

A PIREMEDIA PRESENTATION



HILLTOP PLAZA LONDON

Hilltop Plaza London is a proposed major new over-rail development centring on Streatham Hill Station London SW2. It includes adjoining rail infrastructure and extends from the tunnel east of the station, west to Tooting Bec Common. The development will be a hallmark for new innovations in building design and technology, bringing renewal and regeneration. Linking Streatham Hill with the open green spaces of Tooting Bec Common, it provides a vast area for creating unique and innovative new design structures and providing the ultimate experience for future living, work, and leisure.

Hilltop Plaza action plan

Project preparation

Composition Civic and business

Sustainability and environment

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Free Port status and Phase 4

New Architecture. The Omni and the Pilon

Works to rail infrastructure

Network Rail and Lambeth Council

Hilltop Plaza Action Plan



Project Preparation

General plan proposed for preparation of the immediate areas around Streatham Hill station before track and station are covered for over building. See on Street-view; <https://goo.gl/maps/saefTAfdVYn3xXTo8> and <https://goo.gl/maps/GZBxYokK5u7H6CXJ8>

It will involve demolition of the following properties, many owned by Network Rail. Business owners will be relocated to a temporary pop-up mall nearby during construction and afterwards within the new build

A.111 and unit 113 -117 Streatham Hill opposite the station entrance.

Numbers 1 to 27 Leigham Court Road.

Numbers 29 to 31a is a 2 story block with flats above, remains in place

Derelict toilet block at 32 next to the entrance for the car park, is demolished

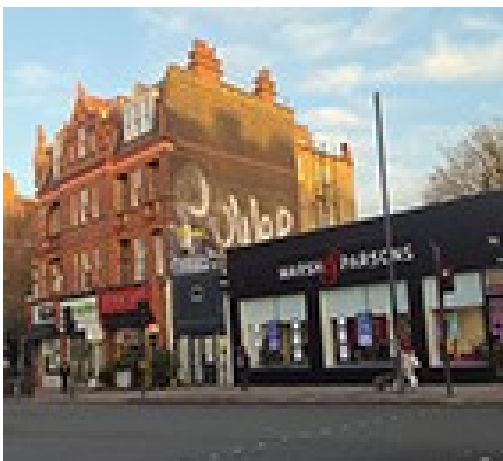
16 units in both areas. 15 occupied. 9 food outlets. 2 estate agents 3 hair/cosmetic. 1 newsagent

B. Station exit to 27 Sternhold avenue adjacent to the station. 9 units. 7 occupied. 1, Key cutting and shoe repair, 3 food outlets, 2 barbers. 1 African hairdressers. 2 vacant lots

Before any demolition can happen, all the affected business will be located to a temporary pop-up mall in the Council owned car-park nearby. This will be made up of prefabricated units of sufficient quality to maintain best standards and be reused in the new build. The advantage is that all of the current businesses and tenants can be retained and ready to occupy new premises when construction is completed. Most of the trade are food outlets, and there will be a communal covered food court area for customers. There are currently 24 business that would need relocation, including 2 estate agents. There is enough room in the car-park for many more units, so any surplus would be let out to other selected businesses.

The great advantage for the community, is that when construction is completed the area opposite the station becoming a small park with woodland garden as there are many fine trees already in this area. Current traders would be relocated in new premises and would be enabled to retain their loyal customer base.

New view of Streatham Hill



A current issue for this area is the view upon exiting Streatham Hill Station as well as approaching the area by road from the south: Dominated by a large brick wall covered with ugly graffiti. The first part of the new build once rail track is decked over and nearby units are demolished, will be the construction of a block adjacent to the wall creating a new landmark building of sympathetic design thus altering the view. Ground floor will have retail units some occupied by the Estate agents so that locations in the new build are as before. Upper floors will be residential with some first floor retail.

Composition; Civic and business

Area 1, extends between Streatham Hill as far as the Halisham Avenue tunnel. It will be mainly residential, with some blocks containing combined living and workspace units, as well as hotel and hostel accommodation. There will be a small park and woodland garden at the western end, bordering the corner with Streatham Hill and Leigham Court Road. There will be a new retail centre housing businesses previously located in Leigham Court Road, many of which are food outlets and a mix of others.

