

NATIONAL URBAN DESIGN AWARDS 2019

Promoting Excellence in the Built Environment



**URBAN
DESIGN
GROUP**

Welcome to the National Urban Design Awards 2019

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

The need for good urban design in the built environment is as important as ever, especially with the current focus on house building and higher urban densities. However, opportunities to reward the effort required to achieve exemplary urban design are rare. 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 our built environments today, but for future generations. It is no coincidence that the best urban-designed places are the most popular and enduring.

The National Urban Design Awards are supported by the Francis Tibbalds Trust, and since 2008 the awards have developed to reflect the scale and importance of urban design work, covering the public and private sectors, student projects and publications.

Recent Practice Project Award winners are:

- **Chapman Taylor** for their work on Altstadtquartier Buchel, Aachen, Germany (2018)
- **Node** for their project the Knowledge Hub Masterplan (2017), and
- **Baca** (2016) for their project at Eiland veur Lent, Nijmegen, Netherlands

Recent Public Sector Award winners are:

- **City of London Corporation** for their work at Aldgate (2018)
- **London Borough of Croydon Council** for Connected Croydon (2017), and
- **Stockton Borough Council** for Stockton High Street Regeneration (2016).

Recent Student Award winners are:

- **Chris Wiseman and Marc Miller** for Milton: Back from the Edge(2018)
- **Brian Yuen, Douglas Lee, Cassie Tang and Wilson Wong** for Charlton Riverside Masterplan (2017)
- **Sama Jabr** for A New Laurieston (2016).

Publications that have been recognised by the Book Award include *The Art of Building a Garden City: Designing New Communities for the 21st Century* by Kate Henderson, Katy Lock and Hugh Ellis (2018, RIBA); *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 Muller Publishers).

The Lifetime Achievement Award recognises a significant contribution to urban design, and previous winners include John Thorpe (2018), Tim Pharoah (2017), Professor Bill Hillier (2016), and Sir Terry Farrell (2015). In 2018 we also awarded the Outstanding Contribution to Urban Design to Rowan Moore, author and journalist.

The National Urban Design 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. ●

Leo Hammond, Chair of the UDG

National Urban Design Awards Shortlisted Entries 2019

SHORTLISTED PRACTICE PROJECT ENTRIES

- 2 — Ibadan City Masterplan, Dar
- 4 — Hull City Centre, re-form
- 6 — Andover Estate, Islington, London, Studio Partington
- 8 — Manydown – The Main Street, Tibbalds Planning and Urban Design

SHORTLISTED PUBLIC SECTOR ENTRIES

- 10 — Mitcham's Corner, Cambridge City Council
- 12 — Somers Town, London Borough of Camden
- 14 — Marmalade Lane, South Cambridgeshire District Council

SHORTLISTED STUDENT ENTRIES

- 16 — Stereotype Perception, Yizhou Liu, Cardiff University
- 18 — Using urban change to create an inclusive area in intensifying Brisbane, Owen Reading, Oxford Brookes University
- 20 — Stratford Reconnected, Erfan Abaii, Lucy Bretelle, Stephanie Goldberg, Sebastien Herman & Yaehan Liu, University College London

SHORTLISTED BOOKS

- 22 — Characterising Neighbourhoods, Exploring Local Assets of Community Significance, Richard Guise and James Webb
- 22 — 2020 Visions: Collaborative Planning and Placemaking, Charles Champion
- 23 — Beyond Mobility, Planning cities for people and places, Robert Cervero, Erick Guerra, Stefan Al
- 24 — Designing the Compassionate City: Creating Places where People Thrive, Jenny Donovan

We would like to thank the National Urban Design Awards judging panel for 2019 for their hard work in making the Practice Project, Public Sector, Student and Book Awards possible:

Sebastian Loew – chair and co-editor of Urban Design
 Geoff Miller, Chapman Taylor
 – previous Practice Award winner
 Iain Simmons, City of London, AD Transportation
 – previous Public Sector winner
 Alan Thompson – Practice Project Award convenor
 Peter Studdert – Public Sector Award convenor
 Graham Smith – Student Award convenor
 Georgia Butina-Watson – Book Award convenor
 Nidhi Bhargava – Awards Overall 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:

Select your preferred entries for the Practice Project and Public Sector Awards bearing in mind how well described and illustrated the criteria are on:

- 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*.

Vote using this link:

<https://www.surveymonkey.co.uk/r/KRH2QN6>



Voting will close at midnight GMT on Sunday 17 March 2019

Ibadan City Masterplan

Dar works with Nigeria's Oyo State Government to draw up an urban flood management project

CONTEXT

With an estimated population of over 6 million, Ibadan is Nigeria's third largest city. Only an hour away from the country's economic capital, Lagos, Ibadan is a vibrant and bustling centre of trade and exchange. While the city's continuing outward spread is an organic one, this growth remains uncontrolled and lacks adequate infrastructure provision. One of the resulting impacts is the increasing incidence of flooding events. With the support of the World Bank, Oyo State Government subsequently commissioned three separate but related masterplans – the urban masterplan (the Ibadan City Masterplan), the drainage masterplan, and the solid waste masterplan. The Ibadan City Masterplan is the first city-wide strategic masterplan for Ibadan. Developed over the period from mid-2016 to mid-2018, it provides a vision for the future of Ibadan to 2036.

BUILDING A LOCAL PRESENCE

To avoid creating a plan that was distant and impractical, we set up a local area office in Ibadan and employed local staff. A permanent presence on the ground reinforced the build-up of trust between client, consultant and stakeholders, while also allowing us to better understand the local culture and heritage. Having this awareness of what is important locally played a significant part in the development of the masterplan.

LISTENING TO LOCAL VOICES

Over the 18 months of the masterplan's development, we led the delivery of a continuous, inclusive process of stakeholder engagement. Consultation was undertaken right across Ibadan, covering all strands of society, from governor to grassroots. Thousands of comments were recorded, every one of which was taken into consideration.

REGENERATING IBADAN'S CORE AREA

In order to facilitate implementation, the strategic Ibadan City Masterplan is supported by a series of detailed urban plans. One of these covers the city's Core Area, its historic heart – a dense yet low-rise expanse of urban development that extends over 6,400ha. From higher ground, the Core Area appears to stretch to the horizon, yet is seemingly regular and homogeneous. Its vastness and character is unique to Ibadan and reflects its heritage and African urban



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history. Most striking is the consistent colour of the rusty red roofs. It is as impressive as it can seem overwhelming. Despite this, the Core Area displays the characteristics of a slum with challenging living conditions. The environment is frequently run-down, uncared for and decaying. Streets are often unpaved and many buildings are only reached via narrow footpaths: road access is inconsistent, which limits access by refuse or emergency vehicles. It is not uncommon to see buildings that have collapsed into piles of rubble. The Core Area is crossed by a number of rivers and streams, whose natural flood plains are regularly encroached upon.



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Minibus (danfo) stops set in lay-bys are also introduced to remove the potential for these vehicles to cause congestion.

STRATEGY FOR THE CORE AREA

As the challenges that Ibadan must address are so vast, the masterplan proposes a series of individual model or demonstration projects that once successfully implemented, can be replicated elsewhere. They fall under the following categories:

Connectivity and walkability

The introduction of new streets to increase permeability is proposed in the least accessible areas. While it occasionally means the removal of buildings, it is intentionally limited as the strategy largely connects existing street segments together, even narrow ones where a single vehicle can get through. New bridges provide crossing points over the many rivers and streams. Along designated key strategic movement corridors, parked vehicles and street trading are removed as a means to ease traffic flow. Wide pavements, supported with tree planting, provide comfort and safety for pedestrians.

Transit-Oriented Development (TOD)

Ibadan is investing in a new light rail system. It will have a major impact, not only by increasing accessibility but also through the easement required for the rail line. This is a major opportunity to redevelop key areas around the new stations.

Heritage-led Regeneration

It is estimated that the Core Area contains 109,000 residential buildings, with the vast majority showing signs of disrepair. The masterplan promotes their reuse and refurbishment: an exemplar model detailed masterplan has been developed for the Oke Are neighbourhood to showcase how this can be undertaken, identifying which buildings to refurbish, which footpaths to surface and where trees should be planted.

Flood Prone Areas

Many rivers and streams cross the Core Area, which occasionally overflow and create

- 1 Heritage-led regeneration of the Core Area
- 2 Proposal for a new market to accommodate traders displaced from strategic movement corridors
- 3 Major opportunities for comprehensive redevelopment around stations (North Dugbe)
- 4 Ibadan today
- 5 Core Area regeneration strategies

flood risks. The masterplan allocates uses across all stretches of the rivers and streams such as parks or urban agriculture to prevent urban encroachment. One particular example within the Bere area is a square that would flood when the nearby river corridor reaches capacity, and slowly release the water captured when waters recede.

Public Realm Improvements

Immediately abutting the Core Area is Dugbe, Ibadan's modernist commercial centre. In order to enhance the pedestrian experience and visually uplift the area, public realm improvements are proposed, by widening pavements and encouraging tree planting, as well as better organising the parking arrangements.

LESSONS LEARNED

We quickly learned that in developing the first strategic masterplan for the city, we needed to work and collaborate very closely with our client right from project inception.

We would also recommend the following:

- **Be present and open to ideas;** we did not have all the answers, but we listened and took note of every comment made. We presented our work at all key stages of the masterplan development, sharing our designs and taking feedback, then going back again and being open on the progress made.



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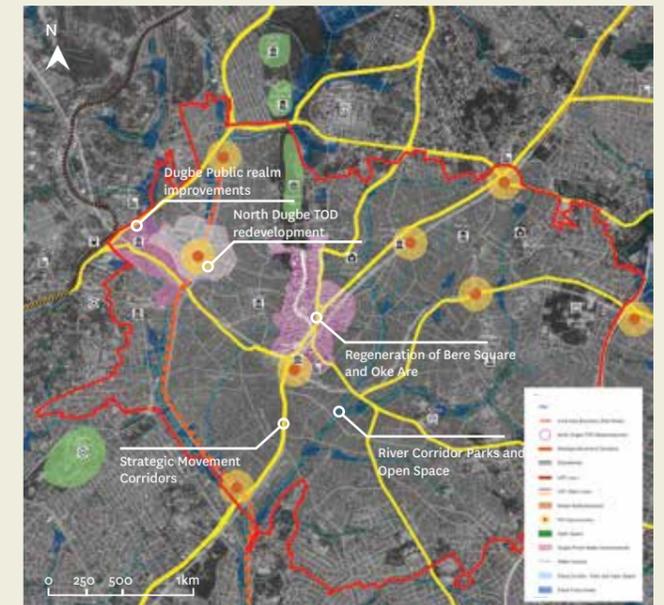
- **Be realistic and practical;** reuse what exists to encourage the development of quick, implementable projects. The scale of change expected was sometimes too demanding for it to be realistically implementable. Some honest conversations are sometimes needed about the reality of what can be done.
- **Be clear;** we realised that presentation material containing plans was not always

understood. Legibility of the material needs to be considered.

- **Do not lose the momentum;** we always delivered on time, despite the many pressures this brought. This demonstrated commitment, focus, engagement and drive to ensure that the masterplan was a success. ●



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Hull City Centre

re-form's major public realm project has led the transformation of a city



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OBJECTIVES

Recent major investment from Siemens and Hull's award of UK City of Culture brought a positive mood to the city. The timing presented an opportunity to redress the balance of the city, so that Hull's main built and cultural assets in the east could be exploited, improving visitor perceptions and attracting more people – both locals and visitors – to the city centre.

