



RECOGNIZING ALTERITY **THE ROYAL DOCKS**

The Barlett - Development Planning Unit

Building and Urban Design in Development

DEVP0002 - Transforming Local Areas

CRITICAL DESIGN RESPONSE

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EXCECUTIVE SUMMARY

This urban intervention proposal is the outcome of an eight-week research and design project based in the London Royal Docks. Its core argument maintains that current rebranding and redevelopment efforts of the Royal Docks, based on a limited economic recognition of the area's past, are resulting in contested outcomes at the expense of local residents. Thus, integral recognition of the Royal Docks from the perspective of alterity is necessary to acknowledge, and hence address and design for, the local complexity and communities. To build this argument, part one presents an introduction to the report, and part two synthesises the critical understanding of the Royal Docks developed through the lens of alterity during the first stage of this research process. Part three employs the SWOT methodology in search of spaces for manoeuvre as urban designers, which serves to ground the vision for the area presented in part four. Building on the recognition of the complex layers that make up life in the Royal Docks, part five proposes a framework of principles and guidelines for intervention. Part six presents the resulting intervention strategies that emerge from this framework and respond to the urban analysis. The conclusion of this report exposes reflections by the research team on the possibility of activating, negotiating and connecting these strategic actions within the Royal Docks to achieve holistic transformation at multiple scales.

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ABBREVIATIONS

- BVH - Britannia Village Hall
- CR - London Crossrail
- RD - Royal Docks
- SQ - Silvertown Quays
- SQD - Silvertown Quays Development
- NMT - Non-Motorised Transport

PART 1



INTRODUCTION

The Mayor of London, the Council of Newham, and associated real estate developers are rebranding and redeveloping the Royal Docks based on a recognition of its trading past as a wealth-creating, economic force. This partial recognition of the Royal Docks' history thus endorses discourses and urban interventions hinging on neoliberal rationales and assumptions that profit-making will generate positive growth and well-being (see Fraser, 2012, for neo-liberalisation of London development).

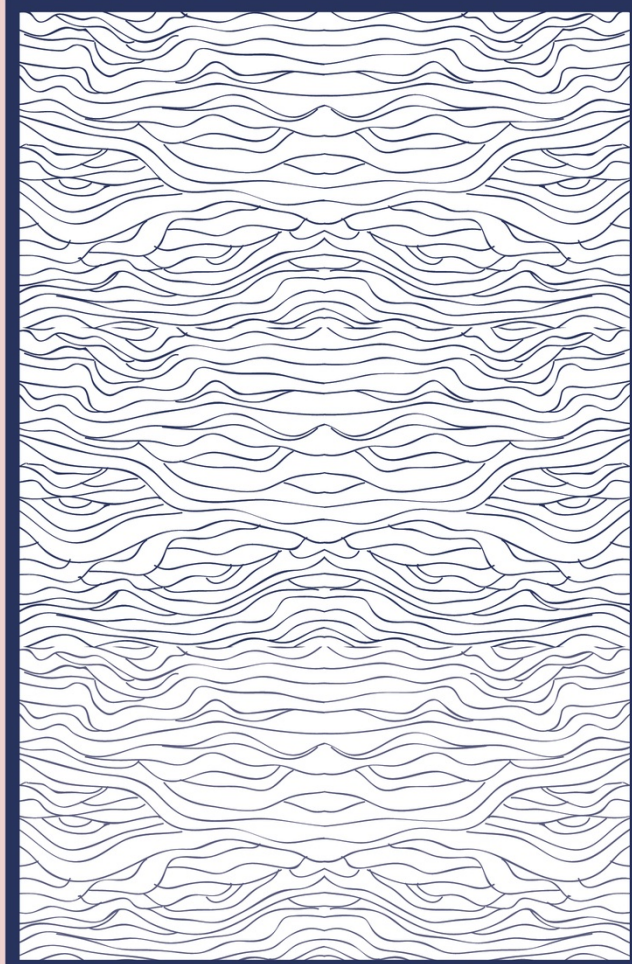
Applying a lens of "alterity", however, it becomes clear that there is a much richer social history of the Royal Docks that is often not recognised by the most influential stakeholders acting upon it. Stories of queerness, racial and ethnic diversity, suffragette movements and workers struggle permeate the past and present Royal Docks, making it a melting pot of different identities that are linked to, yet also goes beyond its economic trading history.

The advancement of myopic profit-centred development logics in such a rich social and historical terrain is resulting in contested and problematic outcomes. Arguably benefiting London at a metropolitan scale as an international connectivity hub, the redevelopment of the Royal Docks is resulting in the erasure of alternative, local histories, populations, and urban spaces. Through discourse-practice (Hirst, 2005) established via narratives and marketing strategies on the one hand, and infrastructural neglect on the other, the diversity of the Royal Docks is erased, generating a sense of abandonment or emptiness that seems to necessitate further profit-seeking regeneration.

Current residents express an experience of being "forgotten" or not "recognised" by the Council, the Mayor and by developers which are reflected in current visions for the Royal Docks as well as a lack of retail and social space, isolating physical boundaries, environmental pollution and a general problem of insecurity and crime. Cultural practices in Silvertown and North Woolwich like the Ferry Festival become forgotten by mainstream actors, while heritage sites are worn down and residents fear further marginalisation in terms of rising property prices, displacement, unequal livelihood opportunities and continued spatial deprivation.

This urban intervention proposal seeks to redress these effects and to recognise the Royal Docks as a space of alterity. Our approach to recognition is inspired by the work of Fraser (2000), who argues for an understanding of recognition that includes the necessary material redistribution to transform hegemonic practice and discourse. Thus, this proposal strives for recognition through a socio-spatial transformation that is, the genuine negotiation between current neoliberal urban development proposals that prioritise capital accumulation, and between urban strategies that make room for and respond to the identified rationales, needs, and aspirations of the current residents. Powered by the conviction that urban redevelopment must work for social justice rather than at the expense of it, this urban intervention strategy envisions a future for the Royal Docks that nurtures diverse and inclusive social life, supports the liveability of all its residents, and fulfils a vital role for urban well-being.

PART 2



SYNTHESISED URBAN ANALYSIS

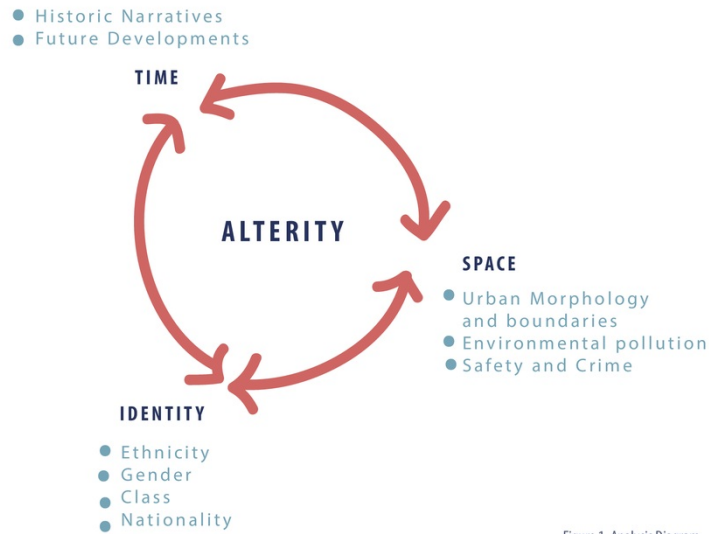


Figure 1. Analysis Diagram

The Royal Docks was analysed through the lens of alterity, understood as a practice of resistance against hegemonic neoliberal governmentality or "a set of mechanisms and technologies structuring the milieu of individuals in order to obtain specific effects from their behaviour" aligned with market rationales (Lorenzini, 2018). Rather than liberation through the demand of more freedom, alterity is the expression of "alternate forms of subjectivity and life, that is, alternate ways of establishing relations to oneself and others, distinct from the kinds of relations encouraged and structured by neoliberal technologies of government" (ibid).

Alterity is conceived as an expression of "discourse-practice", a statement that is not merely spoken or narrated but which includes constructed objects and their organisation (Hirst, 2005). Thus, alterity was conceptualised through a tripartite framework of time, space, and identity.

Time or history is vital in creating local narratives of identity that are contextually embedded (Roy, 2016). It is thus essential to the understanding of alterity in the framework mentioned above, as it discloses the narratives and paradigms that have ordered or constructed the present statements and identities. To this aim, time was analysed through historical research with a particular focus on social diversity and conflicts, and in-depth scrutiny of current development plans. The ultimate goal was to understand the tension between past narratives of the area and its future trajectories; and how the resulting discourse of an "ageing" space justifies necessary renovation. Space, in turn, constitutes the canvas on which alterity manifests itself. This rationale builds on established links between socio-spatial transformation and recognition as identified by Caldeira (2000) who examines how physical and social boundaries impact the reproduction of stereotypes, insecurity, crime in a context of alterity. Gandy's (2012) notion of "queer ecology" is also useful for its description of links between alterity and underused public spaces. Methodologically, interviews with residents in the Royal Docks provide key insights into some of the main spatial challenges that the Royal Docks face. These insights lead us to explore issues of environmental pollution, urban morphology, and safety and crime statistics. The focus on "boundaries", particularly, assisted our understanding of how space is both a mechanism that makes room for alterity or otherwise controls, segregates and conceals it.

