

NATIONAL URBAN DESIGN AWARDS 2018

10th
YEAR



URBAN
DESIGN
GROUP

Welcome to the National Urban Design Awards 2018

The National Urban Design Awards are an important part of the Urban Design Group (UDG) calendar, providing an opportunity to reach out to members and draw upon the best in emerging urban design practice from the industry, students, writers and their publishers. Thank you to all who afforded the time and effort to prepare their submissions for this year's awards which, as ever, were of a very high standard. We appreciate your contribution to helping make these awards a continued success and look forward to the entries for next year's awards.

The need for good design in the built environment is so often regarded as a given, that there is rarely the opportunity to reward the effort required to achieve it, particularly when demands conflict and political will or support is lacking. It is therefore important that best practice in urban design is recognised, for the positive effects are far reaching, touching not just those that will live and work in the built environments today, but for future generations. It is no coincidence that the best designed places are the most popular and enduring.

This year marks the 10th anniversary of the awards, established in 2007 by the Urban Design Group's founder member and Fellow, John Billingham, with the objective of giving more recognition to urban design work. The award was supported by the Francis Tibbalds Trust, with a prize of £1,000 for the winner, and the first Practice Award was presented to Urban Practitioners in September 2008 at the Gallery, Cowcross Street, London. Since 2008 the awards have developed to reflect the scale and importance of urban design work, covering the public and private sector, student projects and publications. In 2013 Noha Nasser became chair of the Urban Design Awards Working Group, taking over from John Billingham and moving the awards to a larger venue. They have been held at

the Victory Services Club now since 2014. This year we are grateful to Nidhi Bhargava for taking on the role of chair.

Recent Practice Award winners include Node for their work on the Knowledge Hub Masterplan (2017), Baca (2016) for their project at Eiland veur Lent, Nijmegen, Netherlands and IBI (2016) for their work at Barnsley Town Centre. Recent Public Sector Award winners include London Borough of Croydon Council (2017 – Connected Croydon) and Stockton Borough Council (2016 – Stockton High Street Regeneration).

Publications that have been recognised include *Housing Cairo: The Informal Response*, edited by Marc Angelil and Charlotte Malterre-Barthes (2017 – Ruby Press), and *Young – Old: Urban Utopias of an Ageing Society* by Deane Simpson (2016 – Lars Müller Publishers).

The Lifetime Achievement Award recognises a significant contribution to urban design. Previous winners include Tim Pharoah (2017), Professor Bill Hillier (2016), Sir Terry Farrell (2015) and Professor Christopher Alexander (2011). The group has been fortunate that many of the Lifetime Award winners have followed the Award with a seminal lecture to members. And in 2017 we awarded the Outstanding Contribution to Urban Design to Alan Baxter, recognising his efforts and the support and accommodation he provided to many professions, fostering the first work space hub for the built environment.

The awards go from strength to strength and with the continued support and generosity of the Francis Tibbalds Trust, we remain true to our goals of recognising and rewarding the very best in urban design practice and encouraging collaboration, innovation and the sharing of ideas. ●

Colin Pullan, Chair of the UDG

National Urban Design Awards Shortlisted Entries 2018

SHORTLISTED PRACTICE PROJECT ENTRIES

- 2 — Altstadtquartier Buchel, Aachen, Chapman Taylor
- 4 — Southall Waterside, London, JTP
- 6 — Portobello Square, London, PRP
- 8 — Northstowe Phase 2 Design Code, Tibbalds Planning and Urban Design

SHORTLISTED PUBLIC SECTOR ENTRIES

- 10 — Sharing Bolsover, Bolsover District Council
- 12 — Aldgate, City of London Corporation
- 14 — Hackney Wick Central Masterplan, London Legacy Development Corporation

SHORTLISTED STUDENT ENTRIES

- 16 — Dialogue with Nature, Moonflier Li, Jonathan Long Hei Chow, Hei Lau, Hermion Yuenyau Au and Ekaterina Proskurina, University College London
- 18 — Milton: Back from the Edge, Chris Wiseman and Marc Miller, University of Strathclyde
- 20 — The Role of the Past in Waterfront Regeneration, Yue Peng, Cardiff University
- 22 — Stratford Boulevard, James Egginton, Anna Vincent, Faye Beaumont, Charlie Perkins and Hugh Canning Gibbs, University College London

SHORTLISTED BOOKS

- 24 — City of Well-being: A radical guide to planning, Hugh Barton, Routledge
- 24 — Designing Cities with Children and Young People, Beyond Playgrounds and Skate Parks, ed. Kaye Bishop and Linda Corkery, Routledge
- 25 — Planning, Politics and City Making – A Case Study of King's Cross, Peter Bishop and Lesley Williams, RIBA
- 25 — Design Governance, the CABE Experiment, Matthew Carmona, Claudio de Magalhaes and Lucy Natarajan, Routledge
- 26 — What Makes a Great City, Alexander Garvin, Island Press
- 27 — The Art of Building a Garden City: Designing New Communities for the 21st Century, Kate Henderson, Katy Lock and Hugh Ellis, RIBA
- 27 — Global Street Design Guide, Global Designing Cities Initiative, The National Association of City Transportation Officials, Island Press
- 28 — Seeing the Better City: How to explore, observe and improve urban space, Charles R. Wolfe, Island Press
- 29 — **THE JUDGING PROCESS EXPLAINED**
Recognising Excellence through the National Urban Design Awards
- 31 — **COMMON PITFALLS**
Reviewing Award Submissions
- 32 — **FRANCIS TIBBALDS**

We would like to thank the National Urban Design Awards judging panel for 2017–8 for their hard work in selecting the shortlisted entries for the Practice Project, Public Sector and Student Awards published here:

Louise Thomas – chair and co-editor of Urban Design
Katie Kershaw, Node – previous Practice Award winner
Anisha Jogani, Croydon Borough Council – previous Public Sector winner

Nidhi Bhargava – Awards Chair and Public Sector Award convenor

Alan Thompson – Practice Project Award convenor

Graham Smith – Student Award convenor

Georgia Butina-Watson – Oxford Brookes University (representing education) and Book Award convenor

The Book Award judges were

Georgia Butina-Watson (chair), Marc Furnival, Juliet Bidgood, Jonathan Kendall and Louie Sieh

We are grateful to our sponsors, whose generosity has supported this publication and the Awards ceremony.

How Urban Design Group Members can Vote for the Winning entries:

1. Select your preferred entries for the Practice Project and Public Sector Awards bearing in mind how well described and illustrated are the criteria of:
 - Contribution to urban design thought and ideas
 - The principles on which the project is based
 - The process by which the project has been developed
 - And the lessons learned.

2. Vote using this:

<https://www.surveymonkey.co.uk/r/8QGXPFM>

**Voting will close at midnight GMT on Friday
23 February 2018**

Altstadtquartier Büchel, Aachen, Germany

Chapman Taylor regenerates a medieval city quarter



ADAPTING TO AN HISTORIC ENVIRONMENT

Urban designers are rarely afforded the opportunity to transform an historic city centre – so Chapman Taylor responded to an international urban design competition to build a new quarter for the centre of Aachen in Germany, with enthusiasm for the challenge, but with a strong sense of responsibility.

Aachen is characterised by a dense urban fabric and rigid development controls, which are designed to protect the listed medieval street pattern and views to the UNESCO World Heritage Cathedral and other historic monuments. It was key to our proposal for Altstadtquartier Büchel that the modern development respected traditional streetscape and building forms. We wanted the new quarter to be as attractive to locals and visitors as the adjacent Old Town, without being a pastiche. Both areas needed strong and fluid connections, with the spatial qualities of the older area continuing into the new in a manner that felt natural and worked well as a part of the wider city core.

One of Germany's major current problems is a chronic lack of housing – a particular problem in a city as attractive as Aachen. New housing (with Cathedral and Town Hall spire views) was a fundamental requirement for the new development. The three hectare site offered an opportunity to

combine residential provision with a lively mix of uses, including shops, offices, medical units, a kindergarten and restaurants, all centred on new streets and public squares and providing the density and critical mass to create a thriving new district.

The scheme would be one of Aachen's more significant changes since the Middle Ages, transforming a decaying quarter with an ugly concrete car park and a red-light zone into an attractive and bustling city centre space.

SENSITIVE AND RESTRICTIVE CIRCUMSTANCES

While recognising the need to be sensitive, given the historical legacy, we felt that Aachen was missing a lateral axis connecting the bus station with the centre. We created two new axes which, in their zigzagging course, integrate well with the existing medieval street pattern. At their meeting point is a trapezoid-shaped square which serves as a bright open space for restaurants and cafés where people can enjoy views of the Cathedral, giving the new quarter its own focus and identity. The axes connect the dead-ends of the existing pedestrian shopping area, creating new city walks which link the new quarter to the historic town centre.

The course of the new axes carves out four new urban blocks, the subdivision of which responds to historic plot structures

and terrain changes, thus fitting well with the overall character of the city centre.

The complex ownership structure in the area required us to design a phased implementation. We therefore proposed development in three steps, although aware that timescales are very much dependent upon the various stakeholders.

Within the mix of uses, a high proportion of residential apartments was at the core of the competition brief, which stipulated that contemporary accommodation should be created on 50-60 per cent of the total gross area. Our design includes a full residential spectrum from social housing to luxury units.

Designing high-quality residential in a dense mixed use setting is a challenge; careful thought was given to ensuring not only that the required views were incorporated into the design, but also that the residences receive enough natural light, while being sheltered from disturbance from other uses such as late-night bars.

Building lines and heights needed to accommodate the needs of developers, the local authority and, of course, the residents, which can change quite markedly between conception and completion.

URBAN DESIGN – WHY WE WERE CHOSEN

Our plans won the design competition,

1 A run-down medieval city quarter transformed sensitively



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unanimously chosen by the jury of nine judges. The vision we created was praised for its thoughtful treatment of the city's public realm and its potential for providing a new identity for Aachen.

A key aspect of the project's design practice is its humility and sensitivity: there are no big gestures, and, at all times, the gradual historical development of the Old Town guided every step. The new quarter adapts in scale and form to the existing area and its heritage.

By our thinking deeply about clever and fully-integrated connections to the existing urban fabric, the new quarter creates a lively streetscape and helps to lift and transform the Old Town as a whole.

The well-balanced mix of functions within locations specially designed for those



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functions also adds to the dynamism of the quarter, creating a high quality living space within a dense inner city environment. The distinctive public realm gives a new identity to a strengthened and uplifted quarter, which was once considered a no-go area.

LESSONS FROM OUR EXPERIENCE

In solving problems for a large-scale regeneration site, opportunities are created to serve ends which go beyond that site, for example the way in which the two axes we created for the quarter served to eliminate pedestrian dead-ends.

Brick is the traditional material used for building in Aachen, but we became conscious of the fact that to use it uniformly across such a large-scale development would look monolithic and unnatural. So we

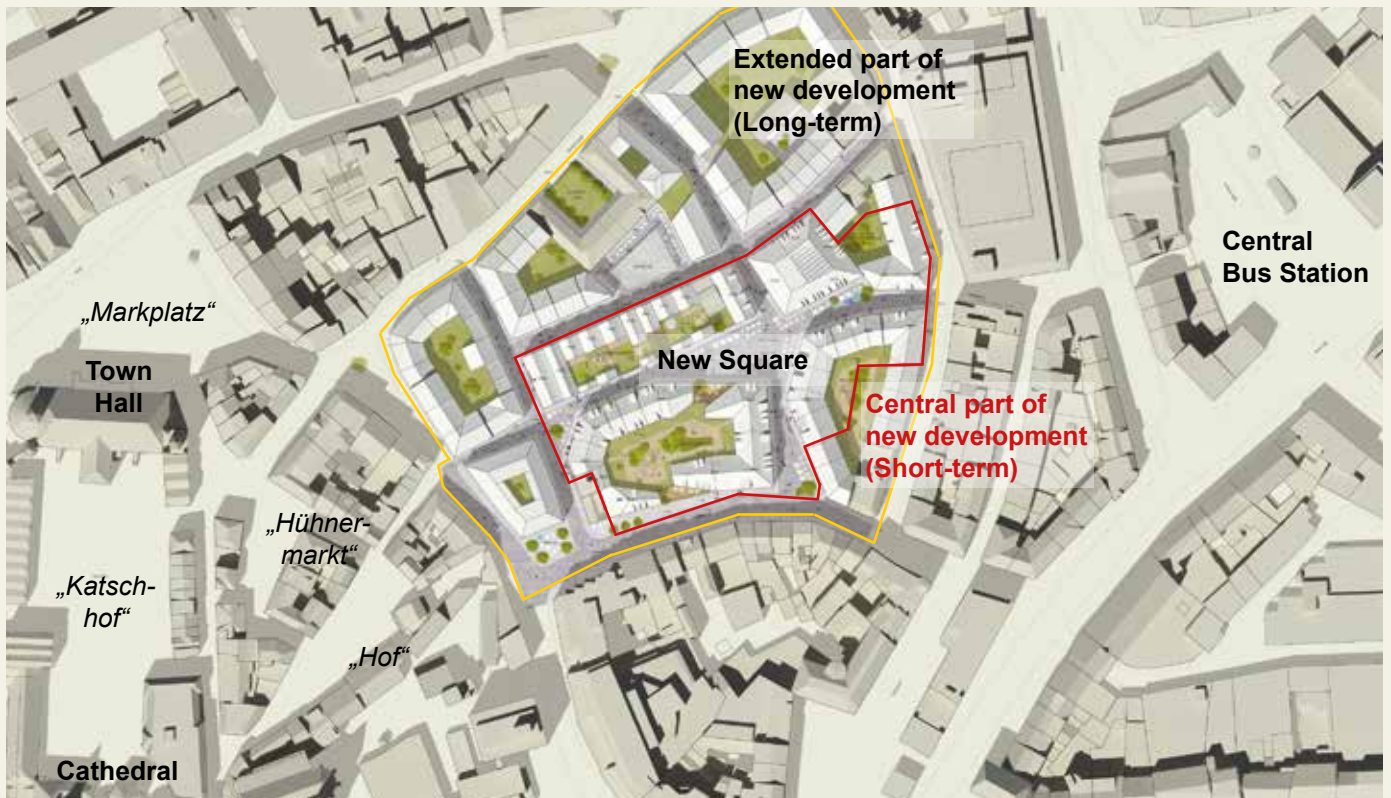
- 2 Views to the city's historic spires are protected
- 3 Two new axes serve to eliminate pedestrian dead ends
- 4 The new quarter blends seamlessly with the Old Town without being a pastiche
- 5 A high quality of living space and public realm within a dense urban fabric

looked less at the specific architecture of the historic city and more at the general spatial experience – using a mixed palette of materials and styles to avoid an oppressive and contrived building environment. Sometimes it is necessary to avoid copying existing architecture in order to fit with it better.