Hull was once a thriving port city with busy fishing and commercial docks. The city has not recovered from the decline of these industries and subsequent destruction during the Second World War. This has been exacerbated in the post-war period as Hull has suffered from some of the highest levels of deprivation in the UK.

The city's streets and public spaces have suffered from years of underinvestment. They were becoming uneconomical to maintain and did not match the city's ambition. Major retail development has pulled businesses and people away from the retail core, particularly toward the station in the west.

CONTRIBUTION TO URBAN DESIGN

The scale of this project offered an opportunity to rethink how people used the city centre and how the retail streets and public

spaces could function successfully in the future. re-form's approach was guided by three objectives:

- To uncover the beauty of the city: Hull has a beautiful old town that is largely intact, with many buildings of historical significance. Our work has removed layers of high-way clutter to create simple, well-detailed space that provides a foil to the intricate façades of many of these buildings.
- Facilitate culture: Hull's public spaces can now host an imaginative programme of cultural events, street markets and smaller pop-ups. There is also now a street culture that did not exist before – places where people spend time, drink, eat food and have fun.
- Supporting the economy: The project creates space for businesses to utilise the public realm. Connections between city centre destinations are more enjoyable and the project has linked new cultural and commercial development, making them more viable.

Over 40,000 sqm of city centre space has been rebuilt to create a seamless route from Hull Paragon Station in the west to Hull's Old Town in the east. A new super-crossing from the station connects to the main shopping



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streets of Jameson and King Edward Streets, where new space has been created for seating alongside thirty mature trees, rationalised servicing arrangements and lighting. Queen Victoria Square has been remodelled to become a destination where people can now sit, overlooking the various listed civic buildings and a large new water feature. The project continues into the old town along Whitefriargate towards Trinity Square. At the entrance to Hull Minster, we have designed a tranquil, elegant space that provides a foil for the intricate church facade and it has already hosted a RIBA competition installation, a Royal Ballet performance and regular food markets.

The project is an example of how considering the specific needs of people can lead the regeneration of a city. re-form has created spaces across Hull that respond to the character of different parts of the city, but together, create a public realm that offers different experiences and facilitates multiple activities. The streets were designed as public spaces that people can inhabit rather than treat solely as pedestrian high-ways. More people now visit the city centre more often (increased by 88 per cent). This has helped to attract investment – 131 new businesses – and encourage more people to

explore existing cultural destinations with for instance a 91 per cent increase in visitors to Ferens Gallery. The strong connection between culture and public space has also been made evident as a way of expressing the city's identity. Martin Green, chief executive of Hull 2017, described how

'People are taking ownership of their city spaces and developing an appetite for exploration, which is leading them to discover new favourite places. Communities and groups realise that the spaces around them are theirs to make use of, with new events, festivals and shows popping up with greater regularity.'

The success of such events has been indivisible from the public realm works.'

DELIVERY PROCESS

Fourteen streets and four public spaces were delivered across two phases. There was a definitive deadline to allow a city-wide project to open Hull's year as UK City of Culture on 1st January 2017. This required the team to work closely with Hull 2017, meeting regularly and planning the infrastructure required for the event.

It was clear that, although ambitious, there was one opportunity to deliver the change that was required to not only allow Hull to successfully host a year of cultural events, but to leave a positive impression for the many visitors who would come to the city for the first time. Inevitably, delivering a project of this scale in 15 months caused a significant amount of disruption that required good communication and careful phasing to ensure that businesses could operate and people remained positive about the city's long-term ambition. Engagement ranged from one-to-one meetings

with businesses to workshop sessions with access groups, and wider consultation on specific elements of the project with the wider public.

LESSONS LEARNED

The design of public space can strengthen the link between what happens inside the building and what happens on the street. Sometimes by doing very little, it creates room for businesses to occupy the public realm and make a bigger contribution to the vitality of the street. Along Humber Street, we had to understand the long-term plan for what was a largely vacant place. By not being prescriptive in how the street would be used, it has allowed the street to evolve quickly into a unique place dominated by an eclectic mix of independent retailers. Careful materials choices and detailing has retained the character of the old street and allowed the outside space to be occupied by retailers.

At Trinity Square, detailed engagement with numerous stakeholders allowed a shared vision to be brought forward. The removal of an existing Victorian wall, which split the space in two and was originally required to stay, has allowed us to create a larger space that now welcomes people into Hull Minster and unifies the square. Trinity Square can now host a broader range of regular events for both the church community and Hull City Council. It is a tranquil place, a sharp contrast with the larger, more energetic Queen Victoria Square, where more and more people choose to spend their time. ●



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- 1 City centre masterplan
- 2 Previous view along Jameson Street, typical of many of the city's streets
- 3 Habitable spaces in prime retail areas now exist along Jameson Street
- 4 Major event in Queen Victoria Square
- 5 Tranquillity outside Hull Minster



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Andover Estate, Islington, London

Studio Partington describes work with the existing and local community



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PROJECT SUMMARY

The scheme has outline consent for 199 homes, 5,000 sqm of affordable workspace, and estate-wide public realm and landscape improvements. The Phase 1 detailed consent includes 64 homes, the reconfiguration of existing dwellings and garages, 618 sqm of affordable workspace, 87 sqm of flexible use space, new landscaping and play facilities, the reconfiguration of estate-wide car parking, and the provision of 162 cycle parking spaces. All of the existing buildings are to be retained and no residents will be displaced.

COMMUNITY-LED PLANS

Studio Partington's (SP) masterplan for the phased regeneration of Andover Estate for Islington Council in Finsbury Park, north London is unusual in being initiated by the local community, and in its aim to avoid wholesale regeneration and instead address specific concerns identified by residents and the council. The plans to redevelop the sprawling estate, which has 1,064 homes across its 10 hectare site, won planning approval in November 2017. More than 2,600 letters were sent out to estate residents and only 16 objected, which is a testament to the team's commitment to community engagement.

LANDSCAPE MASTERPLAN AND INFILL DEVELOPMENT

SP were selected to undertake the regeneration following an invited competition. The Andover Estate Development Plan had already been produced capturing the residents' aspirations. Having reviewed and listened to the issues identified by residents and Islington Council, SP developed an overall urban design strategy within which improvements could sit. An analysis and understanding of the existing estate revealed that, while the estate does have issues with low levels of natural surveillance and several open spaces of poor quality, there is a potentially strong existing structure of accessible open space with mature trees.

SP's objective was to avoid wholesale renovation, demolition and the displacement of residents, and instead enhance the existing positive attributes of the estate. Eschewing demolition avoids considerable waste and embodied carbon, and also avoids breaking up the established community, helping to improve the social sustainability of the area. Andover Estate has many green spaces and established tree-lined walks, however the public areas currently suffer from poor natural surveillance and a maze-like layout. Working with

the potential of the existing public realm, a site-wide landscape strategy has been put in place, establishing landscaped routes into and across the site and introducing home zones to provide active frontages, natural surveillance and reduced vehicle traffic. The public spaces provide accessible amenity for all ages, areas of play, community growing areas, and create a cohesive setting for the new homes, which will be developed over a period of time.

The project will provide new-build social and private housing (a mix of single bedroom apartments and new family homes) with a phased renewal of public routes, play areas and landscaping and wider benefits, including job and training opportunities for local people, and new and improved community facilities. Areas that are currently fronted by blank gables have been identified as sites for new build homes. These sites are often located at key points around the edge of the estate and the proposals will provide thresholds into the estate and focal points from the surrounding roads, and counter the current inward-looking estate pattern. Ground floor lock-up garages will be converted to provide both community workspace and new homes.

- 1 View of the proposed building at the estate entrance
- 2 The existing estate layout
- 3 Proposed improvements as part of the outline consent
- 4 Andover Estate Masterplan
- 5 View of the proposed new terrace.



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COMMUNICATION

An enthusiastic steering group, a diverse mix of residents and dedicated local councillors have guided the design process. During 2016 Studio Partington had a studio space on the estate, which became the drop-in venue for consultations. Sessions were held twice a week with one evening session and a midday session to allow as many people as possible to attend. Members of the design team – architects, landscape architects, planners and council staff – were present at each consultation. Explanatory boards detailing the proposals, the aims and the phasing of the work, and a 1:400 scale model of the whole estate were invaluable tools for helping residents to locate proposals and visualise their scale. Brochures were distributed to all homes on the estate explaining the proposals and containing feedback forms. A residents' steering group met every month to review proposals and discuss residents' concerns. The project has been developed in close consultation with the local planning department and has been presented to the Islington Design Review Panel.



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- Existing estate buildings
- Phase 1 development sites (new build and garage conversions)
- Extent of Phase 1
- Later phases development sites

PEOPLE-FRIENDLY PLACES

Currently few people choose to walk through the estate. The street layout, with only one through road, coupled with front doors located at the first floor level or concealed within narrow alleyways, results in a difficult and uninviting environment to navigate. The proposal includes improved landscaping and pedestrian routes along with the creation of homezones and estate-wide garage conversions to provide passive surveillance. Existing blank shutter doors and brick walls with high level grilles will give way to front doors and windows, with glass frontages to new workspaces. The aim is to improve the connectivity and legibility of routes through the estate making it easier to navigate, allowing people to enjoy the green spaces, large number of mature trees and leafy central square.



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LESSONS LEARNED

We discovered the potential of working with an existing place and the community that already lived there. At consultation events we learned that residents cared passionately about where they live and heard about

the real issues that they were facing, such as a lack of security and difficulties raising children. The physical scale model of the site was the key to starting conversations and helping to visualise changes. ●

Manydown – The Main Street

Tibbalds Planning and Urban Design makes the case for a very old idea

The idea for a significant western urban extension to the town of Basingstoke has been around for over 20 years. Since then, Hampshire County Council and Basingstoke and Deane Borough Council together purchased a long leasehold of a very large area of farmland for the purpose of the 'proper planning of the area'. The proposals for the site have been progressed over the intervening years through numerous masterplan strategies, various consultations and at least two Local Plan inquiries. This has led to the confirmation of an allocation in the 2015 Local Plan for a western extension to the town comprising 3,400 homes. The councils, as joint landowners, have high ambitions for the creation of a new neighbourhood for Basingstoke, and in 2014 developed an initial vision with politicians and key stakeholders.

BRINGING THE VISION TO LIFE

The Vision for Manydown project was facilitated by Beyond Green in 2014, and the very useful work undertaken by the earlier design and technical teams formed the starting point for Tibbalds' masterplanning work on the site during 2015. Once various technical issues were confirmed, the next stage of the project really got going with a community design event in a very windy marquee on the edge of the town's War Memorial Park. Over four days, key stakeholders, politicians, local residents, interest groups and council officers worked with our team to develop options, ideas and to bring to life opportunities for the new place. More than 400 people attended and gave us their views in person, on sticky notes and through a range of topic-based workshops. A huge amount of information was gathered, and by the end of the event we had three options for the structure of a new garden neighbourhood. These could provide around 3,500 new homes for around 8,000 residents as well as a really good idea of the kind place that would work well, between the largely rural context and Basingstoke town itself. Moreover we had clear buy-in for a place-based vision building on the input of Basingstoke residents.

As is a key issue in many places, the impact of cars and people's concerns around how they would be accommodated was a major consideration. In one of the work groups, stakeholders tested ideas and explored quite different issues around transport. The place-making and movement functions of the Main Street through the site were part of these explorations.

