



MSC URBAN DESIGN & CITY PLANNING  
PROGRAMME CATALOGUE  
2017/18

The Bartlett School of Planning, UCL

URBAN  
COMPOSITION



ISSN 2399-5254

MSc URBAN DESIGN AND CITY PLANNING  
PROGRAMME CATALOGUE

The Bartlett School of Planning

Bartlett Faculty of the Built Environment  
University College London

---

2017/2018

ISSN 2516-5666

# **MSc Urban Design and City Planning Programme Catalogue**

## **Urban Compositions: An Exhibition by MSc Urban Design and City Planning The Bartlett School of Planning, UCL**

ISSN 2516-5666

Coordinator of catalogue and exhibition:  
**Pablo Sendra**

Coordination team of catalogue and exhibition:  
**Nixon Au**  
**Catherine Chao**  
**Dena Dabbas**  
**Benedetta Ficarelli**  
**Katherine Keyes**  
**Styliani Kontogianni**

Programme Director:  
**Juliana Martins**

Module Coordinators:  
**Elena Besussi**  
**Matthew Carmona**  
**Colin Haylock**  
**Juliana Martins**  
**Peter Rees**  
**Pablo Sendra**  
**Richard Simmons**  
**Filipa Wunderlich**

Graphic design and content editing of the catalogue:  
**Benedetta Ficarelli**  
**Styliani Kontogianni**

Graphic design of the exhibition:  
**Nixon Au**  
**Catherine Chao**

Cover Design:  
**Catherine Chao**

## **CONTENTS**

<b>Foreword</b>	6 - 7
<b>Course Overview</b>	
Term 1	10 - 17
Field Trip I New Castle	18 - 19
Term 2	21 - 29
Field Trip I Marseille and Lyon	30 - 31
Fieldtrip: Photo Competition Winners	32 - 33
<b>Major Research Projects and Dissertations</b>	34 - 135
Streets and Transport	
Green Spaces	
Water Residential	
Commerce	
Governance	
Social Issues	
Public Spaces	
<b>Social Pictures: a year in the life</b>	136 - 137

### Academic staff:

Elena Besussi  
Matthew Carmona  
Colin Haylock  
Juliana Martins  
Peter Rees  
Pablo Sendra  
Richard Simmons  
Michael Short  
Filipa Wunderlich  
Stephen Marshall  
Michael Edwards

### Programme administrator:

Judith Hillmore

### Tutors:

Stefania Fiorentino  
Patricia Canelas  
Justinien Tribillon  
Rachna Lévêque  
Elisabeta Ilie  
Gualtiero Bonvino  
Hooman Foroughmand  
Katy Karampour  
Leo Hammond  
Mat Proctor  
Valentina Giordano  
Wendy Clarke  
Ming Cheng  
Neha Teyal  
Bianca Nardella  
Diana Ibanez Lopez  
Joost Beunderman  
Jorge Martin  
Stefania Fiorentino  
Ilinca Diaconescu (Just Space)

### Dissertation supervisors:

Stephen Marshall  
Juliana Martins  
Filipa Wunderlich  
Pablo Sendra  
Matthew Carmona  
Wendy Clarke

### Major Research Projects tutors:

Elanor Warwick  
Oli Davey  
Chris Martin  
Matthias Wunderlich  
Tobias Govert  
Judith Loesing  
Colin Haylock  
Neha Teyal  
Peter Rees  
Ming Cheng  
Joost Beunderman

## Students:

Lili Abou Hamad  
Monturayo Adegbenro  
Eva Aitsam  
Ivan Andonov  
Stefano Ang  
Nixon Au  
Olivia Birtwistle  
Kieren Butler  
Wing Chao  
Yitong Chen  
Sannie Chung  
Louisa Coleman  
Dena Dabbas  
David Daines  
Jiahao Du  
Louisa Facchino-Stack  
Benedetta Ficarelli  
Robert Frost  
Olivia Halper  
Helen Hepher  
Taichi Hobbs  
Lauren Ielden  
Antonio Irranca  
Omar Islam  
Katherine Keyes  
Styliani Kalomoiria Kontogianni  
Wai Shing Law  
Suet Lee

Runtao Li  
Yanhan Liu  
Iacovos Loizou  
Heather Lu  
Jordan McLoughlin  
Roger Montelongo  
Lily Moodye  
Caitlin Morrissey  
Hoorieh Morshedi  
Dina Morsy-Fahmy  
John Muller  
Daulet Ospanov  
William Palmer  
Stefania Pizzato  
Tessel Pool  
Rattan Sehra  
Ivana Sirovica  
Victoria Thompson  
Sara Vaziri-Tabar  
Che Wang  
Kai Wong  
Lut Wong  
Alex Wright  
Yu Xu  
Xiaoyang Yi  
Wen Zhang  
Ziqi Zhou

---

## FOREWORD

The MSc Urban Design and City Planning is a globally unique masters programme at one of the world's leading institutions in the study of the built environment, building upon a recognised long-term urban design research specialisation of the Bartlett School of Planning. The programme seeks to address key challenges in planning through the lenses of urban design, equipping students with creative problem solving abilities that are in high demand in the world of practice. Students are recruited from across the globe with a broad range of backgrounds in terms of first degree and who have a diversity of interests in undertaking the programme. Likewise, the staff who teach on the programme come from across the globe and have backgrounds in urban planning, urban design, conservation, architecture and public administration. The intersection of these interests leads to a highly creative and dynamic environment for the students to explore some of the key challenges facing built environment professionals.

---

This catalogue celebrates the work our cohort has produced in one short year, recording the level of excellence put forward by the 2017/2018 M.Sc. Urban Design and City Planning students.

The first section introduces our taught modules, illustrated by examples of coursework, and the field trips to Newcastle, Marseille and Lyon.

The second section reviews each of our major projects and dissertations, presented through the lens of our expo's concept, Urban Compositions. Looking at each person's work, common themes emerge: streets, neighbourhoods, green spaces etc. These are building blocks which together form an understanding of the city in all its complexity and dynamism: an urban composition.

The final section showcases some of our fondest memories from the year. Not only are we a cohort; over a year spent in classes, group meetings, studio work, field trips, site visits, and nights out, we are friends.





---

T E R M  
O N E

---

## BENVGPD5

### COLLABORATIVE CITY PLANNING STRATEGIES

Module coordinator:

Dr Richard Simmons

Module tutors:

Justinien Tribillon

Rachna Lévêque

This module introduces students to the practice of city planning. It aims to develop a sound understanding of the purpose and goals of city planning, how it is practised, how it differs from urban design, what principal issues city planning has to deal with, and what key structures, techniques and methods are used to produce its plans. Teaching and Learning Methods: A combination of lectures and reading-based, student-led seminars. Each week, a two-hour lecture session is followed by a one-hour seminar. The seminar discusses one of the issues raised during the course lectures. Subject to numbers, students will be divided into eight seminar groups. Four groups take part in a seminar one week. The following week the other four groups take the seminar. Students each attend a total of four seminars and share leadership of one of them.

Aims & Outcomes: By the end of the module, students should:

- Understand important elements of planning theory and practice to enable them to participate in the discourse of city planning;
- Have a working knowledge of the main goals of city planning;
- Be aware of the key issues facing city planning in the 21st Century;
- Be able to discuss city planning's tools, techniques, structures and practices in an informed way;
- Understand why city planners approach the preparation, writing and delivery of plans in the ways that they do;
- Be aware of some of the differences between how city planning is approached in different cultures and polities;
- Be able to form judgements about the value of planning and alternatives to it.



---

**BENVGPD1**  
**DESIGN & REAL ESTATE**

**Module coordinator:**  
Professor Peter Rees

**Module tutors:**  
Patricia Canelas and Stefania Fiorentino

The best examples of British urban regeneration are created by collaboration between the development industry, architects and local planners. Through site visits, presentations and critical interrogation, we learn how this is achieved.

The absence of municipal master planning in the UK creates opportunity and flexibility for the development sector, but requires unique planning skills to shape projects and represent the needs of the community.

Students visit areas of major commercial development in Central London and receive presentations from senior property professionals, architects and planners. The course covers key elements of master-planning, architectural design, real estate and project management, which combine to produce successful development projects in London, a world business city.

Student teams are assigned to one of the featured locations to identify the unique set of characteristics that form its identity as a place. This activity is complimented by gathering information on local transport provision, accessibility and land use and a review of the local planning policies relating to development. These studies will culminate in team presentations “selling” the key attractions of the location, as a potential commercial investment opportunity, to a panel of development professionals at the final session.

In addition, an individual submission will compare the merits and urban character of 2 contrasting London development locations. This combination of team-working and concise presentation mirrors the “real world” of real estate.



---

## BENVGTC2

### URBAN DESIGN: LAYOUT, DENSITY AND TYPOLOGY

#### Module coordinator:

Dr Juliana Martins

#### Module tutors:

Dr Juliana Martins, Prof Stephen Marshall,  
Colin Haylock, Neha Tayal

This module is the first part of the Urban Design Specialism. It provides an opportunity to critically investigate the spatial characteristics and qualities of the built environment, with a focus on layout, density, and typology, and explore the use of different typologies in the development of design proposals. It aims to develop knowledge and a range of skills for carrying out urban design investigations and proposals. Considering a hypothetical scenario in which the Mayor of London aims to revise the existing scheme for the contentious redevelopment of Mount Pleasant site in London, students are asked to undertake two interrelated tasks: - Task 1: Comparative analysis of two urban building types (individual work, 4 weeks) is an introduction to the concepts of density and typology and aims to develop

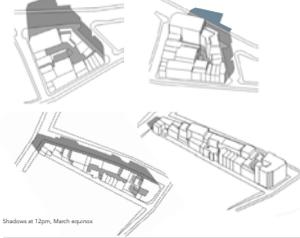
an understanding of the spatial structure and scale of the built environment, and how these characteristics relate to the qualities and perceived character of place, as well as analytical and graphic skills; - Task 2: Urban design proposal (group work, 6 weeks) consists of developing an alternative vision and masterplan for Mount Pleasant by exploring and testing different typologies. This exercise aims to foster the ability to engage with design as an iterative process and includes: an analysis of the urban context; the development of an overall strategy and two options that explore alternatives for redevelopment; a final masterplan. This project-based module combines lectures and weekly tutorials. Students are encouraged to explore relevant theory to inform the analytical and design work.

## SUNLIGHT VS ENCLOSURE

### SHADING OF SPACES AND BUILT FORM

Built types may deny solar access to their own built form as well as to adjacent spaces and built form

Perimeter block shades adjacent public space and built form more completely (above), while mess backed row provides more openness but more dispersed shadows (below). Both types maximize their sunlight exposure through stepped forms whose height reduces to the south/west.



Shadows at 12pm, March 23rd

### ENCLOSURE

Contributes to experience and character of public space

The perimeter block's wide northern street creates low enclosure, meanwhile experiencing maximum shading.

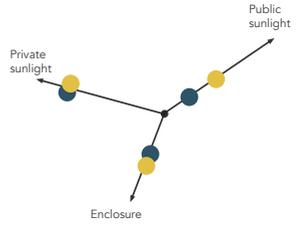


The mess backed row offers a moderate degree of enclosure and shading to the north, with a higher enclosure concurrent with greater shading to the west.



### CONCLUSION

Mess backed row enables public space less than the perimeter block whilst achieving a higher degree of enclosure, meaning there need not be a gap! between the two qualities. Mess backed row also outperforms the perimeter block in avoiding shading of adjacent blocks.



## MOVEMENT VS PLACE

### PERMEABILITY

Type of traffic and visual permeability of routes affects both east of movement and sense of place

Perimeter block supports a dense network of minor routes off the main road, which provides greater permeability as well as being likely to contribute to a greater sense of place. Perimeter block dominates Leather Lane to the west due to its smaller blocks, and to the south - Foster Garden - due to its porosity. There is very limited permeability into the semi-private yard.

Mess backed row offers lower permeability - its long block length and impermeable mess means windows dominate north-west - south east vehicle flows. On the other hand, Bowdler Mans, which is blocked to vehicles at the north end, may contribute to a sense of place of contrasting character to Foster Garden.



### BLOCK ACCESS

Influences movement and place, dependent on traffic flow context - with greater flows, entrances contribute more to movement than to streetlife

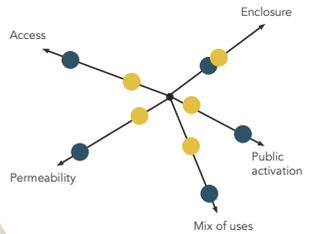
Both blocks have regular entrances. The perimeter block's entrances are concentrated on pedestrian-dominated west and south streets, enhancing movement and place below.

The mess backed row's densest entrances are on Bowdler Mans, where they would contribute more to place than to movement rights. However, as seen above, the mess' concentration of garages act as a barrier to public utility.



### CONCLUSION

Perimeter block performs better in most qualities relating to movement as well as place. However, the mess backed row's lower impermeability and private character could constitute a strategic place less readily captured by the criteria.



Task 1\_ Resolving Urban Tension | student: Olivia Halper

## PROPOSED TYPOLOGIES



Single Loaded Residential Perimeter Block



Single Loaded Perimeter Block with Retail



Commercial Block



Double Loaded Residential Row Block with Retail



Double Loaded Residential Row Block

### Land Use



### Building Heights



### Movement



### Entrances



### People Density



### Green Spaces



Task 2\_ FLEET PARK a new vision for Mount Pleasant | students: Benedetta Ficarelli, Robert Frost, Wilson Law, Ivana Sirovica, Rebecca Slocum

---

## BENVGPLC

### URBAN DESIGN AND PLACE MAKING

#### Module coordinator:

Professor Matthew Carmona

#### Module tutors:

Wendy Clarke, Elisabeta Ilie, Valentina Giordano, Mat Proctor, Stefania Fiorentino, Leo Hammond, Hooman Foroughmand, Katy Karampour, Pablo Sendra, Gualtiero Bonvino

Built environment professionals should have a clear understanding of how their various interventions combine together to potentially create high quality, sustainable, people friendly, vital and viable environments; or conversely, poor quality, alienating, or simply unsustainable environments.

As all significant built environment interventions inevitably have an impact on the quality of the physical environment and how it is used and experienced, it is important that an appreciation of that impact is developed.

Urban design as a discipline has been the subject of much recent attention and has secured its place in the interstice between the other established built environment professions. In this position urban design is a policy and practice based subject, which,

like its related disciplines, benefits from an extensive and legitimising theoretical underpinning. In this respect the theory of urban design is a subject with ancient roots and yet also a subject which in modern times has developed quickly and continues to evolve. This course draws on the extensive theoretical underpinning of urban design as a means to explore approaches to appraise the character of the built environment, and, as a result, to forward practical and even visionary proposals aimed at beneficially influencing the quality, liveability and value of urban space as a key contribution to sustainable place making.

## Create a community

A major population jump is on the horizon for Stratford; our proposals will offset the potential for a sterile dormitory community by prioritizing mixed development, creating of vibrant areas of social activity and providing the necessary infrastructure for a thriving community.

- Strategy 1:** Create balanced communities
- Strategy 2:** Create distinct quarters
- Strategy 3:** Create new social nodes
- Strategy 4:** Create social assets



Ground Floor Land-use map

## The 10 Interventions

- The Pavilion and Art Gallery
- The Botanical Gardens
- Boxpark
- Festival Space
- Pedestrian Railway Bridge
- Ecological and Heritage Park
- Community Sports Centre
- The Marina
- The Market Place
- Three Mills Heritage Centre



Intervention: Stratford's Botanical Gardens



Intervention: The Pavilion and Art Gallery

## Increasing connectivity

Poor pedestrian connectivity and a lack of permeability means that Stratford's existing transport and green assets can't be enjoyed. We seek to rework existing pedestrian pathways, roads, canal sides and cycling lanes, as well as introduce new means of transportation, to ensure that local residents have full access to the Stratford's many and growing amenities.

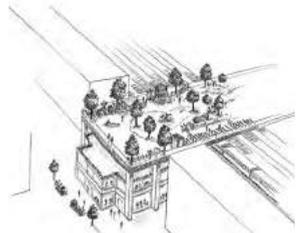
- Strategy 1:** Create permeable, pedestrian-friendly streets
- Strategy 2:** Increase mobility within the site and at key gateways
- Strategy 3:** Overcome the railway barrier
- Strategy 4:** Enable the river as a viable mode of transportation



Framework for a High Street



Framework for a Secondary Street



Intervention: New green rail overpass

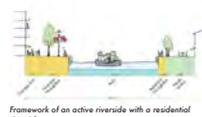
## Maximise interaction with the river

We propose to make Stratford's underutilized waterways a focus by creating attractive, exciting places of activity along their edges, and improving their potential as a navigational tool.

- Strategy 1:** Exploit the untapped social potential of Stratford's waterways
- Strategy 2:** Using the canal as a navigational tool



Framework of a residential riverside



Framework of an active riverside with a residential riverside



The River Lea Water Service



Intervention: New marina district

## Enhance the environmental sustainability

Taking a lead from the Lea Valley Regional Park, we will prioritise the biotic integrity of the area through the introduction of green corridors and the restoration or creation of green and blue spaces that benefit residents, the local climate and the wider environment alike.

- Strategy 1:** Improve biodiversity
- Strategy 2:** Improve the quality and quantity of green spaces
- Strategy 3:** Flood mitigation



## Strategies for Flood Mitigation



### Absorb

- The location of newly planted trees will be guided in part by their ability to absorb additional runoff water.
- The introduction of green roofs and walls.



### Collect

- Store rainwater for later use.
- Discharge rainwater direct to a watercourse.
- Discharge rainwater to a surface water sewer/drain.



### Slow

- Use infiltration techniques, such as porous surfaces.
- Attenuate rainwater in ponds or open water features for gradual release.
- Bioswales will be installed nearby all areas consisting of impervious surfaces.

## Plant species



Intervention: New floodable park

## FIELD TRIP NEWCASTLE



Wilson Law



Yitong Chen

Our field trip to Newcastle took place in October, and the main purpose of it was to 'break the ice' and for the staff and students to get to know each other. The programme included guided walking tours around the city, as well as a dinner and evening activities. The 2-day trip helped us to come together as a group and get to know each other. Looking back at the field trip, it surely helped us form strong bonds between each other and made everyone feel welcomed and confident, making the group work easier and more enjoyable.



William Palmer



Roger Montelongo



Katherine Keyes



Michael Short



Ivan Yi



Roger Montelongo



Jiahao Du



Michael Short



Juliana Martins





---

T E R M  
T W O

---

BENVGPD3

COLLABORATIVE CITY PLANNING STRATEGIES

Module coordinator:

Elena Besussi

Module tutors:

Michael Short and Pablo Sendra (UCL) Ilinca

Diaconescu (Just Space)

Revealing the life of Camley Street

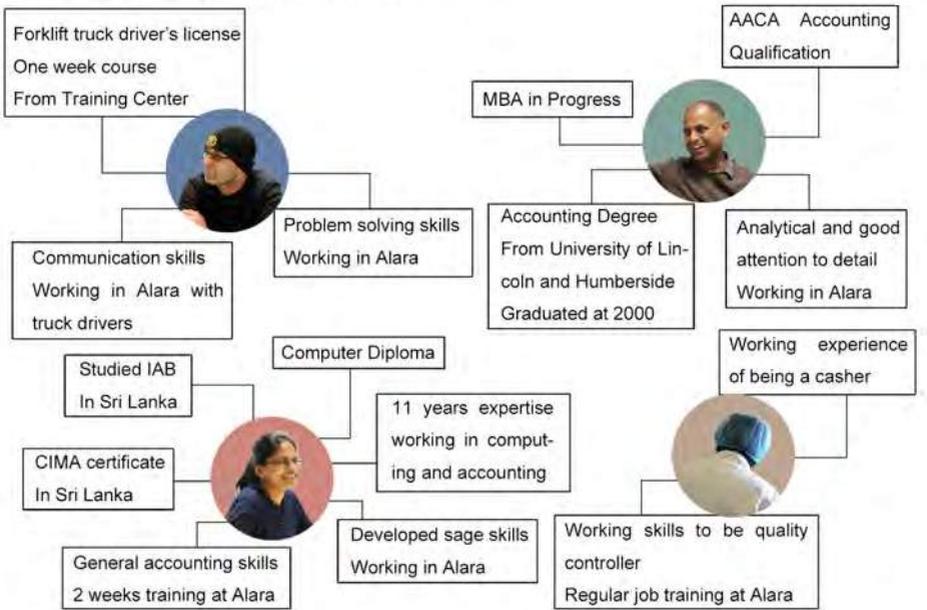
The London economy is much more than the financial district or TechCity. It is also, and as importantly, a city-wide network of activities and businesses dedicated to making and repairing the material and immaterial components of the city's everyday life and to servicing the more frequently celebrated global economy. Their location in the city ensures affordable and accessible provision of services and products to all in and beyond London: from car repair to food packing, from print services to logistics and delivery. They are symbiotically linked to each other and to the whole of London in chains of suppliers and clients rooted in anonymous spaces and buildings which are an essential part of London's urban form.

