

URBAN DESIGN IN PRACTICE

Austin Smith Lord Axis Design Collective
Bell Fischer DEGW DHV Roger Evans
FaulknerBrowns* Hunt Thompson Jbp
MacCormac Jamieson Prichard
Robert Macdonald Waites Architecture
David Lewis at the AGM

URBAN
DESIGN
QUARTERLY

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PROGRAMME

A wide programme of events is planned for '93 both in London and throughout many of the regions.

FIRST EVENTS IN 1993

Wednesday January 13th

Harry Seidler – Four decades of Architecture

Wednesday February 17th

Alan Balfour – Berlin

Both these events are being held in the Bartlett School of Architecture and Planning, 22 Gordon Street, London. 6 p.m. for 6.30 p.m.

LECTURES

Shaping Cities lectures for the year will include presentations by Civic Trust Director and 1993 RTPi President Martin Bradshaw, avant garde architects Zaha Hadid and Nigel Coates, ideas and projects by Sir Richard Rogers and Will Alsop. Professor Patrick Hodgkinson has agreed to give the annual Kevin Lynch Memorial Lecture. Alan Balfour will talk on Urban Engineering, French architect Christian de Portzamparc on La Villette and Urban Design in Paris, and Alan Balfour, head of the Architectural Association on Berlin.

WORKSHOPS

Workshops will focus on urban quality. Amongst several sessions lined up will be one led by Walter Bor involving the London Forum, Max Steuer of the LSE on Urban Design and Sociology, artist Peter Fink on Public Art and others on Funding for Urban Design, Education, Media and Sustainability.

CONFERENCES

Conferences are also being planned with the RTPi on Urban Design in Development Plans and Design in the Street Scene, and also with Oxford Polytechnic, Urban Futures and the Goethe Institute. The UDG annual conference will take place next November.

TOWN CENTRES

10 March
The UDG Eastern Region is organising a one day conference focussing on town centres 'after the retail crisis'. Having syphoned off much retail activity to peripheral locations, planners and development analysts have glibly assigned a residual 'specialist shopping' role to town centres. It is this category of activity that has been particularly hard hit by the recession, as numerous boarded-up shop-fronts in our town centres bear witness. Does the present dispersed pattern of trading make sense in terms of energy-efficient, sustainable development? How can we give town centres back this key role

in the future? What are the constituent elements we may expect town centres to have in the emerging economic climate, and how can these functions be best managed in the urban design and conservation context? The conference will be held in the Shire Hall, Chelmsford. Further details from Alan Stones tel 0245-492211 ext 51642.

LIVEABLE CITIES

24 April
The Midland Landscape Association has organised a spring conference on 'Liveable Cities'. The event is intended to bring together academic and practice viewpoints, and explore three themes: the theory of urban design, the needs of people and cultures in cities, and the role of design practitioners. Speakers have been drawn from groups including the UDG, and the session will be chaired by members John Peverley and Brian Goodey. The venue is the School of Planning and Landscape at the University of Central England. Cost is £25 including a buffet lunch, with concessions for students. Contact Kath Walker on 0889-26256 for details and bookings.

CHARLESTON USA

8-12 March
The 14th International Making Cities Liveable Conference is being held in Charleston, South Carolina USA, aimed at city officials, community leaders and professionals. Topics will include: Recreating the City Centre . . . City Participation . . . Design of Public Spaces . . . Urban Design Guide-lines . . . Growth Management . . . The City for Children . . . Traffic and Urban Livability . . . Village Model of Urban Development . . . Economics of City Revitalisation. Contact Suzanne H. Crowhurst Lennard Ph.D.(Arch), Conference Organiser, PO Box 7586, Carmel, CA 93921, USA tel 0101-408-626-9080 fax 0101-408-624-5126.

STUDY TOUR OF DUTCH TRADING TOWNS

1-9 May
The UDG has organised a tour of Dutch trading towns. Whilst founded on medieval maritime trade, Dutch cities owe their distinctive townscape to the great period of expansion in the sixteenth and seventeenth centuries, and to being based on networks of waterways. The tour will be concentrating on Holland, rather than the Hanseatic towns of the eastern Netherlands, and the tour will include Amsterdam and also the new town of Zoetermeer. We shall cross the Hook of Zoetermeer and then explore Holland by rail. Accommodation will be in tourist class hotels. The price of £375 includes the day ferry crossing from and to Harwich, rail travel in Holland, and eight



Dutch Trading Towns

nights' bed and breakfast. Last booking date is 5th March. Further details from Alan Stones tel 0245-492211 ext 51642.

NORTH WEST REGION

Forthcoming events organised by the region include:

9 March

Chris Farrow of Merseyside Development Corporation and Bob Allies of Allies Morrison will be speaking.

In May a visit to Lancaster is planned. For details contact Stephen Gleave tel 061-872-4556.

SOUTH WALES REGION

A first meeting of the region was held in Cardiff last year. Discussion focussed on activities for the region during '93, expanding membership and broadening the dialogue amongst professional groups about urban design issues. Enquiries and support to Gordon Lewis and his team tel 0222-231401.

UDG PANELS

The Policy and Strategy Committee have decided to pursue the idea of UDG Panels - also known in the USA as Urban Design Action Teams or UDAT's - for a trial period. The focus of any panel will be on setting agendas and priorities, rather than producing design solutions. Guide-lines will be drawn up by the Committee and a limited number of UDAT invitations would be undertaken as pilot projects and monitored.

ADMINISTRATION

All the administration is now being done at the UDG's office in Didcot. If you have any problems with regard to non-receipt of your Quarterly, or would like to purchase any back copies @ £3.00 per copy please contact Susie Turnbull on 0235 815907.

Items for inclusion on this page should be faxed to Roger Evans on 0869-50152

EDITORIAL

This is the second issue of UDQ devoted to Urban Design in Practice and each office in the practice section of the Source Book which had not previously been featured was invited to participate. About thirty offices responded and as a result a further practice issue will follow in about a year's time. A number of people have commented that the articles in the Quarterly are often too removed from practice and it is hoped that a case study of a particular project will be included in each issue beginning with UDQ 47 or 48.

The issue includes the work of twelve private offices of which three are largely involved in community urban design, two in landscape design and the remaining seven in general urban design projects. The contents have therefore been grouped in that way for easy comparison.

DEFINITIONS

Each practice was asked to indicate their definition of Urban Design and any implications for the design process. While it is not easy to draw conclusions from this, the following emerges:

Four practices see it as a product of the architecture, planning, development or property process, Four as giving identity to the public domain or realm,

Three as providing a wider context for the built form and

One emphasises the accommodation of natural form.

The range of definitions suggests that an edition of the Quarterly could be used to explore that aspect in greater depth.

PROCESS

There is less consistency in views about the process that is involved.

Nevertheless a number of offices appear to agree that an analysis of existing resources or of the genius loci is an essential starting point and from

that the movement network can produce a framework which can generate a sense of place within a development proposal. The three offices involved in community design all emphasise the essential role of residents or users in the design process, seeing this as a dialogue in which the professional is a facilitator. Many offices make the point that it is an interdisciplinary or team process.

PROJECTS

Only a few practices defined design objectives in any detail so the forty schemes that are illustrated and their descriptions provide the best understanding of these. Robustness is referred to in a number of cases and the need for coherence is also stressed as part of the qualities of an urban design or public realm framework.

Despite the economic recession most of the projects illustrated are within the UK and only DEGW include work from abroad with two schemes in Germany. The two landscape design offices both illustrate a competition site in Bournemouth.

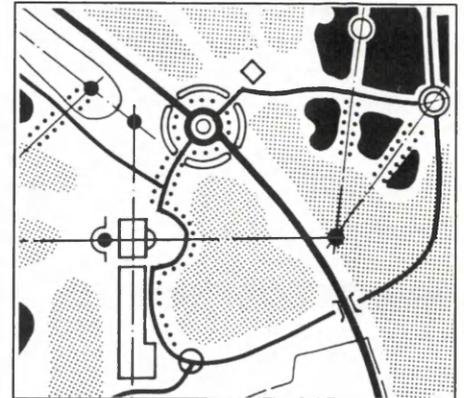
VISIONS

The issue also includes an article by David Lewis based on the inspiring talk he gave to the AGM in May this year concerning metropolitan problems in the U.S.A. and ways forward.

Francesca Morrison reviews three conferences held in 1992 on Visions for London. The Vision for London group continues its work this year and the UDG intends to publish the results of the October conference later in 1993 as an issue of the Quarterly.

Let us hope that 1993 lifts the economic gloom and that the design of the public realm is given the priority it deserves in providing places for people and that it is not overlooked in any short-sighted search for quick economic growth.

John Billingham



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FORTHCOMING ISSUES

UDQ 46 PUBLIC REALM CONFERENCE
Issues on Urban Design Education, Visions for London and Urban Design in the Regions are proposed for future issues.

LESSONS FROM U.S.A.

Learning from South Central

David Lewis

We all saw the images. They were on every television screen in the United States, Britain and Europe: buildings being torched, rampaging mobs looting, an innocent truck driver dragged from his cab and brutally kicked almost to death, the night sky over the city aglow with sulphurous orange.

Conditioned though we are to daily scenes of violence and death on the evening news before supper, these images were different. They were immediate and threatening. All of us who live in big cities in the industrialized world were their target. The fires which raged in South Central Los Angeles, that night in the last week of April 1992, flickered from my television screen across the kitchen ceiling, irradiating the eerie reality of urban fires into the interior of my dusk-dark house, leaping in a split second from LA to consume my books, my pictures, my cat, my soul, fires which, once they had been brought under control revealed 51 people dead, hundreds arrested, and property destruction totalling \$750 million.

Pathology of poverty

Let's look at some of the facts. In the United States - where six percent of the world population consumes thirty percent of the world's production - 14.7% (or 36 million people) live in poverty. In round percentages, 45% are white, 45% are black, and 10% are others, principally Hispanics. Yet blacks are only 18% of the population. That means that on a proportional basis a far higher percentage of blacks live in poverty. And these are concentrated in the inner city neighbourhoods of major cities such as New York, Atlanta, Chicago, Cleveland, Boston, Philadelphia, Pittsburgh, St. Louis, and of course Los Angeles. In these cities one in every two black children lives in poverty.

Unemployment figures are only one index of the depth of poverty in the inner rings of these cities. In New York, for example, where the nation's largest concentration of blacks lives, only 8.6% of black youths between the ages of 16 to 19 are employed. That translates into an unemployment figure of over 91%. The hopelessness that results from this is a direct cause of school drop-outs, crime and drugs. In Boston 40% of all high school students drop out. For most, functionally illiterate and the community groups are gangs and the role models are pushers. In US prisons 45% of all inmates are black. Most of these are below the age of thirty-five. The impact on women is profound. Hardly surprisingly, 62% of all black families are headed by single females, the majority of whom are on welfare.

Were we to focus this national situation by looking specifically at LA and South Central, we would have to start with immigration. We would find that in the decade 1980-90, fifty percent of the world's emigrants (or eight and a half million people) entered the United States; and of these 11% or 750,000 made LA their destination. Already forty percent of LA's inhabitants are foreign-born and the figure is still rising. By far the majority are Hispanics. It is anticipated that before the end of this decade whites will no longer be

the majority in LA; and the dominant language will be Spanish.

If you consider LA to be across the world from you and your city, think of the backlash which German towns and cities are experiencing at this moment against immigrant Turks and recent immigrants from the Balkans, and even their own East Germans. In LA, although blacks are only 16% of the population, it was principally on them, and in poor neighbourhoods like South Central, that the in-migrating Hispanics overlaid. Unemployment in South Central rose to over sixty percent.

Inner city confrontations

The first impression of the April riot conveyed by the media was that it was a black-white confrontation: black youth versus white policemen. But why just blacks? If so, where were the Latinos? It turned out that the first impression was a stereotype. The Latinos were there. Of the hundreds arrested for mayhem, arson and looting, over half were Hispanic, and of these forty percent had criminal records, many belonging to gangs. Was it then a black versus Latino riot: a turmoil of competing gangs, who turned on the police when the police arrived, hours after the rioting began, and tried to stop them?

It is now fairly clear that it was none of these things and all of them, a complex layering of causes, all with their roots in poverty and hopelessness. In South Central the layer of recent immigrants, poor, Spanish-speaking, largely illiterate and lacking urban skills, overlaid the black urban poor in the competition for survival. But in all large cities, although not beset by the same pattern of immigration, similar obdurate causes of despair prevail.

The turf battles of street gangs for crime and drug rights has become increasingly intense in American cities during the last decade. Countless thousands of hand guns and semi-automatics are in circulation. In most of the big cities, homicides from shootings in the streets have tripled. Ordinary citizens are arming themselves.

The Los Angeles Times reported that in the past five years half a million hand guns were legally sold, and that after the South Central riot there was an understandable jump in sales. But this does not count the huge numbers of guns illegally sold, stolen, or looted from gunshops.

In every city the inner ring is perceived as increasingly dangerous, not only by those who do not live there but by those who do. In my city, Pittsburgh, the inner city neighbourhood known as the Hill was until the 1960's a nationally known centre for jazz and night clubs. People came from everywhere to hear greats such as Earl "Fatha" Hines, Charlie Parker and Dizzy Gillespie. Today none of that remains. Few white folk walk the streets even in daylight. The ghetto really is the ghetto. Just this week I was in a beer shop in my own neighbourhood. Three blacks walked in, a father and two sons. The owner of the store reached for a gun under the counter and quietly inserted it in his belt. The elder black

David Lewis gave an inspiring talk to the UDG AGM in May illustrated by slides showing the riots in Los Angeles. He advocated a holistic approach to metropolitan problems in which urban designers can play an important role.

saw him and broke the tension. "I gotta gun too", he grinned. He brought his out, and laid it on the counter. "My sons've got theirs too", he said. There were three other customers in the store, one of whom was a woman. They said they never go anywhere nowadays without carrying a gun. It turned out that I was the only unarmed person buying beer that night.

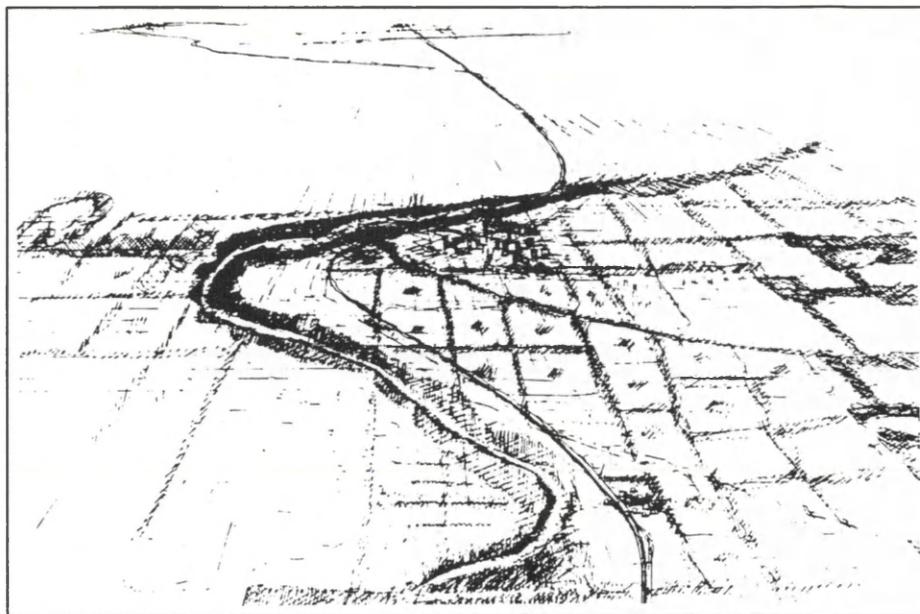
Outmigration and the metropolis

Fear of the inner city has added impetus to the outmigration of white middle classes to the suburbs. Most of these are young, college-educated professionals. In lockstep with residential outmigration is the outmigration of shops to regional malls, and offices to regional office "parks". Rapid changes in technology, particularly in computers and communications, have led to a fragmentation and decentralization of industries, research laboratories, and corporate administrations, which in turn have supported, and even accelerated, these trends. And these decentralizations have in turn encouraged the decentralization of service functions such as legal and accountant firms, banking utilities, suppliers and printers, and a host of other operations.

In 1980 Atlanta's downtown was still the undisputed commercial and office centre of the region. Today it is one core in a metropolitan area of several cores. High and mid-rise office and apartment towers cluster around regional malls built at beltway interchanges. Gradually these new centres, with theatres, restaurants, banks and shops, are becoming the town centres for the residential areas surrounding them.

Similar regional forms are occurring around other major cities (as shown in the illustration). New cores, linked by beltways, surround the old metropolitan core of the region like a necklace. Tyson's Corner is one of several emerging clusters in "Washbalt", the urban region which includes Washington D.C. and Baltimore. It is not uncommon for working couples with two automobiles to live, say, in a suburb in Maryland, and drive fifty or more miles in opposite directions on the beltway to work, and then in the evening to drive fifty or more miles to yet another suburban core to shop, eat, and visit friends, without ever going into the central city. In describing what they call a metropolitan "galaxy", Charles Lockwood and Christopher Leinberger write that the Los Angeles "metropolitan area is coalescing into approximately eighteen 'urban village' cores", some of which already have commercial and office buildings amounting to two-thirds the size of the downtown.

The economics of outmigration have affected metropolitan areas in a number of ways. The loss of corporate offices, department stores, shops and hotels to peripheral county jurisdictions has had adverse effects on the budgets of cities dependent on real estate values for tax base. This in turn has led to cuts in services such as libraries, schools, parks, hospitals, and public transport, as well as cuts in police forces and firefighting services. Meanwhile the Federal



government has run up a deficit of over four trillion, largely due to the arms race, and in consequence aid to cities under the Reagan and Bush administrations has been cut by 64% in the 1980-90 decade. Outmigration has other costs as well. Suburban expansion requires huge public capital expenditures in the form of roads, sewers, water and other infrastructures, all of which are capitalized in large part from State tax revenues, and this has meant less aid available for inner cities whose returns on tax rates are declining. As a result a number of cities face bankruptcy.

Two cycles: suburban growth and inner city despair

This prevalent situation deepens the isolation and ethnic segregation of inner cities caught in the cycle of poverty and hopelessness. There are in fact two main cycles in motion in metropolitan areas. Understanding why these two cycles don't work together, and why they must, if the problems of inner cities are to move toward resolution, offers us the keys to new policies.

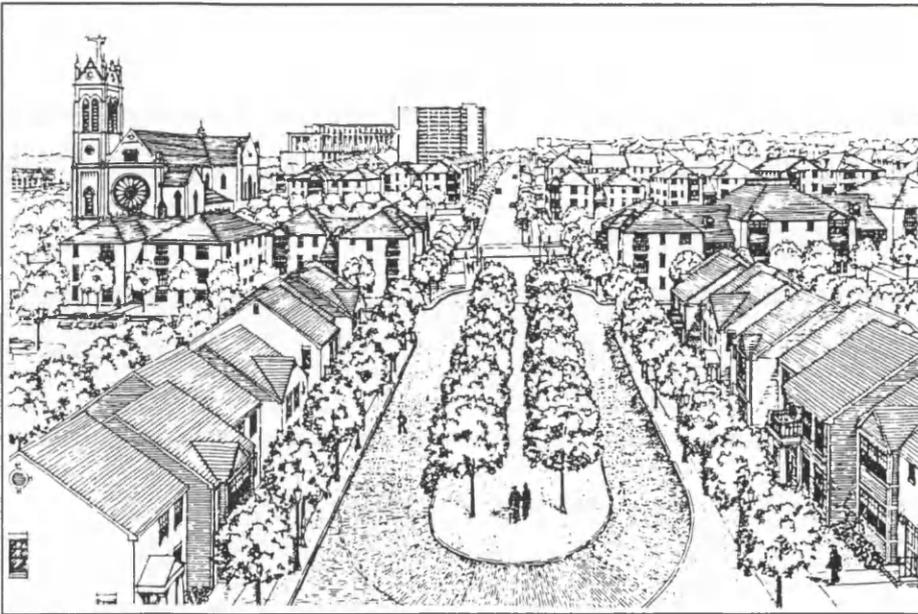
The cycle which drives suburban expansion is one where the synergy of new investment is related to college-educated skills, which in turn produces an upward spiral of consumer affluence. The cycle which locks poverty and segregation into the inner city is one where old investment pulls up stakes and flees, and the cuts in education, housing, infrastructures and security discourage new investment and bankrupt cities. The public burden of the latter is huge. The welfare costs to the nation of low income assistance for food and housing (but not including health care) is \$120 billion a year, and the cost of police and prisons is \$50 billion a year. The terrible irony is that entire generations of the inner city poor, unable to break out of the cycle of segregation, are imprisoned in welfare dependency.

For the people of South Central LA the four white policemen who were acquitted in the King trial symbolized society's double standard. King was a symbol of society's

prejudice and oppression of blacks, Hispanics, Asians and other minorities; and King's white humiliators - symbols, not just of police brutality, but of all the forces in our society which segregate places like South Central and hold them imprisoned in the ghetto - had been exonerated. The fact that the trial was held, not in the city, but in a suburban court with an all-white suburbanite jury, did not help matters.

South Central LA therefore emerges with a clear pattern which policy makers and urban designers on both sides of the Atlantic should heed. An analysis of the investment fuelling suburban development reveals international rather than merely national sources of private sector financing, responding, on the one hand, to rapid technological change and, on the other to a work force with increasingly sophisticated college-educated skills. New, environmentally clean industries, research facilities, and office complexes, frequently administering international hegemonies of raw materials, production and marketing, occupy the industrial and office parks of suburbia.

That these are so insulated from the inner city that the two are effectively out of contact with each other is without doubt a factor of compelling importance to investors and developers. How compelling can be easily seen in the architectural languages of suburbia. The industrial and commercial buildings, clad in glass and metals, and surrounded by lawns, flowering trees and unattended open air parking lots, speak of technology at peace with natural environments, and the residential estates, with their curving streets and historical vernaculars, sweeping lawns and man-made lakes, speak of a time in American history before the building of big industrial cities. The inner city, with its rundown buildings, vacant lots filled with weeds, potholed streets, and its low income, racially segregated and unskilled work force is a world apart.



Crawford Square, Pittsburgh

This is a landmark event in the process of rebuilding Pittsburgh's Lower Hill as a residential community. It includes 350 rental apartments and town houses and 150 sale dwellings. The dwellings are designed as an integral part of the Hill District to encourage and stimulate revitalisation throughout the community.

Pilot projects and national programs

In the U.S., no less than in other countries, there are pilot projects aimed at redressing these ills, at least on the local level. In my city, for example, one of the largest inner city market housing projects is under construction, built by a public-private consortium with the intention of attracting multi-income and racially integrated residents into a segregated low income ghetto. If the project succeeds it will provide a stimulus to the neighbourhood commercial district, and new programs to encourage the repair and refinancing of older housing in adjacent blocks will, it is hoped, provide role models for upward mobility. Inner city communities in other cities are looking at what is being done in Pittsburgh with the notion of developing similar programs. Similarly community college systems in most major cities are developing branch facilities in segregated neighbourhoods where the need is greatest.

But in the national perspective, efforts such as these are minuscule and insignificant. No major change will occur until choices are made at the national level, accompanied by policies and programmes backed up with the financial incentives to carry them out. And for a nation which in a matter of weeks can mount such a massive response to Iraq's invasion of Kuwait or to the hunger in Somaliland, it is certainly a question of choice.

A fundamental priority is to see metropolitan areas holistically. The situation in which the centre city is in competition with surrounding counties for the tax base derived from development is suicidal to both - if only because South Central, the most disastrous riot in American urban history, is likely to be the forerunner of others. To pretend that what is occurring in American cities is an American phenomenon only is to avoid what is happening to European cities and to British cities like Liverpool in the industrial midlands and north. In each there are irreplaceable inventories of streets, parks,

libraries, churches, museums, historic commercial buildings and housing stock. As a matter of national priority the cuts in aid to cities which occurred in the eighties must be reversed. The developers of suburban "greenfields" sites should be required as matter of policy to capitalize a fair share of the new public streets, utilities, schools and other public amenities on which the success of their investment depends, and these funds should be applied to the inner city where developers would not be faced with such costs.

In the inner city, where in the past cathedrals, theatres, museums, and colleges were built with the finest architecture, there should be new "community centres of opportunity" housing the most up-to-date skill development facilities and laboratories. These in turn should be tied to the provision of improved sites, tax abatements and other incentives to attract investors and developers who might otherwise be drawn to suburbia. The same incentives should be used to encourage corporations and universities - particularly those with government contracts - to place research laboratories and service facilities in the inner city. Citizens should be enfranchised to set goals and priorities for their neighbourhoods, and provided with empowerment and contractual responsibilities in partnership with city agencies for security, maintenance, and other local enforcements.

As part of the empowerment, citizens should be provided with teams of urban designers whose responsibility would be to show in three-dimensions the comprehensive interrelationships of all proposals, and their costs and impacts, so that informed decisions in the holistic public interest can be made. It is not as though there is anything in these agendas that are new inventions. We know perfectly well what the processes are. What we need is the will and the authority to put them into action.

VISIONS FOR LONDON

Report on three conferences

Francesca Morrison

Concern for London's future has resulted in a proliferation of pressure groups and a great deal of discussion about the capital's problems over the past few years. The current recession, which has left many urban design professionals with time on their hands, has almost certainly quickened the pace of this growth of interest and activity while initially emerged as a response to the abyss left by the abolition of the GLC. From its beginnings as a number of divergent and unco-ordinated outcries the movement has built up momentum to become a valuable and viable force in the question of London's future. "Vision for London" has been at the spearhead of this movement. With a steering committee drawn from thirty different organisations it was set up two years ago to provide a focus and a forum for the various groups and activities. Its presence has brought together the wide-ranging concerns of different groups and started the process of combining them into a strong and coherent voice and a plan of action for London.

Many events in 1992 were either organised by Vision for London itself or took place under its banner. These included lectures, tours, exhibitions and workshops put on by organisations as various as the South Bank Polytechnic, London 2000, the RIBA, the RTPI, Gresham College, Friends of the Earth, the Corporation of London, the Centre for Independent Transport, the Architecture Foundation, Shelter and the Urban Design Group.

This report looks briefly at three of these events - the Vision for London Symposium "Vision for the City" held at the Royal Exchange in July, the Urban Design Group annual conference "Shaping London" for a Changing Future in October and the joint RIBA/RTPI "Survival of London" conference in November.

'Vision for the City' 9 July

"Vision for the City" was a half-day symposium. Organised by Esther Caplin, the Vision for London Co-ordinator and chaired by Paul Finch, Editor of Building Design, it was held around the impressive City of London model which was the centre piece of the Architecture Foundation "City Changes" Exhibition, and brought together speakers and delegates with a wide mix of interests and knowledge of the City.

Following Ricky Burdett's (Architecture Foundation) explanation of the coding of the model (it shows that 30% of the square mile has changed since 1945) Julienne Hanson of the Bartlett expanded the information, that it, as a time frozen artefact could not impart. With her (and Bill Hilliers) computer-generated space syntax studies of the City the changes in the street pattern through the various periods can be counted. For instance between Cornhill and Lombard Street the number of urban blocks has been reduced from 19 to 14 the number of convex lines (sight lines) from 41 to 19 and the average length of the street has increased. There are fewer streets, these are wider and straighter and the blocks are larger. It can be seen from the computer diagrams that the network of

streets and spaces has been reduced in its complexity as economic conditions have changed. "The pattern is becoming increasingly globalised, more shallow and rationalised" Hanson said, "but the urban grid has always been the movement interface and is still the underlying principle of the city's structure".

