

The Quarterly Journal of  
the Urban Design Group

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# urban design

**Quality in town  
and country**

Topic: **Urban  
components**

Practice profile:  
**Battle McCarthy**  
**Nathaniel Lichfield**  
**Livingston Eyre**

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**Forum for:**  
**architects • town planners •**  
**engineers • landscape architects**

The Urban Design Group, founded sixteen years ago, has been established to provide high standards of performance and inter-professional cooperation in planning, architecture, urban design, and other related disciplines; and to educate the relevant professions and the public in matters relating to urban design. Membership is made up of architects, planners, landscape architects, engineers, surveyors, historians, lawyers, photographers, in fact anyone interested in the quality of our built environment. Local authorities, practices, and universities are also members. The U.D.G. runs a series of public lectures, workshops and other events which are valid for C.P.D. The Kevin Lynch Memorial Lecture has attracted such speakers as Leon Krier, Peter Hall, Sir Roy Strong, and Sir Philip Dowson. Annual study tours are also organised. The U.D.G. publishes a quarterly magazine dealing with urban design issues and an Urban Design Source Book which identifies urban design practices, courses and members. The U.D.G. is working closely with the R.T.P.I. to raise the profile of urban design. It has reciprocal membership with a number of complementary organisations including Vision for London, and the British Urban Regeneration Association (B.U.R.A.). The U.D.G. has set out an agenda aimed at explaining urban design and how, using urban design principles, the quality of the environment can be raised. These principles are encapsulated in the U.D.G.s "The Good City". The Urban Design Group continues to grow. Membership is national, and each region has its own convenor, who organises local events. The subscription is £25 per year with a concessionary rate for students (special rate 95/96) of £10. If you would like more information on the U.D.G. please contact:

Administrator **Susie Turnbull**

Tel: 0235 815907  
 Fax: 0235 819606

Regional coordinator **Roger Evans**

Tel: 0869 350096

Chairman **Jon Rowland**

Tel: 071 637 0181

**Francis Amos**

Senior fellow in the Institute of Local Government Studies University of Birmingham and currently involved in international consultancy in institutional development. Previous posts include Chief Executive Birmingham City Council and City Planning Officer, Liverpool.

**Alan Baxter**

Principal of Alan Baxter and Associates  
 Patron of the Urban Design Group

**Kelvin Campbell**

Principal of Urban Initiatives, Urban Design, Transport Infrastructure and Development Planning Consultants.  
 Chairman of UDG 1991/2.

**Tom Bloxham**

Director of Urban Splash Ltd, developers of Ducie House and Affleck's Arcade, Manchester and Concert Square loft development, Liverpool.

**Peter Calthorpe**

Practised architecture since 1972 and formed Calthorpe Associates in 1983. Co-author of 'Sustainable Communities' and author of 'The Next American Metropolis'.

**Chris Gentle**

Senior Economic Analyst in the Economics and Local Futures Unit at the Henley Centre.  
 Author of 'The Financial Services Industry' 1993.

**Dan Kiley**

Formed own landscape architecture practice in 1940 and since 1950 has practised from East Charlotte, Vermont.

**Richard MacCormac**

Senior Partner in MacCormac Jamieson and Prichard Architects. President of the RIBA 1991-93 during which he made Urban Design one of his key objectives, achieved through a series of design workshops throughout the country.

**John Montgomery**

Director of cultural planning specialists, Urban Culture Ltd. and also lectures in Planning at the Dept. of Land Management, University of Reading.

**Brian Raggett**

Head of Local Authority Consultancy at Hillier Parker May & Rowden. Local Authority Adviser on retail planning and development. Co-author of research report on 'Vital and Viable Town Centres - Meeting the Challenge'.

**Huw Thomas**

Architect and Project Director at Sir Norman Foster and Partners, London.

**Vincent Wang**

Heads his own development company and prior to this was a director of Stanhope Properties almost since their formation. Originally trained as an architect; particularly interested in mixed use developments.

**John Worthington**

Professor and Director of the Institute of Advanced Architectural Studies at the University of York, and Deputy Chairman of DEGW. Joint author of "Industrial rehabilitation" and undertook the concept planning and research for Stockley Park, Heathrow. Recent projects include advising on Film Studios in Berlin, Heathrow airport expansion, and regeneration at Jena.

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Chairman **Jon Rowland** Tel: 071 637 0181

Enquiries and change of address:  
140A The Broadway, Didcot, Oxon OX11 8RJ.  
Tel: 0235 815907 Fax: 0235 819606.

Patrons  
**Alan Baxter**  
**Honor Chapman**  
**Sir Philip Dowson**  
**Terry Farrell**  
**Peter Hall**  
**Simon Jenkins**  
**Jane Priestman**  
**John Worthington**

UDG Regional Activities  
Regional convenors:  
Scotland **Mike Galloway** 041-429-8956  
North **Alan Simpson** 091-281-6981  
Yorks/Humber **David Black** 0482 593144  
North West **Stephen Gleave** 061-491-0972  
East Midlands **Vacancy**  
West Midlands **John Peverley** 021-235-4188  
South Wales **Gordon Lewis** 0222-231401  
South West **Andy Gibbins** 0272-222964  
East Anglia **Alan Stones** 0245-437642  
South East **Roger Evans** 0869-350096

Editorial Board  
**Derek Abbott**  
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Editor **John Billingham**

Topic editors **Jon Rowland** /  
**Kelvin Campbell**

Book reviews **Tim Catchpole**  
56 Gilpin Ave, London SW14 8QY

Art direction **Simon Head**

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# Memo for the next millennium

Much of the damage done to our cities recently has been due to the disaggregation of the city by professionals, politicians and investors. We need to be more aware of the ecology of the city, how different elements are locked together and impinge on each other. Urban Design is fundamentally concerned with integrating the interdependent parts of a complex whole. The topic for this issue - Urban Components - deals with a series of layers of the city. The first establishes some of the broad issues that need to be addressed. The second layer looks at the physical building blocks such as the street, the square and the park and the third explores how these building blocks can be related together. The holistic approach is one which the Government is recognising both in its 'Quality in Town and Country' debate and in the Single Regeneration Budget. This issue marks a new design approach to the UDG journal, further enabling the urban design ethos to be communicated to a wider public. The Urban Design Group has a vital role to play in developing the agenda for Urban Design and an important opportunity will occur at a day conference on 11 February when a new UDG Manifesto for the Millennium will be debated.

*Jon Rowland*

## Regional news

**West Midlands** Many thanks to the region who hosted a hugely successful Annual Conference in Birmingham in October. A gathering of over a hundred delegates participated in 'Engineering the Public Realm' with support from Birmingham City Council and Aston University.

## Yorkshire and Humberside

David Black has taken over from Tony Dennis as convenor. David is in the Environmental Design section of Hull City Council, and can be contacted on 0482-593144. In March the Group will be staging a one day event examining case studies based on the Leeds Riverside regeneration project, with support from Leeds City Council and Leeds Development Corporation. Further details will be mailed to members in the region, or call David Black.

**South Wales** Gordon Lewis will be handing on the convenors role at the next meeting. Anyone interested should attend, or contact Gordon on 0222-231401.

**East Midlands** The Group is looking to appoint a new convenor for the region, and anyone interested in taking on this role is asked to write in or telephone Roger Evans on 01869-350096 for more information.

**Southern** The Region will be holding a joint event with the RTPI on June 8th entitled 'The Public Realm - Can it be in Private Ownership?' The event will confront promoters of indoor shopping centres with advocates of urban space, and consider the validity of private streets which are only accessible to the public by the grace of a Section 106 Agreement. Details will be announced later in the year #

*Roger Evans*

## Urban Design - Policy and Practice

*6 October*

Dean's Yard, was a fitting venue for this seminar on urban design, and was the first to be organised jointly by the UDG & RTPI. Jack Warshaw (UDG) chaired the morning session and Hazel McKay, President of the RTPI, the afternoon.

John Selwyn Gummer is currently Secretary of State of the Environment and has taken a keen interest in urban design. His presence was revealed to the seminar through the medium of his architectural adviser Liam O'Connor, who launched the proceedings with a dual slide presentation. On the left an urban motorway and tower blocks in London, on the right a piazza in Tuscany. His concern was that architects today are still influenced by Corbusian principles embedded in the former rather than the Vitruvian principles in the latter.

Next to speak was the UDG Patron Peter Hall who focused on the historical context of urban design. While there had been periods over the past century when planning and architecture had been closely related (usually when architects had wanted to fly a planning kite), the coming of age of urban design which covers a wider ground did not really occur until the 1980s when it coincided with the outbursts from the Prince of Wales. As for planning itself, Peter Hall discussed the latest trends, namely sustainability and new partnerships, and referred to the new planning procedure and guidance (PPG 13) as an "unheralded triumph"!

Kelvin Campbell former Chairman of the UDG and co-founder of Urban Initiatives concluded the morning session with an illustrated talk which UDG members, but not RTPI members, had heard before but which was no less interesting. While his philosophy on "urbanity" stays the same, his examples in practice get updated and his latest regeneration study (Cork) had just won an European award. The two prongs of his approach in Cork has been the emphasis on parcelling (rather than land assembly) and the involvement of the public.

In the end-of-morning discussion that followed, Liam O'Connor was criticised for juxtaposing urban motorways with his holiday snaps of Tuscany when the latter failed to take account of certain 20th century operational demands that had to be accommodated in the former. The fact is we are ruled by consumer choice said one delegate, and that means having a car and using it. Not so, said Jack Warshaw, who drew attention to the success of the traffic restraint plan recently introduced in the City of London thanks to the IRA. The City was now livable again; but surely there was the danger that the removal of traffic from our cities could result in the loss of business to green field sites and the relegation of city centres to tourist attractions, as in Tuscany?

The afternoon session began with Alan Goodrum, Director of Planning at the Leeds Development Corporation, presenting a slide show on the Leeds look. The city previously had a reputation for being dull and drab before the Corporation was established in 1988. Since then the corporation has seen, as part of its role, the need to ensure a high standard of environmental and architectural design. It has done so by providing a high quality public realm including new spaces to serve as a context for high quality private sector development. Graham King, Corporate Manager of City schemes at Westminster City Council, referred to the fact that Urban

design, had not been mentioned in any DoE publication, not even PPG1, until John Selwyn Gummer's recent discussion document on quality in town and country. Even so, it is still a woolly set of notions whereas what is needed is something practical. His recommendations were more public involvement and an urban design equivalent of the TPP.

Paul Murrain who is a practising urban designer and a senior lecturer at Oxford Brookes University, gave an illustrated talk about urban design and trading developments. A fundamental rethink is required if new housing is to be truly sustainable. Much housing this century has been in cul de sac enclaves separated by open spaces whereas what is needed now is a greater integration of housing with the rest of the town's public realm. Grids are not boring; they are beautiful.

Jon Rowland, Chairman of the UDG, emphasised urban design as an integrative process. Urban design was on the agenda not only because of its value in bringing together planning, architecture and several other disciplines but because of its process which has much to offer; the process of establishing goals, carrying out an audit, preparing development frameworks, design briefs or guidelines and creating a vision. Urban design is not just the application of cosmetics like traffic calming and tree planting; it is a holistic reassessment of the complete organism of the place.

Hazel McKay had the difficult task of concluding the afternoon discussion which had to be abandoned due to shortage of time but the delegates, when walking out through Dean's Yard, must have been reassured by the message that urban design has now come of age #

*Tim Catchpole*

## **Dance, Structure and Landscape**

The lecture by the landscape architect Dan Kiley at the AA in October was the first event where the UDG collaborated with the Architecture Foundation and coincided with an exhibition of his work.

His presentation gave no hint of Kiley's remarkable 82 years of age, and he even did a little dance piece part way through the lecture. From the way he spoke, he is just as radical now as he has been throughout his professional career. Over the years he has worked alongside a number of the great designers of the century, including Eero Saarinen, I M Pei, SOM, Harry Cobb, Louis Kahn and Kevin Roche.

His approach to landscape architecture is modernist, with strong regular geometry playing a leading role in his designs. There is no attempted reconstruction of nature in the name of 'ecology' here - Kiley rightfully puts man in a central position in the ecosystem. Water features prominently in his schemes. The Fountain Place in Dallas, Texas, with water cascading over endless steps, anchored in by trees in planters in the middle of the water, comes to the mind of many people when you mention Dan Kiley's name.

