercial units.
- 5 Trees in pots on disused rail line edge.
- 6 Fence edge replaced with new open mesh fence.
- 7 Way finding lighting / flag / sign in station tower.





1. Example of crossings in Southend where footway materials are used to cross carriageway.
2. Granary Square - example of use of trees in a public space with active / commercial edges.
3. Example of large lettering in a highways space.
4. Example of mod scooter inspired art which could commemorate the Railway Hotel.
5. Example of canopy tree lighting in Brunswick Square, London.
6. Exhibition Road, an example of an alternative carriageway material relating to the footway material that reduces the sense vehicle dominance.
7. Trees in pots in a public space.

Public Realm Proposals High St

Wealdstone high street is a well used local shopping street with relatively high footfall and a low vacancy rate. The street is seen as low quality due to the nature of the retail and quality of the public realm which is of an age which appears tired and has become cluttered.

Although the crossing from the station is difficult the street itself has reasonably wide footways which make pedestrian movement flow well.

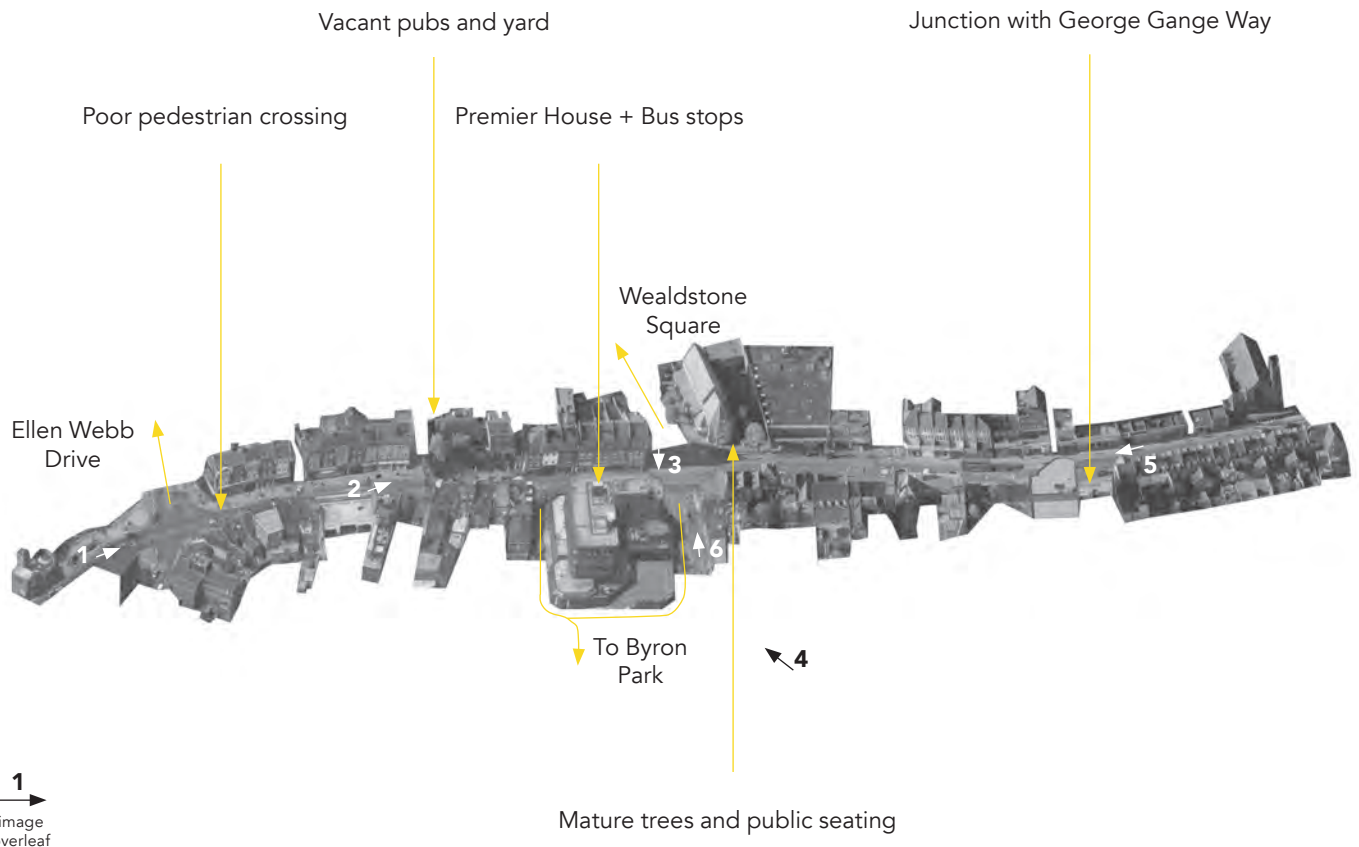
A great deal of traffic is drawn off of the high street by the bypass, George Gange Way. There is however still some traffic on the street including local buses.