This 10 week module uses a mix of ethnographic and urban analysis to map and narrate the value and significance of businesses in the wider London urban context and economy.

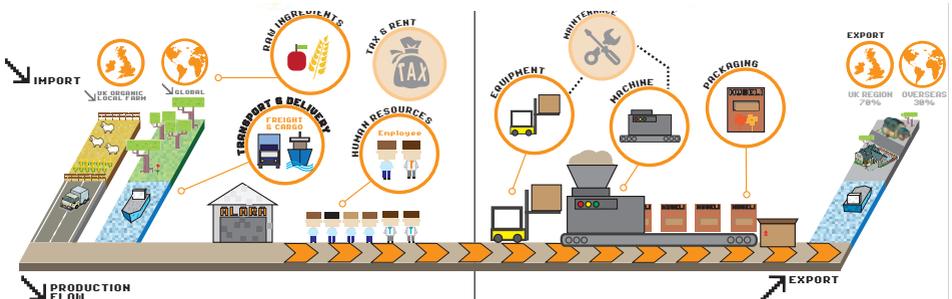
This year we focused on the businesses of the Camley Street and Cedar Way Industrial Estate, located to the north of Kings Cross. This area is currently targeted for future development and the businesses located there have been campaigning for an inclusive development that takes their role and value into account.

Working in groups, students embedded themselves into the life and working of one business and their employees to reveal the life of an unknown London economy.

This report investigated the relationship of ALARA to the wider economy of Camley Street, Camden, London, UK and world-wide. The report is divided into three main sections, looking into the detail of ALARA's supply chain, Sustainability Agenda and the relationship to the Camley Street Neighbourhood Forum.



Alara Employees | students: David Daines, Runtao Li, Yanhan Liu, Xiaoyang Yi, Wen Zhang



Alara Business | students: Nixon AU, Catherine Chao, Sannie Chung, Kai Lok Wong

---

## BENVGPD4

### SUSTAINABLE FUTURES BY DESIGN

#### Module coordinator:

Dr Pablo Sendra

#### Module tutors:

Dr Pablo Sendra, Dr Michael Short, Diana Ibáñez López,  
Joost Beunderman

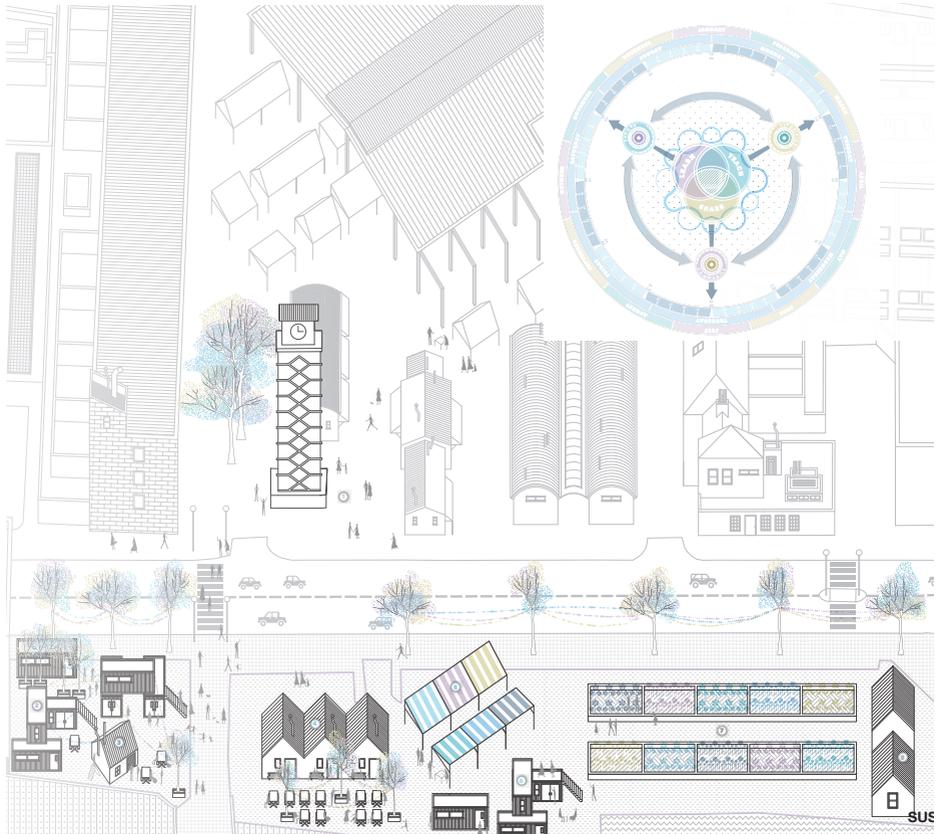
The aim of the course is to provide the student with a holistic approach to all the aspects of sustainability: social, cultural, economic and environmental. It seeks to make the student reflect on possible sustainable future cities by addressing issues that are currently at the forefront of the debate on urban design and city planning: how to make cities more inclusive, collaborative, consume less resources, interact with nature and, at the same time, strengthen its design and maintain and reuse its heritage. The module combines design and theoretical reflection through a series of lectures, workshops and a design proposal.

The key topics of sustainability that the lectures and workshops address are:

- City and nature: interaction between humans, non-humans, city and nature. Land use, food, waste, urban metabolism, urban

fauna and flora.

- Urban character and heritage: what makes a place, townscape, urban conservation.
- Collaborative urbanism: participation, co-production, co-design, collaborative economy.
- Inclusive cities: social justice, culture, gender, age, democracy and welfare delivery.



Proposed is a temporary makeshift market has been designed in order to increase social mobility, equity, and community identity through three key actions of 'learning', 'teaching' and 'sharing'.

The diagrammatic clock (above) illustrates how the key actions enable, individuals, groups and the whole community to empower each other, engage with one another, and exchange local knowledge and skills, increasing community confidence and social cohesion through the ability to learn together, teach one another and share valuable skills with one another. It is currently being promoted by local community groups, a call for more local residents to get involved with various types of workshops

and local leadership programs (splashcommunity.com). The South Poplar & Limehouse Action for Secure Housing (SPLASH) are currently advocating for the development of a Local Neighbourhood Plan for Poplar. The community group has identified that public awareness and inclusivity is a significant task that will ensure a representative and socially equitable Plan is formulated. One of the ways in which SPLASH advocate for this is through the provision of workshops and skill sharing, believing that the establishment of a shared sense of community will ensure a fair and socially just Neighbourhood Plan.

---

## BENVGTC4

### URBAN DESIGN : GUIDANCE, INCENTIVE AND CONTROL

#### Module coordinator:

Professor Colin Haylock

#### Module tutors:

Wendy Clarke, Justinien Tribillon, Stefania Fiorentina,  
Jorge Martin

This module is the second part of the Urban Design Specialism. This is urban design as conducted through the planning process and its work on influencing design delivered by others --- developers, architects etc. It works from visions and related outcomes, through mechanisms designed to secure the outcomes sought in terms of the nature and quality of places. The module studies this activity at a range of scales from the strategic to the detailed.

The module uses London as laboratory and current plans for various parts of the city as the starting point for study. The areas chosen deliberately cover a wide range of scales ranging from London Plan Opportunity Areas with their strategic approaches to delivering large scale change, through the more modest London Plan Intensification Areas to very locally based Neighbourhood Plans. In the first 5 weeks students become familiar with the area they are working on. They critically

evaluate the existing planning document which is seeking to respond to its issues and guide its future - and particularly, how it approaches guiding the future shape and character of the area.

In a second stage, over the remaining 5 weeks, they take charge of shaping the future of their area themselves. Using their familiarity with the area and what they have seen by way of approaches to other areas studied in stage 1 as a starting point, they further explore approaches and tools to guide, incentivise and / or control development produce their own vision for its future, and select what they consider appropriate approaches to securing the delivery of this vision. A critical component is the justification of the selection of approaches and tools to deliver the outcomes sought - a process in which careful evaluation of wide ranging exemplars with potentially transferable features makes a major contribution.



---

## BENVGPD2

### CRITICAL DEBATES IN URBAN DESIGN

#### Module coordinator:

Dr Filipa Wunderlich

#### Module tutors:

Dr Filipa Wunderlich, Dr Pablo Sendra, Dr. Hooman Araabi,

Ms Bianca Maria Nardella, Dr. Juliana Martins

This module invites students to dive deep into the field of urban design knowledge. It will give an insight into the complex nature of urban design theory and encourage students to construct their own understandings of topics and rationale for urban design interventions. Rather than assimilating facts, students will be learning ‘to think urban design’ by exercising their debate skills, while also contributing to the constant evolution and up-grading of urban design knowledge.

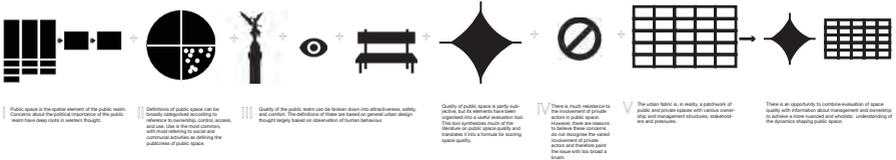
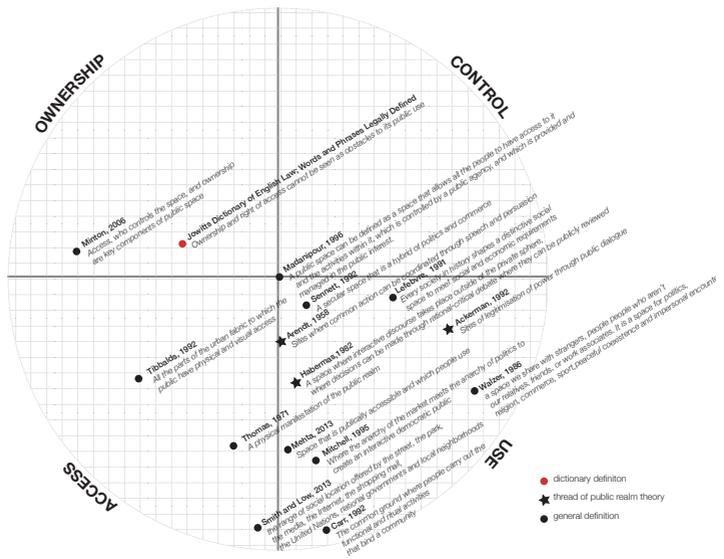
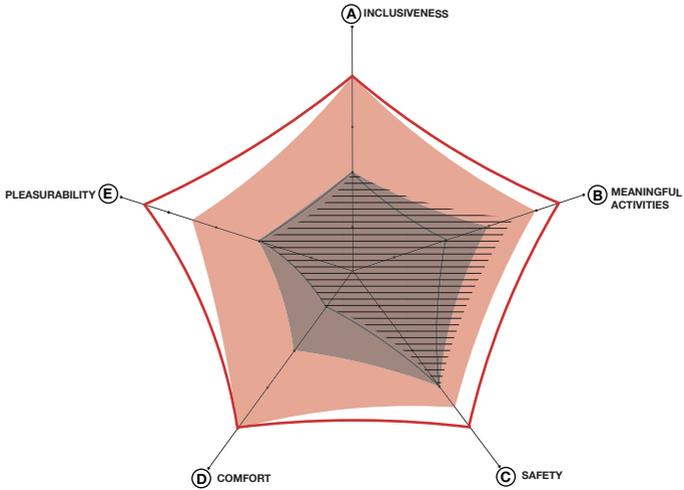
The module has further an individual written and analytical project, which enables students to apply and test their understanding and thinking about particular urban design principles and related discussion topics.

This module has two components:

1. Weekly critical debates seminars with a focus on the above two key areas of debate. Under

each of these areas of debate, each week will focus on a different topic to focus on. Students will need to deliver complete of a preparatory note for each class – a synopsis, and will be assessed based on this and their participation.

2. Individual essay focusing on the theme of ‘The principles of urban design: a literature review and learning through experience’. This essay is composed by a literature review on one chosen UD principle, and discussion on related chosen topic. This is complemented by graphic illustrations synthesizing the student acquired knowledge (eg. ideas, concepts and frameworks referred to in their review), and also tested with observations of London case-studies. Student submit as set of two posters at the end of the module.



Quality of the public realm: Ownership and management: London South Bank | student: Lily Moodye

## FIELD TRIP MARSEILLE & LYON



Nixon Au



Iacovos Loizou

We spent five days in France, in the Mediterranean city of Marseille and the Rhône-Alpes city of Lyon. Through lectures and guided tours, we experienced two urban histories and trajectories, unpacking how heritage and contemporary development (re) create the city.

In Marseille, we explored ideas of change in the built environment: from the lastingness of the Unité d'Habitation, a radical building turned emblem of 20th century modernist design, to the incremental change stewarded by "Quartier Libres" project, to major transformations sweeping the city's industrial districts under its Euroméditerranée project.



Benedetta Ficarelli

In Lyon, we explored the multiplicity of a city's image, contrasting the UNESCO heritage Vieux-Lyon with the unfolding culture of a new urban district, La Confluence.



Roger Montelongo



Benedetta Ficarelli



Roger Montelongo



Robert Frost



Roger Montelongo



Iakovos Loizou



Ivan Yi



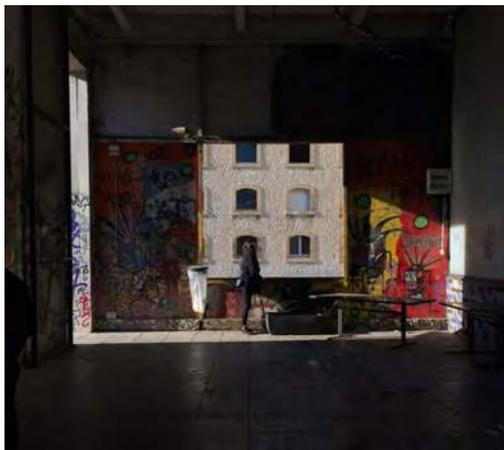
Juliana Martins

---

## FIELD TRIP: PHOTO COMPETITION WINNERS



Catherine Chao



Benedetta Ficarelli



Nixon Au



Alex Wright



Motunrayo Adegbenro



Wilson Law





# MAJOR RESEARCH PROJECTS & DISSERTATIONS

The following section showcases the work students have produced in fulfilment of a dissertation or major research project. After two terms of core modules, students had the opportunity to develop—from start to finish—their own project based on their specific interests and showcasing a compilation of their new urban design knowledge.

As we branched out, so did we come to produce work about a number of different strands of urban research; this is the core of the expo's concept: Urban Composition. Each component, a building block of the city, is derived from themes common throughout our projects and dissertations, such as the street, social inclusion in the city, green spaces, the neighbourhood. Piece by piece, through complementary and dichotomizing findings, we have produced a collective knowledge on many different components of the city: an urban composition.



## Streets

From their edges to their carriageways, streets sit at the intersection of all the city's flows and functions. These projects explore these myriad functions, from movement to lingering.



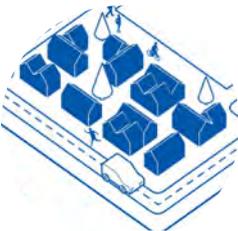
## Social issues

It is not buildings or benches which breathe life into the city – it is its people. These projects discuss the ways in which the city can be safer, healthier, happier, and more inclusive.



## Governance

The city is much more than a collection of spaces and buildings. How we manage them, fill them, and use them is as much the city as its physicality.



## Residential

A home is a place of respite, but a neighbourhood is so much more. These projects explore how we live as individuals and communities.



## Commercial

Commerce was the birth of the city as we know it, and still drives its rhythm. These projects explore the design of retail, business, and industrial spaces.



## Green

We are increasingly coming to understand the city and nature not as dichotomous, but as complementary. These projects explore the symbiotism of green spaces, their urban settings and their inhabitants.



## Water

Flowing under and overground, moving and attracting people, bodies of water form an integral part of any urban ecosystem. These projects explore the myriad roles water plays in the city.



## Public Spaces

To be urban is to be collective, to be together. These projects explore how the public realm can help and hinder the urban experience.

---

## MAJOR RESEARCH PROJECTS

Module coordinator:  
Dr Filipa Wunderlich

To complete the MSc Urban Design and City Planning programme, students are given the option to submit a Major Research Project. This project typically focuses on a key area of knowledge covered in the programme, e.g. urban design, urban design guidance and control, housing and development, sustainable urban design, sustainable transport, or other.

A Major Research Project represents an in-depth exploration of a complex topic or problem. It is a demonstration of knowledge, a critique, and the application of this knowledge and critique into a project. The project focuses on a particular site, method or process and is propositional, delivering a vision, and working it out in depth as to exhibit its potential, but also

reflect upon its limitations. The major project embraces the complexity of the chosen topic and applies knowledge in a critical and reflective manner. Overall, the project prepares students to enact positive change through design and is an opportunity to develop both research and problem-solving skills and abilities whilst entering in-depth a particular area of studies and explore a problem that is up-to-date, critical and complex.

A Major Research Project integrates a literature review and analytical research, but also, and most importantly it is propositional. Students look ahead, seek opportunities to imagine a different world and explore and test innovative approaches to planning, design and or development in the city.

---

The major project may take various forms: a) test a particular theory through practice, b) investigate planning and design strategies, c) investigate methods through which to tackle a problem, d) bring forward a vision and attempt to design/build parts of this vision in order to test the possibilities, e) investigate relationships between built form, society and culture, developmental processes and sustainability within an interdisciplinary and project based dialogue. As part of this, students test and apply their ideas in a practical exercise. These can take the form of a regeneration framework, a delivery strategy, an opportunity development framework, a masterplan, a neighbourhood plan, a design code, development brief, town charter, etc. , or indeed any other form of practical

method which may catalyse, guide or manage change in an urban environment.

The Major Research Project is the culmination of the Urban Design and City Planning Masters degree. It is the student's chance to synthesise knowledge in a major and largely self managed study, what he or she has gained from the programme and, possibly, to integrate it with elements from previous studies or professional experiences. The Major Research Project is something the students take with them, demonstrate their expertise and launch the next stage of your career.

---

## DISSERTATIONS

To complete the MSc Urban Design and City Planning programme, students can also choose to submit a dissertation. *The dissertation* represents an academic research study of a specified topic. Students will normally draw from available theory or debates on a particular subject and submit them to a critical analysis based on a review of the literature and the gathering and interpretation of primary and / or secondary data. Primary data is information collected by the students for the specific purpose of the research. This entails the use of case-studies and the methods of surveys, interviews and or direct observations. Secondary data is information which is readily available, documents, reports, databases, and others. Students will most often concentrate on the use of primary data, in order to practice, put into action and

demonstrate their fieldwork research skills and complement this with secondary data when pertinent. Occasionally, depending on the topic and justification, dissertations may draw from secondary data only, in which case, they will cover a robust and diverse amount of data. Drawing from this type thorough analysis, the student then advances concludes by reflecting on the findings and bringing forward recommendations for change.

The dissertation is typically divided into three main research components: 1) the literature review; 2) the methodology chapter, where the student presents his/her research strategy to successfully conduct the proposed research work; and 3) the analytical chapter(s), where case-studies, fieldwork and other data sources are described and the information

---

gathered is analysed and discussed. As with all research works, the student completes the dissertation by reflecting upon and drawing conclusions from his/her research work.

Overall, the dissertation develops students' research skills and abilities, offering them the opportunity to follow a rigorous academic programme and think through and design their own research strategy; as much as it allows students to explore – in depth – a particular and usually complex area and / or question covered in the course and some of its specialist teaching. The student demonstrates abilities in research topic design, execution and presentation and a capacity for in-depth critical thinking in their chosen area of study. This is the culmination of their

MSc programme, a major and largely self-managed study, where students put into practice and synthesize what he or she has gained from the course. The dissertation is something students take with them, and use to demonstrate their expertise in a particular urban design / planning related subject, launching the next stage of their career.

## Creating a street environment at the neighborhood level that suits to senior citizens to encourage their sociability

### Student:

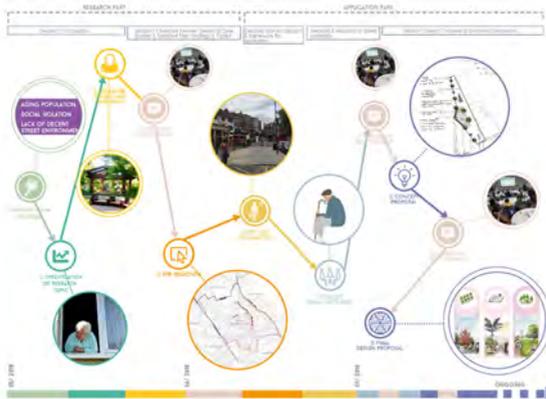
Yitong Chen

yitong.chen.17@ucl.ac.uk



Sociability plays an important role in protecting people from the experience of psychological distress and in enhancing well-being, especially for the elderly. Recently, social isolation is considered to be the major problem leading to impaired quality of life among elderly persons. For specific performance, data shows that 9 million people aged over 65 in the UK often feel ignored or invisible and 3.7 million of them agree that TV is their main form of company (Age UK, 2016). It has aroused great attention from all walks of life and also been commonly concerned by urban designers and planners. It is indicated that a greater outdoor environment is more likely to encourage senior citizen's sociability. Nevertheless, sometimes even in a busy street, we still see that the facilities are unable to meet basic needs of the elderly, let alone attracting sociable activities. Thus, this project is going to understand the real needs of the elderly when using streets and explore the relationship between street elements and how they can encourage sociable activities. The research project aims to develop a toolkit that

is transferable for successfully shaping a decent street environment to encourage sociable for its users, especially for the senior users. It also suggests a detailed design proposal for West End Lane in West Hampstead, London through site analysis, evaluation and selection of summarized toolkit. Being a bridge to connect physical street environment and elderly persons' sociability issue, the findings of this project could inform transferable design solutions. Moreover, the application of such projects is proposed to improve the living quality of senior citizens and maximise the potential of successfully shaping age-friendly cities all over the world.