In Britain, his built schemes are limited: the atrium of the Standard Chartered Bank in Bishopsgate was much admired but was blown up by the IRA; currently he is creating a private garden near Chichester. What is good about his work is that it is not a bland greening of open space that makes so many landscape designs unremarkable - instead he boldly articulates space with strong contrasts of form and texture - and it works! #

*Philip Cave*

## **Henri Lefebvre**

Doreen Massey's talk was based on Lefebvre's major work, 'The Production of Space' and she proceeded to explain its central ideas.

The basis of Lefebvre's ideas was that space is socially produced: that it is not a given but produced socially. Every social formation, that is every principal type of society produces a spatiality: physical space itself and a way of organising it and a way of thinking about it. A discussion of spatiality therefore encompasses the physical world, the mental world and a social construction of space. These three worlds are both separate and have interconnections between all of them. In this way different appropriations of space can co-exist simultaneously: for example Patrick Wright in his book 'On Living in an Old Country' shows how the different populations within the inner city, multi-cultural 'village' of Stoke Newington can have quite different mental images of it and different ways of using it.

Lefebvre defined a three-fold division of space: conceived space, 'lived' space and perceived space. Conceived space might be characterised by the representations which dominant groups in society produce to define space. Thus the spatial representations which urban designers and physicists employ might all be defined as conceived space. Lived space encompasses the spatial representations which ordinary people make in living their lives, the mental constructs with which they approach the physical world. Perceived space embraces the idea of social practice; in this category space is a social product. Massey noted that the last two categories are difficult to separate and that professionals also experience space as ordinary people as well as through their professional discourse.

Massey suggested that Lefebvre had been crudely characterised as a functionalist Marxist by some authors, by this she meant that they had misread him to say that spatiality can be related back directly to economic power relations between classes in society. Massey argued that his views were more subtle and provocative. For example, Lefebvre argued that each society creates its own gender system, its own way of categorising masculinity and femininity and that these categorisations change over time. A masculine principle is produced and generally, this tends to dominate space.

In our society there has been a long history of the eradication of the body discourse and the body, in Lefebvre's view is tied to feminism. These notions of masculine and feminine are intimately linked to the dualisms which our society uses as fundamental categories, such as mind/culture and linear time/cyclical time. Physicality, nature and cyclical time have all been underplayed. Today we have a notion of abstract space. This is characterised by a tendency towards homogenisation. Abstract space, Lefebvre argues, has taken over from physical space; space is both quantified and commodified.

Doreen surprised us by asking how urban designers themselves understand space and considered that our offerings were different to those of geographers. The evening concluded with a discussion of what designers can draw from Lefebvre. The most important aspect of his work demonstrates the complexity of space and the limitations of our understandings. It also places emphasis on an orientation towards use - an aspect which in his view is neglected in training. Designers should remember that the lecture theatre inside their heads is theirs alone: the public out there is on a different wavelength #

Marion Roberts

## Quality in town and country

19 September 1994

Dear Mr Gummer

At last a government statement about the importance of quality in our urban environment.

Firstly, the Urban Design Group would like to congratulate you on recognising the issues and agendas that many

organisations involved in the built environment have been

trying to establish with the DoE for many years. For too long

Government emphasis has been on economic objectives

and short term goals. If there is one thing we have learnt it is

that creating civilised places takes time.

If we don't get the quality right at the start of the process, major opportunities are lost. Secondly, I welcome your recognition of the importance of urban design as a tool that can improve quality. Urban Design is an integrated approach that encompasses many of the aspects illustrated in your document. If you are trying to achieve this assimilated agenda then please consider a range of actions.

**A design-led approach to the UDP**

The local plan framework needs to move from a two dimensional view of the world to a more "visionary" approach. The planning system is all we've got but it needs radical improvement. Planning is not very pro-active and urban design is not part of the usual vocabulary. There are few means of bridging the gap

between policy diagrams and design of development. Few local authorities have urban designers to help generate a more holistic approach which we both agree is necessary. How many local authorities have a working model of their town centres that can be used to make physical implications of policies, or development proposals clear? So local authorities need to amend the way they represent the management of change in their urban areas. It is critical that there is policy guidance towards the incorporation into the local plan process of urban design strategies and frameworks. A public realm plan indicating ways in which public spaces could be improved could also be a requirement for local authorities. These elements would not only illustrate the vision of an area, but also help set the design agenda for development in three dimensional form. Abercrombie achieved this some fifty years ago.

**Using urban design guidelines**

The development control system needs to champion design initiatives, and positively encourage developers and volume builders. If we want good quality we need to set stronger design policies. Exhortation to developers to follow 'good practice' is not enough. Most good schemes result from enlightened landowners - whether development corporations, private companies or the Prince of Wales, who may impose a masterplan or development agreement. Elsewhere developers are mainly concerned with the lowest quality for the best cash return. Let's see the strengthening of development briefs, the introduction of urban design briefs, principles and guidelines by local authorities, and the requirement for developers to provide urban design statements as part of their applications. Maybe that way we can raise the quality of their product.



Finsbury Avenue  
development  
designed by Arup  
Associates created a  
balanced  
environment of office  
buildings around a  
public square and  
linked to this is  
Broadgate, shown to  
the left, also by Arup  
Associates. This  
provided an important  
new public space as  
its focus, with a  
central arena used for  
events in the summer  
and ice skating  
in the winter.

### Encourage an integrated approach by Local Authorities

To do this we need to work in a more interdependent way. The professions have divided up the environment and jealously guard their territory. This is reflected in local authority departments where planners, traffic engineers, and economists vie for mastery. I've seen too many projects diminished by the imposition of engineers' inappropriate road standards, or planners' parking standards often incompatible with local conditions. Let's see this change to a more integrated approach, where such aspects as traffic management, environmental improvements, street activities, economic opportunities, development potential, access, safety and urban management are part of a multi-sectoral strategy. This will help establish a more balanced approach to establishing priorities. The

vision, the strategy and means of achieving them should be the starting point. If that means a change in the interpretation of current regulations to create a better urban quality - then so be it. Reviewing DB 32 could be a start. Only then can a common vision be expressed and people feel civic pride. This is important not just for urban areas but for the design of new settlements. I consider both rural and urban design can help generate such a strategy.

### Prioritise places for people not cars

We have to decide our priorities when it comes to transport. This is key to changing the quality of living. The days of catering for the car must be over. People and spaces and activities must come first. This involves looking at our public realm with a different set of priorities. That

balance may mean constraining cars, restraining highway engineers, changing their remit away from highways towards an integrated transport approach, and greater public investment in public transport.

To make it easier for people to get to work or shop in the town centre would be a boon. Can we have a change in government investment policy and some positive discrimination in favour of public transport.

### Recognise the impact of invisible structures

A holistic approach involves recognising the impact of many other influencing factors. So our attitude to urban quality could be positively affected by educational factors such as:

- more formal, perhaps compulsory training for planning committee members in urban design and design

quality (remember Lady Dartmouth);

- more urban designers in local authorities or at least resources to appoint consultants;
- or changing the way the environmental professions are educated.

Fiscal issues, for instance, could also influence the environment - such as:

- changing the Unified Business Rate in town centres to encourage small shops, revisiting licensing laws;
- using better tax or other incentives to encourage mixed uses, development of inner cities, empty property, or brown fields;
- allowing the release of local authority monies on public realm projects;
- amending the competitive tendering process to encourage quality and value added potential, rather than just financial considerations and so on.

The current fragmentation of small projects following a plethora of small funds could be reduced and some of the current incoherence taken out of the funding process. I hope English Partnerships will be able to make the funding mechanisms easier.

### Get the professionals to work together

The Urban Design Group has consistently put forward the idea of partnership, not only in the form of Urban Design Action Teams (UDATs) - a means of bringing together the residential and business communities and the local authority to set the urban agenda, establish agreed goals and a common vision - but also as focus groups, or local forums, similar to the German model. We would like to see these mechanisms encouraged. We would also like to see unaccountable organisations such as the Millennium Commission or the RFAC, become more 'transparent' and that if they are to continue to have a role, that role is changed to incorporate a more integrated

and urban design approach. John Lindsay tried this in New York to some positive effect. Perhaps an urban environment umbrella organisation that brings together the environmental professions in the form of an advisory committee might also be a way forward.

### In summary we believe the key issues are to:

- help generate a design-led approach to the UDP. Appoint people with design skills to public committees and quangos involved in disbursing funds for urban environment projects;
- introduce urban design briefs, guidelines, and policies into the UDP/local plan system to identify and illustrate qualitative objectives;
- Co-ordinate land use, transportation and development policies so as to improve the way people live;
- initiate a review of the impact of invisible structures, such as licensing laws or tax incentives, on the quality of our public spaces;
- give civic pride a start in the primary school. The National Curriculum should include understanding principles of the quality of environment, architecture and urbanism;
- knock heads together! Invite representatives of the professional institutes to sit round your table and encourage them into a more integrated and less territorial approach to the urban environment.

Finally, if Urban Design is about anything it is about quality in the public realm and creating civilised places. Buildings and spaces are precious. They reflect our society. Creating civilised places can only be helped by professionals, investors, and communities working together, using an integrated view of the urban environment that an urban design approach can bring. To encourage this we propose the idea of the Urban Design decade, within which could be a series of promotional themes such as the year of the town centre, the year of the public

square. This could link in with your departments' initiatives, and those of other organisations such as Business in the Community and London First. What we need is a clear vision, and an imaginative, responsive and democratic way of expressing that vision, if what we enjoy about the city or town is to survive. You have started that process. Now let's follow through and make it work.

The UDG would wish to become more involved in the process you have set in motion. As an inter-professional forum the UDG is a unique organisation. It could provide a catalytic role in helping address some of the issues. We would welcome an opportunity of discussing some of these with you.

Yours sincerely

*Jon Rowland*  
Chairman  
Urban Design Group

### Response by John Gummer

The Secretary of State's speech on 12 December 1994 at the opening of a Symposium on 'Quality in Town and Country' referred to a number of the points raised in the UDG submission to him.

His talk covered many aspects including town centre design and management, car parking, the need for growth, sustainable development, civic responsibility, zoning and the role of planning. It was gratifying in particular to see the importance he gave to urban design and to a holistic approach. There is no better way of indicating his views and concerns by quoting from his speech and the following extracts relate to urban design issues he covered.

### Pursuit of the whole

"In many ways it is the last section of the document 'Quality in Town and Country' which is the most important. I wrote there that it is only when we come to view the whole, to think much more in the round, that we begin to understand.

The holistic approach is in truth an attitude to the whole of life - to its problems, its demands, its responsibilities. It seeks not just to analyse life into its component parts, but instead to develop a special awareness of the interconnections between those parts, their inter-relatedness.

Having looked, perforce, at the pieces that make up the jigsaw of the built environment - we step back and take the wider view. We become aware of the real impact of what we propose and begin to appreciate the measure of our responsibilities - the enormous effect of what we are about.

### Perceptions of place

Each part has contributed to the whole but, after all, people don't view the world in bits. They may come to appreciate the bits, but they view something much larger. They can distinguish the parts, the details, but they relate to the whole. And the whole is a great deal more than the sum of its parts. The built environment is vastly more than the sum of its buildings. It is from that whole that we derive so much of what we value; our perceptions of place; the characteristic identity of the locality; the town, the village, each one different from the next.

This extraordinary legacy is not just of the buildings, but of the place themselves. For even where some of the buildings come and go the spirit, the character, the identity of the place survives. Not unchanged, but it survives. We recognise it. We value it. And we add to it. Add today something clearly of today; something of our time. We add something which we, in our turn, will be proud to be remembered by...

### Ending zoning madness

Promotion of mixed use and its contribution to sustainability is one of the key themes to emerge from responses. This is welcome news, but no surprise. Too much emphasis has been placed on zoning and segregation of land uses. It derives from the determined neatness of planners and it has nothing to do with the proper growth of a community.

The shift towards segregation started with the industrial revolution when manufacturing changed from a small-scale local craft basis to mass production. The post-war planning system tended to reinforce the move towards zoning. The reasons were often sensible - to keep heavy and polluting industry away from

where people lived, to provide a healthier atmosphere for children, to seek space and green fields for family life. However, the result has been that towns and cities have dispersed and daily travel has increased. People live where they do not work, work where they do not shop, shop where they do not live. Where is the wholeness of life here?

### Benefits of mixed use

Sustainable development demands something quite different. It stands opposed to the dissolution of life which divides us from each other and our living from our working, our shopping from our leisure. Instead it demands towns where we can live one life - in which our homes and workplaces, playing fields, churches, clubs and shops are part and parcel of each other, complementing and enhancing life in the round...

