

The Bartlett School of Planning, UCL





**MSc  
URBAN DESIGN AND CITY PLANNING  
PROGRAMME CATALOGUE**

**Major Research Projects and Dissertations**

The Bartlett School of Planning, UCL

**2015/2016**

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

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# FOREWORD

Filipa Wunderlich, Programme Director

Urban design is a core focus of planning and development, and the means through which sustainability in the environment can be delivered. This is a master programme with unique focus on urban design as a creative planning tool and the interface between urban design and city planning. Students gain a good understanding of the interface between the two subjects, and as such develop the ability to think in critical, creative and analytical ways across the different scales of the city; from strategic to local, and across urban design, planning, real estate and sustainability arenas. The masters programme relates closely, and builds upon, a recognised long-term urban design research specialisation of the Bartlett School of Planning.

This is a unique Urban Design programme offering a comprehensive understanding and exposure to both theory and practice within the discipline, as well as the complexity of its interface with the city planning field.

## Programme objectives

One of the main aims of the programme is to help students develop a capacity to look comprehensively into the theory and practice of the urban design and city planning fields, understand the quality and diversity of design products and plan-making processes, and deliver these at a wide range of spatial scales in a sustainable and effective manner.

The primary purpose of the programme is to coach students into becoming creative planners, and support those wanting to work in the urban design, planning and development sectors in the UK, the rest of Europe or Overseas. The programme equips students for the challenges of regenerating

contemporary cities. Overall students specialise into the area of urban design, exploring the purpose and potential of this subject in great depth.

The programme is inter-disciplinary and integrates various social science disciplines. It is also international, drawing from comparative studies and experiences in other European countries as well as North America and Asia. It provides students with insights, knowledge and skills to understand, plan, appraise and deliver future urban design in an integrative way. It understands design as a creative, problem-solving process and as a tool for development and planning, that is essential in the process of delivering sustainability for the urban environment.

## Programme content

This MSc programme draws upon the relationship between urban design, in particular 'urban place-making by design', and aspects of governance, real estate and sustainability. It integrates the learning areas of:

1. City Planning, with focus on spatial planning and strategic plan-making (large-scale masterplanning);
2. Integrative thinking with focus on place-making (neighbourhood scale masterplanning and open space design) and critical debates, offering students a deeper knowledge of forms, practices and theories associated with urban design;
3. Delivering Quality, integrating the curriculums of urban design and real estate, and also urban design and sustainability, and finally; and
4. Planning for Quality, focusing on the understanding of the various types of urban design products and the complexity

of their delivery processes, as well as the understanding and delivery of urban design tools for guidance, incentive and control.

### **Two years on**

The UDCP programme started in September 2014 at the Bartlett School of Planning, as the first of two master programmes solely dedicated to urban design. The other programme is the Bartlett's MRes Interdisciplinary Urban Design. At the Bartlett, urban design is a cross-disciplinary subject, taught, researched and practised across the faculty. The MSc Urban Design and City Planning is unique in that it centers on urban design theory, research and practice and expands from this field outwards into the understanding of how city planning, sustainability and real estate influence and shape theory making, delivery processes and ultimately the products of urban design.

The UDCP programme is very popular. In the last academic year fifty four students subscribed to the programme. Students are tutored every year by a team of experienced academics in the planning and urban design field. Students are exposed to contemporary debates in city planning and urban design theory, masterplanning, placemaking strategies, the world of real estate and development in the city of London, neighbourhood and other forms of collaborative planning, and sustainability in urban design.

The UDCP programme benefits from strong ties with urban design professionals nationally and internationally. Urban design practitioners from London contribute to the programme as visiting lecturers and guest

critics in the various programme modules as well as supervisors in student's final major research project works. External supervisors include senior staff from respected urban design, landscape architecture and town planning companies such as Publica, Urban Initiatives Studio, Urban Movement, 00Architects and East Architecture, as well as the public sector such as Harrow Council. This cross-boundary approach of our MSc UDCP programme is a unique feature that we will be keeping and nurturing over the coming years.

Every academic year in February UDCP students go on a week-long field trip to visit an interesting city. This year we went to Barcelona. We are pleased to share (section 3) some of the award winning photographs submitted to the UDCP annual photography competition by our students.

This catalogue presents a selection of final Major Projects and Dissertations from UDCP students. The programme is unique in that it offers students two forms of final research work that they can choose from in order to complete their studies. Both types of final works are in-depth explorations of a complex topic or research problem. The dissertations is an analytical and reflective project, while the major research project is a propositional one. Sections 1 and 2 offer more details on the composition and requirements of these components. This catalogue is a celebration of those final students' work. It records the outstanding level of excellency of our students at the MSc Urban Design and City Planning programme at the Bartlett School of Planning.



## MAJOR RESEARCH PROJECTS

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, eg. 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.

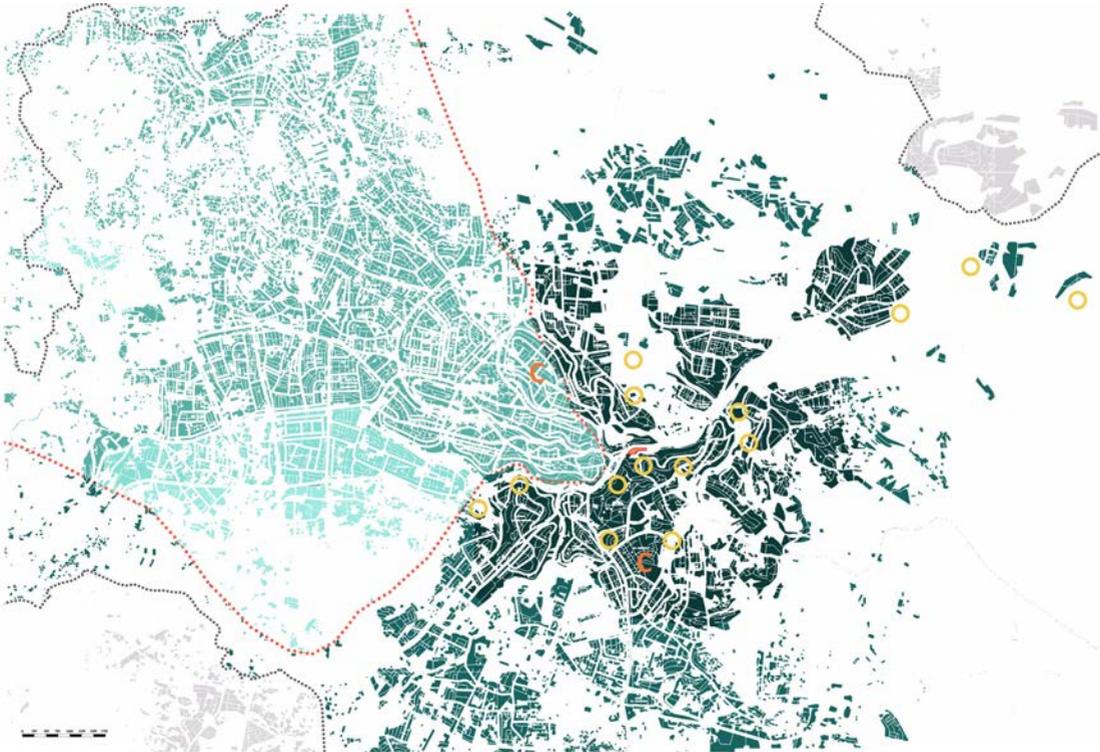
The major project may take various forms: a) test a particular theory through practice, b) investigate planning and design strategies, c) investigate methods through which to tackle a problem, d) bring forward a vision and attempt to design / build parts of this vision in order to test the possibilities, 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.

# INCLUSIVE PUBLIC SPACES, THE CASE OF AL HASHEMITE PLAZA AND PUBLIC PARKS IN AMMAN DOWNTOWN, JORDAN

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How can public spaces be planned and designed in an inclusive manner in contexts similar to Amman? Due to socio-spatial economic segregation, public spaces in Amman- the capital city of Jordan- are used as spaces to avoid encounters instead of places of tolerance and social cohesion. They are underused and mainly monopolised by low income people. The objectives of this project revolve around exploring the factors and the contextual trends in cities with socio-spatial economic segregation that affect the use of public spaces by people in different social groups. The research also looks into the different interpretations

of scholars and practitioners on inclusive public spaces in order to derive a toolkit of planning and design tools for places such as Amman. Amman is characterised by its spatial socio-economic segregation, its complex demographics of locals and immigrants (including refugees) of different backgrounds and economic status, as well as its special climatic conditions. The toolkit comprises of three scale contexts; macro, immediate, and site specific level with 8 themes and 23 principles of procedural and physical objectives. The analysis of the project site goes through an extensive analysis using the three scale toolkit and the design proposal follows the evaluation and proposes three design strategies. The design included proposing pedestrian friendly links on a macro level from East and West Amman neighbourhoods to the public space. For farther neighbourhoods enjoyable pedestrian routes were introduced between residential areas, public spaces, and cultural historical landmark in order to

encourage people to use the public spaces and be present in the same space together. On an immediate context the larger portion of focus went on the access and movement infrastructure as the analysis showed that it is barely accessible using all modes. Land use alterations and diversifying functions were also introduced to increase visits to the park and its surrounding mainly targeted for West Ammanis. The solution was informed by the attitudes, lifestyles and location of residency and work of both societies. The site design went through alterations and removal of functions and elements to suite the climate, the traditional context and the modern aspirations which were also informed by both physical and procedural tools. Complex factors affecting the use of public spaces require deep understanding on the three different scales of the city which also supports the call that urban design is a combination of social and physical elements affecting each other which can be perceived as a cycle.





Historically, the rapid expansion of London has caused huge pressures on our river environments. The natural features of rivers bring them into direct conflict with the process of urbanisation. With channels being totally hidden underground, these rivers become ‘out of sight, out of mind’ and their value as both passive and active recreational and educational resources is lost. Increasing urbanisation has resulted in the gradual degradation of natural habitats, including river corridors and open spaces, throughout London. This research project will combine the aims of revealing lost urban rivers in London and its future benefits for people and the environment.