At the centre of the street there is a connection to Wealdstone Square which is currently a shopping precinct dominated by parking but is undergoing an investment which will renew the space.

On the opposite side of the road is Premier House which is currently a library and surgery with a multi-storey car park behind. The car park site is intended to be the site of the new civic centre which will bring

new employment and footfall to the centre of the street.

There is one large, vacant pub site at the southern end of the street which lowers the appearance of that area.



1
image
overlay





1. Junction between the station and the high street is complex and unfriendly to pedestrians.



2. The Sam Maguire pub is a prominent part of the high street but is currently vacant.



3. Premier house and the car park at the rear will be reworked when the council builds the new civic centre at the rear of the site.



4. The multi storey car park will be the site for the new civic centre.



5. The junction with George Gange Way breaks the high street at the northern end.



6. Wealdstone Square is a key public space on the High St.

TRANSPORT STUDY OPTIONS

The study has short listed and modelled two options for traffic movements on the high street. Both options are based on option 10 (identified in the project steering group meetings) which the councils TFL Major Schemes bid was based on.

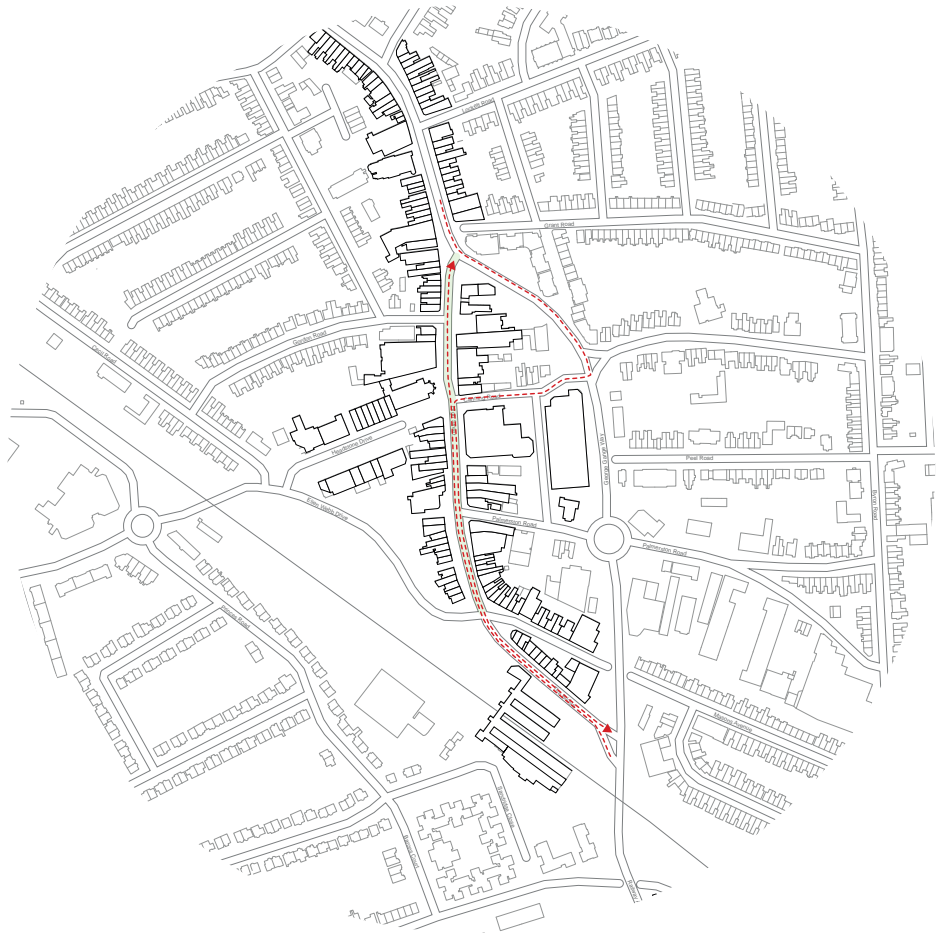
Options 11a and 11b are refinements of the above.

Option 11a allows north bound buses on the high street. South bound buses access high street via Canning Road. High street is one way north of Canning Road. Option 11b is a simpler version that allows two way bus movements on the entire high street.