Finally, identity exposes the subjectivity that constitutes alterity as an "alternate form of subjectivity and life" (Lorenzini, 2018). It is expressed in a plethora of combinations of gender, religion, economic class, ethnicity, sexual orientation, racial identity, age and nationality. In this report, identity was objectively analysed through an examination and mapping of the demographic composition of the Royal Docks. A guided tour conducted by partners in the Royal Docks and interviews facilitated a more nuanced understanding of the hard facts. This component of the framework was vital in understanding who the current development statements are aimed at and what their ultimate goals are considering how they respond to the needs and aspirations of international, national, and local populations.

SYNTHESISED URBAN ANALYSIS

HISTORICAL NARRATIVES AND FUTURE PLANS

Our analysis sustains the claim that the Royal Docks have been a place of alterity since its inception. Built around the shipping industry, by the 1880s, they have constituted London's main docks: "hundreds of thousands of cargoes of grain, tobacco, meat, fruit, vegetables were unloaded onto the quayside and stored in the giant granaries and refrigerated warehouses. Passenger ships arrived in their hundreds" (London Royal Docks, 2019). Inevitably, this brought together sailors and traders from around the globe, transforming what used to be marshlands into a hub of social diversity and exchange of international products. With economic growth inequality, lack of sanitation and pollution abounded, resulting in contrasting classes and experiences in quality of life. Later, the area became one of dissidence with women's suffragette movements and workers labour movements, who stood up for low and middle-class women within the voting movements.

The historical development of the Docks informed the narratives that developed around them, framing the area as an economic hub - a factor exploited by profit-seeking development proposals today. Thus, the Royal Docks 2037 Economic Vision and The Mayor of London's Vision for the Royal Docks hinge on this notion of proposing a design for international business and innovation. While these plans will no doubt be beneficial for many Londoners, particularly at the metropolitan scale, they do not recognise the history of alterity within the area nor respond to the needs and aspirations of the current residents of Silvertown and North Woolwich. The development plans contain little detail as to how the current local residents will be protected against the negative consequences of regeneration, such as displacement. The nostalgia around the economic history of the Docks generates a discourse of "ageing" and a sense of loss reinforced by the demolition of many of the local community meeting spaces such as pubs, restaurants and bars; all of which seem to justify necessary economic-driven development.

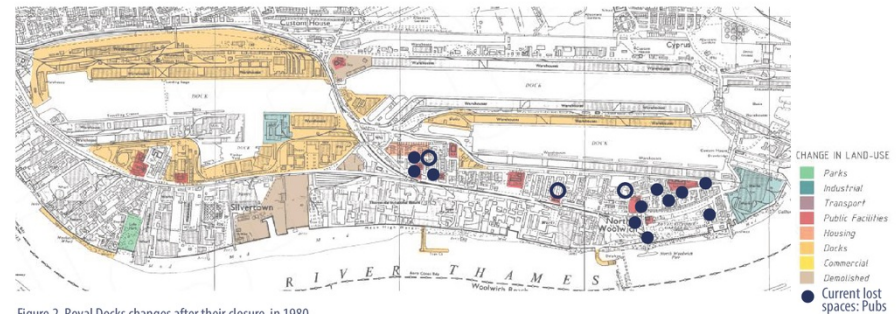


Figure 2. Royal Docks changes after their closure in 1980

The historical map shows the period between 1955 and 1980 when the docks officially closed, leading to a period of decline. During this period, public services such as police stations, postal offices and schools were built; however, retail spaces such as pubs, bars, shops and restaurants closed and, to this day, there is a significant lack of these kinds of "gathering spaces". The blue dots show the many pubs that closed during this period.

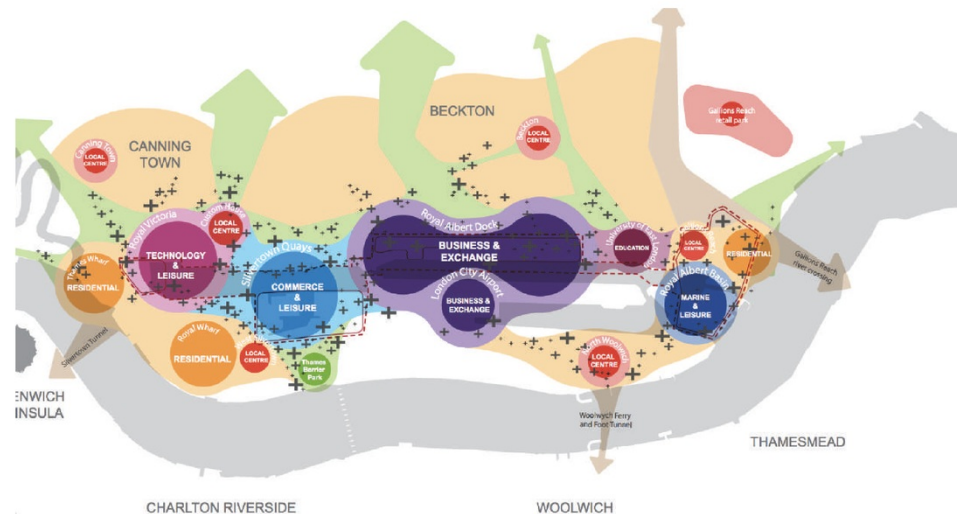


Figure 3. Proposed changes with new developments

The new development plan shows the future proposal for the docks which seeks to position the RD as an area of international commerce, leisure and connectivity. Many private residential buildings are proposed and a massive mixed-use development called Silvertown Quays is proposed as a renovation to the old Millennium Mills building. The map shows how the neighbourhoods of Silvertown and North Woolwich are largely ignored while massive changes are proposed all around them.

SYNTHESISED URBAN ANALYSIS

IDENTITY



Figure 4. Demographic ethnicities and local perceptions

White: 53.1%	White: 53.1%	White: 45.5%	White: 46.9%	White: 30.4%	White: 52.1%
Asian: 20.2%	Asian: 30%	Asian: 21.3%	Asian: 14.1%	Asian: 14.0%	Asian: 25.1%
Black: 18.3%	Black: 8.6%	Black: 24.7%	Black: 31.9%	Black: 44.2%	Black: 11.70%
Mixed: 6.3%	Mixed: 4.1%	Mixed: 5.3%	Mixed: 4.9%	Mixed: 8.9%	Mixed: 6.0%
Other: 3.9%	Other: 4.1%	Other: 3.2%	Other: 2.2%	Other: 2.6%	Other: 5.2%

DEMOGRAPHICS

Royal Docks: Ethnicities

- 4,903 White
- 2,183 Asian
- 2,597 Black
- 120 Arab
- 631 Mixed
- 245 Other ethnic groups

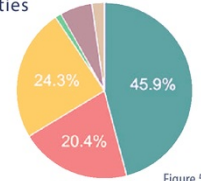


Figure 5. RD Demographic - Ethnicities

LOCAL PERCEPTIONS FROM INTERVIEWS

- Positive
- Neutral
- Negative

By mapping the ethnicity of residents of the RD, we were able to demonstrate the incredible diversity across the three neighbourhoods. The different colours represent the general perceptions that residents had of the area, which were divided into positive, neutral and negative overall perceptions.

Partly explained by its historical economic function as a shipping dock, the Royal Docks is a very diverse area in terms of nationality, ethnicity, race, class and gender. In this context of overarching alterity, a striking finding due to its glaring absence was how inconspicuous issues of queerness are in the Docks. Homelessness was also a challenging topic to uncover.

More pervasive issues grounded on social relations and identity were fear of crime and insecurity. The analysis of the criminal map, for instance, evidenced that the majority of the crimes happening in the Royal Docks are related with gender issues, such as anti-social behaviour and violence and sexual offences. In this context, and enhanced by lack of supportive lighting infrastructure, women reported that they do not use the streets during the evenings out of a concern for their safety.

Caldeira (2000) explains the relationship between crime and social segregation as a social dynamic where diverse social groups fail to recognise each other, thus keep to their social groups and intensify the impossibility of meeting one another, which in turn feeds on perceptions of the "other" as unknown and dangerous. Similarly, Jacobs (1992) notion of keeping "eyes on the street" proves to be still relevant in understanding the relationship between the issue of urban safety and the views of users since most cases of transgressions have been reported in places with a low flow of passers-by. The challenges found in our analyses of the conflictive relationship between identities in the Royal Docks is intensified by the lack of public and retail spaces to support the everyday social interactions by the community, such as parks, shops, cafes and pubs; and by the established narratives discussed previously.

SYNTHESISED URBAN ANALYSIS SPACE



- Criminal Activities
- Street Lighting Problems
- Noise Pollution
- Air Pollution

Noise and air pollution was mapped to show the areas worst affected by the London City Airport and by the strip of factories along the Thames. The crime statistics of the area, shown in purple, were mapped spatially with an emphasis on crimes of sexual assault. This was compared to places where street lights were not working, according to residents' complaints on the council's website.

This analysis was taken further by investigating the exact spaces where most crimes were taking place. A common feature of all these spaces were the dead edges, walls and boundaries that surrounded the street or sidewalk.