The application part of this project acts as a policy design guidance, which takes forward lessons learnt so far and forms chapters/sections of what would make up the full guide if it were to be fully written, however due to time constraints of this project, the full guide is not final and would need further technical detail and research. The guide helps us to visualise real life scenarios stakeholders may come across when designing for watercourses and brings forward the design elements missing from existing policy.

The design framework acts as transferable tools of advice for daylighting and restoring watercourses in the built environment. The design options balance what we have

learnt from the literature, case studies and research findings. They act on a strategic scale aimed at local authorities, developers and for public interest. The design principles are explored as interventions for maximising ecology and amenity benefits. The suitability of the framework and principles is explored through application to the chosen project site, Mill Lane in Croydon, south London.

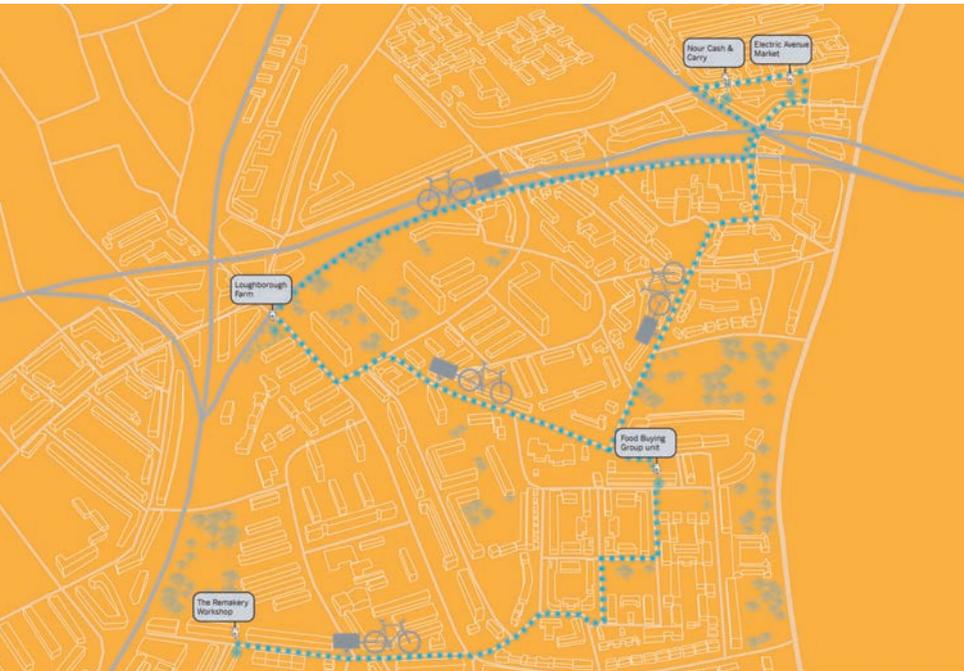
The proposals act as a means for testing the design guidance and are a demonstration of how daylighting rivers would look like in practice. The principles and techniques can be adapted in order to produce a network of interventions reflecting the spatial context of the site. The purpose is ‘daylighting’ and ‘restoring’, as well as discovering the elemental relationships between people, water and the city. Both proposals share the same aim of daylighting the river Wandle whilst creating benefits and taking into consideration the constraints of the site and economic feasibility.

Overall the established proposals exemplify the application of how the design guide may work and how the framework can be applied, adapting to a spatial context. An important general point proven in this study is that daylighting rivers can indeed have many different positive impacts for local communities, including social, economic and environmental benefits.

# THE SOFTWARE OF CHANGE: HOW CAN CIVIC FOOD PROJECTS BUILD HEALTH EQUITY AND CREATE THE CONDITIONS FOR NEGLECTED COMMUNITIES TO IMPROVE THEIR ENVIRONMENTS?

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This project is about the rewiring of existing assets and using design to rework latent opportunities. Strategic design is applied to tackle the critical problem of health inequalities, whereby a broken urban food system has produced unequal geographies of surplus and deficit, creating malnutrition and food and finance deserts. Meanwhile, the health system tackles the symptoms of bad health- failing to address its socio-spatial determinants. This system treats citizens solely as recipients of services, with little done to empower people to craft the improvement of their socio-economic surroundings.



The research offers a perspective on a whole system redesign through an alternative, and more transformative health model. Critiquing the mistakes of physical, urban design-led, regeneration of ‘hardware’ of post-war social housing estates, this project employs a toolkit for building a civic economy by designing the ‘software’ of social processes and activities.

Multiple scales and typologies of civic food projects are explored in designing participative and inclusive, low-barrier community food projects with generative potential to unlock further socio-economic activity and build social capital in contexts of deprivation, insecurity and cynicism.

The literature review and case study analysis address the following research questions:

How can food system assemblages function as stepping stones for building social capital?

How can food projects transform spaces, and go beyond co-design and decision making, to the long-term running of spaces?

How can the initial project be scaled in scope to address other needs and groups?

How can the hyper-local be linked with the strategic?

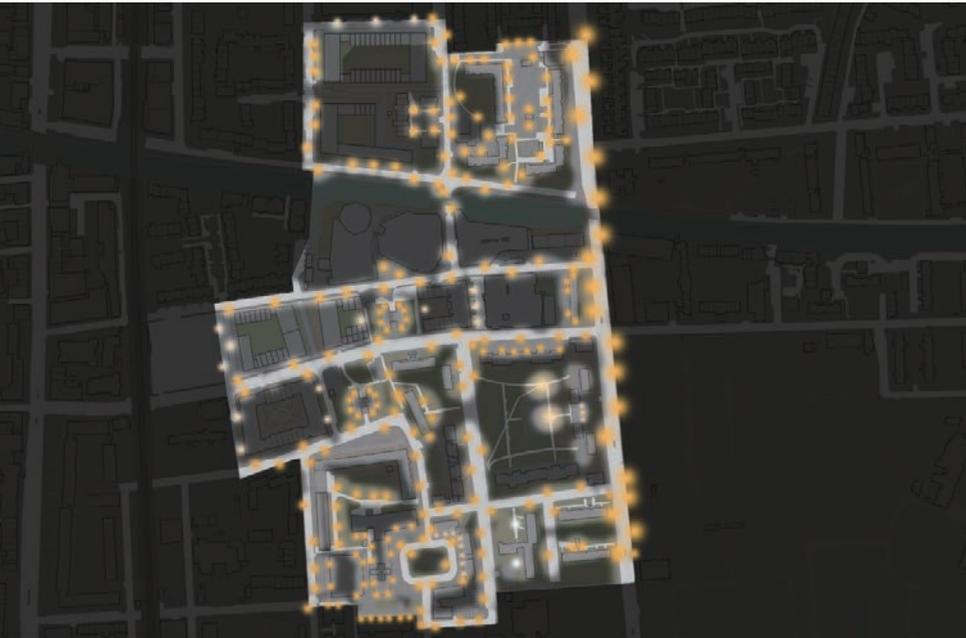
The key finding has been that a capital-heavy, urban design-led, physical regeneration of ‘hardware’ does very little to address the deep rooted socio-economic conditions and health inequalities of long-neglected communities. This has meant expanding the understanding of space beyond the physical, to the space created by social interaction, collaboration and ritual.

The proposed ‘Food Buying Group’ intervention works as a ‘seed’ project to build social capital and kick-start participation and the harnessing of latent assets and abilities towards socio-economic empowerment. Rather than a service provided by an outside body, the crux of the project is the co-production of the process and outcome, diversifying the conceptions of building health and wellbeing in communities, and the forms this could take. The project concludes with a scaling strategy, building thick networks of civic projects, and linking the hyper local initiative with broader strategies of the centre, from which the housing estate has long felt disconnected.

# **PUBLIC LIGHTING AND URBAN DESIGN FOR DARK HOURS: RESOLVING SOCIAL INEQUALITY OF PUBLIC LIGHTING IN RESIDENTIAL AREAS BY LIGHTING AND URBAN DESIGN STRATEGY**

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Light pollution is regarded as a crucial environmental issue in terms of human health and energy. Indeed, darkness has been recently considered as a luxury good for residential area night time. This issue can be easily found in London as well, for example, affluent areas tend to have more moderated public lighting, while social housing estates rather tend to have many overly bright public lighting on the purpose to increase safety as it supports CCTV. This contrast of public lighting clearly indicates social inequality as residents of social housing can be frequently exposed to light pollution, such as light trespass. Therefore, this project aims to tackle the issue of social inequality of public lighting between social housing estates and newly developed residential flats.



To achieve delivering dimmed lighting in and around social housing estates which can resolve light pollution, this project aims to improve perceived safety by enhancing natural surveillance based on Jane Jacobs' and Wilson and Kelling's theories. In this respect, this project suggests an interdisciplinary approach including public lighting design, urban design as well as social strategy in order to dim public lighting and increase social interaction. To develop the design-based framework, this project will investigate the correlation between public lighting and urban design factors in terms of light pollution and perceived safety through three different case study tests in London. Thereafter, site-specific strategy based on the framework will be implemented to the project area, located in the southern part of Queensbridge Road in Haggerston, London, as this area clearly shows high contrast of public lighting between social housing estates and newly developed residential flats. Finally, this project will conclude with the explanation of its evaluation and delivery processes as well as suggestions for further researches.



# REPURPOSING PUBLIC SPACES INTO URBAN COMMONS: FOR A COLLECTIVE SOCIETY

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## Research Question

How can underused public spaces be repurposed collectively to support community regeneration?

## Objectives

- (i) Enhance awareness on the value of public space to becoming 'urban commons', and how it can support community regeneration and urban development.
- (ii) Explore how participatory processes can be scaled up from community to city scale.
- (iii) Define how participation processes in the UK could be adapted from passive to active modes that support learning and awareness.

## Methodology

This project extracts from the literature review a framework for repurposing public spaces into ‘urban commons’. The case studies review clarifies methods to scale-up public space collaborative regeneration processes from community to city level. Third, to test both, a proposal is made to adapt a plan, set by Camden Borough for Gospel Oak regeneration in London, from a passive to an active community participation model.

Findings are that for a collective society to emerge, awareness on the value of public space must be illuminated.