The main ideas and issues arising from the community design event were:

- A development planned around the idea of creating a healthy place to support well-being
- A highly distinctive and walkable Main Street and central urban square, that is a pleasant place to spend time, both for existing residents as well as new ones
- High density mixed use local centres that encourage walking and good access, and that support a range of clustered activities and uses including schools, community uses, shops and local businesses, and
- A high quality walkable new centre that benefits existing as well as new residents – the concept of a 'good neighbour' development.

We were delighted to receive strong community and stakeholder endorsement of the principle that Manydown should be based on people, good neighbourhoods and a Main Street that supports a range of activities and modes of transport.

ROADS VS. STREETS

An obstacle to this ambition has been the car-dominated tradition of Basingstoke, which is founded on its particular heritage as an 'expanded town', accommodating significant London overspill development during the 1960s and 1970s and planned around a network of ring roads and grade-separated connections. During the masterplan process, we were repeatedly drawn back to the discussion on the value of roads vs. streets. Each engagement exercise and many workshops included discussions on the nature and character of the Main Street in order to convince residents, members and officers of the merits of a very old idea, i.e. that this should be the pleasant and attractive focus for all types of movements and communications, and not just for one mode of transport.

Precedents and good practice examples from the region showing how people and vehicles can co-exist have served as key design influences. Our aim has been to create a new Main Street at the heart of the Manydown community that learns from these local historic precedents and proves as adaptable and attractive in 100 years' time. The proposed Main Street, as developed through the Tibbalds masterplanning work, will act as the high street for the new neighbourhood and carefully balance the need for road capacity to support movement for all modes with the need to provide a place with a distinctive and positive character that is well overlooked. The objective is to create what *Manual for Streets 2* calls a Mixed Priority Route (MPR) and not a Distributor Road (as set out in *DB32*).

Careful consideration has been given to the street section, including segregated cycle lanes along its entire length and avenue tree planting. One of the key generators for its alignment is the rolling topography of the site that generates bends, dips and inclines to act as speed-reducing features, which together with the landscape

and a carefully-designed townscape create a strong sense of place. These principles are captured in the drawing showing the entire length of the Main Street and how it has been shaped to interact with adjacent development.

LESSONS LEARNED

The creation of a new Garden Neighbourhood at Manydown is an important stage in the growth of Basingstoke, and an opportunity to test how we create and deliver places that have many of the positive qualities of existing places and yet also work for 21st century lives. The very real and current challenge that places cars against people is perhaps the biggest provocation for urban designers and planners to work through with our transport colleagues.

Key learning outcomes for the Manydown project have been around how we best balance these competing objectives, and seek to support the seemingly incompatible choices that need to be made to allow people to make non car-based choices, to live in an active and inclusive place, and to enable new neighbourhoods (and main streets) to stand the test of time.

As the outline planning stage of the project moves towards completion and Tibbalds prepares to pass on the Manydown baton to the next team of designers and masterplanners working through the delivery stages, we very much hope that this is a battle that people continue to win. ●



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Mitcham's Corner Development Framework, Cambridge

Cambridge City Council helps the community to rediscover the role of place-making as part of a holistic design strategy for their neighbourhood



A COHESIVE COMMUNITY

Mitcham's Corner, located close to the city centre, is facing the typical pressures that many areas of Cambridge are being placed under as the city and sub-region accommodate growth as a result of the buoyant economy. In the case of Mitcham's Corner, significant vehicular movements, along with the potential for site redevelopment and intensification, can sometimes compete with the real and active existing community that calls it home. At its heart is a mix of independent shops, great pubs and other eateries along with residential properties that support a rich and diverse community, and create a vibrant and unique place.

Such places need clear strategies to guide change and help to inform the decision-making process. The Urban Design Team at Cambridge City Council, that now forms part of the wider Greater Cambridge Planning Service, is frequently called in to help devise such strategies and, through careful consultation and listening to stakeholders, capture and balance the sometimes competing needs and aspirations within an area.

HISTORY

Mitcham's Corner grew rapidly in Victorian times helped by the completion of Victoria Avenue Bridge in 1890. Today the area has become associated with the surrounding area and nearby gyratory system with the

current traffic arrangements introduced in the 1960s to increase capacity. The scheme left the backs of grand terraced houses exposed and created an isolated island of green space. The increase in motor vehicle traffic has produced a hostile, circuitous and confusing environment for pedestrians and cyclists.

REDISCOVERING THE HIGH STREET

At the heart of this Development Framework is an ambition to reaffirm the place of a mixed use high street and remove the dominance of the gyratory system. This will deliver the vision to 'maintain the vibrancy of the District Centre and promote high quality redevelopments of streets and sites which improve connectivity between people and places, and reinforce the area with a strong local character and identity' Cambridge Local Plan (Draft for Adoption 2018) Policy 21

REAL PLANNING

The local community and interested stakeholders have been a supportive and vocal part of the process and crucial to informing the strategies for change that aim to provide a long-term framework for the area. In June 2015 a Planning for Real style workshop was held as part of a comprehensive engagement approach. The main findings of this event were instrumental in helping to develop the guidance and design principles.

In addition, a steering group which comprised local ward councillors, the county councillor and a representative of the Friends of Mitcham's Corner, along with City and County Council officers was set up to guide the Development Framework process.

STRATEGIES FOR CHANGE

Objectives have been established that help to guide all future development decisions in the area. These are captured on key diagrams in the supplementary planning document (SPD) that together set out a comprehensive thematically based strategy for change.

- Theme 1 – Creating a connected place
- Theme 2 – Improving the District Centre
- Theme 3 – Creating Places for People

The Development Framework puts forward a preferred option for remodelling the gyratory system with the aims to:

- Maintain sufficient traffic capacity and flows through and around the area;
- Maintain and improve access and connectivity to residential and business properties;
- Enhance the quality of the public realm to promote investment;
- Improve safety and comfort for all modes, especially pedestrians, cyclists and those with disabilities;
- Provide opportunities for business

expansion and development; and,

- Create a more coherent, permeable and distinctive district centre, with improved access to public transport.

A number of key design approaches have been identified in the Development Framework inspired by other urban areas facing similar challenges. These are consistent with acknowledged best practice and should be incorporated into future options for the remodelling of the gyratory:

- Create a low-speed environment of between 15-21mph
- Create clear gateways and transition points into Mitcham's Corner
- Keep carriageway widths to a minimum and employ visual narrowing
- Reintroduce two-way flow along the high street, and
- Minimise signage and road markings.

The changes in road layout and street design put forward in the Development Framework also create the potential for a new public space at the heart of the community.

SITE-BASED STRATEGIES

Whilst the SPD establishes an overall strategic framework to guide change and key development principles for the area as a whole, there are also places where guidance to a finer resolution is needed. Two key development sites located within Mitcham's Corner have guidance at this higher level of resolution where the transitions between existing buildings and securing key routes and spaces between them are described more fully. The sites, identified in the Local Plan as Henry Giles House and the nearby Staples site, have guidance on scale and massing, key building frontages, pedestrian and cycle links, along with key site assets to be retained. Important to these inset guidance

parameters is identifying the need for fine-grained, plot-based architecture to respond to the prevailing rich character of surrounding streets and spaces. In this regard it is similar to unravelling the gyratory and undoing previous large-scale interventions that are contrary to place-based urbanism.

LESSONS LEARNED

Coordinating drivers for change
It is clear that the delivery of substantial change at Mitcham's Corner will take many years to complete and we have learned that the magnitude of delivering such change cannot be underestimated. However without the SPD, conversations about the future of Mitcham's Corner and associated decision-making could run the risk of being uncoordinated.

What is often considered to be the most pressing need – to increase capacity for through-traffic – could continue to be allowed to dominate. Such an outcome would perpetuate the current severance and thwart the chances of engendering place-making that bolsters community identity.

The importance of community engagement and buy-in

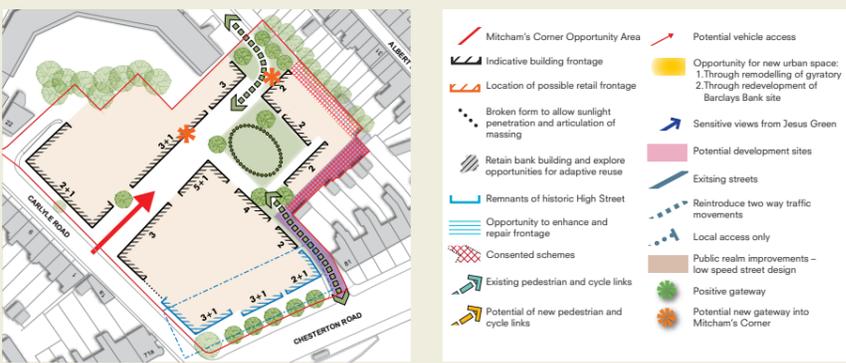
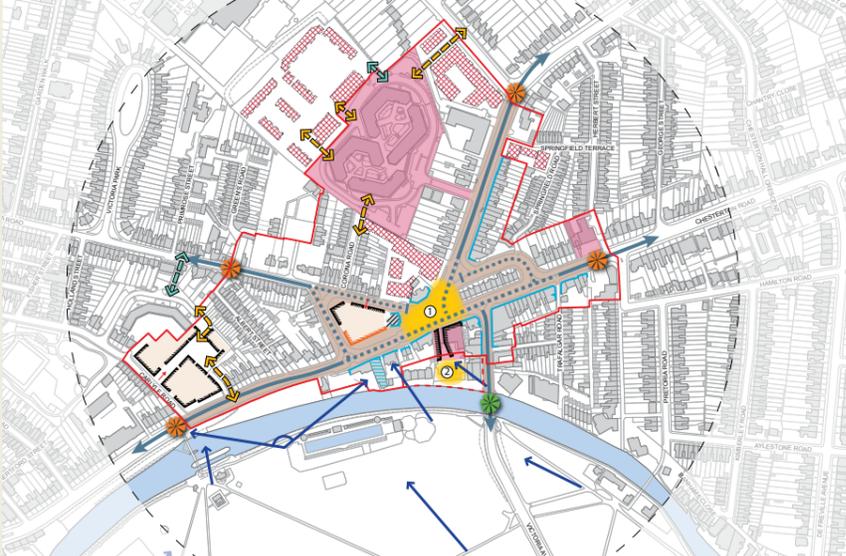
The creation of the Mitcham's Corner Development Framework has demonstrated what can be achieved through a good collaborative and design-led process. It represents the value that an engaged and active community can bring to a project, which in turn places pressure to ensure that strategies are delivered. It provides a robust platform for discussion and raises the profile of what effective urban design can do in championing community identity.

Robustness and flexibility

The SPD status of the Framework means that the document has teeth and cannot be ignored in decision-making processes. Even before adoption it has already been used to inform emerging development proposals within the area, and is being actively used to influence discussions with the County Council and Greater Cambridge Partnership about the future of the gyratory.