Figure 6. Spatial Analysis Royal Docks

The arrival of containers and shipping technology and the eventual closing of the docks impacted the built environment of the area significantly. With reduced relevance for the London economy and people moving away due to loss of employment, reduced investment in the area saw increased abandonment of urban infrastructure such as the pier and necessary spaces for social engagement. Commercial activities suffered limiting mixed-use functions and the liveability within the area.

When city-wide interest in the Royal Docks was rekindled during the government of Margaret Thatcher, the installation of metropolitan connectivity systems such as the DLR and the cross-rail resulted in the formation of limiting physical boundaries. The combination of high walls and vacant plots, combined with unemployment, gave room to increased criminal activity and perceptions of insecurity. Moreover, the absence of street light and investment at the local scale in quality transport routes facilitated such perceptions. Criminality rates, in turn, gave rise to CCTV and similar devices of control which abound in the Royal Docks.

Lastly, the creation of the airport and the permanence of the sugar industry in the Royal Docks contribute to problematic environmental conditions such as noise and air pollution.



Figures 7 - 10. Visual Spatial Analysis Royal Docks

SYNTHESISED URBAN ANALYSIS VISUAL

Overall, the analysis through time, space and identity, demonstrates a certain disconnect between past narratives and future development proposals, where notions of alterity are being ignored or erased. Spatially, the changes to the docks over time have resulted in a perception of abandonment and, to a certain extent, insecurity, characterised by high blank walls and boundaries that disconnect the Royal Docks and isolate the neighbourhoods of Silvertown and North Woolwich in particular.

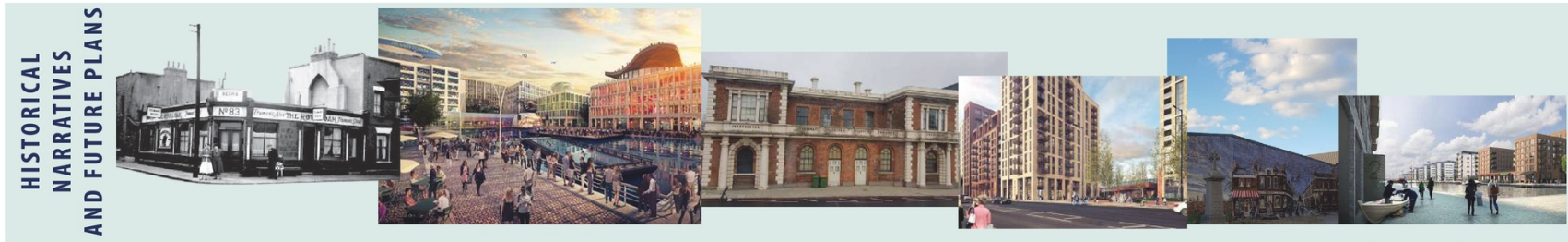


Figure 11. Historical Images and Future Plans

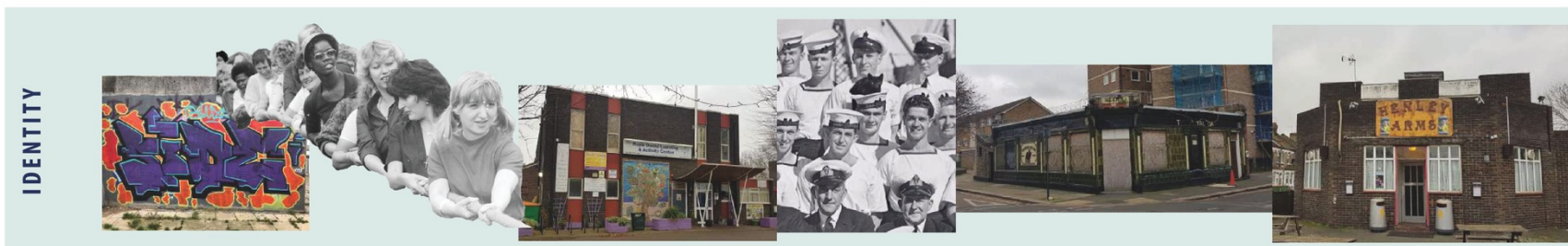


Figure 12. Identity Images

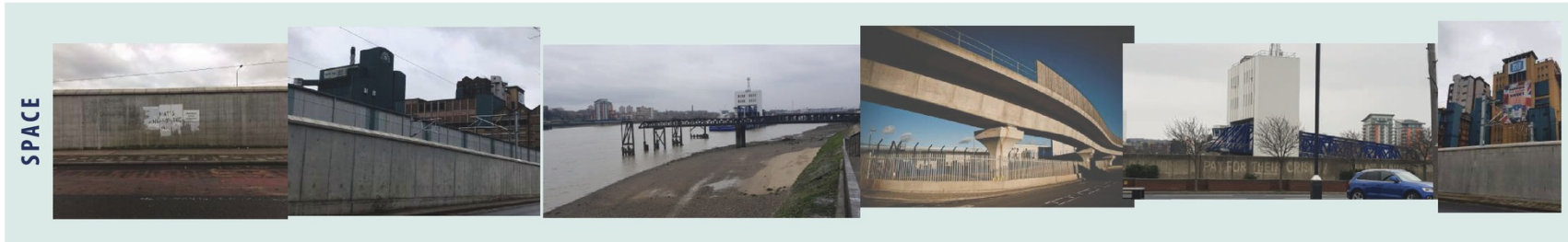
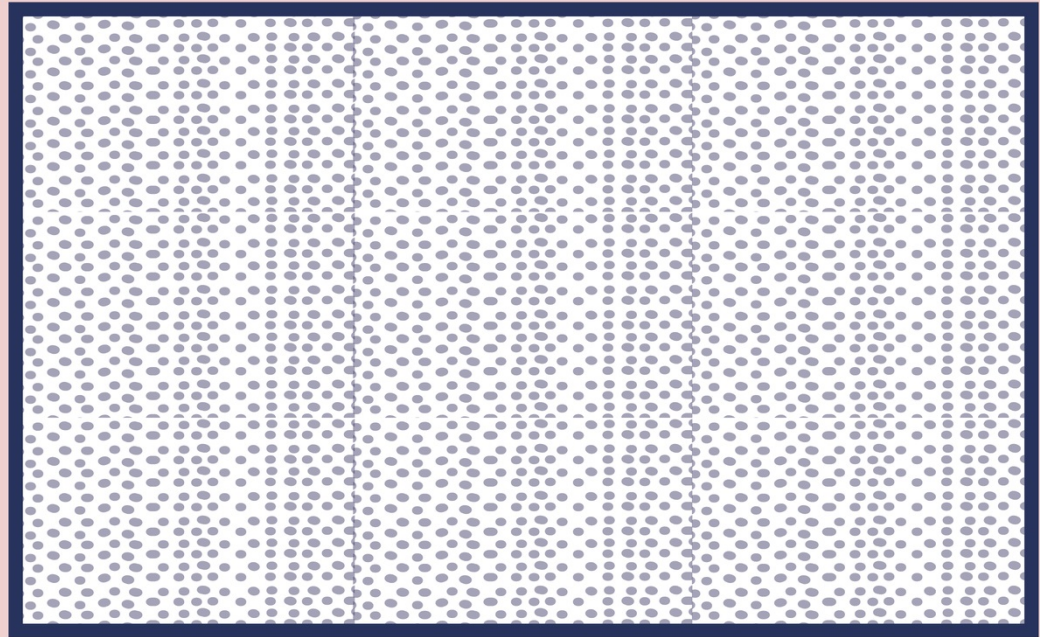


Figure 13. Current Spatial Analysis



PART 3

SWOT

The SWOT methodology evaluates the strengths, weaknesses, opportunities, and threats of the Royal Docks through a table and superimposes this information on the map of the area to demonstrate how the tangible and intangible assets and dangers connect spatially. The objective is to locate social and physical spaces for manoeuvre as urban designers. The reflection that emerges from the SWOT analysis is that the Royal Docks are endowed with important assets such as diversity, environmental features, current political interest, and others that could be leveraged to address the weaknesses and challenges present in local everyday life. Such potentiality is not easily reachable, however, as the stakeholders pushing the existing mainstream plans have significant power and clear profit-driven interests. In this context, a strategic combination of interventions is necessary to increase the power to negotiate between existing and alternative development plans.