Politicians, market conditions, developers and public opinion might change repeatedly over the timespan of an urban regeneration project. Plans thus need to be flexible and robust in order to ensure that its qualities do not get lost along the way. The best way to achieve this is to provide simple and readily-comprehensible solutions to the various challenges which crop up along the way. ●



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Southall Waterside, Ealing, London

JTP creates a new vibrant village in West London



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INTRODUCTION

Inaccessible, underutilised and heavily contaminated by industry, the 45ha former Southall Gasworks represents a significant opportunity to capitalise on Crossrail investment, and transform the area through one of London's largest and most significant regeneration projects, delivering the Mayor's first Strategic Housing Zone.

Drawing on the original Borough motto 'For All' and existing cosmopolitan culture, JTP conceived Southall Waterside as a dynamic mixed use urban quarter, designed to support all life stages, nurture a sense of belonging, and act as a catalyst for wider regeneration. Underutilised since 1973, and subject to a number of previous unsuccessful plans over the last 20 years, work is now well underway on the delivery of this new quarter.

The new quarter will feature up to 3,750 homes, leisure and retail development set in 5.6ha of public squares and parkland, including a kilometre of revitalised canal-side space, extensive cycle and walking trails,

and footbridge connections to Minet Country Park. The Vision was shaped through a stakeholder workshop process including the local community, to address the complex planning and technical challenges of a site straddling borough boundaries between Ealing and Hillingdon.

THE SITE CHALLENGES

- A Crossrail station directly adjoins the site
- Heavy contamination, which has influenced a construction phasing strategy in line with remediation sequencing
- Bordered by a railway to the south, the Grand Union Canal to the west, and limited connections to residential streets to the north
- Multiple below-ground gas mains are integrated into the masterplan
- Designed to incorporate a retained National Grid site
- Poor environmental quality and significant social issues tarnished the site, including crime and drug use
- A natural water flow across the site from east to west
- A substantial landscaped buffer to the canal limits the height of the proposed buildings to eight storeys
- Civil Aviation Authority height limitations in place due to proximity of Heathrow Airport.

PLACEMAKING VISION

The Placemaking Vision includes a hardware strategy – a framework of characterful streets, squares, parks, walking and cycle trails defining parcels, and software tactics – activating the public realm through the curation of mixed uses and meanwhile projects,

cultural engagement, community networking and events programming.

At the heart of Southall Waterside lies The Flow, a remarkable new public promenade for London. Overlooked, enjoyed and made financially viable by the hundreds of new homes along its course, The Flow will add a new dimension to Southall, connecting Crossrail to the canal and Minet Country Park, urban vitality to peaceful nature.

The Eastern Gateway, a lively civic space, will accommodate high levels of movement through a well-conceived public realm of robust materials and formal landscaping.

PROJECT DELIVERY

Southall Waterside features five interlinked neighbourhoods, 3,750 homes in a variety of sizes, tenures and typologies that will nurture a genuinely mixed community with people at all life stages, supported by a new school, health facilities and social hub, as well as a commercial centre featuring workspace, hotel and a curated mix of retail, food and leisure experiences.

The benefits of the new urban quarter will be shared locally through dramatically enhanced urban connectivity, with links to the vibrant High Street and residential neighbourhoods of Southall, Crossrail station, the underutilised Grand Union Canal and Minet Country Park, as well as Hayes and Harlington.

LESSONS LEARNED AND CONTRIBUTION TO URBAN DESIGN

Delivery process

A staged placemaking approach addressed the 25-year delivery period, ensuring that Southall Waterside will function successfully as a place at every stage. This involved the viable sequencing of infrastructure and public realm, with social, commercial and leisure facilities and associated green space for each phase. This approach is a radical departure from traditional phasing, driven by the logic of construction, and has resulted in the early delivery of mixed uses in close proximity to Southall Station.



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- | | |
|-----------------------|------------------------------|
| 1 The Eastern Gateway | 5 Minet Waterside |
| 2 Central Park | 6 The Flow: Central Park |
| 3 Primary School | 7 The Western Gateway |
| 4 Health Centre | 8 Southall Crossrail Station |

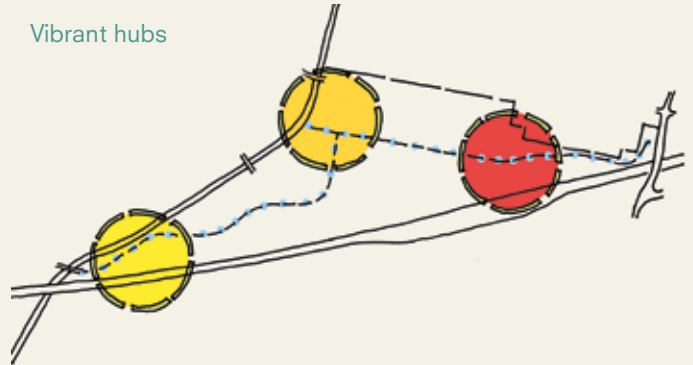
1 Aerial view of the existing site (2012)
2 Southall Waterside masterplan

3 Concept diagrams exploring key design principles
4 Aerial view of the masterplan
5 The Flow: Central Park

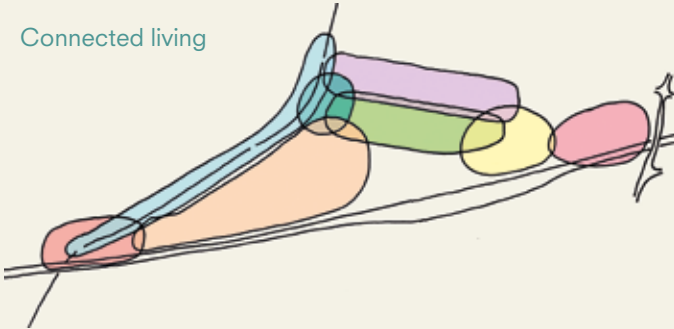
Urban connectivity



Vibrant hubs



Connected living



Park life



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Use of Building Information Modelling (BIM)

JTP worked very closely with the client and design team in documenting the many site constraints; the unprecedented use of BIM at this urban scale proved an invaluable tool for the team. Using Revit software as part of the design process, allowed multiple options to be tested in detail, measuring viability and exploring the composition and scale of proposals.

The model evolved alongside the project in real-time, and provided a single source of information from which multiple outputs could be drawn to present the design and capacity of the proposals. The model was then taken forward in reserved matters planning applications for the detailed design of individual phases, providing continuity throughout the project's various stages. This method paved the way for future implementation within all of JTP's complex masterplans.

CONCLUSIONS

Southall Waterside will be a new and sustainable destination with a strong sense of identity – a new neighbourhood of homes and businesses, parkland and civic spaces offering residents, neighbours and the community a great quality of life. The regeneration of this strategic brownfield site has the potential to be a catalyst for change in Southall, bringing about significant physical, social and economic benefits to the local area. ●



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Portobello Square, London

PRP reconnects neighbourhoods by creating streets



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OVERVIEW

This project envisages the comprehensive, phased regeneration of Wornington Green, an ageing 1960s estate, to create a mixed use, mixed tenure community which allows for the re-housing of all existing tenants in the new development. PRP was appointed by Catalyst Housing Group to option-appraise the site and develop a preferred masterplan through extensive community consultation. The proposal doubled the existing density to include up to 1,000 new homes, with affordable dwellings making up over 50 per cent of the total.

SITE ANALYSIS

The site sits at the northern end of Portobello Road, famous for its diverse and

eclectic street market. The historic connection between Portobello Road and Ladbroke Grove was severed when the Estate was built in the 1960s, destroying the ancient lane and Victorian street pattern and disconnecting the estate from its surrounding context. The layout of the estate inhibited permeability from the surrounding streets and terminated Portobello Road within the layout, concealing the historical position of this important road.

A small municipal park owned and managed by Royal Borough of Kensington and Chelsea (RBKC) was situated at its eastern edge, set back and partially hidden from Portobello Road. This space, little used given its lack of security, occupied a large area of the site.

DESIGN APPROACH AND OBJECTIVES

PRP's masterplan reinstates a number of the historic road positions to repair the urban fabric, reconnecting Portobello Road and Wornington Road to Ladbroke Grove.

The relocation of the existing poorly-located park was proposed, so that it could function as a Green Flag park at the heart of the development, off the historic Portobello Road. The new park would be the key link in reintegrating the site with its immediate neighbourhood. Moving the park to the centre of the masterplan offered the following advantages:

- Creation of a phase 1 build site for decanting the first group of residents.
- Opening up the new park to Portobello Road.
- Creation of a new London square, the first in London for decades, surrounded by new apartment buildings on three sides using local typologies as their inspiration.
- Opportunity for the provision of community facilities within the park.
- Opportunities for building heights surrounding the park, as well as along the railway line, to increase density and massing and shield the railway.
- Retention of mature landscape within the existing park to provide instant landscape



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maturity to new streets in phase 1.

● The provision of retail and restaurant units along Portobello Road, continuing the mixed use offer along that road, and contributing to the creation of a strong sense of place.

This move had a transformative effect on scheme viability as the enhanced values of properties overlooking the new park helped to remove funding concerns, and created the cross-subsidy to rehouse every resident on the existing estate (all of whom were social rent tenants). The masterplan had to work not just on plan and social aspects, it also needed to address architecturally the richness of RBKC's housing stock, and the typologies – from mansion blocks to mews houses – that are the trademarks of this borough. Coding principles and parameters were created for the outline application to inform further phases and also to tie together the design as a whole, and respond to its diverse edges.

CONTRIBUTION TO URBAN DESIGN PRACTICE

This scheme is an example of PRP optimising value through an enhanced quality of design. The focus on quality was driven by both the RBKC and the client. The design standard across all tenures has ensured that the project makes a positive contribution to the regeneration of this undervalued area of North Kensington: an elevated standard of design quality has become a driver for enhanced value.

The approach to a highly legible street and public space-based layout incorporating street variety, enhanced green infrastructure and improved connectivity ensures a safe, well-used and attractive new urban place for west London. The contemporary interpretation of Kensington's residential streets encourages inclusive communities and social interaction in a beautiful environment.

DELIVERY PROCESS

Initially appointed back in 2006 to carry out an options appraisal for the estate, it soon became clear that there was a strong case

for regeneration and that a full redevelopment approach was the only one that would be viable, sustainable and of long-term value to the wider community and stakeholders. PRP's design approach, which was developed in close collaboration with stakeholders and the local community – the

culmination of over five years' consultation – has successfully contributed to the regeneration of the wider area. The final design solution for the redevelopment of the estate offers an exemplar model for large-scale contextual urban regeneration.

LESSONS LEARNED

The design process for Portobello Square has been complex in relation to both design

- 1 Extended Bonchurch Road
- 2 The existing Wornington Green Estate
- 3 Design principles diagram
- 4 Before and after aerial view of the site

development and stakeholder consultation.

We recognise the benefit of collaborative working, not just with the council, client and project team, but with all stakeholders, including local residents and the local community. We believe that large scale masterplans have richer outcomes using design review, professional collaboration and real public engagement. ●



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Northstowe Phase 2

Tibbalds Planning and Urban Design draws up a Design Code for Healthier Living

URBAN DESIGN OBJECTIVES

Northstowe is a new town in Cambridgeshire, promoted by Gallagher and Homes and Communities Agency (HCA). It will be the home of around 25,000 people and is one of the NHS's Healthy New Towns (HNT). The objectives of this programme are to go beyond existing good practice and develop new and creative approaches that offer the potential to contribute to healthier places. It is also to drive closer collaboration between local authorities, planners, developers and the NHS.

Northstowe HNT specifically focuses on the health and wellbeing objective around reducing obesity and the wellbeing of older people. The aim is to help people to make healthy choices via environmental change.

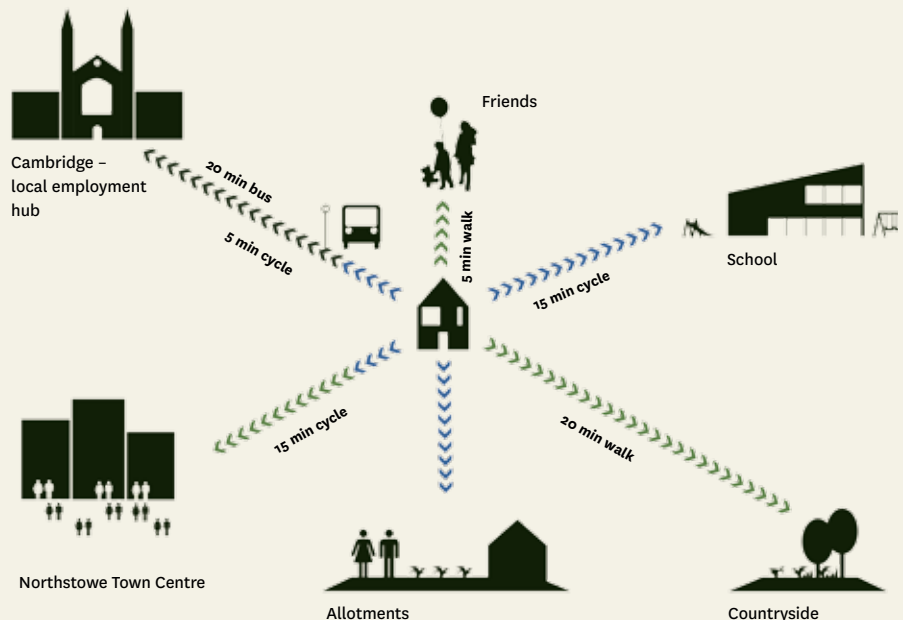
The Design Code for Phase 2 is an important bridge between the outline planning consent and detailed proposals for Northstowe. It is an appropriate forum for embedding principles of healthy neighbourhoods. The final document demonstrates how these objectives can be embedded in design requirements at a strategic as well as detailed level.

CONTRIBUTING TO URBAN DESIGN PRACTICE

At a first glance, the principles of promoting healthy and active lifestyles appear to be already embedded in a best practice masterplanning approach, such as access to green infrastructure and routes for walking and cycling. Research has shown that key influences on increased activity are the development density, permeability, access to public transport and increased number of parks. The Design Code for Northstowe Phase 2 demonstrates that a focus on health and wellbeing can enhance masterplanning practice and take it a step further towards delivering healthy places.