The importance of creating a flexible approach is crucial to allowing the framework to be implemented as opportunities arise. This extends to the big moves of reconfiguring the vehicle flows, down to the more detailed guidance contained in the site-based strategies. ●

1 An artist's impression of what a new public space at Mitcham's Corner could look like
2 The composite plan articulating key development principles for the area as a whole
3 Detailed site specific guidance

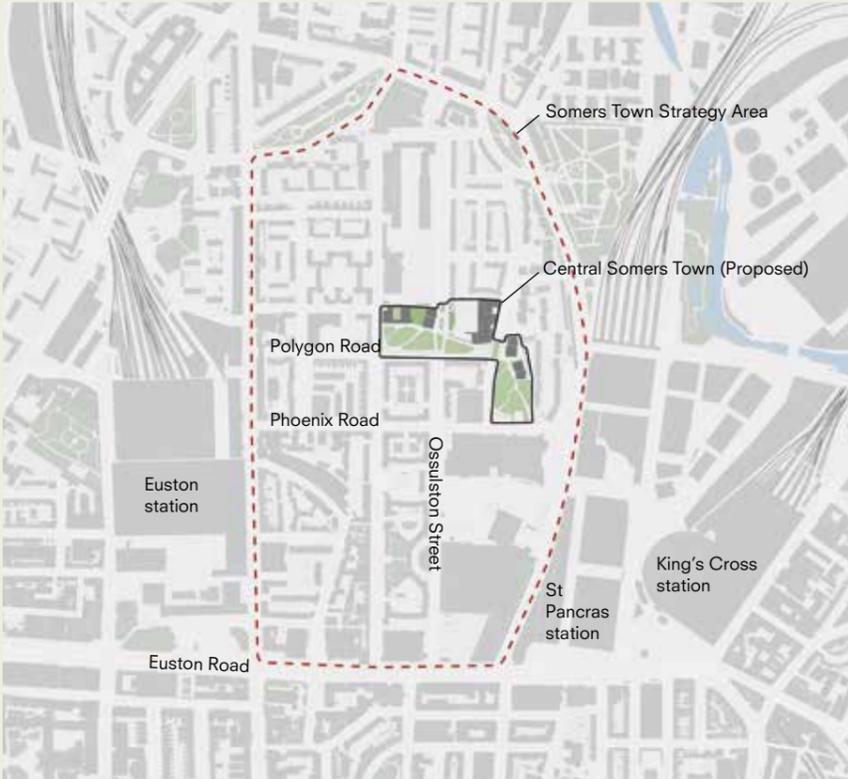


- Mitcham's Corner Opportunity Area
- Indicative building frontage
- Location of possible retail frontage
- Broken form to allow sunlight penetration and articulation of massing
- Retain bank building and explore opportunities for adaptive reuse
- Remnants of historic High Street
- Opportunity to enhance and repair frontage
- Consented schemes
- Existing pedestrian and cycle links
- Potential new pedestrian and cycle links
- Potential vehicle access
- Opportunity for new urban space: 1. Through remodelling of gyratory 2. Through redevelopment of Barclays Bank site
- Sensitive views from Jesus Green
- Potential development sites
- Existing streets
- Reintroduce two way traffic movements
- Local access only
- Public realm improvements – low speed street design
- Positive gateway
- Potential new gateway into Mitcham's Corner

Somers Town, London

London Borough of Camden Council describes how the housing estate has been redesigned

1 Context map
2 Central Somers Town as existing
3 Central Somers Town as proposed. Image by DSDHA
4 New homes and community facilities. Image by Adam Khan Architects



SOMERS TOWN, WHERE IS THAT?
Most people do not know where Somers Town is. In fact, it is approximately three hectares in size in one of the most accessible locations in Camden, right in between Euston and St Pancras stations. Historically the arrival of the railways severed the area from its surroundings, but in the process forged a strong and diverse community and sense of identity.

Today, there is a unique mix of predominantly socially rented homes on the same streets as national infrastructure such as the Francis Crick Institute and the British Library

SO, WHAT IS IT LIKE?
Despite its location, it remains one of the most disadvantaged parts of Camden. From the slums that arose out of the first property bust at the beginning of 18th century, the townscape has been characterised by change. Euston and St Pancras stations block east-west permeability, and the barrier of Euston Road to the south has created a Somers Town enclave.

Somers Town has approximately 5,000 residents, with nearly 70 per cent living in socially rented homes. Public sector housing

has been the backbone of Somers Town, and a unique representation of social housing design over the last 100 years, from the listed Ossulston Street estate (1920s) to the chevron design of Oakshott Court in the 1970s.

WHY LOOK AT THE WHOLE AREA?
As Camden has significant landholdings in the area, this gave us the opportunity for an ambitious vision, working across council directorates to make the best use of land and buildings to maximise public benefit and investment back into Somers Town. Government cuts meant that proposals had to be self-funding and address the long-standing issues and investment priorities of local people, such as the need for new homes, improvements to public open space and reducing the opportunities for crime and anti-social behaviour. This was a once-in-a-generation chance to harness the benefits of economic growth to tackle inequality for a cohesive and sustainable Somers Town.

We began working with residents to understand their priorities for investment. It became apparent that we needed to think strategically if we were going to respond to

the needs of the community. Seven priorities were agreed across eight sites connected by investment in public realm and open space. Not a traditional framework, but simple and robust nonetheless.

WHAT WAS THE APPROACH?
With the potential to deliver a number of the investment priorities, re-building the dilapidated Edith Neville Primary School was at the heart of the programme. The buildings were falling down with maintenance and repair costs rising year by year. The school sat between two areas of public open space, both in need of investment, not particularly well overlooked and containing a tired community play facility. By incorporating the open space, this created a significantly larger site giving the flexibility to look at relocating uses and introducing housing that would be necessary to fund the project.

Working with the community to shape the designs remained pivotal to the process and Nicolas Hare Architects proposed five design options to provide the school, new private sale homes to fund the project, affordable homes to meet the housing need of local people, and community facilities. Extensive engagement resulted in a preferred design option that reinforced the existing character and better enclosed two separate open spaces with new development. Project managers, Developing Projects, set out the ambitious next step by dividing the site into seven plots to form the Central Somers Town project.

WHAT DID A COLLABORATIVE APPROACH REALLY MEAN?
We employed five design teams with DHDSA as the masterplanners, Adam Khan designing the new community facilities and 10 social homes, Hayhurst and Co designing the school, DrMM the private residential tower and enabling development, and Duggan Morris Architects for the social housing blocks.

DHDSA did not approach the masterplanning in a traditional linear way. Landscape and public spaces were the drivers for the overall scheme rather than individual plots. In conjunction with a further four rounds of consultation, this instilled an innovative, collaborative and iterative approach responding to shared social amenity, accessibility and improving connectivity.

The Central Somers Town project has planning permission to provide a 2,190 sqm

replacement primary school and children's centre, 1,765sqm of community facilities, 136 new homes including 44 socially rented, and 11,765sqm of re-provided public open space.

WHAT WERE THE KEY URBAN DESIGN MOVES?
As part of this unique collaboration even the plots moved. The community play facility went from the east to the west of the site, a residential tower was added allowing for the creation of one unified park. This improved permeability, both visually and physically, with the new buildings defining the edge of the open space along the new direct routes to create safer, more open and enjoyable public spaces.

WOULD WE DO IT AGAIN?
The involvement of the community throughout was imperative in shaping the design process. In an area characterised by change, it has been challenging for some residents shaken by previous developments. However, the design teams worked collaboratively with each other, the residents and stakeholders to produce exemplary buildings responding directly to the needs to Somers Town.

This required fluid and open discussions with and between all of the design teams and allowed the scheme to evolve. Dividing it into seven plots required flexibility and adaptability. It was a difficult process to manage at times, but engendered a quality of dialogue that enhanced the design of the final scheme.

By virtue of its location, Somers Town will continue to be under consistent development pressure, but it is hoped that the investment into community facilities (completion April 2019), homes, open space and public realm will help residents to continue to respond to change with reliance and pride. The provision of a new school, community facilities, homes and open space at zero cost to the taxpayer is a significant achievement, but we also believe that the collaborative process is delivering high quality architecture and a reconfigured place based on exemplary urban design. ●



Marmalade Lane Cohousing Cambridge

South Cambridgeshire District Council describes an exemplar cohousing development with community at its heart

1 Marmalade Lane
2 Site Plan
3 Community Garden
Credits: Mole Architects & TOWN



1

A HIGH-QUALITY COHOUSING DEVELOPMENT FOR CAMBRIDGE

Marmalade Lane is set to be Cambridge's first cohousing scheme of 42 houses and apartments. The project represents a successful collaborative approach that has resulted in a distinctive piece of townscape, adding character and vitality to the area. It is designed around cohousing principles.

A cohousing community is centred around a communal space, some form of common ownership, and investment in time towards the community. All residents at Marmalade Lane share the Common House, which houses two multi-purpose rooms, dining, living space, a crèche, a workshop and a shared flat for visitors. There is also an allotment and a garden which is shared by residents and can be enjoyed by the wider community of Orchard Park. Individuals own their own home and garden with separate front doors in a conventional sense, which can be sold on the open market.

There is a proviso that future purchasers subscribe to the ethos of Marmalade Lane

and commit to giving some of their time towards the general maintenance of the cohousing community.

WORKING TOGETHER TO CREATE A VIBRANT COHOUSING COMMUNITY

The one hectare site is located within the Orchard Park development on the northern edge of Cambridge. South Cambridgeshire District Council (SCDC) is the planning authority. The site was owned by Cambridge City Council (CCC), was part of the Orchard Park Masterplan and initially received outline planning consent in 2005.

Following unsuccessful negotiations for the sale of the site with house builders during the 2008 recession, the two councils promoted the site for cohousing. Cambridge City Council commissioned Cambridge Architectural Research, C2o Futureplanners and Instinctively Green to develop a viability model, work with a core group of cohousing members and prospective residents to grow the group, and secure outline planning consent for the principle of a cohousing

development on this site.

The enabling developer was secured via a competition, comprising a design and financial offer, with a view to developers working with the cohousing community and SCDC to complete the final design.

The competition was won by TOWN and Mole Architects in August 2015. A full planning application was later submitted to SCDC following a comprehensive pre-planning process to accommodate aspects of the cohousing group's design brief – notably their desire to locate the parking area at the site perimeter.

Full planning permission was granted in December 2016. The site was developed by a Swedish company Trivselhus, in partnership with TOWN.

EMBEDDING A NEW CHARACTER WITHIN AN ESTABLISHED HOUSING DEVELOPMENT

Orchard Park is characterised by typical perimeter block housing layouts, delivered by volume house builders and exhibits a limited

architectural vocabulary. The Marmalade Lane cohousing scheme injects a sense of distinctiveness and identity to the area.

It is formed by three terraces and an apartment building, creating a sequence of spaces, increasingly private and 'soft' in nature as one moves into the development. Marmalade Lane runs between two terraces forming a neighbourly street for people. The 'common ground' or shared south-facing garden space forms a focal space for the community, with areas for growing food, play, socialising and quiet contemplation. The parking area is located along the eastern boundary.

A BOLD VISION

The Marmalade Lane cohousing community's vision had five key objectives:

- A layout and built form that promotes community life
- Creation of productive and sociable outdoor spaces
- A physically and socially central Common House
- Private and personal dwellings
- Sustainable and affordable housing with low running costs

The need for a car-free central social space and sustainable lifestyle meant a reduced car parking footprint, located on the site's northern and eastern edges. Whilst the project objectives were commended, their implications on the layout needed to be considered carefully to ensure that any reduction in car parking did not put additional pressure for parking on other parts of Orchard Park, and that the perimeter parking did not result in a lack of street enclosure or a car-dominated public realm.

These issues were discussed and debated as part of the pre-planning process with SCDC, including input from the Council's Design Enabling Panel and the urban design team within the Consultancy Unit. Critical to the process was a workshop with an independent facilitator that helped reconcile the community's objectives with the wider planning and place making agenda.