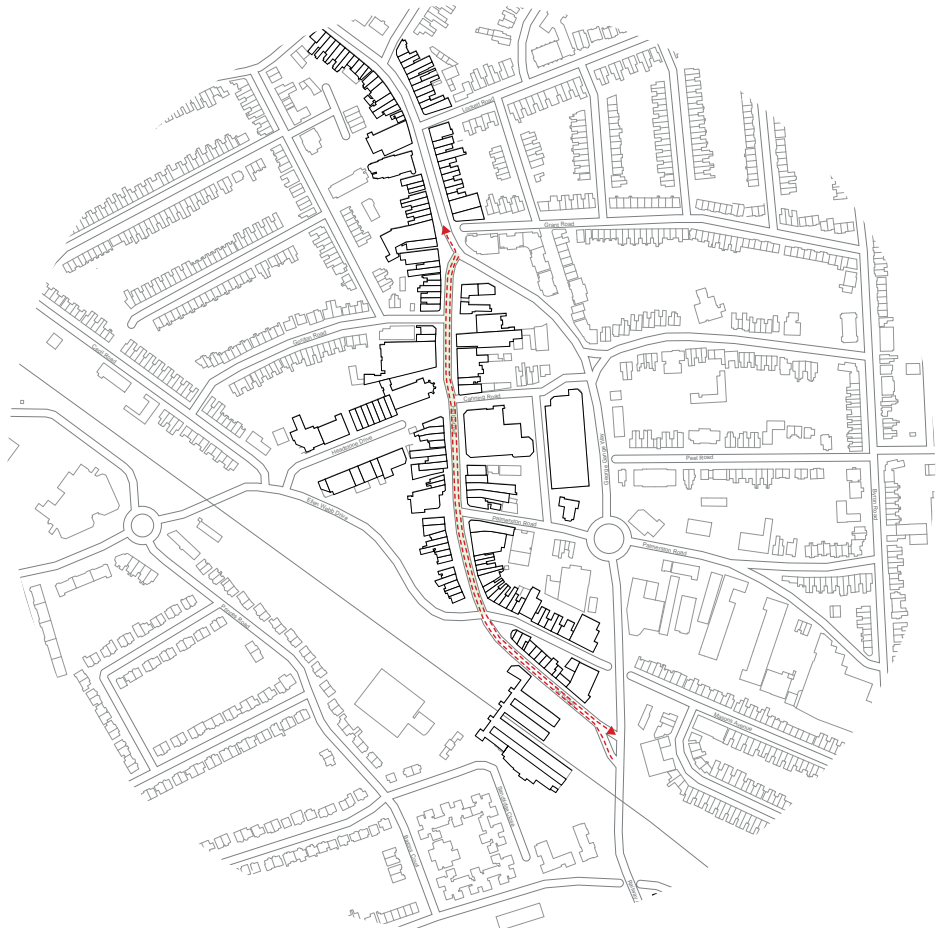
Both options improve bus travel time to and from the high street.

Option 11a requires significant traffic engineering on George Gange Way and Canning Road which will need to be carefully coordinated with the New Civic project. It will allow wider footways to be built to the north of Canning Road.

Option 11b still allows for some footway widening but to a lesser extent to the north of Canning Road. It does however bring two way bus movements onto the high street itself.



Option 11a: North bound buses on the high street. South bound buses access high street via Canning Road. High street is one way north of Canning Road.



Option 11b: Two way buses on the high street.



NEW CIVIC AND WEALDSTONE SQUARE MASTERPLAN

The plan above is the current 'in progress' masterplan for the New Civic and Wealdstone Square projects which will be delivered in 2019 and 2018 respectively.

Public Realm Proposals Wealdstone Square to Kodak

The former Kodak site will deliver circa 1200 homes which will of course greatly increase foot and cycle traffic between the site, the station and the high street.