**STREET FURNITURE & MATERIAL**

Material Selection		
BENCHES	GROUP SEATING AREA WITH PLANTS	SEATING AREA UNDER NATIVE TREE

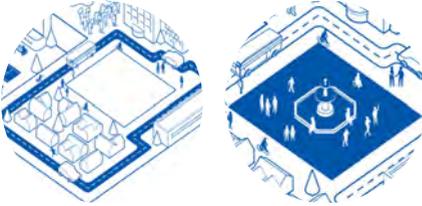
Finally, these three seating areas are distributed within the site, which improve the accessibility of these furniture. Also, these diverse seating areas with two different material provide enough and comfortable choices for both active users and elderly passengers. Combining trees, plants with seating areas will add sensory delight on this site. It is expected that local distinctive character will be shaped by the provision of these furniture.

## How can cross-sea bridges in Hong Kong be transformed to become pedestrians and cyclists friendly environment?

### Student:

Kai Lok Wong

kai.wong@ucl.ac.uk

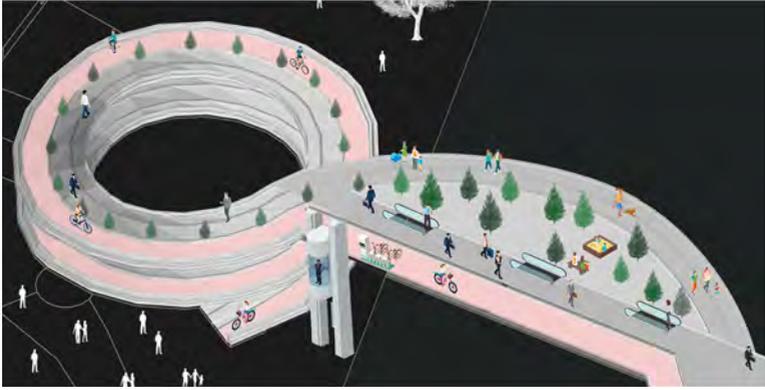


The territory of Hong Kong is made up of over 260 onshore and offshore islands. To create an integrated boundary of HK, many of the major islands are linked by the cross-sea bridges, to enhance the connectivity and accessibility between the islands. However, many of the bridge is primarily design for the traffic flow without sufficient and quality walking or cycling facilities. This limited the opportunities for pedestrian and cyclist to pass through the islands in a comfortable and pleasing environment, and eventually manifest an entrenched transportation hierarchy in HK that clearly places automobile above other active mode of transportation.

The hierarchy is further exacerbated under the hot and humid subtropical climate in HK with more frequent extreme weather events occurred caused by the climate change. Local travelers are normally only willing to walk come to 300 to 500 metres or with walking distance around 10 minutes, and further stretches according to the design elements of

the area. Yet, the normal length of the basic cross sea bridge in Hong Kong are varies from 230 metres to 2.1 kilometres, some of which go beyond the desire walking distance for local travelers, in which reduce the willingness for people to use the sustainable mode of transport especially during the summer period.

Therefore, the research is going to take a whole system approach to improve the walking and cycling experience from the settled community on one end of the bridge to the equipment end of the other. The overarching goal of the research is to explore the motivation of people to walk and cycle under the hot and humid weather, and transform the underused public space of the bridge to a liveable destination for all people, so as to facilitate the concept of 'comfort mobility' when people pass through and from the islands.

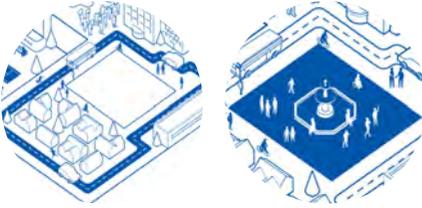


## Making use of elevated pedestrian walkways in compact cities

**Student:**

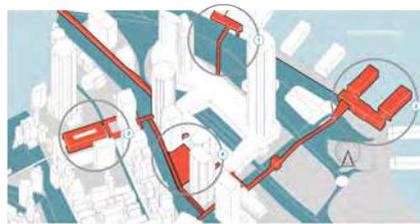
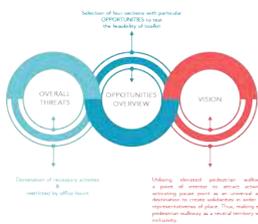
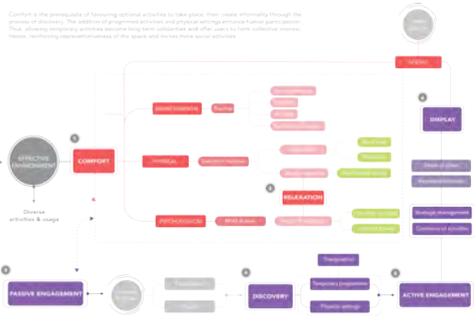
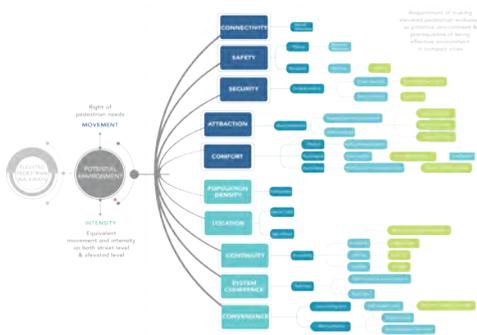
Sannie Chung

sannie.chung.17@ucl.ac.uk



In compact cities, the dense population cause places suffered from overcrowding and traffic congestion. To ease the problem of lack of ground floor space and to accommodate the traffic network, elevated pedestrian walkway as a form of pedestrian-oriented transit public space is created to separate vehicles and pedestrian as well as redistributing street movement to comfort pedestrian mobility. However, many works of literature have been criticizing that elevated pedestrian walkway is a type of intrusive intervention which hindering street life. Therefore, this research project will critically explore the reasons for having elevated pedestrian walkways in compact

cities and explain both the success and failure of having such intervention in compact cities. In particular, the monotony usage of elevated pedestrian walkways is found as the main focus of this project and is aiming to focus on how urban design could be applied in the compact city in order to enhance the flexibility and sustainability of this type of infrastructure.

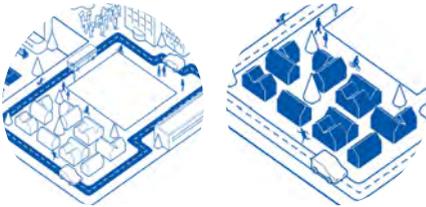


## 'Estate Streets': Developing a design toolkit based on the lessons learned from high density low-rise social housing estates

### Student:

Benedetta Ficarelli

benedetta.ficarelli.14@ucl.ac.uk

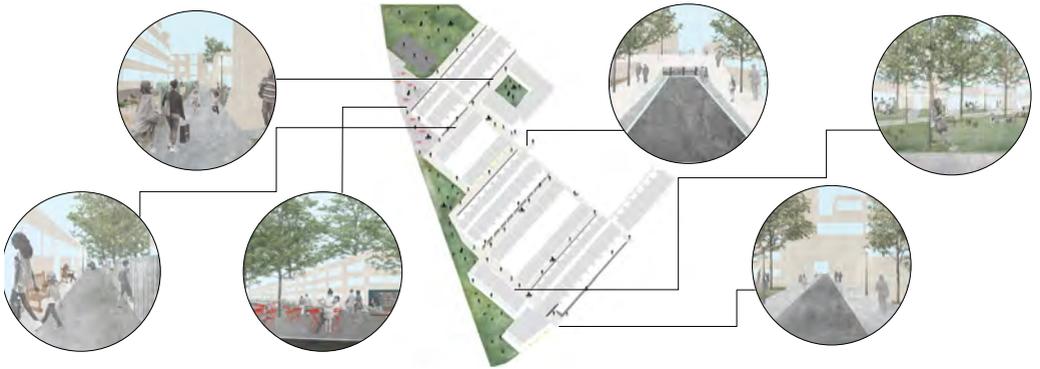


Social Housing Estates are under an increasing threat in many parts of London as more and more of them are lined up for redevelopment. The problematics of modernist social housing have in some cases led to their complete demolition through the process of regeneration.

This research investigates the role of urban design in improving the public realm and enhancing the connectivity and sociability in post-war housing estates through the use of micro street interventions. The research has explored some of the discourses involving the physical design and implications of modernist housing estates, as well as the lessons learned from the alternative responses to social housing design that have taken place in the UK.

The project suggests the need to establish a street typology for social housing estates, and argues for estate streets to be improved through a guiding toolkit that improves the connectivity, safety and frontages, implements buffer zones and encourages social interactions.

The project recommends that interventions and proposals should be guided by the toolkit, but that there should be careful consideration for the context and specificity of each case, testing and experimenting with different approaches. The interventions should then be evaluated based on the resultant spatial connections and uses they enable, as well as on the experiences, social encounters and activities they encourage, demonstrating both the spatial and behavioural impacts.

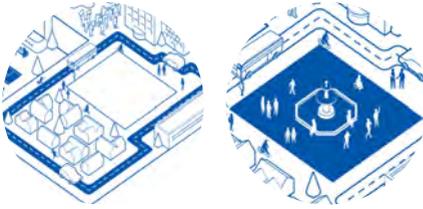


## Invitations to walk: Developing a toolkit that enhances the public realm around major transport interchanges for walking

### Student:

Kieren Butler

kieren.butler.17@ucl.ac.uk



This project is about walkability. With the Mayor's increasing focus on non-motorised transport and an ambition for all Londoners to partake in 20 minutes of active travel per day, there is an opportunity to explore the extent to which urban landscape encourages people to travel by foot. Additionally, with the expansion of London's transport network via HS2 and Crossrail, resultant increases in people travelling to and from transport interchanges and the observation that too often spaces around interchanges are not conducive to a pleasant walking environment, there is also an opportunity to rethink the design of these spaces in relation to walkability. With these two opportunities in mind, this project develops a practical toolkit that will help designers integrate transport interchanges with the surrounding urban fabric with the specific aim of inviting walking.

Following a literature review a conceptual toolkit is formed, which contains a set of

metrics structured loosely on a sliding scale from functional to aesthetic considerations. The toolkit is used to critically assess six-case studies, based on the extent to which each metric has been achieved. This then feeds into a synthesis and revision of the toolkit, where it is found that the eighteen metrics fit under four overarching principles: enhancing connections, supporting movement, enhancing comfort and supporting public life. A set of design principles follow, which offer practical design solutions for each metric. Finally, an application strategy is presented, which offers guidance for the efficient implementation of the toolkit on any relevant site.

The toolkit is applied and tested on the public realm surrounding Euston Station, London. Following an analysis based on the toolkit, a set of recommendations are made for each strategy which builds to a masterplan for the site.

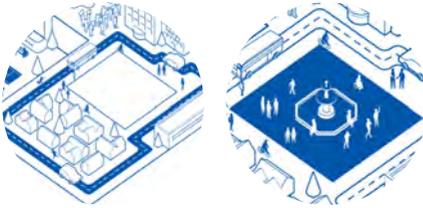


## Child-friendly streets: Design strategy to promote children to walk to school independently

### Student:

Daulet Ospanov

daulet.ospanov.17@ucl.ac.uk



In the process of urbanisation, cars have taken the dominance in the cities in the 20th century and people have been neglected and discouraged to walk. As a result, streets became unsafe, unfriendly and unattractive for children. Hence, concerned about the safety of their offspring, parents prefer to drive their children from home to school and vice versa. Consequently, the rise in the number of children being chauffeured to schools has been observed in many countries worldwide and the decrease in the number of children walking to school in the past few decades.

Children have been excluded from the unsafe car-based world. The policy and the regulatory environments in many countries have targeted eliminating children from the dangerous environment and their behavior has been modified to avoid danger instead of a focus on creating safe and walkable environments for them.

All of these factors have become the background of this research project. It will examine what physical elements create a walkable environment for children. Urban designers and transport planners have

identified the link between walking behaviour and the environmental aspects consistent with the walkability notion.

Walkability – the extent to which an environment is facilitating walking. According to walkability studies, certain characteristics of an environment at macro and micro level characteristics affect walking behaviour of a person, but these characteristics have been brought upon adults' (parents') behaviour and attitudes. There are few studies on what attributes of an environment would influence children's walking, particularly walking to school in the first place.

One of the main factors that discourage children from walking to school is parents' perception of an environment. Thus, most of the studies focus on parents', adults', perception of a walkable environment. Yet, parents and children perceive environment and experience it in different ways. By considering children as active agents and critical users of an environment, this research project will examine both parents' and children's perception of a walkable environment on what creates child-friendly environment to walk to school.

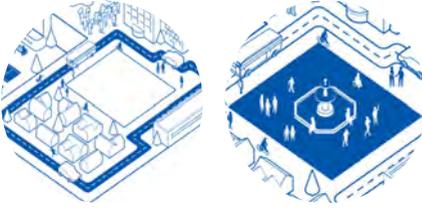


## How could urban design create or enhance sense of place at transport interchange public realm?

**Student:**

Nixon Au

nixon.au.14@ucl.ac.uk



In compact cities, the dense population cause places suffered from overcrowding and traffic congestion. To ease the problem of lack of ground floor space and to accommodate the traffic network, elevated pedestrian walkway as a form of pedestrian-oriented transit public space is created to separate vehicles and pedestrian as well as redistributing street movement to comfort pedestrian mobility. However, many works of literature have been criticizing that elevated pedestrian walkway is a type of intrusive intervention which hindering street life. Therefore, this research project will critically explore the reasons for having elevated pedestrian walkways in compact

cities and explain both the success and failure of having such intervention in compact cities. In particular, the monotony usage of elevated pedestrian walkways is found as the main focus of this project and is aiming to focus on how urban design could be applied in the compact city in order to enhance the flexibility and sustainability of this type of infrastructure.



#### PHYSICAL FEATURES



#### URBAN DESIGN ELEMENTS



#### ACTIVITIES AT TRANSPORT INTERCHANGE PUBLIC REALM



#### 'MEANING' AT TRANSPORT INTERCHANGE PUBLIC REALM



#### URBAN DESIGN PERCEPTUAL QUALITIES



**SENSE OF PLACE AT TRANSPORT INTERCHANGE PUBLIC REALM**



## Uncovering the Planning and Design Tools which can Help Promote Diversity in London's Cycling Population: Learning from Amsterdam, Copenhagen and Berlin Case Studies

Student:

**Robert Frost**

robert.frost.17@ucl.ac.uk



In low-cycling cities, cycling is not evenly distributed across demographic groups. In London, UK, women and older adults constitute a strikingly low proportion of the modal share. By contrast, in high-cycling cities, cycling is an inclusive, population-wide activity. In Amsterdam, Copenhagen and Berlin, gender differences are negligible or even reversed, and cycling levels remain high even among older adults. In recent years, London has experienced a rise in the modal share of cycling, but such an increase is not coupled with greater diversity among cyclists. In order to enable a transition to a mass-cycling culture, cycling coordinators need to give special consideration to the needs and

preferences of currently under-represented groups. Thus, this dissertation uncovers the planning and design tools which make cycling a viable transportation option for women and older adults. The analysis relies on survey data, national and regional policy documents, informant interviews, as well as ethnographic observations in Amsterdam, Copenhagen and Berlin case studies. The research finds that the success of these cities in enabling diversity in cycling is largely attributable to the successful coordination of many policies and programs that make cycling a safe, convenient and attractive mode of transportation.

**What Planning and Design Tools Could Be Applicable to the London Context?**

<b>Planning or Design Tool</b>	<b>Policy Implications</b>	<b>How Might this Tool Enable Diversity in Cycling in London?</b>
<b>Infrastructure and Cycling Environments</b>		
Segregated cycle lanes	<ul style="list-style-type: none"> <li>• Network of well-maintained, wide and segregated paths and lanes</li> <li>• Side-street short-cut connections</li> </ul>	<ul style="list-style-type: none"> <li>• Increase perception of safety</li> <li>• Increase convenience of cycling</li> </ul>
Traffic control and calming	<ul style="list-style-type: none"> <li>• Speed restrictions and physical infrastructure deterrents for vehicles in residential areas</li> <li>• Special bicycle streets</li> </ul>	<ul style="list-style-type: none"> <li>• Facilitates quieter, much safer and less stressful cycling</li> </ul>
Intersection modifications	<ul style="list-style-type: none"> <li>• Crossings clearly designated with distinctive colour</li> <li>• Traffic-lights especially for cyclists</li> <li>• Traffic islands/bollards in road make cars slow down when turning</li> <li>• Bike crossings realigned away from parallel road to avoid collisions with turning vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• Limits cyclists' exposure to the flow of vehicular traffic</li> </ul>
Bike parking and coordination with public transport	<ul style="list-style-type: none"> <li>• Easily accessible, secure bike parking facilities at major stations and throughout city</li> <li>• Bike parks with high levels of security and lighting</li> </ul>	<ul style="list-style-type: none"> <li>• Lessen risk of bike theft</li> <li>• Increase safety at night</li> </ul>
<b>Familial Responsibilities and Journey Characteristics</b>		
Freight and electric bikes	<ul style="list-style-type: none"> <li>• Easier access to freight and electric bikes</li> </ul>	<ul style="list-style-type: none"> <li>• Allows the bike to be used for a greater variety of journeys</li> </ul>
<b>Cultural Norms and Preferences</b>		
Education and training	<ul style="list-style-type: none"> <li>• Provide children with education and training in the practice of safe cycling as part of their primary school curriculum</li> </ul>	<ul style="list-style-type: none"> <li>• Educational programs generate enthusiasm</li> </ul>
Traffic laws and regulations	<ul style="list-style-type: none"> <li>• Responsibility of ensuring safety on the road is put on the motorist</li> <li>• Enforcement of cyclist rights</li> </ul>	<ul style="list-style-type: none"> <li>• Law protects cyclists from the dangers imposed by motorists</li> </ul>
Anti-car measures	<ul style="list-style-type: none"> <li>• Restrictions on car travel, ownership and parking make driving expensive and inconvenient</li> </ul>	<ul style="list-style-type: none"> <li>• Increases attractiveness of cycling</li> </ul>

**Table.** *Planning and design tools to enable diversity in cycling in the London context*

## The relationship between building use and building-street interface performance: A study of Clerkenwell and Caledonian, London

Student:

**Che Wang**

che.wang.17@ucl.ac.uk



Either building-street interface or building use has been discussed by many previous research. Some studies roughly mention that they can influence each other. However, few have specifically explored on their relationships. This dissertation aims to contribute the relationship between building use and building-street interfaces performance: accessibility, proximity, transparency, and access mode. Two areas in Clerkenwell and Caledonian are chosen for case study. The approach has two stages: a quantitative one using mapping to compare them based on new typologies; and a qualitative one focusing on examples of interface adaptations. Data were collected through observation and visual recording in

fieldwork, and ArcGIS processed them to map. Findings reveal that there are relationships building use and building-street interface performance, and changes of building use may lead to interface adaptations. These findings inform strategies to integrate the (changes of) building use and the (changes of) building-street interface together. Findings further suggest to improve interfaces of small offices and residential buildings to increase social activities on street. The final suggestion is to transform building uses towards small shops for more active building-street interfaces.