It resulted in a positive design response comprising of an urban edge to Topper Street whilst accepting a reduced car parking ratio with conditions attached to the planning permission.



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LESSONS LEARNED

The development approach successfully challenges the standard response to housing design around perimeter blocks. Planning guidance should be flexible to accommodate innovative approaches that seek to provide a variety of housing typologies that embed character.

The scheme promoters should invest in a robust process that genuinely involves all stakeholders, and in this case, led by a well-informed community.

Large development sites need to have alternative models of delivering housing in

order to withstand economic downturns and to meet the differing requirements and aspirations of new communities.

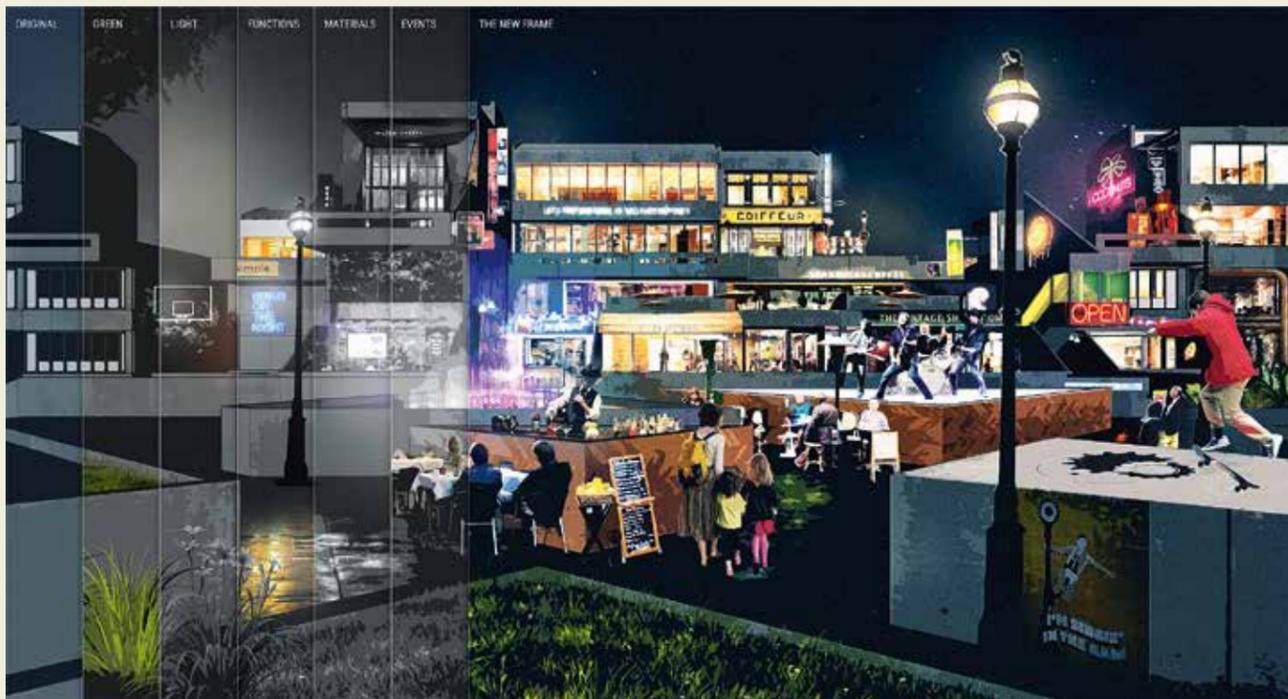
The project demonstrates that a sense of character and identity can be successfully achieved through the promotion of smaller sites within larger developments for alternative models of housing delivery, such as cohousing, self-build, community land trusts etc.

The Marmalade Lane project has helped inject an impetus into SCDC's Right to Build Vanguard programme. ●

Stereotype Perception

How can film support placemaking, asks Yizhou Liu

- 1 Place-making through the frame – scene 1
- 2 Scene 1 from the film *A Clockwork Orange*
- 3 Place-making through the frame – scene 2
- 4 An analysis of the camera angles in the film
- 5 A plan showing public spaces in the estate



1

INTRODUCTION

This research explores the relationship between film and negative stereotypical perceptions as a way to improve the well-being of residents and as an opportunity for placemaking. The stereotyping of places is a field of urban design that is new and fairly original. Stereotyping can be defined as a social phenomenon that involves pre-conceived, oversimplified and generalised beliefs about individuals, groups or organisations in society. Stereotype perception is a fixed idea or image that people have of specific types of things or places, but which is usually in reality untrue. There is a point of view that stereotyping is dangerous to the city, not just because stereotypes can fragment and produce discrimination, but also due to a feeling of helplessness, which is a parochial thinking pattern. When unhealthy stereotypes grow deeply in people's minds, they could cause an unequal or apartheid city. Property prices in some areas could surge, while other areas could be abandoned by most citizens and only be used by people of the lower socio-economic classes. The process begins with an opinion in people's mind and then gradually affects the structure of society, and thus the stereotype is a powerful way of reshaping the city.

Films, as a kind of medium, play a substantial role in stereotype perception. This research analyses Thamesmead in London through scenes of the film *A Clockwork Orange*, to understand the stereotype perception of this place. Also, unlike conventional designs that start with an analysis of plans, this research develops the design through two still frames of the film to contrast and change the atmosphere of the place. Although the literature linking stereotypes to urban design is new, various aspects could help to deal with the problems of place stereotypes, such as the theory of indirect stereotype change, and creating defensible space to design out crime.

RESEARCH OBJECTIVES

- To identify the stereotype perception of place
- To measure the influences of stereotype in the film set location
- To test the use of film frames as a starting point for designing a place
- To make recommendations to improve the perception of places and adapt to a positive stereotype through urban design approaches.



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THAMESMEAD IN REALITY

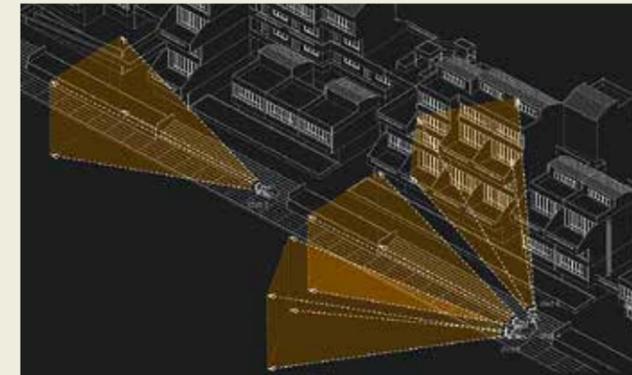
Thamesmead is in east London and used to be an area of marshland. In the 15th century it was constructed for military use and ammunition storage until the 20th century to the end of World War II. In the 1960s, the Greater London Council launched a grand plan to build a new town in Thamesmead to deal with the post-war housing crisis. However, the development of the new town in Thamesmead was not as successful as its promotion by the GLC, due to lack of investment and infrastructure. It has subsequently turned into a city of migrant communities, which has resulted in many significant social issues such as crime.

THAMESMEAD IN FILM

Thamesmead was made famous by the film *A Clockwork Orange* filmed in 1971, even though the place was featured for only a few



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scenes. It was depicted as Alex's home and in another scene Alex fought with the members in his gang at the lakeside. Most other parts of the plot in the film were shot in locations such as Brunel University, Wandsworth Bridge Roundabout and elsewhere. However, Thamesmead is still the place which people associate with the violent story of *A Clockwork Orange*. Through the camerawork and the atmosphere of Thamesmead as presented in the film, a stereotype of intimidation and danger to audiences was created.

URBAN DESIGN PRACTICE

To achieve direct and indirect stereotype change in Thamesmead, the strategies and spatial design should begin from the elements, such as behaviours, colours or atmosphere, that were depicted in the film. The stereotype of the place caused by the film showed consequent problems such as security issues, low community interaction and an impression of being abandoned. According to the theory of indirect stereotype change, the strategy to solve this problem is to emphasise the differences between similar spaces, and between film and reality. Two aspects including designing for culture and improving the living environment are the main solutions, by:

- Rebuilding film locations
- Improving materials or colours
- Addressing poorly lit spaces
- Addressing the lack of public life
- Addressing the lack of greenery
- Designing for a clear layout
- Making connections with the film.

The design is based on the analysis of the site and relevant scenes in the film. To change the negative stereotype in visitors' minds, the design concentrates on an

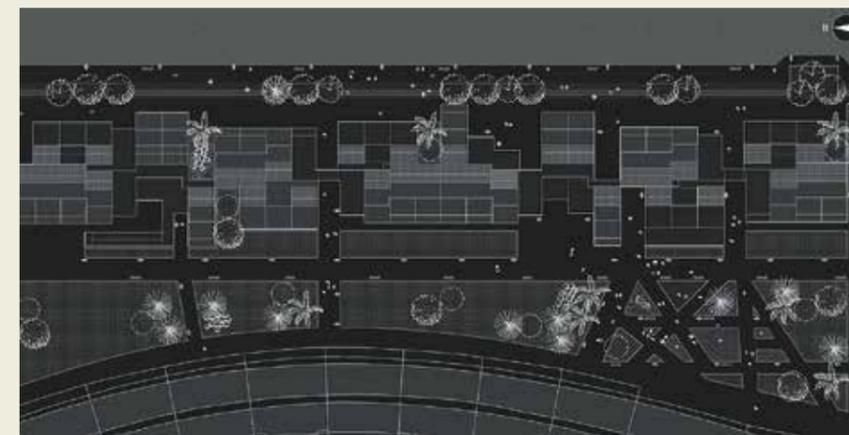
atmosphere created with eye-level views from the beginning. This is to ensure that the placemaking still reminds people of the film, but the contrast between reality and the film can have a big impact on changing people's perception. After this process, the design is applied to an adjusted layout of all the design features on a plan, so as to make changing the atmosphere of the place feasible. Finally, the result of the design strategies are visualised from the perspective camera angle, again to show comparisons for each element. Consequently, the stereotype of place can be re-shaped in this alternating design between the 2D and 3D.

LESSONS LEARNED AND CONTRIBUTION TO URBAN DESIGN

The design process in Thamesmead has tested the findings through design strategies, and as a method to use the positive power of stereotype perception supported by films. According to the findings of indirect stereotype change and designing out crime, residents' well-being could be improved by fixing those noticeable problems reflected in

the film to enhance the security, landscape and infrastructure. Consequently, social integration and public life would increase based on these welcoming environmental changes, and the sense of ownership and pride would rise. Through these changes of functions and activities, the new atmosphere can turn the stereotype of a place into a positive one. As people realise the film reel and real life are different, the relevant elements of the film could also be maintained as cultural heritage.