## Abstract/Summary

This project disseminates awareness on the value of public space for community development and collaborative planning. The over-privatisation of public spaces within urban contexts hinders citizens’ appropriation of space through activities that can support community regeneration. Recent discussion on the ‘commons’, defined as spaces accessible for all members of society as sources and resources, suggests new ‘production-consumption’ models, where goods and public services cease being distanced from communities by markets and are reclaimed by citizens. There is still a gap on the definition of the ‘urban commons’, nonetheless, bridged throughout this project. ‘Urban commons’ can be defined by: (1) public space – accessible and open to innovative modes of appropriation; (2) governance – must be collective; (3) hands-on activities – engaging the communities on learning processes; (4) benefits – supporting community regeneration.

Currently, despite governments’ intention to empower communities in the UK, citizens are considered passive collaborators, invited to opine but not to take active leadership within regeneration processes. The ‘urban commons’ suggest an active mode of participation, which can be scaled up from community to city level. Individuals, communities, stakeholders, developers and government must be aware of public space value, avoiding its over-privatisation or underuse, to support community resilience through achieving alternative means of service provision via the ‘urban commons’.

In conclusion awareness is much more valuable than empowerment – the second is nothing without the first, while the first can easily achieve the second. The city as a patchwork of communities sustained by Awareness on the Urban Commons – this will suffice for a collaborative society.

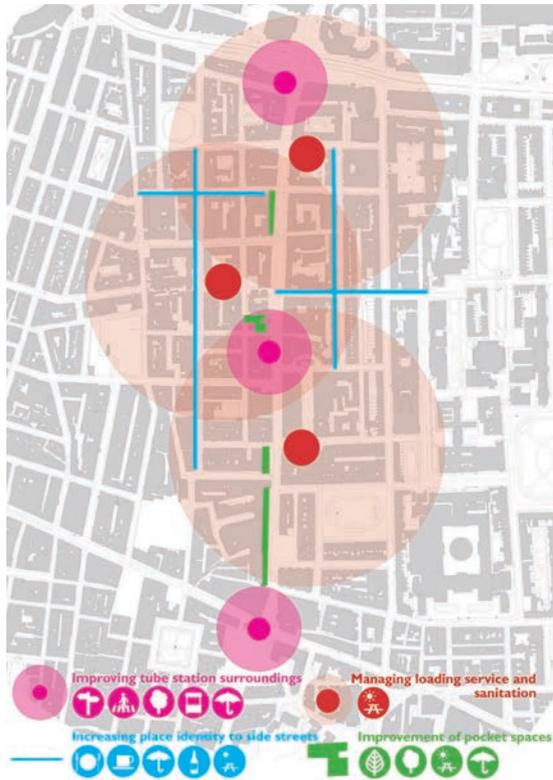


# SUPPORTING SOCIAL BEHAVIOUR TO ACHIEVE URBAN VITALITY THROUGH STREET DESIGN

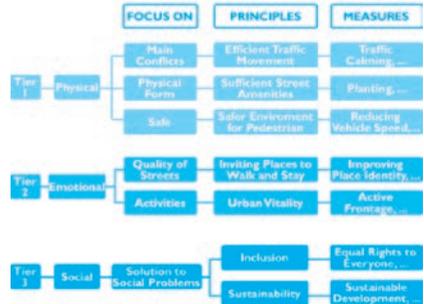
TAIYU FANG

*Supervisor: Peter Rees*

Designing a better place has long been a concern in the urban design field. As the most important urban public realm, professions in urban design and other fields including transportation has advocated to think of the street as a space to achieve urban vitality, not just a transportation corridor. At the same time, great efforts have been made in practice on the pedestrianisation of streets globally. How to better facilitate or service people who are using streets is a worldwide issue. However, the significance of the users behaviours on the streets seems to be neglected, therefore there seem to be a lack of studies on the interrelationship between streets users' behaviour and physical features as well as quality of streets.



MAIN USERS	NEEDS	OBJECTIVES
Vehicles 	Smooth Movement	Efficient Traffic Movement
	Safety and Security	
Pedestrians 	Clear Street Signage	Sufficient Street Amenities
	Ease of Crossing the Road	Inviting Places to Walk and Stay
People 	Shops Meet Daily Needs	
	Nice Place to Spend Time	
	Aesthetic	Safer Environment for Pedestrian
	Sustainable	



In this scope, this project firstly reveals the generic conflicts happening on streets; then identifies features that vital or successful streets have in common; last takes on several behaviour patterns of street users as well as the interrelationship between street features and behaviour patterns. There has been a complexity between design principles and its objectives, however, the principles should only service the objective that great street could be achieved. This project, therefore, has the opportunity to work out an analytical framework showing a set of design principles for streets to become vital and effective in use, which meet the implications of sustainable development.

The analytical framework has been tested and implemented to an integrated area around Tottenham Court Road, which plays a significant role in a larger context of street network in central London. The two main findings are as follows.

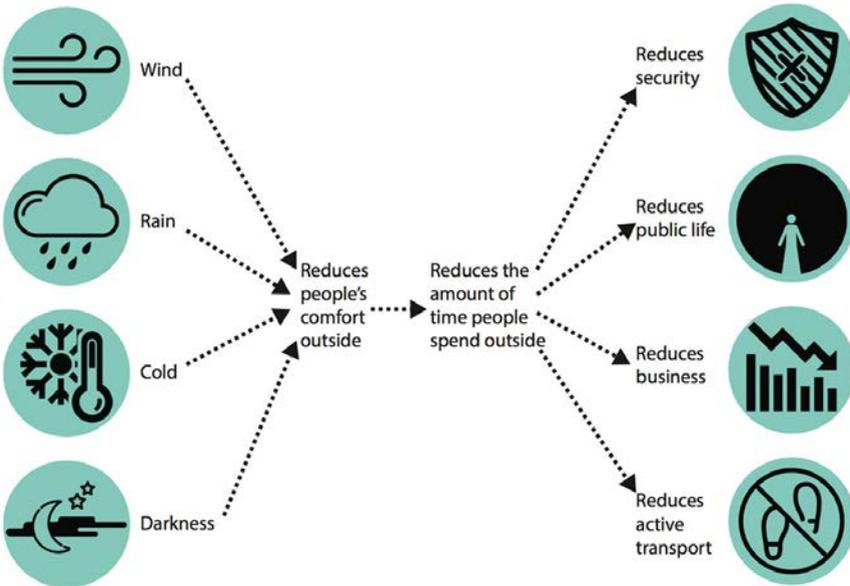
Streets as network rather than isolated elements - It is not only because of the connection function streets possess, but also since that there are other buildings and spaces have somewhat connection with streets, which is as the same importance as previous one. Sometimes, streets do not make any sense if they are unable to connect. Therefore, proposals have been made at the perspective of streets as networks.

Framework as a dynamic system - I would like to consider it as an open and dynamic system, which allows revision after certain conditions have changed. One important dimension that could never be left over are probably the context. Therefore, what matters to a street or any other kind of urban space is whether it can keep pace with the ever-changing context to correctly find out the issues underlying the circumstances.

# SINGING IN THE RAIN: DESIGNING PUBLIC SPACES FOR WIND, COLD, RAIN AND DARKNESS

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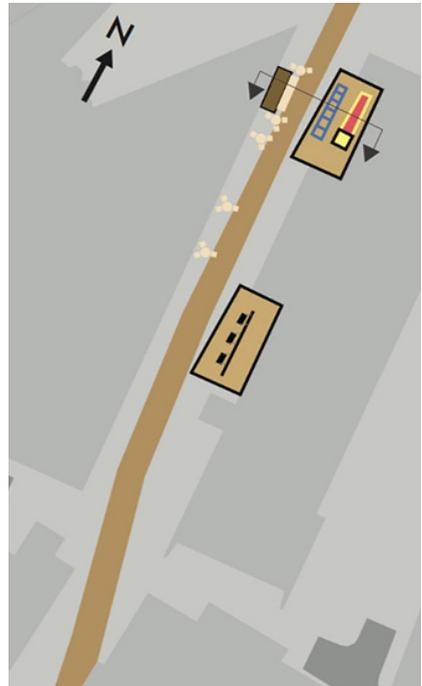
*Supervisor: Kathryn Firth*



This paper investigates strategies to make public spaces pleasant and usable in cold weather, wind and rain. It first assesses the existing literature on weather in the public realm, finding little work that addresses the specific conditions of London. This paper then studies a series of spaces across London that reflect the differing types and environments around the city. In assessing these spaces, the paper looks at how users react to varying weather and finds a series of design features that draw visitors even in the worst weather. It finds that users to spaces both physiologically and psychologically, and that both methods of perceiving space can be manipulated to increase comfort. The paper takes these principles

and assembles a toolkit for London's spaces that responds to the unique conditions of London's climate and its culture. Specific building materials and colour palettes have warming associations which improve psychological comfort. In the UK brick is especially effective at creating a warming effect. It also investigates the existing policies regarding designing for rain, wind, cold and darkness, finding that little-to-no policy directly addresses any of these issues, even in design frameworks for new developments and public spaces. Finally, the paper uses these principles to suggest design interventions for the More London development on the River Thames and a set of policies to govern their implementation.

The intervention adds playfulness to the space connecting the central plaza to the Unicorn Theatre, a theatre that specialises in productions for children. A playground adds space for children to play and reduces the corporate feel of the area. It also includes a temporary coffee stand with seating that can be covered by an awning for the parents.