### Urban design debate

Urban design is a neglected profession, cast into the wilderness by a reaction against the abuses of the 1960s. Many of those same local authorities who complain that I overrule their decisions have not produced any sort of local plan, let alone expressed any sensible view about local urban design issues.

Nor are such views always advanced by developers or architects. As you might imagine, I see a lot of planning applications. It is not at all unusual for planning applications to tell you nothing whatsoever about the context of the development, about its relationship to its local environment. There is often no statement, visual or otherwise, about urban design.

You can quite often discern far more about the 4th floor private lavatory layout than you can about the overall impact of the whole building upon the public realm. You can learn a lot about the light fittings, which will get changed in five years time anyway, but almost nothing about how the building is intended to help define the street or square in which it will sit for generations. And you see I have said nothing about style whatever. Vernacular or modern, stone or steel, these questions apply equally to both and both can be successful.

In this sense urban design and architectural style, although clearly related, are different issues. We have a healthy preoccupation with the latter - and long may that debate go on. I would like to see an equal interest in urban design. But there can be no prescription about this because we are talking about locality; so by definition what is wholly right in one place will be totally unacceptable in another...

### Design guides and site briefs

The consultation revealed a great interest in the use of design guides and site briefs. And I know that the British Property Federation has been taking a particular interest in this area.

Michael Howard, when he was Secretary of State initiated quite an extensive study on the role of design policies in local plans which we are currently considering.

If we are to take this forward we must be sure that it is right. I can see very clearly that there is a role for design guides in many areas, and for good site briefs in establishing a broad framework of urban design. I have seen some very good examples.

But my own impression is that the majority of such briefs do not seem to meet the real need. They have too much information of the wrong kind. Too detailed, and too inflexible.

I suspect there must be scope for enormous improvement within the current system. But today I simply put the question: Where should they be used and how might they be improved?...

### Full agenda

I have outlined various areas which I propose to take forward in advancing the quality debate. The Document and this Symposium should be seen as the starting point for wider thought and more extensive collaboration between us on these and other issues.

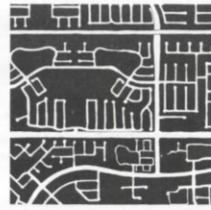
For my part I have spoken about my commitment to;

- a whole approach, tackling issues in the round;
- exploring the meaning of sustainable development;
- asserting the benefits of new development, which is essential for boosting growth and enhancing the quality of life;
- encouraging development which respects local distinctiveness;
- highlighting the nature of civic responsibility;
- balancing public interest with private freedom in planning;
- promoting a proper mix of uses in development;
- taking action to increase transport choice;
- reinforcing the viability of town centres;
- advancing town centre management in general;
- highlighting the continuing need for sensitively designed and well managed car parking in particular;
- bringing urban design back into the public eye;
- discussing when and how design should be addressed within the planning system;
- apply this in developing a new vision for the Thames;

That is no more than the starting point. There is much more in the findings of the consultation which we need to consider, and I greatly look forward to... further ideas and contributions..."

In recent years the professions have, to some degree, shown that they are capable of producing high quality urban components that lead to successful cities. These include the Barcelona squares, the Parisian 'Grands Projets' and examples of well designed streets, parks and spaces in many European cities such as Strasbourg, Cologne and Seville.

# urban corner elements



In many ways, it is not our ability to deliver the components that have presented problems but rather our ability to knit these components together in a complex 'weave' of interlocking functions and forms that has been the major obstacle. We understand the 'parts', it is the 'whole' that we have lost the ability to deal with.

Permeating all observations and analyses of the whole and of the parts of cities are those concepts basic to any type of design (be it physical design, music, literature or whatever) i.e. structure, function, process and form. These concepts represent basic elements of synoptic thought, they are the filter through which any designer should think, observe or operate. However, with functionalism being the underlying philosophy in the making of cities and their components involving process and form, it is the other concept, structure, that has been relegated to the second tier in the hierarchy of the thought process. What has become increasingly apparent is that we must introduce more complexity in the design and management of the public realm if we are to succeed in achieving successful urban environments.

### A holistic approach

The position held by the author is holistic: man both influences his environment and total man (physical, economic, cultural, social, psychological man) is influenced by the environment. At the very least, physical environment forms the stage upon which man plays out the complex and interrelated activities of life, and upon which he imprints his presence, both positive and negative. Environment, therefore, is potentially an enabling device and can be itself enriching. Since environment is related to human development, and is the enabling stage of man's life, its performance must necessarily be evaluated in terms of how well it accommodates and frees that life, and how well it satisfies man's needs and requirements.

### Modifying the professions

The biggest constraint to adopting a holistic approach lies in the physical planning and design professions and the manner in which 'process, structure and form' have been parcelled up by the various professional groups. The planning profession dominates 'process' in almost every way, architects control 'form'; and, the traffic engineer has by far the greatest influence on the 'structure' of cities. Each professional group is distinguished by its own agenda, institutions and philosophies which are often diametrically opposed to others.

Assuming these three concepts are magnets arranged in an Ebenezer Howard diagram with a pendulum swinging in the middle, one could imagine the professions regularly charging their own respective magnets to draw the pendulum closer, new theories and approaches being the charging devices. Over the years, the pendulum has moved towards each of the magnets as each of the professions have dominated.

Debate on, say, UDATs and Neo-Classicism have increasingly tried to move the pendulum towards 'process' and 'form'. More recently, this has been fuelled by negative charges, i.e. reducing the impact of the car and movement away from 'structure' which has dominated the agenda in recent years. Balance is the basis on which holism is achieved and the challenge remains to ensure that the pendulum is kept in the middle. In order to promote this belief, it is essential that a common language be developed between the three 'forces' to ensure a balanced approach to city-making. The current debate in the Urban Design Group, to introduce an undergraduate course in 'Urbanism', appears to offer the best way forward. Graduates would then go on to specialise in architecture, traffic engineering, planning, amongst others, with a sound understanding of the underlying complexities.

### Integrated budgets

A second major constraint on knitting together urban components is the focused nature of recent funding strategies. This applies to both the public sector funding of projects where money is directed to specific areas i.e. roads, office development, housing etc. and to the leverage of private sector finance. The single biggest factor acting against the mixed use agenda in cities has been this issue of funding, along with the aims of their benefactors.

The Single Regeneration Budget and European Union Funding directives are a move in the right direction, demanding a more integrated approach to funding and implementation. This momentum will need to be taken forward to include the funding of all urban components under the same umbrella. This includes health, welfare and education as well as roads, public transport and services, amongst others.

### New approach to urbanism

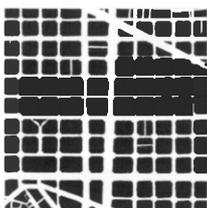
Outdated theories and practices which appear to be immutable because they have found their way into legislation and academic lore present the greatest problem in developing effective mechanisms to integrate urban components. The legacies of modernism and its related reductionist approaches to town planning and design determine how we address the 'whole'. Central place theory which seeks to disperse activities in a hierarchy of centres, promoting concentric city form and all the associated problems of providing effective public transport to all its citizens, still is the underlying paradigm. Its dialogue is primarily concerned with the notion of centre as a nodal activity - shopping centre, leisure centre, community centre etc.

Hillier's idea of cities as 'movement economies' needs to be fully developed and current city planning practices modified to reflect the linear nature of urban form. At present, the hierarchy of roads approach (DB32) reinforces a central place approach. As a matter of urgency, this legislation needs to be reviewed and approaches to bring back the High Street need to be promoted.

### Conclusions

Rapidly changing UK and European agendas have created the opportunity to review how we make our cities. Rapid growth in urban design education in recent years has identified the need for a more generalist approach to the professions. Until we recognise the need to create a new pattern to knit together urban components in a more holistic way, the way forward will be a set of disparate and remedial programmes which will have little effect on achieving urban quality #

*Kelvin Campbell*



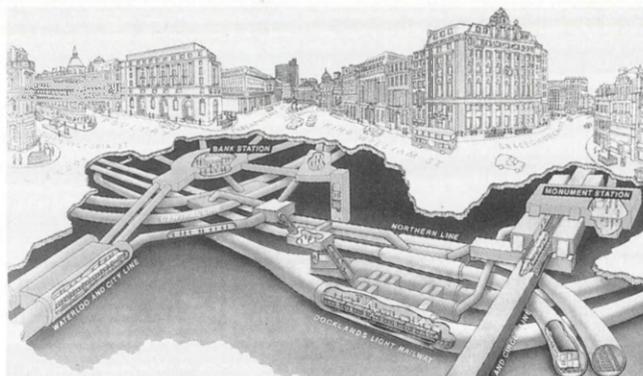
# Infrastructure and the life of cities

12

The form and healthy functioning of cities is as much a response to the unseen infrastructure as it is to the visible architectural form.

The development of medical science was largely generated by opening up cadavers and understanding the normally unseen organs. Cities in the late 20th century are still much misunderstood in their circulatory and other bodily functions. They work in often clumsy and inefficient ways which can damage economic viability and inhibit beneficial change. We need to attend more anatomy lessons.

Movement is a measure of the energy and vitality of a human society. The movement is not just of people and vehicles and goods at the surface but of water, sewage, energy and communications below ground. In the last two hundred years and especially in the last decade our demands for movement, not just of the vehicular sort, have expanded dramatically. The traditional street by good fortune has accommodated sewers and water mains, electricity and gas, cables for communication and now in some areas hot and chilled flows from combined heat and power stations. In some cities like London, underground public transport and major sewers and other tunnels have filled up large zones so that the addition of extra routes is onerous or impossible. The problem is exacerbated by our tendency to use piles for the foundations of buildings. The planning of new railways like CrossRail was made very difficult in places because of this congestion below ground and for example it was fortunate that there was just sufficient space between the piles of two major buildings for it to thread through the Barbican area.



Because the below ground arteries, nerves and intestines are not visible we tend to ignore them and assume they can always be made to work as the city develops and changes. On the whole they have worked well to date. We owe a large debt to the skill and energy of our engineers, past and present who have solved local and strategic problems of our unseen infrastructure, although we grumble about their messy and frequent surgery at street level which disfigures our visible city. But as we place more demands on the below ground space for say cable TV and fibre optic communications and combined heat and power circuits the cost rises as our unplanned, ad hoc and often uncharted arteries are altered to accommodate the newcomers. The cost of moving a fibre optic cable which happens to be in the way of say a new sewer is enormous.

The knock-on effects of our work below ground affects not just the aesthetic quality of the street and pavement surfaces, an area where we score badly in Britain compared to many other European countries, but stops much needed tree planting or even kills off already established trees. The death of urban trees symbolises the way our infrastructure can strangulate our cities.

There is no one authority who records our infrastructure below ground, nor is there in most cities an awareness of the need to plan strategically as well as locally to permit the city to continue to change and develop. Change is an essential part of the vitality of a society as its economy and culture responds to new

patterns. Just because our cities have coped until now with reasonable facility to new demands we must not assume that we can accommodate anything which comes in the future. Without forethought our cities will become arthritic and suffer from progressive degeneration of its vital arteries because of the increasing difficulty and cost of maintaining and developing our below ground movement patterns. We must invest much more time in thinking about these issues. Fortunately the life cycle of cities has no fixed time to it, unlike the human cycle, and we can retain the vitality of a twenty year old human if we plan wisely now in keeping our infrastructure efficient.

There are three areas to tackle. First is to understand what we already have in a city and the reasons for it. The reasons are often curious. For instance the historical development of private gas companies in London in the 19th century has left an illogical legacy of distribution patterns from the uncoordinated effect of private enterprise in the 19th century.

The freeing up of control in this decade of statutory undertakers and of our railway system may add to the current chaos and negate the politicians' hope for a new release of enterprise. Alas they seldom understand the physical and social impact of the political ideas of previous generations. Even the more visible muddled rail network say in south London is not understood, but is a classic example of uncoordinated free enterprise construction of five generations ago which continues to have a seriously

The traditional street has accommodated sewers and water mains, electricity and gas and cables for communication. In some cities like London, underground public transport and major sewers and other tunnels have filled up large zones so that the addition of extra routes is onerous or impossible.

## Working cities: Transactional places

damaging effect. The infrastructure patterns need to be understood, not just for each service, as happens now with separate companies, but as a whole, strategically and locally. From this it will become obvious which areas and sites have easy access to existing services so we can use better what we already have. Whereas clients will spend time targeting the financial investment of say the choice of finishes, the cost of infrastructure is seen as an unsteerable and abnormal extra. In well established cities it is the higher cost of adapting and adding to the infrastructure which determines whether projects especially in the public sector proceed or not.