Area 2, above the station, will be designed as a mall with multiple floors of gallery style retail space. The Cooperative supermarket bank and funeral care will be situated at ground level <https://www.coop.co.uk/>. Business previously located in demolished units in Sternhold Avenue will be relocated here. Top luxury brands will be invited to take up occupancy within the new mall over the station <https://yougov.co.uk/ratings/consumer/popularity/luxury-brands/all>. Other floors will house railway company offices adapted office space and apartments

Area 3, besides more housing and civic infrastructure, will have a mix of invited large retail outlets. Screwfix is rated as the top D.I.Y outlet in the U.K. <https://www.screwfix.com>. Tesla are invited to have a sales outlet for electric vehicles https://www.tesla.com/en_gb. Staggs music, one of the worlds leading musical suppliers <https://staggmusic.com/>. Dark Sphere <https://www.darksphere.co.uk/> is a gaming company providing a huge range of board games, role-playing games, card games and miniatures, from some of the biggest names in tabletop gaming. They can also extend their activities onto the adjacent Common. There will be a new Police Station and security centre located here. A landmark civic building the Pylon will be a centrepiece

Community Regeneration

Main elements are a mix of retail, business and civic space alongside hotel, hostel and residential units. A new Police Station and security centre will be located at Area 3. Streatham Police station closed in 2013. The Pylon building will house theatres and live music venues as well as a community resource centre. Having a large central hub, would have enormous impact on existing local business. Those subject to relocation will be offered new premises within the complex. The business makeup at the central hub will avoid local duplications and a business ethos based on promoting independent producers alongside known brands not locally represented. The new development will greatly enhance the local economy, so Crossrail 2 via Streatham could then become a viable option. Creating a new park opposite the station entrance and part pedestrianization at Sternhold avenue will create a new town square and community hub, greatly reducing pollution and traffic impact. Enclosing the train depot at Phase three would enhance the quality of life for nearby residents as well as giving easy and direct access to the green spaces of Tooting Bec Common. The Pylon is a unique iconic landmark building providing a centre for a wide range of activity, attracting visitors from far and wide who can spend time at the Woodlands Plaza Hotel and be enabled to take full advantage of the retail and leisure facilities making the area a go to destination and city resort.

Sustainability and environment

Using and promoting sustainable renewable alternative energy solutions and minimising environmental impact will be a major consideration in infrastructure design and construction. The aim is for the complex to be autonomous and self sufficient, powered from renewable sources of solar and wind connected to a power plant capable of energy storage. Bio-digesters producing gas from recycled waste combined with ground source heat pumps will power and fuel the complex as well as being able to offer low priced surplus to adjoining residents and business, who register. Rainwater will be harvested, filtered and stored for use, one of which is sustaining food growing that will enable a degree of self sufficiency. Areas along the edges of the new build bordering on local residential property's will have growing areas along the length of the sides with a mix of hydroponic and permaculture methods. As well as providing a degree of privacy for neighbours, providing food for occupants and for sale. This will be managed by the Urban Growth; Social enterprise <https://www.urbangrowth.london/> and financed with grant funding. Aim is for large element of the enterprise to gain charitable status, by giving all local or regional charities a stake and enable their contribution, promotion and recognition as community champions.

Free Port status

One of the aims upon completion of Phase 3, is to achieve the status and designation of a special economic zone or Free Port, something promoted by the U.K. Government. See links below

<https://www.gov.uk/guidance/freeports> https://en.wikipedia.org/wiki/Free_economic_zone

In this case it will involve creating a container terminal and using a currently unused track terminating at Streatham Hill station to bring in shipping containers by rail. Storage and distribution area will be at the southern side of widest part of Area 3. Containers will be lifted by crane from the carriages below through an aperture. They would then be placed on a custom made moveable base so they can be towed into their parking positions on top. This will enable importation and distribution of large amounts of goods and freight, both to supply the complex and other business in the locality. This would also help reduce the amount of goods vehicles to the area, by providing a localised distribution centre.