Robert Thorne (Architectural historian) added a physical dimension to Julienne Hanson's most abstract deductions and emphasised that the mono-cultural office development of the City is quite recent. The central financial district which emerged between 1840's and the 1870's was confined between Cheapside and Gracechurch Street. Beyond this area was a large diversity of uses much of which remained in existence until the war. He suggested that in contrast to today's efforts the Holden/Holford report of 1947 sought to incorporate the character and variety of city life. However because of the architectural ideology of the time they interpreted the need in a way which we find unsatisfactory today.

Alan Baxter (Alan Baxter & Associates, Engineers) stressed that cities must keep on renewing themselves and therefore "we must make buildings which are tolerant to change. He warned that because of their deep excavations for basements and car parks current building types are placing huge constraints on the building of the City of the future. Baxter thinks that the changes the City will have to respond to are the fundamental changes in how we live. With more friendly technology work may become fun. We will want places in which we can enjoy interaction and a city which is not male dominated.

Michael Baker and Sandra Jones (Herring, Baker Harris) focused their talk on one of the current major city issues - the vast amounts of unlet floor space and the implications of this for the future. The current vacancy rate is 20%. This can be looked at positively they said, because it creates the opportunity for new types of businesses to take up City space and means a shift on power between owner and tenant. Michael Baker would like to see a balance of supply and demand and a working vacancy rate while allows rent stabilisation. Even now there is a potential supply of Grade A space which if allowed to continue could cause another boom in five years.

Frank Duffy (DEGW) was enthusiastic about the City's ability to rebuild itself. It was "a very energetic reaction" to the changes caused by the advent of information technology in the last decade. "The relationships between organisations and buildings are changing all the time" he said, "we are designing change". An interesting aspect of change that he discussed is that buildings are now being looked at as plant. Space is now a resource and the way it is used can tip the balance between success and failure. The use of space can be intensified with plug-in personal computers increasing productivity two or three times and changing the 9 to 5 working hour habit which was a Victorian creation anyway. To Duffy new

technology means not the death of the city, but its renaissance, its re-creation as a place of ideas. Boundaries will be crossed and diverse uses absorbed into the City's fabric creating a new and stimulating environment.

Peter Wynne Rees (Corporation of London, City Planning Officer) addressed the "need for planning". That neither Wren nor Lutyens could plan the City and that Holford was stopped proved to him that there is something about the nature of the City which resists planning. Today planning has to do with a complex living organism "that doesn't respond easily to the imposition of simplistic or rigid rules. One of the main problems of London according to Rees, is that Londoners don't boast about their City and don't know how to sell it. The situation is not nearly as desperate as we say and think, he argued. To turn it around money should first be spent on the maintenance of existing systems, not on creating new ones. For example, the London Bus system could be rejigged to co-ordinate with the Underground rather than compete with it. "At the moment we are on a cusp of history", Rees said "a time in which the most unlikely events seem to happen". There won't be another boom - we have to get used to the current situation.

Paul Finch summarised three apparent areas of consensus - the city was losing both character and clout along with its diversity, the current situation will be advantageous if future decisions are based on an understanding of the nature and structure of the City, and thirdly change and uncertainty are the new conditions for which we are designing.

"Shaping London for a Changing Future" Urban Design Group. Royal Exchange 30 & 31 October

This conference was the culmination of the UDG's 1992 series of monthly lectures on "Shaping Cities" and a monthly workshop programme in which various aspects of the structure and possible future of London were examined. The conference continued the lecture/workshop format with lectures on the first afternoon and the following morning setting the scene for the workshop sessions which followed.

John Sienkiewicz (DOE) was the key note speaker and gave a free-wheeling but subtly focused talk which covered London's growth from a Roman City on two hills to its present state as an "urban time bomb". Maps of the city's growth don't tell us anything, he said and we need "to get below the structures" to understand how the city works and "to have concepts of dynamics and catastrophe to tackle the problems". We need to look for the hidden resources (the Wandle River and Barking Creek for instance are totally wasted resources yet they determine the distribution of open space) and at the potential of the networks (where ideally might public transport interchanges be?).

Sienkiewicz believes the normal painstaking urban designer analysis with character views and vistas etc are "nonsense". We have lost sight of physical character and everyone's perception of a place is different. The

complexity of places needs to be seen in the major interacting and/or conflicting elements which either integrate or cause breaks and fractures. A sketch showing London's major areas and structural elements pinpointed the major fractures show the "shatter belt" to the west, "the long slow fade to Surrey" and the A23 - "a collection of signs looking for a route" and posed such questions as "how do we link the North and South Banks" "overcome the Euston/City Road barrier" and "relate the City to the West End".

In Sienkiewicz's view we have encapsulated ourselves into 780 conservation areas which are boxed in by the Green Belt. But do we make use of the Green Belt? Is there a better idea of how to use it?

The current London debate, he commented, centres around three choices, its continuation as it is, as a service/financial centre and as a good place to live. But other questions could be asked is it place or gateway? Who is going to pursue its growth? Rushing from problem to problem "the fire brigade mentality doesn't work anymore." There must be a positive notion of what to do based on how the city works and what its problems and possibilities are. He drew the basis of a structure, which could involve a "confident environmental model" for London, showing the north and south integrated by public transport with a route connecting Peckham, Brixton, Hammersmith, Olympia, Paddington, King's Cross and Spitalfields. Crossrail will change the focus of the West End to Tottenham Court Road. Here was the bones of a plan for Central London. "We must have the confidence to plan" Sienkiewicz concluded "but we don't need to be restrained and designated".

Robin Clements (London Planning and Advisory Committee) presentation was of quite a different style. He asked the delegates to make a constructive input into LPAC's first review of the 1988 Strategic Planning Advice and Guidance for London and provided information on the process of the review and the role of the document which is a selection of issues on which new or amended policy might be needed. Strategic Planning Issues aims to provide a basis for discussion in LPAC's Four-fold vision for London which is set in the context of economic, environmental and social sustainability, transport and development interaction, and a stronger strategic locational framework.

Clement also put forward his own views on "urban design and urban quality" but although he told us he had egalitarian taste (he likes Richmond Riverside, the National Gallery Extension and the Lloyds building) and that urban design is much more than a few major successful developments, his ensuing efforts to define and pinpoint the essence of urban design suffered from the abstract vagueness of the bureaucratic style of language.

Clement proposed the two issues set out in SPIL as the starting point for an urban design discussion. "How can the erosion of London's urban environment be tackled, and strategic planning be focused to improve the

worst rather than simply preserving the best" and "Is there a need for extended guidance to ensure that all new developments make a positive contribution to their setting, and respect London's most cherished local views and skylines?" These two questions seemed to many to be based on a very limited view of the role of urban design.

To Clement "urban design quality extends to materials, street furniture, lighting advertisements, transport and other infrastructure and must take into account the activities of the people and their social patterns and behaviour". This cannot be argued with but it doesn't really break any new ground and give us any clues as to how we take rapid change into account.

However Clement is firmly on the side of planning policy being integrated with urban design at strategic level. He traced the ever decreasing relationship between urban design and strategic planning from Abercrombie through to the 1992 PPG's and concluded that "while the words 'urban design' or 'urban quality' are not specifically included as matters for strategic policy, the concept of protecting and enhancing the best, and improving the worst environments is clearly established as a suitable matter for strategic policy".

Bill Hillier (the Bartlett) unveiled his new computer-generated "intelligent map of the streets for London". There are 1600 lines on this map (continuous lines from viewpoint to viewpoint along streets) forming the route matrix which is drawn by hand and analysed by computer. The map shows the complexity of routes "a global pattern of London", Hillier said. It was interesting to see the reason for Oxford Street's supremacy. It was the most powerful element on the map with a greater number and density of routes leading off it and around it than any other street in London.

Urban movement is mostly determined by the structures that can be seen on the map, Hillier explained, "it is the structure of the street grid itself which determines movement". Something we all know perhaps but here it is a graphic form which can be analysed, interpreted and used as the basis for planning and design studies. It is a new form of urban modelling. Once the movement is determined land - use can be related to it and "we can begin to investigate the structure of the city - the overall pattern and the local pattern can be seen simultaneously and use the map to understand how the city is put together.

Brian Richards talked about London's traffic problems and showed various systems and solutions which have been used successfully in other parts of the world. He commented on the creeping increase in urban motorways despite the fact that it was thought that Westway (built in 1970 and causing a 38% increase in traffic) would be the last in London. Now they are called "improvement routes".

We need to change the concept and thinking about public transport, Richards pronounced, not just for commuter trips but for all trips. Real public transport existed in

the 19th Century when horsedrawn buses ran from Clapham at 1 minute intervals.

Richards discussed and showed various ways of improving transport and solving traffic problems ranging from requirements placed on developers, to traffic management and rethinking transportation forms.

In County Clare, California, developers have to show how they will bring people to the development. In Minnesota the 3M Company runs 105 mini vans taking about 600 employees to and from work. Car pooling, shared taxis, road pricing and mini cars are all methods London could introduce at low cost to reduce traffic, while articulated low-loading buses are a step forward from double deckers and tramways are coming to be recognised world wide as an efficient and friendly method of public transport.

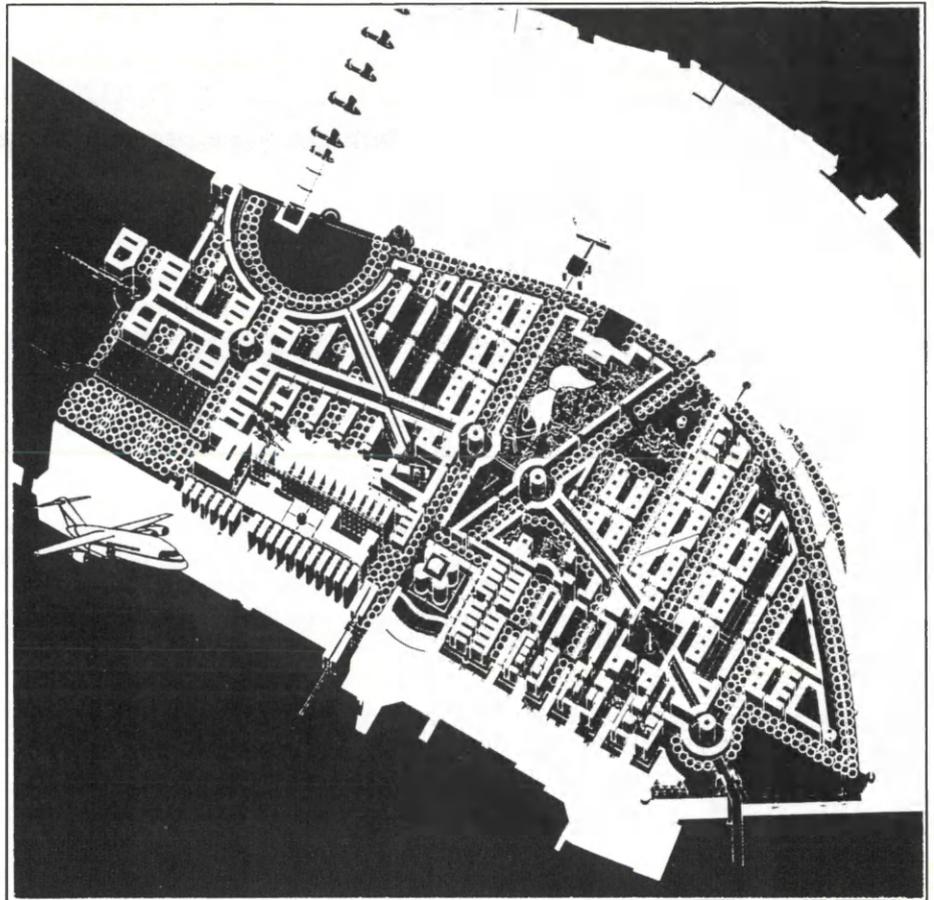
Cedric Price got the Saturday morning session off to a fine start with a talk entitled 'Enabling Enthusiasms'. It covered a broad sweep of ideas and issues, asked some uncomfortable questions and searched for answers in as yet unexplored areas.

We don't have to concern ourselves too much with finite boundaries and population, he declared, it is much more important from an architectural and planning point of view to note the changes, whether good or bad. Like John Sienkiewicz he looked for the hidden factors which affect the structure and the patterns and give us clues about what we are designing for. For example, 17% of families in the UK are one parent families, he said. This is the highest rate in Europe, we are at the top in social change, on the edge of the unknown. We must use these pieces of information.

"We are environmental Steptoes" Price claimed. The provincial cities are moving forward redefining their identities with culture and new transport systems while London clings onto, for example, 19th Century hospitals. Last year's horror scenario for the future, he reminded us, consisted of Paris replacing London as the city with major international airport facilities the financial centre of Europe being Brussels or Frankfurt, the Royal Family going... and so on. "One year later we are actually quite a bit closer to much of this happening and what have we done?" he asked.

Perhaps Cedric Price's most important idea was his perception of the task we are involved in. "We are building a synergy of movement and location which replaces boundaries and territory. Actual routes become desire lines leading to zones of opportunity "(Bill Hilliers intelligent street map seems the ideal tool for Price's paradigm of the city). The zones of opportunity are where enthusiasms can be enabled, where new mixes of uses will emerge. For instance, he cites leisure with media, homes with research, husbandry and food-growing with parks.

But we will need to take some huge mental leaps to keep up with the nature of the change that the country is undergoing. Water, which we have plenty of, is a good place for such things in and provides a cheap and easy system of foundations. The East Thames



Corridor could be looked at as the western extension of Paris & Lille.

Enabling enthusiasms, Price concluded, is the city's role. It should be a friendly punch bag for people to change their minds in and it should enable enthusiasm that are not yet there or recognised.

Bryan Avery followed with his vision of "New Communities in the Age of Technology". "We in England have tried to build cities in the image of the countryside" he said. There was always a sense of mystery beyond the five mile limit but now that the urban structure is so permeable people can get to the countryside for leisure and there is a growing need for pockets of tranquility within it. To Avery the vision for the country is now the enjoyment of it by the conurbations and so there exists the opportunity to relandscape parts of the countryside at the same time as we rebuild parts of our cities.

According to Avery the 21st century's technology will resolve many of our present social and economic concerns. In trying "to understand the genius of the environment we will turn to a more poetic use of technology in our search for meaning in life".

Like Frank Duffy, he believes that with further advances in the electronic revolution, the city will be freed to become again a setting for social encounters and a forum of exchange of ideas; the suburb will be freed of its dependence on towns and there will occur "a new burgeoning of family enterprise and expertise"; the countryside "will return to its original nature as a rural idyll".

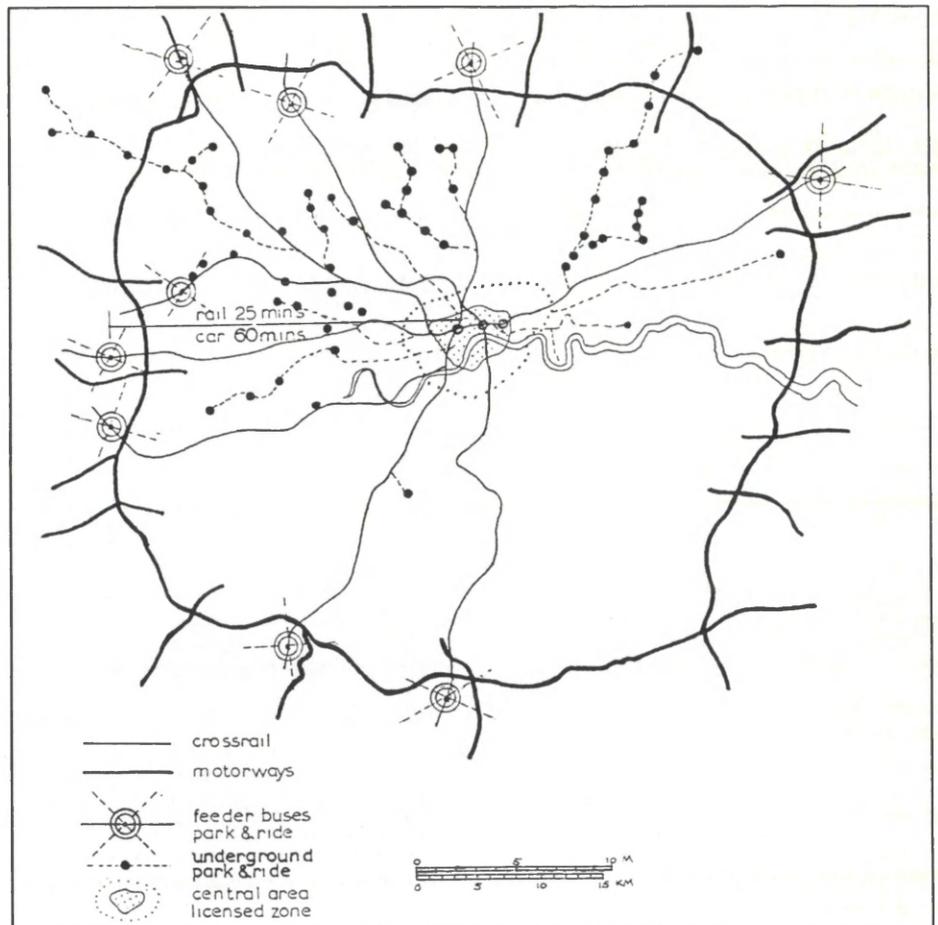
Avery envisages the city with "new-old" housing, tall, narrow frontage town houses of ultra-high density with cheap voice-activated lifts, glass walls, roof hoists, roof conservatories and roof terraces. They can be used as flexible building blocks on miniature plots to achieve "a rich multi-role environment". Using this system inner cities can be transformed, Avery said. No longer would housing need to be separated from other building types in the city centre. It can be constructed side by side, back to back or backed onto larger structures of different use.

Avery Associates' scheme for West Silvertown shows his ideas at work. The site which is between Royal Victoria Dock and the Thames is bisected and divided by Woolwich Road (layout shown above). Avery elevates the road and adds a light rail system, creates nodal parking stations, a pedestrian-friendly environment and combines advanced technology housing with factories, offices, car parks, a shopping centre and a large leisure garden to provide a dense and rich urban mix.

Like Cedric-Price and John Sienkiewicz Bryan Avery stresses that there are powerful social and economic changes taking place which we shall be unable to influence for as long as we refuse to recognise their inevitability.

The workshop session which took place in the afternoon developed the analysis of the topics of the 1992 programme and resulted in an impressive array of ideas. The main proposals were the formation of an Urban Fringe Development Corporation with a 20

Illustration shows Brian Richards' proposals for providing park and ride car parks related to the new crossrail line and underground stations.



year strategic plan; a multi layered green space plan to replace the present outdated historic concept of open space planning; the zoning of the Thames as a national urban park and a series of initiatives to bring it to life as the heart of London; the preparation of an activity spine/public space network which concentrates on the public realm and pedestrian use network of London; a moratorium on the proposed M25 road widening and the M11 extension; the preparation of opportunity plans in the context of London as a whole for the areas which have been identified as emerging places.

The results of the workshops will be compiled in a document and presented to government and other decision making bodies as the first part of an Urban Design Group manifesto for the Shaping of London.

Survival of London RIBA/RTPI 12 Nov.

The titles of "Vision for the City" in July and "Survival of London" in November indicated that a change of mood of considerable dimension and grim aspect had taken place in the interim and Chris Colbourne (RIBA Chairman London Region) in his opening address considered the use of the word "survival" in relation to London and came to the conclusion that it was indeed valid. London is threatened, he said, and the situation gets worse as the rich flee and the poor stay. We know many of the questions - what can London become, is there a threshold size, will the current recession herald the

opportunity to create an urban complexity of uses, what will happen to the private car, can we achieve 50% savings in energy use, does sustainability threaten individual freedoms? We must find the answers.

Jonathan Glancey (Architecture Editor, the Independent) assembled, through a collection of slides of great and memorable cultural artifacts, an enticing picture of an ideal city - a city of our imaginations which was far removed from the London we live in today. Starting with images of travelling to the city, arriving at the entrance of the city, approaching its inner streets and places he reminded us of the qualities and characteristics which make cities inspiring and draw people to them. "we expect a dense rich life" he said, "people, cars, spaces, secret parts and passageways. We want its architecture to be both grand and small, to serve the public and pageant". We also expect the best from cities the best artists, writers, plays and music and "to have glorious ideas about its future".

The red London bus was a great symbol of London, he said, which evolved over many years. The architecture of the bus enhanced the architecture of the streets. "It was a standard - it said, this is what London deserves".

Setting standards and giving people the best encouraged citizens look after the public realm. "London is selling off the family silver" Glancey said. "As a deregulated city we expect it to run on greed, hamburgers and tawdry signs." But the city is not private and

this attitude cannot work, he warned. The city is cheated when it is carved up among private people for greed. He cited the damage caused by the gearing up of the city for the private motorist. Like Bryan Avery at the UDG conference, Glancey believes that we use it and destroy it". But, as he said, you can't stop people from thinking about what a city might be and the way to change the situation is to think about "what you can do for your city, not what it can do for you".

Simon Hughes (MP for Southwark and Bermondsey) reflected on a set of questions intended to draw together ideas about where London has come from, where it is now and where it is going.

Until a hundred years ago London worked well when the quality of people made it difficult and unpleasant to live in and a trend of moving out commenced leaving a lot of holes. Now more people express the view that they would rather live and work somewhere else and London's position in the international league is changing as well.

London is perceived as a city which "is not getting its act together" whereas Birmingham, Glasgow and Manchester are becoming cities that people enjoy. Hughes believes that in the future centres of power will move to where great numbers of people are situated - South Africa, Russia, Nigeria, China - and London will really have to consider what type of city it is and what its role is. We can no longer take anything for granted, he said.

In terms of social cohesion Hughes sees that we are on the way to becoming two cities. "At the moment we are not building a city for all the people - we are responding to the groups who can buy their way out of all the problems which arise". He thinks the only way to do something about this situation is to realise that we are all politicians to use our voices and take action. The actions he recommends are to formulate and demand a structure against which decisions by politicians affecting the future of London can be taken, to build up the mechanisms of long-term decision making, to get an agreement on a common-agenda and a 'political consensus' mechanism which keeps valuable things from one government to another.

He advocated giving priorities and power to the "natural communities" as opposed to the boroughs which are simply a framework, temporary arrangements which shouldn't seek to perpetuate themselves.

The only resource we are short of, Hughes argued is commitment. We can't have a sustainable city in a vacuum and, he warned, if we don't fill the vacuum people will go elsewhere for quality of life, community, sense of belonging and partnership.

Dr. Adrian Atkinson (Urban Environmental Management) focused attention on resources and claimed that their degradation is one of the major issues of our time. Until 200 years ago London was reliant on its hinterland for resources but capitalism and world trade have done away with that. London has stopped growing, he said, but requires a constant throughput of resources which are obtained from elsewhere. We

import non-renewable energy resources which puts us in a non-sustainable situation. However this situation could be changed with proper investment for energy saving. He cited Rome as an example of a city which recycles everything and asked, but offered no answer, how long we can go on the way we are?

From an economic standpoint London needs a new role and a viable economic structure. "It would be wise to think through structural changes" Atkinson advised, "because at this stage there appears to be a death wish". He questioned why we should continue using cars when we know it is a suicidal choice but also pointed out "the resources are still there for everyone to have a good lifestyle". He concluded that the most important and essential debate is how to get a sustainable future for London.

Lord Rodgers of Quarrybank (Director General of the RIBA) called the situation in London a dilemma. We could make life in London more tolerable he said but we don't have the political will. But "tolerable" is as far as we should go, he suggested, living in a city with no problems would not be stimulation.

On transport and traffic (our greatest problem) there are two extreme views, he said. One is that the market will decide, the other is to ban the private car. In Rodger's view we need a balance and the way to achieve it is to minimise parking, restrict unloading, create better access to motorways and introduce measures to pay as you drive. "We have all the technical skills required to solve our problems" he said.

Heather Kerswell's (Director of Development, London Borough of Greenwich) son plays a computer game called Sun City in which to win, it is essential to link development to transport. Everyone seems to know this but the politicians, she said.

She showed the development of London through transport. It was the gravitational pull of the centre which prevented fragmentation with the advent of the car. "Transport moulds the city" she said. If we want a particular city form we must provide the transport system. Or if we want a particular type of transport we must plan the appropriate transport.

But in London transport and form are not being planned together. To change this situation Kerswell considers that we have to challenge the conventional wisdom of the 80's. "The fast buck is definitely dead and sustainable development is the theme of the 90's - the focus of attention has to be on not bankrupting the system".

Kerswell like John Sienzkiewicz challenged the conventional wisdom of the green belt. Retaining the green belt is not financially sustainable and at the same time the costs of depolluting land are high. She proposed that urban forests be put on polluted city sites and that sites of equal size be developed in the green belt. It is time to redraw the green belt boundaries, she said and shape the city in accordance with the resources that we have and the changes that we need to plan for.

Chris Berry (RTPI) closed the conference with the announcement of a joint communiqué to the Minister calling on the government to incorporate sustainability and resource management into the planning process, to improve the relationship between transport and land-use.

AXIS DESIGN COLLECTIVE

We are a practice of four partners (Joe Holyoak, Mike Menzies, Allan Haines, Tony Goodall) and one associate (Vicky Smith) working in Birmingham.

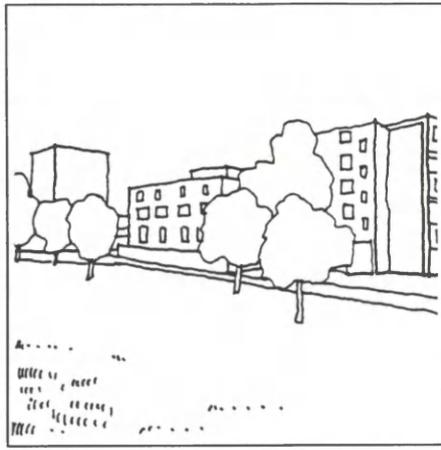
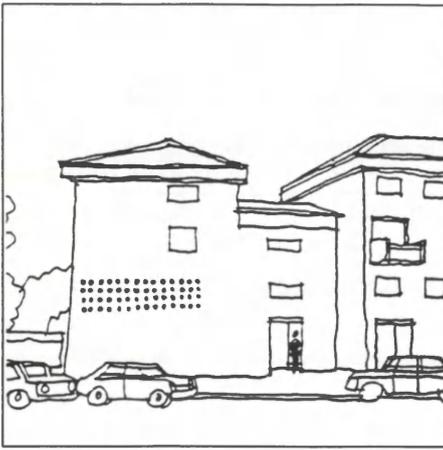
One of our objectives when founding the practice was to work at the urban design scale ("urban situations about half a mile square" - Reyner Banham). But we did not anticipate that we would be doing the particular kind of urban design we are doing now. This could be described as facilitating, enabling and advocating (those grand words we learnt on our urban design courses at Aberdeen and Oxford in the 70's). We are working with residential communities of people to help them decide how their area should be improved or redeveloped, to argue their case, to help identify funding, and to shape implementation. It is a form of urban design with a strong social and political content, lots of residents' meetings, and few evenings at home.

LADYWOOD REGENERATION

For three years we have been employed by Ladywood Community Forum, the association of residents in the inner city area of Birmingham immediately behind the International Convention Centre, as their advisers and consultants. The area was comprehensively redeveloped from 1955 to 1976. It is home to about 5,000 council tenants and exhibits all the familiar problems - social, economic, environmental - of such areas. The Regeneration Framework is a partnership between the City Council and residents established to resolve its deficiencies, with the emphasis on the residents setting the agenda.