# **SMART CULTURAL LANDSCAPES RESEARCH ABOUT APPLYING SMART CITY TECHNIQUES TO SITES WITH CULTURAL AND HISTORIC SIGNIFICANCE.**

KYRIAKI GKAVOGIANNI

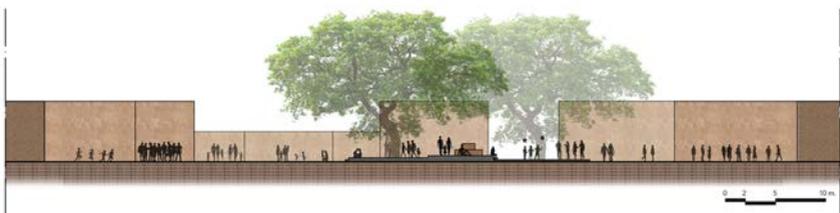
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The research on this project emphasises the application of 'smart' techniques in sites which have historic and cultural significance. Due to the attention paid nowadays to the concept of 'smartness' in cities, a rational thought would be whether it could be applied in existing inhabited cores which attract world and national attention for their value. Through deep investigation on the concept of Smart Cities and on the limitations and opportunities of Cultural Landscapes, a clear definition of Smart Cultural Landscapes is provided. Examples of the past have been used in order to analyse ideas and learn from failed cases. Both the literature and the study of

previous cases have assisted the creation of a toolkit which could be applied to every Cultural Landscape that wants to become 'smart'. The site chosen is the Medieval City of Rhodes which is inscribed as a World Heritage Site by UNESCO and suits the characteristics of Cultural Landscapes. Therefore, a toolkit is provided which is site-specific and is tested on two scales: to the entire city and to a small part of it in depth. The conclusions of the research prove the hypothesis correct and have a significant contribution to practice by suggesting that every Cultural Landscape can become 'smart'.



# SEVEN ROLES OF DOMESTIC GARDENS WHEN SEEN AS PART OF GREEN INFRASTRUCTURE: A DESIGN EXERCISE IN LONDON

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*Supervisor: Matthias Wunderlich*



## Motivation

Given the collective size of private domestic gardens, 24% of Greater London (Smith, 2010), London's gardens have a potential to contribute to the city's green infrastructure especially in improving its biodiversity value. This is not, however, without an equal amount of constraints.

## Problem statement

From 1999-2010, an area of vegetated garden land the size of 2.5 Hyde Parks was lost each year to paving, development on garden land and conversion to parking (Smith, 2010). Whereas mainstream awareness of gardening for wildlife do not necessarily reflect behavior towards its management, this is as much a question of social architecture for behavior betterment as it is of spatial design.

## Question

How can design of domestic gardens play their role, en masse, as green nodes that link to London's green infrastructure?

## Approach

This major project proposal addresses the problem aforementioned by first inquiring into the following: (i) the seven potentials of London's private domestic gardens as part of the city's green infrastructure; (ii) terms adopted from ecological succession theories to understand the temporal pattern of garden growth and change; (iii) spatial strategy for energy efficient maintenance using Holmgren's (2011) zoning system and its application on six housing typologies in London; and (iv) community development framework for end users in the interest of motivation for gardening and adopting the human development model 'Spiral Dynamics' (Owen and Beck, 1996).

## The resulting proposal...

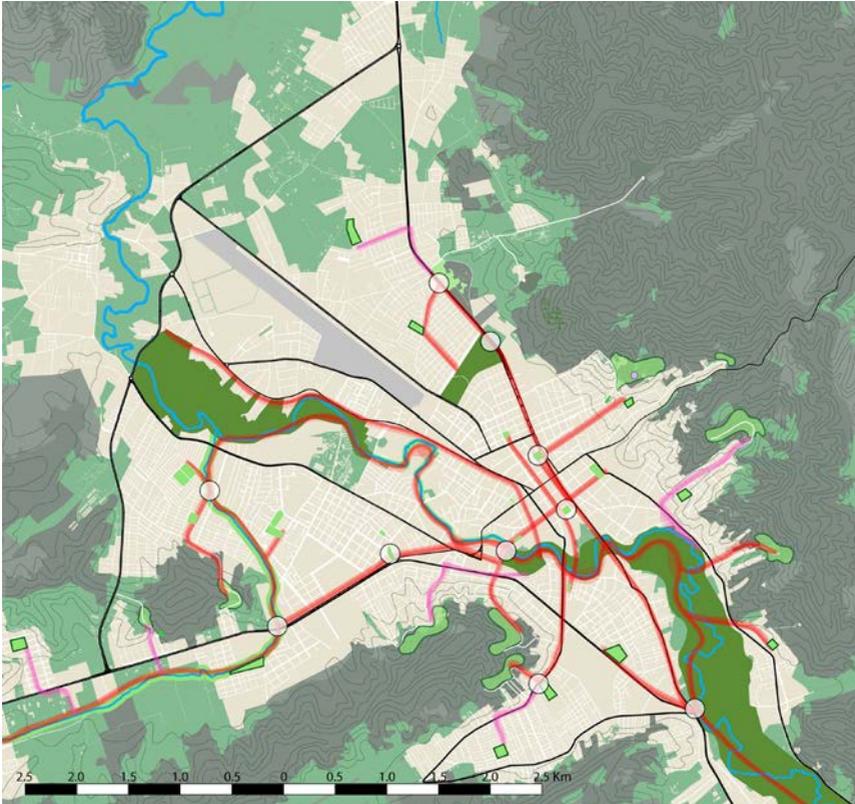
...is a design exercise on a site in West Hendon, Brent, with a housing layout with gardens that can play its seven roles as mini-versions of the city's green infrastructure. The seven roles mature in space and time to create a sense of place conducive for self-management of domestic gardens. To test this, two components are integrated: first, physical intervention in the form of a layout informed by findings in literature review, case studies, conceptual toolkit and site analysis; second, management framework that is a combination of community development for gardening and ecological growth of the proposed layouts.



# URBAN DESIGN AND ITS INFLUENCE OF RESILIENCE AFTER AN EARTHQUAKE.

JUAN JOSÉ JARAMILLO LOOR

*Supervisor: David Syme*



There are many challenges for urban designers and planners in post-earthquake reconstruction. The areas affected have to be restored or reconstructed as soon as possible, new homes have to be provided and long-term economic development needs to be promoted. However, some cities recover physically, economically and socially faster than others. As systems, cities have complex components that contribute to a positive recovery, some experiences throughout history are evidence that the resilience of cities lies in its urban form.

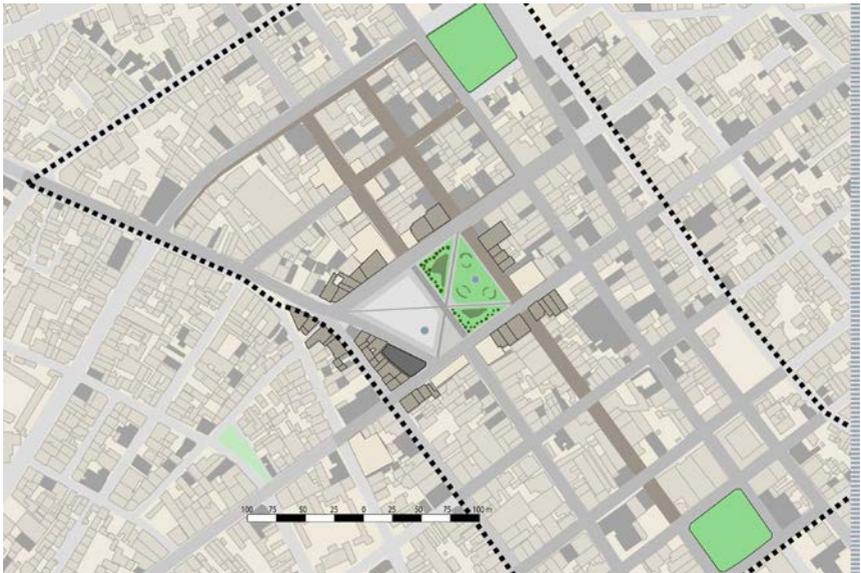
As architectural and structural design aims are to ensure the safety of specific buildings or infrastructure, urban design in earthquake-prone cities should look to enhance the safety of entire urban areas and its habitants, achieving a better urban response, being more resilient. This background brings some research questions; How can an urban design approach, increase resilience in cities after an earthquake? Are there particular components of the urban structure that favour a more resilient response to an earthquake?

Some cities like San Francisco, Concepcion, Weizhou and Christchurch, have responded and adapted to disasters in different ways, their open spaces, street patterns, geographical components etc. The aim of this research is to test the influence in resilience that the components of the urban form have. To feed the debate and encourage the role of urban design in current recovery plans after disaster.

The methodology approach consist in to extract lessons from case studies and literature, find in what extend their urban structure components contribute to the attributes of resilience to then define strategic urban design tools that can be applied in the city of Portoviejo (Ecuador), which suffered a 7.9 magnitude earthquake in April 2016.

This research summed up five key elements of the urban structure and sixteen strategic design tools. All these elements are related to each other and respond to the attributes of resilience

in different ways at every scale. The role of an efficient distribution of large and local open spaces, access to safe areas, multifunctional open spaces connected in an integral network, use of landmarks as commemorative area, access to water and the use of the grid street pattern are some of the tools tested that proved the importance of the urban structure in the pursuit of more resilient cities after disasters.



# BEYOND THE EVENT REPAIRING AND REINTEGRATING MEGA-EVENT SITES INTO THE CITY

SHALINI LIS JOHN

*Supervisor: Colin Haylock*



Mega events are seen as a nation brand building exercise showcasing the culture, development and investment attractiveness of the host country and city. A large site is necessary to host such an event, hence in recent times, the site allocated for world events have increased to create statement making infrastructure. The development and investment often is focused on just the event rather than the long term development of the host city. These events venues have slowly turned into a white elephant scenario where such a large site remains just as a reminder of the event & its full potential is often not used post the event. Mega-event is organised by the social elite in the host nation or city and projects secular values and principles through the creation of an official version of the city or nation's history and contemporary identity. The distinction between an event and a mega-event is essentially one of size. The four key dimensions identified of mega-events are visitor attractiveness, mediated reach, cost and transformative impact which mainly take account of its media and tourism attractiveness, and its impact on the host city.

## RESEARCH QUESTION

How can a poorly designed legacy masterplan for mega-events be recovered & re-integrated into the neighbourhood?

## VISION

Transformation of a mega-event venue to a mixed-use hub outside the city centre by retrofitting and re-using its existing infrastructure and facilities. Thereby filling the voids in the neighbourhood.