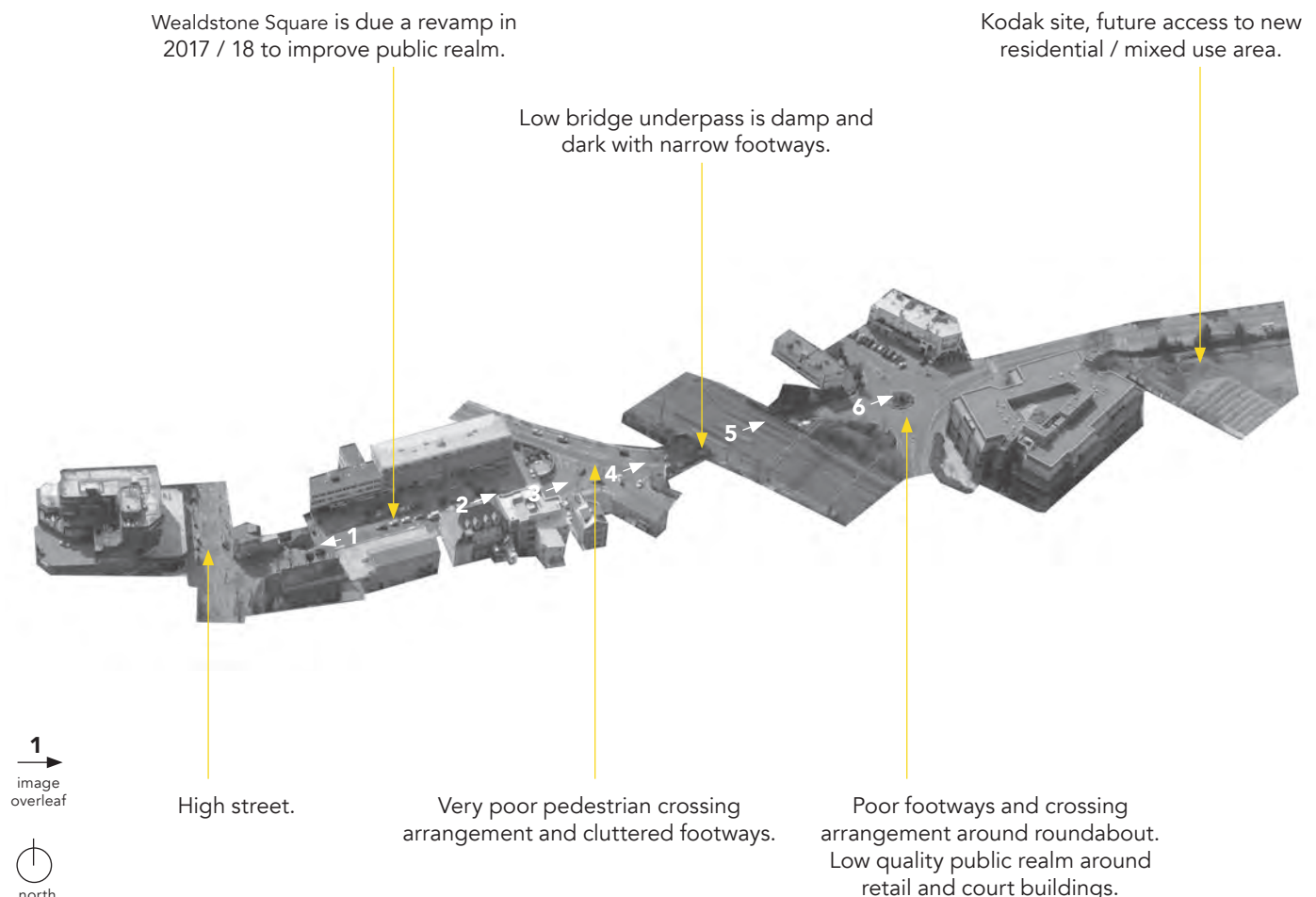
Headstone Drive, known as Wealdstone Square is an open retail parade with some good restaurants which is currently dominated by parking and does not offer an enjoyable public space to compliment the high street.

The junction to Ellen Webb Drive is currently very poorly organised with cluttered footways, indirect crossings and barriers blocking desire lines.

The rail bridge undercroft is very dark and damp, being at a low point. The footways are narrow and poorly lit. On the far side of the bridge is a roundabout with the court building on the north side and some nice local retail on the southern side. The roundabout cuts the two sides of the road off

from each other. The public realm in this area could benefit from renewal and rearrangement.

The future access to the Kodak site on the north side of Headstone Drive will offer a route through the Kodak development to Headstone Manor.





1. Junction between high street and Wealdstone Square outside of Holy Trinity church.



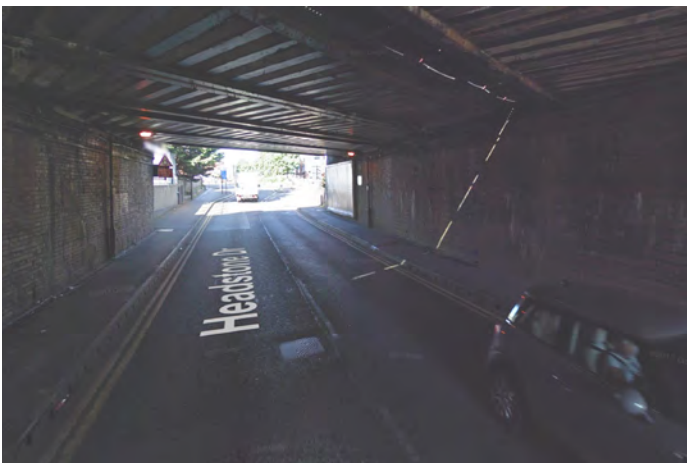
2. Junction between Ellen Webb Drive and Wealdstone Square.