Axis has many constituent tasks in the process. We have worked with residents of five estates to draw up briefs for housing improvement, which so far has attracted £24m of Estate Action money. On another estate we have helped the residents negotiate with a housing association the form of a new build scheme to replace their deck-access blocks. We are renovating the local shopping centre with Inner City Partnership Programme money won by the residents themselves, alongside a public artist also employed by the residents. We are discussing with the City Engineer's Department a traffic management scheme to deter through traffic and parking in residential streets by office workers.

In 1992 we produced the Ladywood Urban Design Study, to co-ordinate the various initiatives and to provide a strategic background for them. Much of its policy is based upon a critique of the modernist principles of the 50s and 60s, and proposes ways of recapturing some of the place-centred, mixed use qualities of the old Ladywood, without reverting to large-scale redevelopment.



LADYWOOD URBAN DESIGN STUDY
Morphological analysis of Ladywood before and after comprehensive redevelopment; figure/ground plan of buildings and space shown on left.

Two of the twelve design principles for future development showing the existing situation at the top and proposals below; the introduction of mixed uses shown top left, and the edges of public open spaces shown above.



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PIPE HAYES REDEVELOPMENT

Pype Hayes is an interwar council estate in the Birmingham suburbs, designed on Tudor Walters lines. Its curving leafy streets look arcadian - but the houses, built in the Boswell concrete panel system, are falling to bits. The whole estate of 1400 houses has to be rebuilt. We were brought in by the residents' Steering Group in 1989 to help produce a Residents' Concept Plan after they had rejected the plan proposed by the City Council. The residents' plan was accepted by the Council, and since then we have been working with both sides.

The task is not only the physical one of redesigning an estate along the line of residents' priorities, but also of juggling the construction phasing and the allocation of plots so as to disrupt residents' lives as little as possible. The situation was complicated by one quarter of residents having bought their houses under the right-to-buy scheme. Last year we invented a board game called PHASE (Pype Hayes Allocations Simulation Exercise) which residents have used to determine the locations of their new houses and the process by which they get there.

As urban designers, our input goes up to 1/500 scale. Detailed implementation will be carried out by developers and housing associations. A co-ordinating policy to ensure consistent quality is essential, and we have written this in the form of Urban Design Guidelines. These define standards for the design of the public realm, to ensure it is attractive, accessible, safe and comprehensible, drawing on the work of Sitte, Unwin and Lynch among others.

NEWTOWN AND SOUTH ASTON

In the inner city area of Newtown we are working for Birmingham City Council on its City Challenge proposals. Our job is to consult the 12,000 residents (95% council tenants), to deliver to the Council their agenda for the actions they wish to see, and to find ways for its reconciliation (another good urban design word) with all of the other competing agendas. We are working jointly with Neighbourhood Initiatives Foundation, and the Planning for Real technique has been a major plank of our methods.

The City Challenge process is a struggle. The area is more than twice as big as Ladywood or Pype Hayes, there is more competition for resources, and as advocates for the residents we have less ability than elsewhere to set the terms of reference for the whole process. But our strategy and our methods are based on the same principles elsewhere - the residents are the experts, and given the necessary support and resources they know best what needs to be done. Our job is to facilitate this situation.

CONCLUSIONS

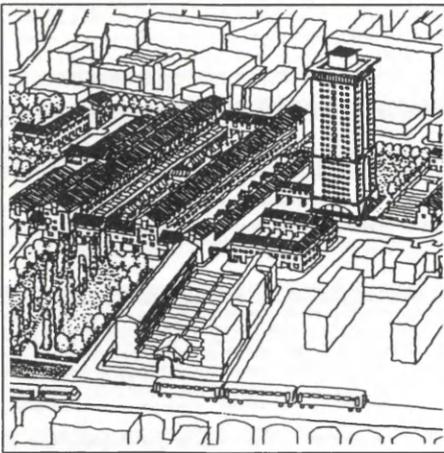
Participatory urban design needs:

- Commitment to residents setting the agenda.
- Funding to enable residents to act freely and employ their own consultants.
- Plenty of time to allow full participation. Pype Hayes had this; Ladywood reasonably so; Newtown hardly at all, due to unrealistic timetable imposed by DoE.

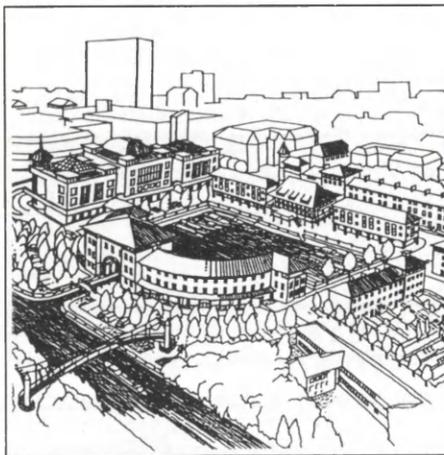


Above: Pype Hayes existing estate.
Below: The residents' concept for redevelopment.





Watney Market Estate, Wapping
The £20m inner city urban renewal programme allows for the comprehensive treatment of this much neglected area. Whilst tackling the problems of the two estate tower blocks, it is hoped that the scheme will act as a catalyst for the revival of the area generally through re-population of the immediate area, tenure diversification, improvements to the market, improved access and parking and the establishment of a planning brief for the area as a whole.



Vale Farm, Woking
The development process led by Urban Design; the local authority developing its own scheme, assembling land and then inviting partners to the table once the vision has been created. Public and private sector housing, offices, pub, quayside buildings and a new canal basin bringing life and variety to the centre of the town.

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HUNT THOMPSON ASSOCIATES

What is Urban Design?

Urban Design is an illusive term, capable of many meanings. By implication, it contains elements of both Architecture and Planning, both of which have suffered from separatist specialisation. "Architecture" has become increasingly focussed on the creation of individual buildings, judged on their own merits and reflecting the interests and talents of their respective creators, each of whom has the right to express their own personal inclinations at a particular moment of their career. In this scenario, the relevance of each project lies within the context of their "oeuvre complète" rather than within its relevance to the people who will experience it. It is to the signature architect that the profession and the architectural press owe their allegiance, rather than to the people they ultimately serve.

Planning, through remaining descriptive and two dimensional, can provide no more than a theoretical framework that attempts to direct and constrain the development process, rather than to lead it. By attempting to bring together a notional combination of separately considered parts, the potential to provide strategic balance in the completion of the whole is lost. Lacking three dimensional vision, and relying on the random nature of Architecture as the eventual delivery mechanism, the collective creation of cohesive and comprehensible environments, through Planning alone, becomes a near impossibility.

Urban Design can therefore transcend both Architecture and Planning, through its potential to bring together people and buildings in sequential relationships that emanate from, and are directed by, the physical and social spirit of the place - the genius loci. The product can grow outwards from a proper understanding of the collective and individual needs of the people who will live, work and play within it. Its success will be judged by the health and spiritual well-being of the community that it contains, not simply by the seductive attributes of its individual components or by the intellectual game-play that lies behind its creation.

Urban Design, when perceived to be the interactive face between the physical, the natural and the social environment, takes on a greater significance than either the art of creating individual buildings alone or the development of the theoretical framework within which they can be placed. Why, then, has Urban Design only just begun to assume its rightful place alongside, if not leading, Architecture and Planning?

The pace of evolution in pre-industrial society allowed Urban Design to be naturally crafted. Buildings were brought together as the direct requirement of collective need - for trade and commerce, for shelter and defence, for culture and celebration. Physical and spatial forms were developed to reflect these needs, using locally available materials and through the development of constructional

techniques that were invariably both appropriate and sustainable. Things started to go badly wrong as soon as these direct relationships were lost. The remoteness of political and professional decision-making processes, combined with the availability of an infinite number of materials and technical solutions, led to the systematic disintegration of the built environment, allowing it to become nothing more than a collection of confused and unrelated parts.

If we are to learn from the lessons of the recent past and if we are now to find an appropriate methodology for creating successful and sustainable designed environments, we need to become something rather more than just Planners and Architects - we need to become Urban Designers.

Implications for the design process

In order to do this we must first equip both ourselves and our profession with a range of skills that allows us to acquire a proper understanding of the reality of each and every problem that we are asked to address. It is through listening and learning and only then through applying our technical and professional skills that we can begin to provide appropriate backdrops for other people's lives, informed by their needs and aspirations and then enlivened by our complementary creativity. Working in this way, we will become indispensable to both providers and users alike, securing a pivotal role for our profession within the development process as a whole.

To the design and technical skills we hopefully already possess we must add the essential skills of communication and dialogue. Projects can then become learning experiences and the techniques of Community Architecture and Planning can lead the way towards the creation of a whole range of appropriate and successful urban design solutions, each as individual as the community it contains.

Principles of Urban Design

Whilst there may be principles of urban design that are generic and widely applicable, others will be specific to the social, economic and cultural needs of the communities they serve. We have learned that identical environments can succeed or fail, depending on the limitless combinations of these variables. Principles, developed in isolation from context, can become hostages to fortune. There are tower blocks in Manhattan that succeed; there are tower blocks in Tower Hamlets that fail. Semi-detacheds may work in Surbiton, but in many peripheral estates they do not. The skill of the designer is to match the product to the people.

Working on inner-city projects within the socio-economic climate of late twentieth century Britain, the following principles are those that we have found to be the most generally applicable.

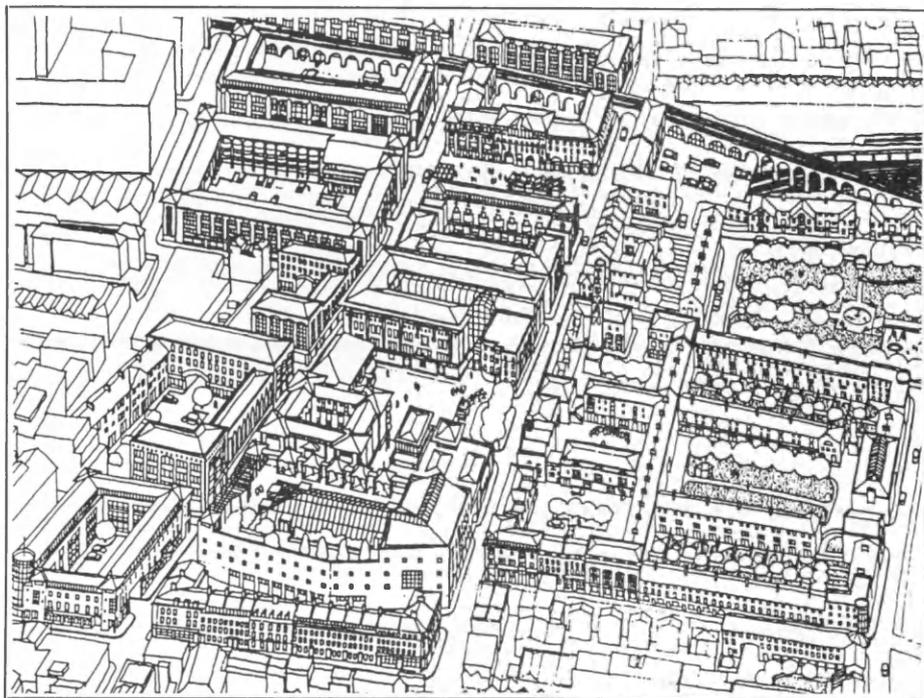
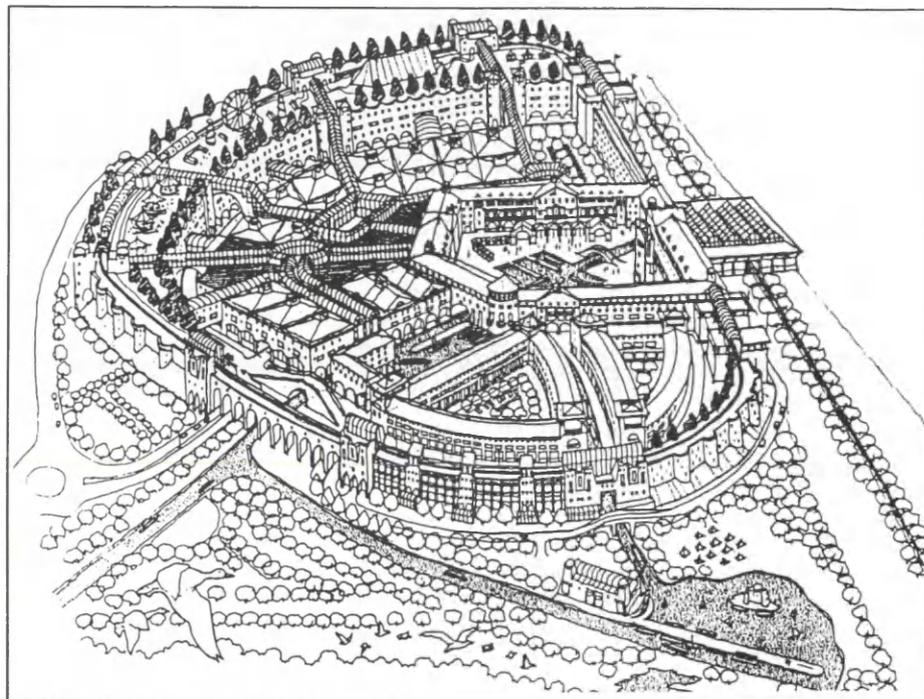
- The potential of every form of development

will be significantly enhanced if it can be largely defined by the needs, the relationships and the talents of its citizens.

- The pattern of development should grow out of the nature of the place, rather than being imposed upon it.
- Neighbourhoods are more likely to thrive when they combine a mix of both people and uses, co-existing in an integrated environment and civilised by their proximity one to another.
- Appropriate mechanisms for sustaining the future wellbeing of the development, both physical, social and economic, must be built into the process from the start.
- The composition as a whole should be capable of being experienced at appropriate levels of detail by both the transient visitor and the permanent inhabitant.
- A design approach should be developed that is capable of producing a unified development without imposing uniformity.
- Buildings should be designed to frame a hierarchy of spaces, providing appropriate backgrounds for both public and private functions. The spaces between buildings are as important as the buildings.
- The importance of every building should be reflected by both its scale and its character. Buildings should be well-mannered to their neighbours and understand their place within the whole. Public buildings, together with the spaces around them, should take on special significance.
- A hierarchy of urban thoroughfares should be developed, each with an identity appropriate to the scale and nature of its use, linking together to form a legible pattern that includes specific opportunities for orientation.
- In order to improve collective security and to foster community interchange it is beneficial to concentrate vehicular and pedestrian movement along routes that are overlooked by public fronts of buildings.
- The boundaries between public, semi-public, semi-private and private space should be clearly defined. The relationships between spaces and the buildings that surround them should be consistent.
- Private external spaces are most secure when they surround one another.
- Buildings should be designed to be flexible and responsive to change.

First and foremost, if our profession is to re-establish itself at the forefront of the urban design process, as I believe it can, we must find the will to understand the nature of other people's lives, to work with them, and never to impose our own personal and professional agendas upon them.

John Thompson is a partner of Hunt Thompson Associates, Community Architects and Urban Designers. He is a Vice-Chairman of the Community Enterprise Scheme and a Trustee and Member of the Academic Board of the Prince of Wales's Institute of Architecture, where he has special responsibility for Community Architecture and Planning. He has been involved in community based projects as far afield as Pittsburgh, Tarbes and Moscow.



Top: Sandwell 2000

An out-of-town shopping, leisure and recreational centre, developed along the principles of a walled city. Ramparts of multi-storey car parks with mono-railed leisure facilities above, linking through glazed galleries to an arcaded city square and the commercial and residential quarters beyond, finally flowing out to the meadows beyond. Positive sequences of buildings and space, the city inhabited and enlivened by the people that would run it.

Above: Bishopsgate Goodyard and Trumans Brewery

1.3 million square feet of mixed uses contained within an 'Urban Village' centred on Brick Lane, the heart of the Bangladeshi Community in the East End of London, designed through a participatory process whereby local people would retain a stake in the area through the creation of a Community Development Trust, holding and developing land on their behalf, within an urban vocabulary derived from the character of the surrounding area.

which would change as each item on the improvement menu was completed and another commenced.

The area is a close knit community threatened by the consequences of the then economic boom occurring around them. The regeneration process would respect this "island" ideology by creating "gateways" and establishing visual boundaries at perceived frontiers. New buildings and other improvement works would recognise the local character to emphasise the uniqueness of the area and to emphasise the impression of territoriality.

BALLOT STREET/EXETER ROAD AREA, SANDWELL

This involves proposals to introduce new housing into a run down inner city environment to provide affordable housing in an attractive environment.

The site contains two twenty storey tower blocks, now vacant and some garages, surrounded by two, three and four storey housing and maisonettes, a fifteen storey block of flats to be retained, a school, a church and the rear of a shopping centre.

Site analysis identified problems of overlooking and noise and the initial brief suggested the construction of a mosque on the most prominent corner exacerbating the initially identified problems.

The brief was developed by relocating the mosque to the noisiest part of the site, also creating a buffer zone to alleviate the overlooking.

A strong architectural statement in the form of a three storey residential block was introduced to the prominent corner of the site, with the housing arranged in courts except those opposite the maisonettes where the existing access is to be upgraded to provide landscaped parking areas for existing tenants.

FARNDALE ESTATE, WOLVERHAMPTON

This is a project whereby redundant space has been identified by a local authority on a low-rise housing estate. Parking areas were not being utilised at the rear of properties because of security problems. Cars were being parked on grass verges at the front of properties where self-policing was possible.

The brief was to re-assess the land use on the estate allowing for the above natural process to reach physical reality and provide some new housing if possible.

The existing housing stock is uniform two storey, brick built, tiled roofs, front and rear gardens, wide verges and featureless environment.

Additional environmental improvements to the roads at relevant points were also included, again to provide points of reference and give a sense of identity to areas of the estate.

David Waites, Waites Architecture
 26 Vittoria Street, BIRMINGHAM B1 3PE
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PARK ESTATE, TIPTON

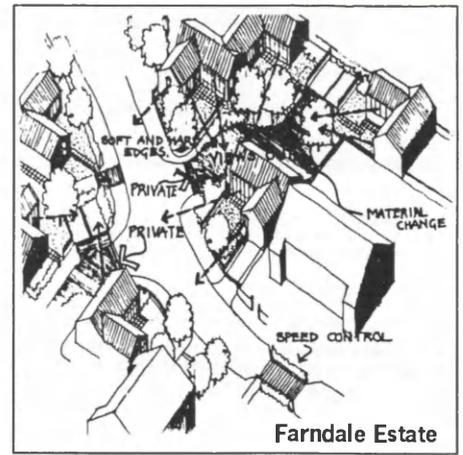
A community-led and responsive urban regeneration of an area of 260 Victorian dwellings within a clearly defined area (layout shown at bottom of page).

The regeneration process will include improvement to the existing housing stock of 270 dwellings, with selected clearance, improvements to the existing commercial premises creating a clearly defined commercial heart to the area with the use of traffic management, hard and soft landscape. The creation of "green corridors" through the predominantly hard landscaped environment of terraced housing at back of pavement, linking large areas of open space on each side of the housing.

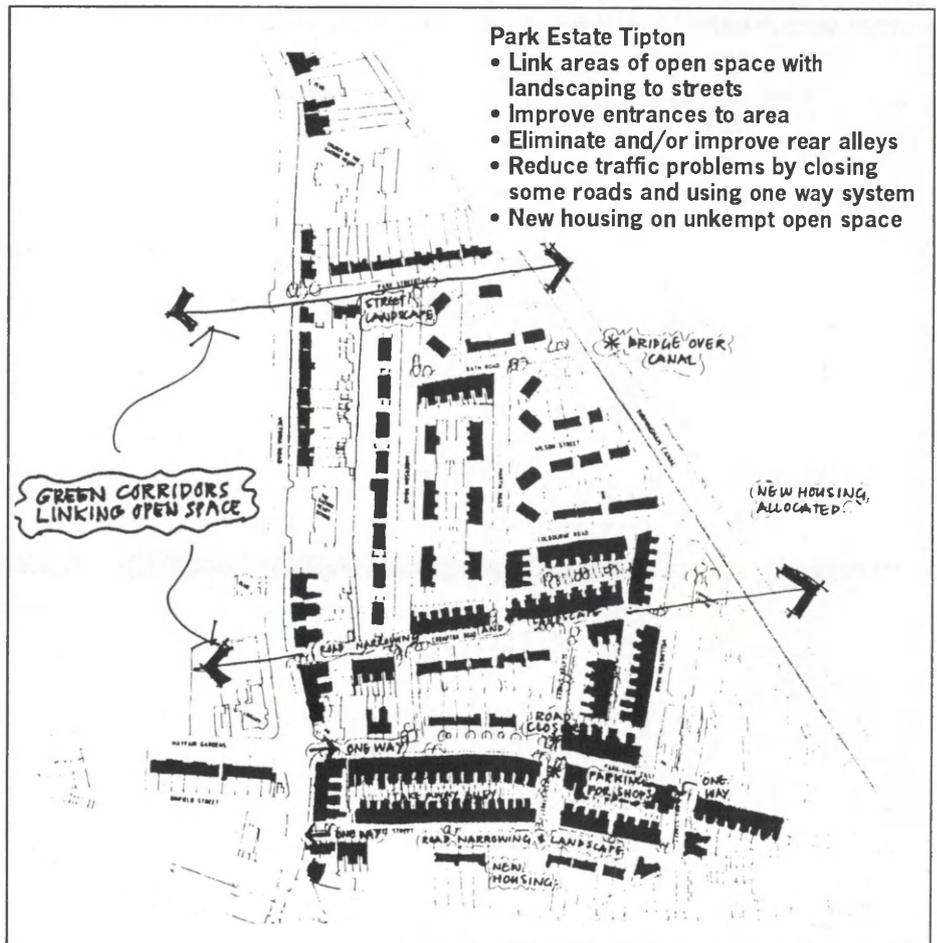
Environmental improvements to provide recreational open space at the "heart" of the blocks (or rear of the properties) as there is no semi-private open space at the front of the properties to enhance social interaction.

The framework for regeneration will support the dynamic process of incremental area improvement over an initial period of five years, thereafter becoming self-sustaining.

The sketch to the right indicates how new porches and bin stores can be added to terraced properties.

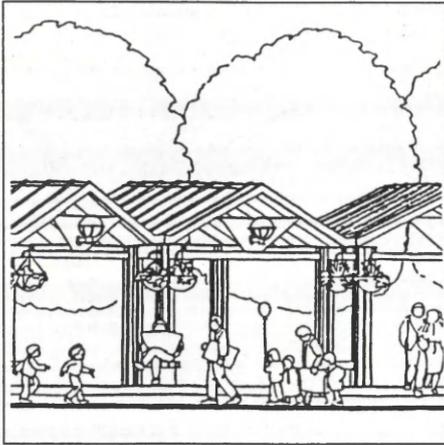


Farndale Estate



Park Estate Tipton

- Link areas of open space with landscaping to streets
- Improve entrances to area
- Eliminate and/or improve rear alleys
- Reduce traffic problems by closing some roads and using one way system
- New housing on unkempt open space



Bournemouth Town Centre. Overall view of proposals is shown below with a detail of the arcade shown above.

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BELL FISCHER LANDSCAPE ARCHITECTS

URBAN DESIGN - A DEFINITION

We look for our definition of urban design within the context of landscape architecture, which deals with the total external environment, rural and urban, hard and soft, natural and man-made.

Urban design is traditionally associated with the city, with hard spaces and building, and seen as the realm of specific professionals. To define it in these terms however, seems to limit its scope to approach new problems or benefit from new ideas and expertise in the wider field of environmental design.

Urban design is fundamentally about creating places for people. It focuses on areas of intensive human activity where the problems of conflicting demands on finite land resources call for special design skills.

At its most prosaic it deals with the practical design and organisation of space to create places which function successfully, while its higher aspirations are towards an art which expresses civilisation.

Urban design addresses a multiplicity of concerns and criteria, all of which influence the problem solving process for any site to a greater or lesser degree. The approach to every site will be different, but the common starting point is a rigorous analysis of the issues which will establish a brief in broad urban design terms. This will be balanced

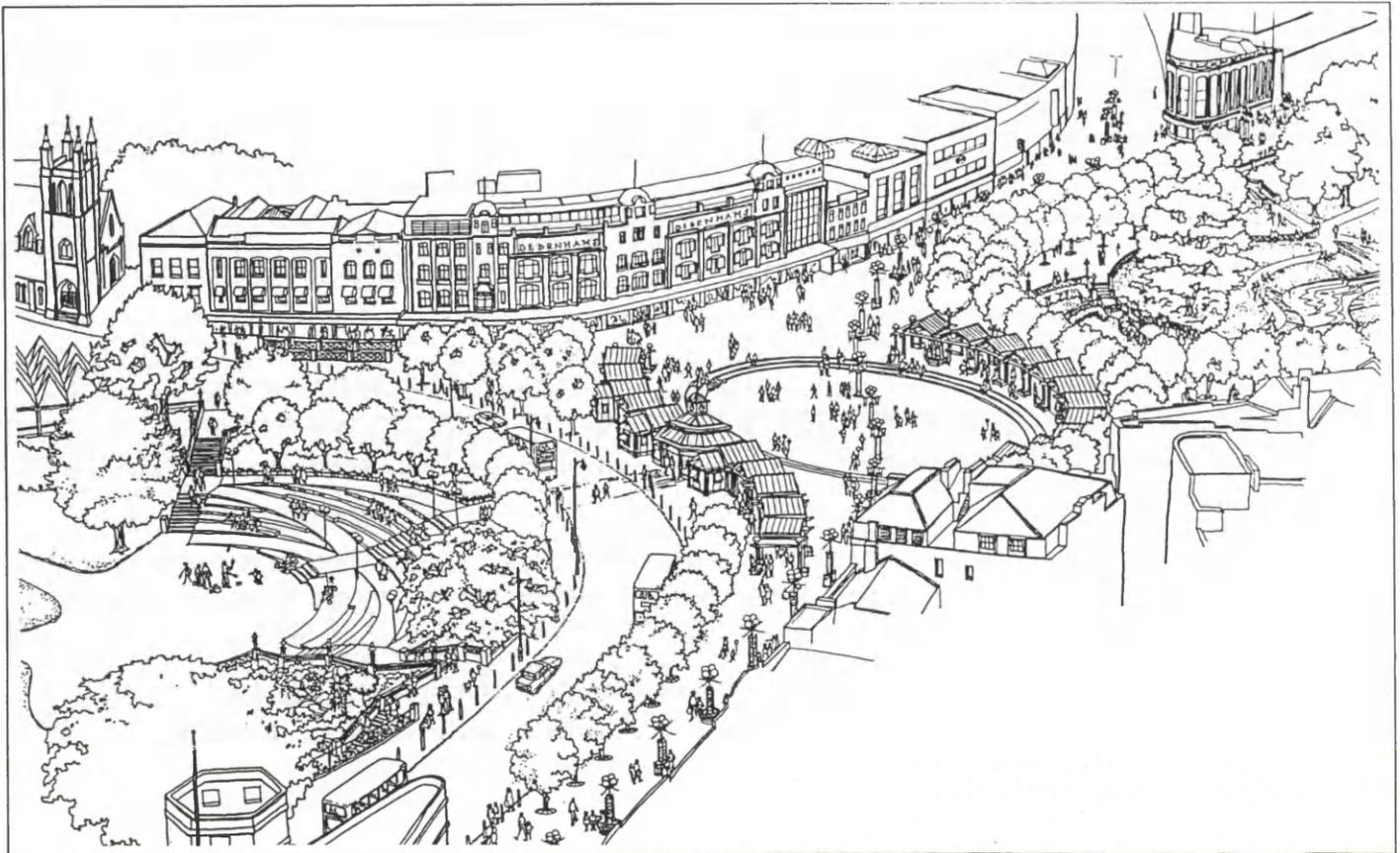
against more specific user and client requirements to develop a workable design concept against which ideas can be tested. Ideas are generated through a combination of practicality, theory and inspiration. Theory is important in giving meaning and direction to the design process, and in building up a vocabulary to communicate design intentions.