The second area of policy is to think more wisely and generously about new and adapted infrastructure. Extra ducts say in a trench once excavated can allow the next addition in five years time to be made without messing up the pavement again, or a slightly larger cable can accommodate the next wave of information technology. The future is, as always unpredictable, but just as this generation has benefitted from 19th century generosity in thinking so we must think about our successors. Infrastructure which is too finely tuned to present needs soon becomes out of date. The third task we must face is to simplify the complex ad hoc system that exists when the opportunity arises. Too often unknown but live mains are found in odd places for reasons long since superseded because it saved trouble at the time but causes immense trouble later. Our investment in below ground infrastructure is vast. Our understanding of it is poor and we cannot continue to remain as disdainful of it if we are to recapture the vitality and responsiveness of existing cities. The more we put in the ground, the more we need a strategy to ensure that we are putting the right things in the right places - and that we're not storing up problems for the future #

Alan Baxter

Any discussion today of emerging city form, should be viewed in the context of a concerted time scale of change. Up until the early 18th Century we were in an agrarian economy, where the main commodities were natural resources, the assets land, and the institutional focus towns.

The next two hundred and fifty years saw the rise of an industrial economy with the main commodity products, the assets machines and the institutional structures companies. Since the 1930s we shifted to a service economy where the commodity was services, the assets infrastructure, and the organisation bureaucracies. This predominant economy is already being replaced by a knowledge economy where the commodity is information, the asset "the network", and the organisational structure communities of individuals. At each successive stage the life span of these economies has shrunk and already futurists such as Stan David are predicting the emergence of the Bio technology economy. It is hard to see how technological innovation can be slowed. We can however direct and moderate. This paper argues that the role of the urban designer is to understand the past, be sensitive to future trends, and act as a moderator of change. The goal is to create lasting and enjoyable places of exchange.

### The work process

Today computing and communications are mobile, miniaturized and at a price level where they can be considered as consumables. The equipment is everywhere, and provides few accommodation problems. The glue to any organisation is the establishment of a network that stores information and facilitates access and interaction, to national and global networks. The convergence of computing and communications technology so often talked about is rapidly occurring, resulting in new styles of work, different products and a changing economic landscape. Teleconferencing, much talked about but always somehow alien to the informality of personal interchange, is being superseded by personal confavision, heralding visual contact between personal computers at economical prices.

During the 1980s there was a dramatic take up of IT in the developed European countries. The number of terminals installed in France, Germany, Italy and the UK doubling between 1986-90. By the year 2000 it is predicted that over 20% of the white collar workforce will have terminals in all the major European countries.

Information and communications technologies are transforming the work process, by supporting:

- creative knowledge workers;
- project based work, with groups and teams;
- communication through distributed information systems (Groupware)
- the use of space and time for a fluid nomadic work style
- the electronic network which becomes the medium of work.
- a strong corporate identity within which personal responsibility (individuality) can flourish

Office work has moved from data processing and the office as factory to the intelligent manipulation of information, to

enhance value. Office work becomes transitional with the key functions that of:

- Problem solver - Engineers and designers
- Problem identifier - Analysts and Marketeers
- Strategic brokers - Executives

The physical environment shifts from that of the factory to the club.

**Changing locations and typologies**

The paradigm shift in the definition of work, is freeing up the perception of workplace locations, and the design of the environment. The inertia to change is considerable. The vast property market, on which most of our life savings to some extent rely, is founded on long term requirements, stable locations and increasing values. With the speed of technological change, business success is increasingly based on the ability to innovate and change. Maximizing the opportunities of mobile, flexible, technology allows firms to conceive their personnel and accommodation needs no longer as large armies of permanent staff in centralized corporate palaces. The new re-engineered organisation tends to be staffed with "outsourced" and "freelance" workers, with a small permanent core, in diverse locations linked by telecommunications. During the 1980s there was much discussion of "teleworking" which with common market support tended to be focussed on clerical functions being undertaken "at home". Increasingly the reality is that the emerging knowledge worker is working "from home". Partly working from a home base, at the customer's office, during travel, or at a hotel. Work is where you are.

Emerging real estate typologies are:

- The neighbourhood (or satellite) office located in suburban or rural neighbourhoods where independent workers can

share technology and exchange experience, to alleviate the isolation of home work.

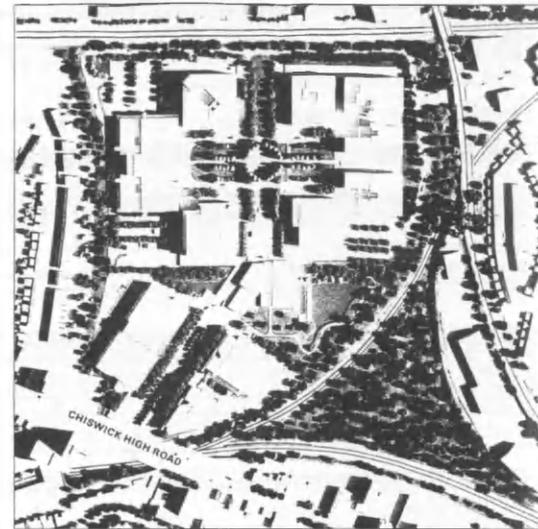
- Business Centres mainly in urban areas where individuals or small firms can establish a base and share technology business support services, and have a base. The number of business centres is increasing rapidly with a range of styles from shared industrial workspace, to city centre executive centres, such as the international network run by Company Headquarters.

- Associate space where, as corporations outsource all but their core functions, they are developing alliances and networks of partners. To utilize the redundant space, and maximize on their own support services, some forward looking firms are operating their offices as multi-tenanted central service buildings, within which both their own cost centre businesses, and associated partners purchase space and services.

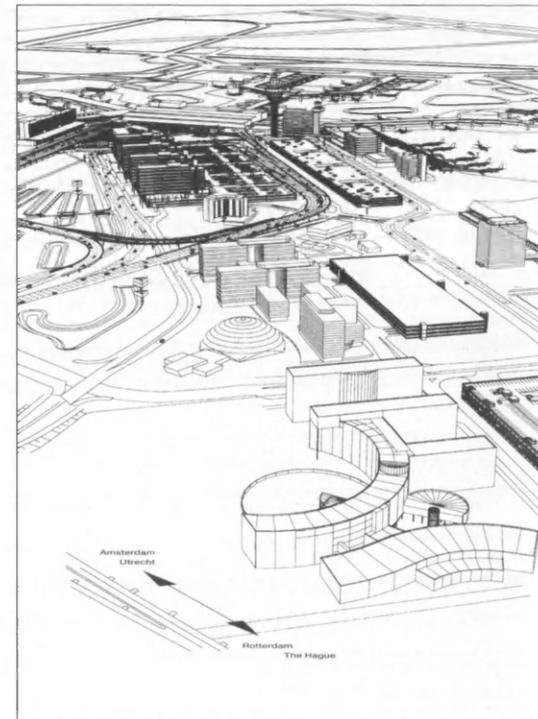
As the offices move from the factory to the club, the headquarters shrinks becoming the "corporate hearth", where corporate values are re-inforced, ideas generated, and information exchanged. The new headquarters could equally be the country house training centre (eg Ready Mix Concrete Headquarters at Staines) or the discrete Mayfair home (Hanson Plc).

The emergence of the high tech estate and business park was more than a figment of the property industry's imagination. The phenomena was a response to the need of modern industry to combine research, development, engineering, design, manufacturing, distribution, marketing, customer support and administration under one roof. It was a response to the increased speed of technological innovation, and reduced product life cycles. The result in planning legislation was B1 usage which allowed for a flexible mix of users providing they were

Chiswick Park, a proposed medium density business park, adjacent to public transport, Urbanity in a park setting. (Master plan - Terry Farrell, Landscape - Hanna / Olin ).



Schiphol Airport Amsterdam, plans for the future include over 1million Sq. ft. of business space linked to the terminal to create the hub of a business destination in its own right.



compatible with residential requirements. This trend has been reflected on the continent with the development of Gewerberparks in Germany and the Parc d'Activité in France. This emerging development form has tended to be in out of town green field locations, but the pressure for sustainability is increasingly opening up urban brown field sites with associated public transport (eg Chiswick Park, London, or Canons Marsh, Bristol).

**Networked cities**

With the ascendancy of the European Common Market, regionalism has thrived. The traditional national political

capitals, still powerful, have new competition from the regional metropolitan centres, focussed around specific areas of excellence. Milan for fashion and design, Cologne, Dusseldorf and the Ruhrgebiet for Art, Media and Trade, Edinburgh and Glasgow as an emerging centre for the arts. New alliances are being formed, around geographical, language or cultural affinities to provide a different map of European urban interest.

The generators of these new centres are good transportation networks linked to a hub airport and first rate telecommunications links. Effective cities, with good transportation infrastructures are becoming a web of places,

# Animation: A plea for activity in urban places

each with specific functions. Holland's Randstad is composed of a ring of urban centres with a low density centre, linked by efficient public transport, the development at each station taking on the character of the particular centre. Rotterdam, trade, Amsterdam, media and money, the Hague, Government. In the North of England, once traditional barriers are overcome, it is not difficult to envision one city region linked over the Pennines by rail and motorway and focussing on Manchester International Airport. Such city regions are emerging rapidly and present a challenge to urban designers to enhance the centres and give meaning to the low density sprawl that completes the web.

## Symbiotic uses

These emerging places, are dense, multi-functional, have 24 hour activity, and have each established a strong quality and character. The most effective pointers exist in Japan with developments by Mori Buildings at Ark Hills and Shinegawa, and the Umeda Sky Building at Osaka. Shinegawa is a high density land use of apartments, hotel, offices and leisure facilities associated with a minuscule perfectly landscaped park; high density with an admirable sense of place. In Europe the combination of mixed uses, high density, easy access and a strong feeling of place is less well established. La Defense for all its brashness may become such a foci. Barcelona waterfront has such potential. Broadgate leavened with housing and more shopping to create an "evening economy" could meet this criteria, and Euro Disney is potentially just such a place.

## Twenty four hour access

The knowledge worker, with the mobile technology is independent. Work can be any place any time. Traditional office space is only used for between 10-15% of all the hours in the year available, and

this figure is optimistic if one takes into account the increasing time a professional is away from the desk. As the investment in building and business technology increases the pressure is on to use space over a greater period of the day and overlap uses. City centres are being activated, by a more relaxed planning attitude to mixed living and working, licensing laws (eg Leeds) and car parking standards. The "evening economy" requires a new management ethos, and a fostering of diversity.

## Information cities

The imperative to continue to develop technology and apply it in a more effective way to improve productivity can only continue. The role of urban design is to understand these trends, reflect on the emerging demands, provide meaningful form and manage the process of change. At present the result has had little thought for the quality of place. As the speed of development and the size and complexity increases the natural response is to apply good management principles and break the project down into smaller discrete packages, at the expense of an overall vision. A role remains for the urban designer to provide a unifying vision within a balanced approach that:

- reflects the best of the past while developing for the future;
- establishes both public and private interests;
- supports multiple uses and a mixed economy;
- moderates change

The landscape of work has changed, the challenge is how will our cities respond #

John Worthington

A few years ago, Peter Buchanan published an influential article calling for 'place in the urban public realm'. And of course he was quite right. My concern here, following his example, is to make a plea for activity and therefore vitality in urban places.

I do this initially by exploring the French concept of Animation Culturel, before going on to argue that planning policies and urban design should actively encourage street life and urban culture. This implies a recognition that the urban public realm has a cultural and symbolic value as well as physical attributes; it requires us to think about how activity occurs in the urban space at different times of the day and week - including the concept of the evening economy - and across the seasons. In my view the street and street life are the most important assets of a city, and if they work well both natural surveillance and natural animation are achieved. My plea is for an overall approach to urban areas which understands how they work, shows them some respect and helps them to help themselves - something referred to by Mike Franks as urban stewardship.

Cultural Animation Animation Culturel or cultural animation emerged as an important concept in France during the 1970s, and became a component in the drive to recentre and revitalise cities and urban areas. The idea is to actively programme events and spectacles to encourage people to visit, use and linger in urban places. The concept is used to considerable effect in a number of French and German cities and Italian towns, even in quite small places. It usually involves contracting a cultural



The Ramblas in Barcelona provides a central pedestrian walk activated by cafes, kiosks and entertainment. Covent Garden offers spaces for buskers and watchers.



animateur to programme events and festivals across a range of venues, including public places, squares and parks. The idea is to provide a varied diet of events and activities - lunch time concerts, art exhibitions, street theatre - so that people begin to visit an area just to see what's going on. And by having people on the streets, in the cafes and moving through the public realm, urban vitality is developed.