## CONCEPT

### *Integration with surroundings:*

Creating new connections with the neighbourhood

### *Re-use of existing infrastructure:*

Retrofitting and re-using most of the architecturally famed pavilions

### *Re-stitch site into the city:*

Integrating the site into the city by creating a hub that caters to the whole city rather than just the neighbourhood

### *Mixing uses / facilities:*

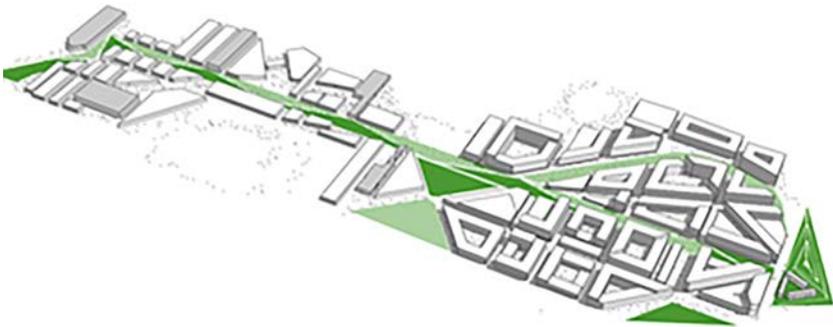
Providing a mixed use development

## CONCLUSION

Legacy masterplans can be recovered & re-integrated by applying 2 types of toolkit:

- \* Generic toolkit - re-connect, create & grow are the main approaches to re-develop any Mega-event site
- \* Site specific toolkit - connections, re-use / retrofitting & new developments as understood from site analysis.

Besides generic toolkit elements, various site specific elements also need to be addressed to recover & re-integrate successfully a mega-event site into the neighbourhood / city.



# PUTTING INDUSTRIAL LAND TO WORK RE-PURPOSING INDUSTRIAL LANDS FOR FUTURE NEEDS

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*Supervisor: Tobias Govert*



The decline of industries is an issue faced by cities world over. Many examples show that developments are destroying the dormant industrial landscapes by erasing its significance in relation with the historic context, without any consideration for their inherent rooted cultural and contextual qualities. Urban growth has led to these landscapes to be wiped out and creating developments on a tabula rassa, thereby alienating communities and landscapes.

These once flourishing landscapes located in urban centres provide incremental possibilities for contemporary activation; through reusing and invigorating the left over anatomy of the industrial urban fabric.

## RESEARCH QUESTION

How can the industrial fabric be used as a catalyst for change and as a strategy for redevelopment through adaptive re-use?

How can derelict industrial lands be repurposed, to reaffirm the existing local character and identity and contribute to local community?

## VISION

Transformation of Kodak Factory site, where the existing buildings which are deeply entrenched in the social and visual psyche of the larger community form the nucleus of a larger regeneration of the area.

## CONCEPT

### *Reveal*

Open industrial sites, which were previously impermeable to the larger surrounding

Retain key structures which are of value to the community

### *Connect*

Extend road networks, green corridors, connecting surrounding areas

Develop physical linkages to the existing economic areas of the neighbourhood

### *Frame*

Create vistas of the existing buildings from the site to enhance the visual connection

Activate space around existing structures

### *Engage*

Site to be made interactive by promoting mix use adding to the emotional connect with the heritage

Create public spaces in and around the existing buildings.

### *Anticipate*

Create opportunities which will develop the identity of the place

Create flexible spaces which can be used informally used.

## CONCLUSION

Industries are intrinsically tied to the heritage of the city. They are valuable to the community by the creating an identity, character and cultural background. The shift in economics and development of technology has led to the decline of many large industries. By repurposing regenerating and activating industrial sites to serve a new purpose, we can create a sustainable development which helps in keeping the identity and character of the place.

The transformation of derelict industrial sites into public spaces represents a significant enhancement to the quality of life, an important raise of use of land and recognition of the great potential for economic development of the place.



# **RE-ESTABLISHING NATURAL COOLING MECHANISMS: TO MITIGATE THE URBAN HEAT ISLAND EFFECT, THROUGH A CASE STUDY OF MÁLAGA, SPAIN.**

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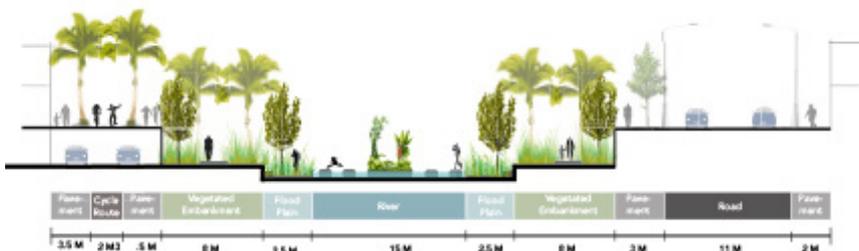
*Supervisor: Hugo Nowell*



Urbanisation has rarely been in sync with the environment and the value and function of natural ecosystems is often overlooked. Urbanisation has degraded urban rivers to the extent that some cease to provide their original resource -- as is the case with the Guadalmedina River located in the city of Málaga, Southern Spain. A combination of rapid urbanisation, lenient policies, poor design and global warming; cities are increasingly witnessing a loss of their cooling mechanisms, particularly large bodies of water. In addition to the loss of these cooling mechanisms, growing urban populations are continuing to put a strain on our cities through increased demands of mechanical cooling which intensifies the urban heat island effect. This project aims to explore the potential that revitalised dry riverbeds may offer in addressing urban heat islands. In particular it aims to explore how restoring water within dry

riverbeds may serve to provide cooling mechanisms, enhance urban comfort levels and provide a cool oasis within the city. The project tests these ideas with reference to the Guadalmedina River in Málaga and focuses on the use of water and vegetation as a tool.

A simple methodology was employed, an analysis of the literature and case studies; which, derived a toolkit that was applied to the site. The proposal for the site was divided into two key projects, the river revitalisation and the citywide strategic plan. Each component impacts the city in different ways and yet individually they are not successful in achieving all the objectives. However, a major limitation for this project is being unable to measure the numeric effects of the interventions and therefore it is not possible to conclude which of the interventions has a more beneficial impact.



# TOWARDS BETTER STREETS DESIGN: CREATING WALKABLE NEIGHBOURHOODS THROUGH SMALL STREET INTERVENTIONS

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The act of walking is the simplest, cheapest, and one of the healthiest mode of transportation. The quality of the walking environment has the most vital role in promoting walkability as it determines the user’s experience. A well-designed footpath can be a pleasurable walking experience and a poorly designed footpath can be unpleasant and cause discouragement of walking.

Many types of research exist around how to design better walkable streets and many people have knowledge about what creates comfortable streets. However, the majority of our everyday ordinary streets are poorly designed. Unfortunately, investments tend to be allocated where there are most people and in important places. Therefore outside of the intense areas, walking considerations are typically poor due to the lack of investments. Especially walking in ordinary neighbourhoods, it is not nearly good, easy, and comfortable as it should be. How can local authorities overtime greatly improve the quality of everyday walking in neighbourhoods to make ordinary streets better?

Our local streets are the places we use every day at some points of their journey. But, often it is overlooked when allocating public and private investments. We are good at creating walking environments in key areas but the problem remains on how do people get to these place by foot?

Dollis Hill has been selected as the study area as it was a suitable area to test the approach and toolkit as it meets the type of place of study of an ordinary everyday neighbourhood and is well serviced by public transport, amenities, green space and institutions. Therefore the study area consists of a variety of users with diverse living habits.

The research has been carried out to contribute a set of toolkits and approaches, which the local authorities can adapt and adopt over time, to ensure better and safer places for people to walk. Creating small changes to the streets, making significant differences over time. Making everyday streets better to provide people with a reason to go to places and make it easiest on foot to make walking a natural activity again.

Elements				
QUALITY OF FOOTWAY	 Comfortable Width of Footpath	 Stable-Flat Paving	 Continuity of Materials	
CLUTTER ON THE STREETS	 Signage Cluttering	 Guardrails	 Bollards	 Cycle Racks
JUNCTIONS AND CROSSINGS	 Pedestrian Priority Crossings	 Short Crossings	 Rejuvenation of Crossings	 Crossings on double line
SAFETY	 Lower Vehicle Speed	 Lighting	 Tactile paving	 Signage
AESTHETICS	 Parklife	 Community Involvement	 Street Art	 Green Infrastructure

# THE GENERATION GAME: HOW DO WE DESIGN FOR INTERGENERATIONAL PLAY IN PUBLIC OPEN SPACE?

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The marginalisation of older individuals in the city has become a widely recognised problem within academic and policy circles. This has led to initiatives such as lifetime neighbourhoods and the World Health Organisation's age-friendly city that aim to incorporate older individuals into all aspects of the city. More recently, however, scholars have argued for a greater focus on intergenerational environments, an aspect of urban life that has increasingly diminished within a UK context where space is defined by age-segregated institutions and functions. This project identifies notion of 'play' in public open space as an avenue upon which this interaction might occur and subsequently questions how can we design for intergenerational play in public open space. In answering the

research question, first a number of case studies are reviewed for their capacity to promote intergenerational play. Second, a site analysis of Kilburn Grange Park is conducted. Third a toolkit of best practices is constructed in relation to case studies and site. This toolkit incorporates a number of ideas such as playable space, nature play, co-production and continuity of space. These tools are then applied to the site incorporating both physical and social interventions. The project concludes by highlighting a potential shortage in funding in a local authority context like Kilburn Grange Park. Subsequently it is suggested that in such contexts priority should be made to social and systemic interventions as opposed to physical in the first instance. This is because these are more likely to have the most effect in fostering intergenerational play in public open space.



# CALMING THE ARRIVAL: HOW NATURE CAN BE USED TO REDUCE STRESS IN TRANSPORT ENVIRONMENTS

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*Supervisor: Peter Rees*



This project aims to create a new design guidance which can address the current gap in Transport for London policy and design which fails to identify and include the positive effects of nature in station design. Using urban acupuncture as a theory, it will construct a set of biophilic design principles which will be applied to four specifically chosen sites in London. It will focus in particular on the immediate areas surrounding the entrances of tube and train stations. With psychological stress becoming an ever increasingly important factor in the health of cities, the advantages of biophilic design will be clearly demonstrated, and how the formation of such design guidance can be used as a tool to increase the quality of the public realm and reduce psychological stress.