DENSITY – A WALKABLE NEIGHBOURHOOD

Phase 2 has a higher than average density between 40-70 units/ha. Of the 3,500 new homes, none will be further away than 12 minutes walking and 2 minutes cycling distance from the centre, schools and stops of the guided bus. Higher densities relying on terrace housing and urban typologies of family housing create active and animated streets, together with a variety of greenways and open spaces that will provide a varied and attractive environment. A choice



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of attractive routes, higher densities and variation in character help to deliver streets and spaces that are safe and interesting to walk along. The routes through attractive landscaped areas will be lined with regular seating opportunities to allow resting points for the elderly and those with disabilities.

CYCLING

Northstowe Phase 2 will have a fine-grain of dedicated cycle routes, in total 15 km of dedicated cycle routes. These routes vary and offer choice allowing the seasoned commuter to cycle at a pace and connect to strategic routes that lead to local employment hubs, such as Cambridge and Huntingdon, as well as accommodating less confident cyclists to travel along car-free greenways to local schools and the town centre. On primary and secondary streets, cycle lanes are segregated and given priority at intersections and junctions.

Cycle parking requirements address the need for non-standard bikes, such as Dutch-style loading bikes and child-carriers. Apart from cycle storage within individual houses, the code promotes communal bike stores with bike repair stations to encourage community interaction. For the less able and elderly, every house or block of flats will have a charging point for electric bikes and mobility scooters.

THE DETAIL

Public toilets and drinking fountains help people with a range of health conditions, including obesity and diabetes. In order to maintain healthy hydration, the Design Code requires drinking fountains to be located adjacent to play areas and alongside key walking routes, the sports hub and within the town centre.

Public toilets and adult and baby changing facilities are also a mandatory requirement in central locations. The lack of public toilets in our environment has been highlighted by many studies as it increases the risks of loneliness and isolation for fear of going out. This is particularly prevalent in the older generations.

COMMUNITY ALLOTMENTS AND ORCHARDS

Historically, allotments were established to encourage healthier lifestyles in the working population. The benefits of allotments identified more than 200 years ago still apply:

- Gentle outdoor activity
- Increased sense of community and belonging, and
- Healthy, fresh produce.

The Design Code identifies the requirement for allotments and promotes edible landscapes. Each of these is easily accessible by bike. Clusters of community orchards are distributed throughout the whole of Phase 2.

A GREEN ENVIRONMENT

Despite the relatively high densities, Northstowe Phase 2 will become an urban environment that is infused with greenery. A network of greenways connects residents to large open spaces, including the Water Park and an area of natural green space called Paddocks Parkland. Taking inspiration from the existing avenues, the majority of streets will be lined with trees in order to improve the air quality and microclimate, and provide an attractive walking and cycling environment. The detailed testing of the code has shown that the Design Code sets out the requirements for around 3,000 trees, many of them located along the primary and secondary streets, but also throughout the residential environments.

DELIVERY PROCESS

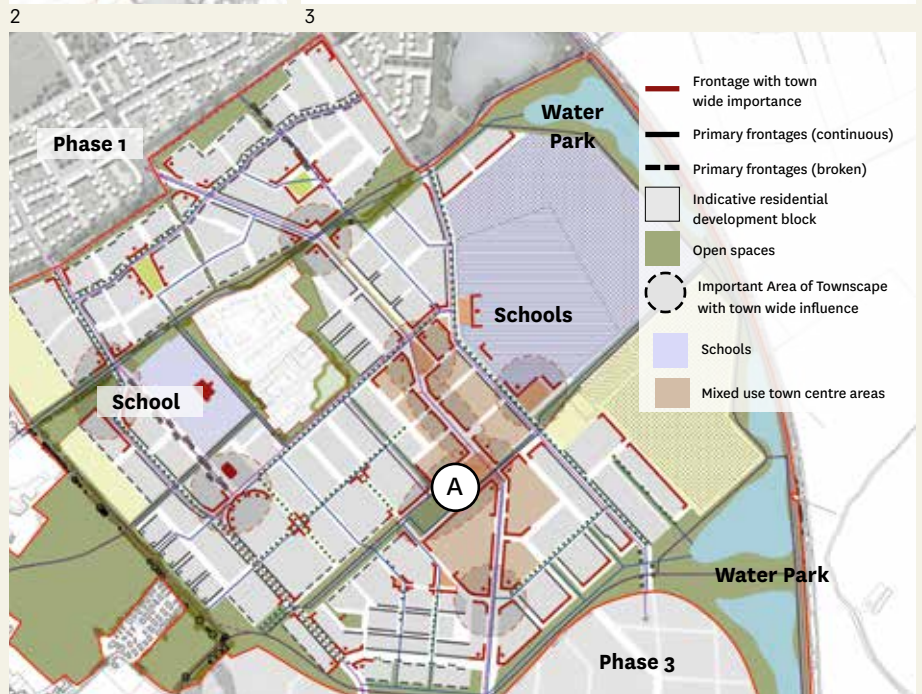
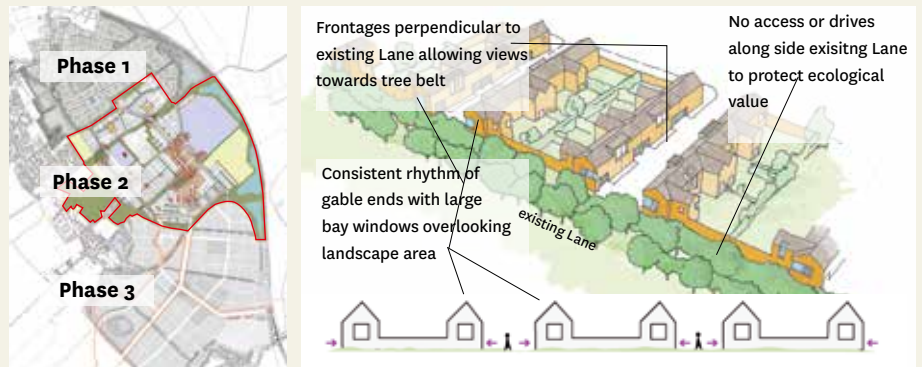
The Design Code has been developed in collaboration with the District and County Councils as well as the nearby communities. Professional bodies, such as Cambridge University's Institute of Public Health and local interest groups such as cycling groups have commented on and influenced the Code.

LESSONS LEARNED

Strategic decisions are key to the successful delivery of healthier places. Northstowe Phase 2 benefits from decisions that were taken a long time ago. The fact that Northstowe was conceived as a stand-alone new town of significant size ensured that essential infrastructure such as the guided busway and strategic cycle links were delivered early. The scale of the town also enables the town centre to be distinct in terms of its character, scale and mix of uses, so that it has the potential to become a real and vibrant centre for this new market town.

Adoption remains a critical issue which could still undermine the aspirations for a green and attractive public realm. At the time of writing, discussions with Cambridgeshire County Council continue. The HCA has made a commitment to quality and is investigating alternative management structures, including Community Land Trusts and the use of management companies. ●

- 1 Maximum travel times to key locations
- 2 Overview plan of Northstowe
- 3 Axonometric sketch illustrating the built form
- 4 Northstowe urban design framework
- 5 CGI of future Town Centre



Sharing Bolsover

Bolsover District Council brings the idea of a Regeneration Framework to its communities



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We don't do anything by halves in Bolsover. We have had some of the most deprived communities in the country, and more recently seen the most phenomenal growth. We are an interesting and challenging district in our economic performance and growth potential. Proximity to the M1 corridor has encouraged natural growth, but the collapse of the coal mining industry has resulted in marked contrasts between some parts of the district and others. In response to this, the Council adopted a growth agenda, but in doing so wanted to ensure that this was not at the expense of what the community needed and positive place-making. Our population is approximately 80,000 and we have three towns in the north – Shirebrook, Bolsover and Clowne – and South Normanton in the south. Outside these towns, the district is rural with 19 identifiable villages and hamlets.

ASPIRATION

We wanted to appoint a team with the flair and enthusiasm necessary to excite us all, and who were skilled and creative in formulating ideas for the enhancement of place. But doing a regeneration framework was a new concept to the Council and our communities, and so people would need to be brought on board with the approach; and we had a budget of £100k, which is a lot of money to some, but far from excessive for a regeneration framework covering the whole of the district.

We responded to the first of these challenges by appointing an experienced, external enabler, Tom Lonsdale of Placecraft, to assist with validating the regeneration framework approach, writing the procurement brief and appointing the consultants. We adopted a definition of regeneration as 'the nurture of natural

regrowth, by careful pruning of redundant and unhealthy fabric and preparation of the ground, building towards a healthy and robust, sustainable organism/entity', which underpinned our documentation.

We could have responded to the limited budget by just focusing on the town centres, but this did not feel right as the smaller, rural settlements also contribute to our DNA, and we don't do anything by halves in Bolsover! So, we took a decision to provide administrative support to the regeneration framework process from our own staff, freeing up time for the consultants to make best use of their expertise.

PRINCIPLES & PROCESSES

Traditionally, we have had low expectations, and therefore were keen to make sure that aspirations were lifted and that the framework presented options which significantly

- 1 South Normanton Village Heart Proposal
- 2 Shirebrook Market Place Proposal
- 3 Bolsover District

enhanced the public realm and were achievable. It was critical that the framework development incorporated a flexible vision, built on community collaboration, with a narrative which shaped our district's future through a vibrant local economy and a shared sense of civic pride. Bauman Lyons (working alongside Camlin Lonsdale and JMP) consultants met this brief and were appointed for the contract.

We engaged with over 100 individuals, across 77 organisations through two layers of consultation, district-wide and local; this resulted in 495 individual contacts and 377 community group/ parish and town council contacts. The engagement we collectively undertook was to build knowledge and draw on all available resources, most importantly the civic capacity.

Three themes emerged:

1. Building on what we have
2. Embracing the future
3. Two hands clapping: co-producing regeneration

OUTCOMES

We covered the whole of the district by producing four regeneration frameworks, one for each town, together with its associated villages and hamlets. All documents have a common introduction and closing remarks, but the core content of each one is bespoke to that part of the district, and sets out a strong place-making vision and that area's distinctive contribution to the district's

regeneration. The range of interventions identified included major infrastructure schemes through to smaller, but locally important projects, deliverable through a varied range of funding mechanisms. The core town projects are:

Bolsover – development of the Sherwood Lodge site, enhanced connectivity through to the much undersold Bolsover Castle;

Clowne – a green hub and new civic route across the town, ensuring the highway makes a positive contribution to the public realm;

Shirebrook – re-modelling the large market square into a multi-functional civic space and destination;

South Normanton – re-establishing the market place at the heart of the village as high-quality public realm to improve pedestrian movement.

THE FRAMEWORKS' IMPACT

The frameworks were adopted in January 2017 and have been used practically to secure resources.

For Bolsover this means:

- a bid to the Local Enterprise Partnership to purchase a town centre site
- negotiations to ensure the Sherwood Lodge site is developed
- conversations for a hotel development in the town
- a Housing Infrastructure Fund bid

- 4 Bolsover Castle to Church Connection

For Shirebrook it has:

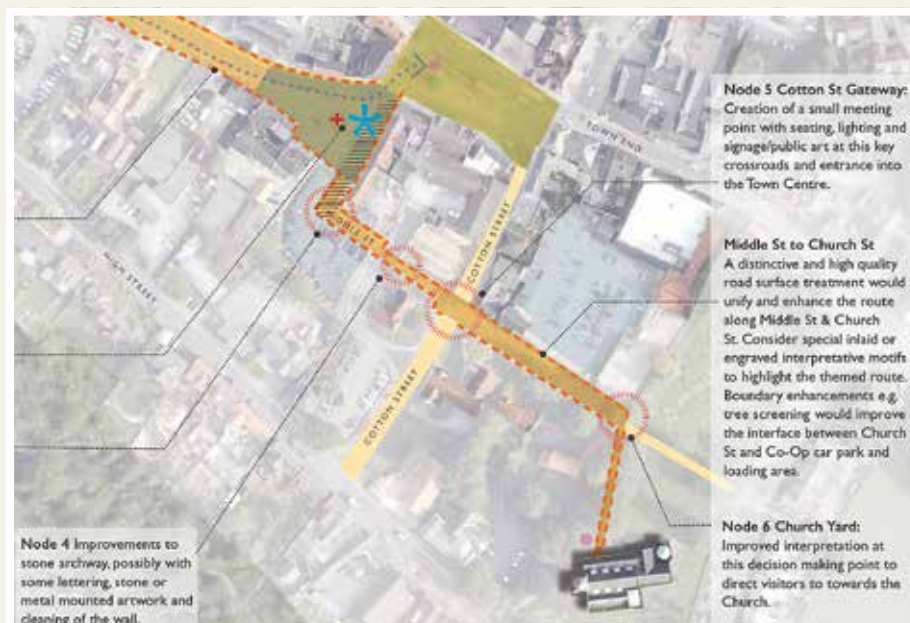
- contributed to a bid to DCLG for £1.2m for Building Resilience
- Informed a £100k bid to the Government's One Public Estate Programme
- secured funding for a Shop Improvement Front Scheme
- contributed to defining Shirebrook as an International Town.

Furthermore the Clowne framework has identified a site as a potential Housing Infrastructure Fund bid, and the South Normanton framework enabled a dialogue for a developer contribution to start Phase I of the public realm improvements.

WHAT WE LEARNED

We viewed the process as a partnership with the consultants and we did not want them to operate at arm's length, so we were fully engaged in the stakeholder events allowing us to provide additional support, particularly in articulating the needs for the villages and hamlets.

We were highly ambitious. The exercise was a success because we made it so – overcoming resource challenges with practical solutions, but not letting go of the shared vision, based on high quality place-making principles combined with deliverability. By being creative you can achieve a great deal even with limited resources. After all we didn't do anything by halves in Sharing Bolsover! ●



Aldgate

The City of London Corporation takes the lead on a complex highways and public realm improvements project



The gyratory at Aldgate reflected 1960s traffic planning. The local topography was dominated by a heavily-trafficked four-lane wide carriageway, with limited pedestrian crossing points. The footways were dotted with numerous barriers to movement, including wide brick planters, pedestrian subway entry points and guard rails. Pedestrians found it difficult to navigate the area and all user groups felt it to be unsafe. The ward in which the gyratory is located, Portsoken, is listed in the top 40 per cent most deprived wards in England.