3. Poor crossing arrangement at the head of Wealdstone Square junction with Cecil Road.



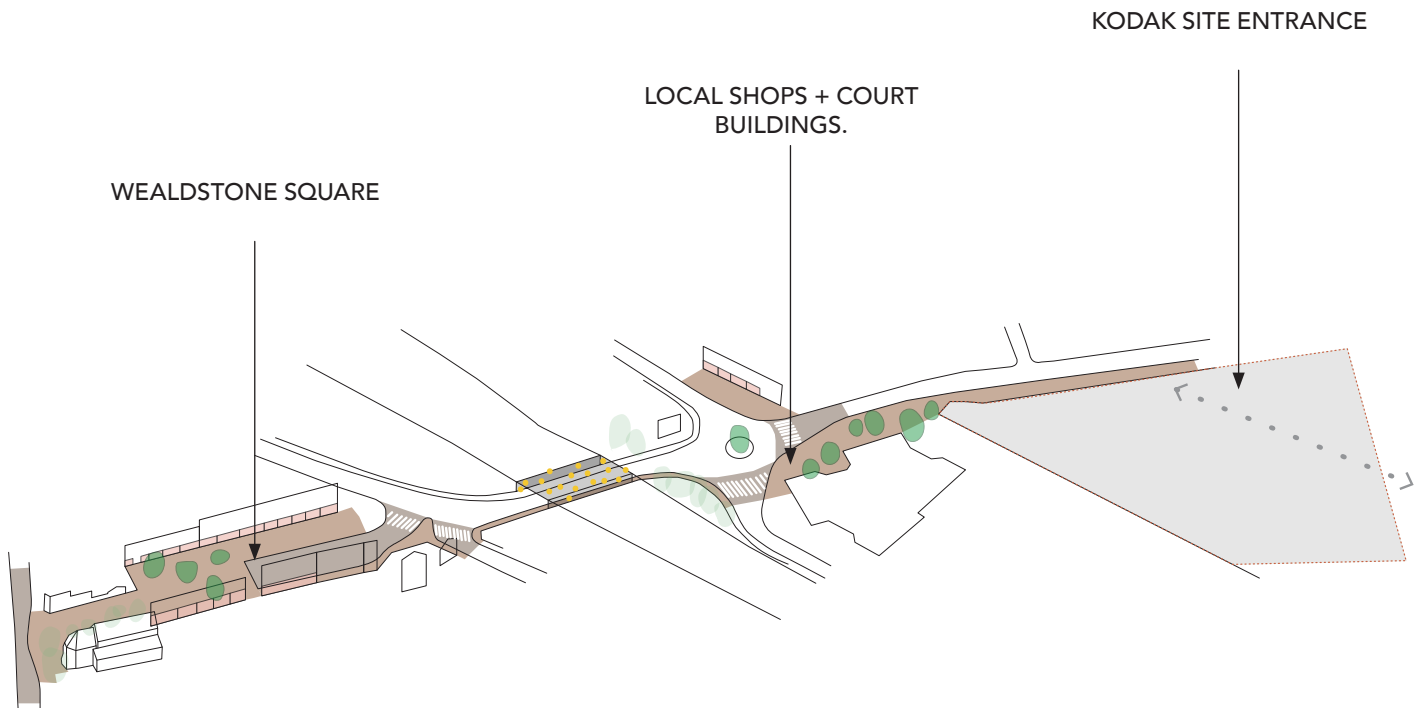
4. Low bridge underpass below rail lines.



5. Poorly lit, narrow footways below rail bridge crossing on Headstone Drive.



6. Roundabout on Headstone Drive with poor crossings and public realm.



- New public square.
- Raised table crossing.
- New trees.
- Tree lighting installed in new or existing trees.
- Development site.
- Active frontage (existing).

WEALDSTONE SQUARE.

Wealdstone Square is currently in the process of being redeveloped as a key public space in the town centre. The project will be complete in 2018 and will provide a new events space, parking and improved cycle and walking routes through the square.

The junction with Ellen Webb Drive is not part of this project and will need a careful study to improve the walking and cycling experience. The walking route along the footways, especially on the northern edge should be clarified, decluttered and widened wherever possible.

LOCAL SHOPS AND COURT BUILDINGS.

The rail bridge could be improved with a lighting scheme that will brighten the dark environment and act as a way finding element.

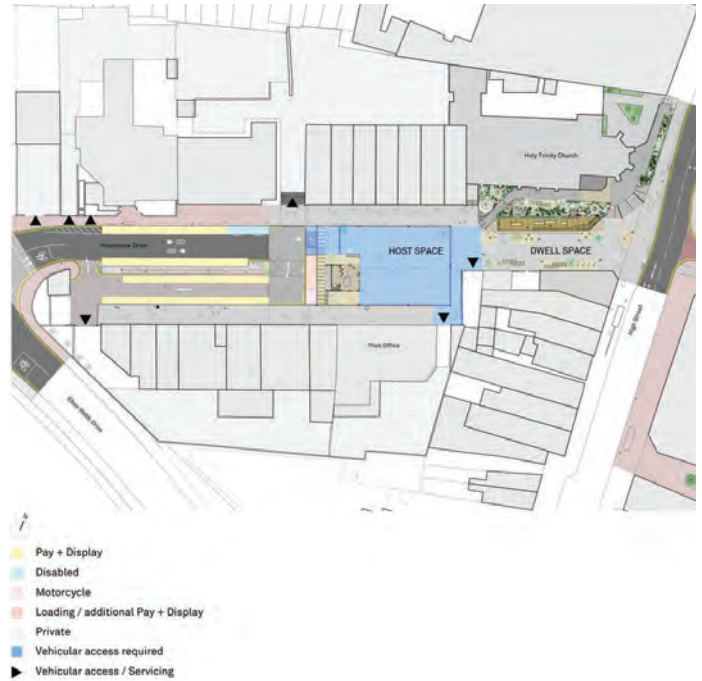
The footways around the roundabout could be widened and raised table crossing provided connecting the northern footways towards the Kodak site and the local shopping parade on the southern side of Headstone Drive. Outside of the court building there is opportunity to plant new street trees.