The critique of existing policy will provide a foundation through which to address the gaps in design guidance in its current state. The subsequent designs will consider this and incorporate these considerations into the proposals. The designs include a range of interventions which adapt to the individual needs of the sites, especially with regards to security. The designs will focus on themes, rather than provide extensive re-design of stations and the immediate surroundings. Each one will be highly

individual and create a unique sense of place. Nature will be used as a design tool through with creative design can emerge, challenging our expectations of how nature should be used in space. Elements such as street furniture and materials will be stretched beyond their current form to include biophilic design rather than being seen as separate. Creativity will be fused with culture, showing the adaptability and flexibility of such design tools. It is hoped that this can provide a springboard through which biophilic design can start to become incorporated further into the Transport for London network and beyond.



# DOMESTICATING MODERNIST TOWERS: REMAKING SPACE FOR A MULTIPLICITY OF EVERYDAY USES.

JULIE PLICHON  
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In the current context of austerity and lack of public funding, estate regeneration often goes with displacement and demolition of council estates, both of which hinder social sustainability. On the other hand the context of high rise social housing does not necessarily create the sense of trust and community necessary to the formation of common interests.

The disused open spaces around the council estates are seen in as a resource to capitalise on for the residents. However these have been fragmented and overly defined by defensible space approaches, while the Right to Buy policy seem to have diffused the nature of ownership in council estates through privatisation. This project focuses on the process of remaking places in the context of modernist high rise towers. The tower blocks floating like “objects in space”, seem to define and interact poorly with open spaces around them which remain abandoned and impersonal, or seen as a setting for anti-social behaviour.

To redesign and remaking the space and allow a re-appropriation of space on behalf of the residents who form and increasingly diverse social, economic and cultural community, we will use Koch and Latham (2012) domestication concept, which is about creating fine grain interventions in public space for everyday uses.

The approach focuses on section I) introducing a gradient of publicness with tactical interventions, following a created typology of open spaces, inspired by Carmona and Minoura’s work (respectively 2014 and 2016). The typology helps identify which spaces have potential for domestic, and community uses, going beyond Oscar Newman’s typology of public, private, semi public or semi private spaces (1972). These different spaces along the publicness gradient are defined by more strategic ‘dynamic edges’ (section II) that allow good space transition without hindering or ‘sanitising’ social interaction. Finally the scaling up section (III) addresses the social dimension and the involvement of the community in inhabiting these spaces, moving the scope from the morphological to the physical and social level, by identifying key actors and mechanisms that can lead to a comprehensive design.

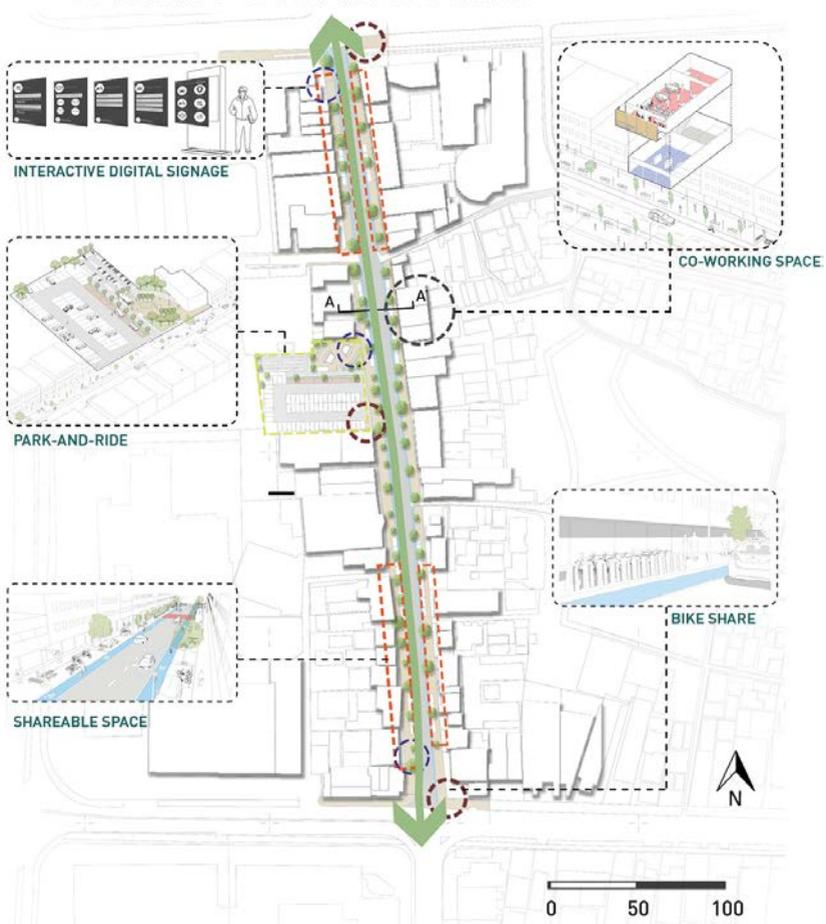
Action research was undertaken on site at St George’s Estate in Shadwell/Wapping in London to explore community engagement a weekly market on the Estate. The market brought insights about the networks of actors that lead to the ‘activation’ of disused spaces, as well as practical considerations about the borders between spatial territoriality, appropriation and the generative role of space for activity.



# INTEGRATION OF SHARING PARADIGM IN CREATING PUBLIC REALM DESIGN AND INTERVENTION TO ACHIEVE THE GOALS OF A SHARED CITY

BRAMA STRA SAKTYAWAN PRABOWO

*Supervisor: Colin Haylock*



Nowadays, forms of modern sharing have become synonymous to technology with the arrival of smartphone applications that facilitate sharing, while actually the sharing paradigm encompasses many different forms and aspects of sharing. Life in the city is notably influenced by the changes that sharing brought, but public spaces in cities still feel devoid of the spirit of communal sharing. The sharing services available lacks integration, resulting in an incomprehensive movement that brings more problems than solutions. The prevalence of technology-based sharing services is pushing away the more traditional forms of sharing such as shared public spaces, creating a gap between people that can utilize them and the less technologically-able. This research aims to integrate sharing and design to create shared spaces, improving public realm and ultimately achieving the goals of a shared city: justice, solidarity, and sustainability.

This research utilizes three sources of data: interviews with people at the site to discover their perceptions and how different forms of sharing impacts their lives and spaces in the area; direct site analysis to view how sharing affects the area and have the goals of sharing been achieved; and descriptive data to see the implications of other forms of sharing.

The sites chosen are the Sabang and Bonang area in Central Jakarta, Indonesia. It is home to both high and middle-low income citizens with plenty of underused public spaces, and both can benefit from pressure reduction and opportunity development, respectively. Different interventions are done in each of the sites to cater to the

different needs. In Sabang, interventions include bike sharing, interactive digital signage, co-working space, park-and-ride, and shareable spaces. The changes bring walkable space, accessible transportation, reduce traffic, integrate technology, and create an inclusive space for everyone. In Bonang, there are also interactive digital signage, bike sharing, park-and-ride, and shareable spaces, with the addition of a community center, a shared community garden, and a shared kitchen. Forms of traditional sharing are now integrated to shared spaces and public realm and accessibility are improved. The interventions done on the sites return the spirit of sharing into public realm, with accessible design that encourages sharing, efficient use of resource, and sustainable built environment; making the space enjoyable by everyone and adaptable to the ever-changing forms of sharing.



# CAN THE TRADITIONAL GARDEN CITY CONCEPT BE APPLIED TO THE HIGH-QUALITY NEIGHBOURHOOD CREATION IN OUTER LONDON AREA'S GREEN BELT, AND HELP WITH OUTER LONDON'S INTENSIFICATION DEVELOPMENT?

YUDI QIAN

*Supervisor: Tobias Goevent*





# EMPATHIC STREETS - AN URBAN DESIGN STRATEGY TO IMPROVE THE SOCIAL EXPERIENCE OF EVERYDAY LIFE

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*Supervisor: John Dales*



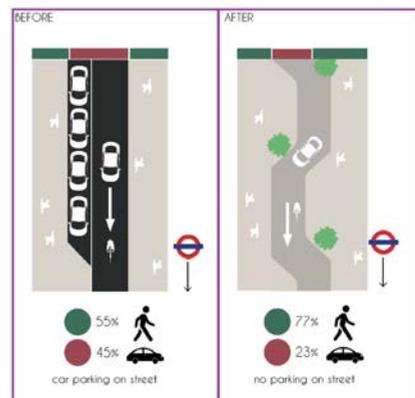
Everyday life in cities is full of encounters between strangers. Low intensity interaction, described by Gehl (2011) as seeing and hearing others, are important to promote positive social interactions, improve everyday life experiences and increase quality of life. However, several urban sociologists (such as Georg Simmel, 1903 and Louis Wirth, 1964), who have dedicated their research to the understanding of the social behaviour in cities, concluded that people behave with indifference toward others when surrounded by a multitude of strangers.

The academic urban literature does not explore the importance of social quality of everyday life with strangers, beyond people's own neighbourhoods. This project aims to contribute to fill this gap in the literature by introducing a new perspective to be considered by urban designers: evaluate and design city's central streets for empathy. Empathy, according to Kolhut, is the basis of all positive social interactions and only requires an awareness of other's existence, not compromising the urban privilege of anonymity.

This project explores for the first time the relationship between street design and empathetic behaviour on city's central streets by answering "how can urban design improve the social experience of everyday life in city's central areas?" and moreover "how can street design impact people's behaviour toward strangers, transforming current indifference into empathy?".

In order to do so, this project creates a tool, Empathic Urban Design Indicators, apply in three streets with different street design in the central area of London, Kingsway, Long Acre and Cranbourn, and finally arise with urban design strategies to trigger empathy.

The final strategy is recommended in two scales: plan and design. On the plan scale an Empathic Hub Plan is proposed as a guide and policy document, defining some strategies to deal with systems of the streets (such as waste, advertisement, facades and etc.) which influences in creating a more empathic environment. On the design scale a strategic master plan was elaborated for each street focusing mainly in creating a more interesting and surprising environment.