Change of building use		Change of building-street interface			
New function (After)	Former function (Before)	Accessibility	Proximity	Transparency	Access mode
Live	Visit/small grain				
	Work/large grain				
Visit/small grain	Live				
	Visit/large grain				
	Work/small grain				
	Work/large grain				
Work/small grain	Live				
	Visit/small grain				
Visit/large grain	Work/large grain				

Building use	Accessibility	Proximity	Transparency	Access mode
Live	Low degree	Low degree (separation)	Low degree	Pedestrian
visit/small grain	High degree	High degree (area for activities)	High degree	Pedestrian
visit/large grain	Low degree	High degree	Low degree	Car dependency (garage)
work/small grain	Low degree	uncertain degree	uncertain degree	Lower degree of Car dependency (front parking)
work/large grain	Low degree	uncertain degree	Low degree	Car dependency (front parking)

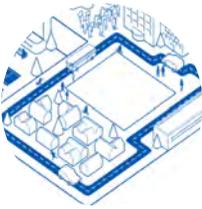
Dimension	Change	Icon
Accessibility	"Inaccessible" → "direct/accessible"/ "direct/porous"	
	"direct/porous" → "direct/accessible"	
	"direct/accessible" → "Inaccessible"	
Proximity	"Isolated" → "Small front yard"	
	"Ambiguous" → "Adjacent"	
	"Adjacent" → "Small front yard"	
Transparency	"Opaque" → "Translucent" / "transparent"	
	"transparent" → "Opaque"	
Access mode (car dependency)	"Car/front" → "Pedestrian"	
	"Car/ground" → "Pedestrian"	

## Feeling Safe in the High Street? — Exploring the Differences Between Residents' and Visitors' Fear of Robbery Crime in London's High Streets

Student:

Jiahao Du

jiahao.du.17@ucl.ac.uk



In recent years, fear of crime has been considered to be one of the important reasons for the decline of the high street and it has led to restrictions on people's activities. Although the crime rate on the street has been reduced, the fear still exists. In the process of urban design, due to the lack of comprehensive consideration of safety perceptions, some characteristics of the environment may become a symbol of fear. Place and the characteristics of different groups of people make safety perceptions of the built environment different, while unfamiliarity is one of the factors that deepen the visitor's fear of unfamiliar environments. This paper conducted research to explore the differences in perception of fear of robbery crime, one of the most common types of street crime, between residents and visitors in

three of London's high streets. By interviewing residents, visitors, and urban planners about their views on environmental cues and mitigation approaches in the built environment from the theory, and discussing it in the situational context, the research suggested that the theory does not always apply to residents and visitors. The environmental cues that people really fear were found from the fieldwork, and our urban design should have the ability to deal with these problems. This research believes that, in such a context, the differences between residents and visitors are that the former care more about the overall physical and social environment, while the latter are more focused on the immediate threats from the surrounding environment.



## “Cycling promotion: Gender-based utility cycling behaviours and the perception of barriers of cycling in Hong Kong”

Student:

Suet Yan Lee

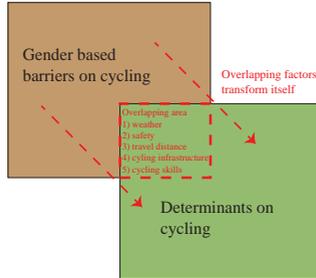
suet.lee.17@ucl.ac.uk



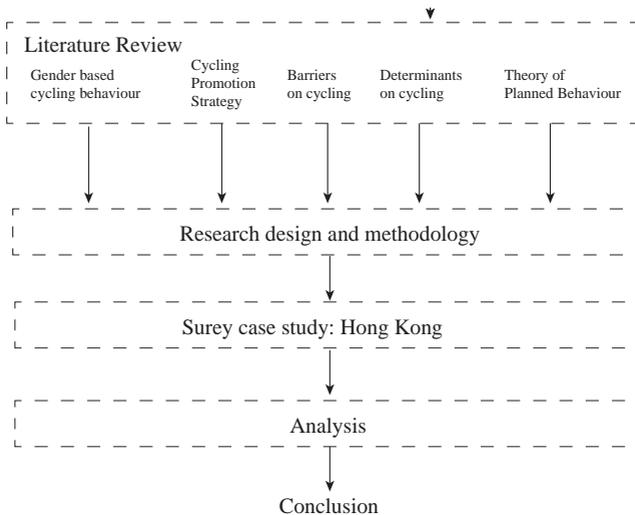
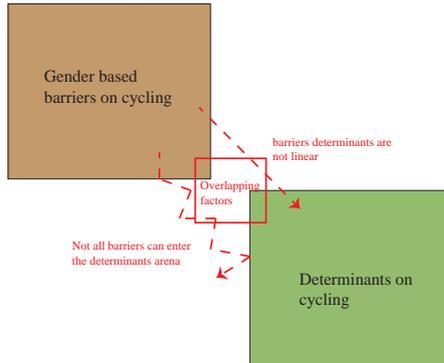
Previous research has identified the gender influence in cycling pattern and the relationship between barriers on cycling, determinants and cycling promotion strategy. However, little focus on the relationship between the barriers and determinants in shaping the cycling intension i.e. The Theory of Planned Behaviour (TPB) This dissertation examines the degree of gender influence in the cycling intension arena, investigate the overlapping “unknown area” between the barriers and determinants for further discussion and the predictability of TPB in modern cities. A survey study of Hong Kong is undertaken with a clear analytical framework. Questionnaire is used to collect the update and thorough quantitative data for discussion. Study reveals that there is

no large gender influence on cycling behaviour in Hong Kong and the cycling pattern are relatively gender neutral. The relationship between barriers and determinants are more complex and problematic than we expected. Statistics shows the removal of barriers does not necessarily lead to the determinants on cycling and enter the TPB for prediction analysis. TPB is weak in predicting the cycling intension in Hong Kong due to the too well developed public transport which might be the potential amendment of the theory. Last but not least, citizens perceived the term “cycling” as recreational cycling only, launching “hard” measures such as installation of cycle parks and communal bike system might be the best policy at this moment.

What we tend to think:



What might be in reality:



## Exploring the Sensory Experience in Chinese Historical Street: Case study of three streets in Suzhou.

Student:

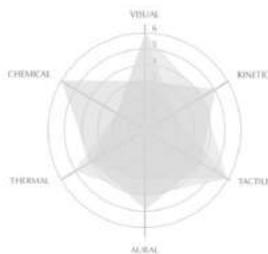
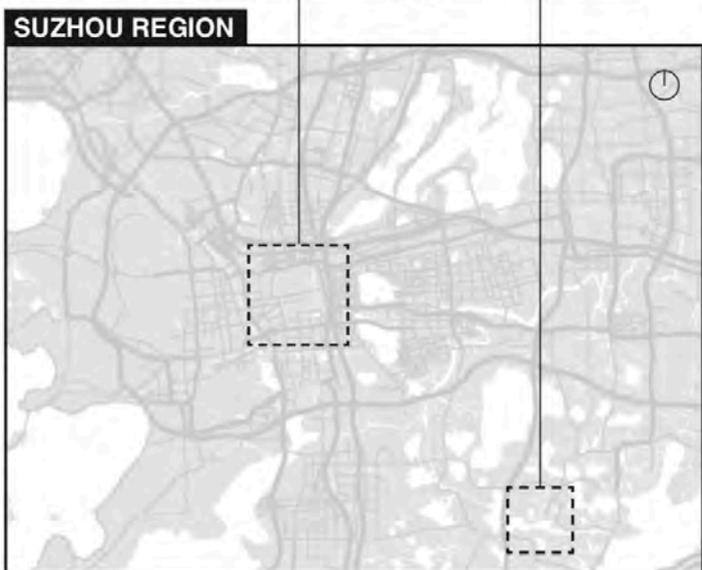
Yu Xu

yu.xu.17@ucl.ac.uk

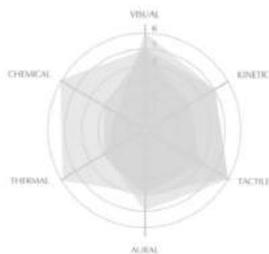


There are increasing numbers of historical streets in China are being or already have been regenerated to cater to the tourism development due to their place-based heritage value. However, during the regeneration process, the sensory experience of these historical streets have been changed accordingly. This transformation of sensory experience is largely influenced by the switch of street-level socio-economic activities and led to a questionable result: from the perceptual perspective, as one of the public space, these historical streets are generated to cater the tourists' experience rather than other users. In this context, this research explores the sensory experience of Chinese historical street through the case study of three historical streets in Suzhou with different regeneration

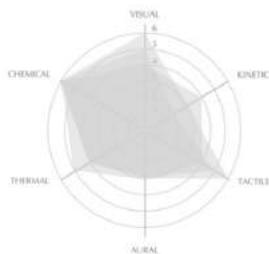
states, Pingjiang Street, Zhongshi Street and Fengmen Bystreet. The exploration is based on exploration of the multi-sensory experience associated with both physical environment and socio-economic activities and also the interviews with the people on three streets. This key finding of this research is that the multi-sensory experience in three streets various from each other due to their differences in the constitution of street business. Besides, the sensory experiences of tourists and inhabitants are also different base on their perception of the three streets. Base on the findings, this research suggests that sensory experience should be taken into consideration during the regeneration process of the historical street in perspective from both sides of the tourists and inhabitants.



Pingjiang Street



Zhongshi Street



Fengmen Bystreet

## Designing a toolkit: An exploration of how Forest School principles can be used as a tool to encourage children's play with nature in public spaces

### Student:

Stefano Ang

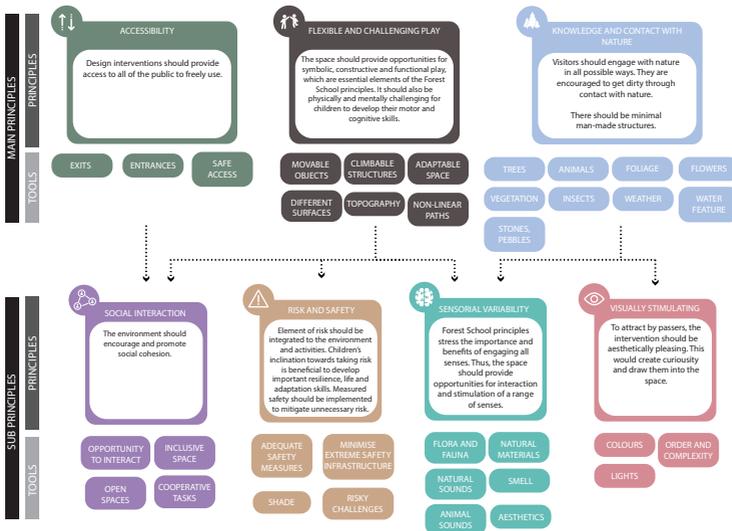
stefano.ang.14@ucl.ac.uk



Urbanisation has meant that nature is rapidly diminishing from the urban environment and the increasing disconnection with nature has detrimental effects (Kellert et al, 2008). As a result, children's access to free play with nature in public spaces has deteriorated. This has hindered children's well-being, physical and mental development in their early ages. Louv (2005) highlights the importance of children playing in natural environments and presents a phenomenon called 'natural-deficit disorder'. This describes the negative impacts on children's biological and cognitive development when alienated from nature. By replacing natural environments with urban buildings, the opportunity for children's play with nature has drastically decreased. This is evident in the UK, as the Department of Health reported that children now spend only 9% of their time outdoors (HPA, 2008). Subrahmanyam et al (2000) suggests the reason for the decrease in experimental play outdoors is compounded

by the growth of electronic devices (Crace, 2006). This trend is also seen in Asian cities, such as Hong Kong. In 2013, a survey of 500 young Hong Kong citizens concluded that 90% of youth were addicted to their phones (SCMP, 2017).

Several play-schools have incorporated Forest School principles to combat these issues and to ensure their contact with nature. This project incorporates these principles to high density cities to provide a possible solution to increase the opportunity for children's play with nature within the built environment. A practical toolkit is developed based on literature, case studies and an interview. The toolkit is then applied to a suitable project site (Mont Kiara, Malaysia) and evaluated. Additionally, the toolkit proposed through this project will have a degree of transferability across high density cities. Upon evaluation, it was concluded that the toolkit provides positive impacts.



## Redefining Public Spaces – Nature Play as a Response to Homogeneous Outdoor Public Playgrounds and Lack of “Natureness” in Government-owned Neighbourhood Public Open Spaces in Hong Kong

Student:

Catherine Chao

catherine.chao.17@ucl.ac.uk



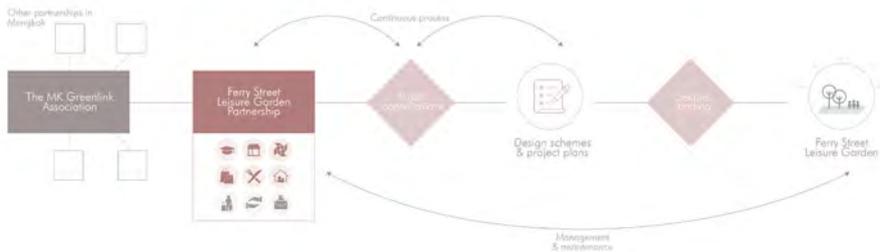
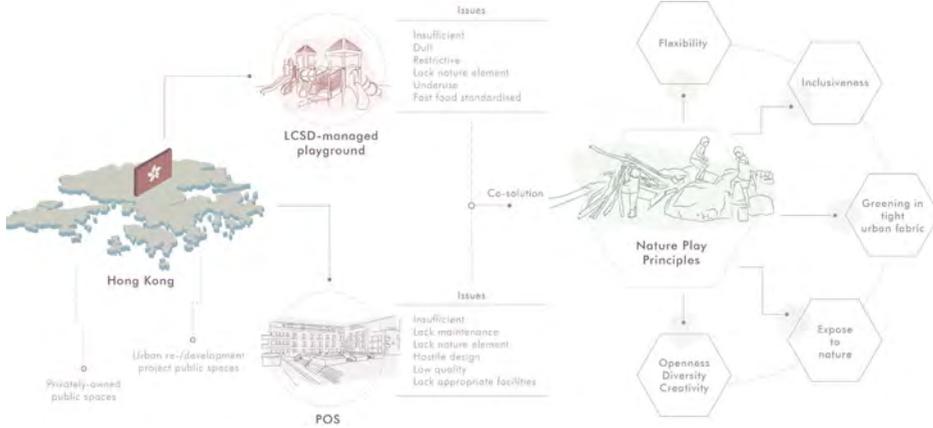
Outdoor public playgrounds in Hong Kong are often being characterised as “fast-food’ standardized” and underused. Their design focuses on having less safety issues, easier management and maintenance rather than on engaging children in play. They have also been noted for their lack of natural elements that provide exciting ways of play for children. In addition, government-owned neighbourhood public open spaces (POS) is scarce in Hong Kong, only about 2% of the city is designated as ‘open space’ and many are not for recreational use. They have also been criticised for being lack of “natureness”. Most of them are extensively covered by manicured landscape with limited green cover.

The issues of underuse, insufficient, and inadequate quality of playgrounds and POS in Hong Kong suggest that more efficient use of public spaces is needed in general. This can be done through better use by intended users,

and to widen the user group by being more inclusive and flexible in the design.

This research has proposed a conceptual and design toolkit that supports multi-use public spaces using 3 interrelating key principles (People-driven, Nature Encounter, and Reconciliation) and 6 tools (community-centric, inclusive to all ages, diverse activities, natural materials, distinctive design, and multi-managed system).

The 3 + 6 toolkit has been tested on 2 sites in Mongkok, Hong Kong. In light of the research and analysis performed it is apparent that playgrounds and POS not only in Mongkok but all parts of Hong Kong are in need of attention. It is hoped that this research could shine light on the possibilities of taking the flexibility and greening of nature play into creating public spaces that not only children are interested in playing but everyone can enjoy.



## What are the Ideal Conditions That Encourage The Long Term Resilience of Community Gardens in London?

Student:

**Dena Dabbas**

dena.dabbas.14@ucl.ac.uk



Community gardens are community-led initiatives, where food production can be used as a tool to foster socially inclusive spaces in a neighbourhood. In London, there is a growing interest towards the resulting positive influences they contribute to catchment areas. However, they suffer from a two-fold problem as they are often built on derelict or vacant pockets of land and are generally developed without the necessary planning and well conceived design. This causes their intended impacts to be less influential and resilient over time. In addition, their targeted contributions to their surroundings are not yet fully valued by planners and local authorities, hence, they tend to be regarded as a temporary utilisation of space, rather than a permanent development, which limits the extent of support and funding they should ideally attract.

This project aims at shedding light on the impacts that community gardens have on their respective surroundings in terms of physical fabric and potential users, particularly in achieving social inclusion goals. This will be coupled with an analysis of existing community gardens in London, to observe and evaluate the factors that lead to their success. The findings are used to develop a two-layered tool kit, which explores the ideal management and design principles stakeholders can apply during the development of community gardens to further support their success, long term resilience and sustainability. The tool kit is applied to Tottenham, London to test its practicality and demonstrate the potential value added to the neighbourhood and surrounding community.



## Walkability and Green Space: A Comparative Study of Four Types of Walking

Student:

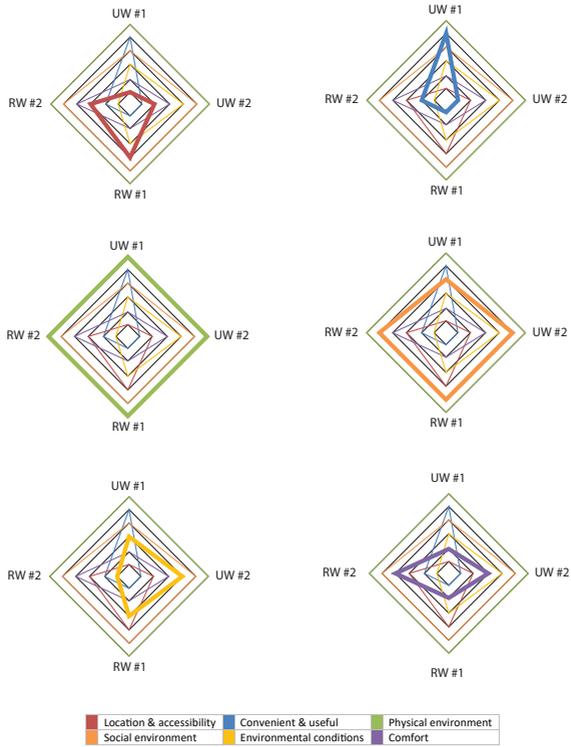
Ivana Sirovica

ivana.sirovica.17@ucl.ac.uk

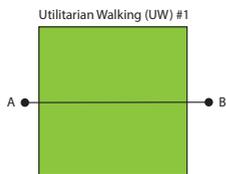


Designing walkable and pedestrian-friendly cities has been at the forefront of urban planning for years. While studies often cite green space as an element that enhances the walkability of urban space, there have been few studies about the walkability of green space itself. Traditionally, the concept of walkability, as applied to urban space, has been concerned with two major categories of walking: utilitarian, where people purposefully walk to get from point A to point B, and recreational, where people walk for pleasure with no intended destination in mind. This research adopts the utilitarian-recreational paradigm traditionally used for urban space, but notes that when applied to green space, four types of walking are more appropriate. Russell Square is chosen as the green space to study these four types of walking. Observations and interviews are adopted as research methods to collect qualitative data about what aspects of the green space invite people to walk through or within the space. Participants are categorized into the four different types

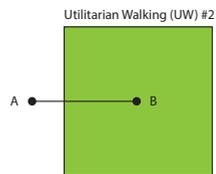
of walking based on the responses given. The responses are then analyzed to find similarities and differences regarding aspects of the green space that invited participants to walk through or within Russell Square as part of their walking route. The findings confirm a consensus already reached in previous literature about a portion of green space-valued aspects across the four types of walking, but at the same time reveal several important variations between the four. This research showcases the complex nature of walkability and how it cannot be treated as a uniform concept, while at the same time demonstrating how it can be applied to an important component of urban space—green space. It is hoped that this research will aide public authorities and urban planners when designing green space by making them more aware of what kind of walking may or may not take place within a given green space, and how the type of walking within the green space can be better integrated into an overall urban space when seeking to make areas of cities more walkable and pedestrian-friendly.



## Types of Walking

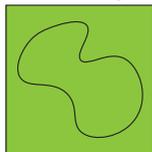


UW where one walks



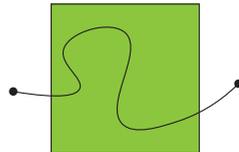
UW where the final

Recreational Walking (RW) #1



RW where the green space itself was chosen for the recreational walk.

Recreational Walking (RW) #2



RW where one walks through the green space as part of a larger area walk.

## Social inclusion and green justice in diverse communities in London: the case of Ocean estate

Student:

Styliani Kalomoira Kontogianni

styliani.kontogianni.17@ucl.ac.uk



Social inequalities is a common phenomenon in metropolitan cities and London is not an exception. The city faces the challenge of having in some geographical areas pockets of high inequalities caused by economic, social and cultural factors. Physical environment has always been in debate when arguing about social equality. In the past, it was privately used only by the privileged, slowly becoming open to the public. Today, the green coverage is deficit leading to the assumption that everyone has a fair access to it. Yet, inequalities exist and affect people's preferences on parks and therefore, social inclusion. The focus now is on the communities, where the needs of the people can be analysed and addressed in more detailed. In this dissertation, the issue is explored by choosing social-class as a selected focus group; a new definition is set to study people's interaction with green spaces.