Phase 4

For further consideration if Phase 1. 2. and 3 are completed is demolition of the old block between no 11 Sternhold Avenue and 170 Streatham Hill. Ground floor is occupied by the Co-op supermarket and 2 street front shop units on Streatham Hill. <https://goo.gl/maps/mCv4rfrcoiiPWV7S6> This old block is known to have structural problems. The Co-op Supermarket will move to a new larger premises above the station when construction is completed and will include Co-Operative Bank and Co-Op Funeral Care outlets. Residents of the block in the upper floors would be located to new temporary housing in Area 1 with an option to return to the new build when completed. Two new multi story residential and business use blocks would be built on the site with street front retail outlets on Sternhold Avenue and Streatham Hill



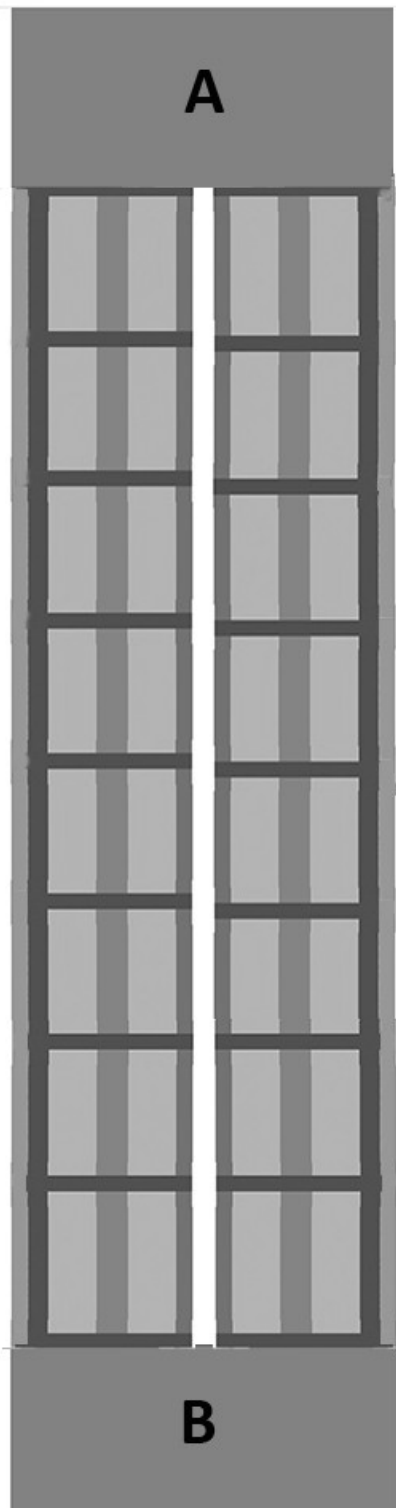
View of block Streatham Hill and Sternhold Avenue

All works are contingent on agreement being in place between investors, Network Rail and Lambeth Council to deck over and build on the rail infrastructure. The benefits for investors, is a partnership with the local authority, the Railway company and community interest groups Streatham BID and Action forums.

Besides match funding from Lambeth Council, there are grants that could be applied for through the forums, such as regional development grants, the Lord Mayors fund and as there is a charitable and civic element, Lottery funds. The primary focus for now, is on Phase 1 and 2 with Phase 3 and a proposed Phase 4 being possible options for further development.