# HOW TO SENSITIVELY DESIGN AND MANAGE THE INTERFACE BETWEEN DEVELOPMENT AND WATERFRONTS AND WETLANDS? THE CASE OF DESIGNING THE INTERFACE OF DONGHU LAKE

WENDI SUN  
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*Supervisor: Colin Haylock*

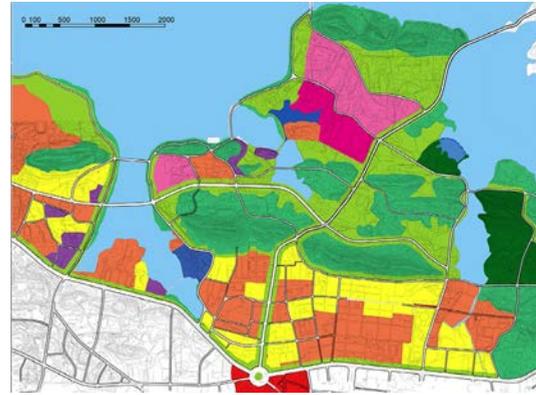


Recent years has witnessed a proliferation of urbanization in China, cities began extending to natural regions or rural areas. Also, people began to concern more about their life quality, and regard housing as a place for leisure rather than sleeping. In this case, there are more developers establish new residential areas based on natural scenery, such as waterfront residence. In addition to residential development, there are a host of urban villages around lakes. These developments have created irreversible damage to the original ecological landscape, such as more carbon emission, excessive demand on natural resources and occupation of native habitats.

Thus, the aim of this project is to find approaches to repair the damaged urban wetland and avoid the possible damage in future planning. In order to maximise sustainability and resilience of environment and minimise the human impacts on wetlands, the understanding of the sensitivities of wetlands and waterfronts, and the human impacts on environment has been developed first. And then, a range of ecologically sensitivity approaches based on traditional Chinese design principles has been specifically explored in this study, seeking for “Harmony between man and nature”.

The Chinese design principles has been reflected in 6 key aspects, following by a set of strategies. This tool-kit was designed for repairing the damaged urban wetland and avoiding the possible damage in future planning, which will be tested in Donghu Lake locality.

1) Design for harmony aims to make sustainable development and benefit both man and wetlands;



- 2) Place for people aims to enhance the interaction between man and nature;
- 3) Enrich the existing aims to enhance green infrastructure and natural practices by making use of the existing;
- 4) Mix uses and form aims to increase the diversity;
- 5) Make connections aims to promote sustainable transport system and establish green corridors for wildlife;
- 6) Work with landscape aims to integrate culture and aesthetics to meet the recreational demands.

Compared with government proposals, the Donghu Lake wetlands' proposal showed a gently way to benefit both man and nature rather than heavy infrastructure based construction and expensive investment. It respects the local condition and people's recreational demands, which is differ from fully isolated and protected natural environment. It showed a healthy interaction between human and wetlands, and proposed a sustainable way to make use of natural resources.



## 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 only components: 1) the literature review; 2) the analytical chapter, where case-studies, fieldwork

and other data sources are described and the information gathered is analysed and discussed; and, most importantly, 3) the methodology chapter, where the student demonstrates robust academic knowledge in social sciences methodological research, and selectively presents his/her research strategy to successful conduct the proposed research work. 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 related subject, like this, launching the next stage of their career.

## Urban design and the near future of city logistics: A sustainable placemaking approach

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Supervisor: Pablo Sendra

City logistics concern the transportation of goods and materials in urban settings. While important for everyday life, traditional logistics systems have engendered negative externalities to cities and the planet, including traffic congestion, environmental pollution, and degradation of the built environment. In order to confront these problems, Western European cities are testing innovative schemes, transport modes, and types of infrastructure, with sustainability, efficiency, and reduction of operational costs as their paramount objectives. Although the topic has been researched within the fields of engineering and management, there is a void in knowledge within the field of urban design. Thus, aiming to inspire further studies in the area, this research explores how city logistics innovations are related to urban design by adopting a *sustainable placemaking* approach. In doing so, two research objectives are set: 1) analyse the way innovative schemes, transport modes, and types of infrastructure of city logistics are related to the built environment of urban areas; and 2) analyse the implications of city logistics innovations on urban design theory and practice. Schemes, transport modes and types of infrastructure are analysed through key theoretical concepts that correspond to the six dimensions of urban design. Three research methods are applied: the use of case studies with data collected from Western European publications regarding past, ongoing and

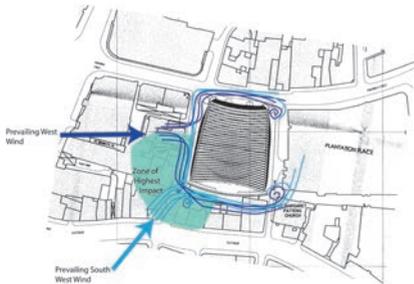


future projects, and creative proposals of city logistics innovations; site visits in nine European cities; and meetings with specialists and participation in events. The analysis reveals several relations and implications. City logistics and urban morphology are connected through a bidirectional relationship, and innovations in city logistics may impact the perceptual experience, the pursuit of local character and place identity, as well as the quality of public life and urban aesthetics either positively or negatively. Moreover, city logistics innovations challenge some assumptions about what is proper design. The research identifies the need for possible changes in the urban design theory; it also identifies opportunities for urban designers and proposes a draft of design principles. Finally, the research concludes that cities will have to combine several logistics schemes, transport modes, and types of infrastructure in a way that will not undermine social usages, damage urban aesthetics, or negatively affect sustainability.

# An Evaluation of the Effectiveness of London's Policy Framework in Mitigating Microclimate Impacts of Tall Buildings

GEMMA BASSETT

*Supervisor: Michael Short*



Cities across the world are seeing increasing numbers of tall buildings being developed in a bid to address housing and economic needs (Krummeck, 2010). Internationally, there are a variety of planning and policy approaches to managing tall building development pressures.

This research evaluates the plan and policy framework in London in order to ascertain whether it is effective in managing the microclimatic impacts of tall buildings. It comprises a detailed case study of 20 Fenchurch Street, City of London which is an exceptional case in terms of the solar glare and wind impacts that were experienced after completion.

It finds that the London plan and policy framework is fundamentally ineffective in securing best practice design outcomes for tall buildings. It fails to connect academic knowledge on tall buildings with best practice design mitigation measures for microclimates and policy wording from the NPPF right down to City of London

UDP is evasive of precise microclimatic standards with particular reference to tall buildings.

The study highlights that there is a lack of monitoring and review which is failing to provide a platform of progressive knowledge. In the case of 20 Fenchurch Street this, along with poor policy wording and requirements has resulted in negative microclimatic impacts –that is poor streetscapes with wind tunnels, loss of daylight/sunlight and excessive cold.

It is more important now than ever to review the policy and plan context of tall buildings in relation to their design outcomes in order to ensure that high rise developments are delivering high quality, well designed environments, which account for their microclimate impacts for future generations.



## How can planning guidance seek to deliver the needs of light industry as part of new residential-led mixed-use development, and to what extent are existing developments incorporating these needs?

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*Supervisor: Matthew Carmona*



This paper undertakes a cross-comparative analysis of three case studies of mixed-use residential developments in East London on former industrial land. It looks at the extent to which they are delivering light industrial floorspace, with a focus on small-scale manufacturing uses, and whether they are designed to meet the needs of such tenants. The analysis suggests that the planning system is not adequately protecting light industrial uses; from significant loss on sites in the face of protectionist local employment

policies, to the grant of flexible use classes, and an under-appreciation of economic diversity and mix. The incorporation of light industrial uses is selective, varying by Developer and has been designed in such a way that precludes uses more dependent on deliveries and servicing. The paper concludes with recommendations for planning guidance at a strategic scale down to the local to help address and reverse the observed trends of loss.



# Youth culture and the revitalisation of public space on housing estates. The case of Peckham

PAUL BRÖKER

*Supervisor: Pablo Sendra*



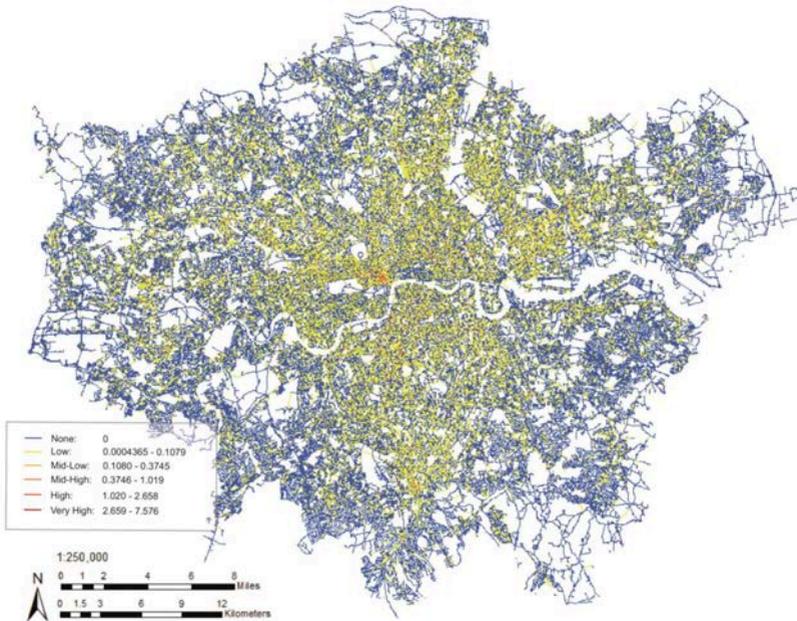
This dissertation addresses the ongoing debate of how to revitalise obsolete public space on social housing estates. Rather than demolishing these neighbourhoods in order to regenerate them, this study advocates the use of smaller scale design interventions. It supports the consideration of young people as positive generators of urban life. Using central Peckham as a case study, it looks at how and why young people use public spaces on estates and in the town centre. It approaches examples of interventions designed to encourage youth activity in the underused spaces of the area's estates in order to revitalise them.