Transformational change in the Aldgate area is a core policy within the City of London Local Plan. The key aim of the project was to support regeneration in the area and

make it far more attractive, thereby promoting development and investment. In so doing the City also aimed to:

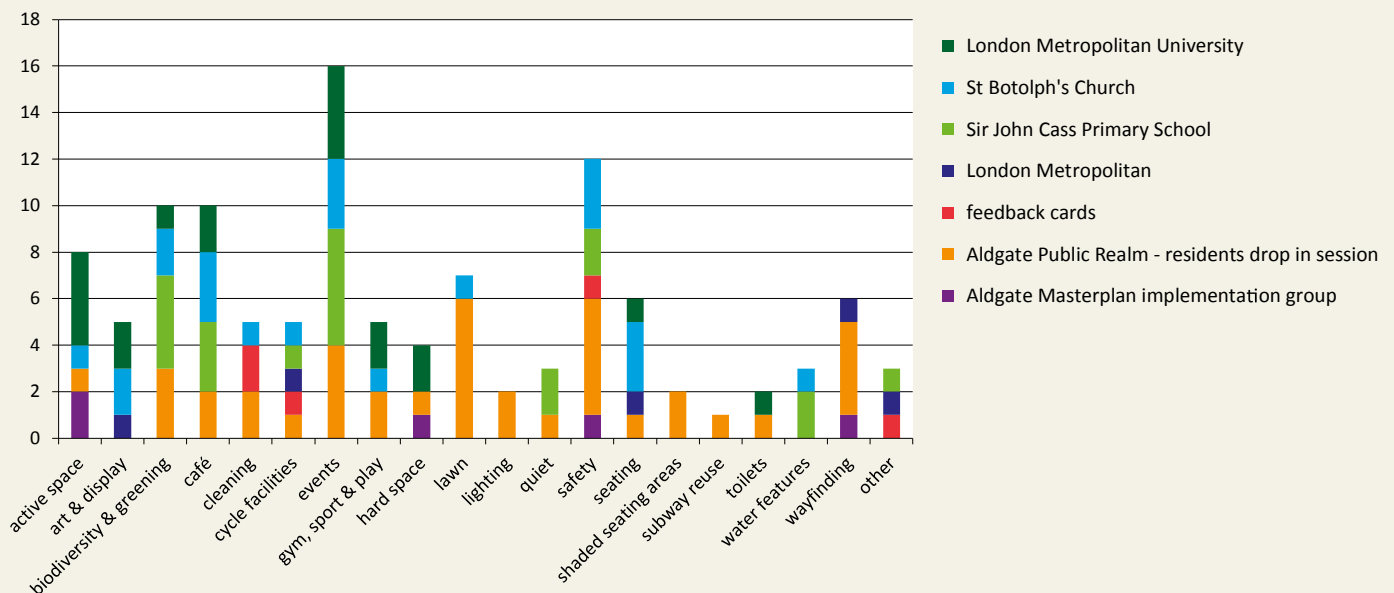
- encourage neighbourhood pride within the local community;
- address road danger;
- design out anti-social behaviour with a resultant lowering of future maintenance costs;
- green the area;
- make the area more navigable; and
- provide improved community facilities.

The gyratory was identified as a key location to address these aims. By replacing the one-way traffic system and pedestrian subway network with two-way streets, it was

possible to create new, much-needed public spaces. The £23.4 million project, co-funded by the City of London and Transport for London (TfL), received a healthy 2:1 benefit cost ratio using TfL's system of monetarising improvements.

WORKING TOGETHER

One of the key components of the project was replacing an arm of the gyratory with a new square. From experience of delivering successful change elsewhere in the City, it was considered vital that local stakeholders were engaged in the early design stages to inform the design. Stakeholder groups from the local community were asked how they would use the new square, as shown on the



- 1 General arrangement plan
- 2 The existing space
- 3 Atkins' concept for the amphitheatre-style square
- 4 The proposed western space



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graph. This led to the aspiration for the new square to be an enlivened space featuring art and events, a café and greening. Atkins' amphitheatre-style concept for Aldgate Square met that brief.

TRANSFORMING THE AREA

The scheme was designed to incorporate a number of new accessible routes and dwell spaces, in addition to the main Aldgate Square. This ensured that enhancements were not isolated to one junction but instead transformational change was spread across a wider area with a consistent approach to design and materials (Yorkstone and granite) which reflects the simple but elegant City street palette. The carriageways were rationalised into a single lane in either direction with improved space for cyclists and widened footways.

The main square was carefully designed to take account of the context which includes a listed church and primary school. A statement pavilion café (by MAKE Architects) was included at an early stage in order to help to activate the space and provide a location for community events and facilities, including publically accessible toilets. The church gardens were extended and completely re-landscaped to ensure that they became an integrated part of the new square, offering a tranquil green retreat.

A WORKING AND LIVELY SPACE

Elements that create local distinctiveness are provided through water features, curated lighting provision and enlivened spaces, supported through the café pavilion and a



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planned programme of Arts, Events and Play after the Aldgate Square opens.

LESSONS LEARNED

Local Stakeholder Involvement

The City depends on stakeholder involvement to shape its project deliverables. Our initial engagement asked the question, 'what is wrong with this area?'. This moved on to 'this is what we have heard, this is our concept approach, is this in line with your thinking?' Finally, we asked, 'this is our proposal, please engage with us to assist in shaping the final design.' This effectively equates to stakeholders owning the problem, then the solution. Thus it is the City's experience that objections are minimal. The City approaches all projects with this win-win mentality.

Statutory Undertaker Early Engagement

In common with many local authorities, the City has often suffered the embarrassment of completing enhancement schemes, only to have them dug up soon after by utility companies. In Aldgate, we tackled this problem early in the project. A full ground radar survey led to discussions with individual utility companies around the preliminary layout. A published booklet to convey the significance of the message was aimed at developers and utility companies. It highlighted the project and the street zone that the construction would impact. Developers were encouraged to commission utility connections earlier than usual. Utilities were encouraged to replace ageing assets ahead of the project's construction. National Grid Gas (NGG) took

up the challenge by replacing 3km of their assets. The project delivered the reinstatement, allowing NGG's investment to stretch further.

Fit For Purpose Contracts

Relationships are a large part of the success of the contract and the City's Term Contractor, JB Riney Ltd, has embraced the required culture. A framework contract was utilised for the pavilion, though we acknowledge that the bespoke pavilion delivered within the overall project, would have benefited from a bespoke contract approach.

Continuity of Staff

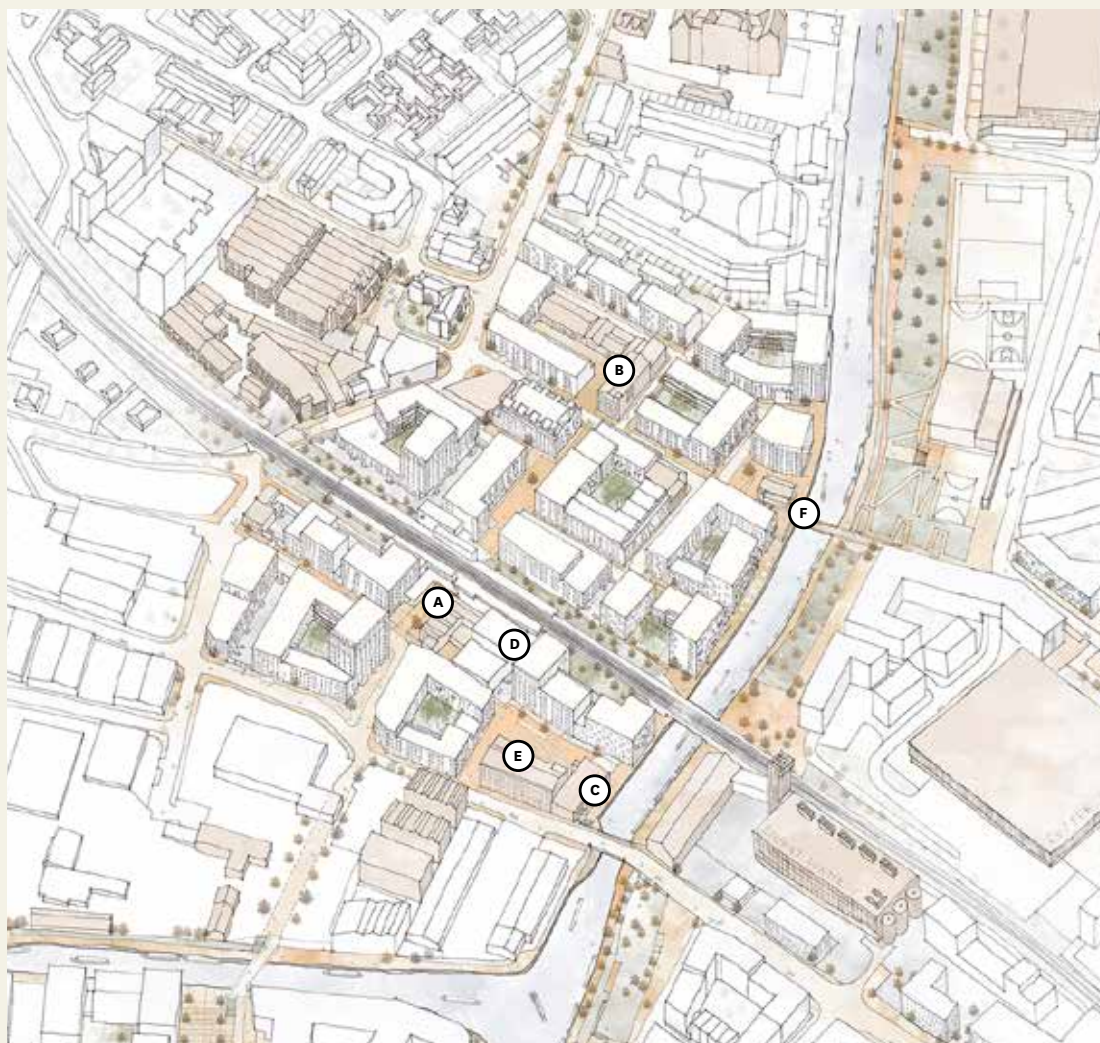
The success of Aldgate Square was further assisted by the personalities of the people involved, their skills, dedication and collaborative approach. A large contributing factor towards the success of the project was the continuity of staff; it was observed that the elements of design which were most likely to suffer delays were the elements where staff changed frequently. No matter how good filing or handovers are, new staff just cannot absorb the detail and nuances quickly.

COMPLETION

The project began January 2012. The highway construction began in July 2014 and was substantially completed in April 2016. The pavilion will be completed in December 2017 and the overall project is planned for completion in March 2018. ●

Hackney Wick Central Masterplan

London Legacy Development Corporation's development team uses an outline planning permission to bring a new neighbourhood centre to life



A New Overground Station



Central Books Building



The White Building



The Yard Theatre



Unit 9 Studios



Eton Mission Boat House

CONTEXT

Hackney Wick Central outline masterplan creates a framework for a new mixed use neighbourhood centre in this unique, formally industrial area of East London, with a significantly improved public realm connecting to the surrounding areas, including Queen Elizabeth Olympic Park.

The masterplan area encompasses 5.95ha, straddling the London Boroughs of Hackney (LBH) and Tower Hamlets (LBTH), and containing multiple land ownerships. Led by the London Legacy Development Corporation (LLDC) and jointly submitted with LBH, the proposed development will create a new heart for Hackney Wick, diversifying the land use to make a balanced centre for living and working that serves the wider area.

VISION

The principles that emerged from extensive analysis, design testing and consultation were to:

- Create a vibrant mixed use centre that re-provides existing employment space as new workspace, retail and community facilities alongside over 850 new homes;
- Establish new routes and public spaces that will improve connectivity, accessibility and legibility of the area; and
- Enhance the conservation area, ensuring high quality development that builds on Hackney Wick's character and industrial heritage, improves the setting for the heritage buildings and supports the area's residential, cultural, creative and businesses activities.

KEY MOVES

The area has a rich tradition of innovation and creativity, from the invention of plastic and dry cleaning in the late 19th century, to the vibrant mix of artists' studios and creative businesses that have emerged in recent decades.

Hackney Wick developed over time in parallel with the industrialisation of the Lower Lea Valley. It was once characterised by large-scale factory yards and wharfs sitting alongside residential terraces within a distinctive urban grain. This was eroded in the 20th century with the construction of the A12 and a shift away from the canal. The outline permission promoted by the LLDC seeks to re-establish the historic east-west connections, linking existing and emerging communities, and to reinforce

- 1 Aerial view of Hackney Wick Central Masterplan
 - 2 Creating a new north-south route
 - 3 Key urban design principles
 - 4 Section through a mixed use neighbourhood centre
- Images: Karakusevic Carson Architects and LLDC

and celebrate the remaining heritage buildings through the future development.

The ambitions of the project extend beyond the site boundary, with the new centre serving communities on both sides of the canal, including 1,500 new homes on the western side of the park. The site forms a key piece in a complex development picture that will transform the area into a coherent, mixed use urban neighbourhood over the next decade.

Hackney Wick currently suffers from physical fragmentation with road, rail and canal infrastructure acting as barriers to movement. The need to work within the constraints of existing streets and historic buildings also pose challenges that were best addressed comprehensively, and in a way that each plot could be viability-tested to determine how uses were balanced. This fine-grained approach supported a designed strategy for connectivity, public spaces, varied massing and locations for new taller buildings of up to nine storeys.

Careful analysis of the site and extensive consultation with local businesses and land-owners revealed that Hackney Wick houses over 600 businesses, supporting a vibrant local creative and maker-led economy, but often in buildings of various states of repair. The masterplan re-provides all of the existing employment floorspace in a range of new spaces, allowing businesses to stay in the area and attracting a range of new uses and activities. The workspace strategy includes delivery of over 8,000sq.m of creative low-cost studios with capped rents in perpetuity in order to assist with retaining existing business users.

DELIVERY & LESSONS LEARNED

Hackney Wick Overground Station sits at the heart of the masterplan area. Major improvements to the station currently under way, include a new ticket hall, lifts and stairs, and a public square, delivering the first piece of the new north-south



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connection, and unlocking the future masterplan development. The new station entrance opens in Spring 2018.

Alongside parameter plans and development frameworks, the masterplan sets out detailed design codes which carefully illustrate the approach to buildings, materials, commercial and non-commercial uses, public realm and play spaces, setting a fine grained, viable framework that is policy compliant. One of the toughest challenges

has been anticipating how sites and land-owners will work together to deliver plots in this rapidly changing piece of the city. The LLDC owns approximately 0.9ha around the station, which will come forward in phase one, setting the standards for high quality design and acting as a catalyst for future development within the masterplan area. ●

Images: Karakusevic Carson Architects and LLDC



4

Dialogue with Nature

A Design Strategy for children in Poplar, London
by Moonfier Li, Jonathan Long Hei Chow, Hei Lau,
Hermion Yuenyau Au and Ekaterina Proskurina

Since the Industrial Revolution, urbanisation has been occurring vigorously and people moved from villages to cities. Prioritising profit and efficiency, city development embraced functionalism and mass production.

Anthropocentrism dominated city development where nature was treated as a barrier to development and had to be eliminated from cities. City development neglected nature and people living in cities were also isolated from nature. In the last few decades, people have started to observe the impacts of this development regime: serious pollution and greenhouse gas effects, environmental inequality, and the loss of contact between people and nature.