Inspiration provides the 'creative leap' by which the resulting design becomes more than the sum of its parts and expresses itself in a more direct and intuitive way.

Throughout this process it is important to be aware of the scheme in its overall context, and to seek appropriateness, achievability and viability. One must be wary of missing opportunities, but at the same time appreciate that not every site can or should be the definitive 'people piazza'. Every site has its own distinctive role to play in the complexity of spaces and structures which make up the external environment, and every project, large or small, can help to define the function of a space and improve the quality of experience for the people who use it.

BOURNEMOUTH TOWN CENTRE COMPETITION

This competition entry was produced in association with Househam Henderson Architects. The site was a traffic roundabout situated between the two main pedestrianised



shopping areas of the town, and straddling the Valley Gardens which run north to south through the town leading to the seafront.

The brief asked for a high quality pedestrian space linking these areas and providing a setting for outdoor activities and events.

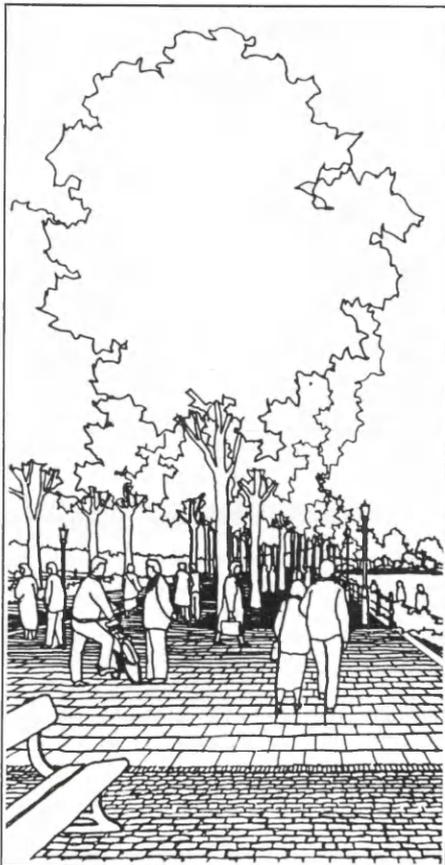
We wished to avoid over-formality or enclosure of the space which would separate it from the adjoining activities. Our aim was to create a fluid space with permeable edges which would draw pedestrians through towards their destination, and into a focal area which then offered a resting place or alternative routes to explore.

The link between the two shopping areas is defined by a gently curving line of specially designed lighting columns which incorporate seating, litter bins, billboards and fixings for seasonal banners and fairy lights.

The line of columns crosses the central elliptical arena, enclosed on two sides by covered arcades which can be used as alternative sheltered routes while permitting movement between the two valley gardens.

The route joining the upper and lower Valley gardens has to negotiate some major changes of level. An informal amphitheatre uses the south facing slope and provides seating, steps and ramps leading to the central area, entered through the open sided arcades. The opposite arcade then offers glimpses of the gardens beyond, which are reached via a series of wide terraces.

Whilst the layout of the scheme is essentially modern, the elements which make it up are inspired by the Victorian seaside architecture which is so characteristic of Bournemouth.

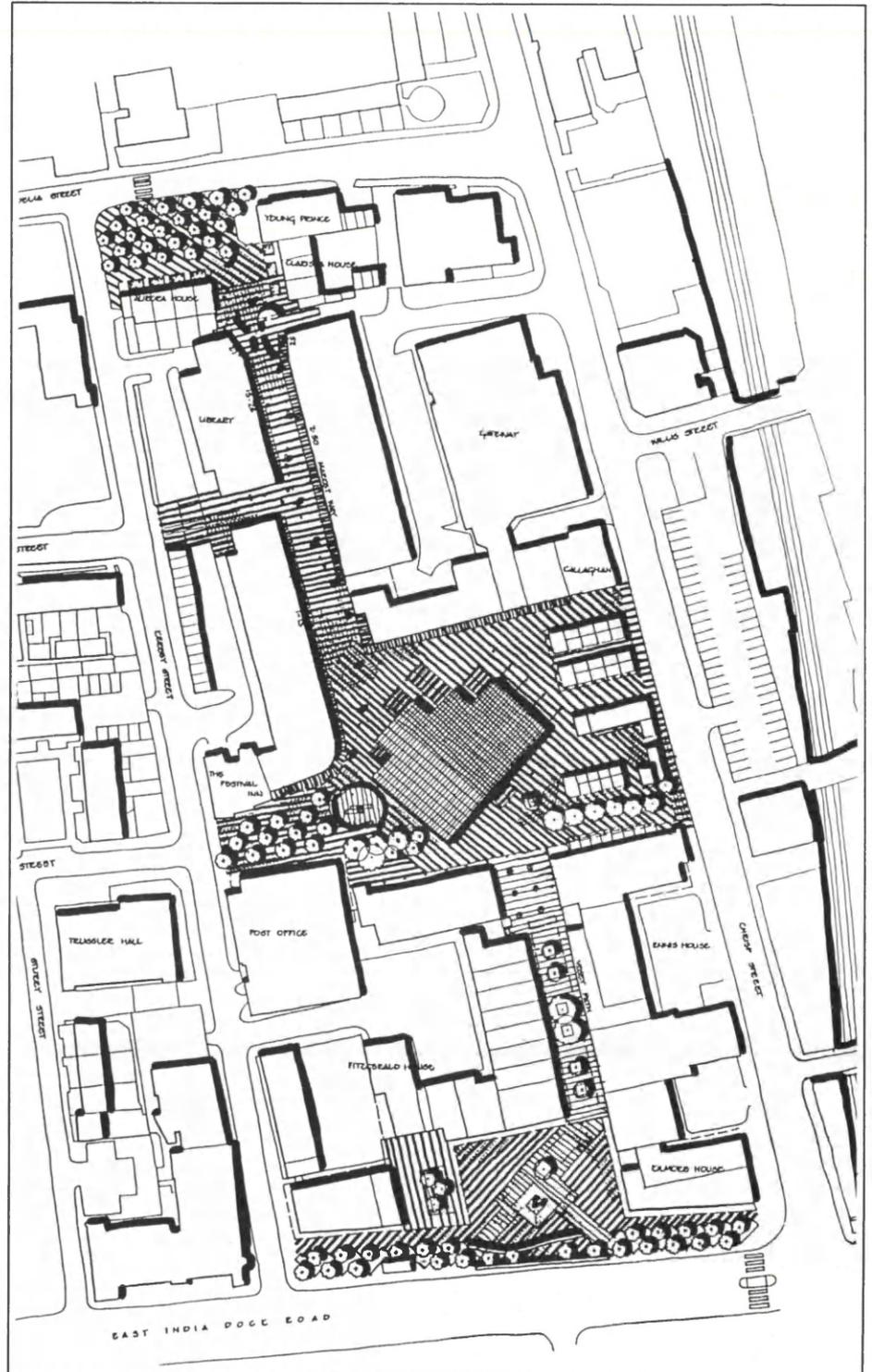


CHRISP ST SHOPPING - POPLAR
The Crisp Street Shopping project in Poplar, East London, (funded by LDDC) aims to reverse the decline of a neighbourhood market with the use of both physical and economic upgrading.

The design (shown below) was produced in close association with Colin Buchanan and Partners, Architect Planners. The aim of the design was to develop a particular and strongly sculptural solution for each area identified during the analysis stage as requiring improvement. The separate areas would be unified by a common

treatment of paving and street furniture. The detailing of the ground plane is kept as simple as possible; one material is used throughout with changes in texture and orientation used to indicate market pitches and main routes throughout the site. All the street furniture is positioned on a notional flowing curve which contrasts with the formality of the paving solution.

Bottom left is shown a perspective view of a riverside pedestrianisation scheme for Windsor.





AYLESHAM VILLAGE EXPANSION

Working with Urban Initiatives and the Lennon Planning Partnership, we advised on the landscape implications of the expansion of Aylesham, a former mining village in Kent. The scheme was of particular interest as the original village layout was designed by Abercrombie in the 1920's. Abercrombie's plan was based on an axial layout which wraps around an existing valley. Proposals for the expansion involved establishing a second axis in an adjacent valley. The focus of the new layout was a large central open space. A linear park was included to provide a strong landscape structure which both contained and screened the development from settlements to the northeast and northwest.

An additional feature of the scheme was a programme of environmental improvements for the original village, with a view to strengthening and delineating the main axes of the Abercrombie scheme.

In this instance the form of the landscape and the axial layout work well to provide an interesting and 'readable' layout.

DHV LANDSCAPE

PHILOSOPHY OF URBAN DESIGN

As landscape architects our approach to urban design, indeed to any form of site planning, is strongly influenced by existing forms and features on or around the site.

This approach can be applied both to greenfield and urban sites.

On greenfield sites, natural form consists primarily of topography and vegetation, and a series of other considerations e.g. exposure, views, soil conditions. We use these features to identify constraints and opportunities which influence the functional layout of a scheme. The optimum layout is one which reflects both the functional and the landscape requirements of the development.

This approach tends to produce layouts with rather 'soft' geometry that is, without a strong 'formal' structure. In our experience it can be very difficult to match successfully formal layouts to undulating topography. A rare exception is the proposed layout for the village expansion at Aylesham in Kent, where the geometry and topography could work well together to produce a potentially very interesting scheme.

On flatter sites, where 'natural' form is less restricting, there is greater freedom for the designer to create more abstract shapes and spaces. The Floriade Garden Festival site in Holland provides a good example of such a plan.

In urban environments, the natural constraints are subordinated to a greater degree. Indeed there is often a need to create sufficient space so that natural functions can take place, that is for street trees, parks, or gardens. Otherwise natural forms tend to be submerged in urban areas, except in rare circumstances, e.g. the hills of San Francisco or Montmartre in Paris. In more urban environments stronger geometrical patterns can be useful in providing orientation, linkages and compartments. However, the successful coordination of form and functional requirements is considerably more difficult as there are many more demands on the relatively limited space available.

We feel that the challenge of urban design is to respect and accommodate natural form, while still providing an environment which is both functional and interesting.

Gatwick 2000, Crawley

A contrasting approach to Aylesham was adopted with our study for a 750,000 sq m business park proposed for a former Forestry Commission site on the southern edge of Crawley. In this case the topography and vegetation provided both opportunities and constraints to the development. The buildings were grouped into five clusters which were 'fitted' into the site. The resulting layout lacks the strong geometry of the Aylesham plan, but would produce an attractive scheme, with a strong sense of place. This scheme was designed in association with the Lennon Planning Practice and D Y Davies Architects.

LONDON'S UNITARY DEVELOPMENT PLANS

Design Policy Content

Steve Gould

Steve Gould is a Principal Planning Officer for Conservation and Design at the London Borough of Haringey. The research on which this article is based was submitted as a M.Phil dissertation to the University of Reading.

The illustration is an extract from the City of London Unitary Development Plan identifying one of the strategic views of St. Pauls.

5. PRIMROSE HILL TO ST PAUL'S CATHEDRAL

Location: Primrose Hill, Camden
View point: 66.5m AOD at 527657.5 183891.2
Beside the view point plaque at the summit
Wider viewing area: 63.3m AOD at 527602.1 183877.0
66.3m AOD at 527650.9 183909.8
Paths near the summit of the hill

Description

The view of the Cathedral is downward from the relatively low Primrose Hill and the parkland foreground provides a good setting for the dome on the horizon.

St Paul's Cathedral appears in the centre of the illustration with the National Westminster Tower and city skyline to the left.

The protection areas extend across Regents Park through the Euston cluster (Camden) and Fetter Lane cluster (City) beyond the Cathedral into Bermondsey (Southwark).

The Cathedral setting is to some extent framed by two buildings in the Euston cluster, viz. Temple House, Euston Road and the Inmarsat Building on the forecourt of Euston Station.



The London Boroughs' Unitary Development Plans display a new sophistication and complexity of design policy and are the outcome of a complex planning process. They reflect the strengthened role for statutory policy in the planning system and increased public concern with environmental quality. With the increasing professionalism of applicants, and the rise in the number and success rate of appeals during the 1980's, many Planning Authorities saw an advantage in up to date, robust statutory plans incorporating the views of both community and development interests. For example, Barnet and Westminster planners believe that, despite government guidance, design issues have still been significant in perhaps 50 per cent of planning appeals. So despite the inevitable subjectivity of design criticism, many authorities have sought statutory design policies which give more consistency to development control decisions. New Government policy as laid down in PPG 1 states explicitly that design is a material consideration and, in sensitive areas, encourages positive design control.

DEVELOPMENT OF DESIGN POLICY

The research on which this article is based¹ looked at design policy in 28 of the emerging Unitary Development Plans in London to see how far effective pro-active design policy was becoming part of London's planning system. It sought to identify the character, quality and prescriptive value of the policies and their relevance to other authorities.

Prior to the twentieth century, 'taste' in architecture was dictated by fashion and social consensus and patrons imposed design policy on architects rather than vice versa². The London Building Acts³ prescribed some of the parameters of new development, with fine design detail being imposed by building leases and prescribed pattern books, especially on the great estates. By comparison, the post-war planning system, which was supposed to produce environmentally 'planned' development, now appears inadequate as a source of effective design control.

London-wide design policy in the LCC Development Plan and the Greater London Development Plan (GLDP) was limited to preservation of the most outstanding areas and the control of high buildings. Although wider areas were recognised as of value, the GLDP accepted the elitist idea that care about design in the wider environment would dilute the quality of control in the best areas. In the late 1970's, some Boroughs, perhaps encouraged by community pressure, developed District plans with specific policies for conservation areas and general design policy for new development.

New development design policy remained conservative, being invariably limited to a short statement seeking a high standard of design and compatibility with the character of a proposal's surroundings⁴. Detailed conservation area design policies began to be developed, for example in Kensington.

Table 1: Design Issues posed by development pressure in seven London Boroughs

City	New office development: 1 Street block; 2 Part street block; 3 Infill Retained fabric for offices: 1 Skin facade, 2 One room depth, 3 Refurbishment
Islington	1 Office pressure on commercial areas in the city fringe, with pressure for bulk and scale of office development keenly felt in conservation areas with a medieval street pattern. 2 Use problems with extant craft industries and small mixed uses part of character, also threatened by office development, particularly because of the amalgamation of office and industry in the revised use classes order. 3 Pressure to adapt Georgian buildings with the need to control refurbishment, alterations and extensions.
Hackney	1 Erosion of Listed Buildings at Risk: neglect and theft of architectural features 2 Office infill in city fringe 3 Tall buildings 4 Pressure on character of old industrial buildings [conversion and demolition]
Kensington	1 Overdevelopment 2 Demolition in conservation areas 3 Pressure for unsympathetic alteration of buildings
Richmond	1 Cheap poor architectural quality 2 Erosion caused by permitted development
Sutton	1 New residential development 2 Infill into mature suburbs
Brent	1 Redevelopment of residential housing into small rectangular blocks of flats or featureless terraces 2 Pressure for B1 redevelopment on 1930's industrial buildings not suited for contemporary B1 because of poor truck access and excessive storey height. 3 Conversions and extensions of residential property

Table 2: Characterisation of influences on policy in 13 London planning authorities

LDDC (B)	LDDC guidance derived from need to promote vision and excite developer interest; constituent Borough statutory plans motivated by community interests.
Barnet (M)	Resident action group pressure for protection of residential character replacing pro-development stance.
Brent (M)	Concern with residential character developed through local checklist.
City (CBD)	Creative professional urban design team subordinated to developers and the needs of 'London as a world city'
Hackney (I)	Design a way of resisting scale of monolithic office development; Conservation a low priority until reinterpreted as being for local people.
Hammersmith (I)	Idea of developing detailed design policy new. Design policy not seen as means of winning more appeals. As in many demoralised London Boroughs "one cannot expect too much from appeals and enquiries and the work involved in plan preparation will not necessarily be cost effective".
Kensington (C)	Close consensus on the value of old buildings and architecture between officers, members and powerful articulate community associations.
Richmond (C)	Respect for environment leading to a conservationist perspective given an architectural lift by officers.
Southwark (I)	Design beleaguered by development pressure and the Council's desire for housing. Conservation area designation used to retain fabric and heritage.
Sutton (M)	Area dominated by interwar estates public and private, officer led interpretation of general community concern to protect aesthetic and environmental quality.
Wandsworth (I,B,C)	Responsive Environments approach used to develop a new section in the UDP dealing with the public side of architecture and the spaces between buildings; much of this appears to be stimulated by the wave of development along the river, where it appears the quality of development has not been high.
Westminster (C)	As Kensington, consensus on the cultural value of built form between community, members and officers.

REVISING THE ESSEX DESIGN GUIDE

Alan Stones

Alan Stones was involved in implementing the philosophy of the original Essex Design Guide in South Woodham Ferrers and is now part of the working party reappraising the earlier policies and producing new guidance.

The original Essex Design Guide (EDG) was produced in 1973 as an attempt to improve the abysmal quality of speculative housebuilding in the area. The quantity of peripheral development was such that the integrity of historic settlements was being compromised. Major swathes of urban fabric were being created without any thought as to their relationship to the established settlement pattern or to the quality of environment produced. Many housebuilders who had been forced to use architects in London or Milton Keynes would not consider doing so in Essex, and so it was recognised that the planning system was the only opportunity for any architectural or urban design quality to be injected into the general output of housing in Essex.



RECEPTION AND IMPACT

The Essex Design guide was the first of its kind, and probably the most comprehensive. At first welcomed, then attacked by the architectural profession and the housebuilding industry, the Guide and its like have been the subject of intense lobbying of the government by these two interest groups. This has resulted in a series of generally hostile circulars (most notably Circular 22/80) indicating that it was no business of the planning system to be trying to improve the quality of new residential areas. The government's attitude has now mellowed, but what has been the effect of the Essex Design Guide on the ground during the twenty years or so of its existence?

Not surprisingly, the results have been mixed, and it is this which has largely contributed to the disillusionment of purist architects. Whilst there have been a small number of spectacularly good schemes, the majority of the output over the period has shown improvement on previous practice. Due to intransigence by most developers and compromises by planning officers, most development has failed to achieve the promise of the original document. The task has been made more difficult by the fact that, when the document was produced, it was envisaged that its policies would be implemented by the County Council, whereas almost immediately District Councils became the local planning authorities, and had a varying commitment to the Design Guide.

REVISION OF THE GUIDE

Problems of commitment and agreement from fourteen District Councils have largely dissuaded those who might have done so from attempting much-needed revisions during the last twenty years. However, the nettle has now been grasped by the Essex Planning Officer's Association, which represents both County and District Councils. A working party has been busy over the last

year or so re-appraising both the policies and the overall philosophy of the original Guide, with the aim of producing a draft to which member authorities will feel able to give support, and which will, hopefully, perform a central role in guiding the form of new residential development in the area during the years to come. Interestingly enough, membership of the working party includes most of the authors of the original guide of 1973.

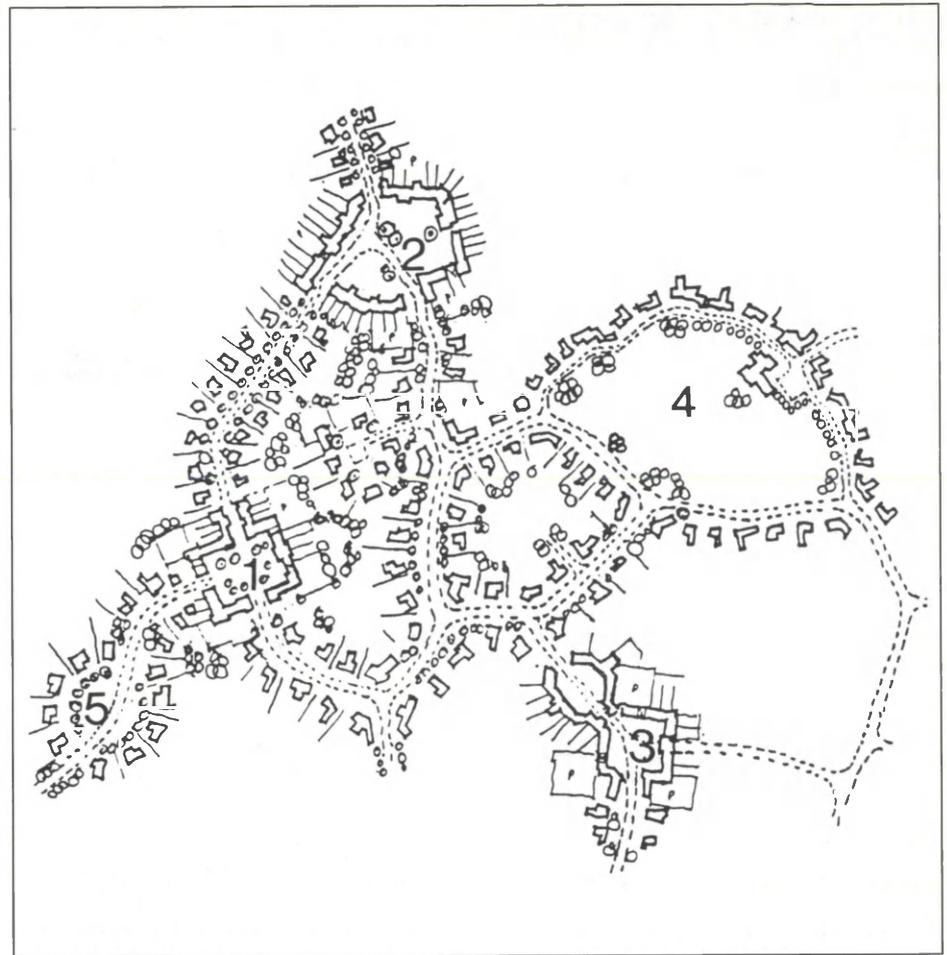
Although the EDG was a far-sighted policy document, there have been changes in housing development and advances in urban design thinking over the last twenty years which warrant incorporation in a revised version. The first attempt at revision, in 1977, looked at the emergence of the new phenomenon of the small starter home, and appropriate garden size and space standards for such dwellings. It also attempted a more sophisticated approach to the provision of public amenity space and privacy standards. Unfortunately it was impossible to get the agreement of all the District Councils to the proposed changes.

A revision of the residential highway standards in 1980, in response to the government's initiative on smaller estate roads, Design Bulletin 32, met with greater success, due to the fact that the County Council remains the highway authority and is able to impose its views. Fortunately, the government's latest Design Bulletin on the subject coincides with the revision of the EDG, so there is another opportunity for a fresh look at the subject.

A boost to the status of the original Design Guide came in 1990 with a High Court decision against Tarmac Homes Essex that upheld the status of the Guide as supplementary planning guidance to which it was proper for the planning authority to have regard in determining applications, provided it was referred to in the Local Plan.

Right: Structuring of development where shops, schools and workplaces are mixed into the residential area and form focal points in the structure.

1. Urban Square
2. Village Square
3. Village Street and Square
4. Village Green and School
5. Formal Arcadia



SATISFACTORY SUBURBIA

Duly heartened, the working party have been looking not only to give the new EDG users the benefit of practical experience and 'tricks of the trade' with a new set of case studies, but also to adjust the original philosophy where necessary. The core of the original philosophy was the concept of the 'spectrum of development', with urban design and arcadia at either ends and 'unsatisfactory suburbia' in the middle. 'Unsatisfactory suburbia' was outlawed. Should there now be a new category of 'satisfactory suburbia'? The feeling was that the 'spectrum' concept was at the core of the Guide's philosophy, and that, no matter how carefully guidelines were laid down, once 'satisfactory suburbia' was admitted as a category it would rapidly become the only category developers were interested in building. Because of land values, more development, in terms of density, falls into the category of urban design than that of arcadia. But because of perceived demand most developers are trying to create urban space with set back, detached houses. The working party felt that the way ahead was to refine the criteria for both urban design and arcadia so that developers and planners would find it less easy to resort to watered-down, compromise solutions. Those planning authorities that genuinely wanted to see lower-density, landscape-dominated development would be encouraged to designate sites for arcadia in their Local Plans, so that an appropriate land value would result.

PERMEABILITY AND MIXED USE

An area of concern not covered at all in the original Guide was that of the structuring of development, both within its own site and in relationship to existing adjoining areas. Unintentionally, the original Guide encouraged branch-and-twig, cul-de-sac layouts, whilst the work of Kevin Lynch, the *Responsive Environments* group and Bill Hillier of UCL during the succeeding period stressed the benefits of connectedness, legibility and focal points. It is intended that these principles be 'boiled down' and included in the new Guide. Obviously they would make even more sense if shops, schools and workplaces were mixed into the residential area, and formed the focal points of its structure. The present-day practice of segregating land-uses is still a long way from this ideal, but the new EDG can only recommend that future Local Plans start to move towards it.

These principles of structuring are also seen as central to the Guide's aim of encouraging walking instead of car use for local journeys by means of the configuration of the layout. Similarly the view of the working party with regard to crime prevention is that a network that is populated by pedestrians is more effective than a series of introspective cul-de-sacs which still leaves the through routes vulnerable.

DESIGN BEFORE ROAD LAYOUTS

The intention is therefore that a layout structure be defined for each site, according

Swansea Maritime Village

In the Swansea Maritime Village scheme, designed by the Burgess Partnership, the problem was one of fitting trees into the spaces available. The scheme was strongly influenced both in layout and architecture by the walls of the former Swansea Dock. The planting was confined to pedestrian and car parking areas. Fortunately the scheme was well endowed with open paved spaces into which we were able to plant a larger number of extra heavy standard trees.

Bournemouth Pedestrianisation

This project is an example of trying to introduce a sense of order into a relatively formless urban space. In this case, we prepared a competition entry for the redesign of a space which is currently a five arm roundabout in the centre of Bournemouth.

The space is the junction of three shopping streets, with the River Bourne culverted beneath the roundabout. The surrounding buildings respond to sightlines and turning radii rather than the need to produce a coherent urban space.

The brief required the linking of the shopping streets by a pedestrian area, with links to the Bourne River Park where possible. A dedicated bus route was proposed for the eastern side of the space.

Our solution combined a meandering footpath which passed through a central gathering space. An amphitheatre was included both to link the pedestrian area with the Park and to provide a venue for larger events. The planting was used to reinforce the movement lines and to define the central place. It was our hope that by removing the cars, the activities of the surrounding buildings would spill into the edges of the space, e.g. street-side cafes and outdoor displays, both to provide additional life in the space and to diffuse its geometry.