New Infrastructure Designs

The Omni



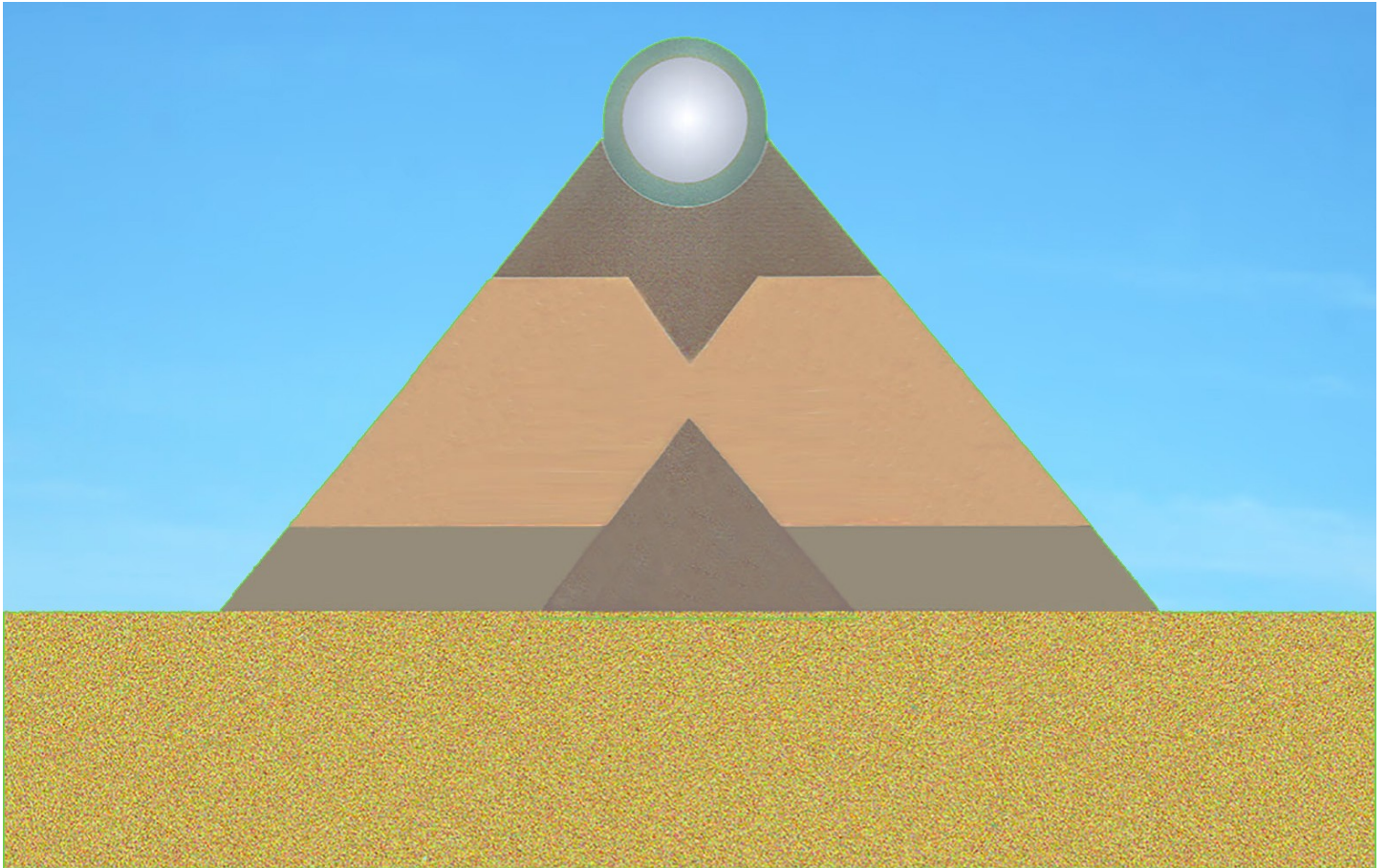
The Omni is a multi story block made up of units that combine work, living space and utilities. Walkways front and rear, lead to service blocks A and B that house lifts stairs and utilities, as well as leisure facilities and retail outlets

The Omnipod



The units contain work and living space separated by the utilities area. There is an exterior living space/balcony and external walkways at front and rear. Components for units are factory made and assembled on the shell. They can be customised for varying requirements