We realise that this way of developing is unsustainable, as we have sacrificed the environment to develop, and consequently we are separated from Mother Nature. To achieve sustainability, our interventions aim to be the bridge between people and nature in cities. We also aspire to emancipate people's intrinsic craving for nature from the restrictions of the built environment, and re-activate our natural way of living.

FOCUS

The design project focuses on children as they are one of the most vulnerable groups in cities. A child-friendly design can thus also address the needs of other groups, and can ensure the inclusiveness of the interventions. It also focuses on journeys as the walking experience in cities has become less favourable or interesting.

PROBLEMS FACED BY CHILDREN IN POPLAR

Poplar in London is made up of a young population, where children aged 0-15 account for almost 25 per cent of the total population. Statistics of child obesity reveals a general health problem in Poplar. More than a quarter of children aged 6 is obese. There are also numerous schools and nurseries in the area, suggesting the need for a more child-friendly urban environment.

Children's safety is of paramount concern. Our city design has responded to that by designating safe routes for children. Rather than removing the sources of threats to children, people simply restrict children's spontaneous actions by setting limits. For example, children are expected to play in a designated playground or park, rather than along the road. Railings and bars are put up to protect children from danger. Such settings in cities limit our natural way of living.

Tower Hamlets Council published a Green Grid Strategy in 2010. However, the network stopped at the main roads in Poplar and did not permeate into the inner residential areas. According to our observations, the pavements and parks should also be a subject of concern as 11 kids were either killed or seriously injured on the roads in a single year (2014).

Journeys in Poplar can be improved by providing a more appealing and extensive walking network, which not only serves the purpose of commuting, but also creates places for people to stay and appreciate the natural environment.

OUR INTERVENTION: GREEN PLAYGROUND IN THE CITY

Our response to these issues is to turn Poplar into a large green playground. This green playground includes a green network. The green network links up the major routes for children to school, home and parks. This green playground will make their journey more fun and interesting.

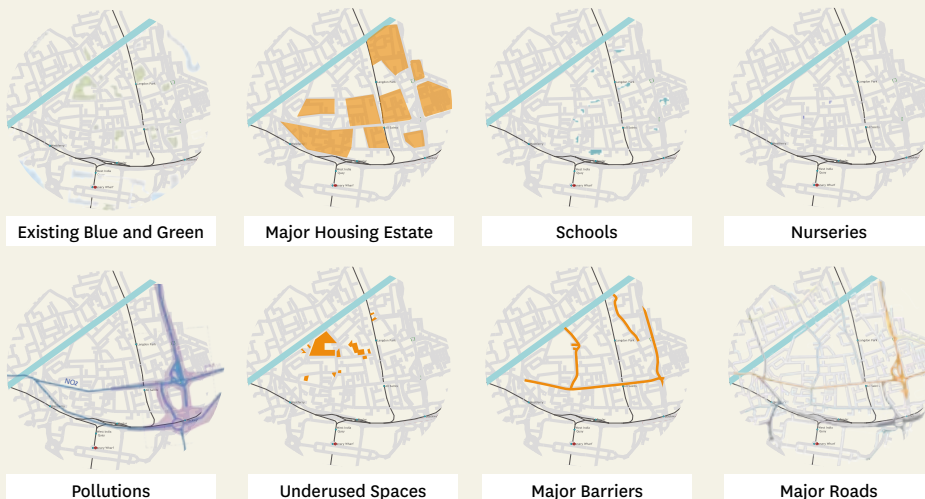
The green playground enhances our journey and city experience, as current journeys in Poplar are very functional. It is a point-to-point experience which only links with destinations. But now, our playground releases the potential of Poplar. Children can follow their natural way of walking, like a zigzag. They are allowed to experience everything they like throughout the journey.

We also extend the experience of nature; instead of zoning a place called park, our playground is more flexible. We have green in the city by different forms and different angles. So the experience of nature is not bounded in a park. It is everywhere.

NATURE EXPLORER

Situated at the Bartlett Park, Nature Explorer is a set of interventions as part of the green playground. Its name Nature Explorer exemplifies the aim of engaging children in the environment. Apart from passive learning, the interventions surrounding Bartlett Park allow children to explore nature literally on different levels where they could get a more comprehensive experience of nature in a participatory way. Instead of telling children what they should do here,

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- 1 Site analysis
- 2 New green dialogue
- 3 Nature Explorer concept diagrams and detailed designs
- 4 Look! Let's Go! concept diagrams and detailed designs

The interventions include the Blissful Harvest, where children together with their parents can grow and plant different kinds of vegetables and plants, and the Fruit Eden, where parents can also explore and experience nature together with their kids. The musical pavement is a collection of sounds of animals. After stepping on it, you would hear its roar, if it is a fox, or a beautiful song, if it is a bird. All of these interventions are connected by the smaller green patches of fun where children can also interact with nature through touching the plants.

EPILOGUE

Ultimately, our interventions will facilitate a dialogue between people and nature. This dialogue is our natural relationship with nature, that people and nature are interdependent. By realising the possibility of the coexistence of nature and city, and incorporating nature into our daily lives, our interventions can recall our instinct to live with nature and restore our natural way of living. Our interventions are not a panacea to all environmental problems in cities, but we believe that achieving a better understanding of and communication with nature could offer us a great leap toward a more sustainable lifestyle. ●



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the interventions give children access to levels that they could not normally reach.

By creating fun and green places for children, we also create homes for animals like the hedgehog house and insect hotels. So the interventions are not limited to human beings, but also other living organisms, contributing to biodiversity.

LOOK! LET'S GO!

As part of the green playground, this area aims to deliver senses of nature through a series of points of interest along East India Dock Road. Rather than just seeing, the interventions seek to produce unconventional experiences to engage people to interact with nature.

4



Milton: Back from the Edge

Plot-based urbanism as a tool for urban regeneration
by Chris Wiseman and Marc Miller



Milton in Glasgow is a place that has an unenviable reputation. A glance at the *Scottish Index of Multiple Deprivation* may lead one to believe that, even by Glasgow's standards, Milton's residents are unhealthy, its streets unsafe, and its spaces neglected.

It is therefore, not surprising that it is a place that few Glaswegians will have visited. Yet this is not just because of its apparent social problems. Devised in the 1950s, the arrangement of Milton's streets successfully directs passers-by around the area's edge. Milton, from its very beginning, before it was old enough to have a reputation, was, and continues to be a place that is only ever experienced on purpose rather than by chance.

Awaiting any intrepid explorer is a smattering of shops in apparently obscure locations, a mix of 1950s and 60s villas punctuated by large areas of forgotten or abandoned space, and six incongruously tall tower blocks. Yet scrutinising the place further reveals well-maintained gardens, truly valued community space, outstanding views of the Campsie Fells and some very friendly faces. This epitomises the enduring feeling of there being two Miltons, which is further emphasised by:

- Landform that splits Milton in two, physically and psychologically
- The contrast between the Battenberg cake coloured render (favoured by the local housing association) with the greys of now privately-owned stone-clad terraced houses
- The difference between the cared for gardens that sit next to derelict spaces left over after the demolition of notable

buildings (including a community centre, primary school, and a church).

MASTERPLANNING FOR CHANGE

The task set by the University of Strathclyde was to develop a vision and a masterplan for the long-term future of Milton, in response to the well-documented Scottish housing shortage and the housing strategies and ambitions of Glasgow City Council and Glasgow Housing Association. The Masterplanning for Change approach advocated by the University deals with strategic and detailed scales at the same time, is evidence-based, and uses the relationship between the street hierarchy, urban nodes, residential density, the green network and street fronts to inform design decisions.

By identifying the places with strong potential throughout the city and its hinterland, together with a thorough analysis of the study area, it was possible to devise a strategy that would build on Milton's



strengths, and to convincingly stitch the two Miltons together. The outcome of this strategy would be to realise the vision for Milton, which is to make it a place that is a destination in its own right and to provide variety, opportunity and flexibility for its residents at all stages of life.

CONCEPT PLAN

The Concept Plan represents the street hierarchy, the distribution of urban nodes and residential densities, and the form of the green network that will best deliver the vision for the study area. Using an innovative type of network analysis, it was demonstrated that a re-configured street network and a finer-grained urban form could significantly increase the potential within Milton, so that it could become a noteworthy place between the rural villages to the northeast and more central areas of Glasgow. The Concept Plan, therefore, identifies Milton's first true centre on this axis of potential, which is considered to be a prerequisite for the area's future success.

The key lesson that was learned from the development of the Concept Plan was that, for places such as Milton, it is necessary to alter the structure of the place to then enable a less prescriptive urban regeneration process to occur. These necessary structural changes also informed the implementation of the masterplan, which required a series of co-ordinated and transformative actions in the first two planned phases of development. The vision for the latter two phases, meanwhile, was less prescriptive and was able to follow more conventional forms of regeneration; this is to do the minimum necessary to effect transformative change, while leaving enough space for innovation and flexibility.

The next stage in the Masterplanning process involved turning part of the Concept Plan into a foundation masterplan, which details the form of urban blocks, street edges, public spaces and specialist buildings. The foundation masterplan acts as the sovereign guide to the future development of the study area. Different interpretations of the foundation masterplan should, nevertheless, deliver the vision for Milton's future.

INTERPRETATION OF THE MASTERPLAN

The third and final stage of the process involved producing one interpretation of the foundation masterplan to produce a

- 1 Strategy Plan
- 2 Concept Plan
- 3 Transect of the Foundation Masterplan
- 4 Transect of the Detailed Masterplan
- 5 Proposed Residential Area
- 6 Proposed Central Square



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detailed masterplan. This was accomplished by devising a Local Urban Code to describe each building typology and plot in detail and guide the relationship between building type and the street hierarchy.

The Local Urban Code was devised by looking at good local precedents as well as learning lessons from other exemplar developments. The application of the code along with the existing structure of Milton created four distinct character areas, with each one occupying a different position on the place-movement hierarchy. The character areas, therefore, help to reinforce the potential of the new centre whilst being respectful of Milton's existing qualities by providing different expressions of density, building typology and open space. The variety provided by the



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character areas was not imposed by the authors of the masterplan. It was instead, the conclusion of the masterplanning process, which was shaped by the existing structure of Milton, together with the transformative and smaller scale interventions considered necessary to achieve the vision.

CONCLUSIONS

Delivering a vision for Milton, which is on the physical and psychological edge of the Glasgow urban area is not an easy task. It lacks the potential that is inherent in more central places. The masterplanning process, however, demonstrates that it is perfectly feasible for Milton to become a notable staging post between rural towns and villages, and the more central areas of the city. This, coupled with an urban form that provides opportunity for Milton's residents, together with a distinctive setting below the Campsie Fells, means that it is a place that can provide a valuable contribution to the diversity and success of Glasgow and become a good place for people to live. ●



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6

The Role of the Past in Waterfront Regeneration

A New Urban Framework of historic building nodes for cultural programmes in Swansea by Yue Peng

In recent decades, urban waterfronts have been the sites of many regeneration projects around the world. These projects bring many advantages, and yet many have adopted similar features. The specific focus of this study is on the role of the past in the process of transformation, on how historic buildings are re-purposed, but how a sense of place-specificity in waterfront schemes can be engendered through reference to industrial and seafaring history and development.

ISSUES IN WATERFRONT REGENERATION

Reviewing the academic literature, it is clear that there is a tendency for many schemes to follow similar development patterns, leading to general rather than historically contextual regeneration.

This research site is located in the Maritime Quarter, Swansea, Wales. Swansea is a city with a long history, and which is now in a process of on-going regeneration which began in the 1970s. However, the site analysis showed that the past had only been referred to in a limited sense in regeneration undertaken in recent decades, and this has helped to exacerbate other issues including poor connectivity and accessibility, and less attention to community benefits than generic, property-led transformation. The project involved considering how these issues could be addressed through urban design.



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According to the analysis of Swansea's history from urban fabric and development to industry and the railways, there was the opportunity to consider the role not only that historic buildings (as nodes) might play, but also structures, the urban grain, dock walls, historic artifacts (such as containers and old boats), materials, and also knowledge of the industries that the port served.

Based on an understanding of this rich history, representative and meaningful historic elements are selected for inclusion in design to enhance and emphasise the characteristics and the identity of the site.

The design aims to establish a new urban framework to address existing issues and make great efforts to create a positive influence on the site. Drawing on lessons from other projects in which history has played an important role in re-imagining a waterfront such as HafenCity, in Hamburg, four key strategies related to the main issues were put forward, summarised in the drawing below.

DESIGN PROGRAMME

Firstly, in terms of the protection of history and its presentation, historic elements are used in the landscape design, urban furniture, and pavements. Also, the important public spaces are regenerated on the basis of the historic elements. More specifically, three nodes which can be the entrance, gathering points and symbolic places in this regeneration framework are designed, based on the site's historic elements, and respond to their heritage buildings and node's history. Different themes lead to differences between the nodes, so that each node shows a part of the city's history. The whole site's story line is composed of the three nodes, which enhance local identity.



2

- 1 Masterplan
- 2 Historical elements
- 3 Overview of node 1:
History
- 4 View of node 2:
Nature
- 5 Overview of node 3:
Maritime

Nature is the theme of Node 2, with micro-topography used to create a vertical and fluctuating landscape to express the relationship between the mountains, water, and people in Swansea. This landscape might give people different experiences in different locations.

The theme of Node 3 is Maritime. The design uses lighting cranes, big stones, old ships, and natural revetments, combined with heritage buildings, to allude to the views of the old ports and islands during historic times, but in a playful, contemporary way. The view will change throughout the seasons, due to plant growth, which would result in different views and atmospheres being displayed.

Designing with the past in mind enables other strategic issues to be addressed. Thus, secondly, the project enhances the accessibility and connections between the inner city and waterfront, and within the waterfront area, through the improvement of pedestrian's environment quality, its coherence and guidance. Special pavement patterns (railway forms and river morphology) and urban furniture such as sail-shaped benches and carriage-shaped flower boxes are used for enhancing the characteristics. Through the improvement of the linkages with the inner city, the waterfront area is better integrated into the city. In addition, this improvement will contribute to a better relationship between the nodes and the waterfront, and the influence of the whole will be greater than the sum of parts. Therefore, more social communication will be encouraged between the inner-city spaces and the waterfront, and it is anticipated that tourism will increase.

Thirdly, some vacant land and parking space on the water's edge is reclaimed for public uses, and the existing public spaces are regenerated. The main uses of public spaces include leisure and entertainment for everyday life and holidays, a small local market, exhibition places, and a tourism centre. The improvement in the quality and quantity of public space will meet the different requirements of different groups. This can enhance the local identity, benefit the local community, and attract tourists.