The point to stress here is that attention to the 'soft infrastructure' of events, programmes and activities is as important for successful urban revitalisation as building works and street design. Of course, it is possible to go too far, but a good animateur will know what is appropriate for a given urban area.

Animation programmes can be large and spectacular or sometimes quite small. They range from street festivals such as La Mercia in Barcelona or Boston First Night to experiments in bridging time: I can still see the look on city officials' faces when my friend Franco Bianchini proposed free rush hour jazz concerts in Preston. His idea was to encourage people to stay in town at least a little longer, rather than rushing or struggling home at 5pm.

But of course it is possible to over-theme a programme of animation, to remove the sense of surprise by being too sanitised or too oldy-worlde. It is interesting to note that many shopping malls - and especially large-scale destinations like Meadowhall - offer a regular diet of entertainments, a sort of mini Disneyland. This is the last thing I would like to see in cities. The tone set by any cultural animation programme needs careful consideration and some experimentation.

**Time shifting and the evening economy**

One of the key tasks for any urban cultural animation programme in my view is to help build a city's evening economy. For the problem of urban vitality is largely one of there being comparatively little activity in the evenings, precisely the problem which French urban policy makers began to address in the 1970s. The lack of an active evening economy simply means that cities only really work half of the time, the remainder being a segment of time, micro-time, which repeats itself seven days a week, when the shops have closed and everyone has gone home. By and large it is empty time.

**Successful urban places**

It is a relatively simple task to think of a successful place, to go there and to know that this is a good place. One can think of Soho or Clerkenwell, Canal Street in Manchester, Lark Lane in Liverpool, the Ramblas in Barcelona, the Byres Road in Glasgow, the North Laines in Brighton. We all have our favourites. But it is much more difficult to know why a place is successful and whether and how success can be generated by recreating the right conditions. This is as much a question of judgement and knowing how to look as it is of conceptual understanding.

The key to all successful urban areas is transactions. You have to have people, but they must be doing something, they must be trading or interacting in some way, not simply sitting in their high rise houses. Economic activity at many different levels and layers is the key to city life. Not culture, not good buildings, not even civic spaces, but rather economic activity and markets, and therefore business and entrepreneurs.

In order to have as many different types of transaction, and as much volume of activity as possible you need variety and diversity. Multi-functional places are far and away more interesting than single purpose spaces. The tragedy of town planning is that it has, since its early days, sought to thin out the city and separate activities from each other.

In order to achieve this variety of activities, you need variety of building types, a mixture of uses, blocks, building sizes, ages and conditions, types and adaptability. You also need lively uses on the ground floors, because this helps generate an active street life, can provide opportunities to people watch and help improve natural surveillance.

If you are to have an active street life, you must have pedestrian flow, and therefore the concept of permeability is of key importance. People need to be able to move around places with relative ease, crossing roads, seeing around corners, being tempted down the 'side streets of disorder' as well as sticking to the 'avenues of order'. Permeability is the capacity to move into and through an area. One thing which destroys permeability is the construction of large blocks with dead ground floor frontages and which take up too large a footprint in the city. But of course, for people to want to

# The environment: Institutions friend or foe?

move through an area, they must have things to do - which brings us back to activity and people attractors.

This necessitates taking a more holistic view of cities, their culture, economy and identity. There are at least four key aspects to what we might term a 'cultural planning' approach to the revitalisation of cities:-

- the role of the transaction as both an outcome and a manifestation of urban culture, and as the focus around which activity takes places;
- a wide-ranging definition of culture as identity and everyday life as well as the arts of cultural industries;
- the notion of place and in particular the meaning attached to streets, spaces and the urban public realm;
- the concept of time, how it is measured and how either technology or regulation can help or hinder activity and therefore vitality;

Successful urban places combine many things, but in particular the opportunities to meet, conduct transactions and experience diversity and variety. The failure of town and city planning in the UK has been to lose sight of this fact, and to try to impose planning ideals (separation of activities) on places, bringing a deadening visual order to places which are successful because they exhibit a fair degree of disorder. Rather than comprehensive, rational planning, many urban areas require a bit of respect, a helping hand, an injection of new money and activity. This incremental change, coupled with selective strategic interventions to effect wider changes and improvements.

The paradox is that it is possible to plan for variety and diversity through borrowing from a land use planning technique that has damaged so many cities - zoning. The designation of Temple Bar in Dublin, for example, as a Mixed Use Area, coupled with tax incentives and the use of

vertical zoning is succeeding in achieving and consolidating diversity, activity and therefore urban vitality.

To end on a positive note I offer a set of urban stewardship principles or Basic Lines of Action for the reanimation and natural animation of cities. All of this is possible. Anyone who would like to see a deliberate strategy for urban vitality in action should visit Temple Bar. As far as I know, Temple Bar is the first example of an urban place being planned, managed and designed on principles derived from Jane Jacobs.

## Basic lines of action

- Planning for mixture and diversity
- Deliberately stimulating vitality
- Boosting local business viability and transactions
- Investing in the cultural activity, broadly defined, as people attractors
- Reclaiming the public realm
- Creating places for people watching
- Investing in street lighting and designing out crime
- Designing for permeability and legibility
- Stimulating the senses through experimentation with colour, shapes and textures
- Promoting café culture
- Extending opening hours Across the day and night
- Cultural animation
- Investing in a marketing campaign #

*John Montgomery*

The urban environment is an organism with social, economic and physical characteristics which generate structures both responsive and otherwise.

If one considers the physical urban environment and its interactions with other parts of the environment then a distinction must be made between, on the one hand, individual buildings each of which has its own internal environment and on the other hand, the spaces between buildings which constitute the external environment. These two components are inseparable, without one the other could not exist, yet the means of creating and sustaining these two components are most often separate and distinctly different. At the root of these differences lie two perceptions of the urban environment.

One perception is to be found in financial structures and institutions and is based on the belief that urban development is nothing but a money making activity comparable with the stock market. To the stock dealer it is of no consequence that an industrial firm is creating environmental havoc: if the profits are good it is a good investment. Similarly, with urban development, to the investor it does not matter if a development is hideous and anti-social: so long as the rent is high enough the development is a good investment. The fact that the high return on the investment stems from getting a key activity on a key location and has little or nothing to do with the quality of the accommodation means that there is little or no inducement for the investors to concern themselves with such an irrelevance.

## 18 Quantity v quality

Thus, two parts of the urban system are operating against each other. On the one hand there are the financial structures with the power to develop but with little reason to have regard to qualitative aspects of the environment except where it affects profitability. On the other hand, there are all those who use and experience the environment, thereby creating market value, who wish to improve environmental quality, but lack the resources to effect the improvements. In other words there are two independent structures fundamentally affecting the urban environment which are unresponsive to each other.

The cause of much of the unresponsiveness of structures can be traced back to the relatively recent fragmentation of ownership and the way it has affected the achievement of good quality buildings and environments.

Good buildings are not good merely because they are aesthetically pleasing, although that is important in itself. To be good they must also be appropriate in the sense that they express the character of the purposes they fulfil. They also have to be efficient in that they suitably accommodate the activities they contain. These same criteria also apply to urban environments of which buildings are a part. They are also the criteria which are implicitly used in support of programmes of conservation.

What is noteworthy about buildings and urban environments of quality is that in most instances they have been created and maintained by people who have subsequently used them and owned them either in law or emotionally through close identification.

This has to be compared with the history of an office block in London which is fairly typical of recent city centre development. At the height of the office development boom a large utilitarian office block with fashionable but cheap, inferior quality finishes was commissioned by a developer who, shortly before completion, negotiated a seven year lease with a commercial enterprise for an annual rental approximately equal to 50% of the cost of construction. The developer then sold the office block to a pension fund company. The developer was happy because he made a major capital gain. The commercial enterprise was happy because it did not have to tie up capital in owning a building. The pension fund was happy because it had a good return on capital guaranteed for seven years. Nobody who used it, or had to look at it, liked it but nobody with a financial interest cared whether or not it was liked. But then one must ask, why should the financial interests care when opposition to such development was so fragmented that no objection was lodged against the planning application; no demonstrations were made when the building appeared in all its nastiness; there was 'no ethical investment' ostracising the pension fund nor any 'black balling' of the tenant of the building. Furthermore the financial structure was not intrinsically anti-social. It had been created to generate wealth for the well being of society and it did that effectively.

This all suggests that ways have to be found of reuniting ownership and use. In the commercial field this is not easy, because corporate tax systems encourage separation, because businesses do not want to tie up working capital by investing in buildings, and because the life span of businesses is much shorter than it used to be. Some improvement could be achieved by reshaping corporate tax structures to make owner occupancy attractive, but this would not overcome the problems of short life spans and frequent economic and technical change.

To meet the challenge of frequent change and prevent our urban environment becoming a desert of portacabins, demountable structures and short life sheds, we need buildings which are infinitely adaptable, yet they must be sufficiently durable and 'long life' to justify the substantial investment necessary to create a satisfying and enjoyable external environment. Essentially this is a challenge to architects to design structures which are intrinsically good and which severally enhance the quality of the urban environment.

### Localised environmental management

But this raises the question of how can one determine what would be a satisfying and enjoyable external environment where change is perpetual and ownership is diffused. As a basic principle it would seem that, where ownership lies in the hands of users, quality is higher and better sustained and user satisfaction is greater. Therefore, wherever a definable group can be identified as the principal user of an area, that group should be endowed with a type of leasehold tenure of the external area. That is to say, the management of the area in question should be put in the hands of the occupiers of the surrounding buildings so that as occupiers changed so

would the management. But, to be effective there would have to be real executive responsibility for raising funds, controlling expenditure, managing maintenance and controlling development within policy parameters. The local authority, in the role of the freeholder, would then only have to exercise a quality assurance role. The example of city centre or precinct managers is already a modest move in this direction and it is a model which could also be applied to residential and other areas.

However, there are other parts of the urban environment where the model described above could not be introduced either because there is no identifiable group, or because major strategic matters dominate local management considerations. In such circumstances it may be necessary to impose an external environmental design upon the space and those parts of the buildings which enclose it. If one looks at Edinburgh New Town, Bath or the London squares that is ample evidence that such facadism is nothing like as objectionable as some contend.

But, in conclusion, one has to ask whether given the suitable financial structures, given the opportunities for user ownership and given the necessary social structures, would architects and planners have skills and the talent to achieve the high quality urban environment to which we aspire? #

*Francis Amos*

Images now abound of a future where computer whizz kids 'surf' through the cyberspace of the information super highway - or the InfoBahn as it will be termed here - from a SOHO (small office, home office) in a rural countryside cottage. The city being left for dead - economically, socially and culturally.

This scenario, although occasionally adopted by a very small minority of people, is in the main part far from reality. By contrast the InfoBahn does hold open the opportunity for cities to regenerate and revitalise themselves. Indeed, the fusion of telecommunications and computers - the genesis of the information revolution - has connotations of economic growth with benign environmental consequences, universal access to information and by implication a more transparent and responsive democratic system for the inhabitants of conurbations in the industrialised world.

This article argues that a number of barriers still litter the InfoBahn. These have to be avoided before benefits for cities can be derived. Only then might city dwellers - individuals, companies and organisations - get universal access to 'surf' the InfoBahn.

The concept of the InfoBahn or GII (Global Information Infrastructure), as Al Gore coined it, has five fundamental principles: to encourage private investment; promote competition; create a flexible regulatory framework to keep pace with technological and market changes; to ensure universal service; and most importantly, to provide open

access to the network for all network providers. He has proposed that the InfoBahn will be composed of local, national and regional networks. In essence, the InfoBahn - a global network of networks - will facilitate the global sharing of information, interconnection and communication - creating a global information marketplace.

By implication the development of such networks allows information to flow more freely - making markets more transparent. If such classic economic theory was to be believed, the future for cities would look extremely bleak. The economic basis of all cities originated in the need to exchange information for trade, commerce and financial markets - in addition to government and administrative activities. Without such functions, cities as we know them today would not have been formed - theoretically they would disappear with the full operation of the InfoBahn.

By contrast to this dark economist's scenario, cities do have a bright future - both economically and in terms of sustainable development. There are developments in three areas related to the InfoBahn on which this forecast is made: economic activities, governmental operations and quality of life benefits.