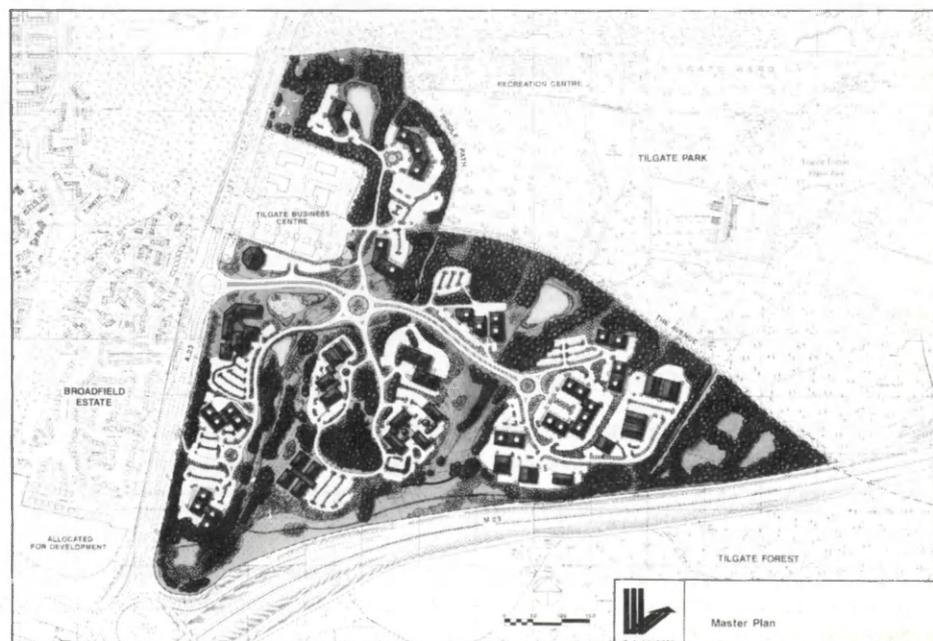
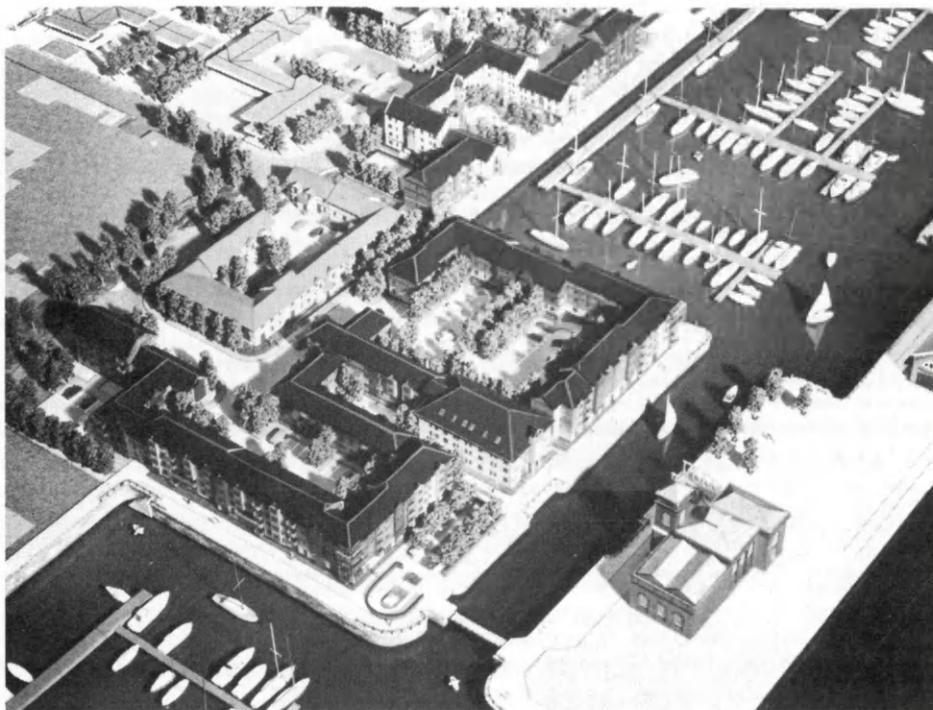
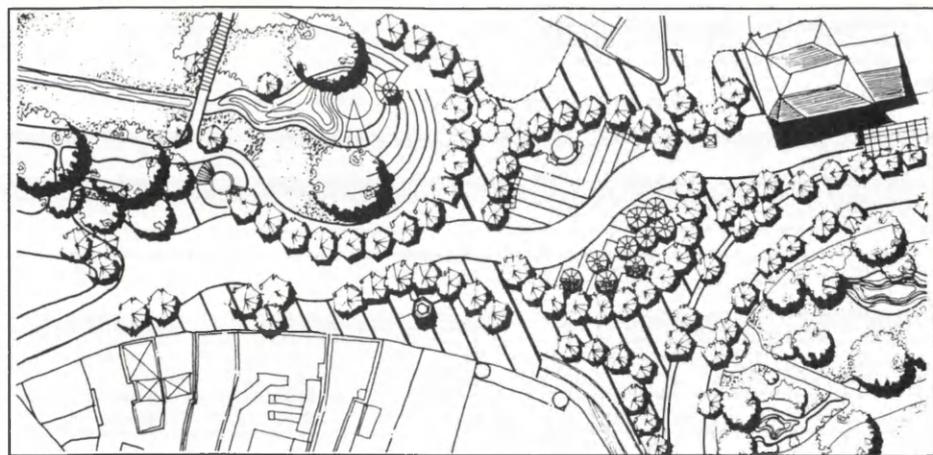
The Practice

DHV Landscape is part of the DHV Group, a Netherlands-based firm of engineering and environmental consultants. The Group has offices in Holland, Belgium, France, Germany, Portugal, Spain, Czechoslovakia, Hungary and Poland, as well as the U.K. This gives our consultancy a particularly European outlook.

DHV Landscape specialises in landscape planning and design. Our work is divided between large-scale infrastructure projects and a series of smaller design schemes. Many of our more interesting "urban" schemes have been feasibility studies. To date only the Swansea Maritime Village has been fully implemented.

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Top: Bournemouth Pedestrianisation
Middle: Swansea Maritime Village
Bottom: Gatwick 2000



Austin-Smith: Lord

Austin-Smith:Lord consider the notion of urban (city) design too restrictive. We prefer the term public realm design.

The scope of our work is influenced by the process of occupying different types of territory and the consequential impact on the nature and character of the environment enjoyed by the public. It encompasses a wide range of scales and types of territory in different social, cultural and economic contexts and at different stages in the cycles of occupation and re-occupation. The public realm can therefore be both urban and rural.

The effectiveness of our contribution to improving public realm design can be significantly conditioned by what occurs before or after our input. As a consequence we feel it is important also to contribute to the teaching of the nature and value of public realm design specifically to those involved in other stages of the development process. We have selected six projects which illustrate the range of our recent work.

Spennymoor - 400 KV Line

The territory is a highly valued but partially despoiled rural environment undergoing significant change. The public realms include public roads, vantage points and settlements and, in the context of rural territory, also extends into the open and enclosed private realms. In transmission line projects the public realm is the zone of visual influence.

There can be few other major linear developments which cause as little physical disturbance to the land it traverses yet impose such a dramatic visual impact on the existing rural landscape. Ecological and agricultural effects are minimum. The principal impact on the public realm of a complex landscape is visual impact.

In a rural environment of only moderate topographical relief, our main design aim was to maximise the association of the transmission line with the earth rather than the sky as shown in 1.

Weston Hall, Cheshire

The territory is rural, south Cheshire, the task to design a 300 ha new settlement of 500 houses in a 36 hole tournament golf course complex.

The public realms include the adjacent main roads, the public zones of courses and the housing clusters as well as the extended views from a main line railway, shown in diagram 2.

In addition to achieving continuity between the existing and the new landscapes, a prime design aim was visual coherence. We sought to establish an overriding visual order so as to create a strong mental image (marketing requirement) and an enduring development framework. Local Authority planning criteria and market and site specific considerations necessitated a concept which would visually interrelate a range of disparate landscape and built elements.

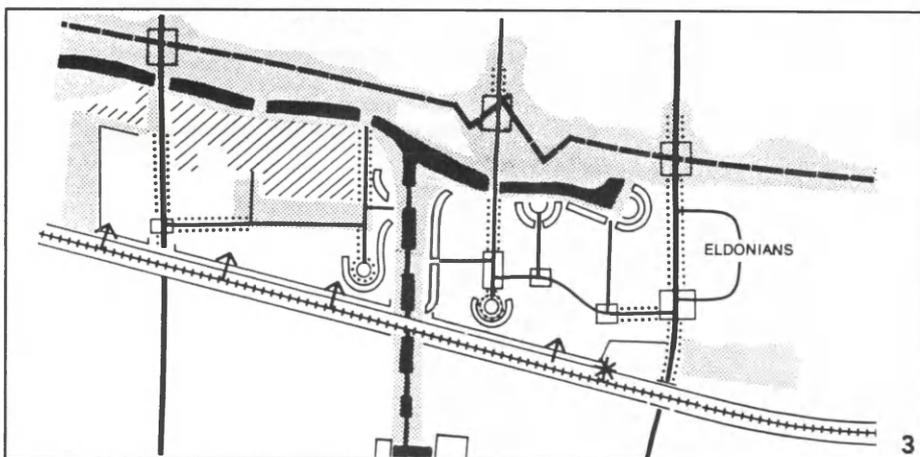
We were not inspired by several American 'non-place' examples visited. Rather, our



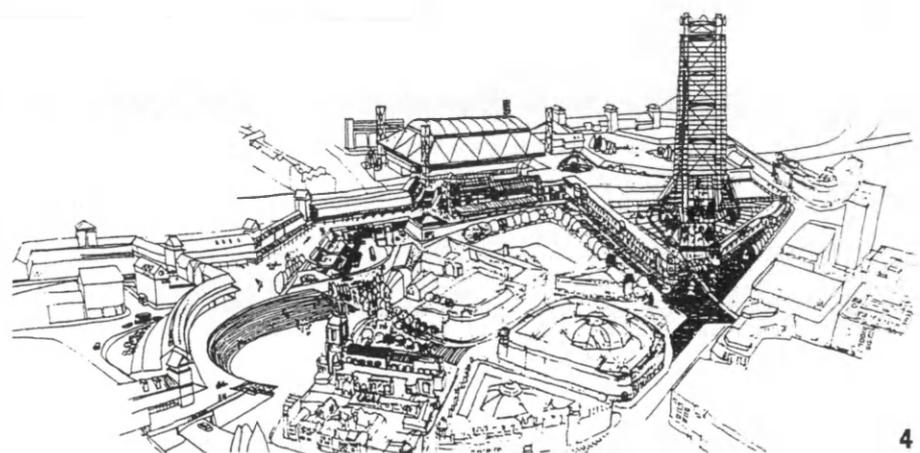
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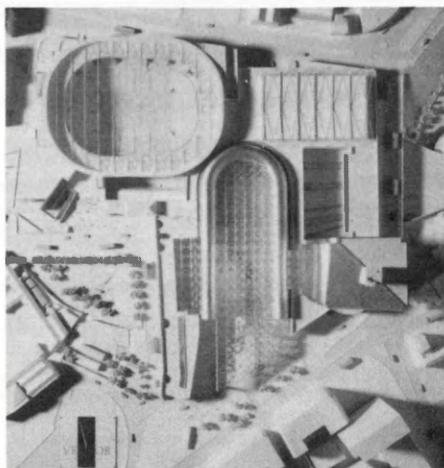
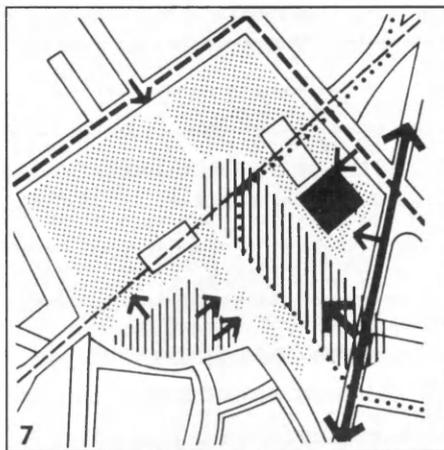
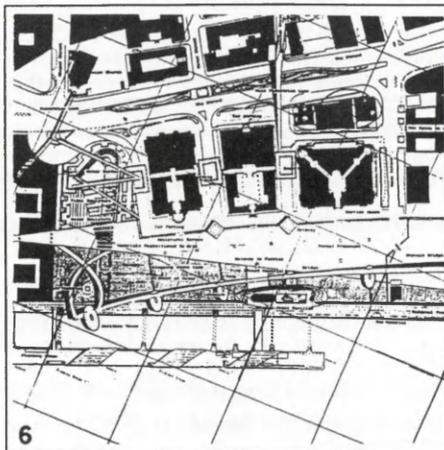
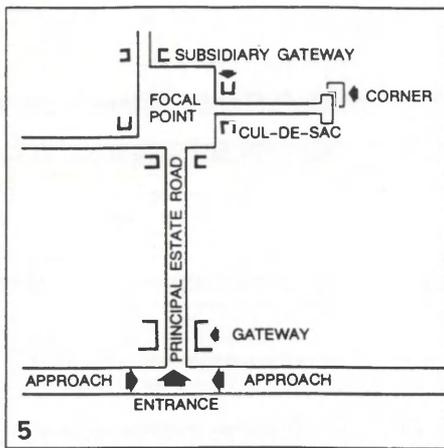
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3



4



ideas were informed by the formal and informal landscape designs of the 17th and 18th century English country estates. Our role as concept developers working within a multi-disciplinary team was extended to include brief preparation for the private housing areas, dialogue with the Local Authority on the design responses by developers.

Vauxhall, Liverpool

The territory is urban, sited on the northern city centre fringe. The project involves the redevelopment of 30ha of previously mixed dock related development for new residential. Confidence for new housing was considerably enhanced by the success of the adjacent Eldonians development. The scale of re-occupation created opportunities for district and city wide contributions to the improvement of the public realm. These included city and local roads, national waterways, district parks, the public setting of the housing and the views from an elevated local railway line.

The key criteria for our development framework were coherence, robustness, continuity and security. A prime concern was to re-establish the currency of traditional and user familiar urban housing situations. The development framework, shown in 3, therefore incorporates avenues, urban streets, squares, crescents, and explores their new vocabulary resulting from the quite different housing elements of the current market place. Bearing in mind significant local concerns for security, the development framework gave particular attention to the relationships of public and private realms.

Barratt PLC - Residential Design Guide

The territory is primarily suburban. Though improvements to the public realm of private housing have resulted from Local Authority design guidance, the client required more specific guidelines aimed at improving their product range. Our area of influence was limited in that individual house design and thus influence on different components of the public realm was primarily predetermined. The scope to improve the clients layouts was also significantly conditioned by highway guidelines. These have become progressively more prescriptive and a restrictive influence on layout variety and character.

We focussed on six key elements in the layout, the main external approach, the gateway, the main internal approach, focal points, thresholds between the trunk and branch, and turning corners (shown in 5). We examined how, even using existing house plans (developed independently of layout considerations), the company could improve layout design. We also identified some simple rules concerning house profiles and plan type relationships illustrating their practical contributions to the visual consistency and continuity of the public realm.

We believe that we have provided a vehicle for making a contribution towards improving the public realm of private housing, a territory much shunned by designers.

Pier Head, Liverpool - Competition

Here the territory is urban, the project the re-occupation of a gateway and city scale civic space. The context is city centre fringe and the slowly changing role of a river frontage. The public realms are city routes and a major public place which are connected to and seen from a variety of levels in the adjacent public and private realms.

Our precedent studies suggested a distinctive culturally based difference in the nature of British and mainland Europe civic spaces. The former generally provide settings for permanent and temporary activities specific to the place and the buildings nearby or which define the space. The latter tend more towards the role of the setting for adjacent buildings and the occasional ceremonial event. In our view the life and vitality of Pier Head had slowly been extracted as its gateway and terminus functions declined. This needed to be replenished by activities and events. The site had become isolated, highlighting the need for new and easier links to the city centre.

The structure and character of our development framework (shown in 6) incorporated the potential for new activities, accentuated Pier Head's pivotal development role and proposed a variety of new more direct relationships with water.

Vector - Victoria Station, Manchester

The territory is urban, a gateway and city landmark site. The context is the transitional zone between city core and fringe. The site is an important gateway and is directly linked to the city centre inner relief road with potential for a city harbour (parking). The city centre frontages are business and cultural. The air rights remain unfructified.

The city centre public realm design context had to be explored as part of the design work as only limited formal inputs were available from the city (early sketch shown in 4). Our site specific design involvement was extended to explore, develop and determine important city centre structure and character contributions.

The public realms of our scheme (shown in 7) include a range of city wide and city centre vehicular and pedestrian routes, the public concourse of the interchange linked to the Olympic Arena and parking as well as the forecourts occupying the zone between the development and the adjacent cultural activities. The scheme is organised around a multi-layered city room (see photograph on left). The main doorway opens from Corporation Street which anticipates the streets future as the main spine of the city centre. The listed facade of the station acts as a screen between the city room and the forecourts and informs the architectural language of the podium. The grain is large scale to the inner relief road and finer, more intimate to the city centre.

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DEGW Urban Planning

People and property are a city's greatest assets. As such, they are subject to constant change and development in response to new ideas and technology. Cities are increasingly aware that these assets present challenges that can't be tackled individually. In particular, decisions about the built environment must take into account the way people need to use it, both now and in the future.

This interaction between people and property is the central theme to DEGW's work and it enables us to place projects firmly within the context of organisational need. While cities project needs vary, from the immediate to the strategic, our approach treats planning, architecture, building use and technology as interrelated topics within a single discipline.

While the traditional approach is frequently unable to offer comprehensive solutions, DEGW have developed a unique range of analytical, creative and technical skills, more appropriate to today's market. All types of clients have discovered the benefits that this integrated approach offers them for urban design solutions at every possible scale.

THE DEGW APPROACH TO URBAN PLANNING

DEGW have developed a unique approach to urban planning problems by virtue of close relationships with end users, research into those users' building needs and strong design inputs at the strategic scale. This approach has seven main components.

1. Building on existing resources

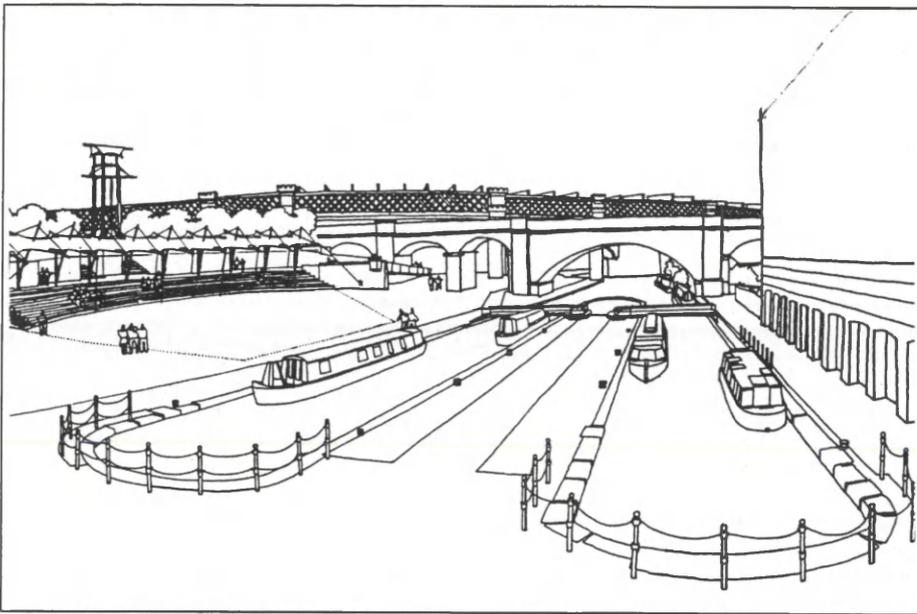
No site is a blank sheet. They have existing resources – physical, human, financial – which will influence development and which must be exploited positively: Exploiting these helps to mend the fabric of the whole city, stitching back together isolated areas so that they become re-integrated with their contexts.

2. Reflecting the needs of users

Successful developments are those which respond to the needs of the market place. DEGW, more than any other design company in Europe, has focused on the needs of users of the built environment and has learned to articulate these through credible briefs for development.

Our approach is based on more than 20 years of research among end users helping them to articulate their demands in terms of location, buildings and quality of environment, and this gives us a unique perspective on the development of complex sites over time.

A clearly articulated brief covering both quantitative and qualitative issues is crucial to the success of such a complex project and can only be developed by understanding properly what users require.

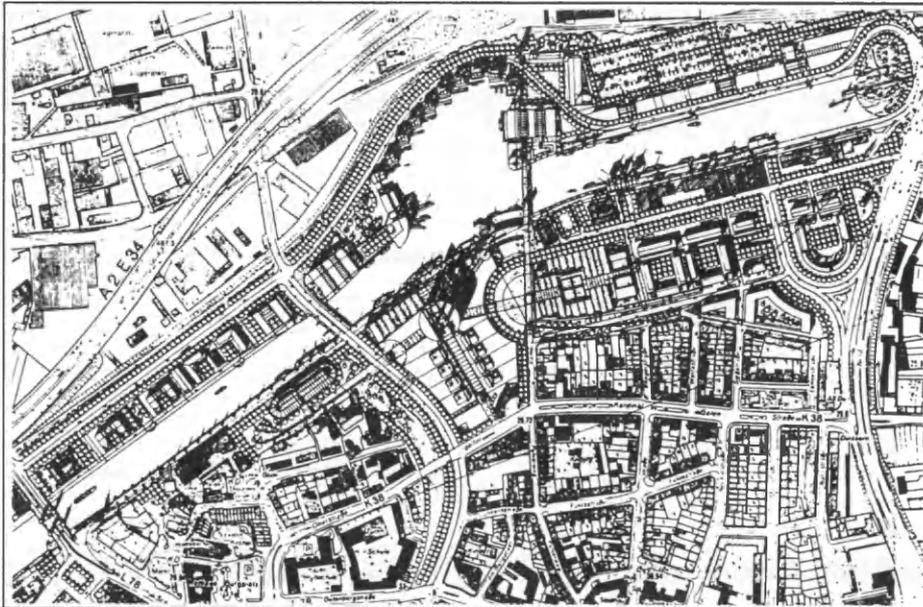


STAFFORDSHIRE WHARF EVENTS AREA

client: Central Manchester Development Corporation

Following an urban design study for Liverpool Road in 1990 DEGW won a limited competition for the design of a Public Events Arena in the Castlefield area of the city. The project involves the creation of a new public open space by the Staffordshire Wharf with seating and a demountable canopy structure. The project is due for completion in April 1993.

DEGW have now been commissioned to design the Castlefield Centre on an adjacent site. This will be an Interpretation Centre for this historic area to include permanent and temporary exhibitions and a base for the Castlefield Management Company.



DUISBURG INNENHAFEN, GERMANY

client: Stadt Duisburg and Emscher Park IBA

DEGW were commissioned as head of a team to produce a regeneration strategy for the Inner Harbour in the German city of Duisburg, the world's largest inland port.

DEGW's approach to an Urban Development Framework was to recognise the lack of demand at present for new commercial space and set about finding a catalyst which would stimulate development and attract new investment. The centre piece of the proposal is a Festival Market Place - a unique blend of shopping, entertainment and leisure - with renewed infrastructure to create development plots suited to a wide range of different users as demand increases.

3. Reflecting team work

DEGW do not believe that there can be a monopoly of ideas. But we do believe that projects demand clear leadership within a strategic framework.

4. Providing a robust concept

The quality of the public realm, the spaces between buildings, and the relationship of buildings to those spaces is the key to the creation of a new place.

- recognise the **genius of the place** and its attributes
- create a strong **sense of unity** without resorting to uniformity
- be capable of **incremental development**
- allow **fully informed decisions** to be made on the development of each plot

5. Designing with time in mind

The future is largely unpredictable, but we must create real **places** today which will have meaning and value tomorrow. This is not simply a question of optimising the huge investment in infrastructure, but it is necessary to create a sense of continuity between the past and development in the future. The concept of the "master plan" is dead. It illustrates only a snapshot of what could happen, based on current knowledge, not **how** development will happen over a prolonged development programme.

6. Identifying guidelines

The means to implement the overall concept over time is by articulating the strategy, its goals and objectives, in terms of detailed guidance. This must ensure that the development of each plot contributes to the overall vision but that maximum freedom is given to individual designers. This can only be achieved by a clearly articulated goals and objectives, concise briefs and necessary development guidance.

7. Communicating the vision

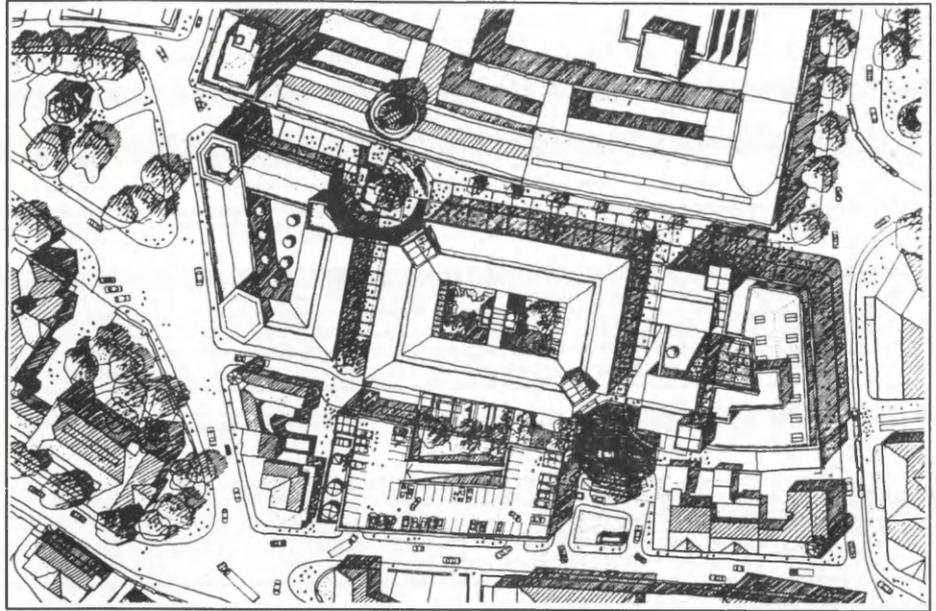
Ideas are only successful if they are believed in and implemented to reflect the vision of what the place could be. Local communities, politicians, investors and users need a strong design image and a clear sense of what sort of place will be created. It is the role of the planning team not only to make the plan but to communicate the concept and a programme of implementation to those who will live and work there.

The DEGW Group of Companies

DEGW Group Ltd is one of Europe's leading firms of planners, architects and designers with ten offices in all the major countries of Europe.

The Urban Planning Unit is based in the London office but operates throughout Europe. The unit is headed by Ken Baker, Director, and Lawrence Revill, Associate Director. Douglas Brown leads Urban Planning Projects in DEGW Scotland and DEGW Manchester.

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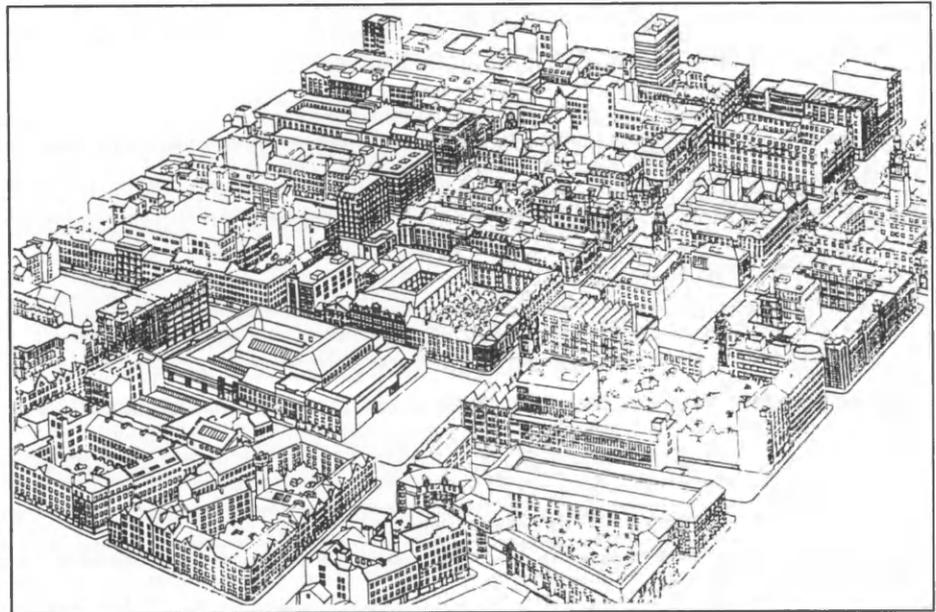
HAUPTWERK CARL ZEISS JENA, GERMANY

client: Carl Zeiss Jenoptik GmbH

DEGW have produced a development brief and strategy for the Hauptwerk site of Carl Zeiss in the heart of the city of Jena near Leipzig. The 125,000 sq m of space is now redundant and the strategy is a sensitive mix of rapid refurbishment and longer term redevelopment to create a new commercial centre for the city.