Fourthly, the establishment of a new community with mixed land uses can build the sense of urban scale, and provide new homes, offices, jobs, and service facilities,



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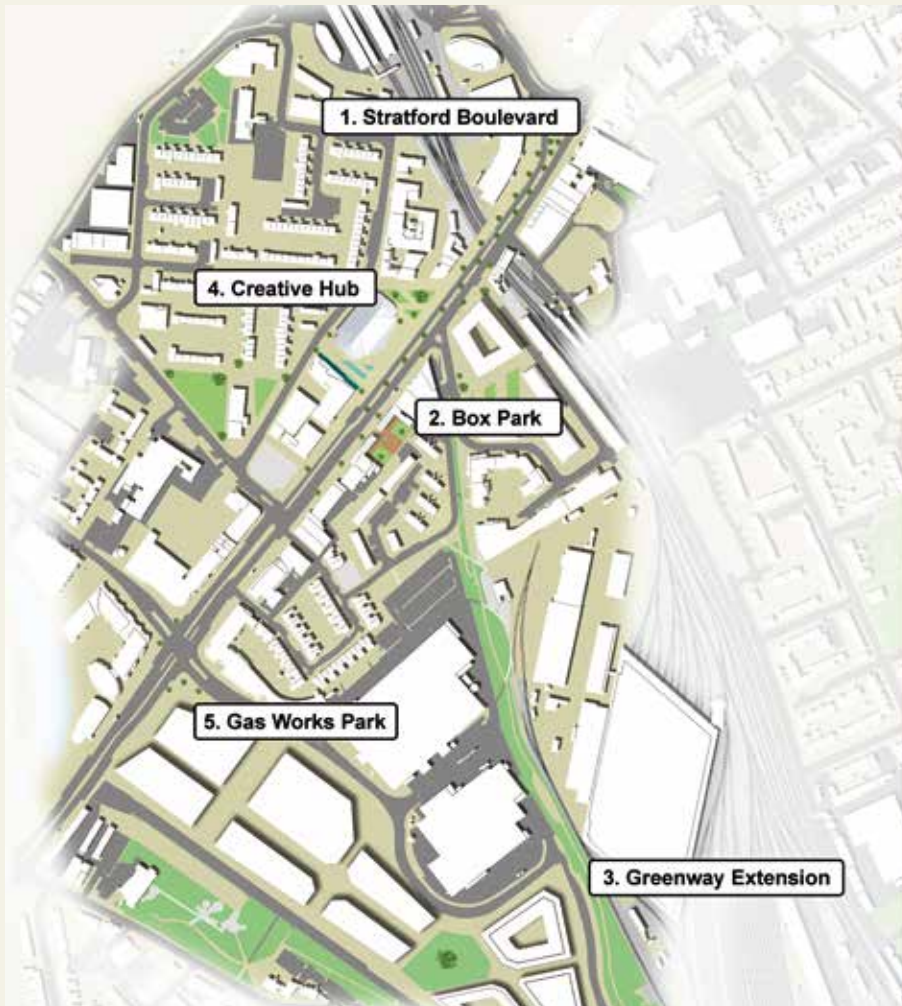
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which may contribute to the economic and social development both for the waterfront area and the whole city.

Overall the regeneration of historic buildings nodes involving new cultural programmes in the waterfront regeneration scheme can have a positive impact on economic and social aspects not only for the waterfront area but also for the whole city, and also reconnect Swansea to its industrial legacies. ●

Stratford Boulevard

A Strategy for Improvements by James Egginton,
Anna Vincent, Faye Beaumont, Charlie Perkins and
Hugh Canning Gibbs



do not rely on the street itself for anything more than a pedestrian route and do not use the public space provided.

OBJECTIVES

1. Create a sense of place by building on Stratford's unique identity.
2. Build on the current sense of community in the surrounding areas to transfer it to the High Street.
3. Make the High Street more permeable to deal with current disjointed development.
4. Calm the high level of traffic to allow road-side activities to flourish.
5. Build on current investments to create more working space, whilst making opportunities available to creative industries.
6. Create a thriving night time economy.
7. Deliver long-term prosperity and promote internal growth.

STRATFORD BOULEVARD

Induced demand theory states that by creating bigger roads, traffic actually increases through new travellers using the route; therefore our proposal indicates that by removing a lane of traffic this will in turn reduce traffic volumes. The new proposed road layout extends the pavement and gets rid of one of the lanes of traffic to encourage car users to divert and use the ring road that passes by the Olympic park, whilst creating more road-side activities. This road layout will displace traffic densities to areas away from the High Street, thus reducing

1

BACKGROUND

Within the last decade, Stratford has received significant investment in urban development and is fast becoming a major East London economic and cultural hub, with large-scale residential development playing a key role in this. In spite of this large scale regeneration, Stratford High Street does not represent a model for good urban design. The area has a high number of derelict and unused spaces which stand in contrast to the new developments in the area.

Stratford has fallen short of delivering successful urban development projects but still presents a great opportunity for redevelopment. These have largely been centred on many of the issues that we observed in the area, but also build on many of the strengths that the area has to offer. Our new design for Stratford High Street is one that looks to target local strengths in the area and enable internal growth and sustainability.

PROCESS

Our primary assessment of the area was quantitative data driven. This included counting road vehicles at key intersections, conducting pedestrian flow analyses and quantifying the amount of wasted or lost potential development sites. To complement the swathes of figures acquired, we also took a qualitative approach to gain a better insight into how people felt about the High Street, and what they believed was needed to improve it.

ANALYSIS

Many issues along the High Street are located close to Westfield shopping centre. The large four-lane highway is responsible for causing blocks of congestion. With this busy road puncturing the area, the High Street is hard to cross, making it difficult and unsafe for users. Many users at the north end of the High Street are shoppers or commuters; they



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- 1 Concept Map
- 2 Night Map Activity Flow Projections
- 3 Stratford Boulevard Cross Section
- 4 Box Park Vision
- 5 Creative Complex Plan



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congestion. There will also be art installations in the town centre with new green space and seating to retain people in the space, and well-lit pathways to encourage a reduction in crime.

STRATFORD BOX PARK

The Stratford Box Park will be located on the brownfield site located halfway along the High Street to utilise an existing space. A presence of bars and restaurants will retain human activity for an extended period of time and also into the night. The Box Park will provide a buffer where residents, existing communities, workers, students and the public will meet. It will be a mixed use layout to appeal to all demographics.

CREATIVE COMPLEX

In the centre of the High Street there will be a creative complex composed of two core developments on either side of the street. They will provide academic facilities and state-of-the-art studio space, integral to achieving the short and long term vision. Improving academic facilities is a core goal in

the proposal to improve opportunities, skills and qualifications within Stratford. Education was identified as a key influencing factor in bringing new creative industries into the area, and is intended to promote creative industry growth in the area further.

GREENWAY

The proposal seeks to enhance the Greenway by making it more open and accessible as parts of the path are currently blocked off and not accessible to the public. This will act as a pedestrian pathway connecting many of the residential areas to the High Street, increasing the accessibility to existing communities.

GASWORKS COMPLEX

Large-scale mixed use development to the south of the High Street provides vital housing and office space to the area. Public spaces and a large supermarket will lie within the development. Strict land use codes at ground floor level will ensure that the new development does not hinder the High Street but helps it to flourish. Eateries



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and provisions for workers will be kept to the High Street meaning that activity will be mainly focused there. The development will bring together the current community and introduce a new community and workforce in a truly mixed use development.

CONCLUSION

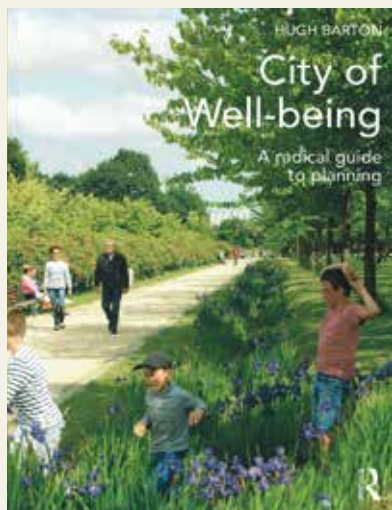
Inadequate management of development in Stratford has hindered what potential the area has from existing land uses, and has encouraged the gentrifying processes – a good example of poor urban design. The urban design proposal for Stratford High Street is one that looks to complement its existing identity and help to establish the area as a thriving hub for social, economic and communal activity. The proposals are intended to complement each other and collectively address each of our objectives.

LESSONS LEARNED

Throughout the project as a group we have learned the importance of working as a team in developing design ideas and utilising the individual skills of group members. At first the design process seemed complicated, however to make it simpler we found it easier to look at problems on the small scale and create solutions, then translate them into the larger scale of the area and interlinking them into each other, ensuring all designs created fluidity for the area. ●



4



City of Well-being, A radical guide to planning

Hugh Barton, 2016, Routledge, £37.99
ISBN 9780415639330

The radical drive of the *City of Well-being* is based on the argument that it is unethical to be unaware of the negative impact that planning decisions can have on health and well-being, and to not engage in this issue, whatever the political landscape. Barton cites the example of how Portland, Oregon, 'breaks the neo liberal taboo' by committing to and delivering 'health, equity, prosperity and education' in its 2012 plan and has committed to measuring success against levels of obesity and carbon emissions.

The book sets out how the image we have of ourselves as a prosperous nation conceals a patchy and perhaps fragile distribution of well-being nationally. Barton offers evidence that the UK is second only to the US in having the highest rising trend in obesity in the world (in 2014). Living in the UK's poorest neighbourhoods you could expect to live on average disability-free to 53, 17 years less than somewhere with better access to economic opportunity and housing.

Spatial distributions of built and landscape form and transport impact on diet, physical activity, social interactions, air quality and access to nature, affecting physical and mental well-being. The author's research into variations in active travel shows that different suburban forms and locations can support as much as 60 per cent active travel or as little as 20 per cent. Recently the cross-party report *Creative Health: The Arts for Health and Wellbeing* recorded that 85 per cent of people in England agree that the quality of the built environment influences the way that they feel.

The book builds on the author's previous publication *Shaping Neighbourhoods* (2010) and research for the World Health Organisation's Healthy Cities Movement (Barton and Grant 2006). The Settlement Health Map is offered as a tool which identifies a range of scales of design activity that can impact on

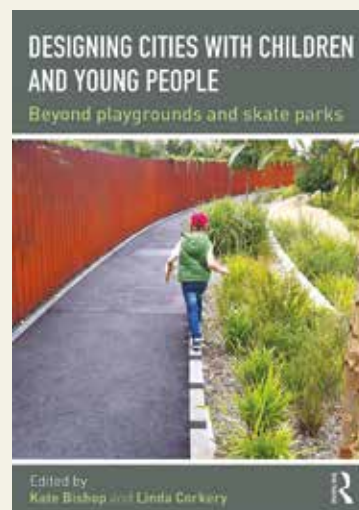
well-being, defining urban areas in the context of the biosphere or bioregion.

Observations around the spatial planning and design of neighbourhoods may be of particular interest to urban designers. A green infrastructure-led approach to planning an expanded neighbourhood is proposed, recommending that designers should aim to create a 'multi-functional open space network' linked by walking and cycling routes. The conventional structuring of, and interrelationship between neighbourhoods is also investigated.

This is a very thorough compilation of research into the spatial enabling of well-being drawing on a professional lifetime. It is a useful textbook for planning and urban design students as, through the lenses of health, well-being and quality of life, it provides an in-depth guide to planning processes and their relationship to land ownership, civic rights and governance, which is extended through case studies.

It makes clear how planners should not avoid thinking strategically if they want to make genuinely sustainable places, which are not generating a future burden for health services. It is time to be 'explicit about values' and know the spatial and design bottom-lines when setting out to negotiate development, says Barton in his concerted call to put people back at the heart of planning. ●

Juliet Bidgood, architect and urbanist



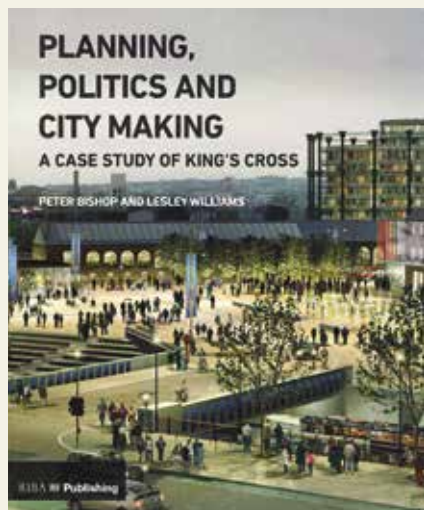
Designing Cities with Children and Young People, Beyond Playgrounds and Skate Parks

Edited by Kate Bishop and Linda Corkery, 2017, Routledge, £34.99,
ISBN 9781138890824

In 2012, the New South Wales Commission for Children and Young People ran a series of seminars from which this book arose. The overall premise of the book is that while the concept of children possessing citizens' rights has been around since the late 1990s, very little urban planning or design activity is conducted with this in mind, even when projects are supposedly for children. The book explores various intersections between this idea of designing *with* and *for* children, and the prevailing concerns in planning such as resilience, the right to public space, the governance of gated communities, and participatory planning. The focus of the articles is on inclusive design processes, rather than designed outcomes.

The book is organised into four sections. First, Global and regional initiatives with local value sets the conceptual and institutional scene. Second, Researching with children and young people, discusses the capacities of children and young people as planners, designers, and researchers, and the barriers to these capacities being fully utilised, for example, the lack of knowledge of these capacities, and the costs of harnessing them. Third, Instruments with impact: legislation and policy, demonstrates the various ways in which children's rights and capacities to shape the public environments is promoted or hindered by such instruments, either intentionally, or otherwise. Fourth, Perspectives on participatory practices with children and young people, is about the various ways in which the processes that shape public environments can involve children, including within research, education and practice.

There is a misconception that there is very little research work done on this topic.



In fact, there is a solid literature. What does not exist for urban designers however is a book that designers might immediately associate with the idea of urban design for children, as Relph or Tuan might be for the idea of place, or McHarg for designing with nature. While this book is not quite a classic for urban design and children, it is quietly inspiring.