This project can expand and extend the benefits from film and stereotype perception, and become a new avenue of research in the future. Other places where the public life and well-being are negatively affected by stereotype with similar issues, like Thamesmead, can address security, atmosphere, activities, and infrastructure. Although most of these points are also considered in regular design projects, this research offers stereotype perception and film to think about design in another way which affects people's well-being and experience directly. ●

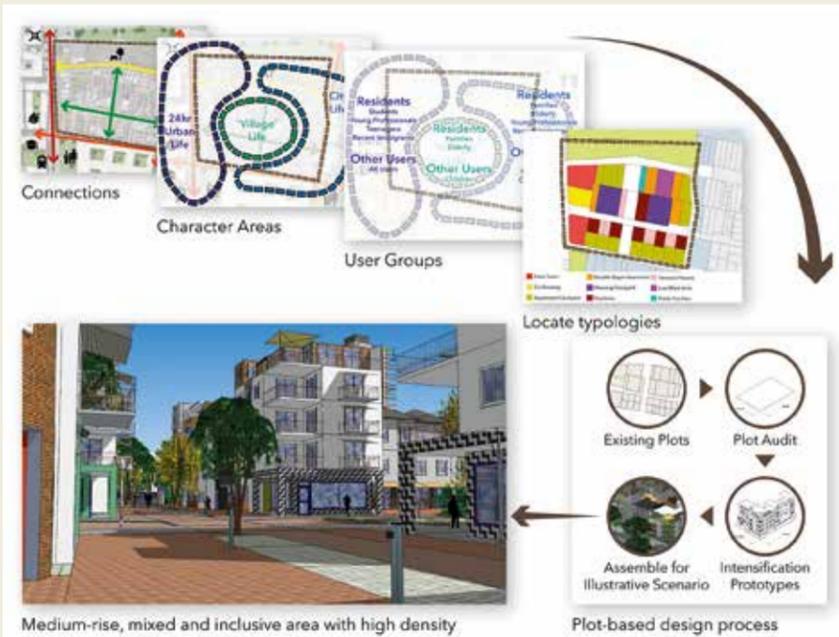


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Using urban change to create an inclusive area in intensifying Brisbane

A design strategy for incremental change by Owen Reading

- 1 The design process
- 2 The site context in Brisbane
- 3 The design principles examples for a plot prototype
- 4 Overview of the scheme
- 5 The public realm design to reduce conflicts and consider user flows



DESIGN PROCESS

Intensifying the area while encouraging inclusivity and variety requires the existing area and actors to be taken into account. The concept of plot-based urbanism addresses these and is the chosen approach. By showing how to upgrade existing plots based on demand, the design uses incremental urban change to produce a highly mixed environment.

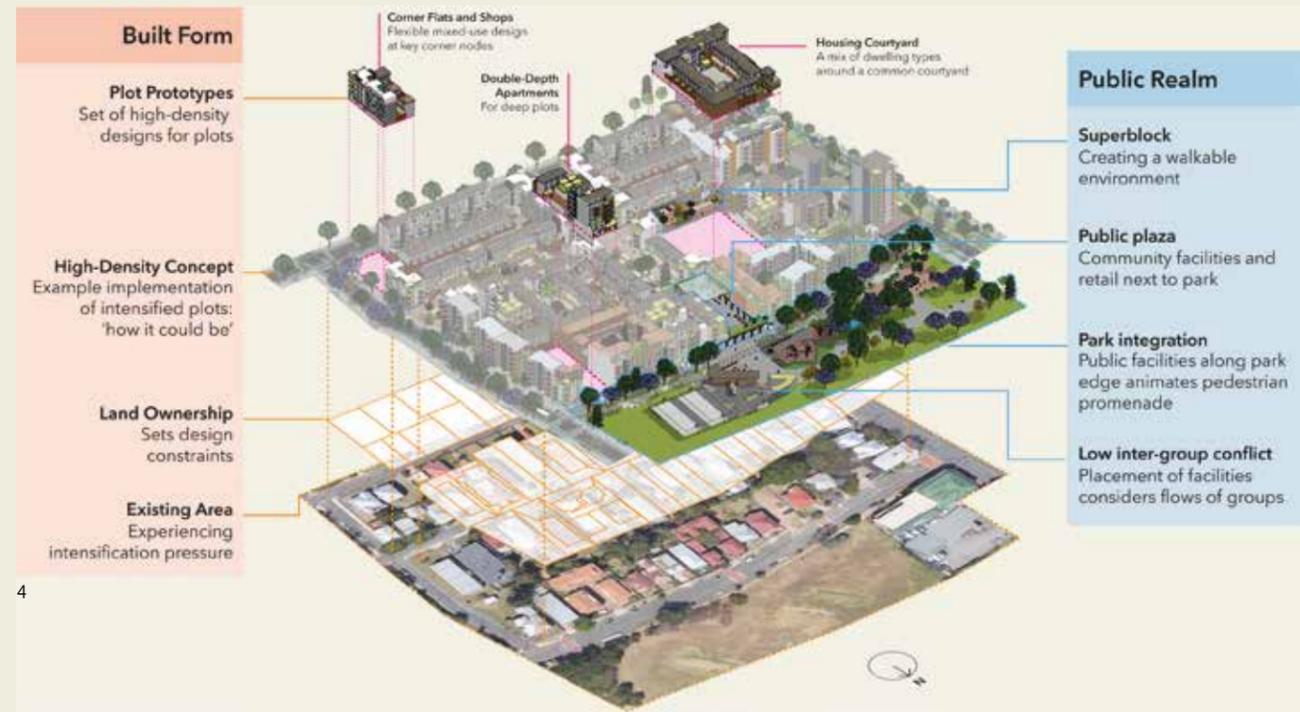
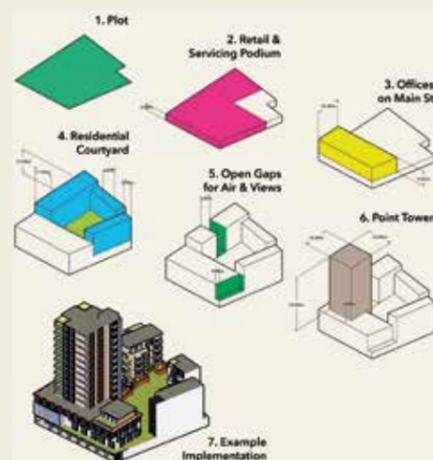
The first diagram shows the design process to define character areas, users and appropriate typologies. Each plot's intensification prototype was then designed to form the final scheme.

PLOT PROTOTYPES

The built environment design relies on plot prototypes that could be used to develop parcels of land during a period of transformation. This enables individual landowners to respond flexibly to intensification, as well as creating a mix of ages of buildings, which aids variety and diversity of use.

The anticipated uses of plots are based on the defined character areas and typical users, which in turn are based on an analysis of connections and the wider area masterplan. Some prototypes are based on an amalgamation of plots. This was done in locations where larger plots of land would accommodate suitable typologies for the anticipated users. Single-plot alternatives are also demonstrated.

These designs are hybrid types, marrying vernacular designs with density and environmental sustainability. The design principles included:



- Human-scale buildings around a courtyard to create a variety of environments, allowing groups to choose where to live without conflicts
- Parking, servicing and waste management contained within the plot
- Private outdoor space such as a balcony or garden for each dwelling
- Shading from the sun and access to cooling winds.

DESIGN

The completed scheme derives from assembling the plot prototypes together, along with public realm design. In this case land use intensity has been pushed to an extreme. The scheme is a framework for

development that can guide individual actors to change the area over time.

In the example implementation, the area has a residential population density of 600pph, with commercial space and a wide mix of dwelling types and sizes. The building height maintains a human-scale environment, with variety and diversity as a result of the incremental change and mix of plot prototypes.

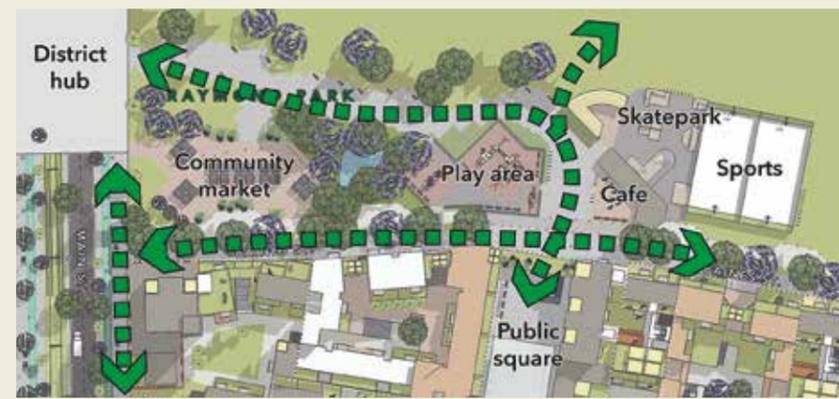
PUBLIC REALM

The spaces between the buildings bring together different groups. Different street characters are created using the superblock approach. Through-traffic runs along main streets, and interior streets become shared

spaces. Key facilities important for different groups are placed along the edge of the park to create a vibrant, safe and interesting walking environment at all times of day.

The placement of shared facilities considers the proximity and movement paths of potential users, as well as reducing conflict points. For example, the skatepark is placed away from the main flow of pedestrian traffic, but the community market is placed at a key node.

Climate considerations suggest shading streets, an awning for the plaza and a maximum ratio of 1:1 building height to street width - to allow light and air into the street. For blind or partially sighted people, changes of space are tactile, and for those with limited mobility, all spaces and dwellings have level access.



CONCLUSIONS

During this project, I learned that designers can use the urban change process to facilitate inclusive, mixed, dense environments in growing cities. The flexibility of plot-based urbanism is a powerful tool when working with existing land ownerships. This is a challenge in many places, but this design demonstrates an imaginative approach to create a dense, liveable urban area in the heart of Brisbane. ●

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Growing cities across the world are looking for solutions to three interrelated issues: better use of land, providing a high quality living environment, and maintaining varied and mixed communities, all under pressures of migration, gentrification and demographic change.

Two studio modules at Oxford Brookes University look at design solutions for such issues. An initial groupwork module selected a site in Brisbane, Australia, experiencing intensification pressures, creating a high-level masterplan to deliver a dense, high quality environment. The second, an individual design project shown here, takes a small area of that masterplan for a detailed design to address the issue of inclusive places.

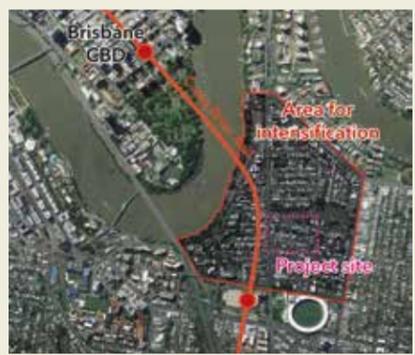
Brisbane is a vibrant subtropical city of 2.4 million people on Australia's Pacific coast. It is experiencing considerable population growth and becoming one of the most diverse cities on the planet. The city's population is forecast to rise by 2 million before 2050. Already, a third of the city was born overseas, nearly a fifth speak a language at home other than English, and an ageing population is creating new social demands.

The selected site is Kangaroo Point South, across the river from Brisbane's CBD, and between an intensifying area to the north, and South Bank (a cultural and employment hub). In 2024 the area will be joined to Cross River Rail, stimulating land use intensification.

VISION & OBJECTIVES

The vision is to create an inclusive, mixed neighbourhood in an intensifying urban area. After research into global case studies, the design objectives were defined as:

- To create a welcoming public realm for all groups
- To accommodate the needs of all groups within the area
- To provide suitable building typologies for all groups.



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Stratford Reconnected

A reflective design strategy for the area's future
by Erfan Abaii, Lucy Bretelle, Stephanie Goldberg,
Sebastien Herman and Yaehan Liu



1 INDUSTRIAL PAST, UNCERTAIN FUTURE

Once an important industrial site on the River Lea, Stratford has become one of Greater London's most environmentally, socially and spatially fragmented areas. Having experienced accelerated regeneration through the development of the Olympic Park in 2012, and owing to its good public transport connections, the area has potential to become the heart of East London.