Let us turn first to the role of the InfoBahn in the economic vitality of cities. Cities are increasingly concentrated on higher skilled jobs provided by HQs with strategic responsibilities and their business service suppliers. This trend has been given impetus by the fusion of communication technologies - creating a new information age linked together by the InfoBahn - in which management quality and speed of information are key factors in the future competitiveness of cities.

However, the key to this complex nexus of business, companies and markets is not solely the preserve of the InfoBahn. Rather, it is the result of social contacts and networks. These contacts generate knowledge and create added value. In short the information liquidity of a city will be the key determinant of its competitiveness. The combination of a sophisticated telecommunications infrastructure together with a critical mass of key decision makers will in the future tend to reinforce the central business districts of cities. At the same time HQs are likely to further trim the number of head office staff, and using the InfoBahn, decentralise operations to lower cost locations. Teleworking, for the vast majority of city workers - will only be an option of working from home once a week. The prospect of half empty offices and executives sitting at home working from their country cottage SOHO will not be seen to any great extent.

The other major factor that will glue cities together in a business sense is effective time use. Almost all the future increase in the labour force will come from women, many of them re-entering work after a career break for child birth. It is only cities that provide the opportunity for both partners to get a job in a similar location and have a large enough labour market to progress a career.

It is important to recognise that these trends, resulting from the growing use of the InfoBahn, are also likely to further increase polarisation within the city. It is therefore critical that government does not allow the InfoBahn to become purely the preserve of business users only.

In order to prevent such a scenario developing, government has to take a major role in the InfoBahn's development. In particular, as Nick Franchini has argued to ensure that government fulfils its role in the 'information age' as a regulator and democratically accountable

# The public realm

organisation. This is especially important in cities, not least because the largest proportion of the population reside there. The dangers are great if government does not take a major role in shaping the rapidly developing InfoBahn. Indeed, a stunted and truncated InfoBahn with no public sector participation could merely reinforce present social and economic inequalities, rather than making the operations of government more transparent and challenging the private domination of these important networks.

Government can empower citizens as customers of public services through the enabling technology of the InfoBahn. Take for instance the payment of social security through such a system in Andalucia, Spain. Second, government has to begin to provide universal services on the InfoBahn now so as to shape its development. Finally, the InfoBahn provides a window of opportunity for government to better regulate areas such as privacy, ownership and copyright - ensuring that large proportions of city society do not become disenfranchised.

The government has the broadest range of activities of any potential InfoBahn user. It therefore has the greatest challenge to realign these operations to the dynamics driving the information age, but also the largest opportunity in that it can improve quality of life and a more open society. We stand at this watershed. It is critical that the government acts to ensure that citizens, especially city dwellers, are given a voice in the evolving information age. This is crucial if the InfoBahn is to deliver its revitalising advantages to both the wealth generating capacity of cities and empowering citizens, rather than reinforcing economic and social disparities, monocultural tendencies and unmanageable environments in the cities of today #

Chris Gentle

We all create private and public worlds within a city.

The place we live, the routes we choose and our type of accommodation are all parts of their structure.

It is the form of accommodation we choose which creates the edges of our private life.

Once outside its boundaries we are in a public world and one where we interact with others.

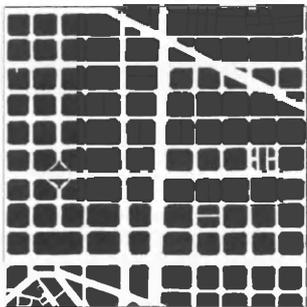
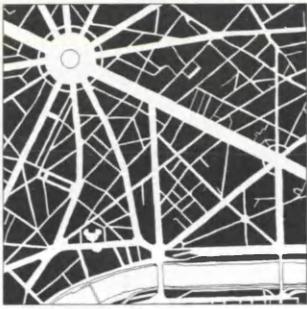
The city gives us a backdrop for this public life and we are all jointly responsible for it. We invest in it as a society because the quality of our life is enhanced through the quality of our public spaces. Through history cities have rebuilt themselves, growing and adapting to react to the changing expectations of their citizens. The special places we create are as important today as ever. Life in all its shades is lived here and must be accommodated. The integration of different values whether they are from differing religions, cultures or generations must be integrated for the benefit of the whole. The tolerance of a city decides whether these roles are played in the open or driven underground.

Often we see cities through a historical perspective, as though an incremental growth had shaped them, as constant as if it were a force of nature. The transformation of urban form is often created through a single act. The grand plans of Haussmann in Paris or Cerda in Barcelona give these cities their distinctive form. Both were planned and implemented within a generation. The dramatic nature of these changes often comes from a single desire, what becomes essential is the way in which this overall vision is implemented. The acquiescence of a population to such change is not necessarily the result of a totalitarian regime. Many cities have transformed themselves through the democratic process. Whilst the coming of the railways gave us the term railroading the roads that now form our city centres were called upon us by popular choice.

Whilst the cities we create must serve each of us, they must not be controlled through our inability to reach a consensus. The role of the planner is paramount in this process



Spaces at Canary Wharf and Broadgate highlight the advantages of an enlightened view to public space. The grand plans of Haussmann in Paris or Cerda in Barcelona give these cities their distinctive form. Public / private partnership is involved in development at Wilhelminapier in Rotterdam (*bottom right*).



Not far away, but for some in a completely different city an even larger change was being planned. If Broadgate seizes on the Rockefeller Centre's ability to focus on a public arena then Canary Wharf lives the whole story on a grand scale. By planning 1,160,000m<sup>2</sup> or 28.6ha of land this was never going to be a small scale intervention. With a simple structure aided by its island qualities the plan makes the most of internal sheltered space whilst opening its edges up to the river. It is a grand gesture and like many before it marred temporarily by its timing. In the longer life of a city it can already be seen to be a success as tenants slowly move east to fill it. The temptation is not the initial sugared deals but the quality of environment that has been created.

Both Broadgate and Canary Wharf highlight the advantages of an enlightened view to public space on a grand scale. The importance of open space and activity and the added value they bring also show a rediscovered form of civic responsibility. A patron supporting arts is a common enough occurrence for it to attract little comment, but a patron supporting the city is an animal some thought to be extinct. Whilst such developments bring many advantages they also highlight many problems. The contrast between the new and the old is often felt more in the social contrasts than in the architecture. The intrusive aspects that such plans can have need to be carefully addressed. Bridges need to be built early to the surrounding communities. One of the main messages that is so often forgotten is that the new area brings new jobs and opportunities. What it also all too often brings is a monoculture of offices with a life barely stretching beyond 9 to 5. There is a definite role for such interventions purely as catalysts for change. They need, however, to be integrated into wider efforts that stretch beyond the largesse of a development company to create new pieces of city with all the activities that go into the full twenty four hour life cycle.

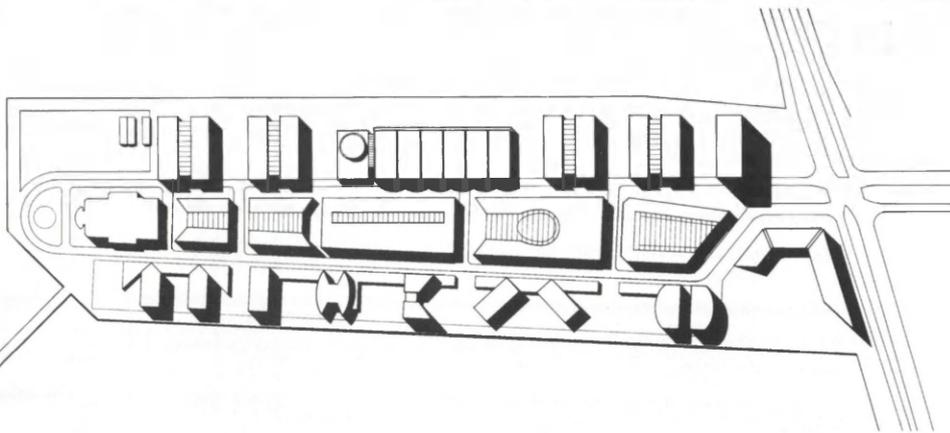
An alliance must be formed on this grand scale that recognises and harnesses the desires of the developer with a balanced view of the city and for this a new model must be found where the local authority can act as a partner in development, priming beneficial activities such as public services and new housing through the profits of its other activities. An example can be seen not far away in Rotterdam. Here, on Wilhelminapier in the Kop van Zuid, a public/private partnership has been formed. The city planning department have drawn up an initial plan protected in legislation that sets requirements for open space as well as long distance views. In this instance the architect has a framework in which to work and the developer has a

as the person who can balance conflicting needs. The only people who can act outside the limits of land ownership, they must also see across borough boundaries. The requirements of a city will always be complex and in many cases difficult decisions are required. Both desirable and undesirable elements will need to be accommodated for the good of the whole. The current trend to make no decisions, they are all too difficult, is only compounding problems for the future. What is needed is a group who are not afraid to say what they think. In many cases, outside the UK, this is the benefit of the mayoral system where opinions are identified at the ballot box and productivity is measured by the length of time in office.

The planner can only set a framework, it is for others to implement the individual pieces of the urban structure. What is important though is that the framework is strong enough to make the most of the pieces. Today we have a desire to blend in, we are apologetic about our age and wish to be as innocuous as possible. Our buildings are often pastiches of the past, accepted or even demanded by planners because they are seen to offend no one. In reality we are ducking our responsibility to our cities by stifling them, sweeping under

their pavements all the problems we find too difficult to tackle. The life blood of a city is development and change and we should be demanding the most visionary framework within which to conduct this.

At the start of London's 1980s building boom two projects were being developed which are now crucial to our understanding of public open space. In the area around Liverpool Street Station a master plan was developed. Starting in a small way with Finsbury Square this set the principles of value and identity. By the time the Broadgate development was complete these new principles had changed the way we think of creating the public realm. Taking the principle of the London square or the Rockefeller Centre, public spaces were created within the scheme. These spaces created a new identity and brought a value. It is a worthwhile development sacrifice to not only give up the land to a new square but also carry the expense of its creation and maintenance because a greater added value is given to the new buildings.



legally defined civic responsibility. The city will have a mix of housing and employment and high quality open space.

Each city could be seen to be the same in its underlying structure. The western norms of commerce now apply from London, New York, Paris to the furthest points of the globe and whilst many cities are starting on their first capitalist inspired expansion there are many lessons that can be learnt from them in relation to strategic planning. But as each city appears superficially similar the closer you look the more differences you see. As such we cannot set a rule for all, sometimes however, as outsiders, we are more open to recognising the essence of a city than those who live in it every day. As urban planners and architects this is a skill we can bring, it is also our duty to recognise the individual cultures, norms and microclimates as much as we would local building regulations or tenant profiles.

The urban spaces we create are more than just the sum of our recreational and commercial areas, they are an outward expression of our social attitudes and values. The leafy London square and open park are the way visitors remember our city. We have too readily forgotten these qualities before. Now is the opportunity to revive old spirits and encourage a joint vision of how our cities can be. We must have the sensitivity to rekindle our old centres whilst also having the courage to create them afresh if this is what they need. We must also balance this approach by returning the mix back to development strategies so that we create a public realm that is not only fit for the purpose of city life but increases its quality. What we do today will be what we have to look back on in the future #

*Huw Thomas*

# The street

Because streets are so ubiquitous we take them for granted. Yet like many familiar situations we may only realise what they are when we are faced with what they are not.

A year ago, visiting the wealthy suburbs of Santiago where residents are protected by walled compounds and private police patrols I realised I was witnessing the geographical and social disintegration of a once homogeneous city. Returning to London I was suddenly struck by the 18th and 19th century houses with front doors opening directly into the public realm of the street. These fragile panelled doors, which we are so used to, are really an amazing affirmation of an orderly society.