From the original strategy DEGW Berlin have developed the concept design for 60,000 sq m of new buildings - hotel, shops, department store and offices - for developers GrundAG. This is about to move to detailed design.

DEGW are now partners with Stuttgart architects and engineers IFB in JenProjekt, which is offering regeneration skills throughout Germany and Eastern Europe.



MERCHANT CITY, GLASGOW

client: Scottish Development Agency

DEGW Scotland has had a continuing involvement with the regeneration of Glasgow's Merchant City since 1985. DEGW was invited by the SDA to propose an image for Glasgow's historic Merchant City. This was done by evaluating the impact of various public and private initiatives being sponsored by the SDA and Glasgow District Council. DEGW also prepared strategies for a redevelopment programme to enable the area to realise its maximum potential for regeneration. The "Wilson Street Project" contains streetscape proposals for four streets surrounding the new Courthouse Fashion Centre, a Festival Shopping Scheme being carried out jointly by the SDA and Merlin International.

ROGER EVANS URBAN DESIGN



Since setting up in the mid eighties, the practice has been dedicated to providing specialist advice on urban design and related issues, and has undertaken a wide range of projects at both city and local scales. We believe that urban designers are able to take an overview of often complex issues involving different disciplines, and are ideally placed to identify design opportunities which span professional interests. The text responds to the invitation to define the principles on which our work is based, and implications for the design process.

A DEFINITION

Urban design is about the creation and management of the common ground on which our towns and cities are based, in both the sense that it is in the public domain, and also in that it reflects the shared values of a society.

VALUES

Our approach to urban design is concerned with the creation of safe, enjoyable and sometimes exciting places which work for people. It is about understanding that places which attract people also attract investment, and that turning ideas into reality demands a keen appreciation of financial opportunities and constraints.

It is about bringing together planning, architecture, engineering and landscape to create intelligible environments which

Top & right: Development Framework for Custom House Link, London . A proposal for new pedestrian links to surrounding areas required the rationalisation of council land holdings, and identified a series of development packages. This package focussed on a new square and demonstrated the feasibility of redevelopment through the calculation of residual land values. Second right: Conservation and urban renewal study to re-establish the town centre at Buraimi, Oman.

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function efficiently and where individuals and communities can feel secure and enriched by their surroundings. This public realm - the network of streets, squares and parks through which we experience our towns and cities - is at the heart of urban quality.

APPROACH

The success of any urban design project will rest on the creation of settings which support everyday human activities. The qualities of the public realm determine the value and appropriateness of development which addresses it, and this is the order in which we work - public realm first, briefed by general development requirements, and building responses to this context second. Of course all design is an iterative process, but we find this sequence of work sets the right priorities. Making places is about creating location. Good locations generate higher land values, and we consider that a fair measure of urban design is the long term land value generated. This approach implies five key work stages:

- recognition of the genius loci
- development of movement networks
- making places on that network
- built form and feasibility studies
- briefing

Genius loci

Urban design is primarily a site based activity, and while topic specific guides serve a purpose they are no substitute for site specific studies. Without recognition of site characteristics and the needs of local people,

we are reduced to design by pattern books.

Movement networks

The network of paths along which people can move is always the starting point for design.

At this stage we are concerned with facilitating movement in a manner which gives people the maximum number of opportunities. This stage seeks to establish a legible network of paths which:

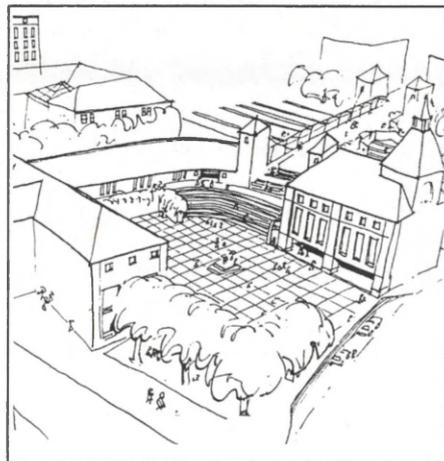
- make as many links as possible with surrounding areas
- aid orientation by using direct lines of movement
- has the finest grain possible given built form requirements

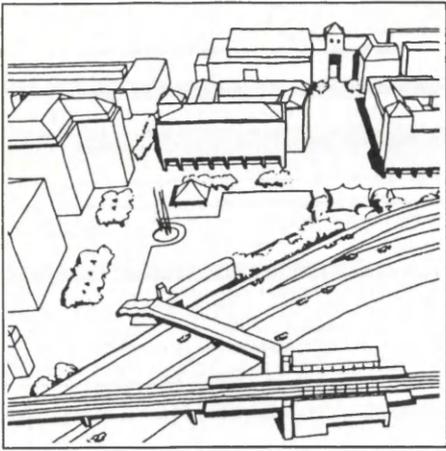
Making places

The movement structure contains energies for making places within its network. The structure should have a clear pattern and hierarchy. We are concerned with spatial hierarchies which promote orientation and enables someone to find their way around without a map or street signs. Too often the spatial manifestation of a city reflects the traffic engineers' flow diagram, and we must separate out spatial structure (which is robust and long term) and traffic management (which is short term and transitory). At key nodes within this network there will be foci of activity which can establish new squares.

Built form studies

Having established a public realm, we seek to develop the character of each spatial unit, and



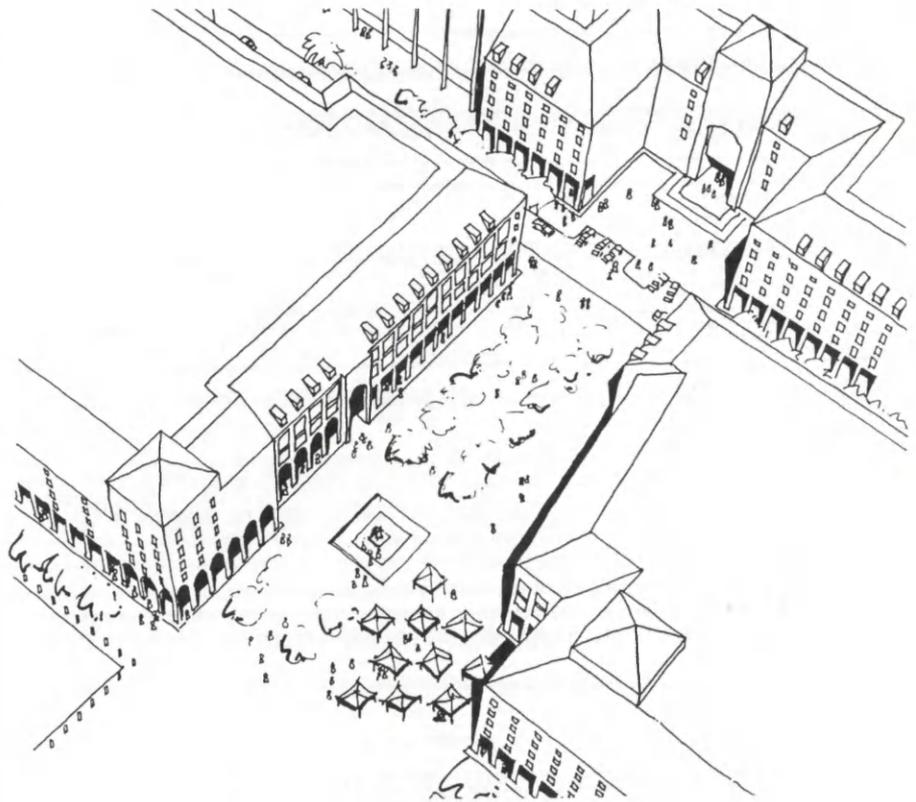


suggest the nature and use of built form. The first principle being that public fronts address the public realm and private or service areas are contained within the centre of blocks. All notions of community, self policing, public and private domains are threatened where this cannot be achieved. Mixed land uses are sought wherever possible. Where public buildings can be sited on the major public places the opportunity exists to extend the public realm off the street. Spreadsheets are used to compare options for building size, use and mix, and thus optimise residual land values.

Briefing

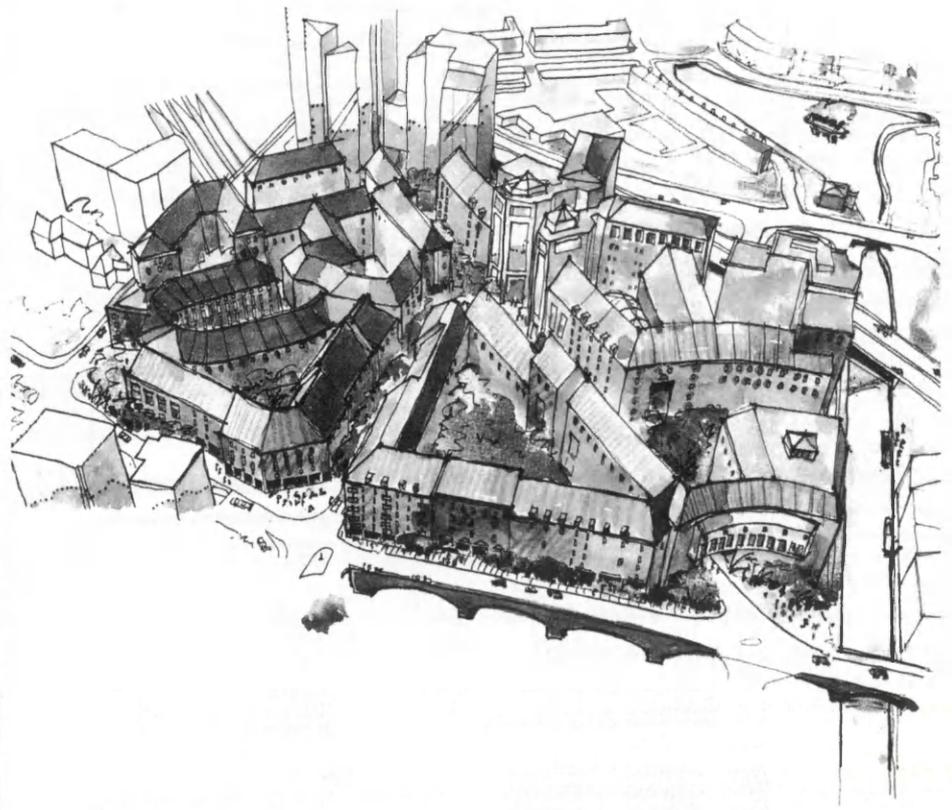
We prefer to define a larger number of development parcels rather than a small number of large ones. The increased complexity of implementation is far outweighed by the avoidance of relying upon a single developer, and by the richness and diversity which will be brought by a number of different architects working within the overall plan.

Site briefs are the urban designers working drawings, without which the plan is worth little; they co-ordinate development and ensure that the main principles underpinning the plan are carried through. By controlling the aspects important to the plan, much greater freedom can be given to the design of individual buildings. At worst, a good three-dimensional framework can accommodate mediocre architecture, and at best provide settings for the gems.



Above: Briefing studies for the East India Docks, London. The study defined a three dimensional briefing vocabulary which could be used to establish a new public realm. The briefing model could demonstrate to potential developers settings for new buildings.

Below: Project to re-establish a street pattern in Paddington Basin, London. Figure/ground explorations, below left, show how an existing street pattern can be extended over derelict land. The movement structure is developed into a public realm below right.



FAULKNERBROWNS*

Introduction

Cities are a catalogue of historical, social and economic issues. They can be read, with different parts of the urban fabric providing the relevant paragraphs that combine to tell the story. Whether it is 'Nash' in London or 'Haussman' in Paris, both represent significant interventions on the city form and are a contributory paragraph to the story of Urban Design.

Some cities contain more than one paragraph with different urban solutions for different ages co-existing happily. The beauty is in the contrast and the commitment of those times.

The serious question presently facing urban designers is whether we believe the story to be finished - and this includes an epitaph - or whether we are prepared to continue with a new chapter relevant to the times we find ourselves in.

Definition of Urban Design

As with Chomsky's view on linguistics, the significance of urban design lies within the deep structure of the sentence rather than the superficial word. Urban design often succumbs to the superficiality of visual appeal without achieving a real meaning or relevance to our times. The result is a complete devaluation of urban design principles. The country is littered with prime examples.

A real definition of urban design should be related to current social and economic issues. We all understand that a street should be designed to create an attractive and worthwhile environment, however do we all understand whether the street itself should continue to exist?

Urban design must be confronted at this level or how else are we to make a positive contribution to the character of our cities.

The secret may be not to hold on to what cities are, but rather actively to seek out ways to change them. This is not change just for the sake of it, rather a commitment to our society. If change is impossible, then this is an indictment of our times.

Approach

Our approach has been to try to understand and use social and economic values. We employ historical analysis and find that particular historical examples clarify our existing quantitative and qualitative analyses of specific sites. A specific site will be examined in its context and relevance to the city.

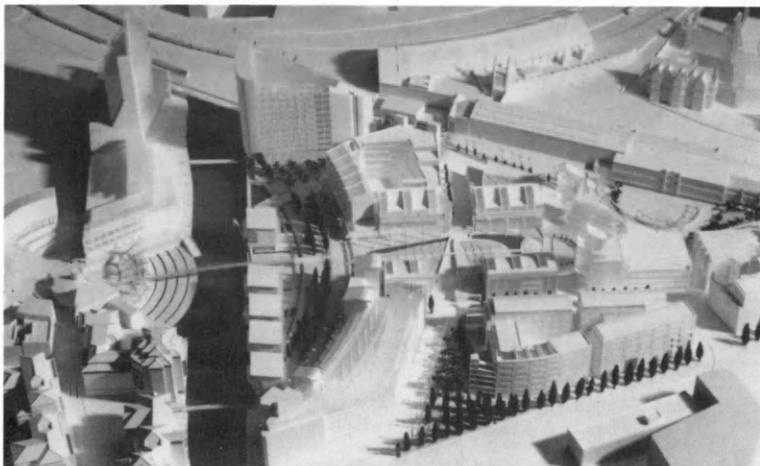
Understanding the context is vital if we are to develop the economic and social aspects of the brief. The tying together of these social and economic strands provides an opportunity to achieve far more. Environmental issues become the central focus and allow us to review how our cities evolve, how they are moved forward, and more importantly, how we can create building and contextual characteristics in our cities to bring benefit to the quality of our environments.



Bristol Temple Meads and Kingsley Village - Reinforcing the city structure with relevant new uses and places.



Interpretation seeks to draw out the indigenous characteristics of the area. The plan, as a result, maintains a sense of relevance to the structure of Bristol and illustrates how urban design can help maintain the tradition of the area, whilst extending the language to make a new statement for today.



The Interpretation

The analysis of the social and economic context has to be integrated with the current needs and aspirations of the city to give a valid interpretation. It is necessary to consider factors such as movement - pedestrian and vehicular, sense of place, scale and orientation, which shape the environment.

There are of course many other factors, but it is not important how many there are, but how relevant and how best to apply them.

At this point, real examples can best illustrate our approach to improving the urban environment.

Bristol Temple Meads and Kingsley Village Development Framework for Bristol Development Corporation.

A master plan has been evolved for an 80 acre site adjacent to Temple Meads Railway Station and the Floating Harbour in Bristol. The site is within 10 minutes' walk of the city centre and has the potential to be a significant gateway to the city. Historical difficulties relating to the site including poor access and the proximity of inappropriate uses has prevented the area from making any proper contribution to the city.

Analysis identified existing characteristics which could be exploited to bring a renewed vigour back into the area. The existing station would act as a new gateway not only to the city, but also to a proposed cultural venue.

The water could be featured to infuse the quality of the environment and create a festival area. A third focus could be defined around an existing retail warehouse providing three distinct areas all within several minutes walk of each other. Public spaces have been designed which are relevant to the anticipated mixed use generated by an hotel, shops, restaurants, leisure and cultural facilities and offices. Each public space will have a distinct identity and pedestrian movement between these areas will be encouraged.

Thamesmead Town Centre for Thamesmead Town Limited

This proposal for a 150 acre site adjacent to the River Thames includes a masterplan which aspires to create a new town centre.

The site incorporates a small existing development predominantly of small shops, which does not have sufficient critical mass or status to serve the area well.

The brief called for an integration of realisable commercial uses not normally associated with the town centre. The provision of large retail units with large amounts of parking is such an example.

Design work required the re-interpretation of the town centre identifying those aspects of most worth and emphasising them with a new pattern of use. Identity became a key phrase of the plan. The community nature of the space was intensified rather than being dominated by the private domain associated with the car. A public park, or village green was incorporated along with cultural, residential and a range of retail and leisure facilities to overcome the insensitivity of the imposed large retail unit.

Overall, the plan anticipates that towns will

incorporate new, appropriate spaces to accommodate changes in the patterns of use rather than be repressed by past uses.

Leeds Pedestrianisation for Leeds City Council

We were asked by Leeds City Council to review the role of their city centre, aiming to make it a better place to be. In our view, this could be better translated as a more relevant place to be.

Analysis defined three aspects of the city which required further emphasis.

The first was the civic quality and the need to identify a cultural focus. The second involved the decay of the existing market place and the requirement to provide a new entertainments focus. The third was the nature of the city centre itself, with the existence of medieval yards which have now become redundant. The yard was seen as an ideal opportunity to re-introduce more housing within the city and discussions have already taken place with various housing associations. The yard as an adjunct to the street became the ideal way to re-invest activity in the street, further reinforced by the proposed pedestrianisation.

Addressing these three focal areas along with pedestrianisation has effectively repressed the balance from out-of-town development towards the city centre.

It is important to note that the decision to pedestrianise was not primarily reached by recognising the imposition created by vehicles, but was viewed as a way to improve the shopping experience and evolve the nature of the street and create a civic identity.

Pedestrianisation was confined to well defined areas reinforced with pedestrian gateways that became symbols, information points and service points. Coordination of materials for finishes, seats, lights and planting was carried out with a coherent strategy, producing a distinct atmosphere which has encouraged people to re-invest their time in supporting the city.

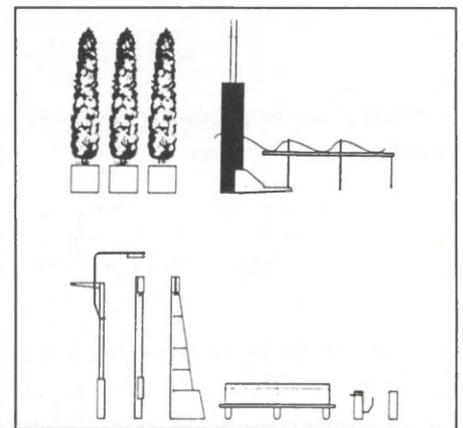
The important aspect of this plan has been to recognise how different requirements of the city can be synthesised, creating an end product which is far more relevant, and attractive to the citizen.

SUMMARY

We prefer our definition of urban design to be less specific. All three projects, discussed have led to a greater understanding and the emphasis of terms such as relevance, interpretation, and realism. These terms are more fundamental in the creation of worthwhile urban environments than functional terms such as street and square. Although these terms are more general, they are more appropriate and we believe allow a more effective contribution to the future of the public realm.



A Gateway to Leeds City Centre using a family of Materials & Street Furniture



The Practice

FaulknerBrowns* has been established for over 30 years with a national portfolio of multi disciplinary projects. Our Urban Design experience relates to urban and economic regeneration, masterplanning with development and implementation strategies and pedestrianisation. Current and recent urban projects include:

Bristol Temple Meads for Bristol Development Corporation
Leeds Pedestrianisation and Landmark Leeds for Leeds City Council
Homerton for Homerton College Cambridge.
Thamesmead Town Centre for Thamesmead Town Ltd
The Arcadian Birmingham for Avatar Ltd.
Wakefield Business Park for Redland, Peel Holdings and P.England, Esq.
Royal Quays / Port of Tyne for Tyne & Wear Development Corporation

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jbp URBAN DESIGN

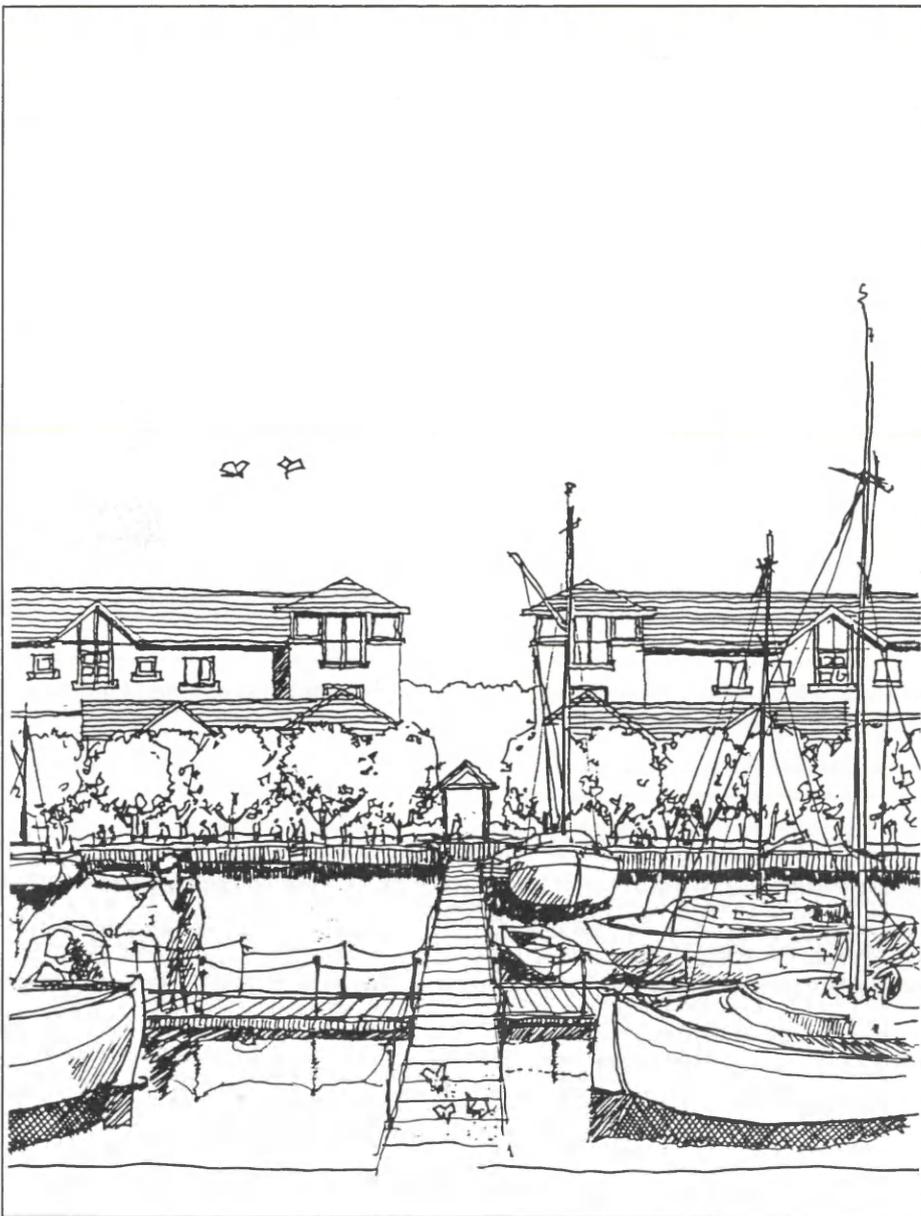
In just two years jbp Urban Design has managed to establish a track record of urban design work which stretches not only the description of the subject itself, but also the normal operating limits of what any small practice would find reasonable with completed projects in London, Manchester, Leeds, Newcastle and the West Country. Many larger practices would have been happy to generate so much work in the UK during this period, and indeed, have had to look to Europe and beyond to maintain the quality and quantity of commissions which they became used to in the 1980's.

Of course, jbp Urban Design has had significant assistance through its parent group, John Brunton plc, whose presence in the architectural and environmental fields has developed against the trend during present difficult times. Currently there are six studios around the UK and jbp Urban Design is based in Manchester.

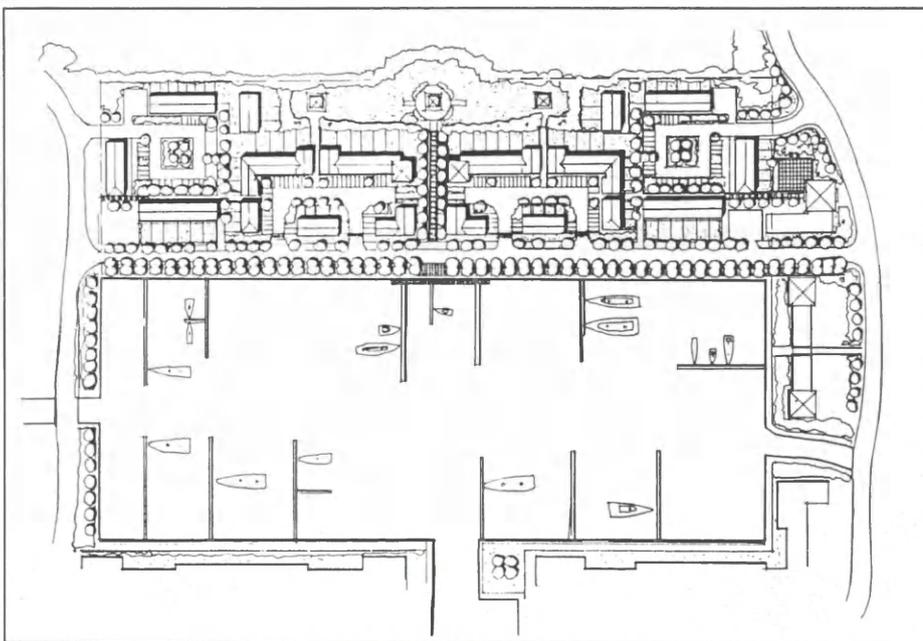
The philosophy is simple. Development does continue, in spite of our worst recession in decades. At the same time, urban design has become ever more critical to both the promotion and control of development. Whilst budgets may be more limited, they do still exist, and clients both public and private, have realised the value of urban design within the overall development process. In other words, urban design is, and will remain, a commercially viable, professional activity against the odds.

I make no apologies for this overtly commercial position statement. In fact it provides an appropriate introduction to the work of the Practice. As the work illustrates, it has not inhibited our urban design contribution; indeed, it is what makes it possible. It is also essential to realise that the move towards urban design skills being available through the commercial market place is one we must be aware of. It is a fact that an increasingly large number of Urban Design Group members are currently consultants, or, unfortunately, out of work. Only eight years ago, there was an even distribution of public/private employees within the UDG Committee, but this is not the picture in 1992. Moreover, public authorities are reducing staffing levels. Traditionally local authority planning departments provided real opportunities for urban designers, but there is little prospect of this in the immediate or mid term.