It was found that in Peckham, music and skateboarding were the two most popular activities to partake in. There was less youth activity within housing estate spaces than within town centre spaces. Large spaces and spaces that catered for a variety of activities and people were generally most popular amongst youth. Spaces with more defined use were also more successful. Several interventions were envisaged for the housing estates under study, such as the introduction of street furniture, skateboarding infrastructure and kiosks for food and drink use or other undefined use, such as for music.

# An evaluation of crime prevention through environmental design (CPTED) urban design strategies through an investigation of areas with a high risk of robbery.

CHRISTOPHER GOODWIN

*Supervisor: Elisabete Cidre*



This study attempts to contribute to the evaluation of CPTD by investigating the prevalence of CPTD strategies in microenvironments with differing levels of robbery crime. A sequential mixed methods approach was taken whereby patterns of robbery crime across the single case study of London were quantitatively investigated to identify multiple cases within the city for further study by qualitative methods. An environmental checklist similar to that of previous studies eg. Minnery and Lin (2005) was used for a qualitative evaluation of CPTED at the selected

study sites. The checklists provided no information of statistical significance when testing for differences in their mean values. A discussion of findings from direct observations of a selection of the study sites similarly provided no conclusive information. Whilst the study was unsuccessful in evaluating CPTED it did point to the need for further research into the theoretical basis of the topic, particularly CPTEDs terminology.

Figure: Reported London robbery offences per street segment corrected for street segment length.

# A Study of the Impact of Urban Agriculture in London: Taking Community Gardens as Study Cases

HAO XUE

*Supervisor: Juliana Martins*



Urban agriculture (UA) has been implemented as a tool to improve city development in recent years. Previous researchers have identified the various impact of UA but there is still debate in terms of as how UA projects influence the city development, and relevant studies lack focus in London. This research reviewed both the existing and potential social impacts that UA could generate and examined how these impacts perform in London. Two local community gardens: The Skip Garden and Pop Farm, with a similar development model in the different context were surveyed to exam reviewed social impacts, following a synthetical framework. Questionnaire and observation methods are used to collect both quantitative and qualitative data from in total eighty gardeners and non-gardeners. Findings reveal local residents perceived positive attitude to the UA projects and residents



would benefit from health and well-being, family and community construction and educational aspects though participating agriculture work. However, the benefits are more difficult delivered to the whole community or society. The thesis concludes that UA benefits are still limited within small scale among gardeners and the current UA projects' impacts are not obvious as claimed. Recommendations are made regarding how to enhance the positive impacts to the larger group of residents and the final research may be useful to improve UA project development in London.

## To what extent successful shared street design principles in western countries can be applied to China, in terms of design principles, behaviour patterns and policies

MANLING HE: hemanling0416@126.com

*Supervisor: Pablo Sendra*



In China the fast urbanisation causes many traffic problems, especially the conflict between pedestrians and vehicles. Shared street principles aim to change the current status of car-dominance in a city and bring pedestrians and cyclists back to the city by removing segregation between footpaths and carriageways.

This paper accesses the political structure, related regulations and guidance, design principles, sense of safety and behaviour pattern by comparing with the western experiences about shared street. The objectives of this dissertation are to demonstrate the capacity of shared streets in different traffic volumes, and to identify the design principles that can be accepted in China and the design principles that need to be changed according to the actual situation or issue of China. It will be discussed whether behaviours or attitudes can be transformed by shared street principles. In addition, the research will highlight the current the application of shared streets in China, and will review what kind of changes could help

the implementation of shared streets in this context. The differences in policy between China and western countries is recognised, and the way in which this difference can affect the implementation and further development of shared street, in both positive and negative ways, will be discussed. In addition, the relation between shared street principles and the perception of safety will be explored.

This research uses both qualitative and quantitative methods. The research question will be analysed in three sections: analysis of design principles, investigation of perception of safety and behaviour of pedestrian and motorists, and comparison of policy between China and Europe. According to the precedent analysis of western country, it indicates the applicability of shared streets in China, which has different behaviour pattern and perception. The study provides the suggestion of how shared street principles can be used and changed according with the Chinese situation, and the suggestion for policy regarding to shared street.

# Title: The Relationship between Community Art and Local Quality of Life

CHENG-LIN LIEN: cheng.lien.15@ucl.ac.uk

*Supervisor: Matthew Carmona*

Community art has commanded significant research attention in recent years with regard to its potential as a community development strategy. Despite the fact that positive developmental outcomes of participating community art projects have been presented in several literatures, a gap remains in understanding ‘in which way and by whom would community art-making impact on the local quality of life (QOL)’. There is also a need to examine to ‘what extent community life will be changed within short and long term when art intervenes’. In terms of the research methods, the study uses the qualitative research of interviews with international experts who have participated in community art projects. Besides this, the QOL indicators are established by research conducted within the health, local security, well-being, and local income sectors. Thus, based on these assessment criteria, we will investigate the study areas in order to conduct a quick survey and to communicate with the locals. The further research analysis will address the mutual perspectives of conflicts and similarities among the experts and residents. Therefore, seven respondents



were interviewed about their participation in a community art project based on their current positions. Lastly, the benefits of art projects in promoting the creation of new relationships and positive vibes about the community will be highlighted in this research.

# The Value of Authenticity in Shaping Visitor Experience: A Comparative Analysis of Checkpoint Charlie and Bernauer Straße

KELLY MCCANN

*Supervisor: Juliana Martins*

The term “authenticity” has been engrossed by ambiguities relating to its very meaning, and debates regarding its perceived universal decline. Considering such a waning, this research seeks to assess the importance of authenticity within the public realm, and its value in terms of sustaining visually appealing and educational places. Through adopting a mixed method approach, which comprises of data collated from questionnaires, observations and secondary sources, the researcher offers a comparative analysis of two sites of the Berlin Wall; Checkpoint Charlie and Bernauer Straße. The latter has been deemed authentic, and the former inauthentic; as identified within the literature, and through data collection. Both sites are explored in reference to the way in which their authenticity, or lack thereof, effects visitor experience, and specifically, visual appeal and educational stimuli. Such comparative research establishes the importance of authentic sites in yielding public spaces of true educational and aesthetic value. Findings also elucidate the importance of modern design features, which often deviate from authentic design principles, in positively diversifying sites

of heritage value. However, when not contextually appropriate, as is the case of Checkpoint Charlie, such impertinent designs, which reimagine spaces of heritage value, can over-commercialise, demean and ultimately abate visitor appreciation.



# The influence of public space on vitality in the town centre: an analysis of user experience and spatial dimension of squares in Bristol and Sheffield

NANTA SETIA PUTRI

*Supervisor: Juliana Martins*



The notion of vitality has been promoted as a key quality in the urban environment, particularly in the town centre, previous research has defined vitality and established the determining components. There is the debate about the notion of vitality and how it is commonly associated with commercial uses. Due to the popularity of research on the impact of public spaces to affect the quality of the whole urban environment and people's life, this research identifies vitality properties from a non-commercial viewpoint and redefines the meaning of

vitality. Through town square assessment in Sheffield and Bristol, findings revealed that town square as a public space has a significant impact on vitality in the town centre. Questionnaire and observation are used to examine how the uses of the square and its quality affecting town centre vitality. Recommendations are generated based on analysis and findings interpretation, to effectively improve the quality of squares, enhancing their significance to improve vitality in the town centre.





Photo by Juliana Martins

# URBAN DESIGN AND CITY PLANNING FIELDTRIP BARCELONA, FEBRUARY 14 – 18

## PHOTO COMPETITION

Our field trip to Barcelona had an exciting programme that included: guided tours to explore the transformations and challenges facing the city centre, new urban projects such as 22@ and the supermanzana, and Can Batllo; a talk on public space projects and approaches in Barcelona; animated social gatherings... and a reinvigorating visit to the beach!

The trip was a stimulating and enriching learning experience. It provided an opportunity to experience and debate on site many of the theories and concepts discussed in the programme, and engage with local academics, professionals in

the fields of architecture, planning, and urban policy, and community activists. The trip also provided an arena for informal socialization between students and staff and, of course, have some fun!

To maximise the opportunity of observing and experiencing first-hand the city of Barcelona, a photo competition ran during the field trip to select the best photographs under two categories: urban design / places; and Instagram through the hashtag #BcnUrbanDesignUCL. See the winning photos in the next two pages and the finalists for the Instagram competition in the following pages.



“Dancing”, by Sofia Croso Mazzuco

Winner of Urban Design / Places category



Aibek Boranbayev

Winner of Instagram category



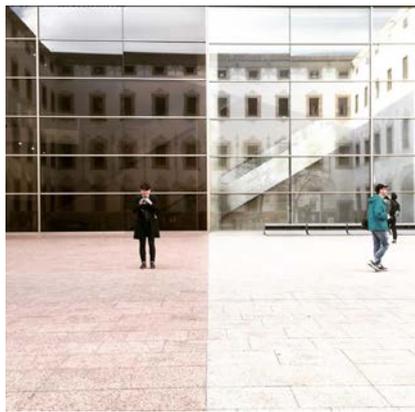
Aibek Boranbayev



Phillip Carroll



Leticia Sabino



Hao Xue



Phillip Carroll



Debanil Pramanik



Aibek Boranbayev



Debanil Pramanik



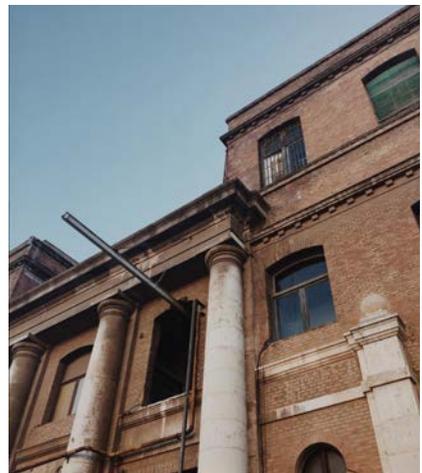
Yudi Qian



James Cox



Kelly McCann



James Cox

**MSc Urban Design and City Planning  
Programme Catalogue  
2015/2016**

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