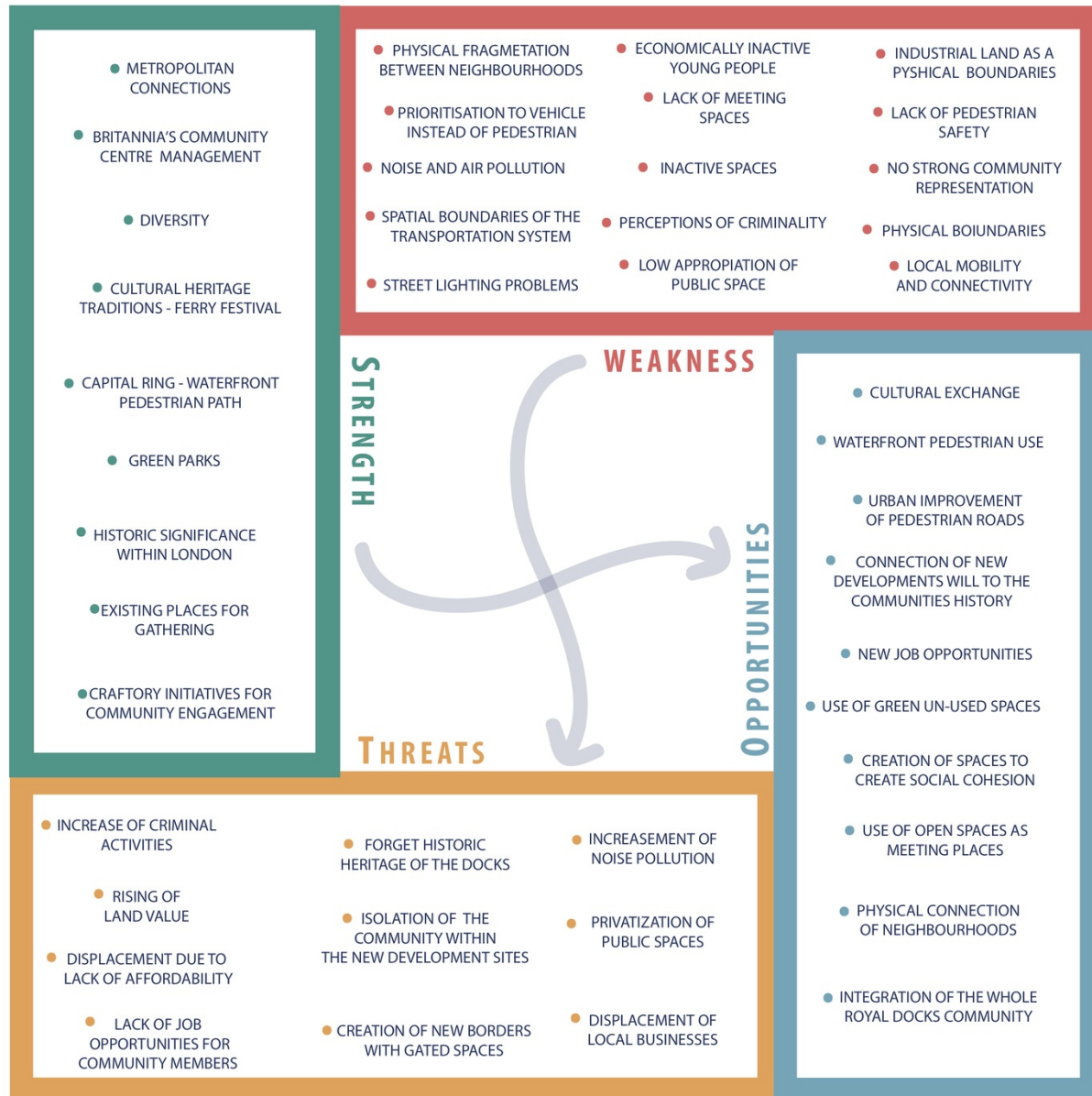


Figure 14. SWOT Diagram

SWOT

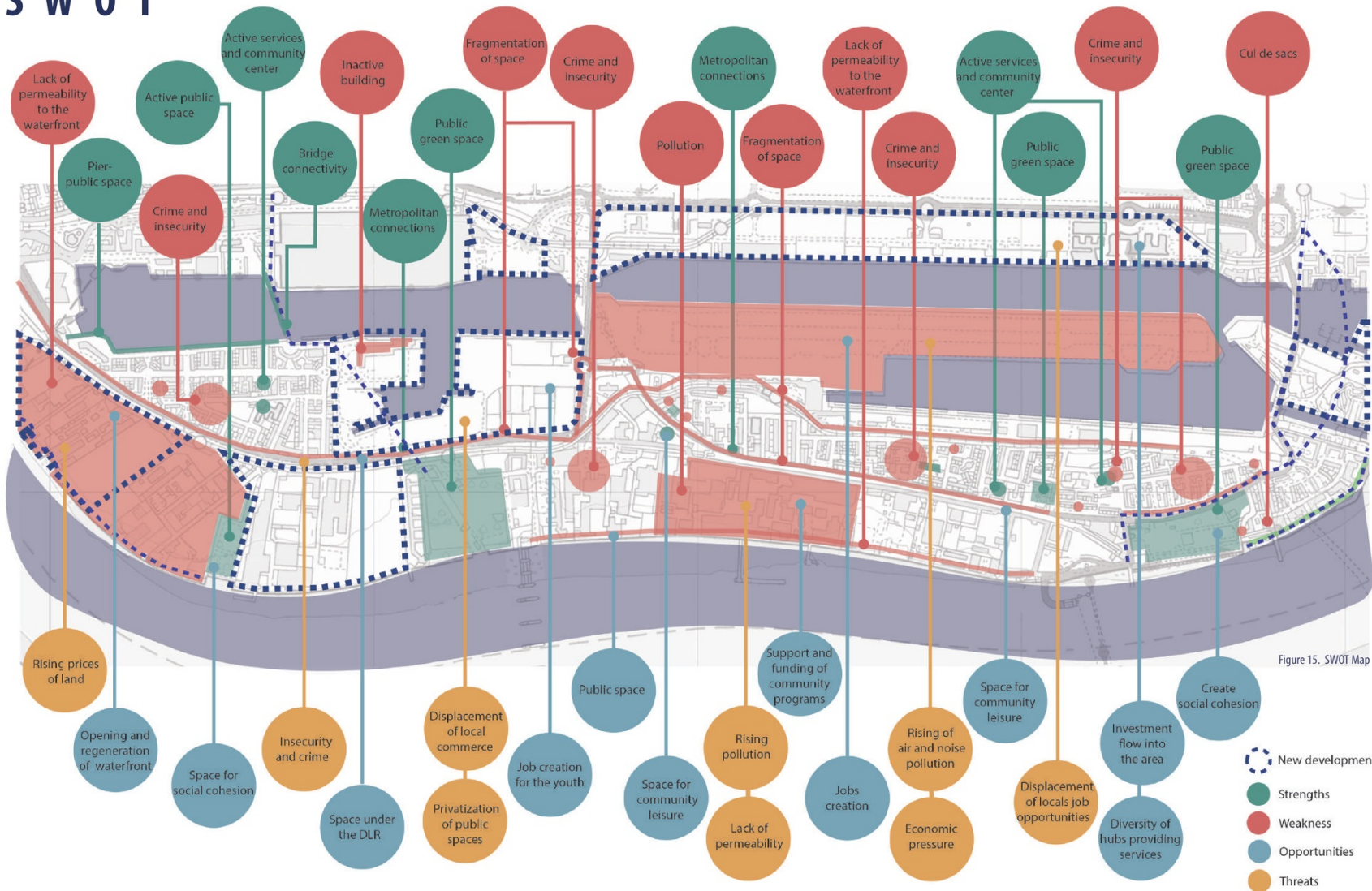


Figure 15. SWOT Map

- New developments
- Strengths
- Weakness
- Opportunities
- Threats



PART 4

VISION

ANALYSIS OF DEVELOPERS VISION

The vision aims to recalibrate the current developers' vision for the Royal Docks with the desires and necessities expressed by the local communities as perceived through the research of phase one. The methodology engaged for this purpose was to analyse and literally rewrite the vision prepared by the mayor of London and the Council of Newham.



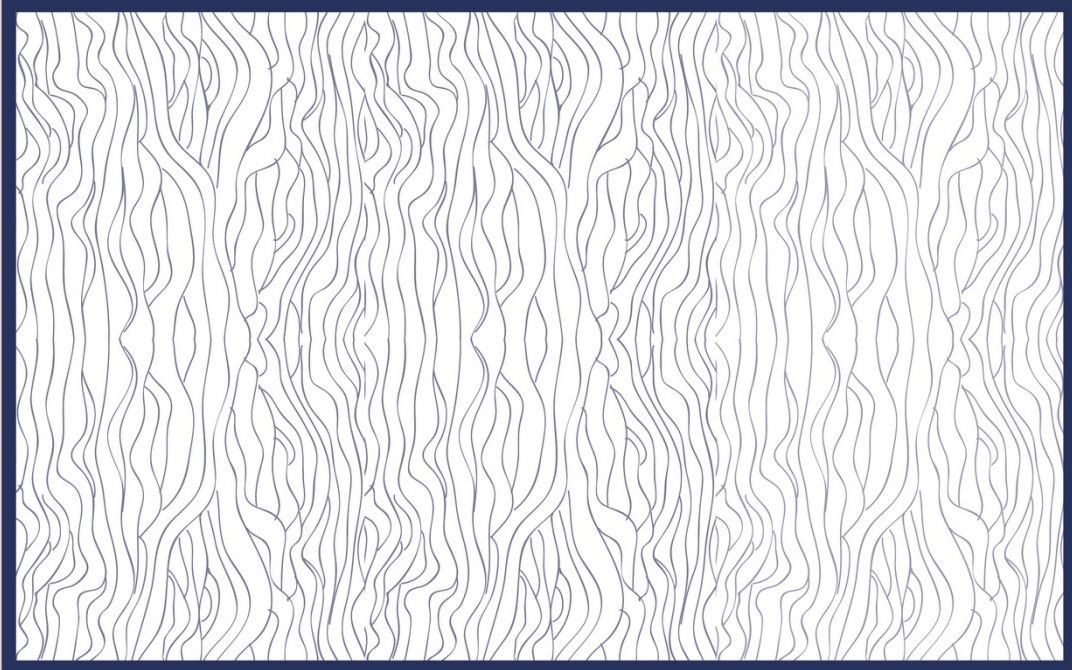
OUR VISION

We envision the Royal Docks as a vibrant urban space that is spatially cohesive, socially diverse and interconnected, where multi-scalar economic development and citizenship engagement promote a constant negotiation of space propelled by notions of care and equity.