Our work is a 'pot pourri' of urban design issues: masterplanning, town centre studies, urban conservation, housing layouts and townscape analysis. Throughout it is evident that our approach is that of understanding urban design as a product of the development process. Our contribution is through town planning and architecture, but our aim is to bring an urban design influence to the wider design teams in which we work. We strongly resist the notion of urban design as 'big



Proposals for Fleetwood Waterside



architecture'. The process of development is much more incremental than such attitudes allow. Notwithstanding, the care and attention to detail and function which architects can bring to designs, projects must be embraced in the wider context of place.

Our clients are both public and private, but in all commissions to date, the common factor has been one of seeking to achieve or promote development of the highest urban design integrity. Influencing the development process is only partially achieved via the drawing board; rather, being in the right place with the right people and making a case for urban design common sense, can be much more effective.

These thoughts are meant to inform and be provocative, because it is only by debate that we can hope to make progress in attitudes towards current urban design practice.

Fleetwood Waterside

There is nothing particularly new in bringing an urban design approach to housing layouts. Our studies for social housing agencies have demonstrated the benefits of applying common sense to the design of places where people live, whilst at the same time achieving a quality of urban environment which in recent years has only been associated with private sector initiatives. At Fleetwood, it is essential that the first phase of development sets the pace for future building and it is on this basis that Bradford and Northern Housing Association's proposals have been accepted.

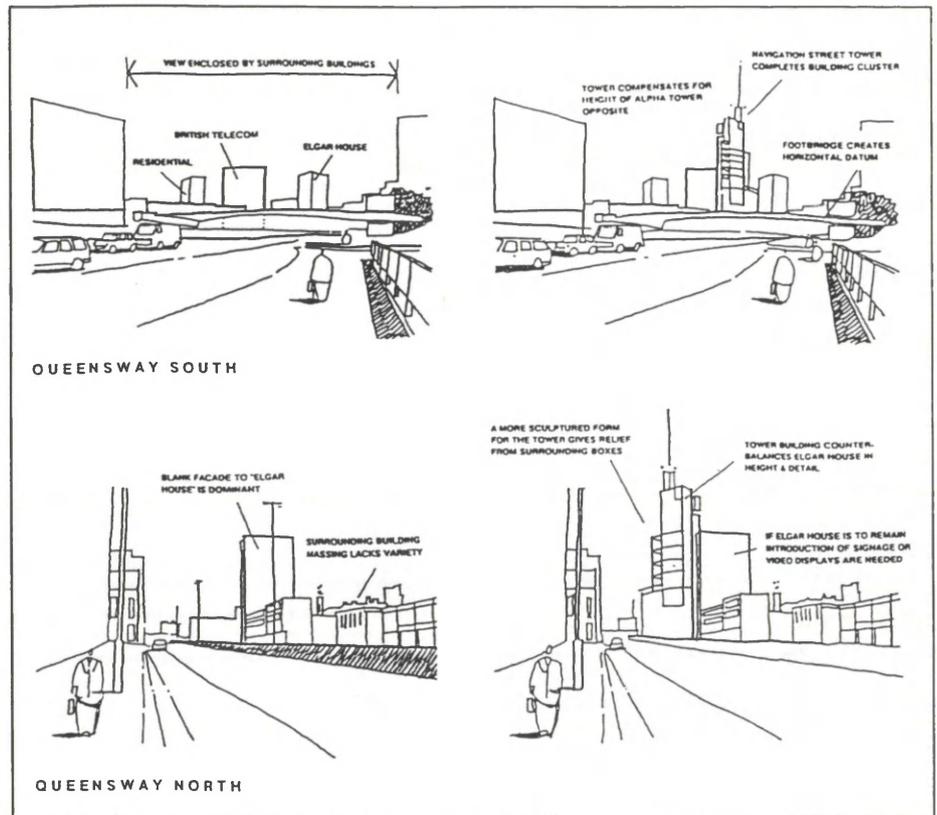
Birmingham Urban Design Study

In the wake of Birmingham City Council's earlier commissioned Urban Design Study, came the incorporation of certain policies within the Draft Unitary Development Plan. Our client had fundamental objections to restrictive height limits, and indeed, when alternatives were demonstrated, the City Council accepted a different urban design proposition.

Amber Valley Borough Council

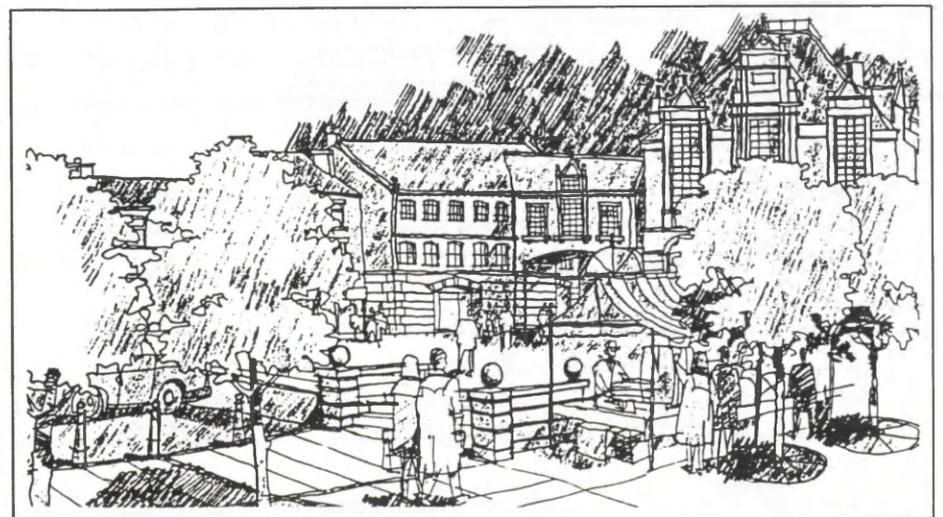
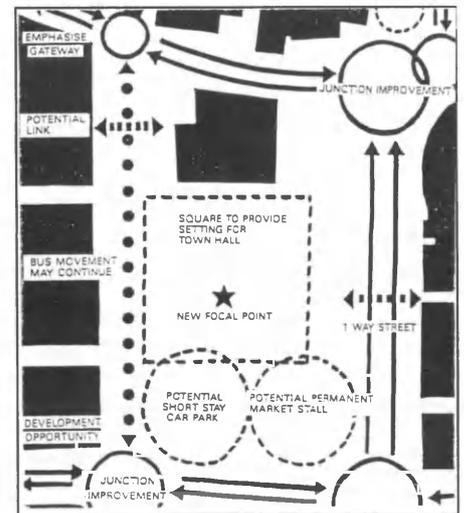
Urban design and regeneration initiatives cannot be restricted to our major cities and flagship sites. Equal importance must be given to our smaller towns and districts where the quality of urban environments is just as vital. At Amber Valley the Borough Council has targeted resources at four towns including Ripley (shown to the right) and our commission has provided a focus for debate and development action. Working closely with the Council's own planning team our work is ongoing and requires the fostering of confidence to develop with private sector partners. It has undoubtedly been about providing vision, but equally, it has required a thorough appreciation of prevailing development expectation. This commission has been undertaken jointly with Donaldsons Chartered Surveyors.

Stephen Gleave, jbp Urban Design
Magnetic House, Waterfront 2000
Salford Quays, Manchester M5 2XW
Tel 061 872 4556 Fax 061 848 0041



Above: Birmingham Tall Building Study

Right and below: Analysis of opportunities for Ripley Market Place and vision of possibilities.



MACCORMAC JAMIESON PRICHARD

The practices of architecture and planning have become too separated in recent decades; the practice of urban design is the essential link.

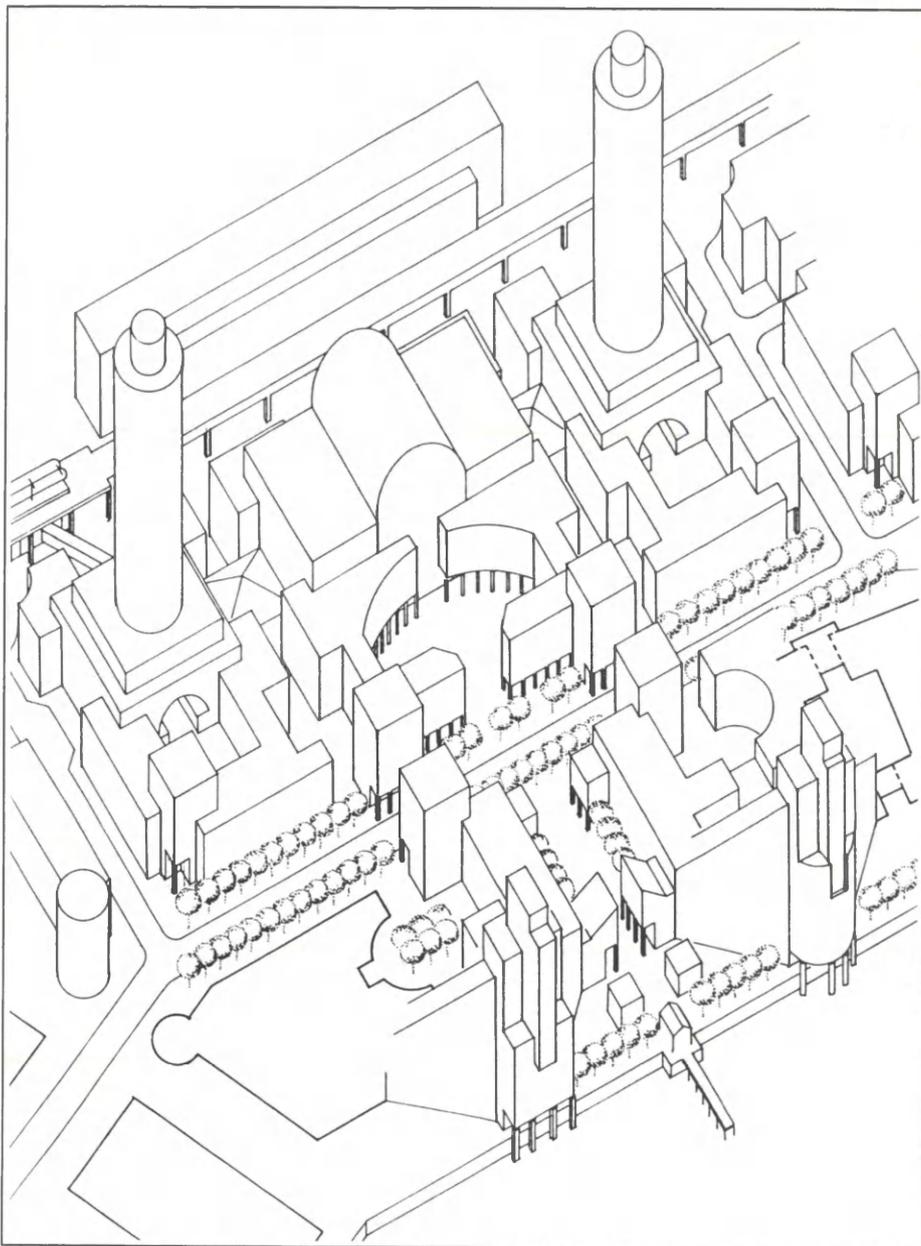
Urban design is an elaboration of the planning process, extending its quantitative definitions - density, building height and use - into three dimensional visual considerations directly affecting our experience of urban surroundings. Urban design can illustrate and make comprehensible to the public the consequences of those quantitative planning decisions.

The factor which most affects urban form is density and its relation to land value. When unchallenged, it is this which determines what kind of urban environment prevails - whether it can be of an eighteenth or early nineteenth century scale, whether it can be the scale of Edwardian development in London (such as Aldwych and Finsbury Circus, with plot ratios in excess of 5:1), or whether it is allowed to burst out of traditional European constraints like Chicago did one hundred years ago.

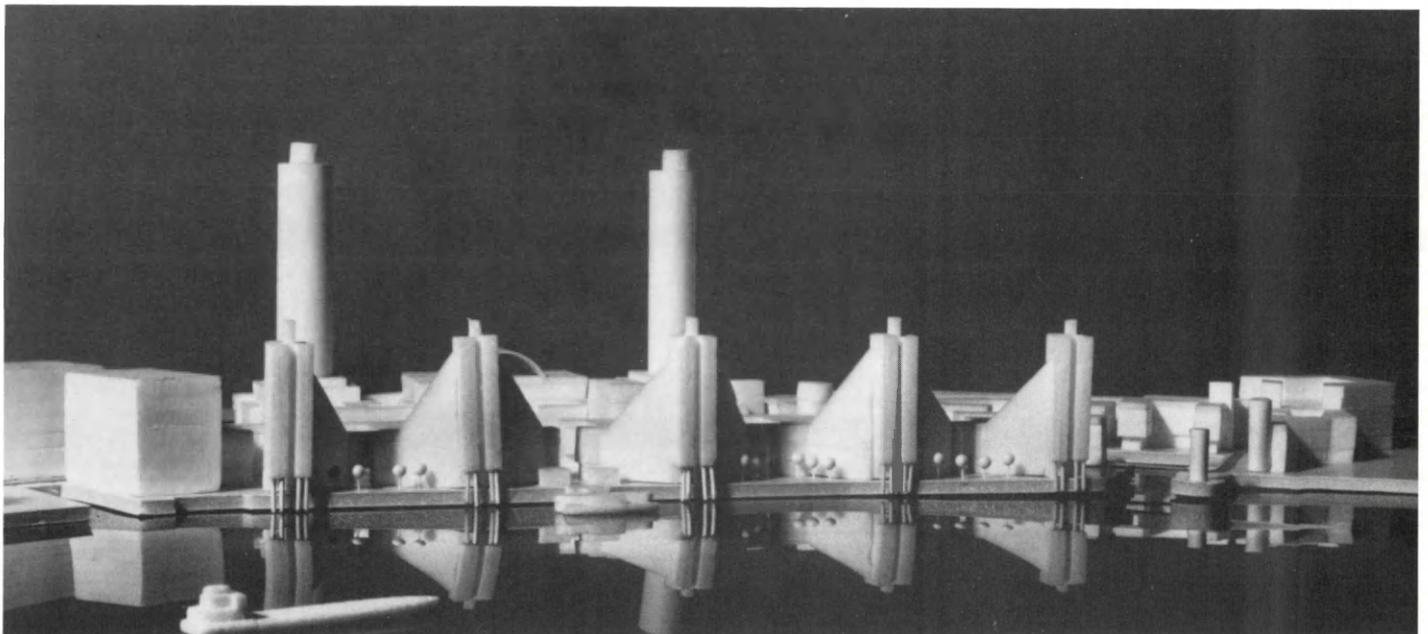
People do not realise that the destiny of cities is a civic responsibility, involving decisions which precede the design of buildings by architects.

In most situations - the Spitalfields Market and Paternoster sites are good recent examples - urban design should be seen as part of a political process which balances profitability against the quality of the public realm. In each case there is a conflict between the commercial potential of the sites and the cultural and historical expectations which they raise.

Much argument, time and money could be saved if masterplanning and urban design



Urban design study for Brunswick Wharf



were part of the planning framework at the outset of the development process for large scale, multi-use sites such as Paternoster and Kings Cross. The visual effects of planning objectives could then be made part of public negotiation at an early stage. There would be several advantages in this: developers would be clearer about their obligations, and the onus would be taken off architects to protect public urban values single-handedly in defiance of rampantly philistine commercial pressures.

Two recent urban design studies illustrate our approach and preoccupation to rediscover and define a public realm that is appropriate for London:

Brunswick Wharf

Our urban design study at Brunswick Wharf in London's Docklands focused on a derelict 25 acre waterfront site. It considered the importance of tall buildings in a flat cityscape, experiences from the river and a new fast-moving highway system, and looked at the form and content of the site at a strategic level.

Two cylindrical towers, among the highest in London, were conceived as a memory of the demolished power station chimneys. The hinterland development consists of a continuous courtyard array of five and six storey buildings around sheltered spaces. Initial massing studies envisage a 12m deep 'ambivalent' space which could be either housing or offices, to enable the eventual content of the scheme to evolve without losing the scale and definition of public spaces. This study also addressed the crucial issues of road layout and car parking at exceptionally high densities.

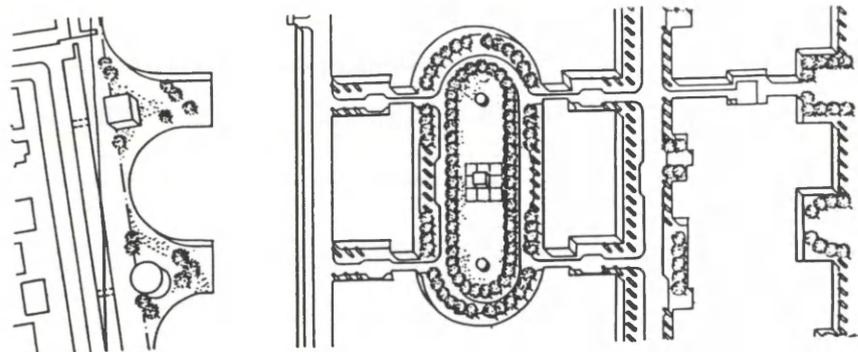
Millharbour

Our study for Millharbour considered three levels of prescriptiveness. The first, a minimum level of intervention, involves a primary street system, using existing streets and the existing land ownership boundaries. The second level of intervention prescribes the location of further streets through the blocks to achieve a more appropriate degree of permeability, particularly in relation to the water. The third set of drawings investigates in plan and section, an arrangements of courts and precincts which acknowledge the discipline of office depths and grids. It shows a density which rises progressively from the hinterland of existing housing towards the waterfront.

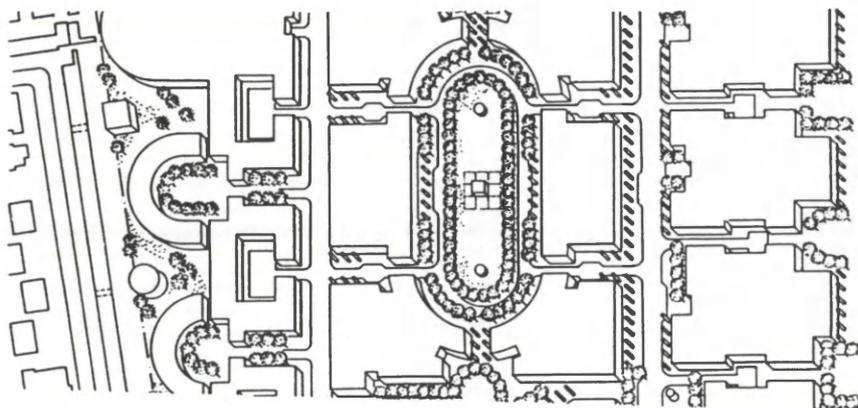
References:

- "Designing Cities with Democracy"
Architects Journal 14.3.90
- "A Question of Scale"
Architects Journal 10.9.86
- "Fitting in Offices"
Architectural Review May 1987

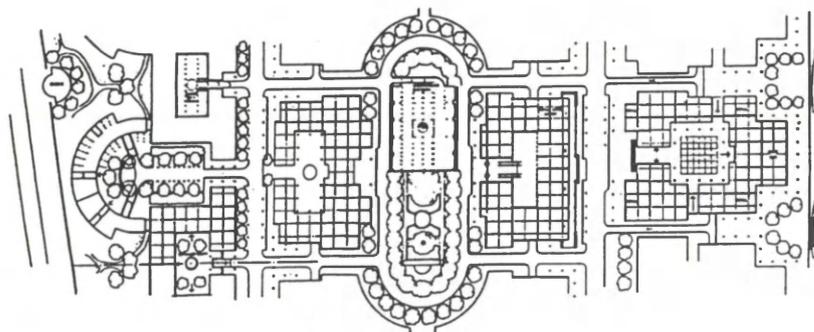
David Prichard
MacCormac Jamieson Prichard
 9 Heneage Street
 Spitalfields, London E1 5LJ
 Tel 071 377 9262 Fax 071 247 7854



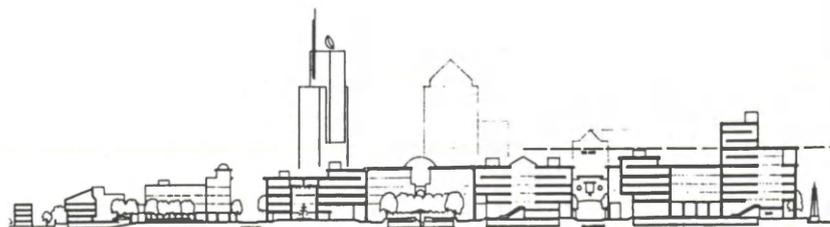
Minimum level of intervention – primary streets



Second level of intervention – additional streets



Intervention involving office depths and grids



Section showing density rising progressively from the hinterland of existing housing towards the waterfront.

ROBERT MACDONALD ASSOCIATES

URBAN DESIGN APPROACH

Urban design is the means of giving identity to the public realm.

This is equally important for the vast areas of housing as it is for the most sensitive areas of our historic towns and cities. It could be considered of greater importance.

This practice has been involved for a number of years in the design of housing and commercial projects in Milton Keynes. The housing has been for public rental, private sale and retirement. These projects have been designed within the context of structure plans, that define the location of individual sites..

Consequently, the commission to Masterplan a 'grid square' was an opportunity to create an urban design solution that addressed many of the problems associated with the constraints of structure plans. It was an opportunity to abandon the corridor aspect of 'verge, footpath, verge, road, verge, redway, verge', and to resurrect the traditional village that is less formally organised and consists of irregular groupings of buildings and open space.

The traditional village grew as buildings emerged at the confluence of routeways. Roads were defined in space by buildings and natural or man-made landscape, their scale and construction determined by their function.

BROUGHTON AND MIDDLETON

At Milton Keynes and Broughton villages the challenge was to make the additions to two existing settlements appear to be natural and visually seamless.

In the new town context roads at all hierarchies of use are defined and in many cases constructed prior to the design of a building layout.

In Milton Keynes village gridsquare (known as Middleton) we sought to re-interpret the manner in which roads define the public realm by conferring a new purpose to the road layout. The curvature of the road is reinforced by a landmark building, the confluence of roads or footpaths become a place. When opportunity arises footpaths follow other 'desire lines', whilst roads turn around buildings that are obstructions in their way, the best kind of traffic calming.

The Master Plan creates seven neighbourhoods, each focusing onto groups of landmark buildings located on road bends or junctions or relating to the existing village or topography.

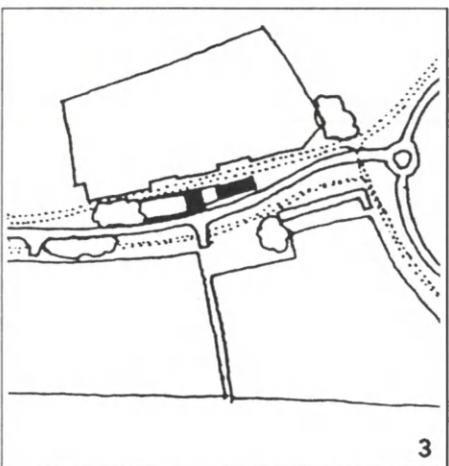
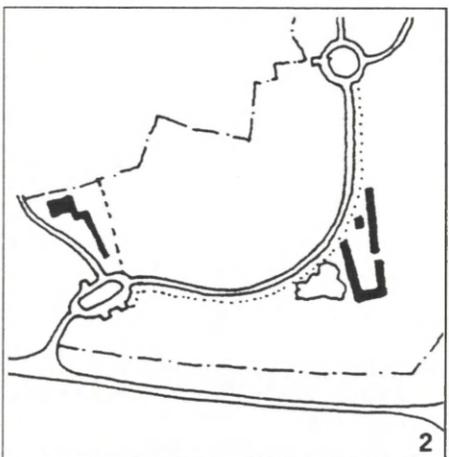
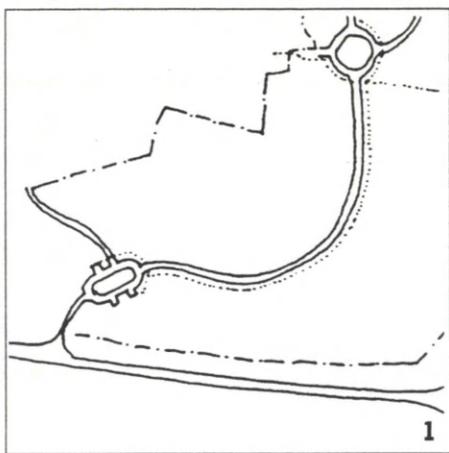
LANDMARK BUILDINGS

The landmark buildings act as a 'seed' in the development process. By constructing specific buildings, as the physical and visual focus in neighbourhoods, a 'personality' or theme is established. The construction of the surrounding housing can respond in its scale and massing and its use of materials to these landmark buildings. This development process will ultimately lead to the creation of new and memorable places. In this way the urban design concept supports the Development Corporation's ambition of establishing 'character zones'.

All of these elements combine to give a relaxed yet continuous public domain, that has an inbuilt flexibility, an essential element in the development process.

Practice

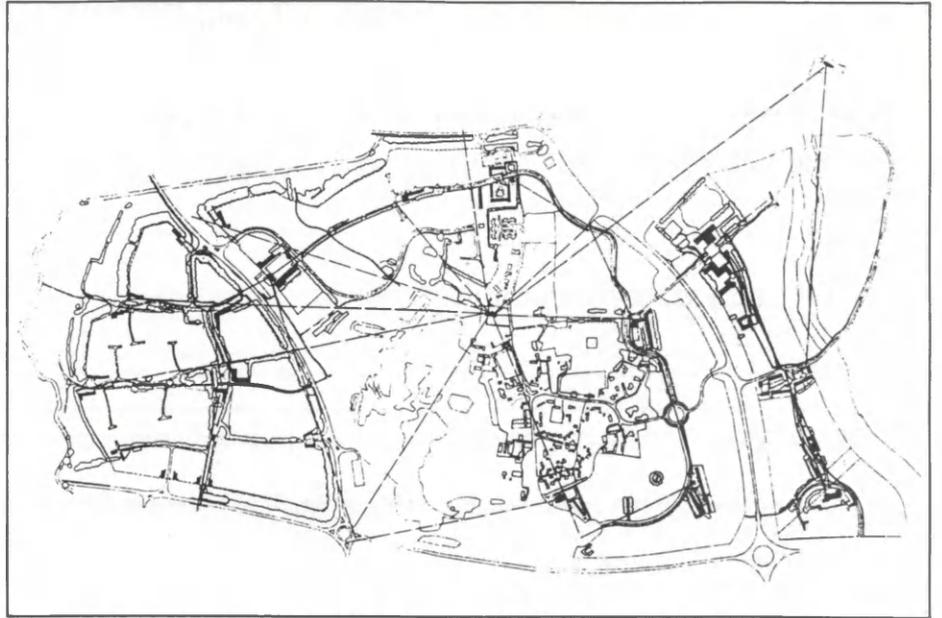
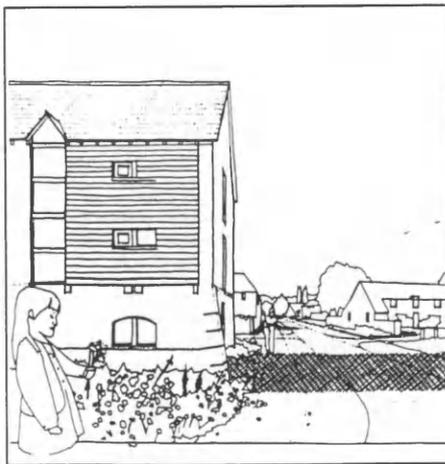
Robert MacDonald Associates
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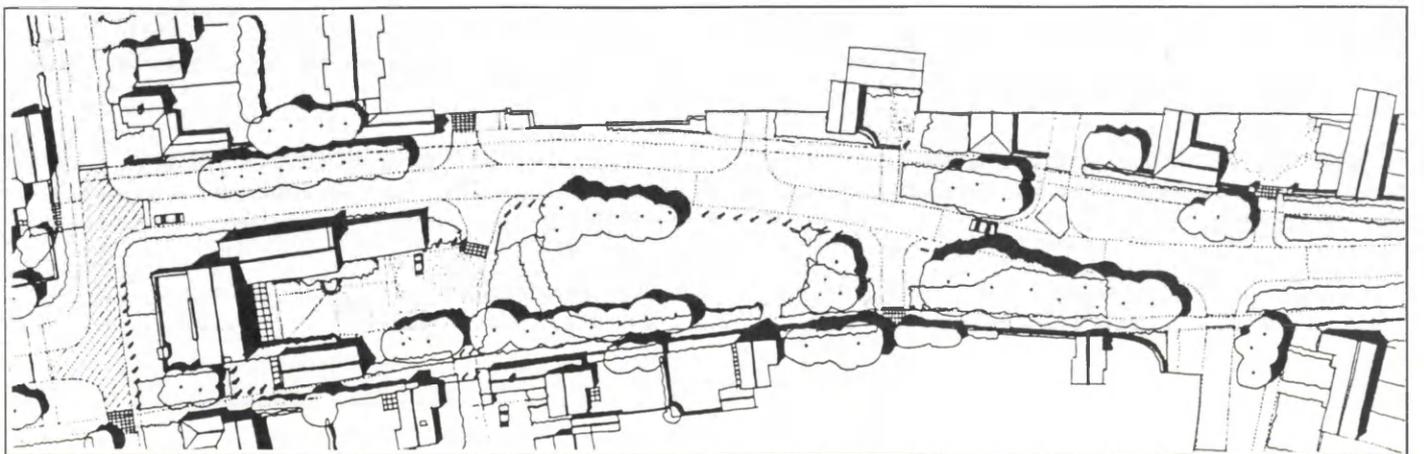
1. New Town process of constructing local routes in advance.
2. Reinforcing the curvature of the road by a landmark building.
3. Road lines turn around landmarks.