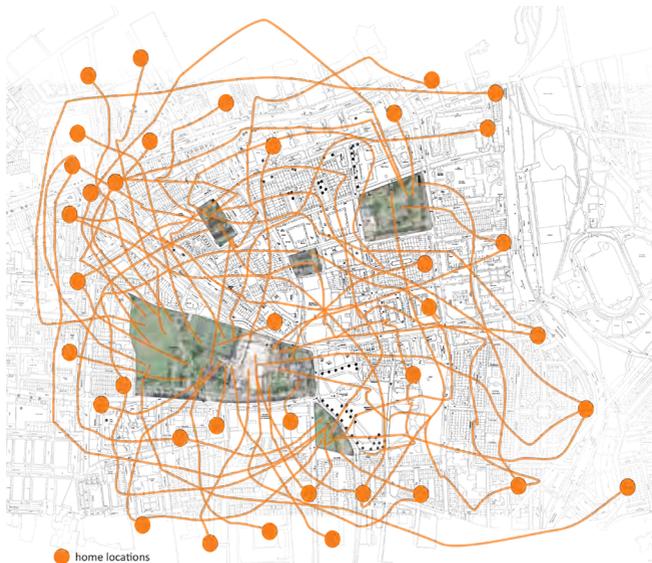
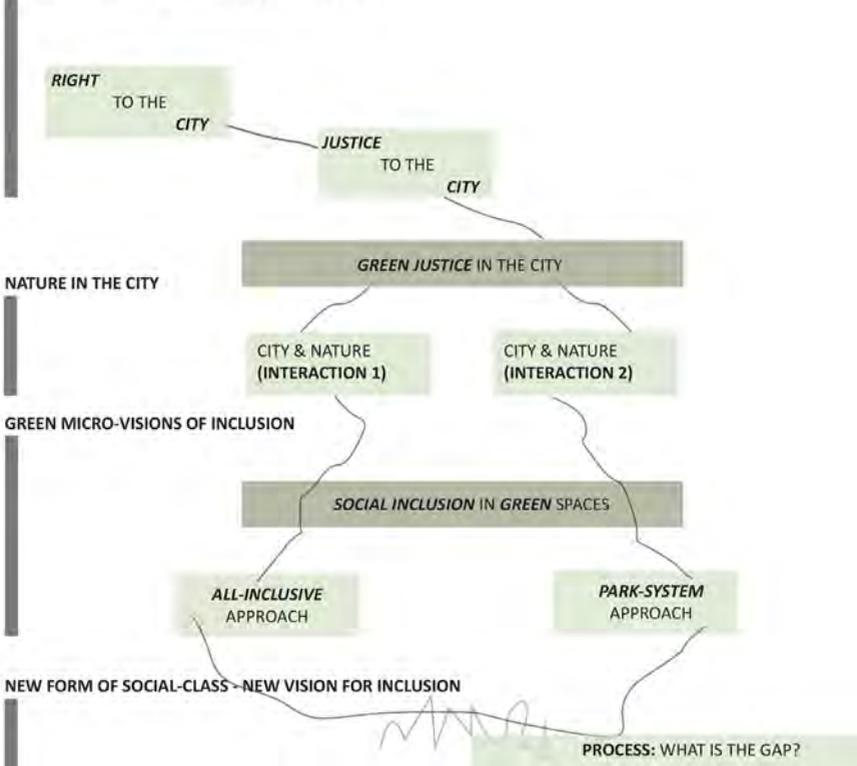
The two green approaches being examined here, have been used as green strategies in regeneration plans. In particular, the all-inclusive strategy, where the aim is to create parks with equal characteristics so that each one welcomes every user and the park-system one, where a variety of activities and uses

is offered by designing parks with different characteristics; all assisting in anticipating any possible social change in the city fabric.

The Ocean Estate neighbourhood in Tower Hamlets is used to examine which of these two green approaches can achieve efficiently social inclusion in diverse communities. From the literature and the findings extracted from the on-site research, it is concluded that the answer cannot be one-sided. Social inclusion can be achieved more efficiently if both green strategies are combined. Surely, the results lean more towards the park-system approach yet, the element of proximity and the characteristic of including a variety of activities in the parks, are values that the all-inclusive vision stresses. As such, it can be useful to implement the latter in the park-system approach, as the results indicate.

Green spaces as any other public good can easily shift the balance and cause failures in the economies of cities, due to their nature. For that reason, a thorough research should be made upon them and their surroundings, since the interactions between them are unquestionable.

MACRO-THINKING - GREEN JUSTICE IN THE CITY



## Retrofitting and rewilding: How can the complementary strategies, retrofitting and rewilding, provide a sustainable solution for Cape Town's water challenges?

Student:

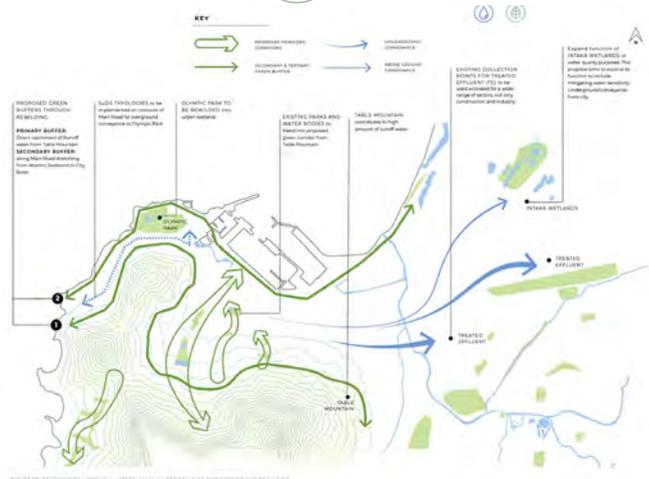
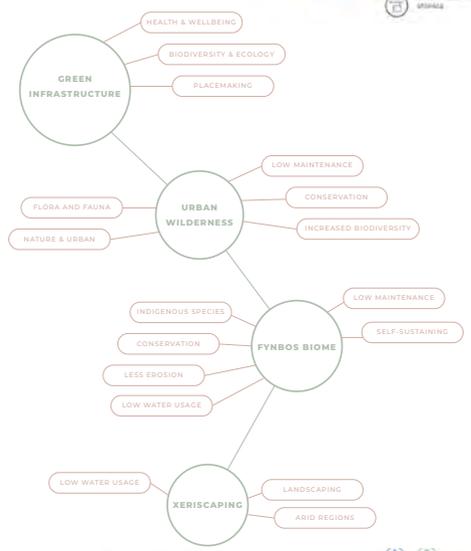
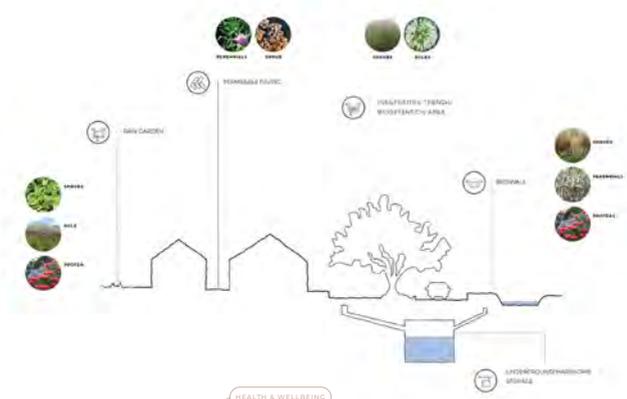
Tessel Pool

tessel.pool.17@ucl.ac.uk



Urban water sensitivity is the result of various anthropogenic activities; the agglomeration of these phenomena have a negative effect on our water resources. Cape Town is a Water Sensitive City, and was threatened by severe drought earlier this year, which was partly self-inflicted; Cape Town does not plan, design or manage its water resources sustainably. The concept of retrofitting Sustainable Drainage Systems has thus been tested through rewilding strategies. Although greening strategies in a state of water restriction appears antithetical, retrofitting and rewilding are approached as complementary to achieve the objective of enhanced porosity.

Creating a porous city through retrofitting and rewilding aims to achieve more sustainable infrastructure for the conveyance of water, to increase biodiversity and ecology as well as improve social amenity by repurposing disused and unkempt pockets of land in the city. This proposal puts forward multiple benefits for the City of Cape Town and its people. In addition, this research can also inform other cities, in terms of using water for best practice solutions and a sustainable output.

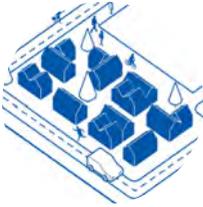


## Small but mighty: The role of small sites in London's changing suburbs

Student:

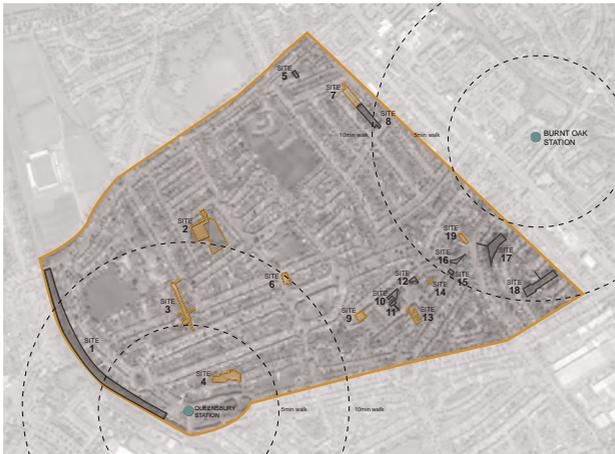
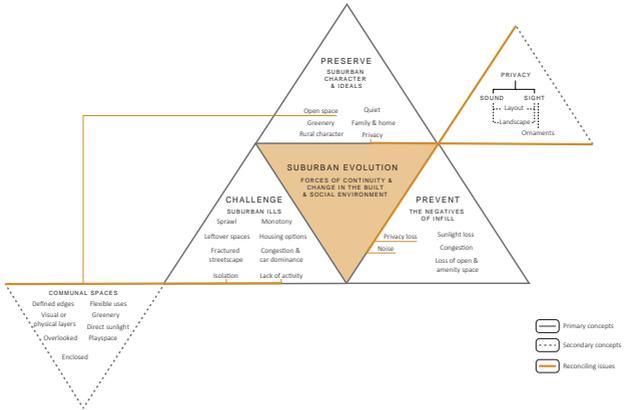
**Katherine Keyes**

katherine.keyes.17@ucl.ac.uk



Across Outer London is a great repository of small vacant and underused spaces. Well-designed, they offer the potential to both deliver housing and transform neglected spaces into ones which enhance to the suburban landscape. They are often, however, left alone for being too difficult to develop on. This project explores this dual potential and argues that to realize it requires a paradigm shift in designing and planning the suburbs. To this end, this project introduces planning

and design guidance specific to small sites in a suburban context, as a tool to both assist developers in devising quality, context-driven designs, and to empower planners to look at small sites through a lens of their own. It then iterates this guidance and explores the housing and transformative potential of small sites through two site designs as well as a suburban small site registry.

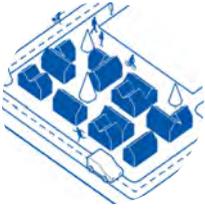


## Design Guidance for New Urban Districts in Traditionally Suburban Locations in America for Maturing Millennials

Student:

**Roger Montelongo**

roger.montelongo.17@ucl.ac.uk



Millennials are the driving force to the revitalization of urban core centres in American cities. According to Cortright, the migration of young Millennials to city centres occurred in the 1990's and has only been accelerating ever since due to growing preferences of urban living (Cortright, 2017). Maturing Millennials are at a stage where they are getting married and having children. The homes they currently live in are getting smaller and less affordable in the city. According to Appelbaum, young families are forced to settle for smaller homes in the city or larger homes in areas the look nothing like a downtown (Appelbaum, 2016). Local government working alongside forward

thinking developers have a great opportunity to deliver the types of housing Millennials want. There are resources like Transit-Oriented Development and New Urbanism principle guiding documents that can be put into practice. However, many suburban municipalities still rely on old out-of- date policies that were established during the industrial revolution, often prioritizing single-use and auto-centric (Grant, 2009). This research project aims to create a design code to create new urban districts in traditionally suburban locations to offer Maturing Millennials a new kind of living for the 21st century demographic.

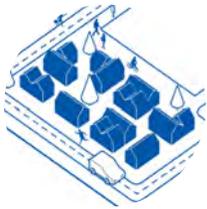


## Decoding the viability loophole: Understanding the role of the viability assessment in the provision of affordable housing across London.

Student:

**Rattan Sehra**

rattan.sehra.14@ucl.ac.uk



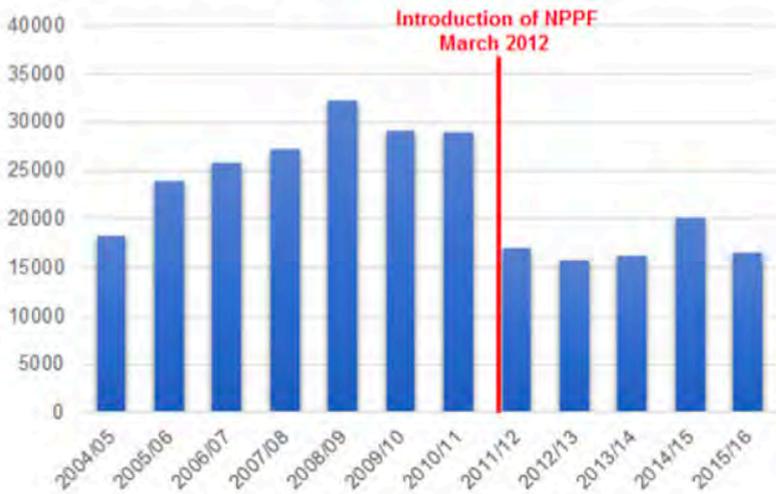
The rapid growth in London's population and the lack of access and supply of affordable-homes has played a significant role in the capital's housing crisis. The undersupply of affordable-homes is a multifaceted problem. Reductions to capital grant, austerity measures placed on councils, inflated house/land values are one of many reasons why not enough affordable-homes are being built in London. The UK planning-system has a pivotal role in ensuring housing growth is sustained. Yet, the very mechanisms within the planning-system have exacerbated the problem of the lack of affordable-homes being delivered. The use of viability by developers has become a fundamental mechanism that determines the feasibility of a development, with respect to calculating the maximum amount of affordable-housing onsite. However, the effectiveness of the use of viability has come into question.

Literature has shown that issues over the transparency of information provided and inconsistency with the type of valuation methods adopted in assessments by

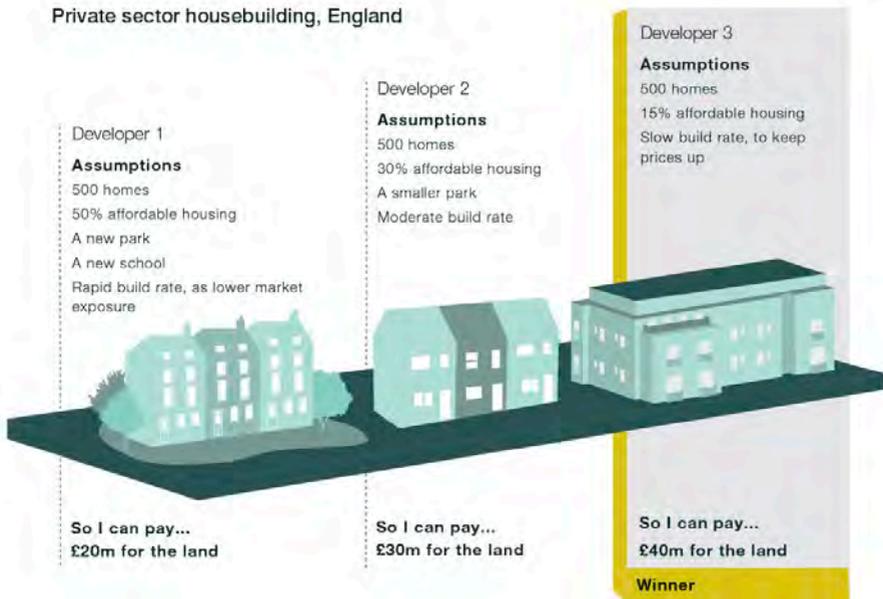
developers has developed uncertainty as the viability-assessment has limited the number of planning obligations being delivered including affordable-homes. The recently revised National-Planning-Policy-Framework (NPPF) has looked to restrict the use of viability testing to developments that do not meet councils local plan policies with providing greater transparency and looking to adopt a standardized methodology in the assessment process.

This paper looks to focus on the extent of viability testing has had on S106 negotiations in delivering affordable-housing in London. It also attempts to understand how effective the reforms on developer contributions in the revised NPPF will have on the provision of providing affordable-housing in London. Lastly, the perception and experiences of the use of viability from both public and private sector actors in the built environment will be explored through semi-structured interviews.

## Section 106 affordable housing delivery 2004/05 to 2015/16



### Private sector housebuilding, England

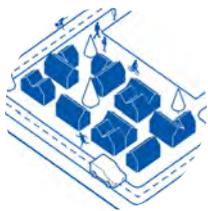


## How Effective Can Estate Regeneration Be In Increasing Social Capital Through Neighbour Interaction in the Context of a 'Mixed Community'? An Evaluation of the 'Mixed Communities Initiative'.

Student:

**William Palmer**

william.palmer.17@ucl.ac.uk



Renewal in the interest of socially diversifying poverty concentrated neighbourhoods has sparked debate as to whether the policies that support them are truly regenerating areas of income inequality or simply gentrifying neighbourhoods. The Mixed Communities Initiative (MCI) was designed by the UK Government to create cohesive, socially-mixed neighbourhoods through extensive regeneration. The aim of this study is to discover how effective estate regeneration can be in increasing social capital, through providing the environment for interaction to occur between different social backgrounds.

A combination of informal interviews with residents on three London MCI estates and focus groups with their Neighbourhood Associations were conducted to discover their experience of neighbour interaction. Moreover, an interview with the GLA's Director of Housing & Land uncovered the opinions of those in charge of funding for mixed community projects, to understand how effective they have been in reaching the goals of the MCI and how it could be adapted in the context of London to increase social capital.

Participants mainly responded positively to the idea of regular interaction with neighbours with the new provision of community services highlighted as vital for social-mixing. Opportunities for casual employment through interaction were prevalent between residents. However, scepticism was held when discussing the overall effectiveness of social-mixing between income-backgrounds as new residents post-regeneration were identified as mostly uninterested in the community.

The study highlights that the MCI requires more formal community platforms, services and intervention if the values of mixed-communities are to be maintained to prevent disconnection between income-backgrounds or to withstand a process of gentrification or an eventual return to concentrations of poverty. Despite this, the connections and relationships that arise out of the improvement and quality of community sites and spaces have provided the most promising sign that mixed-communities can increase social capital for all residents.

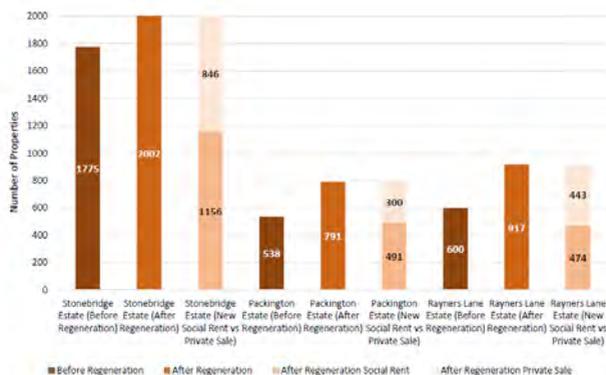


Figure 2: The number of properties before and after regeneration, showing the split between social rent and private sale (Hyde Housing, 2010; Rydon, 2012; Provan *et al.*, 2016)

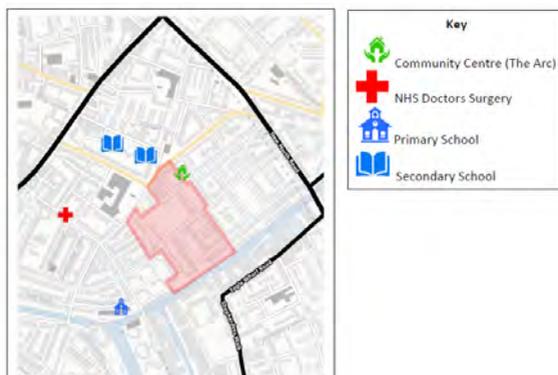


Table 2: Breakdown of participant responses in informal interviews showing the number of respondents and the percentage that either agreed or disagreed with the statement/question (Appendix A) or did not know/had no opinion.

	Agree		Disagree		No Opinion/Do Not Know	
	Number of responses	Percentage of Responses	Number of responses	Percentage of Responses	Number of responses	Percentage of Responses
Regularly interact with neighbours?	23	62.2%	14	37.8%	0	0%
Sense of community?	19	51.4%	18	48.6%	0	0%
Good social-mix?	29	78.4%	8	16.2%	0	0%
Age impacts interaction?	31	83.8%	5	13.5%	1	2.7%
Opportunities for employment/education?	17	46%	10	27%	10	27%
Local services shared?	24	64.9%	11	29.7%	2	5.4%

## Transforming supermarkets into mixed use developments: the re-making of supermarkets as new civic spaces

Student:

**Helen Hepher**

[helen.hephey.17@ucl.ac.uk](mailto:helen.hephey.17@ucl.ac.uk)



With supermarket box-stores needing to diversify to stay competitive this project looks at the opportunity to create mixed use developments which are community focused. This aims to enhance the social and community value of supermarket sites, alongside accommodating London's need for housing.