Through the recognition of its trading past, the Royal Docks nurtures diverse social life, support the liveability of its residents, and fulfil a vital role for urban well-being at the London metropolitan scale. The mercantile past is re-appropriated not as a present, neoliberal force of wealth-creation and profit-making, but as a space of alterity, constant negotiation, and growth.

Our vision is dependent on the recognition of local capabilities and potentialities, and the management of diverse logic of development. The right response lies in high-quality, imaginative proposals that embrace a diverse range of political and financial logics and possibilities. Through alternative forms of redevelopment, the Royal Docks will constitute a truly radical and innovative urban exemplar for a human-centred world city. It should be an outstanding place to live, work, play and stay.

PART 5



PRINCIPLES AND GUIDELINES

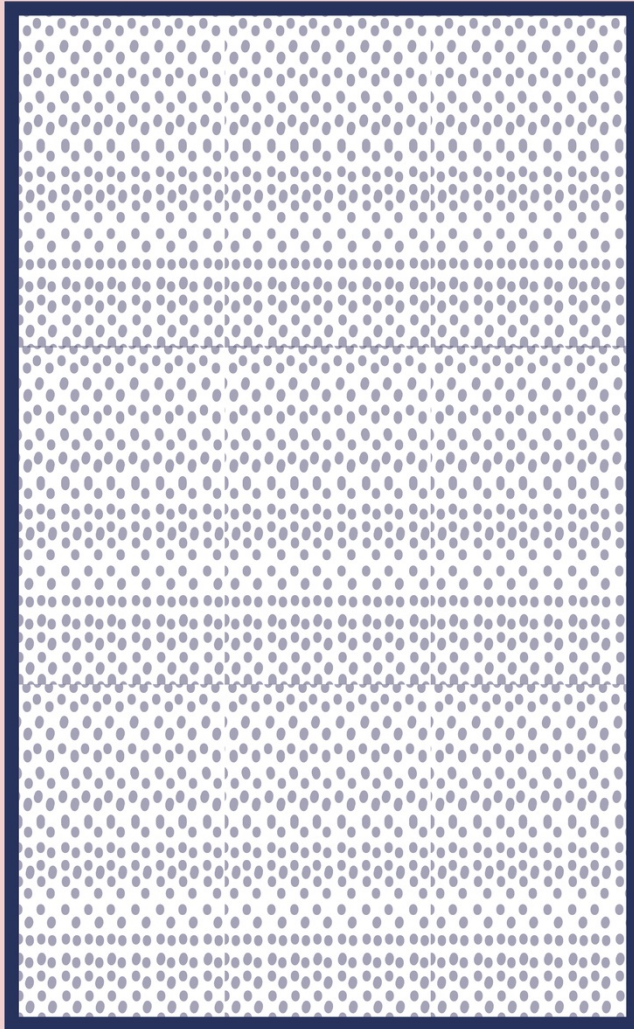
RECOGNITION OF ALTERITY

PRINCIPLES

- **GENERATE EMPATHY AND CARE**
- **ENCOURAGE DIVERSITY AND RESPECT**
- **SECURE EQUITY AND JUSTICE**
- **INCITE CREATIVITY**

GUIDELINES

ACTIVATE	NEGOTIATE	CONNECT
<ul style="list-style-type: none">● Activate spaces of encounter by supporting underused spaces with necessary infrastructure and retail activities● Activate safe and inclusive spaces by softening boundaries and improving permeability for pedestrians● Activate secure livelihoods by generating collective commercial space and mixed-use functions● Activate political participation by enhancing partnerships and supporting community-led organisation	<ul style="list-style-type: none">● Negotiate heritage and development by redefining the use of community-valued buildings for public activities● Negotiate environmental issues and proposed development by redesigning boundaries between industrial and residential land● Negotiate and mitigate potential development-led displacement by establishing alternative land ownership systems	<ul style="list-style-type: none">● Connect the Royal Docks and increase mobility through north-south-east-west axes, with particular focus to the waterfront● Connect neighbourhoods spatially by restructuring the transport hierarchy to prioritise non-motorised movement● Connect space by re-appropriating boundaries through community engagement and new urban programmes● Connect residents and actors by making information accessible and visible in strategic locations



PART 6

INTERVENTION STRATEGIES

The three broad guidelines of **connect**, **activate** and **negotiate**, along with the SWOT analysis lead to a number of interventions which can be grouped into four main projects:

Liveable Docks deals with the social fabric of the RD and ensures the neighbourhoods in the RD are able to benefit from future development in the area.

Walkable Docks addresses the infrastructural issues of non-motorised mobility and, specifically, pedestrian safety and wellbeing.

Linked Docks responds to the current isolation that neighbourhoods experience between each other and in relation to the water.

Engaged Docks provides social and retail spaces and activities which are currently lacking throughout the RD.

Each project has a number of specific interventions which relate to different guidelines. Across projects, many of the interventions are inter-connected through certain actors and in space.



Figure 16. Strategies Venn Diagram

LIVEABLE DOCKS

- Community Land Trust
- Royal Docks Community Centre
- Community garden network
- Economic Community Board
- Information Platform

WALKABLE DOCKS

- Security features
- Network of lighting devices
- Wall height reduction
- Vertical greenery
- Cycle paths
- Paving routes
- Traffic circle paving

LINKED DOCKS

- Foot bridges over CR wall
- River-side park
- Thames Walkway
- Victoria dock connection
- Heritage Trail
- Environmental buffer zone

ENGAGED DOCKS

- Retail activity
- Temporary market stalls
- Craftory workshop space
- "Berlin Wall" art intervention