The Pilon



Pilon Specifications

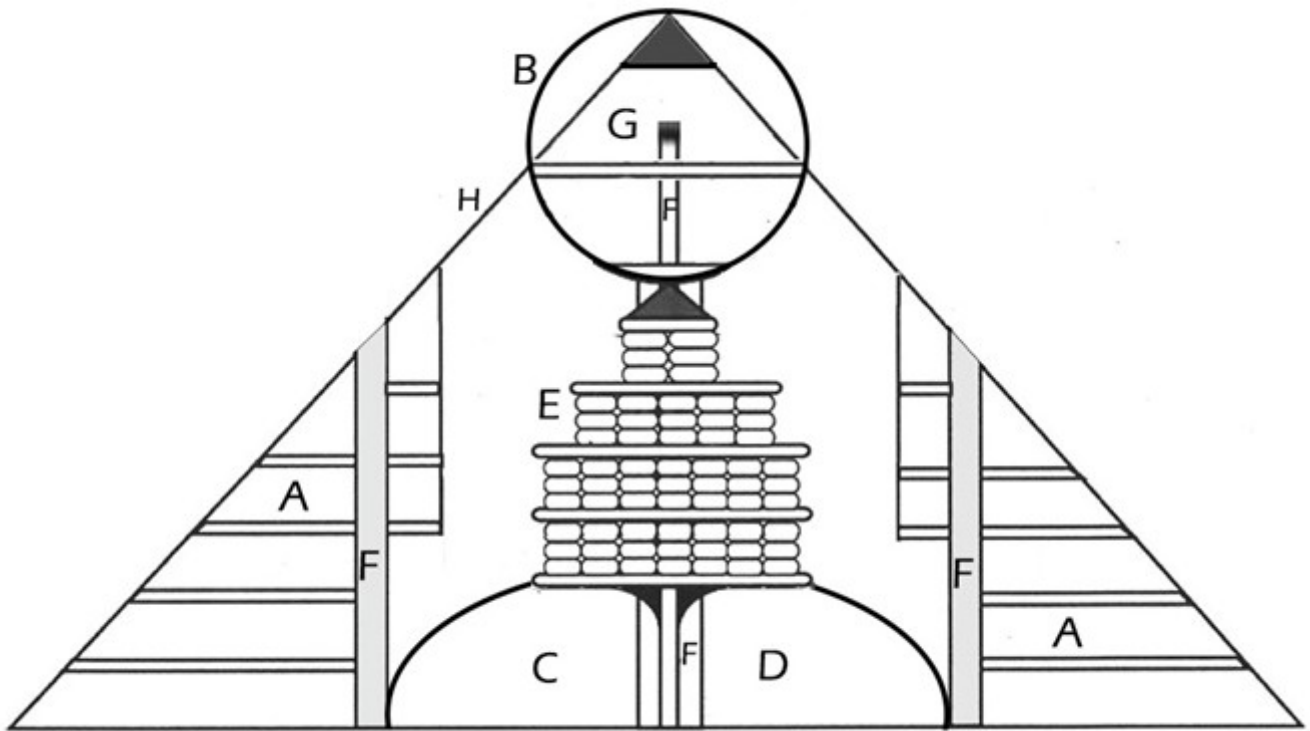
The Pilon is intended as a landmark multifunctional civic building that can be adapted for a variety of uses. It is based on Pyramid design and demonstrates the inherent mathematical properties of the Great Pyramid in Egypt. The Pi ratio 3.141 is used to calculate the height, which produces the Pyramid slope angle of 51 degrees 51 minutes. This in turn produces a ratio of 1.618 relative to the diagonal length from the centre of the base and the oblique height. This is the ratio for the Golden Section, used in arts and architecture to create composition. Its aesthetic significance is relevant, because it corresponds to the ratio between the length and width of our binocular visual field.

The Pi ratio is referenced in the Pilon design by the tubular section at the top. Orientation with the cardinal points of the compass is a key requirement for pyramid structures. Compass measurements taken at the site show direct east to west orientation through the widest part of the train care depot, the proposed location for the Pilon building.

Height constrained by size of base footprints and calculated using the Pi ratio 3.141

Base length: 100 metres.	Height 63.67 metre.	Area:10,000 square metres
Base length: 80 metres	Height:50.93 metres.	Area: 6400 square metres
Base length: 70 metres	Height 44.57 metres.	Area: 4900 square metres
Base length: 60 metres	Height 38.2 metres.	Area: 3600 square metres

Pylon Interior Cross Section



Cross section showing possibilities for use. The shell will be constructed using steel and glass, supported by the internal architecture. Its construction will focus on use of lightweight components made where possible from recycled materials. Shatter proof Plexiglass will be used for any large glazed areas. Arrays of solar panels will provide power throughout the building.