This project aims to create a conceptual framework which asks these transforming stores to consider designing with (1) a community focus (2) ensuring negative

externalities created by the store functions don't detriment liveability (3) be responsive to trends. Putting this framework into the context of a single storey supermarket in Harrow, London this project presents a model which creates a key activity node within the community.



## Using empty retail units and exploiting other assets on the high street to increase social value

Student:

**Victoria Thompson**

victoria.thompson.17@ucl.ac.uk



The issue of empty units on the high street is not a new problem but is one that is making the headlines in the UK, due to increasing vacancy rates this year. This increase has been noticed by local residents and, as research shows, has a detrimental effect on a person's social value. This research demonstrates the possibilities available to address the UK's declining high streets while meet the demand for improving a person's wellbeing in subtle ways. The key features adopted to complete this research were, to identify key literature relating to empty units, the high street and social value measured as mental health, wellbeing and emotional resilience. Quantitative and

qualitative data was collected to understand opinion of place which was then evidenced through empirical research measures to ascertain the most effective approaches for intervention.

The research identified that there is a need for new and innovate methods of increasing wellbeing for residents, along with unique ways of developing high streets that are in decline; especially when thinking about using them in different ways from the historical model. The concept created in this research would help towards both these areas by bringing life back to the high street whilst meeting the needs of residents' wellbeing.



## Mental Well-Planning: Planning for a Stress-Free CBD

Student:

Louis Wong

[louis.wong.17@ucl.ac.uk](mailto:louis.wong.17@ucl.ac.uk)



What is 'CBD'? The top result from Google will indicate 'Cannabidiol', which is one of the many compounds within a cannabis plant. Some say it helps one to mitigate stress. Nonetheless, it is not in the interest of the author to investigate matters in relation to cannabis. Alternatively, mental wellbeing in Central Business Districts (CBDs) is the core focus of this dissertation.

Majority of us are exposed to chronic stress nowadays, which one in four of us experience mental health problems. Similarly, more and more of us are living and working in cities, which the urban characteristics are believed to be one of the stressors. Despite a greater emphasis on mental wellbeing within our workforces, the outcomes are still unknown. One might question the extent to which are the implementations effective and how can one resolve the problems through urban design? Utilising the Square Mile as a case study, first-

hand users, planners, architects and thinktanks collaboratively contributed their experiences, professional intelligence and judgments in attempting to evaluate the extent to which a 'stress-free' atmosphere is achievable within CBDs.

The available kinds of literature generally emphasise the use of greenery to enhance one's mental wellbeing. This research recognises it could have been an ideal solution. Yet, the type of greenery has to be specified so as to maximise the utilisation under different scenarios. Likewise, the findings identify 'diversity' as one of the key urban design qualities in enhancing one's mental wellbeing through an enriching social capital, in attempting to develop a more inclusive, caring and sustainable CBD.



**Introduction:**

- Raise the awareness of mental wellbeing
- Contemporary urban designs overlook the needs for individuals with poor mental wellbeing
- Case Study: City of London

**Literature Review:**

- Limited literature available
- Urban population prone to mental problems
- Sick Building Syndrome
- City Valley
- Attention Restoration
- Salutogenic Outlook
- Active frontages
- Pedestrianisation

**Methodology:**

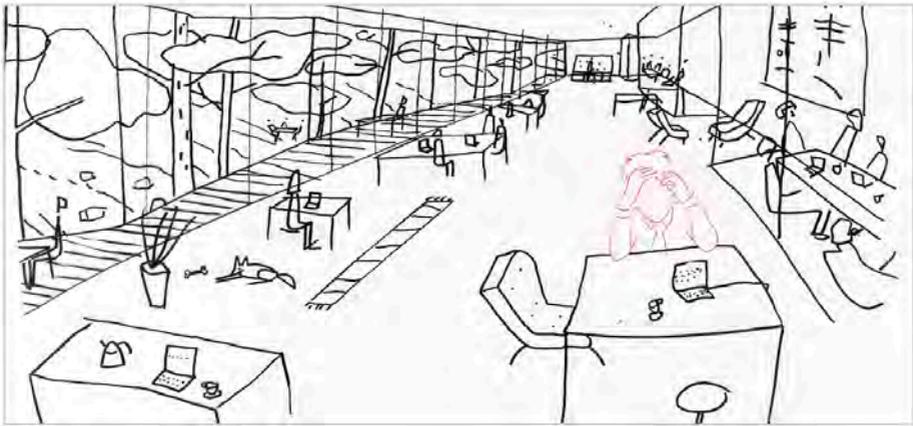
- Qualitative Research Method
- Focus group interview
- Semi-structured interviews
- Site Visits

**Findings & Discussion:**

- Users do not have positive opinions
- Desire vivid elements
- Cold and inhumane material
- Lack of socialising platform
- Busy and crowded

**Conclusion:**

- Diversity
- Ease of Movements
- Good Public Realm
- Reasonable amount of stress is crucial in maintaining the competitiveness of any CBDs

## Camley Street Industrial Estate: Illuminating value in the local economy that never sleeps

Student:

Lily Moodey

[lily.moodey.17@ucl.ac.uk](mailto:lily.moodey.17@ucl.ac.uk)



Against the backdrop of intensifying pressure on land and space in London and in the resultant context of city-wide and borough-level decisions to sacrifice industrial land to uses considered to be more valuable, this dissertation critically examines the value of businesses occupying threatened premises on Camley Street Industrial Estate in Kings Cross, London. It does so with a particular focus on their night time operations, motivated by recently renewed political momentum towards understanding the night time economy and a current knowledge gap about the night time rhythms of local economies. Synthesising literature on industrial land loss, feminist perspectives on the economy, night time economy work, and approaches to designing and planning for industrial retention, this dissertation assembles a framework through which the diurnal and nocturnal patterns of Camley Street are assessed. The aim is to shed light on the nonmonetary contribution of these

firms the economy and to understand the urban environment in which they are situated. Qualitative data was gathered through secondary analysis of existing reports on the area, surveys of employers and employees, interviews with business owners, and a series of structured observations of the study area at different periods throughout the day and night. The results demonstrate evidence of substantial value to businesses and the wider London economy of these firms, primarily due to logistical and transport considerations. They also reveal a valuable ecosystem of nocturnal businesses on Camley Street. Key rhythms in the urban environment were identified and issues relevant to design and planning such as noise, brightness, and street activity were uncovered. Overall, my dissertation suggests that an inclusion of the temporal dimensions of local economies can play a role in defending their value and in designing and planning the built environment.

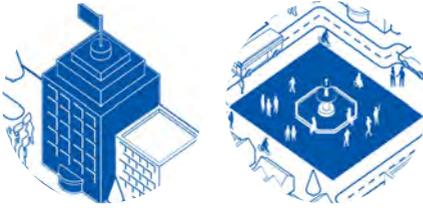


## An imaginative management strategy: to achieve and sustain the vitality in public spaces through management

Student:

**Wilson Wai Shing Law**

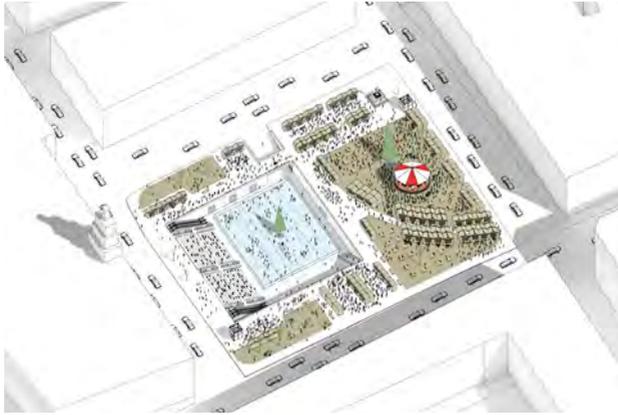
wilson.law.17@ucl.ac.uk



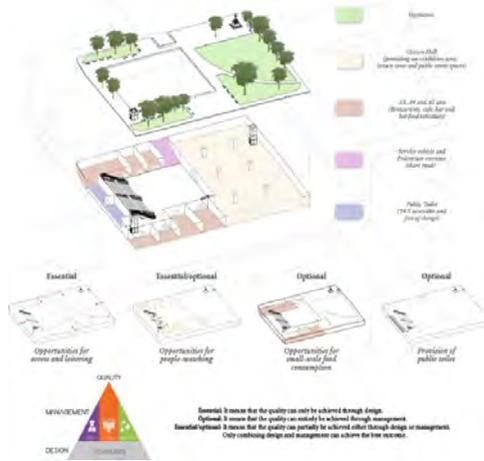
The relationship between spaces and people is a two-way process in which people create and modify spaces, while at the same time being influenced by spaces in various ways. This not only concerns about the design of built environments but also more directly relates to its management. Management of public space refers to the manner in which a space is controlled and maintained. It often has boarder consequences associated with the degree of inclusiveness and social diversity of a space. Many public space around the world are suffering from negligence that are more or less stemmed from their failure in achieving the balance between freedom and control if they are not inaccessible. It is suggested that the conflict between the desire for social order and physical tidiness and the public demand for the greatest opportunity for personal enjoyment

is a fundamental challenge to the satisfactory design of public space. To enhance the overall quality of space and therefore achieve long-term success of a place, the balance between freedom and control needs to be carefully struck.

The study will empirically explore the management of public space, specifically focusing on the management techniques in animating and managing spaces, and uncovering how the practices maintain a balance between freedom and control in responding to individual and collective interests. Using the combination of literature review and the best practices from case studies, together, the research will seek to create a set of toolkit that can be universally applied in any public space around the world.



Finsbury Square



## The exploration of how to allow Shan-shui principle to shape future development in Chongqing

Student:

**Wen Zhang**

wen.zhang.17@ucl.ac.uk



Chongqing has the pretty ‘Shan-shui’ pattern because it has plenty of natural scenery due to the unique location and characterful topography. For a long time, its urban development also echoes with this kind of scenery pattern. Its urban fabric and space environment pursue the harmony among nature, urban environment and people, therefore Chongqing is also named as ‘Mountain City’. In the past, the local people have a strong sense of belonging and clear position of their identity. The space is pleasant, in harmony with nature. However, from the 1980s, Chongqing City enters into the phase of rapid development, the model which excessive pursuit of speed and scale has neglected the quality of space. Under the background of globalization, the promotion of multi-culture also causes that a number of region characteristics gradually fade or even vanishes. Facing all sorts of contradictions about ‘modern and traditional’, ‘local and foreign’, people in the city is easy to get lost. For example, they can only clearly distinguish some places within their surrounding area. As

early as the 1960s, Kevin Lynch pointed out that there is an interaction between human and space environment. People sense the city and get the picture in their mind, which is claimed as image of the city (Lynch,1960). Furthermore, it can be shaped and optimized. The relation of “alive” and “living” is similar to “space” and “place”, the former are just as the existence of physical level, while the latter need to integrate into the spiritual significance. The “place” has Genius loci, while “space” is not (Norberg-Schulz,1980). The latter seems as the sublimation of the former. Chongqing has a diverse but characteristic culture. Maintaining the culture, highlighting the Shan-shui characteristics of Chongqing, and establishing a better correlation between the human and space environment, shaping a complete image of the distinctive landscape of Chongqing city is the objective of this major project research. In this research, I combine the study of Shan-shui and “image of city” to propose the concept of shan-shui city image, and apply Shan-shui principle to the future development of the city.

7.2.1 Specific Site Design, Key area 1



Fig.55 Location of key area 1

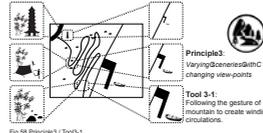
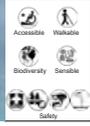


Fig.58 Principle3 / Tool3-1

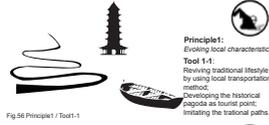


Fig.56 Principle1 / Tool1-1

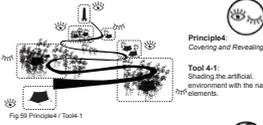


Fig.59 Principle4 / Tool4-1

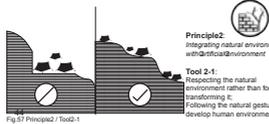


Fig.57 Principle2 / Tool2-1

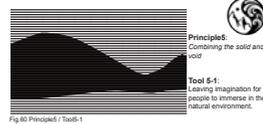


Fig.60 Principle5 / Tool5-1



## The London-Cambridge Corridor: a spatial and temporal analysis of green belt policies through a neo-institutional lens

Student:

Lauren Ielden

lauren.ielden.17@ucl.ac.uk



In the context of the contemporary urbanisation pressures facing London and the Wider South Eastern region, my research focuses on the London-Cambridge Corridor approach, as proposed by Mace et al., 2018, as a plausible method of green belt reform. My paper explores the spectrum of local planning priorities for green belt land within the London-Cambridge Corridor. This paper aims to uncover variances in green belt policy-types, with the purpose of assessing the relationship between these policies and dominant local political discourses. This has been achieved by employing a content analysis and complementary cluster and statistical analyses to the previous and current local plans of twelve local authorities within the spatial frame. Within the narrative of my research exists the interwoven themes of neo-liberalism and Conservatism, which have been critically

assessed within the wider ambit of entrenched neo-institutional structures. Overall, my research found that a) the 'preserve openness' function of the GB has been historically institutionalised b) there is a strong association between Conservatism and rurality, where rurality is defined as a social construction, c) there are more homogeneous and less distinctive groupings of local authorities' in current local plans compared to previous local plans, d) and, through comparing previous and current local plans, there is empirical evidence for the increased uptake of policies which allow urban growth within some local authorities' plans. My study highlights the wider political challenges and recursive institutional arrangements faced by green belt reformists; and the current associated strategic policy directions of the London-Cambridge Corridor.

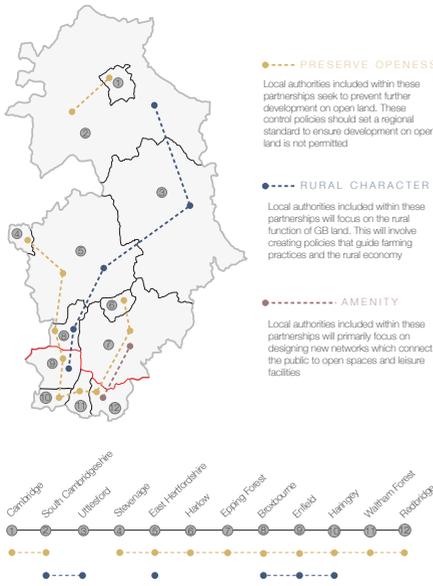
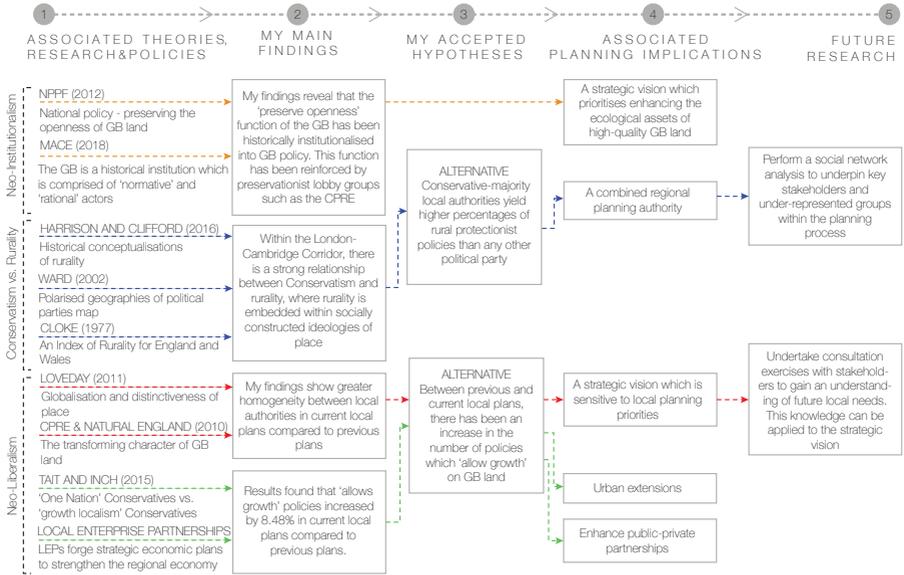
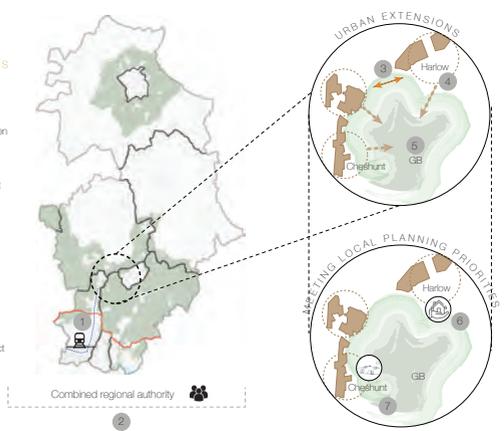


Figure 15) Neighbouring authorities which share dominant-policy types. Spatialising potential future collaborative policy partnerships. Text is amalgamated from Elson's (1993) classification system (appendix 2) and the keywords listed in appendix 1.



No.	Benefits of the regional London - Cambridge Corridor Model
1	Enhances existing public-private relationships such as that for high-profile infrastructure projects in the region. For example, the ongoing Crossrail 2 development
2	A combined regional planning authority will shape the key strategic priorities for the area. This authority can resolve localised political strains.
3	Urban extensions would remain separate to other settlements to ensure that the distinctiveness and individuality of areas are preserved.
4	Meeting regional needs. Designated urban extensions can be developed into housing, infrastructure and areas for employment.
5	The GB will remain aligned to national planning policy which seeks to 'preserve the openness' of GB land
6	A strategic vision committed to meeting local planning priorities. The local planning priorities, as highlighted within my study, can be collaboratively delivered. In this case Broxbourne will focus on rural character schemes, whereas Harlow will allow urban growth
7	

Figure 17 and table 8) The London-Cambridge Corridor - implications for planning (chapter 7.0 illustrated), sourced from: my research and Mace et al. (2018)

## Design in Planning: How can good design guide planning and development proposals in the UK?

Student:

Alex Wright

alex.wright.17@ucl.ac.uk



A new National Planning Policy Framework means a new flourish of design policy. 'For the first time in 90 years we have seen a complete withdrawal of direct national government involvement in design review and the gradual emergence instead of a market in design review services across England' (Carmona, 2018).

In London today, there are close to '30 formal panels operating across the city, operating at different scales (and more informal ones)' (Carmona, 2018). This study aims to address the question of 'how can good design guide planning and development proposals in the UK?'. With a new NPPF and a new London Plan, the emphasis on design in planning policy has never been stronger.

This study explores the language and intent of the issues raised above. This has been achieved by evaluating recent and developing literature to investigate barriers to the implementation and inner workings of design in planning. An analysis of past and present planning applications and appeals will provide real-time context to the aforementioned subjective national planning policy. As well as an exploration of literature and application, this study utilises the opinions and experience of professionals working within the built environment including; planners, architects, urban designers and university planning lecturers. The question of what constitutes good design is entirely subjective, however this study looks to provide a qualitative answer.

Survey results in full

**Statement:** 'Collaborative masterplanning with an emphasis on design is essential for new developments.'



**CASE STUDY 01**

South Kesteven Council

8 Responses



75% believed that the chosen design approach was 'successful'



**62.5%**

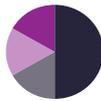
of residents felt there should be stronger design guidelines for their neighbourhood



**CASE STUDY 02**

Jersey & St Albans

4 Responses



80% believed that the chosen design approach was 'successful'



**80%**

of residents felt there should be stronger design guidelines for their neighbourhood



**CASE STUDY 03**

Mount Pleasant, London

10 Responses



100% believed that the chosen design approach was 'successful'



**90%**

of residents felt there should be stronger design guidelines for their neighbourhood



**CASE STUDY 04**

West Howe

5 Responses



80% believed that the chosen design approach was 'successful'



**60%**

of residents felt there should be stronger design guidelines for their neighbourhood

## Residents fighting tourismification: how can a more socially sustainable form of Urban Tourism be achieved? The investigation of two Italian cities.