Our goal was to build on Stratford's heritage and Olympic legacy to create a dynamic new district for east London that enhances the socio-economic opportunities for its residents. To do so we envisioned a new transportation network that prioritised public and active transit, a new pedestrianised commercial heart, and green buffers that remediate areas around road and rail routes.

LIMITATIONS & OPPORTUNITIES

- Stratford's regeneration faces several limitations:
- The area's excellent transit links to the rest of London and beyond paradoxically impede transportation within the site, particularly active transport. These links also generate air and noise pollution.
 - Vehicle prioritisation along the High Street has created poorly defined nodes and dangerous intersections for pedestrians.

- Intense residential development along the High Street contrasts with the adjacent neighbourhoods, fracturing the urban fabric. Should it continue, it risks deepening inter-neighbourhood inequalities.
- Existing green spaces are poorly landscaped, and consequently underutilised.

Alongside those limitations are some excellent opportunities:

- Excellent external public transportation links
- Olympic-led regeneration and legacy infrastructure
- Historical landmarks that can provide site specific context and legibility
- Brownfield opportunities for major redevelopment into residential, commercial, and cultural assets
- Opportunities to refocus development interests into intensification projects to better serve the community's current and future needs
- The potential to create a more cohesive area by encouraging appropriate development.

A PLACE TO GROW, CONNECT AND THRIVE

We envisioned Stratford as a distinctive place where people of all backgrounds, ages and abilities could grow, connect and thrive. We wanted to deliver this vision through three new dynamic and distinctive

places centred on sport, entertainment and community with additional targeted interventions; each drawing upon the area's historical character.

Our vision centred on the following design principles:

- **Community:** Enhancing Stratford's community by improving the public realm, creating public spaces for people of all ages and abilities, and ensuring dynamism, vibrancy and stewardship within its neighbourhoods.
- **Natural Environment:** Building the resiliency of Stratford's natural environment by transforming its open green spaces, adapting its infrastructure to meet the increasing demands of climate change, and reconnecting its people with its land.
- **Movement and Connection:** Drawing upon its rich green and blue assets, we sought to interlace Stratford's fragmented neighbourhoods with a network of blue and green corridors. This network induces active transportation by making it convenient, safe and inviting, promoting healthy lifestyles.
- **Design and Character:** Promoting a sense of local identity in situ by drawing upon the character and heritage of Stratford's built environment, materials and typologies, and strategically using these to create attractive and distinctive places.

- 1 Stratford Reconnected masterplan
- 2 High Street typology
- 3 Diagram illustrating movement corridors connecting the Heart with the wider area
- 4 Axonometric cross-section of a buffer (not to scale)

AN INTERLACED POLYCENTRIC DESIGN

Our design principles inspired us to create a polycentric environment with four new and rejuvenated residential zones, one new community hub and a central commercial heart. These districts connect the existing fabric through an intricate street hierarchy that enhances active and public transit infrastructure while developing the River Lea as a primary blue corridor. We developed brownfield sites into new residential zones, most of which border canals creating a tranquil setting. This framework redirects investment from the traditional High Street towards a new central commercial heart, creating a vibrant, pedestrian-friendly space that draws the surrounding neighbourhoods together, rather than divide them as the current High Street does. The High Street will thus become a space solely for work and business, whereas the new Heart will invite newcomers, passers-by and the already established community to meet in a more leisurely and safe environment.

- **Transportation:** The High Street will remain a major traffic artery but priority is instead given to active and public transportation. The street then shifts from being a barrier to becoming a bridge

connecting the different community hubs.

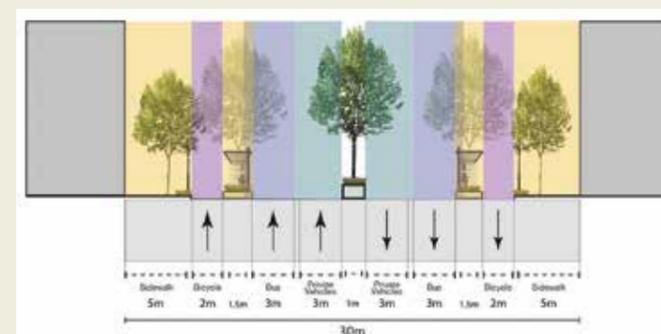
- **Heart:** The Heart is located at the centre of the development, at the intersection of the High Street, the greenway and the River Lea, thus making it a natural node and destination for passers-by and residents alike. Three Mills Island is envisioned as the cultural hub of Stratford, focusing on education, community and families, introducing new spaces that encourage collaboration and social interaction.
- **Buffers:** Stratford's external connectivity is one of its strongest assets but its links are also problematic. The site is served by vehicle and rail arteries, generating significant air and noise pollution that compromise well-being. Pollution may make people feel uncomfortable, stressed and damage their long-term health. Our buffer strategy transforms these problematic transport links into aesthetically pleasing and aurally comfortable areas. Crossing points have also been added to connect areas that are today segregated by roads and railways.

REFLECTIONS

While our masterplan was designed with the best of intentions, it has its own limitations. Diverting focus away from the High Street

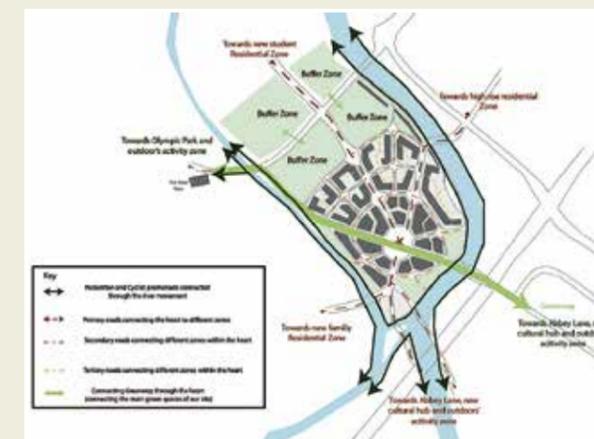
towards the new Heart may not be feasible due to development pressure and existing power dynamics. Our strategy lacks a clear business strategy thus rendering our framework less marketable. In addition, the framework's primary goal of reuniting a fragmented site might, through our zoning approach, actually fragment Stratford in an entirely different way. Further, the report did not investigate demographic trends which could have informed a more flexible and resilient strategy. Indeed, more could have been done to embed a long-term perspective, as most masterplans are not realised until decades after they are conceptualised.

Moving forward with this project, what did our team learn? First and foremost, it is crucial to have a firm grasp of the vision and principles you wish to realise. Second, this vision must be well rooted in a clear understanding of the site's multi-layered and multi-faceted context. Finally, reaching a feasible and comprehensive final product is a long design process, but ultimately it is a fun exercise, one which should likewise aim to make the streets, neighbourhoods and cities fun, safe and enjoyable. ●



Pedestrian	Wide sidewalks accommodate high volume foot traffic, street furniture, wheelchairs, etc. Trees provide shade and beauty.
Bicycles	Well lit, clearly differentiated bike lanes will make cycling safer and more enjoyable for commuters and hobby cyclists alike.
Transit	Dedicated transit lanes along the High Street will make bus service faster and more reliable, especially during peak hours.
Private Vehicles	High Street will undergo a 'road diet' to prioritize more efficient modes of transit. Plantings will slow traffic via edge friction.

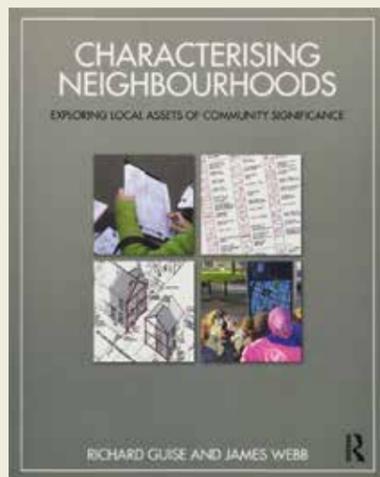
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Characterising Neighbourhoods, Exploring Local Assets of Community Significance

Richard Guise and James Webb, 2017, Routledge, £40.99, ISBN 978-1-138819-95-5

The book begins by explaining how approaches to character have evolved and how the role of the concept in planning has developed. It then expands on the elements of character for designers and communities to consider, and concludes by describing how character analysis usefully describes places but also can be the basis for informed proposals.

Characterisation evolved initially in the 20th century to articulate and preserve a language of place that was perceived as being eroded in post war development. Thomas Sharp described the anatomy of villages as if they were a body made from the landscape, and WG Hoskins in *The Making of the English Landscape* (1955) described the settlement as an artefact able to reveal history through its embedded field patterns and archaeological traces. Both began to identify character as being defined by the structure of places, not only their appearance. In the 1960s, a more forward-looking interpretation took on the influence of cinematic experience and psychology, and acknowledged the subjective everyday experiences of individuals in the community, extending concepts of character beyond historic analysis. At this time Gordon Cullen and Kevin Lynch's works identified place phenomena pinned to movement, such as serial views, paths, nodes and edges. Both introduce the idea of notation – a shorthand diagram describing character.

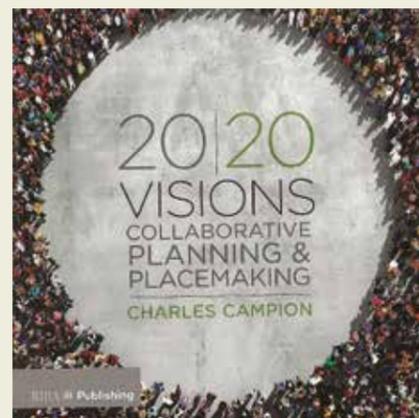
In discussing the role of planning, the book begins to tell us about how policies can be developed with communities so that they 'are grounded in an understanding and evaluation of each area's defining characteristics' (NPPF 2018). The components of character are described in depth, from the scale

and role of the area being studied and its boundaries, to the shape comprising grain, scale, form, settlement typology and street pattern. An analysis of Taunton is given as an example, where the history of the town from its medieval castle to its late 20th century silk and collar factories, is described in a jigsaw-like diagram that every town should have, especially as towns morph and grow again, and uses continue to flex and change. Further chapters detail the role of building style and form and public space, as well as landscape interfaces and setting.

A comparative analysis of a 19th and late 20th century suburb of Freiburg demonstrates how a relationship can be created between the character of old and new by maintaining a similar street pattern and block form. The fixed elements are not the building style but features that define massing, plot and section. Throughout the book we are reminded that it takes time and careful consideration to make these translations. For example, the authors describe how Unwin's design for garden suburbs were influenced by Camillo Sitte's study *City Planning According to Artistic Principles* (1889) that was in turn researched by visiting historic German towns.

The book is dense with useful observations. In the components of character, an interesting diagram shows how a richness of character that is legible lies between the monotony of too much uniformity and the randomness of too much variety. It is also generous in offering considered approaches distilled by the authors in their teaching and practice. Given its title, the book is ambiguous about whether it is addressing communities. It is clear that communities could refer to it and use it in preparing neighbourhood plans. But the community of designers and policy makers would benefit just as well. ●

Juliet Bidgood, architect and urbanist



2020 Visions: Collaborative Planning and Placemaking

Charles Campion, 2018, RIBA Publishing, £32.00, ISBN 978-1-859467-36-7

The activities of urban design and master-planning – particularly the latter term with its potentially authoritarian overtones – are often seen to imply acts of superimposition on a place and its population by an author remote from that context.