Index of components

A The levels

B Apex tube cross section

C, D Amphitheatre, and function areas

E Rotunda with modular units

F Lifts and stairwells

G Apex chambers

H Glazed area for sunlight to interior

Proposed works to rail infrastructure

The proposal is to deck over the rail infrastructure at Streatham Hill Station including eastbound track as far as the tunnel and westward to cover over the rail depot as far as Tooting Bec Common. Then building on top a mix of commercial and civic infrastructure. Enquiries have been submitted to Network rail for the following

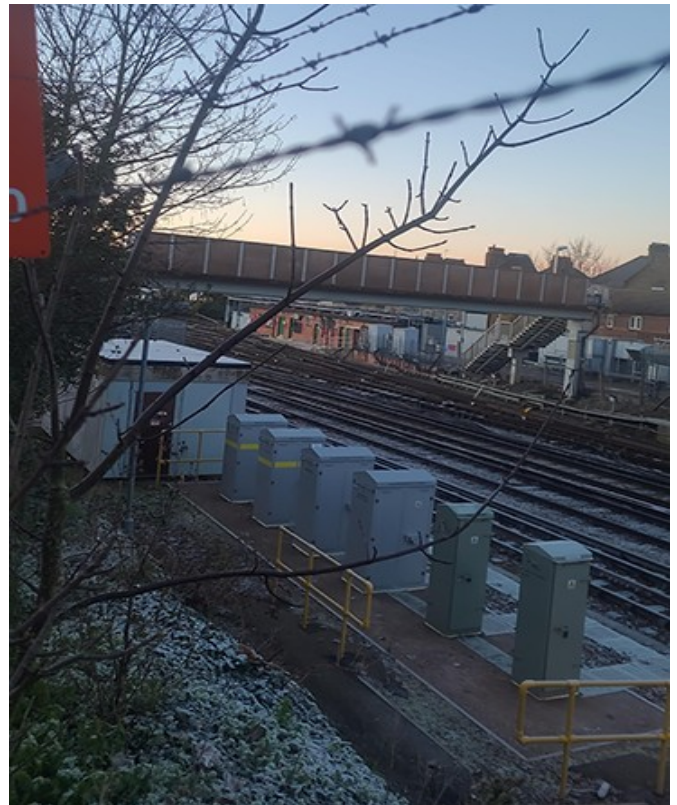


Train Depot

The proposal is to deck over this area, box in the depot and build on top a mix of commercial and civic infrastructure. There will be a requirement for a specific height and clearance, so that depot operations can be maintained around the clock. Sheds put in place to contain train servicing operations that mainly happened during night-time hours would no longer be required. The depot footbridge would no longer be required as there will be access to traverse via the deck. Piling will be sunk to the bedrock throughout the depot area to support the deck and columns for the overbuild. Locations specified by Network Rail.



Depot entrance and sheds



Footbridge over the track

Streatham Hill Station

A third unused track terminates at the station. Beyond this there is a three story block currently used for public facilities and Railway Company offices. In the event of the station area being decked over, this block will be demolished. This will enable the third line to be extended as far as the end of the station and brought into use for freight or a possible Crossrail 2 terminal stop. When work is completed, the Rail company will occupy office and facility space within the new block built over the station, as well as as at the new ground level deck. There will be a new station entrance opening onto Area 3 at the other side of the road bridge.



View of Streatham Hill Station from the B221 road bridge

The station is a virtual traffic island located in a dip surrounded by busy thoroughfares. The proposal is to reduce and relieve this by diverting traffic from the northern end of the station via two adjoining streets onto Streatham Hill. This will create a safe pedestrian area beside the main station entrance. A causeway over the B221 road bridge will lead to Area 3 and the new second station entrance.

**Project registered with Network Rail Asset Protection
Reference 0000243181, Piremedia, Commercial/Civic development,
Streatham Hill station London SW2 4TX**

Network Rail ASPRO: no-reply <erjy.fa.sender@workflow.mail.em2.cloud.oracle.com>

To:

• You

Wed 05/10/2022 19:28

Dear Gerry Mc Ateer,

Our Reference : 0000243181, Commercial/Civic development, Streatham Hill.