Below:
Traditional village layouts at Writtle, Essex, Wickham and Milburn showing roads defined in space by buildings and landscape.





Top: Context plan for Broughton, Middleton and Oakgrove gridsquares at Milton Keynes showing location and relationship of landmark buildings.
 Above: Plan of proposals for Middleton West area.
 Below: Detail of village street in Middleton West
 Above left: Views of village street and local shopping centre.



REVIEWS OF BOOKS ON KEVIN LYNCH'S WRITING, HOUSING DESIGN, LONDON : WORLD CITY, TRAFFIC IN TOWNS AND A REVIEW OF A WORKSHOP HELD IN HAMMERSMITH

LONDON : WORLD CITY – A RESEARCH PROJECT by Coopers Lybrand DeLoitte – Published by HMSO 1992 £24.95

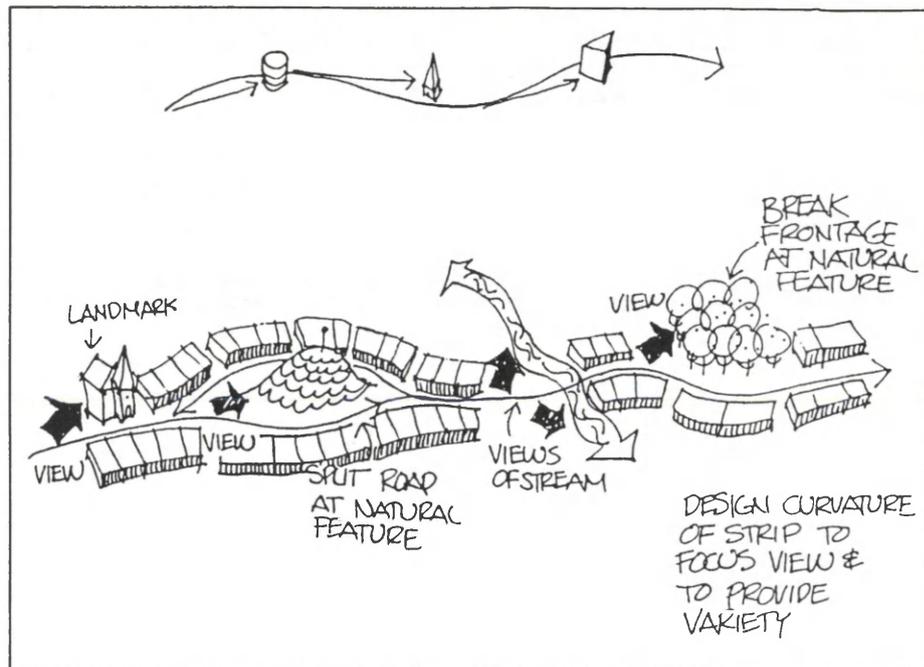
According to Lewis Mumford big cities are like museums where 'every variety of human function, every experiment in human function, every experiment in human association, every technological process, every mode of architecture and planning can be found within its crowded area'. According to the authors of this book 'world cities may control the global economy but there is no reason why they themselves should play a leading participatory role across the full spectrum of economic endeavour. World cities need to specialise to capitalise on their strengths'.

Overall I was impressed with LONDON : WORLD CITY; the agenda the text provided in order to review the merits and qualities, or otherwise, of London as a major world city seemed to be almost complete and ranged through issues from wealth and trade, jobs and income to enabling infrastructure and Quality of Life concerns; and perhaps the most valuable characteristic of the whole was the continuous comparison with New York and Tokyo, Paris and Frankfurt, issue based and measured comparisons which are well presented and readily understood.

My difficulty with LONDON : WORLD CITY is in the predominant view presented through the eyes of the 'financial consultant'. Mumford's view of the city as the arena or stage for all human activity contrasts with that presented of world cities... as specialised centres of economic activity and endeavour. It is perhaps a particular, and curious view, that the city may be seen today as having such a singular role, but then perhaps not so surprising when we remember the presenters of the view are financial consultants. The same background that has led so many of the early planning stages in the establishment and development of Britain's Development Corporations.

Although Mumford's words, and particularly his analogy with museums may now be dated, his insistence upon the richness and complexity of cities and city life remains true today, and sadly too little of that richness and complexity of New York, Tokyo, Paris, Frankfurt, or LONDON is referred to in LONDON : WORLD CITY, or indeed the contribution such 'qualities' make to the real value, richness, wealth, and well-being of London or any other World City in the late twentieth century.

Alan Simpson



CITY SENSE AND CITY DESIGN Writing and Projects of Kevin Lynch edited by Tribid Banerjee and Michael Southworth MIT Press, 1990 £49.50.

Kevin Lynch died in 1984 having produced seven seminal books and twenty five key journal articles making him, in the words of the editors of this major volume, the leading environmental design theorist of his time. His work remains a cornerstone of contemporary urban design theory remarkable for its insistence upon the importance of the citizen's perceptions and perspectives on urban form, environmental and urban design. It is to Lynch that we owe the key concepts of imageability and legibility, and it is his insistence upon vitality, diversity, identity, continuity, comfort and adaptability that has clarified the design task. More than any other writer Lynch married the aesthetic concerns of the civic designer, the functional concerns of the engineer, the human awareness of the social scientist and the ecological concerns of the biologist. If he was never able to fully articulate the connections between social structure and environmental images, between meaning and aesthetics, he always asserted the central importance of this relationship, bridging the gap between the townscapists and the social scientist. His critique of urban conservation and his exposition of site planning techniques remain definitive texts two decades after their publication. Furthermore Lynch never ignored the political aspects of design - issues of access, control and equity - though equally he never relinquished his search for efficiency. Eight years after his death we are still rediscovering the importance of the public realm, urban ecology, waste minimisation, sustainability and participative

design, themes that lace these essays.

This volume is a collection of 48 Kevin Lynch essays including all his major journal articles, many unpublished essays, some travel notes and key consultancy reports. Edited by two former students, themselves part of another enormously important Lynch legacy, this book is a homage to his memory. Well edited and beautifully produced, this 853 page volume completes the collection of Lynch's work. It is introduced with a fascinating biography that explains Lynch's unusual academic background, his Dewey based "learning by doing" in a progressive high school, his rejection of Beaux Arts architecture at Yale, his year with Frank Lloyd Wright, his exposure to engineering and biology, his subsequent architectural and army experience, and his bachelor's degree in city planning that constituted his only higher education qualification. The biography does not explain the nature and origins of Lynch's politics, nor does it fully explain his preoccupations or academic approach, but it is nonetheless extremely illuminating about the man and his work.

The book is divided into seven sections each of which is introduced and 'contextualised' by the editors briefly explaining the content of each essay, its relationship with his other work and the reasons for selection. This structure works well and produces very effective summaries of large bodies of work. It will be equally valuable to those who know Lynch's work well and those completely new to it.

Section I outlines Lynch's early theories of urban form and the linkage between the qualities of form and human use which is central to all his work. Section II focuses on human experience of cities revealing Lynch's own techniques of observation in his previously unpublished travel notes, his

concern with public perceptions and meanings, and the successes and failures of *The Image of the City*. Section III on the Analysis of Visual Form is of immense interest because of its practical application of techniques of visual analysis. Section IV sets out his normative theory of urban form that was later expanded into *A Theory of Good City Form*. Section V looks at the fundamentals of design education but includes key conceptualisations of urban design as well as more examples of his practice. Section VI is devoted entirely to seven major projects that he undertook ranging from the site planning of a campus to consideration of a metropolitan region (San Diego). The concluding section emphasises Lynch's utopian spirit by including examples of his utopian and dystopian (post nuclear holocaust) writing and a fantasy on waste.

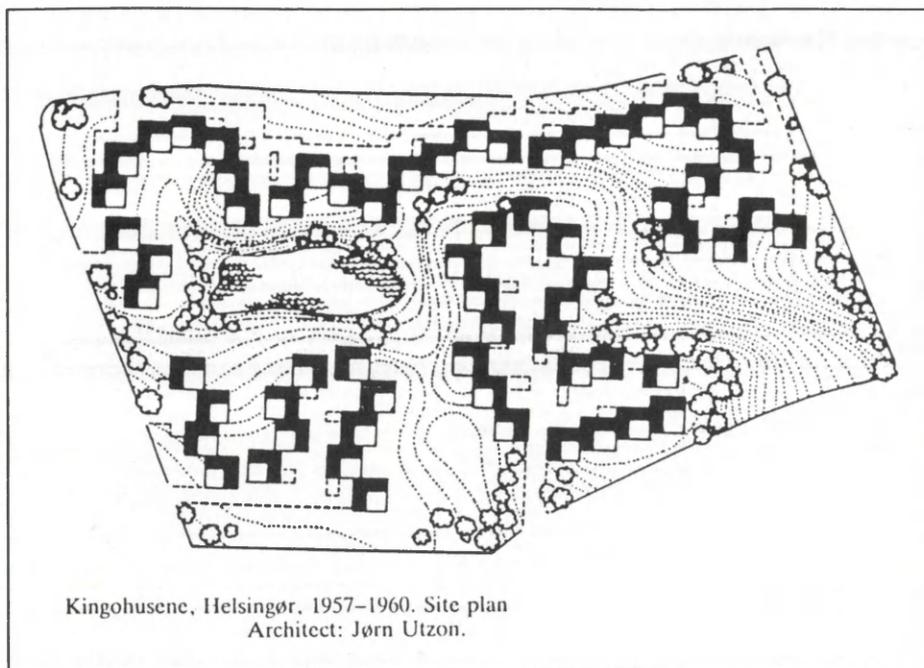
Who should buy and read this book? Perhaps nobody will read the book cover to cover, although the quality of writing and the richness of material would make this much less arduous than might be supposed. But every serious exponent of urban design will need to read extended sections of this book. Students should read the travel journals which show us the value of acute observation and introspection (what the camera, one of our greatest tools, has almost destroyed). Design policy writers must read the Boston Tomorrow policies, consultants need to reconsider the Community Visual Survey techniques, academics would benefit from the education and practice section. These are just a few of the previously unpublished or difficult to obtain essays. Re-reading the classic articles like 'A Walk Around the Block' or 'City Appearance' one is reminded how much we have all absorbed from Lynch's writings and how unsurpassed they remain.

A quotation from one of his last manuscripts highlights his continuing relevance

'What is usually called urban design today is more often large scale architecture, which aims to make an object in one sustained operation, according to the will of a gifted professional. It may even be no more than a visible gloss, applied to a development 'package' to help it glide along the rails of decision. True city design - dealing directly with the on-going sensed environment of the city, in collaboration with the people who sense it - hardly exists today' (p254).

There is still a case for a thoroughgoing critique of Lynch's work, and this collection eschews such an approach. But whatever criticisms are eventually made one can be sure that Lynch will have already made most of them himself (eg Reconsidering *The Image of the City*). He was that sort of man. *City Sense and City Design* will always have much to teach us and all serious urban designers will want a copy on their bookshelves.

John Punter



HOUSING DESIGN IN PRACTICE (Longman Scientific & Technical)
HOUSING DESIGN, AN INTERNATIONAL PERSPECTIVE (B T Batsford) both by Ian Colquhoun & Peter G Fauset

These two volumes are essentially a pair, clearly deriving from the same research. "Housing Design in Practice" is an all-you-ever-wanted-to-know-(UK) manual. The "International Perspective" is an anthology of my favourite-housing-projects-at-home-and-abroad. Though they are published by different houses they are in size a matching pair, and in common exact remarkably high prices - £85 and £60 respectively - which one must attribute to the limited circulation anticipated, rather than any inherent quality of production. This is undistinguished; the quality and reproduction of photography, especially in "In Practice" is uneven, and there is no colour.

"Design in Practice" is an encyclopaedic compilation with chapters on the historical development of grouped housing pre and post 1945, site layout criteria, layout design, design of the dwelling, special needs housing, and feedback. The historical perspective is inadequate. For example, there is a tendency to imply Modernism = Le Corbusier = tower blocks = bad. Of his *cité jardin en hauteur*, his sinuous deck housing and stepped housing for Algiers, of his Roq & Rob hillside housing, there is no mention. And there is no mention of Team 10, Roehampton, Parkhill, nor of any of the work of Camden Architects Department. Though this may all be seen as an unfortunate episode best forgotten, it has to be significant if not for itself, then for the counter-reactions to it in this country, and its continuing and ineradicable influence abroad.

The section on Post War housing in Western Europe lacks balance, some

countries being dismissed in one short paragraph, while others receive many pages. It was perhaps impossibly ambitious to hope to achieve consistent world-wide coverage. The succeeding chapters are largely extracts from County design guides and DoE bulletins, together with the authors' reasonable guidance.

"Housing Design, an International Perspective" enlarges the horizon. It is a hardbound scrap-book, of 70 projects from 18 countries, built for the most part over the last ten years. They are classified as urban housing, infill development, housing on hillside sites, housing for the whole community and participatory housing. Each classification has its introduction. Information about projects could have benefited from more consistent presentation, plans for instance varying in scale, graphics and room naming, and statistics about any one project varying from a page to a few lines. As in 'In Practice' no mention is made of the radical transformations of old and problematical housing, now an interesting and increasingly significant field at home and abroad.

These two volumes are nevertheless a useful pair of source books on an ever important subject. One hopes that, at this time, when first cost alone is ever more narrowly the criterion, those responsible for adding to and repairing the fabric of our cities will be moved by these images of variety and quality.

Martin Richardson

LESS TRAFFIC BETTER TOWNS
 by Tim Pharoah
 Friends of the Earth publication £10.95

Several books on transport have recently appeared and been reviewed in this journal. Is there anything about this book which is different from the others?

Yes, in the first place the book has a message which is, I believe, novel. The author - and FoE - want us to achieve a 30% reduction in traffic by the year 2005 in order to conserve energy and reduce carbon dioxide emissions. To achieve this we have to dispel the myth that the expansion of economic activity is dependent on traffic growth; the author points out that during the 1980's traffic in the UK grew twice as fast as traffic in West Germany and yet the expansion of economic activity in both countries was the same. We also have to dispel the myth that any reduction in traffic capacity leads to traffic congestion; the author claims it leads to traffic evaporation as it did in and around Oxford Street.

Secondly, the content of the book is very readable and is capable of reaching a wide audience. The text is peppered with some delightful maxims like, for example, we are urged to consider "fitting the car into our lives rather than trying in vain to fit our lives into the car". We are also reminded that Caesar apparently introduced bans on the use of chariots in the centre of ancient Rome.

Thirdly, the book has a good style of presentation. While FoE publications have usually given the impression of being cheap, this one is superior with a good layout of the text and an excellent assortment of colour photographs of traffic measures implemented in the UK and in other European countries. Many of the photographs were taken by the author himself and some readers may recall seeing them as slides in the author's talk to the UDG given in autumn 1989.

In just 65 pages the author gives a neat coverage of almost every traffic issue that affects us including road building, road pricing, traffic calming, the land use/transport relationship, even telecommuting. I say "almost every traffic issue" because there seem to be one or two omissions.

There is, for example, no coverage of red routes but it is possible that the book was commissioned before these monsters reared their heads. Nor is there mention of transport to schools and the positive initiatives being taken by some local authorities to introduce safe cycle routes for school children. Lastly, there is no coverage of transport problems in the developing world and the vexed question of whether traffic has to first of all grow in this world before the sorts of measures discussed in this book can be implemented.

Tim Catchpole

THE HAMMERSMITH GYRATORY MINI-UDAT

Several members of the UDG attended a "mini-UDAT" workshop held in a community centre on the Hammersmith gyratory, west London, in May. Alan Simpson was on the organising committee, John Worthington chaired the workshop, and Ziona Strelitz, John Evans, Gary Young, Gavin Smith and Tim Catchpole were all invited guests.

The hosts were the Hammersmith Community Trust who were concerned about the impact of the gyratory on their environment, particularly as the island site in the middle of the gyratory was currently being developed and would soon become a prestigious new commercial centre surrounded by a sea of traffic.

The mini-UDAT lasted an evening and a day. The first evening was a public meeting attended by about 70 participants which provided an opportunity for local residents, workers and others to voice their concerns to the guests who included representatives of the Hammersmith and Fulham Council, the UDG members and Professor David Lewis from the USA.

David Lewis is the godfather of the UDATs (or RUDATs) in the USA and has participated in, and chaired, a large number of UDATs over the past 25 years. He launched the evening with a talk about UDATs, some of which was repeated in his address to the UDG at its AGM later in the same week. UDAT workshops, he said, last about four days. The teams comprise 8 to 12 members who (a) must have no prior knowledge of the area and (b) must not under any circumstances accept a commission arising from the recommendations of the UDAT.

On the following day the hosts and guests, about 20 in all, were divided into three workshops which addressed three different themes. These were "designing the place", "providing good access" and "greening the city". Each workshop addressed its theme under three headings provided by David Lewis, namely goals, issues and priorities. There was a report-back session in the late afternoon.

Prior to the presentation to the public in the evening, the guests had an opportunity to visit the Ark, the spectacular new building on the south east corner of the gyratory designed by Ralph Erskine. Their visit included a ride on the "great glass elevator" which shot through the roof of the building and came to rest in the crows' nest, from which panoramic views over London were obtained.

In the evening, the guests, namely the UDG members, made their presentation to the public. The workshops had concluded that the gyratory must be stopped. That part of it between the island site and the King Street shopping centre must be pedestrianised. The rest of it must revert to two-way working at ground level. Traffic may be chaotic initially but experience tells us that after a few months

traffic 'evaporation' will occur.

The one day mini-UDAT was regarded by all as a success. True to the American UDAT tradition none of the UDG members participating has sought a commission from the Hammersmith and Fulham Council. The Hammersmith Community Trust has since obtained a grant from the Council to proceed with the organisation of a larger-scale UDAT next year. Watch this space!

Tim Catchpole

ERRATA

Issue 43 July 1992

The article by David Owers on 'Centrality of Urban Design' omitted certain crucial words. The beginning of the penultimate paragraph on page 22 should have read as follows:

For such reasons, which include uninformed patronage, the debate needs to focus on environmental education both at University and pre-University level. The observations made earlier, concerning a lack of method and rigour in handling the complexities of institutional planning briefs, are paralleled by the evidence of designers' and planners' lack of influence over events in the finance led 'commercial' world. The recent grandiose urban failures of movement systems, ambience and so on, can be seen as reflecting the separate, conflicting values and inadequate understanding of the public, the patrons, and the professionals involved, which may be attributable in part to their rigid, compartmented, education.

Issue 44 September 1992

The illustrations on pages 11 and 18 were incorrectly transposed. This was corrected in those copies not circulated to members.

1992 Source Book

Effra Architects Ltd

The telephone number should read 071 407 6855. The facsimile number shown is correct.

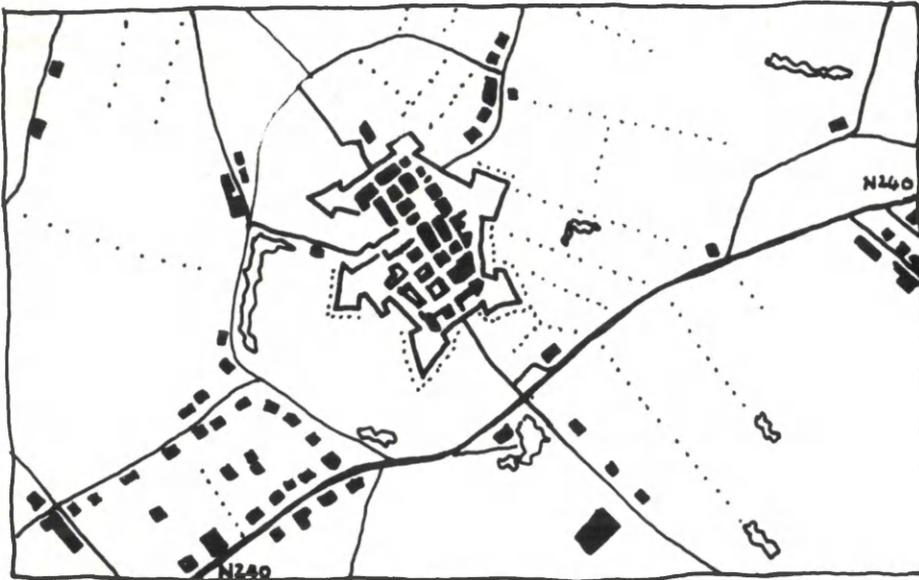
David Lock Associates

The facsimile number should read 0908 605747.

Changes

Whitelaw Turkington have now moved to 15 Claylands Place, London SW8 1NL, but retain the same telephone number.

Kennedy Henderson Penrose are now practising as **Penrose Associates** from the same address.

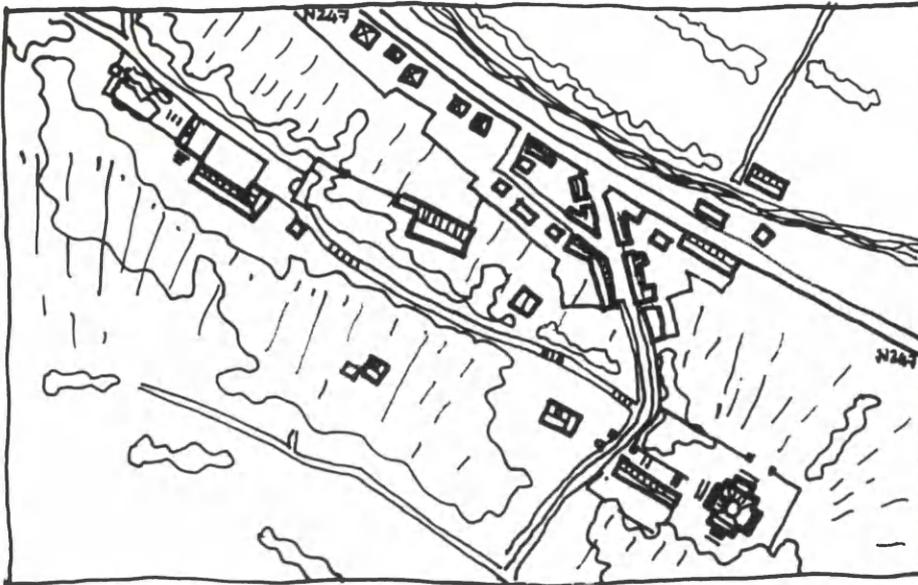


Sabionetta, Tuesday. Dear Sebastian,

When I left Mantua I knew where I was heading, driving west on N240. I'd copied pp 77-107 from Italian Townscape, read upon ideal cities of the renaissance, even watched the Spider Strategem.

But passing the tractor repair dept, and the roadside market stalls lined with melons, I misread F. Ogli as R. Ouse, Comessaggio became Clenchworth. The churches on the horizon I've forgotten.

Sometimes the landscapes out there. Sometimes we take it with us.

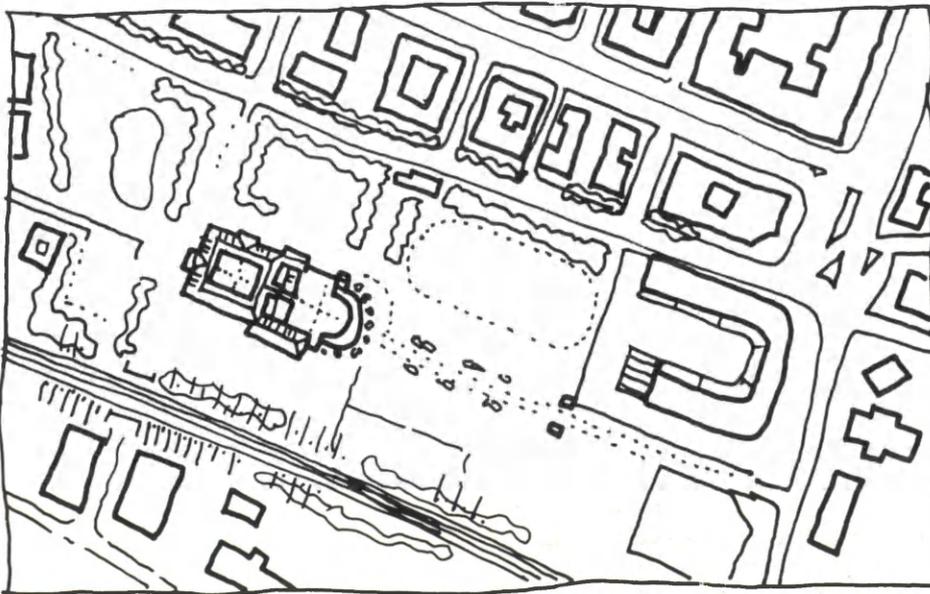


Vicenza, Sunday. Dear Dolan,

They visit the best sites early, with the grandest house. But its empty now and you pay 5000. just to walk inside: no photographs and no sitting down. Their sketch books ravished in 6B, unfold a listra villa's brief. They've possessed: In Italia sei centro e quarante. I've seen the movie, I know the score.

The real houses are smaller, built in shadow, down the hill, open to the street. Outside, the old 2 CV's bonnets up, pasta boils in the dark kitchen hung with cards and momento

"Villa", they say, is a corrupted term



Palazzo Te, Mantua, Dear Julie,

The oldest maps show it as an island, outside the lake walled city. But now the drive down Corso G. Garibaldi and across the Piazzale Plesese is offices and apartments. Turn right at the stadium though and the same axis crosses the car park between the race track and the branch line to Padua.

Five of us see restored Jove vaquish giants, and seduce Olympia before the artist's eye. Interpretations of the Banquet of Cupid differ, but the meaning of secret garden's dark damp grove's not in doubt.

The plots are still the same, its just the context makes no sense.

27th November 1992 • 996

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