By contrast, there are alternative design methodologies which overtly shape interventions through close engagement with those most immediately knowledgeable about a place and its characteristics, namely those who live there. *2020 Visions* is focused on such collaborative approaches, specifically the creation of *charrettes* in which built environment professional teams work extensively with communities to test ideas and explore their implications. This is not, the author is keen to make clear, the same as the typical public consultation process which is normal (indeed statutory) within planning and design, and which can often become a token, tick box, activity.

Campion is a senior member of the architectural and planning practice JTP (previously John Thompson and Partners), an organisation with an extensive history of undertaking collaborative design through *charrettes*. The term has its origins in the Ecole des Beaux Arts in Paris, where students worked up to the very last minute of a deadline (no different to today...) and deposited their submissions onto a trolley – the *charrette* – as it was wheeled through the school to take work for review. In contemporary planning practice, *charrettes* were popularised in a number of locations across the USA, and JTP have been particularly instrumental in its application within projects across the UK and internationally.

2020 Visions is a well-designed and strongly propositional volume, which develops the argument for the use of such exercises to meaningfully engage with

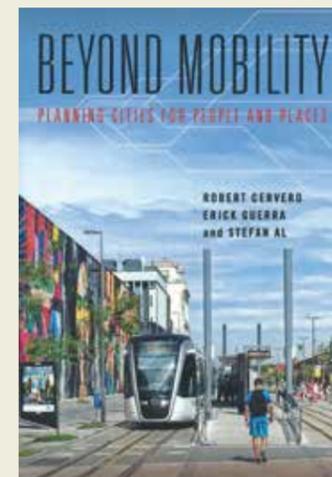
communities and to shape design, drawing from the author's personal experience and those of his colleagues alongside several other practices.

The book is very clearly structured, with introductory chapters that set out the historical context for *charrette* practice and advance the argument for their use. The main body of the book, its substance, is a series of 20 case studies. Each project is documented within a common framework, and this is very helpful for the reader to navigate, compare and contrast the projects and processes.

This comparison is assisted by a particularly clear matrix at the start of the main central chapter. In a grid it sets out the location, date, client sector, site scale, type (urban/rural), vision focus (planning, urban design, green design, architecture or governance). Across the 20 case studies, all of these headings are covered to varying extents, and this helps to reinforce the argument for the applicability of the *charrette* process to an extremely diverse range of situations.

Each study includes a short commentary under the headings of precis (overview), foresight (preceding context), vision and hindsight (reflection). The studies succinctly describe the processes undertaken and reflections afterwards. They include illustrations of sites, proposals and the process itself.

This is a well-written book which strongly advances its argument. Its weakness is that it is perhaps a little too passionate and pulls some punches in terms of self-criticism. More counter-arguments and a greater focus on the weaknesses and problematics would be helpful for the objective or sceptical reader. In particular, from personal experience, I would have found it interesting to have more discussion regarding the challenges of meaningful engagement in hard-to-reach communities and the imbalances of engagement within sectors of society, where those with time, skill and articulacy achieve greater agency than those who are, or who feel, disconnected from the shaping of their urban environment. Could digital technology



'(plan-tech') help to assist and superimpose on traditional face-to-face processes to achieve the laudable ambitions that this book so strongly advocates? ●

Jonathan Kendall, partner at Fletcher Priest Architects and senior teaching fellow at the Bartlett School of Architecture, UCL

Beyond Mobility, Planning cities for people and places

Robert Cervero, Erick Guerra, Stefan Al, 2017, Island Press, £34.00, ISBN 978-1-610918-34-3

Whilst many of us are increasingly fed up with the morning and evening commute, how much time have we actually spent thinking about the many small ways we could improve this situation? *Beyond Mobility* posits the 'core premise that improving mobility has overly dominated past planning practices, ... and that a systematic framework for re-ordering priorities and meaningfully reforming policies and practices has received less attention than deserved'.

Shifting from sprawl to a more compact development should not be treated in only binary terms; it's not necessarily only about removing cars from city streets, but also about using bikes, public transport and walking for a larger share of movements, as well as increasing the use of more sustainable fuels. Transport infrastructure remains important as one of the most powerful ways of growing local and regional economies.

The pace of structural change is also an important element if we genuinely want to achieve a shift in focus from motorised movement to the needs and aspirations of people and the places they want to go to. Cities can again be the social, cultural and economic hubs of human activity they were before the dominance of the car for most of the last century, moving beyond mobility through urban recalibration. This has

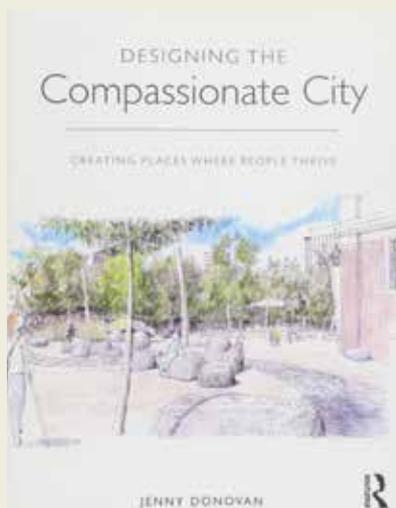
particular relevance for developing cities where transportation decisions will have such a huge bearing not just on the lives of the people living in them, but by extension, on the rest of the world.

Linking theory with practice, the book includes case studies, some successful, some less so, to show how to connect and create places that people want to be in and where they can move around easily. So accessibility becomes the priority instead of A to B times: car-based planning focuses on saving time, accessibility on time well spent.

The book's contents are: Urban recalibration; Better communities; Better environments; Better economies; Urban transformations; Suburban transformations; Transit-oriented development; Road contraction; The global South; Emerging technologies; and Toward sustainable urban futures. It includes tables, graphs, diagrams and colour photos, all of which are referred to in the text, and notes, a selected bibliography and an index. Case studies and discussions of places worldwide include London, Seoul, San Francisco, Guangzhou, Ahmedabad and Rio de Janeiro.

The higher priority should be the quality of the place we want to go to, not how we get there; the object of travel is social and economic interaction. The example of a house design further clarifies this: whilst plumbing and electrics are important, they should not dictate style, layout, views, and spaces. The issue is about improved accessibility, not travel times; ideally most of the services needed are near places of residence.

This argument brings mixed use planning to the fore. Aggressive road construction has cut through neighbourhoods and separated communities, as well as lowering property values and people's quality of life. Improved quality of places and spaces allows people to live, shop, learn, play and work in areas that are easily accessed, where transportation networks also improve the economy, the environment and people's experience of using the system, and increase social capital and quality of life, not least in reducing the time spent travelling.



This convincingly reinforces the links between sustainable cities and economic performance, a higher quality of life and an improved economy. But with improved accessibility and neighbourhoods, policies need to allow those places, including city centres, to be inhabited and enjoyed by all social sectors of society. The introduction of congestion charging in London in 2003, initially resulted in a foreseen increase in traffic speeds but by 2008 allowed what was essentially a ‘capacity grab’ of public space. The resultant shift of travel time savings from private car drivers to bus riders, pedestrians and cyclists also benefitted all space users with cleaner air, fewer accidents and a generally improved urban milieu.

Urban recalibration is more evolutionary than revolutionary. Rather than relying on the hopes of a new technology (currently driverless cars) or societal development (millennials preferring urban core living) to solve problems in one fell swoop, it is more a question of genuinely engaging with the challenges of inhabited areas and improving them little by little with coherent thinking and policies.

For students and professionals to gain further understanding of other related disciplines, whilst perhaps not necessarily saying much that is new (which the authors acknowledge), the range and combination of topics in a single volume combined with some historical summaries and case studies across a range of places together with a readable language, make it a useful book. ●

Marc Furnival, urban designer, architect and director of a Spanish property company

Designing the Compassionate City: Creating Places where People Thrive

Jenny Donovan, 2018, Routledge, £40.99, ISBN 978-1138562707

The relationship between urban design and the fulfilment of human needs, and that of urban design as a means of communicating to the users of the urban environment, have both had long histories in scholarship and practice. Jenny Donovan brings these two strands together, and updates, extends and deepens their relationships and ultimately merges them within the frame of designing a compassionate city. This is really a reframing because firstly almost everything that is suggested here is already what we know we should do as designers, although we do not always achieve them, and secondly, these are placed into an overarching and coherent framework.

Unlike in Maslow’s famous but rigid hierarchy, the array of needs in this framework have interactive relationships with each other, and also with wants and motivation. The way to deliver these needs is to design bearing in mind that the urban environment, and all that happens in it including the behaviour of people, is the source of messages to all who experience it. These messages shape needs, wants and motivations, and in turn the actions of users in response create messages themselves.

Thus, in the first part of the book, two classic ideas that have informed urban design – the fulfilment of needs as an urban design end, and the production and receipt of messages as a means of designing – are brought together in a new and compelling way, supported by wide-ranging ideas drawn from cybernetics, economics and environmental psychology. It is a cogent exposition from first principles and presented in a way that serves the design discourse very well. This book is also the most recent example in a growing trend of defining urban design in a

way that goes well beyond shaping physical configuration, and extends to understanding, if not always influencing, the software and ‘orgware’ too. By hardware it means the physical components, by software the ‘cognitive processes by which we interpret’ the hardware, and finally orgware is the ‘framework of authority that allocates and protects resources’. All of these ideas are brought together into a series of evaluative dimensions, which asks whether a city has hardware, software and orgware features that either support a compassionate city, or its opposite, a neglectful one.

The second part of the book contains a series of short case studies drawn from a very wide variety of urban design situations, from the West Bank and Belfast, to London play streets. These are direct and to the point illustrating the book’s central thesis. The final part of the book draws together these thoughts to set out, amongst other things, the obstacles and pitfalls to designing a compassionate city and what the principles are for such a city.

The ideas and their thoughtful marriage are a call to reflect on our own urban design practice. Indeed, the compassionate city could be a new practical theory of urban design that sits between environment psychology and semiotics. In the book, the ideas have been presented well, but in way that is almost too measured. Its subtlety contrasts it with the fizz-bang of much of the recent urban design as ‘commoning’ and the stodginess of mainstream community planning discourse, both of which deal with many of the same issues, but are only marginally about designing. In contrast too, this book is very clearly about design. Repeated reading is required to fully appreciate its contribution to urban design discourse and practice. ●

Louie Sieh, architect and urban designer

Francis Tibbalds (1941-1992)

UDG's Founding Chairman



MAKING PEOPLE-FRIENDLY PLACES

In 2018, the UDG launched an initiative to commemorate 25 years of this seminal publication, *Making People-Friendly Towns*, including Francis Tibbalds' principles of good urban design, which remain influential and relevant.

In Francis' own words, from the preface of his book 'it has always been easy to identify past mistakes. It is altogether more difficult to prescribe better ways of approaching the problem of making urban areas more user-friendly.'

We welcome you to join The Conversation! – a celebration to mark 25 years since the book was published. This initiative aims to stimulate debate and propose practical suggestions for continuing his work, to make sure that we create people-friendly places in the future. Join the Conversation and put people back at the heart of current debate.

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.

www.people-friendlyplaces.org

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ABOUT THE TAB CENTRE

The Tab Centre is a Grade II listed Victorian building in the heart of Shoreditch, and a key part of the Mildmay regeneration scheme. It offers a range of homes (a significant number of them social housing), a new church and a specialist hospital. The old church had fallen into disrepair after bomb damage during the Second World War, until it was refurbished in 2005 as rehearsal, performance, arts and meeting spaces and offices leased to local charities, as well as a centre for the church's social outreach programmes. The Tab Centre is a charity, so all profits raised from hiring the venue go to running community projects.

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