Thank you for contacting the Sussex Asset Protection Department, we are evaluating your enquiry and will contact you when this has been assessed. Please allow 15 working days for a response from our team.

Your contact in the Asset Protection Team is:

Brian Marles

Please note this email does not constitute acceptance nor permission by Network Rail.

Kind Regards

Sussex Asset Protection Team

Contact established with Asset Protection team. Project assessed; Provisionally viable

Link to enter the [ACE Portal](#) for submitting enquiries and logging project progress.

Guidance on using the platform [Customer portal - quick reference guide \(networkrail.co.uk\)](#)

Lambeth Council

From: Owain Jones OJones@lambeth.gov.uk **Head of Area Regeneration, Waterloo & Streatham**

Sent: 13 February 2020 13:23

To: Gerry MC ateer <mcateergerry@hotmail.com>

Subject: Streatham Hilltop Plaza plan

Hi Gerry,

Thanks for the preceding and for the attached materials you have sent through, which I have now had a chance to look at. Your vision for the rail line is, in part, not altogether dissimilar to proposals developed by PRD, who were part of the consultant team who helped put the Streatham Investment & Growth Strategy together. Indeed, the Strategy states:

Medium to Long-Term: Redevelopment of Streatham Hill Station:

In November 2017, the Government announced it was investigating the possibility of transferring some of the Southern Rail's routes to TfL after the franchise expires in 2021. TfL has since produced a Business Case that was submitted to DfT which considered the 'Metroisation' of South London to drive housing growth. The Business Case set out that Streatham Hill Station will become part of the London Overground Network and would connect to Clapham Junction and Crystal Palace. The station is currently challenged by capacity issues with one principal access via footbridge causing severe ingress and egress issues at peak times. In addition, the station has a short platform. Given the strategic importance of this station and the development potential in and around the station significant potential exists to support growth through re-development of this site.

Priority intervention: *LBL should open a dialogue with TfL and other key stakeholder organisations (such as Network Rail) about working together to promote comprehensive redevelopment of the site that would facilitate and potentially cross-subsidise station investment and renewal (e.g. through over station development), whilst delivering significant housing numbers, new facilities and much need new public realm to support growth.*

PRD's proposals align with your proposed 'phase 1', i.e. to deck over the section of track between Streatham High Road and the rail road bridge to the west. We have had conversations with Network Rail about this, who are open to exploring it.

Further exploration likely requires a dedicated commission to assess the feasibility and viability of such a scheme, which would be hugely complex, lengthy and expensive to deliver. Ballpark, this would take up to 10 years to realise.

On that basis, the Council (and members) need to consider it within the context of short, medium and long-term priorities for Streatham and available resources, a conversation I will have with officer colleagues and then politicians. The Council's Area Regeneration team is currently in the midst of a restructure, which seeks to put new working arrangements in place from 1st April. So, I'll beg your patience.

Kind regards,

Owain

Owain Jones

Head of Area Regeneration, Waterloo & Streatham

Sustainable Growth & Opportunity Directorate

London Borough of Lambeth

E: ojones@lambeth.gov.uk

Useful links and background information.

Streatham B.I.D. Business Improvement District: <https://www.instreatham.com/>

Streatham Action community forum: <https://www.streathamaction.org.uk/>

Streatham Hill station Wikipedia: https://en.wikipedia.org/wiki/Streatham_Hill_railway_station

Community issues over Streatham Hill train-care depot and the Crossrail 2 campaign

<https://www.londonreconnections.com/2010/streatham-hill-another-depot-in-trouble-with-the-neighbours/>

<https://www.change.org/p/david-lammy-crossrail-2-streatham-about-to-miss-out-yet-again>

<https://www.heartstreatham.co.uk/part-2-bringing-crossrail-2-to-streatham>

Proposed Crossrail 2 route: <https://crossrail2.co.uk/route/>

Lambeth Council website: <https://beta.lambeth.gov.uk/>

Bell Ribeiro-Addy; MP for Streatham: <https://members.parliament.uk/member/4764/contact>

Brixton Buzz, Local Independent media <https://www.brixtonbuzz.com/about-us/>

Building the Future. Zero carbon method: <https://www.varialift.com/page/the-varialift-airships>

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