If there is a message to take away, it is the subtle one that the ancillary, perhaps unintended and un-trumpeted effects of a community-based planning activity – in this case, those involving children and young people – may turn out to be the most important ones. For instance, if the objective of a planning activity is to get a public space designed, an ancillary one may be that participating children develop citizenship skills. It is a call for designers and planners to listen better and to keep challenging professional assumptions regarding what a good outcome is, and that a good outcome is actually a mix of the experience of the process as well as the design configuration finally built. ●

Louie Sieh, architect and urban designer

Planning, Politics and City Making, A Case Study of King's Cross

Peter Bishop and Lesley Williams, 2016, RIBA Publishing, £40, ISBN 9781859466353

To witness the gaggles of small children playing in the fountains in front Central St Martin's Granary Building is to see the intended integration of the King's Cross development into the city. The fountains have been adopted by families from neighbouring areas, who easily swell the new developments' child density on sunny days beyond the approved 18-23 per cent. Peter Bishop and Lesley Williams' case study of King's Cross is the mediated insider story of how, if the timing is

right, a new city quarter is realised, one deft and sometimes perilous step at a time.

The book sets out the history of the site and previous unrealised projects, and gives an account of how the vision for the 27 hectare North Central One was evolved and negotiated. It draws on Peter Bishop's own experience as Director of the Environment at the London Borough of Camden (LBC) from 2000 to 2006 and supplements that view with interviews with 40 people, to give an account of the process from different points of view.

This case study demonstrates how it is worth investing in thorough design processes early on as this generates solid foundations for informal decision-making at later stages. Instead of appointing a single master planner, the developer Argent appointed a landscape architect and two architecture and urban design practices to work collaboratively. They held a two-day design charrette exchanging preliminary research, exploring precedents and agreeing design parameters. The masterplan then evolved as a flexible framework over four years, being tested through design review and adapted to reflect learning from consultation.

There is an apology for identifying King's Cross as 'just another piece of London', but also a recognition that an important and challenging priority was to generate seamlessness with the surrounding city. Hence the masterplan was structured around a clear framework of streets and public spaces linked to the existing street pattern. For LBC, integration extended to achieving a social mix, providing 50 per cent affordable housing and offering proactive support for local young people growing up with the development.

The book gives a clear account of the consultation and decision-making processes and the successes and travails of both. It acknowledges that the conditions that made this a successful development process are not replicable all of the time, such as: the intelligent use of public landholdings; the selection of a development partner on quality and approach; a brief requiring a mixed use estate under long-term ownership; the

empowerment of officers to make decisions on clearly defined policy direction; and, the careful evolution of a coherent shared vision.

There is plenty to learn from this rigorous and sometimes amusingly candid account, for one, the recommendation that a central task is to invest in relationships in order to build trust between parties. That perhaps is the foundation of how the re-making of the city can be contested, tested and expanded upon with necessary generosity. ●

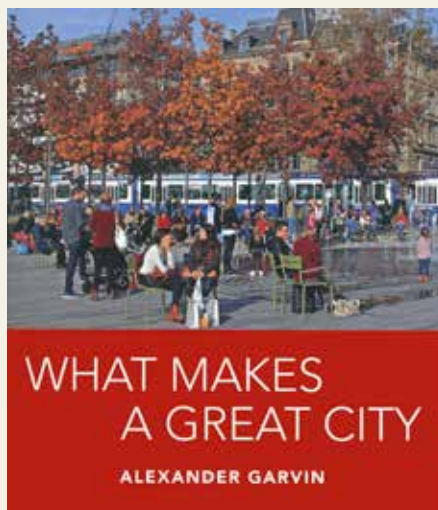
Juliet Bidgood

Design Governance: The CAbE Experiment

Matthew Carmona, Claudio de Magalhães and Lucy Natarajan, 2017, Routledge, £50, ISBN 9781138812154

A product of the Third Way New Labour government, the Commission for Architecture and the Built Environment (CABE) took the mantle of its august establishment predecessor, the Royal Fine Art Commission, and rapidly grew in terms of size, scope and influence. Its work included design review, enabling, policy, campaigning and research, carrying out activities directly itself and more widely through its support of networks of individuals and organisations across the country.

CABE's existence was short-lived however, and within a dozen years it had ceased to exist, a victim (almost accidentally, it transpires) of the Conservative-led coalition and their 'bonfire of the quangos' and slashed public spending in the austerity-driven climate that followed the global financial crisis. Carmona, de Magalhães and Natarajan, all researchers based at the Bartlett School of Planning UCL, tell the story of CABE's creation, growth and demise in great detail, contextualising this in relation to its predecessor and successor organisations. They explore in more abstracted academic terms the



governance of design as an activity, look at the 'toolbox' deployed by CABE (evidence, knowledge, promotion, evaluation and assistance) and conclude with reflections on the impact and legitimacy of design governance itself.

This is an extremely thorough book, the product of exhaustive research undertaken directly by the authors, who were recipients of grant funding that enabled them to engage with CABE to document and evaluate its activities in the dying days of the organisation. The book represents the final stage of that research project and is a clear demonstration of the effort and rigour applied over an extended period. They undertook a review that included an astonishing number of documents and publications – a reflection on the growth and productivity of CABE in its pomp – and carried out numerous interviews with key protagonists, some of whom are quoted directly, others with anonymity protected. It is striking, and overtly expressed by the authors, that CABE was an organisation that 'punched above its weight', with influence far greater than its tiny size in governmental terms. In doing so, it polarised opinion and ended with strong supporters and vocal opponents, particularly because of its role in the vexed area of design review, bringing with it issues of subjectivity, power and influence in the context of commissioning in both private and public sectors.

The story is a fascinating one, and the supporting theoretical contextualisation is important, not least because of the authors' concluding reflection on the cyclical nature of state intervention in quality of the built environment. When government, which currently continues to proclaim the importance of design quality, even if its money fails to follow its rhetoric, decides that a laissez-faire approach is insufficient, this book should be recommended reading for academics and policymakers seeking to shape the next generation of the story. One has the sense that an additional chapter may be needed to this book before too long. ●

Jonathan Kendall, partner at Fletcher Priest Architects and lecturer at the Bartlett School of Architecture, London

What Makes a Great City

Alexander Garvin, 2016, Island Press, £30, ISBN 9781610917582

On first opening this book, it is easy to think 'not another recounting of public space design principles'. Indeed, the list of six characteristics of the public realm will be familiar to urban designers: Open to Anybody, Something for Everybody, Attracting and Retaining Market Demand, Providing a Framework for Successful Urbanization, Sustaining a Habitable Environment, Nurturing and Supporting a Civil Society. The book has one chapter dedicated to each, sandwiched between an introduction on The Importance of the Public Realm and two more chapters that complete the book on Using the Public Realm to Shape Everyday Life in the City, and Creating a Public Realm of the Twenty-First Century. So far, so familiar.

However delving into the text, three things stand out. The first is that public realm is defined as places to which the public normally have access, irrespective of ownership. For those who have read the extensive literature bemoaning the loss of true publicly-owned publicly-accessible space, this book is less usual in explicitly defining the publicly accessible realm as public.

The second is that this non-ideological stance is accompanied by a focus on place itself as client; the objective of discussions is always to understand how to create a more pleasant and attractive public realm, as assessed by the author's observations. This is not to say that he is unaware of the politics in these spaces, but he is matter-of-fact about them. For example, he discusses Moscow's Red Square and St. Petersburg's Palace Square and their use in relation to the political tides in Russia over the 20th century. Yet he does not mention the more recent political oppression in the public realm – the space of public discourse – in the country, because presumably, there is no observable direct impact on the physical public realm.

Third, the interplay of social, economic and institutional forces that shape and

maintain these public realms are well-presented. There is significant discussion about the roles of both markets and the government in the making of these spaces. This is where the book's informational content is most valuable, because the cases are discussed both spatially as well as in terms of the institutional arrangements that brought about these configurations.

It is a well-structured book based on illustrations and cases, some very well-known, other less so, but all found in cities in North America and Europe. Each point is always made with at least one example, the range of which are unusually wide geographically as well as in subject matter. All are illustrated with photographs, many with diagrams drawn especially for the book. This was an enjoyable and easy read, a useful source of public realm precedents for students and practitioners. If it does at times seem like holiday snaps, they are those of a very experienced and knowledgeable public realm practitioner. I am glad he has shared them. ●

Louie Sieh



The Art of Building a Garden City: Designing new communities for the 21st Century

Kate Henderson, Katy Lock and Hugh Ellis, 2017, RIBA Publishing, £40, ISBN 9781859466209

The Art of Building a Garden City is a timely book. The provision of housing in the UK has risen to political and media prominence as the question of the quantity, quality and location of places to live becomes a matter of increasing urgency. We are in a period in which supply vastly and consistently falls short of demand, with inevitable economic and social consequences. In 2017, as Milton Keynes celebrates a half century of its existence, the idea of solving at least part of the housing crisis through the creation of new settlements of significant scale is back on the table after decades in which New Towns had fallen from favour.

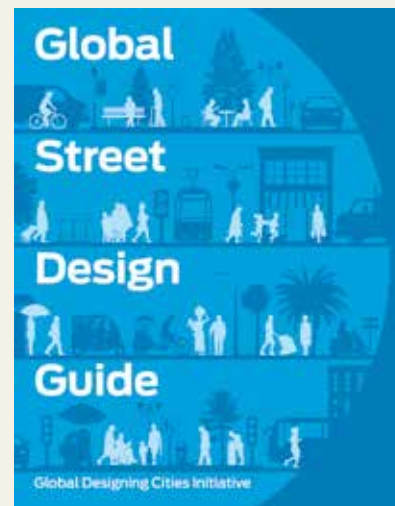
The book has been written by three senior members of the Town and Country Planning Association (TCPA), which itself was originally created at the end of the 19th century by Ebenezer Howard to promote the idea of the Garden City. The authors and their colleagues are now seeking to act as advocates for the creation of new generations of garden cities, and have created a well-structured, interesting and highly accessible volume which will help to support their cause.

The material is set out in two parts. The first half of the book, *Learning from the Past*, provides a lucid and well-illustrated chronology in which historic utopian idealism mutates into Howard's campaigning delivery of the early garden cities and then the post-war New Town period. This in turn has given way to the current situation in which eco-towns and garden villages briefly grab ministerial attention and the challenges of housing, health and climate change create a climate – potentially – in which new garden cities may form part of the solution.

The second half of the book, *Delivering the Future*, devotes chapters to a range of issues and criteria that can make those ideas a reality. This includes the initial challenges of site selection and the planning process, together with key long-term concerns such as financial resilience, stewardship and the implications of climate change.

Numerous case studies and illustrations support each chapter of the book, demonstrating a relationship to the deeper research and enquiry that underpins the TCPA's thinking. The book is clearly aimed at influencing a broad audience across academic, professional and general interest groups. For those seeking further insight, the book acts as a gateway towards the greater detail to be found on the TCPA's website. There it is possible to download their publication *New Towns and Garden Cities – Lessons for Tomorrow*, which in a series of extended documents provides further insight and onward references to explore this important, essential and highly topical subject. The publication is excellent and is highly recommended. ●

Jonathan Kendall



Global Street Design Guide

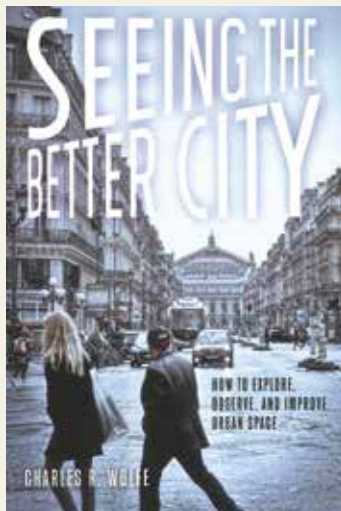
Global Designing Cities Initiative, 2016, Island Press, £38, ISBN 9781610917018

How can we comparatively see streets of a similar type from around the world, or side-by-side have different types of streets to allow us to understand a particular kind of street?

Global Street Design Guide is a baseline for designing urban streets, covering aspects from many perspectives, but shifting priority to all users and their access, safety and mobility, as well as environmental quality, economic benefit, enhancement of place, public health and overall quality of life. The descending order of priority is: pedestrians; cyclists and transit riders; people doing business and providing city services; and people in personal motorised vehicles. It is intended to 'inspire leaders, inform practitioners and empower communities in realizing their potential in their public space networks', whilst 'addressing a variety of street typologies and design elements in various contexts around the world'.

Laid out as a reference guide with colour photographs and both 3D and scaleD diagrams throughout, each of the street examples, based on actual streets from almost 50 places around the world, also has a numbered series of highlighted points to note, so that each example is fully cross-referenced. There is also information on objectives, key points and elements, and a percentage grading evaluating success. By presenting all of the examples in the same format, it is straightforward evaluating and comparing streets in a variety of ways.

Each chapter groups streets into typologies with an initial overview, strategies, and analysis preceding the examples. The chapters are grouped into three sections: About streets – an overview of key overall aspects of streets both physical and non-physical; Street design guidance – the key principles including design, utilities and infrastructure, operational and management strategies,



and design control; and, Street transformations – the final main section includes the street examples divided into main-sub sections of pedestrian priority, shared, avenues and boulevards, and informal areas, with each of those further divided into individual types, and ending with a special chapter on intersections. There is an index, references, appendices and glossary.

This is not just another book on streets, but a comprehensive one in its scope to cover all aspects of streets, both in themselves and as projects, providing insights into all stages of implementation from inception to ongoing management. It is an easy-to-use guide to have on your desk as an approach to street design, based on people and places and demonstrating possible transformations through rigorous observation and analysis. ●

Marc Furnival, urban designer and architect. Director of Iberia North, a property, design and construction agency based in Asturias, Northern Spain

Seeing the Better City: How to explore, observe and improve urban space

Charles R Wolfe, 2017, Island Press, £22.99, ISBN 9781610917742

Of the millions of photos that are taken every day, it is safe to say that most are not used in any more than a consumptive way. Here, Charles R Wolfe, Seattle-based practising attorney of land use and environmental law, proposes a much more analytical and tool-based use of images. This is intended as a counterweight to typical regulatory planning language that struggles to engage people meaningfully, and in a way that properly reflects our multi-faceted and increasingly diverse urban world. A 'place ethnography' – the interrelationship of society and environment – across multiple disciplines; a guide to observing the city more clearly; to experience through what we see; to understand and capture moments; to articulate, organise, manage and apply change; and, to create the places of our dreams, through insights, patterns and tools with an intent to improve – a place-led future.

With a reasonable number of photographs throughout, mostly black and white but with some colour, photos are used to supplement the text. Chapters are arranged as: How to see city basics and universal patterns; Observational approaches; Seeing the city through urban diaries; Documenting our personal cities; From urban diaries to policies, plans, and politics; and, Conclusion: what the better city can be.

The use of the 'urban diary', including Placecheck's Walkabout-type prompts, and the desired social and physical outcomes, in conjunction with photos, allows him to better capture the essence of a place, the 'environments at the urban scale of size, time, complexity'. In turn this helps to foster dialogue and make more refined and nuanced recommendations and changes, to genuinely reflect the fine-grained texture and rhythms of the places where we live,

so that our rules and regulations actually serve us. Further, it allows to recognise that 'the degree to which liveability derives from cultural tradition is somewhat variable, but such organic urban development is readily discernible, independent of government intervention, policy or plan'.