KODAK SITE ENTRANCE.

The Kodak site development will provide a new pedestrian and cycle route through the Headstone Manor which will extend this route through the site to the historic museum and green space.

WEALDSTONE SQUARE MASTERPLAN

The plans adjacent are the current 'in progress' drawings for the Wealdstone Square (formerly Trinity Square) project which will be delivered in 2018.



HARROW VIEW (KODAK) MASTERPLAN

The plan above shows the current proposed configuration of the Harrow View masterplan on the Kodak site.





4

5

1. Example high street related public square at Gilette Sqaure, Dalston.
2. Example of lighting art below a bridge.
3. High Road Leyton, example of local shopping parade having been rejuvenated.
4. Bermondsey Square, London. Example of bespoke street furniture.
5. Example of tree lighting.

Public Realm Proposals High Street to Byron Park

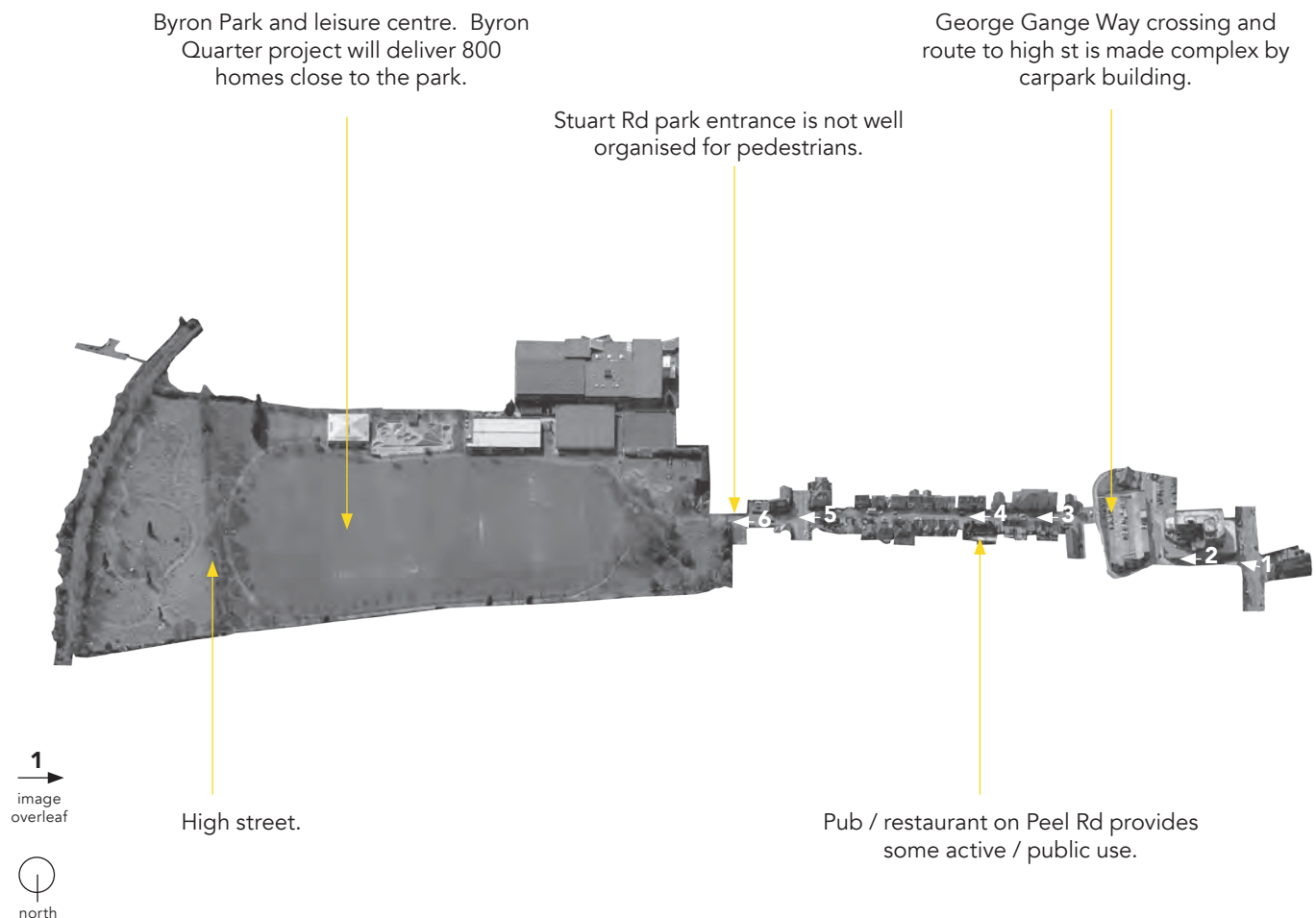
Wealdstone high street was once connected to Byron Park by Peel Road. This relationship still exists but has been complicated by the building of George Gange Way and the building of Premier House and car park; both of which block the pedestrian and cycle route to the park from the high street.