INTERVENTION STRATEGIES MAP

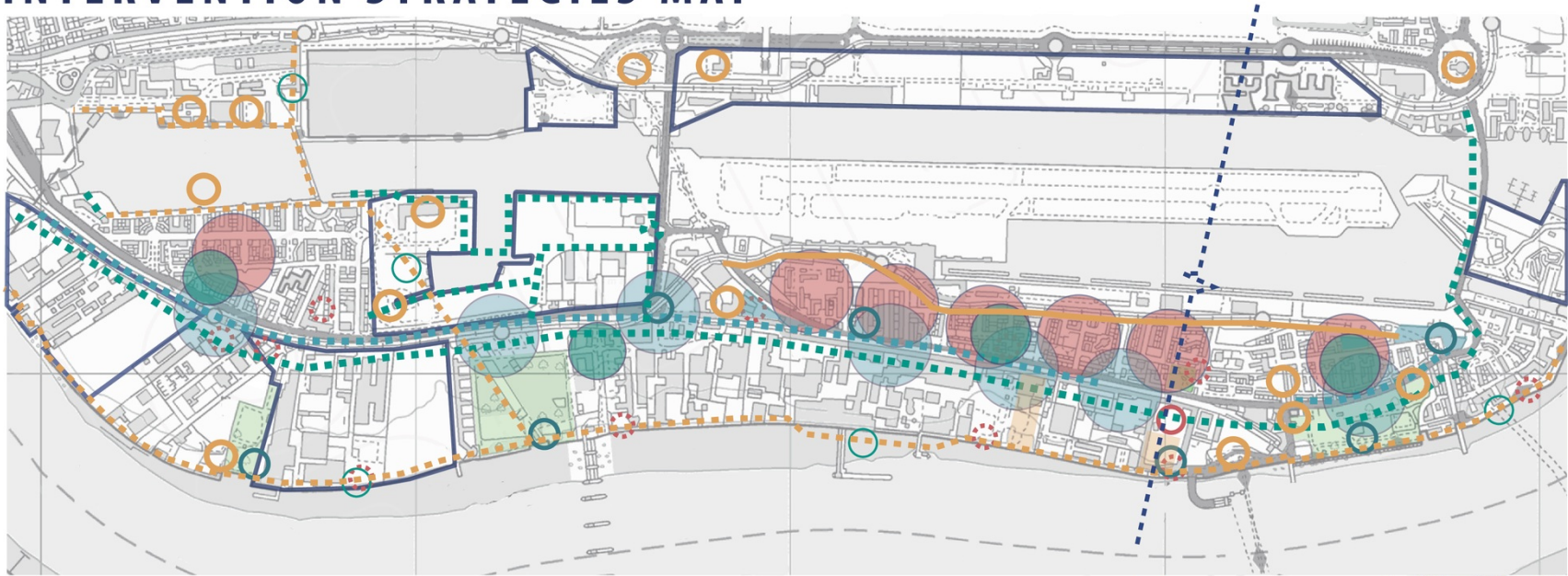


Figure 17. Intervention Strategies Map

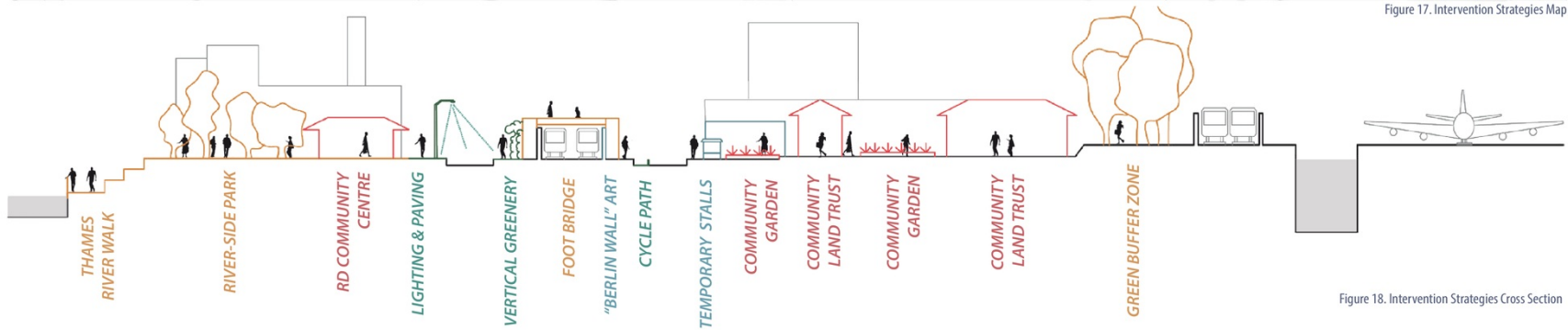
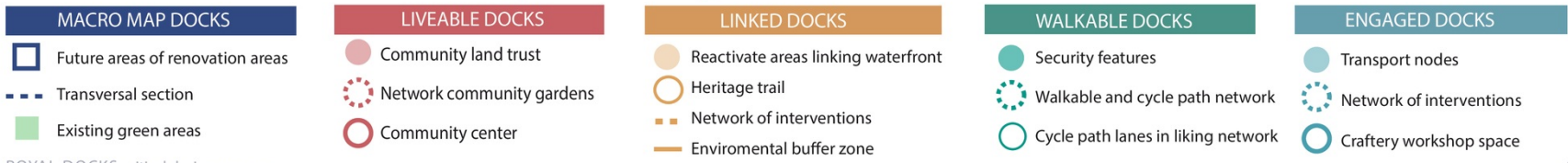
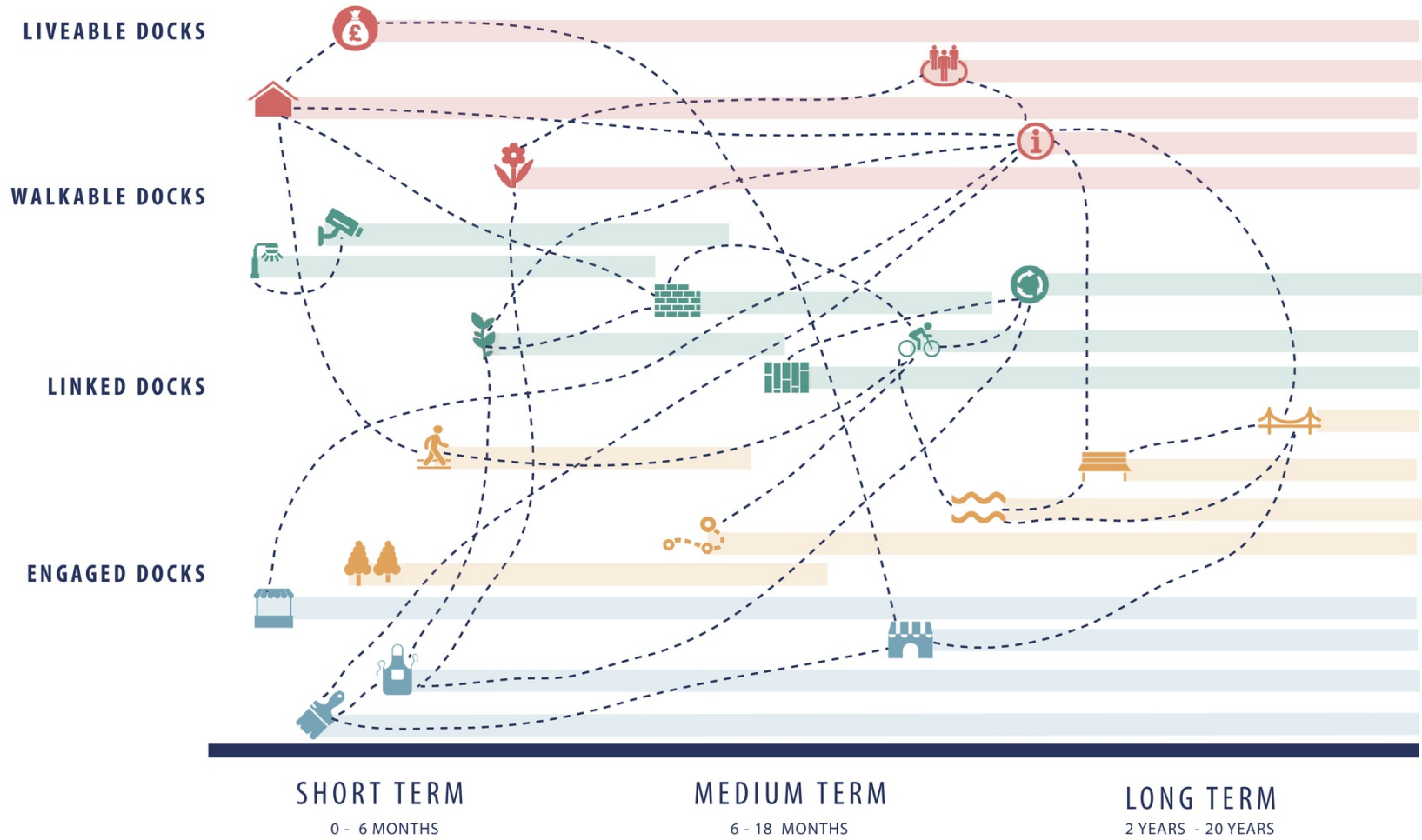


Figure 18. Intervention Strategies Cross Section



ROYAL DOCKS critical design response

CALENDAR OF STRATEGIC INTERVENTIONS





INTERVENTION STRATEGIES

LIVEABLE DOCKS



Community Land Trust

A CRT is a non-profit organisation that operates in a radical form of community-led housing that engages the local residents to resist traditional land speculation. The CLT owns the land or the houses, which can be bought by the community or received, and the community group manages it collectively for the long-term. It works to ensure the right to housing through affordability, avoids displacement, maintains the security of tenure and intensifies citizenship, a sense of belonging and social engagement in the community. London currently has an active CRT Network that supports existing and new CRTs.



Royal Docks Community Centre

A centre to provide a physical space for the local community to have different activities, socialise and strengthen the social connections is proposed. It will operate as the base for the Economic Community Board as well as the Information Platform. Having one central community centre for the RD will unite the individual neighbourhoods.



Community garden network

A series of community pocket gardens will be created to revitalise the under-utilised spaces. Those gardens will be part of the Community Land Trust organisation. It has the potential to serve as a meeting point to intensify spaces for social engagement in the Royal Docks.



Economic Community Board

An economic empowerment organisation will unite the local community of the RD by strengthening their voice for representation and necessary support during negotiation and decision making process. The Board will ensure that locals are given priority in new economic development.



Information Platform

A digital platform will connect the three neighbourhoods to share information particularly about available jobs and future development plans. It will include physical information boards around transport nodes.

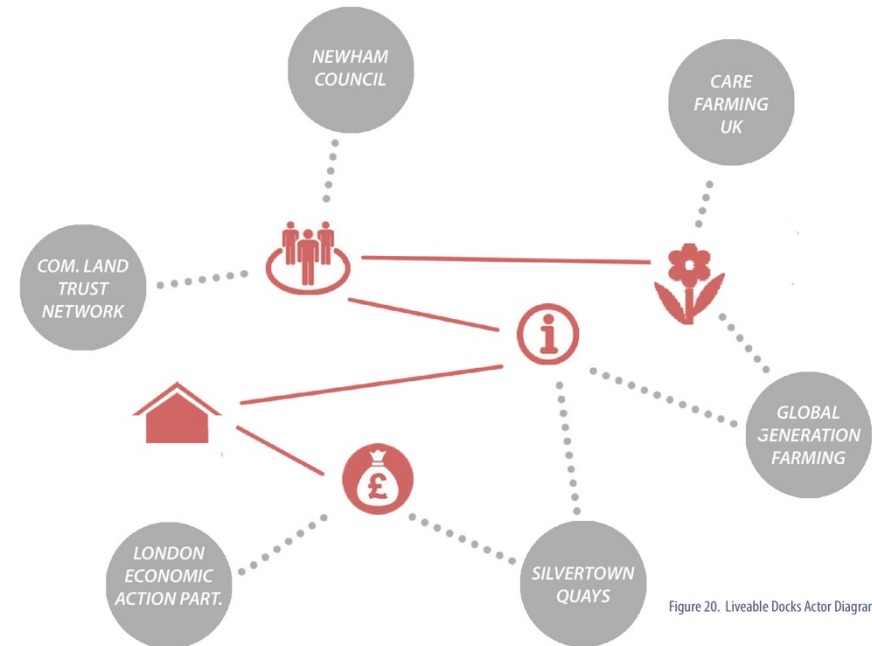


Figure 20. Liveable Docks Actor Diagram



Figure 21. Liveable Docks Collage

LIVEABLE DOCKS



Figure 22. Liveable Docks Map

LEGEND

-  Community Land Trust
-  Royal Docks Community Centre
-  Community garden network
-  Economic Community Board
-  Information Platform Board
-  Existing green areas

WALKABLE DOCKS



Security features

The installation of security features along pedestrian routes will be upgraded to improve the safety of the area.