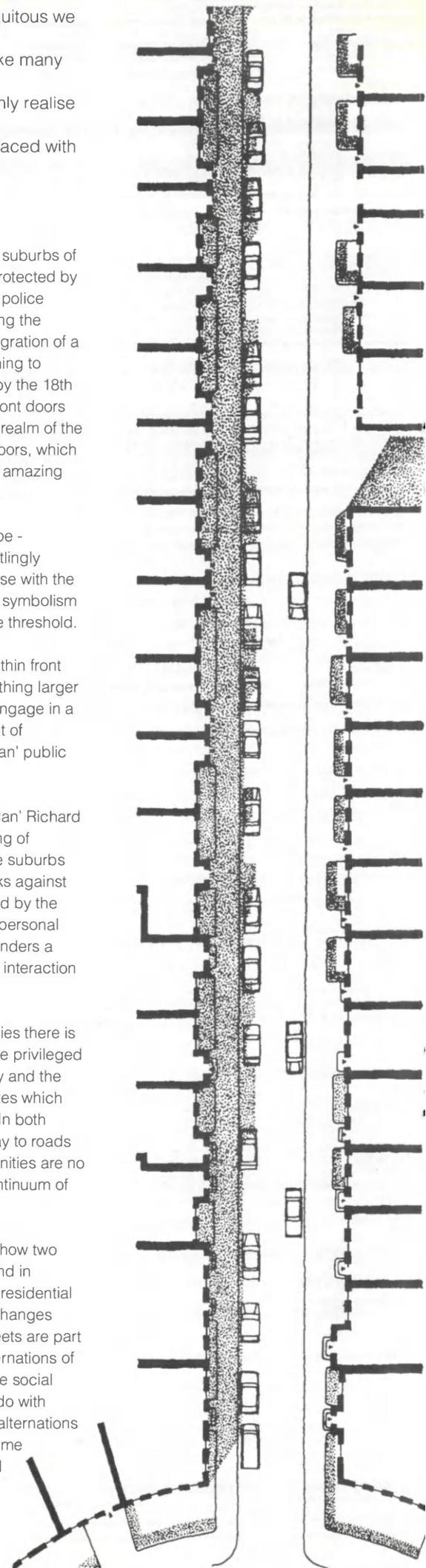
The 18th century city streetscape - Edinburgh or Bloomsbury - startlingly contrasts the privacy of the house with the city as a whole with the precise symbolism of the front door standing on the threshold.

Once outside that miraculously thin front door, you become part of something larger than the local community and engage in a freedom of association and right of accessibility offered by the 'urban' public realm of the street.

In his book 'The Fall of Public Man' Richard Sennett argues that the localising of modern societies into exclusive suburbs and separate communities works against the kind of urban society created by the 18th century city in which all impersonal social orderliness actually engenders a wide degree of social tolerance interaction and a diversity of experience.

It is observed that in modern cities there is a horrible symmetry between the privileged suburban ghettos of the wealthy and the social disorder of the poor estates which are, in a sense, their reflection. In both situations streets have given way to roads and cul de sacs. These communities are no longer physically part of the continuum of urban place and urban life.

Booth's poverty maps of 1889 show two urban characteristics rarely found in monolithic single class modern residential developments; relative wealth changes from street to street and the streets are part of an urban continuum. The alternations of rich and poor streets records the social interdependence of the well to do with those who served them. Today alternations of high and low rentals in the same structure promote a commercial



variety and interdependence which modern monolithic developments, like Canary Wharf cannot sustain.

The disintegration of the traditional street based city and its replacement with dispersed and fragmented residential communities, separately located business parks and out of town shopping centres is an international free market phenomenon. If we want to reverse this trend I believe we have to view our man made environment in much the same way as we are beginning to view our natural environment. We have to think in terms of the values of an urban ecology. We have first to identify what these values are and the factors which sustain them and the the practicable measures which can achieve that sustainability.

I see several crucial issues of which the first is obviously the future of the car. At both central and local government levels road design remains largely independent of other urban issues and consequently there has been little serious debate about trade offs between highway criteria and the urban environment as a whole. It is time for new paradigms. It is perhaps symptomatic that the last masterplan for Milton Keynes proposed linking the hitherto separate communities with a street system independent of the fast city road system defined by the grid.

We need to review how the evolution of urban functions affects streets. Elsewhere I have suggested that we should distinguish between what I have called 'foreign' and 'local' transactions. Foreign transactions - wholesale, warehousing, manufacturing and offices do not interact with people in streets whereas shops, small businesses, restaurants, bars, street markets and the front doors of houses do. Convivial places are made up of the latter and we need to sustain them. That means challenging the way many modern shopping developments and supermarkets privatise the public realm or destroy local transactional street frontage.

We need to consider how physical planning constraints make good streets. We should insist as planners do in Berlin, that all developments come up to the building line and share party walls with adjoining owners. Just these two principles would reverse the universal trend that isolates individual buildings in the middle of plots and instead ensure that each becomes a component contributing to the street scene #

*Richard MacCormac*

## The square and the park



Thomas Jefferson proposed that a city should be designed like a checkerboard: with a pattern of alternating blocks of buildings and open spaces. Governor Oglethorpe mapped out a plan for Savannah, Georgia, which designated a matrix of parks that the city would grow around.

A checkerboard pattern is a deceptively simple device. Upon first consideration, it may seem one dimensional and not stimulating. However, its simple structure provides for a variety of potential experiences, depending on the path taken by the individual. It is a democratic structure: choice is left to the individual. Equal value is given to all the elements. The proportion of open space to building is in balance. In fact, a checkerboard pattern creates a dynamic situation which promotes interaction between the place and the individual. The individual becomes a participant in the place. The square and the park both function as places of decompression within the otherwise dense urban fabric. It is the density of cities which makes them thriving, vital places. The open spaces provided by squares and parks are places which contrast that density. They create a rhythm of experiences as one moves through the city.

A pure checkerboard pattern is an ideal city plan and perhaps, unattainable. Nevertheless, we can translate the characteristics of this ideal structure into the reality of our cities. The lessons to be learned from the checkerboard are about the proportion and relationship of spaces. New York City is an example of a city which has a large park where the relationship of that space to the city is wrong. I suggest

Savannah was planned with parks on a regular grid pattern which created an integration of park and city. A pure checkerboard pattern is an ideal city plan and the characteristics of this structure can be translated into the reality of our cities through the proportion and relationship of spaces.



Paley park ,  
New York, is a  
successful urban  
park but a mere  
fragment within  
Manhattan.

**Design for Today**

You cannot connect man with nature through banal limitations of nature. Design represents the possibility of connecting man with nature. In the city, a design can evoke the ascending spiritual quality of nature which transcends the city and serves to rejuvenate the city dweller. Banal copying of nature is artificial and has no spiritual quality. In general, city plantings should consist of dense plantings of trees with ground cover and no shrubs. Trees with ground cover are safer for urban settings and recall the tranquil feeling of a climax forest. Every space should be unified. If water is used, it should suffuse the entire design. Water, lighting and planting should work as a unified whole to create a structure which is nurturing and refreshing.

The most important tenet to follow in designing urban parks and squares is to meet the needs of today. Most of the urban parks and square that exist today do not function properly because they were designed for a different age. Central Park was designed for the social conditions of the nineteenth century. The goal was to create an elegant venue for the wealthy to parade in their carriages. The design of Central Park reflects the romantic nostalgia for nature of the age manifested in a pleasure garden mainly serving the wealthy. (Frederick Law Olmstead, Sr. made sure that beer drinking was strictly forbidden: a favourite activity of the working men who might have enjoyed the park.) The needs of today are very different than the nineteenth century. We should be refurbishing our urban parks and squares to meet those needs. Today people want places to eat their lunch, to recreate, to relax, to stroll, and to sit down. These are simple needs which can be met simply and satisfyingly once we recognize and accept them #

*Dan Kiley*

that Central Park would be more successful if it were broken up and integrated with buildings. The city should be the park. What good is a thousand acres of park in a city when so much of it is isolated either physically by distance or by the dangers within it? There are many less well off neighbourhoods of New York which require a great deal of travel just to get to Central Park. Why should this great resource be denied these people simply because of where they live? There should be one thousand acres of park integrated throughout the city as well as an one thousand acre park at the heart of the city.

In contrast to New York City, Savannah, Georgia was planned with parks on a regular grid pattern. Philadelphia was conceived as having six different parks at regular intervals on a grid. Both these cities continue today to have a tradition of integration of park and city which they are renowned for. New York, even though Central Park is approximately one thousand acres in size is not thought of first and foremost for its park. Central Park was not part of the initial conception of the plan for New York. When it was originally planned, Central Park was outside the developed city. Of course New York is home to many smaller parks than Central Park but there are not enough of them and they are too far apart. Paley Park, by Robert Zion, is a successful urban park but it is only one small place in the midst of Manhattan real estate. It cannot fulfil the demand for park

space in this area and therefore is subject to overuse which stresses it. There is simply not enough real estate dedicated to parks and squares: this is a fundamental problem and must be changed before the situation will improve. Because of the commercial greed that is rampant in our society, we are all poorer. As a society, we have to agree that parks are important enough to dedicate this "valuable" real estate to. Developers of real estate should be made to pay for their opportunities in the city. A reasonable percentage of the square footage of development, for example one half of one percent, should be given to public space. We should demand this. Then we would have civilized and possibly cultured cities.

In considering the park and square in today's cities, first and foremost, there are not enough of them and they are too far apart. There should be a park or square every three to four blocks. The next consideration must be the design of these places to work with the city. Parks and square must communicate with the other elements of the city: all parts of the city must be integrated. The different components must relate to one another and to the city as a whole.

# Monuments and civic buildings



The Lloyds building and Beaubourg are prime examples of indeterminate structures - built not to last and and adaptable to change. But ironically these have become monuments expressing as they do, the essence and spirit of their time.

Why are monuments so significant?

What do they signify?

First we must distinguish between the monument and the monumental. The monument is about function. The monumental is about form.

At the functional level monuments are essentially concerned with memory and recording memory. The word itself is from the Latin, *monere*, to remind. It is not surprising that, like the words of God, monuments are carved in stone, often bearing an inscription such as 'Lest We Forget'. The monument has to be the expression of our most durable values. As a key component in our collective memory, the monument is laden with literal and metaphorical significance. It is subject as well as object. Not only must we remember, but we must be remembered.

Thus we come to the paradox of the monument: it marks not only the end of something but also the beginning: the full stop, allowing a new sentence to begin. Our memorials enable us to go on with life, marking a point of change, connecting the past, the dead, with our vision for the future. Stonehenge, the brass line at Greenwich and the Statue of Liberty all mark points of change - the solstice; our understanding of the world's geography; the anniversary of a nation and the linked ideas of liberty and prefabrication. Initially markers, they became monuments. Yet essential though the monument may be as a civic marker, it cannot itself generate life. You cannot build a sentence around a punctuation point.

Monumental buildings, huge in scale, can sometimes also be monuments. But they are neither necessarily nor usually both. And if they are, when do they become monuments, icons recording social memory? At the time of the design's conception? Or later, retrospectively?

Twentieth century architecture has, with fascist and totalitarian exceptions, been largely about the idea and the process of building. In contrast to Beaux Arts, it has tended towards the indeterminate and antimonumental. Lloyds and Beaubourg are prime examples of this - built not to last, kits of parts readily renewable and adaptable to change. But ironically even these have become monuments, expressing as they do the essence and spirit of their time.

Monuments are places where people collect - society's crossroads, signals of memory - lieux de memoire. The contrast between individual solitude, me in my cottage or airline terminal, linked to the Internet, and the mass experience of stadia full of people linked together world-wide by satellite to share a sports game or a concert, is ever stronger. Huge throbbing masses of humanity, voluntarily crowding close together, think and feel as one. Whilst you can see better and hear better at home, the physicality of the experience is impossible to recreate. We ignore our physicality at our peril, and here may lie a clue.

If we are to look forward, we must think in terms of the monument in the best sense of the word, a focus for renewed hope, a new kind of monument for a new kind of thinking, resolving the conflict between resistance to change and the urge to change. Rather than conservation v renewal, we should aim for conservation and renewal - metaphorically, social structure and personal liberty.

A city without a heart has no hope of life. "If I only had a heart" says the tin man in *The Wizard of Oz*; but his little trio needed not only a heart; it needed a brain as well as courage. We too need all three if we are to be more specific about the form a new monument might possibly take.

The heart of the city is where people like to collect. So, if we want a new monument today, let us combine the urge for people to congregate with the essence of urbanity, exchange. Could we in this way find an expression of national significance denoting sustainability and integration? Imagine a new multi-purpose entertainment building linked with an information exchange, in a location well served by public transport. The best served location in England for public transport will soon be Kings Cross, London, a large area of derelict urban land full of history and need of new uses, an ideal venue for a regenerative catalyst. Adjacent to the new British Library, a local information exchange culture will be likely to establish itself. Could we build something there that generates sufficient civic pride to become a new focus, not just for London but beyond - even for the continent when the channel train connection is built? Could we create a venue with value, a true monument to our times?