A new walking and cycle route from the high street through the premier house site to George Gange Way is proposed as part of the New Civic, new civic centre project that is in progress on the car park site.

The crossing on George Gange way leads onto a closed western end of Peel Rd which is otherwise a standard residential street with parking on both sides. There is a pub restaurant on the northern side but otherwise no active uses.

At the eastern end of Peel Rd the route crosses Byron Rd onto, Stuart Rd which has a small area deep footway with planting and a mature tree on the northern edge. The road turns north and the gates to the park are directly east.

The Park is quite tired and suffers from some anti-social behaviour. The leisure centre itself, built in the 1970's, is suffering from some structural issues and is therefore proposed to be replaced as part of the Byron Quarter project. The Byron Quarter will deliver a new leisure centre, and other leisure uses existing on the park edge as well as 800 homes.





1. Junction between high street and Wealdstone Square outside of Holy Trinity church.



2. Junction between Ellen Webb Drive and Wealdstone Square.



3. Poor crossing arrangement at the head of Wealdstone Square junction with Cecil Road.



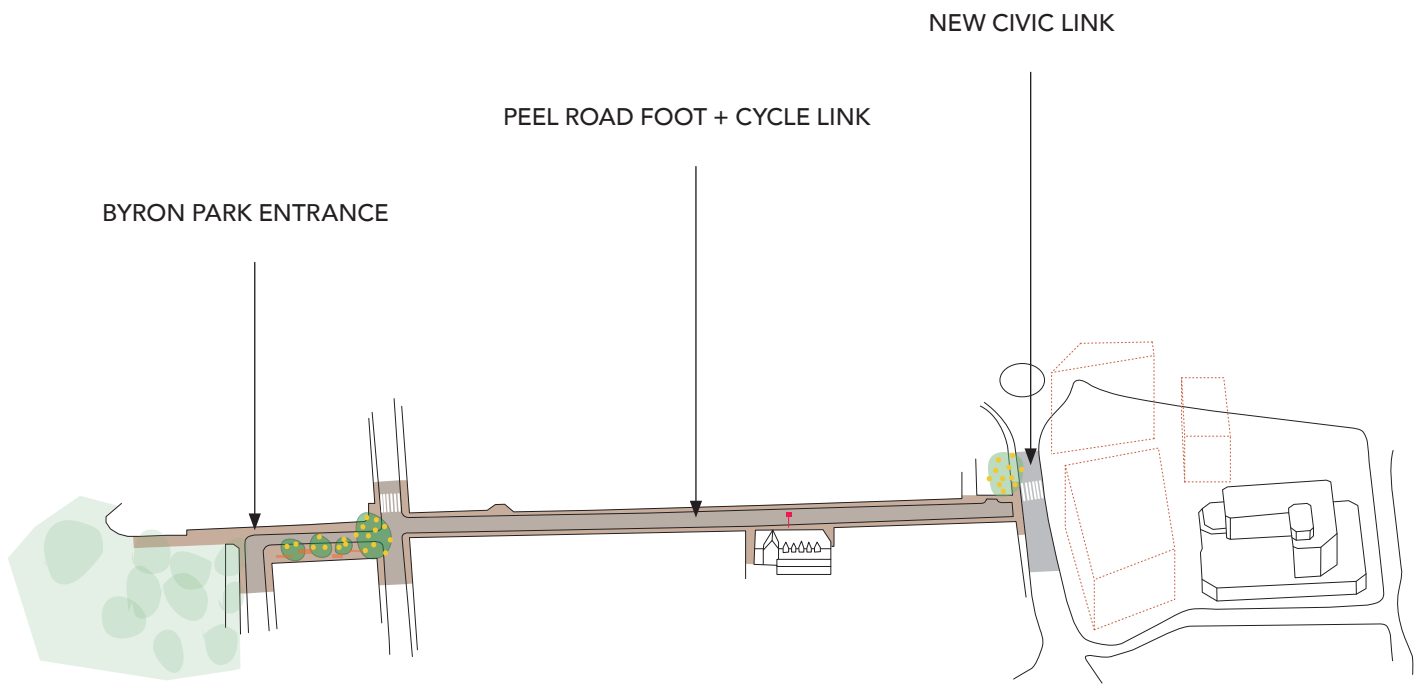
4. Low bridge underpass below rail lines.