Student:

Stefania Pizzato

stefania.pizzato.16@ucl.ac.uk



Tourism is considered a fundamental industry for many European Cities: it not only offers economic benefits through employment and investment, but also an opportunity to promote the urban destination image globally. Yet, urban tourism is often also the cause of negative impacts, both social and environmental, which primarily affect the people living in these Cities. This paper focuses on the negative social impacts of urban tourism, which has in recent years been highlighted by increasing residents' protests and sentiments of anti-tourism. Although much has been discussed on the social impacts of tourism in previous literature, this paper has identified a lack of research in proposing solutions and recommendations to the issues, in particular considering the need of dealing with the subject through a multidisciplinary approach. This research therefore attempts to address this gap by providing recommendations for a more socially sustainable form of urban

tourism. It endeavours an analysis of the phenomenon of Tourismification of cities, how this has impacted residents and what has been proposed to solve such issues, through the examination of two popular tourist cities in Italy: Venice and Florence. This study utilises a combined methodology of desktop research, site observations and semi-structured interviews. The latter were carried out to both local resident groups and local authorities, which allowed to gather an in-depth understanding of the issues, their potential solutions and the way these are perceived. In conclusion, this paper suggests what needs to be considered when proposing solutions for a more socially sustainable form of urban tourism. Above all, it hopes to provide empirical grounds for further research on the subject, principally through the interdependency between tourism and urban studies.

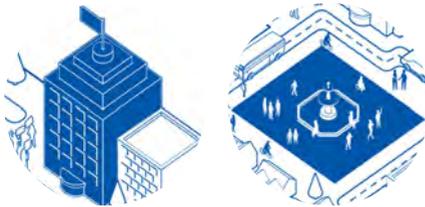


## By the Community, For the Community? The Influence of Land Ownership and Funding on the Publicness of Community Managed Parks

Student:

Caitlin Morrissey

caitlin.morrissey.17@ucl.ac.uk



Publicness is the ability of a public space to meet the needs of as many people as possible and is a constitutive element of a successful public space. As the urban share of the world's population continues to increase rapidly and the need for more socially, economically and ecologically sustainable cities becomes more apparent, the importance of public spaces with high levels of publicness has been affirmed.

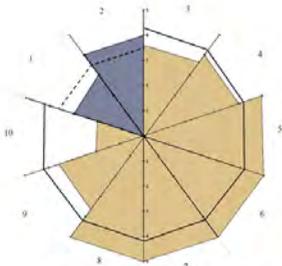
Publicness is traditionally associated with public sector ownership and management of public spaces, underpinned by the view that government agencies operate on behalf of the public to meet their collective needs. However, in the austere political climate of the UK, fiscally-restricted public-sector agencies have been devolving the responsibility for public space to community-led groups and private companies.

The transfer of public spaces to non-public sector actors has raised important questions concerning what constitutes publicness in this framework of devolved governance. Many authors focus on the transfer of public assets

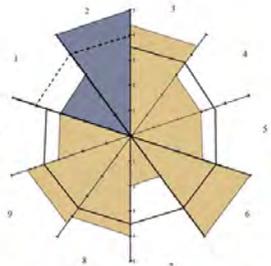
to private hands to advance or challenge claims of the death of public space. However, limited research has been carried out on the experience of community-led groups as public space managers and the important role they play in unlocking the dormant potential of under-used or neglected public spaces.

To investigate the publicness of three spaces managed by Bankside Open Spaces Trust, a community-led group in London, the Governance, Inclusion and Management Model was developed, applied, analysed and its findings were corroborated with insights from interviews with key stakeholders. Using this mixed methodology, this study identifies the many ways in which publicness is achieved in contemporary public spaces and reveals the challenges faced by community-led groups as they attempt to achieve high levels of publicness within the scope and limits set by public and private landowners and funding partners.

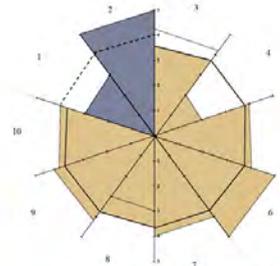
Mini Street Park



Crossbones Garden



Red Cross Garden



- Key**
- Dimensional Publicness
  - 1. Ownership
  - 2. Management
  - Dimensional Average
  - Normative Publicness
  - 3. Welcoming Ambience
  - 4. Navigation and Use
  - 5. Diversity of Events
  - 6. Representation in Events
  - 7. Level of Public Access
  - 8. Cleanliness
  - 9. Sense of Safety
  - 10. Freedom of Expression
  - Normative Average

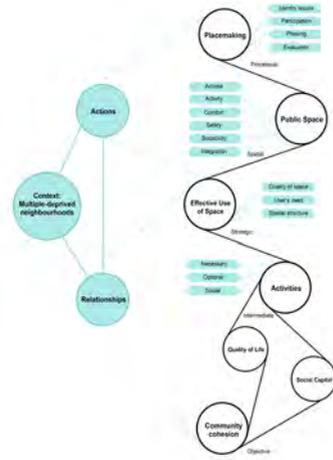
## Placemaking in Deprived Neighbourhoods: Using Public Spaces to Facilitate Community Cohesion in Deprived Neighbourhoods in UK

Student:  
Ziqi Zhou  
ziqi.zhou.17@ucl.ac.uk



Urban deprived neighbourhoods absorb large population in cities. Being unable to provide inadequate housing, facilities and other services, people in deprived neighbourhoods suffered from poor living conditions physically and socially. Deprived neighbourhoods are reported to have weaker community cohesion than the rest (CABE, 2010a). Compared with housing and infrastructure, the value of public spaces towards deprived neighbourhoods is neglected. As a factor affecting people's life quality as well as fostering social capital, public space is argued to be more critical to deprived neighbourhoods, especially regarding

the community cohesion. Given the apparent disparity of public spaces in both quantity and quality within the UK scope, it is necessary to address the need for qualified public spaces in deprived neighbourhoods. Therefore, this research project focuses on how to use public spaces to enhance the community cohesion in deprived neighbourhoods.



## Lonely City, Lonely People: How can urban design reduce loneliness and increase social interactions in public spaces

Student:

Xiaoyang Yi

xiaoyang.yi.17@ucl.ac.uk



With the acceleration of urbanization processes, more and more mental health problems are exposed to the public. Loneliness has become a common mental and psychological problem for contemporary residents. Meanwhile, accompanied by the anxiety, depression and various pressures of urban life, the loneliness of urban residents can easily be magnified.

Nowadays, loneliness is not only a mental problem, but also a social problem. Although there are already many researches about loneliness, most of them are from psychological perspective. And there are still many gap areas of reducing loneliness through urban design. Therefore, in this project, author will try to find a junction between urban design and diminishing loneliness, and promote social interactions among citizens in public realm, especially in 'fourth places'.

Through the analysis of literatures, it is found

that three aspects are crucial to reduce loneliness and increase social interactions: reducing harmful stimuli to maintain people's mental health, increasing appropriate stimuli to enhance the social interaction between strangers and increasing the comfort and attractiveness of the space. What's more, for specific measures, using green plants to separate spaces is a good solution that both reduces unnecessary stimuli and add green elements to the space. Water features are very suitable to be used as interesting stimuli in public, otherwise, creative design is also a good solution, Semi-public spaces are where more friendly for people to interact than totally public spaces. And it can ensure people's privacy and comfort. Last but not least, it is necessary to correctly deal with the relationship between "fourth places" and "third places".



## Tackling an obesogenic environment using the disorder principle

Student:

Hoorieh Morshedi

hoorieh.morshedi.17@ucl.ac.uk



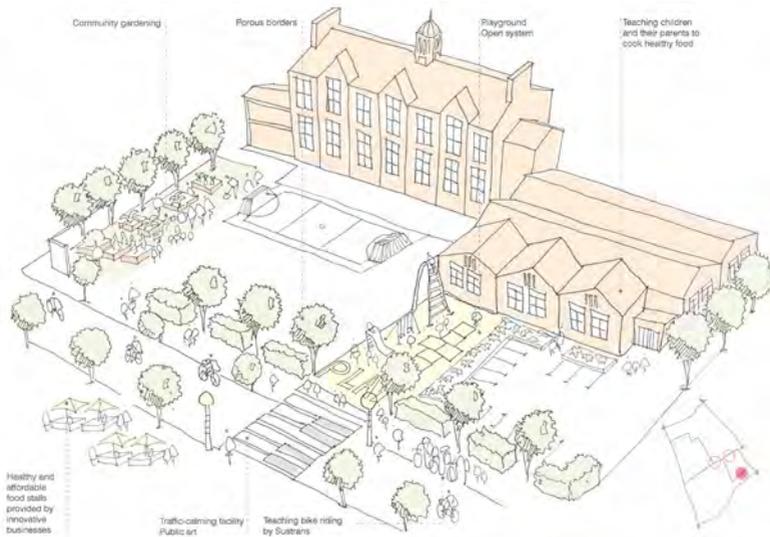
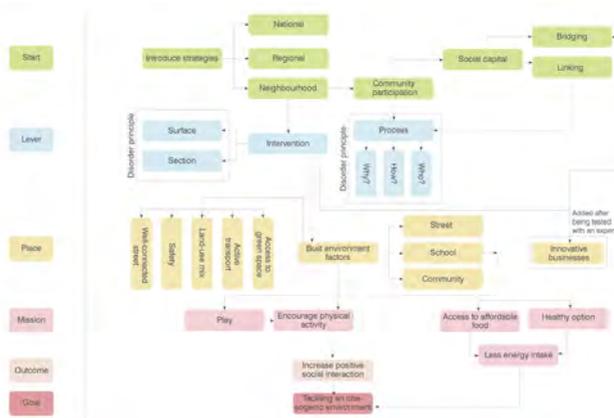
One of the most important problems in the world is obesity, which increases the risk of chronic diseases. This project aims to tackle some negative effects of the obesogenic environment. One aspect of the obesogenic environment is built environment, which might positively affect obesity. On the other hand, in literature and case studies, the effect of access to healthy food on obesity has been stated more than encouraging physical activity.

Moreover, previous studies have emphasised less on the role of social interaction in the built environment and subsequently, on obesity. However, some evidence shows that public spaces are threatened by physical design, as they are not conducive to social interaction. Therefore, a growing awareness needs to be created among public health and urban planning professionals that the layout of cities must be responsible for obesity.

The reason might be overdetermination as an

effect of modern urban development; Sennett explained that it had created alienating public spaces where social interaction is not possible. Therefore, this project seeks to address some issues related to the obesogenic environment via disorder principle, namely 'surface', 'section', and 'process', and incorporate community participation, which helps in fostering social capital and consequently, improves sociability and reduces obesity rate.

It is important to note that the obesity epidemic needs many solutions. This is done by introducing strategies at national, regional, and neighbourhood levels and developing a toolkit through in-depth research. Further, by testing it through conducting an expert interview, the updated toolkit has been applied at the neighbourhood level on Thornton Heath in the London borough of Croydon, where the obesity rate is the highest.



	SURFACE	SECTION	PROCESS
<b>STREET</b>	<ul style="list-style-type: none"> <li>Multi-functional street that sets the geometry of building being within 400-metre distance</li> <li>Reconfiguring street, adjacent to public open</li> <li>Reconfiguring the existing roads (could also include both an on-street intervention and using the road pavement on the inside to also reconfiguring)</li> <li>Stimulate and facilitate street furniture</li> <li>Green plaques for re-use (to be placed at entrance like lighting, public art)</li> </ul>	<ul style="list-style-type: none"> <li>Reconfiguring of current urban (the Green Hall, Blue Hall, etc.) using public lighting</li> <li>Reconfiguring that makes it better for people (green areas)</li> </ul>	<ul style="list-style-type: none"> <li>Who? Innovative businesses (not authorities), National regions and other governments (not just Department for Transport), Local authorities, local businesses and community groups (not just Sustrans, Cycle Scotland and Sustrans)</li> </ul>
<b>SCHOOL</b>	<ul style="list-style-type: none"> <li>Providing a safe area without vehicles to encourage active transport using public lighting</li> <li>Reconfiguring playground (not followed by using existing building and reconfiguring it (not replacement of a traditional school) or not (to reuse the land for transport (for the school) (not strictly healthy))</li> <li>Reconfiguring playground and other facilities (not just Sustrans, Cycle Scotland and Sustrans)</li> <li>Reconfiguring playground and other facilities (not just Sustrans, Cycle Scotland and Sustrans)</li> <li>Reconfiguring playground and other facilities (not just Sustrans, Cycle Scotland and Sustrans)</li> </ul>	<ul style="list-style-type: none"> <li>Providing a safe area without vehicles to encourage active transport using public lighting</li> <li>Reconfiguring playground (not followed by using existing building and reconfiguring it (not replacement of a traditional school) or not (to reuse the land for transport (for the school) (not strictly healthy))</li> <li>Reconfiguring playground and other facilities (not just Sustrans, Cycle Scotland and Sustrans)</li> <li>Reconfiguring playground and other facilities (not just Sustrans, Cycle Scotland and Sustrans)</li> <li>Reconfiguring playground and other facilities (not just Sustrans, Cycle Scotland and Sustrans)</li> </ul>	<ul style="list-style-type: none"> <li>How? This could be in the form of a public space or a school (not just Sustrans, Cycle Scotland and Sustrans)</li> </ul>
<b>COMMUNITY</b>	<ul style="list-style-type: none"> <li>Providing a safe area without vehicles to encourage active transport using public lighting</li> <li>Reconfiguring playground (not followed by using existing building and reconfiguring it (not replacement of a traditional school) or not (to reuse the land for transport (for the school) (not strictly healthy))</li> <li>Reconfiguring playground and other facilities (not just Sustrans, Cycle Scotland and Sustrans)</li> <li>Reconfiguring playground and other facilities (not just Sustrans, Cycle Scotland and Sustrans)</li> <li>Reconfiguring playground and other facilities (not just Sustrans, Cycle Scotland and Sustrans)</li> </ul>	<ul style="list-style-type: none"> <li>Reconfiguring playground (not followed by using existing building and reconfiguring it (not replacement of a traditional school) or not (to reuse the land for transport (for the school) (not strictly healthy))</li> <li>Reconfiguring playground and other facilities (not just Sustrans, Cycle Scotland and Sustrans)</li> <li>Reconfiguring playground and other facilities (not just Sustrans, Cycle Scotland and Sustrans)</li> <li>Reconfiguring playground and other facilities (not just Sustrans, Cycle Scotland and Sustrans)</li> <li>Reconfiguring playground and other facilities (not just Sustrans, Cycle Scotland and Sustrans)</li> </ul>	<ul style="list-style-type: none"> <li>Why? This could be in the form of a public space or a school (not just Sustrans, Cycle Scotland and Sustrans)</li> </ul>

## Creating child-friendly cities. Establishing the rights of children in the city through the application of urban principles

Student:

**John Chris Muller**

john.muller.17@ucl.ac.uk



This Major Research Project (MRP) is focused on exploring the contribution urban design could make towards achieving Child Friendly Cities (CFCs). A CFC, is a concept that was initially proposed by the United Nations (UN) in 2004; it was a governance programme consisting of suggested frameworks and policy recommendations, outlined by the UN's earlier Child Friendly Cities Initiative in 1996. However, as contemporary urban design and city planning strive to create more sustainable cities, it must be questioned how exactly do we as urban practitioners translate the UNs concepts of CFCs and CFCs into the physical development and design of the city?

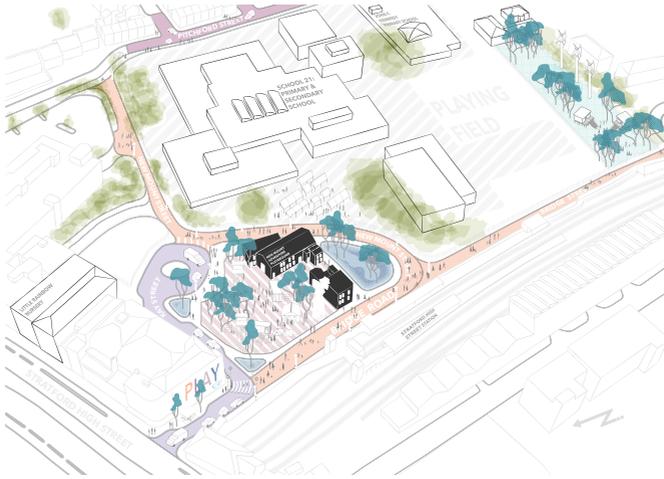
Currently there has been a lack of consideration regarding children as rightful participants in the development of the city. This has further resulted in a lack of acknowledgement as to what elements of urban design constitute towards the development of a CFC.

With the support of a Literature and Case Study Review, this MRP has explored emerging

concepts and the principal theory that has influenced previous and contemporary approaches towards developing CFCs. The research has reiterated the importance of Children's Independent Mobility (CIM).

Following this, a Strategic Design Toolkit was created in order to inform an Urban Design Strategy for the Wards of Stratford and West Ham. A strategy was chosen because of its ability to consider a Site within a neighbourhood scale and test how CFCs are achieved through the tactical redevelopment of a number of specific sites within the area.

The Illustrative Proposals have demonstrated CFCs should and could be achieved by the reconfiguration of the local street and open space network. A large scale traffic calming initiative should be considered, and inform a series of routes utilised by children. In conjunction with this the research also has demonstrated a greater need for child participation in the planning and physical development of cities.



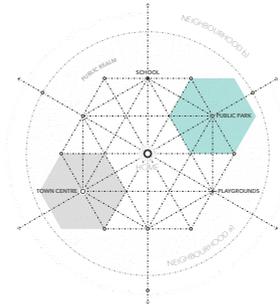
DEVELOPMENT NEARBY IN THE CITY



NEIGHBORHOOD CONNECTIVITY



NEIGHBORHOOD CONNECTIVITY

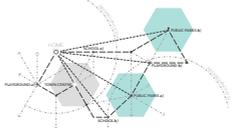


LEGEND

SOLID LINE: EXISTING OR PLANNED

DOTTED LINE: EXISTING OR PLANNED

DASHED LINE: PROPOSED



## How can new urban developments overcome physical and social barriers and foster interaction and exchange in cities?

Student:

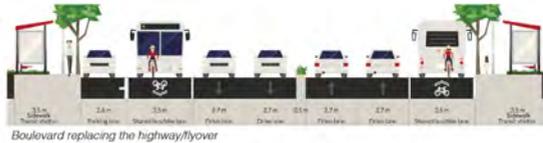
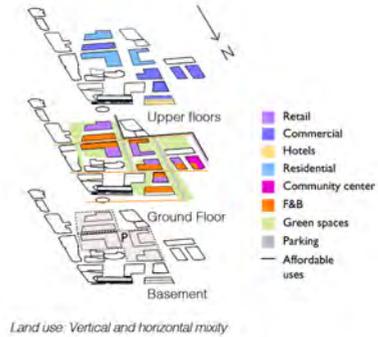
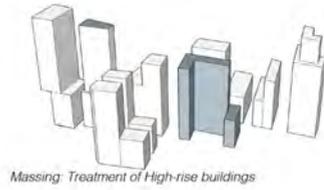
Lili Abou Hamad

lilli.hamad.17@ucl.ac.uk



Cities are important for they hold the capacity to produce new thinking and enable human progress which defines their prosperity. They have always been the engines of innovation since ancient times since they allowed physical proximity and exchange between people. However, exchange is hindered by urban sprawl that spreads out people and uses, and requires more infrastructure acting as physical barriers in cities. Moreover, physical and metaphorical walls in cities represented by a privatization of public spaces and segregated urban layouts, inhibit exchange and generate social barriers. Ignorance of complexity of cities and their constantly evolving characteristic, obstructs exchange. After conceptualisation of the problem, the literature review outlines the benefits of exchange, draws out the required conditions for its implementation in cities and explains the social logic of space. Case studies displayed innovation districts and infrastructure as places for exchange, and programming as tool for exchange. As a

result of academic literature and case studies review, a practical toolkit is proposed for new urban developments in cities and tested on a site in Beirut in order to respond to the critical problem. This toolkit consists of physical design principles and management guidelines. Design characteristics include the delivery of a barrier free access development, the design of multi modal activated streets, the provision of diverse functions, material, building typologies and heights, the design of flexible adaptable buildings and open spaces, the provision of well-designed high-rise buildings and the stimulation of certain kinds of disorders. These principles transform edges of developments, including ring road, into places for exchange. Social characteristics incorporate new management guidance and approaches for new urban developments, proposing a tailored, deeper collaboration between developer and local community based on early interventions, incremental changes, sharing assets and skills, co-designing, monitoring and feedbacks.