Network of lighting devices

A well-lit pedestrian pathway not only acts as a focal point to improve wayfinding at night but also as a form of informal social control that generates natural surveillance and a sense of safety among users. Lighting is currently inadequate and is often faulty, resulting in residents feeling unsafe at night.



Wall height reduction

This strategy will mitigate the physical barriers found in the area.



Vertical greenery

The physical boundaries represented by the walls will be covered by green vertical panels in strategic places to create a more welcoming atmosphere and address the aesthetic sustainability of the area.



Cycle paths

The main street running through the RD will have a designated cycle and NMT lane that is clearly marked and separated from the traffic lanes. The Thames Walkway and the connection to Victoria Dock will also include a cycle route and NMT.



Paving routes

New and existing pedestrian routes will be upgraded with paving.



Traffic circle paving

The main traffic circle, which is currently hostile for pedestrians, will be raised to the level of the sidewalk and paved to slow down traffic and prioritise pedestrians and bicycles.

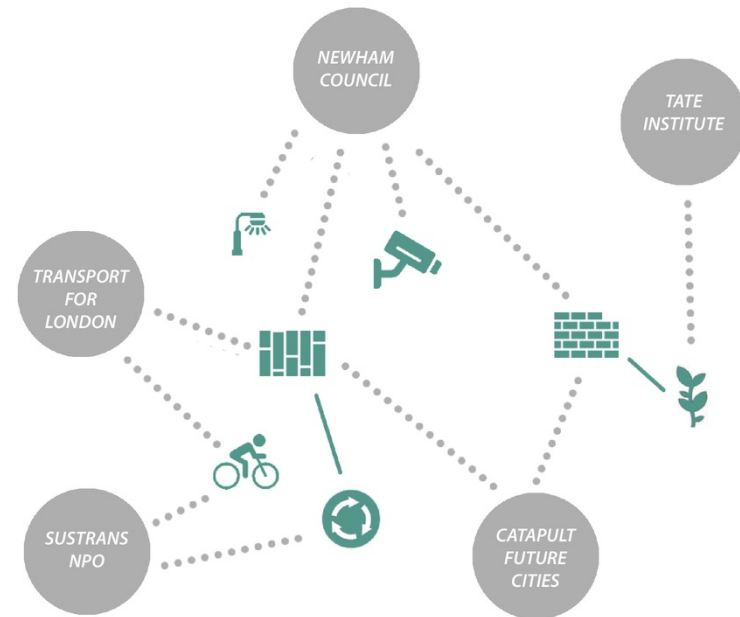


Figure 23. Actor Diagram Walkable Docks



Figure 24. Collage Walkable Docks

WALKABLE DOCKS

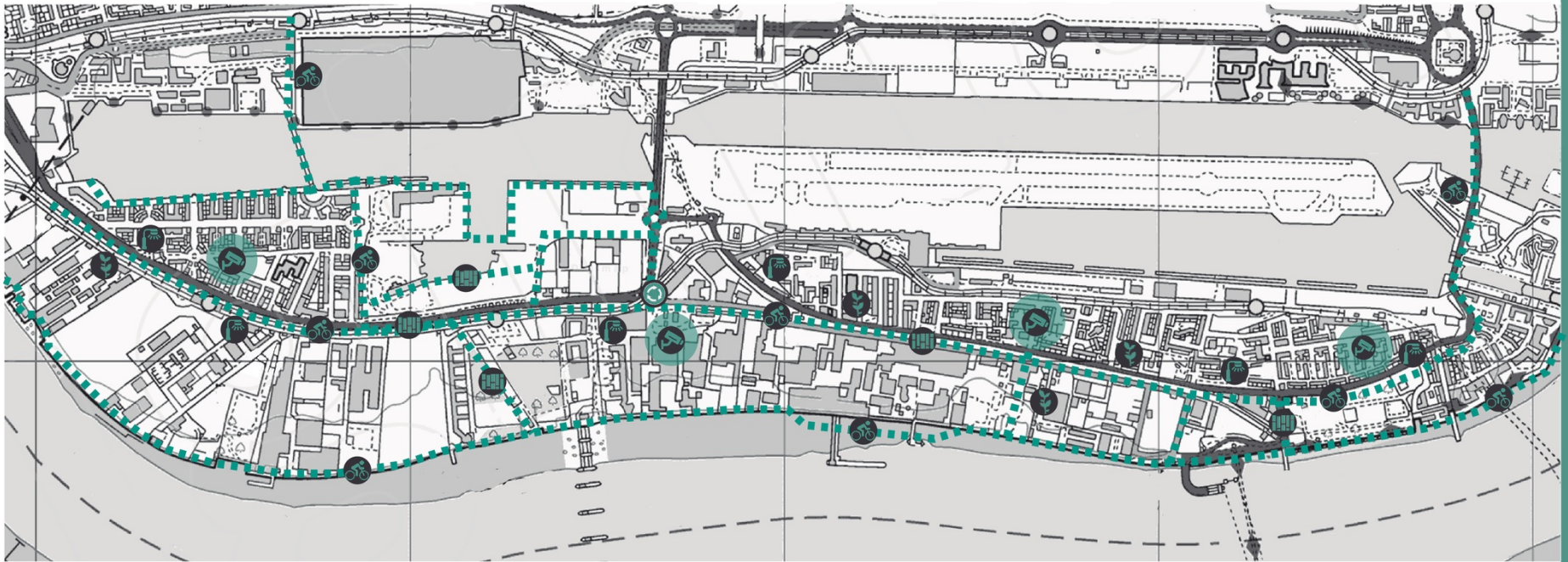


Figure 25. Walkable Docks Map

LEGEND

-  Security features
-  Network of lighting devices
-  Wall height reduction
-  Vertical greenery
-  Cycle paths
-  Paving routes
-  Traffic circle paving

ENGAGED DOCKS



Retail activity

This initiative will increase the robustness and vibrancy of the existing public realm by repurposing the edge for retail activities, especially around transport nodes. Currently, important everyday retail activities such as pubs and restaurants are missing, resulting in a lack of social spaces for residents.



Temporary market stalls

Street market stalls and food trucks are proposed in strategic areas, such as within the main transport nodes and along parks and the Thames Walkway. This will increase the vibrancy of the street and will act as “eyes on the street” to foster a sense of safety through natural surveillance.



Craftery workshop space

A collaborative and creative initiative is proposed to revitalise un-utilised spaces throughout the RD. This will be done by working with the Craftory (an existing artists’ collective) through artistic activities in partnership and through funding from the Tate Institute.



“Berlin Wall” art intervention

The long Crossrail wall that acts as a massive boundary through the RD, will be transformed into a canvas for street made by the community. It will be done in partnership with the Craftory and with funding from Tate. The wall-painting event will also be used to launch the Online Information Platform.

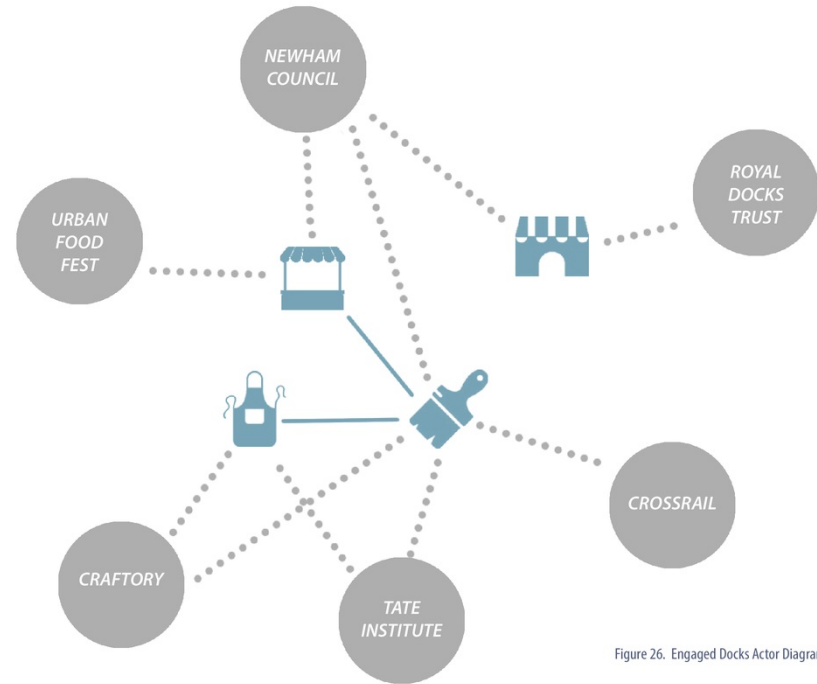


Figure 26. Engaged Docks Actor Diagram










Figure 27. Engaged Docks Collage

ENGAGED DOCKS



Figure 28. Engaged Docks Map

LEGEND

-  Retail activity
-  Temporary market stalls
-  Craftery workshop space
-  "Berlin Wall" art intervention
-  Transport nodes
-  Network of interventions
-  Existing green areas

LINKED DOCKS



Foot bridges over CR wall

Footbridges will connect from north-south over the wall of the Crossrail. The wall currently cuts through Silvertown and North Woolwich, resulting in a disconnection from the Thames River. The bridges will be located at strategic sites near transport and retail nodes.