5. Poorly lit, narrow footways below rail bridge crossing on Headstone Drive.



6. Roundabout on Headstone Drive with poor crossings and public realm.



- Relaid footways.
- Raised table crossing in asphalt with rolled aggregate..
- New trees.
- Tree lighting installed in new or existing trees.
- Development site.



BYRON PARK ENTRANCE.

The parks entrance is currently open to occasional traffic. The Byron Quarter development will allow vehicle access from the southern edge so this gate can be closed to traffic. In order to increase the depth of the footway on the southern edge the carriageway on Stuart Rd could be realigned, making use of the very deep footway on the northern edge. This area could be landscaped to provide more trees (with canopy lighting) and public seating, bringing the sense of the park out into the street, beyond the gate.

The junction between Stuart Rd, Byron Rd and Peel Rd is proposed to be a raised table crossing with a zebra crossing aligned to the southern edge of the footway.

PEEL ROAD FOOT AND CYCLE LINK.

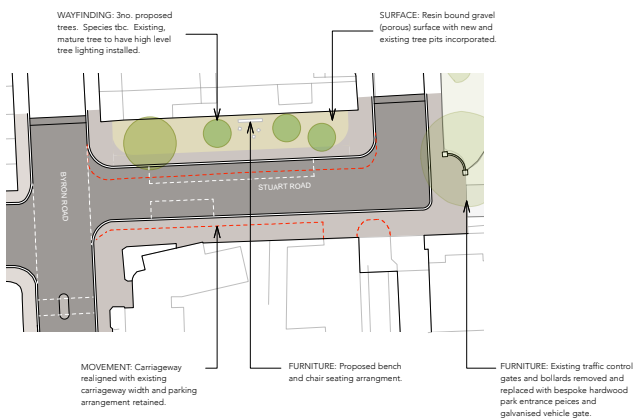
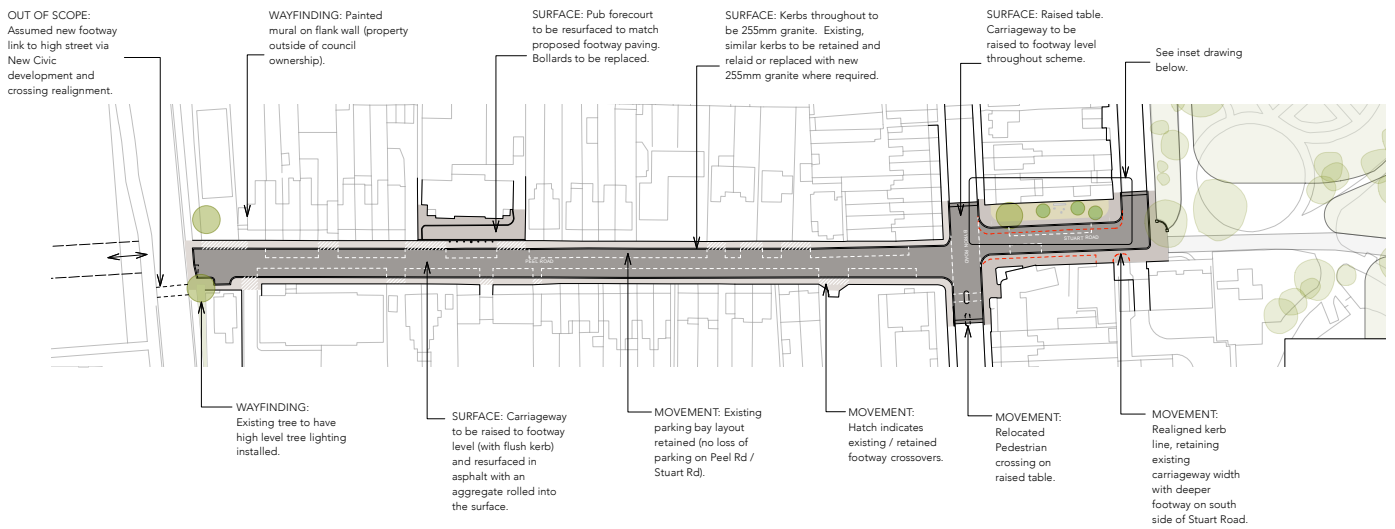
Peel Rd will need to maintain the parking levels

but the carriageway could be raised to level with the footway and resurfaced in an asphalt with an aggregate rolled into the top surface. This will calm traffic, make movement easier and give a sense of a link to the park which is proposed to have resin bond gravel paths.

The existing pub sign could be replaced with a bold new sign that acts as an attractor and way finding element. In addition the large tree on George Gange way could be lit as a way finding element.

NEW CIVIC LINK.

The existing crossing of George Gange Way might require realignment to make a better junction with the new route through the site that will be delivered by the New Civic project.



Above: Plans showing the proposed layout of the Peel Rd foot and cycle link.

BYRON QUARTER MASTERPLAN

The plans adjacent are the current 'in progress' drawings for the Byron Quarter development which will be complete between 2018 - 2020.



north



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