- Flexible, polymorphic bench for diverse uses (sit, lounge, jump, rock...)
- Moveable market stall
- Tactile surface
- Diverse hardscape materials
- Climbing structure
- Skating edges
- Moveable rounded seats
- Swings attached to the flyover ceiling
- Moveable rectangular benches
- Table tennis
- Painted playground



- Wooden climbing structures
- Sand pit and tree stumps for climbing and/or seating
- Wooden seesaw
- Flexible, modular seating amenities
- Movable planters
- Heritage church



## Urban tactics as a catalyst for social change: Exploring the links between social capital and urban wellbeing; Intergenerational projects as a means of fostering system change

Student:

**Motunrayo Adegbenro**

monturayo.adegbenro.17@ucl.ac.uk



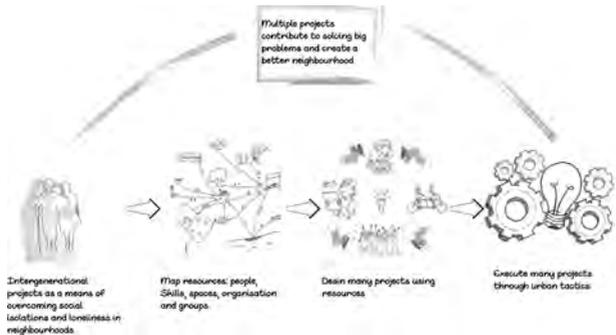
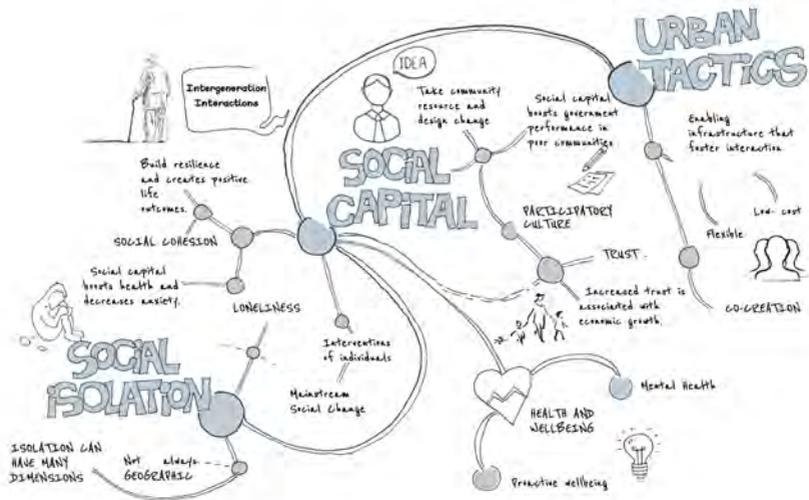
This study explores the concept of social capital. It aims to find the links between social capital and proactive wellbeing at various levels of city living. It uses the approach of intergenerational project as a means of tackling social isolation and loneliness and proposes a system change approach at the Neighbourhood level and urban tactics at the local level.

Social Capital is “the value of social networks, bonding similar people and bridging between diverse people, with norms of reciprocity” (Dekker and Uslaner 2001; Uslaner 2001) (Social Capital Research & Training, 2018).

Intergenerational practices can be understood as any activity which aides to bring people together in purposeful, mutually beneficial activities which promote greater understanding and respect between

generations and contribute to building more cohesive communities (Finn and Scharf 2012). A systems change approach is proposed at neighbourhood level as it recognises the need to engage with the whole system as a series of interdependent nodes, instead of attempting to move small parts of the system individually while urban tactics is proposed at a local level as it offers a way of orbiting the difficulty of the normative ‘masterplan’ design process encounter, such as high resource requirements and bureaucratic constraints but rather encourages grassroots participation and social resources.

The issue of isolation and loneliness is world-wide, the theory of this research, therefore, should be used in both westernised and non-westernised.



## (Re)Claiming the city from terror

Student:

Olivia Harper

olivia.harper.16@ucl.ac.uk



The shift in terrorist focus to attacks on people in everyday public realm and the accompanying security response have accentuated concerns about the demise of urban public spaces. This project views counter-terrorism not as a threat, but rather as an opportunity to enhance the 'Right to the City' - city-dwellers' rights to appropriate and shape urban space - through urban design.

The project explores this opportunity firstly by filling a gap in evidence (currently filled by alarmist discourse) on the impact of counter-terrorism on urban design practice in the UK context. It identifies three major, interrelated impacts on design outcomes and processes: Hostile Vehicle Mitigation (HVM) in public spaces, urgency, and confidentiality. These provide the basis for a solution which uses HVM to enhance spontaneity, which is central

to the Right to the City promoted by theories of loose space, disorder, and incomplete and Tactical urbanism.

Following this, the project develops a toolkit which uses HVM as an opportunity for spontaneity. The toolkit comprises spatial and processual components organised in strategies to be implemented by site owners/operators according to site-specific needs and levels of confidentiality.

The toolkit is tested through application to Tower Hill, London, which demonstrates its potential to deliver mutually reinforcing benefits between spontaneity and HVM, irrespective of the latter's confidentiality. Confidentiality can, however, limit transmission to the Right to the City; to the extent that it can be secured at the public space scale, the Right remains contingent on site owner/operator discretion.



## How Can A Climate Appropriate Retrofit Support Public Life and Promote Social Mixing Within Abu Dhabi's Superblocks?

Student:

Omar Islam

omar.islam.17@ucl.ac.uk

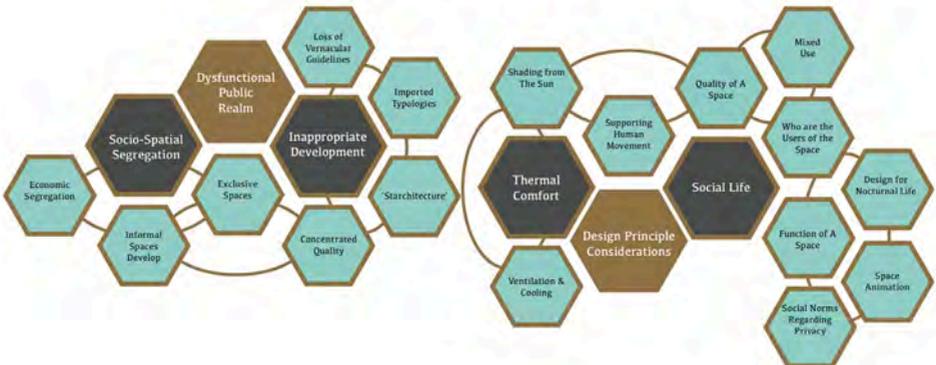
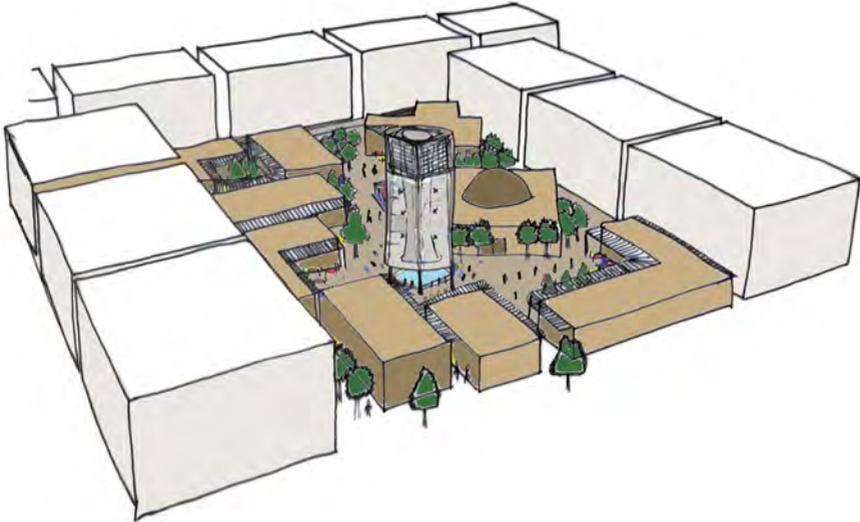
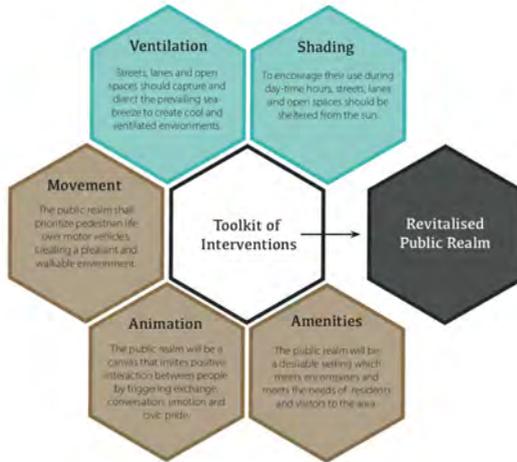


Traditional forms of urban development in the Middle East were oriented towards being responsive and sensitive to the hot and arid climate; and were conducive towards supporting social life. However, these vernacular principles were at the expense of an imported sense of Western modernity. This created an urban form which is inappropriate for the local climate (let alone a warming one) and has also led to a dysfunctional public realm which segregates society on socio-economic levels.

This project consulted literature and case studies to establish a toolkit focusing on

enhancing thermal comfort and supporting urban life and movement. This was then applied to a superblock in Abu Dhabi to demonstrate an alternative direction for Gulf cities: breaking the hegemony of indoor, air conditioned and consumer oriented public spaces by providing high quality outdoor spaces that achieve significant thermal comfort, while enabling a range of recreational activities that bring various groups of society together.

In addition, the toolkit to be proposed through this project will have a degree of applicability across the Middle East and other arid cities.



## Bringing people to open space: Improving Social Interaction in Open space, by Identifying Social Attractions and Barriers

Student:

Runtao Li

rontao.li.17@ucl.ac.uk

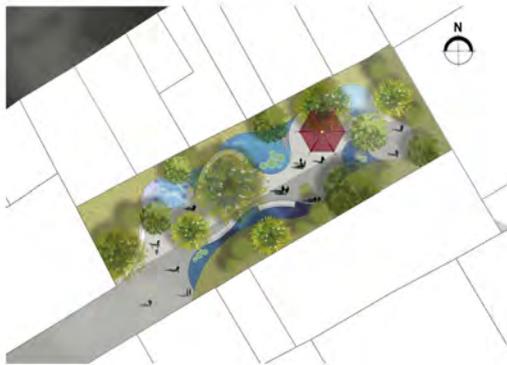
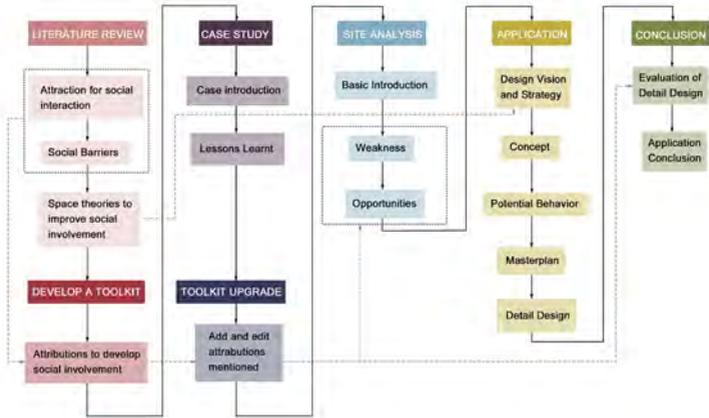


Social interaction is essential part in people's lives. It contributes to reduce people's negative emotions during communication with others and improve the tolerance and social skills. The interaction can also help to create connection between people and community and give people the feeling of belonging.

As economies develop, diverse commercial leisure activities have emerged to enrich people's daily lives. As a result, the social involvement in outdoor public spaces have been transformed into indoor "quasi-public" spaces, which is privatized and commodified with the purpose of economic benefit. These

commercial recreation spaces have caused the homogenization of urban spaces and make citizens passive bodies other than interactors within open spaces. The consumption-prioritized spaces also cause social exclusion of marginal people and reduce the chance of them to engagement into social activities.

The purpose of the major research project is to explore methods and toolkits to promote the social involvement in open spaces by improving quality of open spaces, make them places that attract people to stay and create social interactions.



## To what extent are counter-terrorism physical security measures being recommended and implemented in Central London and what is their impact in the perception of public space quality?

Student:

Louisa Coleman

[louisa.coleman.17@ucl.ac.uk](mailto:louisa.coleman.17@ucl.ac.uk)



With an increase in vehicle borne terror attacks within the UK in recent years, sufficient public space protection has been a growing issue for urban planning. Although the government has implemented a range of hostile vehicle mitigation measures, studies have not yet concluded the impacts on users. Whereas some academics argue these measures can create fear using the space, others maintain that they help project feelings of safety and reassurance. This paper aims to understand how users experience public space containing counter-terror security measures. Qualitative research, secondary data analysis and observation of implementation were undertaken within Central London to understand the design guidance from different layers of governance and what types of counter-terror security measures were being implemented in light of this. Subsequently observation and interviews were carried out with users of two public spaces in London; Paternoster Square and Trafalgar Square in order to understand how the public interact with security measures and how it changes user experience of the space. Three qualities were used to analyse this;

Accessibility and Movement, Attractiveness and Safety and Security. The findings showed that overall, guidance produced by governance levels is fairly broad, with information repeated regarding the types of measures recommended. Context was also found to be key with many reports referring to the surroundings before suggesting implementing measures. With regards to user experience within the spaces, findings were relatively mixed. Although some felt feelings of fear with the measures in place, they also agreed that they would not feel as safe without the measures there. The majority however, were seen to be fairly indifferent as they were used to seeing security measures when moving through London. It was concluded that although visual security measures can be perceived to create negative experiences for users, in many cases this might be the opposite. Therefore, in the future of planning, although it is recommended to design measures in context with the surrounding environment, the use of visual security measures do not necessarily need to be hidden and can be incorporated into a successful public space.

### Overt Security Features

Features designed to be obtrusive and clearly serve a military purpose

- Fortress architecture
- Target hardening



### Stealthy Security Features

Features are visible but often are not identifiable to the lay public as being primarily for security

- Bollards
- Barriers



Ornamental security features for example water features, trenches, strengthened and dual purpose street furniture



### 'Invisible' Security Features

Hidden and unobtrusive - a deliberate attempt has been made to ensure features are not acknowledged by public

Tiger traps and sacrificial façades



EXAMPLES OF ABOVE

## Towards Light Urbanism: Envision Nocturnal Space of the '24-hour City'. The Case of London.

Student:

Jie Lu

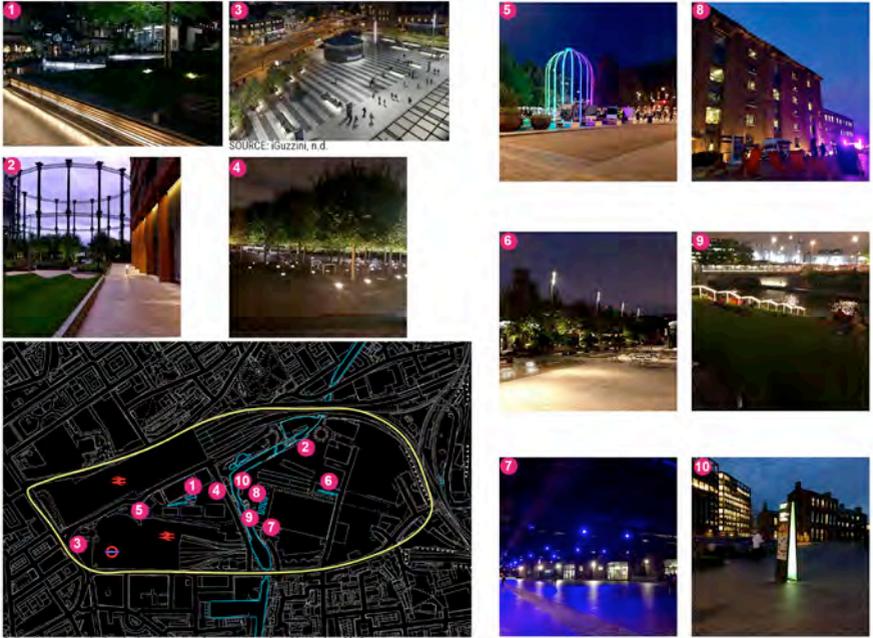
jie.lu.17@ucl.ac.uk



Urban design and city planning are not funded long ago unlike architecture, with rich profound history and achievements, as a planning student I had initial impression my academic training is an extension of architecture department. The longer I have studied planning course, I have found the uniqueness of this profession are derived from fascinating combinations of cross-professional knowledge, it is the type of profession that will be implement with people who are studying it. Urban lighting is a similar issue that links to architecture, landscape and designing for space, and it is also relevant to city planners in terms of arranging and managing nocturnal landscape. However, due to the power of light can affect at conscious

and unconscious levels, light is often being underestimate design element even in the nocturnal settings. Landscape lighting designer Linnea Tillett interprets that 'night is a process, not an event', there is a need to consider the flexible form of public lighting in the similar way of treating public space, which both needs consider the adoption over time.

To study nocturnal urbanscape through lighting design, I found that the lit space should be extended beyond normative understandings artificial lights, and more collaborative works should be done with different stakeholders.



Online images are cited and other images and maps are produced by Author, 2018.



## Music and the urban environment: How does the presence of music change users' experience and perception of a public space?

Student:

Sara Vaziri Tabar

sara.tabar.17@ucl.ac.uk



The quality and user experience of public spaces is a topic which urban planners and policy makers are often exploring, searching for creative ways to revitalise and activate the public environment. Frequently, this is considered through cultural interventions, public art and simple public realm improvements, which contribute towards stimulating the five senses. However, one element of public art which seems to be less acknowledged within urban design and planning academic research, is that which engages the 'sound' sense – music.

One component of this is the use of live music performance in public space, which can be seen around central London and beyond, for example in tube stations, along Oxford Street and in Covent Garden, to name a few. However, the societal value and benefit of the presence of this music not always recognised and appreciated amongst professionals and even the general public as a whole. This study therefore seeks to establish how the presence

of music can change users' experience and perception of public spaces in London, demonstrating the potential music has as a tool to enhance the quality of a public space and overall experience for users.

Focusing on the perceptual attributes of successful public spaces, this research examines how music affects these qualities and how this is experienced and perceived by users of public spaces. The study explores some of the existing theories on music in public realm and puts these to test through empirical research. Data for the study has been collected through interviews and on-site research at two locations in London, Wembley Park and King's Cross Station, where users' reactions to the addition of music in the spaces were recorded and analysed. The study finds that the presence of music has varying impacts on attributes of public spaces, most directly affecting attributes of comfort, and meaning (emotion), also enhancing sense of community.



## The impact of tourism development on the residents' sense of place in China's rural area

Student:

Yanhan Liu

yanhan.liu.17@ucl.ac.uk



Tourism development has had an important impact on the lifestyle and emotional bond with place of local residents. The changes in the physical environment and the behavior of tourists directly affect the place sense of the residents and there are few research about it. For the unique traditional culture of rural area in China, study the changes in residents' lifestyles and sense of place is important for promoting the harmony of place and people. Taking Jiaguan Town in China as example, through literature review and field research, take AHP analysis and qualitative analysis to

find out the impact of physical environment change and tourists on place identity, place attachment, and place dependence of residents. The research shows that instead of making people feel strange and separation, the change have played a positive role to enhance people's sense of place.

View Point



Fig. 5: Character places

Activity of residents				
Daily life	Wash	Row boat-work	Get water	Dry clothes
	Waterfront			Square
Work	Shops or hotel	Stall	Farm	Craft
	Street or lane		Farmland	Square
Social	Chat with other		Play mahjong	
	Square	Lane	Courtyard or shop	
Leisure	Take a rest	Walk around	Drink tea	Company with child
	Street	Forest	Street	Waterfront or lane

## The Gates of Cairo: Towards an understanding of the growing gated community phenomenon in a city of the Global South

Student:

Dina Morsy

dina.morsy.17@ucl.ac.uk



Today, in the rapidly urbanising cities of the Global South, almost all urban growth is sprawl. Yet, despite this outward growth directing urban expansion away from the congested city centres out towards desert land, many of these cities are actually becoming increasingly enclosed in many ways. The primary solution to the ongoing and projected population surges and sprawl has resulted in one of the most popular and striking phenomena of urbanisation in our time: the guarded, 'gated community' (GC). These gated residential areas have resulted in the spatial fragmentation and polarisation of many cities, yet, this trend has continued to become more and more common in cities of the developing world. The

choice of where people want to live and why is fundamental to urban design and planning. However, there is insufficient literature about the key drivers that have contributed to the proliferation of these gated developments in the Global South. Therefore, this empirical research uses the Greater Cairo Region (GCR) as a case study, drawing on a mix of qualitative methods to analyse three key drivers – security, lifestyle and prestige. It also highlights and analyses techniques used by heavy advertising marketing material to romanticise and promote a certain image of GCs to consumers, affecting their desires and needs.



## Exploring the characteristics of a shrinking city that residents are attached to

Student:

Taichi Hobbs

taichi.hobbs.17@ucl.ac.uk



This exploratory paper studies what characteristics within shrinking cities residents are attached to and the reasons for these attachments. It fills a gap within the existing literature on shrinking cities where the relationship between people and place has been ignored. This has led to popular theories of intervention which are detached from what the residents value; these theories have been criticised for this oversight. The study adopted a phenomenological approach for its methodology. 12 semi-structured interviews were conducted in downtown Ogaki city, Japan. The results show that residents in Ogaki are attached to a few dominant but diverse range of characteristics which are the shotengai (the

high street), the community and the water in the city. The findings also reveal that there are many reasons why the residents are attached to these characteristics. The article concludes by discussing the significant contribution these findings have to the literature and by showing how an understanding of these characteristics can lead to better solutions for shrinking cities.



## Social Pictures: a year in the life







MSC URBAN DESIGN & CITY PLANNING  
PROGRAMME CATALOGUE  
2017/18

THE BARTLETT SCHOOL OF PLANNING, UCL



ISSN 2399-5254