River-side park

In un-used sites along the river, new green strips and parks will be created to connect the Thames Walkway and provide more public spaces for community activity that utilise the opportunity of a connection to the Thames.



Thames Walkway

A river-side walkway will connect the entire RD area along the Thames bank, navigating past industrial factories and rising over the Tate and Lyle river infrastructure. The walkway will have a NMT lane.



Victoria dock connection

A pedestrian and cycle path will connect Silvertown via a bridge to link the Britannia Village with the Victoria Dock to the north.



Heritage Trail

A project and walking trail will tell the stories of the neighbourhoods through the buildings and different historic periods to preserve and celebrate the memory and narratives of the area. This will be done through collaboration with the Museum of London Royal Docks and the Royal Docks Trust.



Environmental buffer zone

The incorporation of large trees as barriers and contour buffer strips will minimize the effects of acoustic and air pollution produced by the aeroplanes and industrial factories. This buffer zone will also act as a 'green corridor' linking Silvertown and North Woolwich.

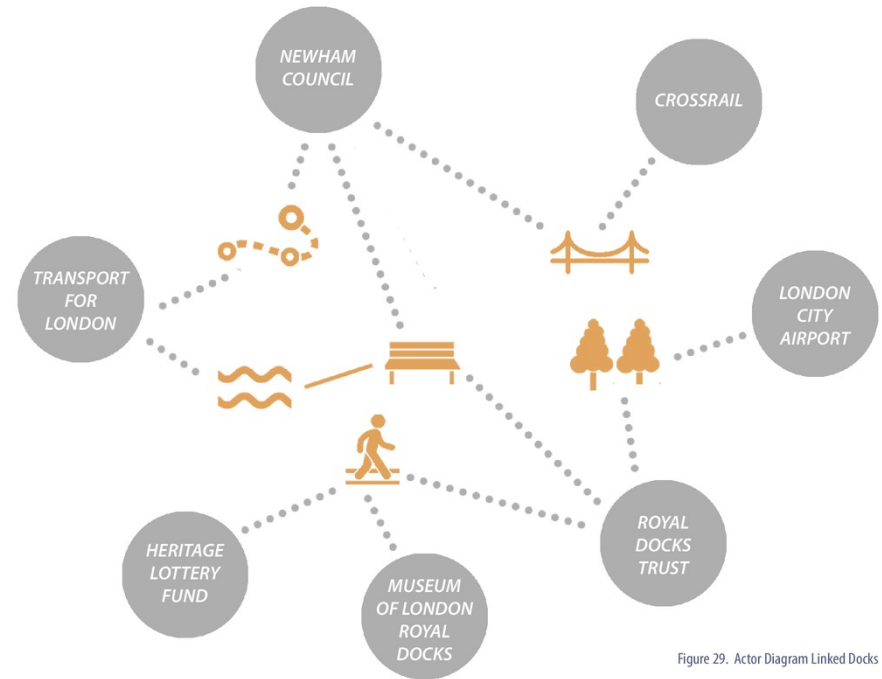


Figure 29. Actor Diagram Linked Docks



Figure 30. Collage Linked Docks

LINKED DOCKS

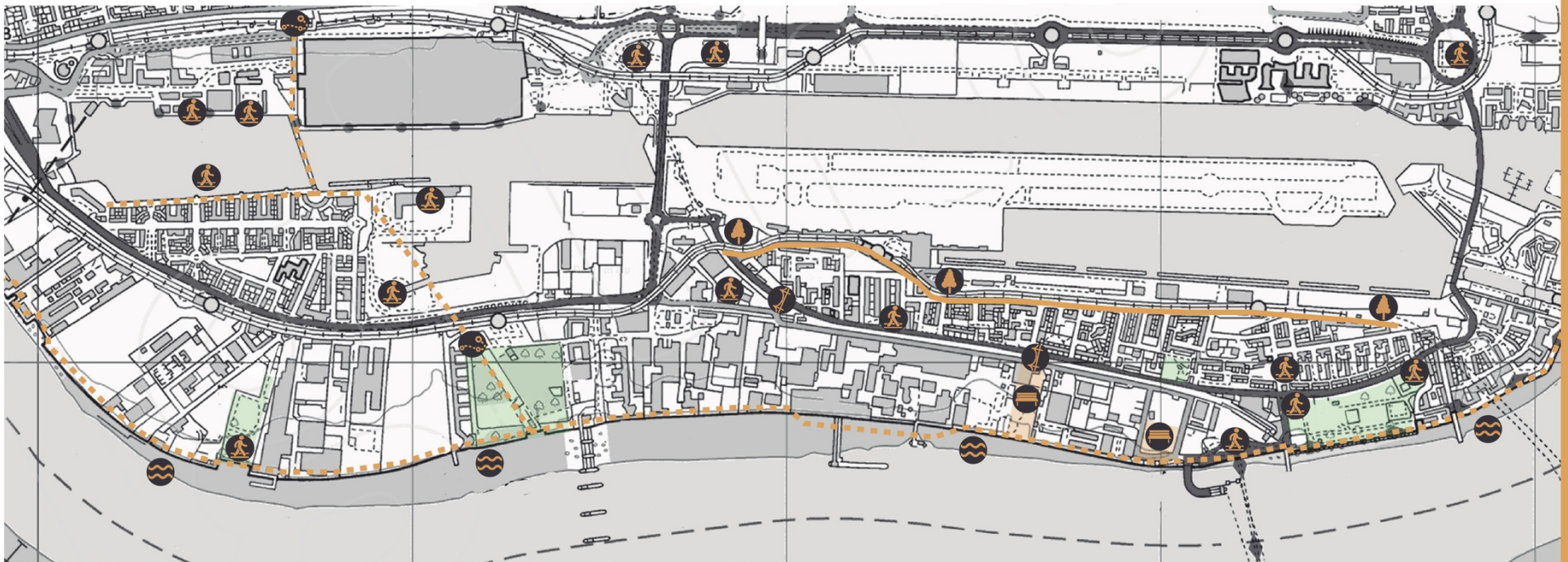


Figure 31. Linked Docks Map

LEGEND

-  Foot bridges over CR wall
-  River-side park
-  Thames Walkway
-  Victoria dock connection
-  Heritage Trail
-  Enviromental buffer zone
-  Existing green areas

CONCLUSIONS

This urban intervention proposal critically observes that current rebranding and redevelopment efforts of the Royal Docks, based on a limited economic recognition of the area's past, are resulting in contested outcomes at the expense of local residents. Benefiting certain segments of the London population by attracting investment and serving as a connectivity hub, and even arguably supporting some residents in Britannia Village, these projects tend to invisibilise the complexity and richness of local life in Silvertown in North Woolwich. Such lack of recognition is reflected in the disregard of people, heritage, urban infrastructure, and urban quality in these areas. Key local actors such as the Britannia Village Hall, and assets like the social networks of diversity, are ignored in development plans and interventions.

This proposal advances that integral recognition of the Royal Docks from the perspective of alterity is necessary to redress this situation and promote urban justice. In the words of Lorenzini (2018),

"it immediately becomes clear that the demand implicit in an effective practice of resistance in contemporary neoliberal societies can no longer be the demand for more freedom. Instead, it must be reconceived as the demand to be governed differently, or as the attempt to give a different form to one's own subjectivity and life. [...] The problem is not exactly how to be more free, but how to create alternate forms of subjectivity and life, that is, alternate ways of establishing relations to oneself and to others, distinct from the kinds of relations encouraged and structured by neoliberal technologies of government." (Lorenzini, 2018, 160-161).

Thus, this proposal employs urban design as a tool to make room for these alternative forms of life to manifest themselves, by negotiating existing urban development plans with the aspirations, needs and considerations brought forth by the local community in the limited moments of research. As an example, the proposal reconceives a vision for the Docks based on the one defined by the Council of Newham and the Mayor of London, yet fundamentally altering its hue and intentions. It negotiates forms of land ownership, the possibility of who owns commercial space, and the role of boundaries as new spaces of encounter.

Ultimately, urban interventions that promote the use of space are not only a means of recalibrating injustice but also a means of protection for alterity and the local community in the Royal Docks. Through visibility and presence, residents and visitors can themselves be the ones to negotiate private and public visions of the Royal Docks. The role of urban designers is thus to generate the spaces for the residents and visitors to inhabit and hence resist or concede. Moreover, as urban designers, this research team aims at highlighting potentials for partnerships and thus harnessing bargaining power to support negotiation with important stakeholders such as real estate development businesses. Ideally, these mechanisms of socio-spatial transformation can support a transition in the Royal Docks towards a more vibrant, liveable, and diverse community.

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FIGURES AND MAPS

Figure: 1,14,15,16,17,18,19,20,22,23,25-29,31

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Figure 2:

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Figure: 4-10

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