To achieve this requires us to not necessarily just take time, although patience really is a virtue and often a rewarding one in this context, but to be open to really seeing the rhythms, mini-events and subtle processes going on around us, from the more obvious 'viewable factors' to the flaneur's 'everything too subjective for professionals to credit'. Despite our constant efforts to the contrary 'the very nature of our relationships to urban places inherently lacks precision'. Contradictorily our efforts to plan and regulate is all too often rendered in language that is vague and lacking clarity.

These two situations then give us a language and intention at odds with each other. If we observed more astutely using all of our senses and used that richness and precision to put propositions into a clear, simple but inspiring language (including photos), we could perhaps achieve a way to improve our everyday urban environments in a way that is engaging for all involved and true to the complex and often messy nature of where we live. ●

Marc Furnival

Recognising Excellence through the National Urban Design Awards

Robert Huxford, the Director of the UDG, explains how the Awards are run



In the 10 years since their foundation, the UDG's National Urban Design Awards have considered more than 500 submissions for its Award categories, highlighting some of the outstanding and innovative urban design work being undertaken throughout the UK and beyond, from finished schemes to design guidance and publishing. Initially set up under the guidance of their founder John Billingham, the National Urban Design Awards are different to other award schemes as the winners are chosen by professionals working in urban design. The Awards Ceremony in the spring of each year has gone from strength to strength, becoming a key networking event and celebration of the profession.

The Awards are run by a small committee of Award convenors who are responsible for setting the criteria and submission guidelines for the five Award categories:

- Practice Project Award
- Public Sector Award
- Student Award
- Book Award; and
- Lifetime Achievement Award.

A close partnership has been created from inception with the charity Francis Tibbalds Trust which funds prizes for the £600 Student Award and the £1,000 Practice Project Award. The Trust aims to promote excellence and good practice in urban design by awarding prizes, offering sponsorship and other similar activities. Every year, Janet Tibbalds, widow of the late Francis Tibbalds and Chair of the Trust, and her family award prizes to the winners.

THE CRITERIA

To attract high quality submissions, the Awards committee focuses on developing judging criteria that satisfy two main objectives. The first objective is that submissions have to be examples of high urban design quality, clearly demonstrating great aspirations and leadership, and following a rigorous process from identifying urban design objectives, undertaking a context-specific site analysis, through the conceptual development of the design to the delivery of the project. The Awards committee places particular emphasis on the reflective design process with criteria that highlight the contribution to urban design practice and the lessons learned.

The second objective is to ensure that the entries are properly communicated. Until recently, shortlisted entries were published in the UDG's quarterly journal *Urban Design*, and although they are now in a separate standalone brochure, the clarity of writing style and good quality images continue to be important differentiators in the shortlisting process.

THE PROCESS

Once entries are initially submitted, a judging panel comprising one of the joint editors of *Urban Design* in the chair, an academic from an urban design course, the previous year's Practice Project Award winner, the previous year's Public Sector Award winner, a UDG patron, and the Awards committee convenors meet to shortlist the submissions. This stage is often a lively debate of to-ing and fro-ing deciding which

entries fulfil the criteria, and where there may be a need to request further information or clarifications before agreeing a shortlist. Once the shortlisted entries have been identified by the judging panel, the Practice and Public Sector Award entries are posted on the UDG's website for members to vote for their favourite entry. This open and democratic voting process is unique to the UDG and is something that we are proud of.

There has been a long-running commitment by the UDG to encourage students to exhibit or enter their work for recognition, and so the Student Award predates the National Urban Design Awards. The winner is determined by the judging panel, whose members continue to be impressed by the professionalism and enthusiasm evident in the submissions received.

The Book Award, by its nature, is judged differently: publishers are invited to put forward at least two books each. A shortlist of eight books is selected and read by a group of committed urban design practitioners and academics who exchange their comments and debate their choices before reaching a final decision on the winning book.

The announcement of the Lifetime Achievement Award remains top secret until the very last minute. The UDG Executive Board selects a key person of influence who has made an impact on the industry and a contribution to furthering urban design thinking and practice.

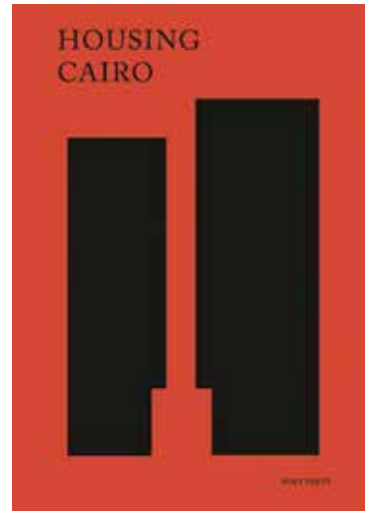
THE ANNUAL AWARDS CEREMONY

The culmination of all of these deliberations comes on the night of the annual Awards ceremony usually held in the spring. In March 2017 over one hundred UDG members and guests gathered in central London to recognise best practice at the forefront of the industry. Marcus Wilshe, former chair and current trustee of the UDG, and one of the joint winners of the previous year's Practice Awards as part of IBI Group, gave one of a number of speeches. Under the title *A Day in the Life* he referred to his firm's work undertaken in the last year, on designing for healthy places. Active and independent living, access to a healthy diet and social interaction, were some of the themes that he suggested could be helped by good design. Over a hundred years ago engineers and planners reacted against epidemics and managed to eradicate them. Today's health

30 JUDGING PROCESS EXPLAINED



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1 Practice Award:
Knowledge Hub Masterplan,
NODE
2 Book Award:
Housing Cairo, Ed. Marc
Angelil and Charlotte Malterre-
Barthes

3 Student Award: Charlton
Riverside Masterplan, Brian
Yuen, Douglas Lee, Cassie
Tang and Wilson Wong
4 Public Sector Award:
Connected Croydon, London
Borough of Croydon Council

problems are different but no less serious and need to be dealt with as radically as before.

During the evening, the winners are announced and guests have ample time for networking. Every year we are grateful to sponsors whose contributions make the UDG Awards Ceremony special.
Robert Huxford

PREVIOUS AWARD WINNERS

The National Urban Design Awards in 2017 attracted many high quality entries, and the shortlisted entries and winners were:

PRACTICE AWARD – WINNER

Knowledge Hub Masterplan, NODE
Shortlisted

- Mulberry Park and Foxhill Estate regeneration, HTA Design LLP
- Regent's Park Estate, Camden, Tibbalds Planning and Urban Design
- Vaux Brewery, Sunderland, URBED

PUBLIC SECTOR – WINNER

Connected Croydon, London Borough of Croydon Council
Shortlisted

- Plymouth City Centre and Waterfront Masterplans, Plymouth City Council
- South Oxfordshire Design Guide, South Oxfordshire District Council
- Swindon Residential Design Guide, Swindon Borough Council

STUDENT AWARD – WINNER

Charlton Riverside Masterplan, Brian Yuen, Douglas Lee, Cassie Tang and Wilson Wong
Shortlisted

- Lanes You'll Love, Jo White
- Athens: Landscape City, Lucy Feinberg

BOOK AWARD – WINNER

Housing Cairo: The Informal Response, Ed. Marc Angelil and Charlotte Malterre-Barthes
Shortlisted

Shortlisted

- Human Ecology – How Nature and Culture Shape our World, Frederic Steiner

- Zoning Rules! The Economics of Land Use Regulations, William A Fischel
- Concurrent Urbanities, Designing Infrastructures of Inclusion, Ed. Miodrag Mitrasinovic
- The Urban Climatic Map: A Methodology for Sustainable Urban Planning. Ed. Edward Ng and Chao Ren
- Infractecture, Infrastructure by Design, Marc Verheijen
- Landscape as Urbanism: A General Theory, Charles Waldheim
- Sharing Cities – A Case for Truly Smart and Sustainable Cities, Duncan McLaren and Julian Agyeman.

Award for Outstanding Contribution to Urban Design – Sir Alan Baxter

Lifetime Achievement Award Winner – Tim Pharoah

Reviewing Award Submissions

Sebastian Loew provides guidance on the lessons learned from ten years of Award entries

As editors of the *Urban Design* journal, which until recently published the shortlisted Award entrants, now in this supplement, Louise Thomas and I have chaired every judging panel that shortlists entries for the National Urban Design awards. Working with an array of excellent judges, we have found that the comments made on the entries are similar year upon year. So to help future applicants, here we set out comments gathered from the many judges that we have had the pleasure of working with.

THE ORIGINS OF THE AWARDS SCHEME

For a number of years, *Urban Design* had a section devoted to case studies, which published examples of practice work submitted by members. As these were not always completely satisfactory and often read as advertorials, the journal's editorial board sought ways of improving the quality of the articles as well as the schemes submitted. At the same time we wished to promote the work of local authorities, whose role in improving urban design quality was often ignored. The decision to introduce the Urban Design Awards was the outcome; this origin explains the format required for the submissions and some of the criteria used by the judging panel: ultimately we need good articles for the journal (and now this supplement) that will showcase high quality urban design.

Each of the Awards has a convenor, whose role it is to regularly review the guidelines for relevance and update them accordingly, promote the Award to potential entrants, and to be a part in the judging panel.

THE JUDGES' COMMENTS

Many excellent schemes are submitted for the Awards, and the quality of the entries improves with each year. Choosing the shortlist has always been difficult and therefore the judges work by elimination – rejecting schemes that do not properly comply with the guidelines.

The first and fundamental pitfall is poor communications, which can take a variety of forms. Many entries describe a scheme and illustrate it with a plan. Unfortunately, too often the text mentions places, streets or buildings that cannot be identified on the plan. Sometimes there are two or more plans and the connection between them is not clear: for instance their orientation or scale.

The plans may have colours or numbers (for example referring to land use) but no key. Also, plans need to show not just the scheme itself but its context. It is always very frustrating for the judges to have to guess what it all means!

Apart from plans, other illustrations need to communicate the urban design aspects of the scheme, and what is innovative about the particular project. There is a significant difference between these awards and those that are about buildings or organisations, and therefore the urban design approach is most important. As there is not enough space for many illustrations, they need to be carefully chosen: for example a conceptual masterplan, the wider context plan, aerial photographs, sections, figure grounds, perspectives, and perhaps before and after illustrations. There is not always space for all of these, so it is worth selecting those that will best explain the scheme.

The text within the entries should also respond to the guidelines; it has to concisely explain the process followed in developing the proposed scheme from the background, the objectives, through to the final scheme; it also has to describe the scheme itself. Basic facts need to be included: area (ha), location, number of dwellings or quantum of other land uses, etc. Importantly, the connections between the background analysis and the final scheme should be shown, with an explanation of how the objectives were fulfilled.

LESSONS LEARNED

This all links directly to one aspect of the guidelines that is regularly overlooked in the entries: Lessons Learned. What the judges want to hear is exactly that – what did the team learn during the project and could therefore pass on to others? That would include changes of direction, pitfalls or false starts, and how these were overcome. What is more commonly described in entries received is a well-satisfied conclusion including references to an excellent client or the importance of public consultation, i.e. 'the scheme is good and we are very pleased with it'. A similar problem is to claim achievements that cannot be proved: 'the scheme is a model of best practice'.

These broad statements are typical in entries which the judges often quickly eliminate, where the entry has been written by the marketing department for a totally

different audience; it reads like a sales pitch, and not like a serious presentation of professional urban design ideas.

On the type of schemes put forward, these need to be clearly urban design related. They can, and in most cases will, include elements of landscape, engineering, planning or architecture, but they should not be exclusively about any one of these angles. There should also be a mix of uses or at a minimum show that they are part of a greater scheme with complementary uses. An isolated housing estate is rarely a good example of award-winning urban design, no matter what the architecture is like.

Public sector entries tend to differ from those submitted by practices and do not always relate to schemes, but rather to guidance documents or processes leading to a specific product or outcome. These are very welcome. However, the political processes involved and the costs and financing of public schemes are of particular interest, but are often missing from submissions, especially when they relate to public realm projects. Also important and of interest to others and not only in public sector entries, are the time scale and time line of the project.

Finally participants should remember that their entries will be published on two pages of the journal or this supplement. They have to communicate their scheme clearly and succinctly, using the limited space on the page well. The team will not be sitting on the reader's shoulder to explain the diagrams and plans. It is therefore useful to ask someone not involved in the scheme to review it before submission, to confirm that it reads as a stand-alone article.

Thanks to all of those who take the time to submit projects to the Awards scheme since they began, *Urban Design* has featured many great articles. We hope that you will enjoy choosing your favourite entries this year, and we look forward to receiving more great entries next year. ●

Sebastian Loew

Francis Tibbalds (1941-1992)



Francis Tibbalds was an architect and town planner who gained over thirty years' experience in both the private and public sectors until his death in January 1992. He was founding Chairman of the Urban Design Group in 1979 and President of the Royal Town Planning Institute in 1988. His influential book *Making People-Friendly Towns* was published after he died.

The Francis Tibbalds Trust was set up in his memory by former professional partners, close friends, his wife and sons. The Trust aims to promote excellence and good practice in urban design by awarding prizes, offering sponsorship and other similar activities. The Trust also aims to encourage cooperation between the design professions and has been the mainstay of the Awards since their inception.

National Urban Design Awards 2018

Thursday 8 March 2018
The Judge's Courtroom
Browns Restaurant
82-84 St Martin's Lane
London WC2N 4AG

18.30 ARRIVAL AND DRINKS RECEPTION

19.00 WELCOME

THREE-COURSE DINNER WITH WINE

PRESENTATION OF AWARDS

- Student Award
- Book Award
- Public Sector Award
- Practice Award
- Lifetime Achievement Award

21.00 CASH BAR AND NETWORKING

22.00 CARRIAGES

Join us at the 10th National Urban Design Awards to celebrate the best of the UK's local authorities, consultants, students and books on the design of our towns, cities, streets, spaces and neighbourhoods.

Book early and be one of only 100 guests – 10 tables x 10 guests!

ABOUT THE JUDGE'S COURTROOM

Once the Westminster County Courts, the 1908 Grade II listed building, by the Office of Works architect H N Hawks and carving by Gilbert Seale, is in a restrained Free Classical style. It was converted to a Browns restaurant on the ground floor in 1996. The Judge's Courtroom on the first floor retains the original judge's bench and witness boxes. Approached by a sweeping cantilevered stair (or lift), the generous landing will host a drinks reception, and the courtroom will be laid out for 100 guests with ten tables for ten guests each.