Even the railway station itself could reemerge as a new monument. Grimshaw's new European station at Waterloo, and Calatrava's new TGV station at Lyon's Satolas airport are both examples of building to celebrate, reaching beyond mundane functionalism. How will the new European connection for St Pancras be

planned? Transport stations and their environs increase in significance as accessibility by public transport gains importance. We must transform them from red light to green light districts. The regeneration of Kings Cross could be a model and a symbol for a new beginning, avoiding becoming a tool of greed on the one hand and bogged down in civic bureaucracy on the other: a planned environment allowing organic entrepreneurial development; structure and freedom.

Who is to choose what our new monuments are to symbolise, and perhaps more significantly, how? What is to be the planner's role? Can planners find the way forward for us as principals? Or should they rather take a catalytic role in helping society at large decide priorities and directions? Or else, should they be confined to marshalling resources, collecting and coordinating market information - in short, establishing a framework that is beneficial to society as a whole within which free enterprises can operate effectively.

It would be hard to find a sharper contrast than between what the French mockingly call Mitterrameses II (referring to Mitterrand and his grand projets) and our own quango Millennium Commission. It remains to be seen of course which approach, individual patronage or the committee, results in creating structures that so convincingly convey the spirit of our age and the one to come that they are eventually considered to be monuments. But it is notable that in neither scenario are the wishes of 'the people' taken into account - have we made so little progress since feudal times? The citizens of Cardiff, for example, would rather have better schools, hospitals, social services and roads, than a new opera house. Given that the lottery is primarily aimed at the poor, which is the more valid expenditure?

Until we become gods we cannot answer the question as to the nature of future monuments - we neither have the keys to our souls nor can we extrapolate into the future. Nevertheless, society will surely continue to erect monuments, whatever form they take #

*Vincent Wang*

# Neighbourhood and community

Neighbourhoods are part of a regional continuum. Clear connections to the region, between neighbourhoods and within communities, are essential. Clarifying the structure of neighbourhoods within the city and identifying their critical links - social, cultural, civic, economic, and physical - to the region are fundamental steps in a consolidated planning process.

## Place-making and neighbourhoods

The fundamental building block of a region and city should be its neighbourhoods not remote jurisdictions. Neighbourhoods are the physical and social expression of community and its sustaining infrastructure. Preserving usable public space and local history and establishing thriving neighbourhood centres are essential to fostering healthy communities. Integrated economic development, housing, and social programs should in all cases enhance local identity and community.

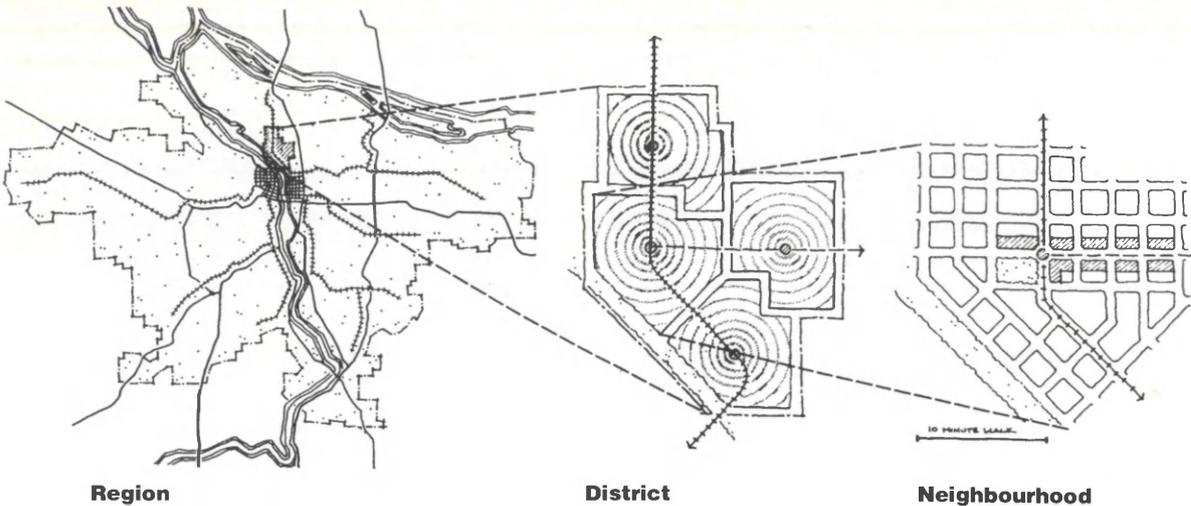
Too often existing jurisdictional boundaries do not match the reality of a neighbourhood. Many services - police, education, health, and housing - are uncoordinated and too many decisions are made by remote bureaucracies. The physical configuration of a neighbourhood often affects its social and economic dynamic. The fundamental physical elements of a neighbourhood are walkable streets, human-scaled blocks, and usable public spaces. Although this

may seem obvious, modern planning seems to have lost the capacity to create these simple, community-supporting ingredients. Streets have been configured for cars, with little regard for pedestrians. Our existing public spaces - parks, plazas, town squares, and main streets - have decayed. Moreover, modern public spaces often lack the basic design intelligence to make them safe and active. Too often public spaces become residual, housing loses its neighbourhood scale, and streets deny the vitality of pedestrians. The result is a loss of identity and the sense of place that once formed the physical infrastructure of neighbourhoods and communities.

Consolidated planning involves re-establishing the art of place-making piece by piece. New housing projects should help create or reinforce blocks that are interconnected throughout the neighbourhood. Street improvements should favour the pedestrian reduce auto speeds. Small parks should be distributed within walking distance of most homes, and they should be configured to have active edges and allow adequate visual surveillance. Each element - whether infill, rehab, or redevelopment - should reinforce local identity, history, and character. Buildings should support connections within the community by facing toward the neighbourhood's public spaces: its streets, parks, commercial centres, and civic facilities.

Neighbourhoods need memorable and identifiable centres and, in concert, they need discernible edges. Physical design can help establish vital centres by grouping critical institutions, public services, retail, and amenities around a neighbourhood focal point.

The fundamental concept is to invest in neighbourhoods and people rather than programmes and institutions. Connections between regions, districts and neighborhoods should be strengthened. Balanced neighborhoods bring together the social and commercial centres of the community.



The authors of the first planning document in the history of mankind, the Spanish *Laws of the Indies*, understood this when they called for a civic plaza surrounded by government and commercial buildings as the starting point of every new settlement. Edges should be within a comfortable walking distance from the community centre. Gateways, natural features, and transportation corridors can reinforce the perception of edges.

The City of San Diego has adopted a policy of placing civic buildings, such as community centres, post offices, libraries, police and fire stations, and daycare facilities, in central locations within each neighbourhood. In most cases these nodes will also be next to a village green and transit stop, providing a social focus for the neighbourhood and allowing parents to take care of errands on their way to and from work.

**Human scale**

The individual and the family - not remote institutions or government - are the measure of community. Consolidated plans should seek to establish human scale in the physical design of neighbourhoods, in economies by enhancing local businesses, and in institutions by decentralizing and personalizing services. In its most concrete expression, human scale is the stoop of a rowhouse or the front porch of a home rather than the stairwell

of a high-rise; it is a cop walking the beat rather than the helicopter overhead. Human scale in housing means creating homes with individualized detail, identity, and a sense of place. Human scale in economics means supporting individual entrepreneurs and local businesses. Human scale in community means a strong neighbourhood focus and an environment that encourages everyday interaction. Too often the institutions that operate on a first-name basis are displaced by large anonymous organizations.

Creating a strong local network of services, retail, civic, and commercial uses is central to putting physical identity and human scale back into a neighbourhood. Human scale in community means a strong neighbourhood focus and an environment that encourages everyday interaction.

Diversity is a key concept for creating resilient economies and rich local cultures. Heterogeneous communities have qualities that can generate opportunities for individuals and families. For example, mixed socio-economic neighbourhoods can provide a range of positive role models for struggling youths, and neighbourhoods with a broad age distribution can attain stability by allowing people to age in place. The greatest challenges and opportunities exist in neighbourhoods with cultural and racial diversity.

Communities should seek balance in their economic, physical, and human development. Balanced social development requires diversifying the job base rather than becoming dependent on any one major employer or market, public or private. It means creating jobs at many scales: local and corporate, service-oriented and export-directed. Supporting new start-up businesses as well as preserving existing enterprises is part of the strategic planning necessary for a balanced local economy. Balanced physical development means planning mixed-use projects that integrate the social and commercial centres of a neighbourhood. It means balancing the car with effective transit systems and opportunities for the pedestrian. Balanced neighbourhoods bring together the social and commercial centres of the community.

**Mixed-use planning**

Mixed-use neighbourhoods have been methodically zoned out of existence for outdated reasons. At the turn of the century, smoke-stack industries dominated many urban economies and led to the segregation of land uses so common today. After World War II, the national investment in auto technologies and freeways accelerated this trend toward isolated, single use developments, producing regional sprawl at the same

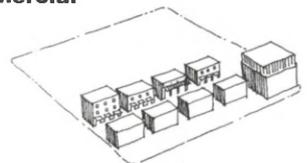
**Civic**



**Residential**



**Commercial**



**Neighbourhood**



time that it diminished the economic vitality of the inner cities. The limits to such development patterns are now clear: air pollution, loss of open space, road congestion, a dearth of affordable housing, time lost in driving, and a generalized sense of isolation. Ironically, the original reason for land-use segregation is gone. Employment no longer needs to be buffered from housing or retail; in fact, it is decentralized increasingly.

There is now a great opportunity to reverse recent development trends and reconstitute communities as a healthy mix of uses as well as populations. The design principles can be found in many of our oldest traditions: the village green, Elm Street, Main Street, mixed-income housing, urban centres, and multi-use buildings. Mixed-use neighbourhoods can be realized in several ways. Horizontally mixed-use areas are characteristically different uses in reasonable proximity to each other. Each parcel maintains a single use but has close and pedestrian-friendly connections to others, creating a neighbourhood of variety and diversity. Vertically mixed-use areas include the more familiar urban form of providing different uses within one building or on one parcel. Examples are housing or offices over retail. A combination of horizontal and vertical mixed-use elements can be integrated within a neighbourhood to create variety in intensity and character.

People must begin to recognize the value of diversity in all aspects of their lives. Too often people want to exclude from their community anything that is different from the existing norm. For example, homeowners often want to exclude new housing that is more dense than the neighbourhood norm or that will accommodate people of lower incomes. However, this type of diversity can add to the value of surrounding property, rather than detract from it, if the housing is designed to respond to the physical and social needs of existing residents as well as those of the newcomers.

The assumption that underlies these concepts is that many of the problems confronting society today cannot be solved solely by the individual or by government. Only a healthy community can support the cultural and individual values needed to correct the problems afflicting our cities. Only at the community scale can individual initiative and responsibility be fused with national and regional commitment. Strong communities offer the context for individuals and families to take direct responsibilities for themselves and those around them. To play such a role, communities need to be nurtured by national policies, regional economies, and local institutions #

*Peter Calthorpe*

## Regenerating the urban core

Urban Splash Ltd -  
 developers of Manchester's  
 Ducie House and Affleck's  
 Arcade plus Liverpool's  
 Concert Square loft  
 development and the  
 Liverpool Palace - argue  
 that what is needed to  
 regenerate the urban core  
 is more imagination,  
 confidence and above all  
 'bottle' from developers and  
 statutory bodies.

The causes of urban decay are well known: moving city centres, a lack of residential space, the under-use of upper floors on most old buildings and new covered shopping centres. Added to this is the redundant nature of many older multi-storey buildings, the high yields and easy money from ground level car parking and highly-segregated city sectors which leave most office and shopping areas deserted at nights.

The solution to these problems is becoming more widely recognised and does not lie in flagship developments such as the Arndale Shopping Centre in Manchester or the massive office complexes of the sixties. Instead the answer is more mixed use, piece-meal development of areas, picking up on the indigenous population's trades, occupations and wishes. Already in practice in certain cities, very few people now doubt the success of Dublin's Temple Bar, London's Covent Garden or Manchester's Castlefield.

The (not so) secret of their success is bringing new mixed uses into the urban core - uses such as specialist retail and residential accommodation, office and studio work space, bars, clubs, cafes and

restaurants, all of which attract people from the outside into the area. Installed in historic areas, and supported by generous public sector support for infrastructure improvements, these new mixed uses transform urban wasteland into thriving centres of culture, life and commerce.

If the solution is so simple, why can it not be implemented in more areas? Largely because statutory bodies and especially developers, do not have sufficient confidence that mixed use city centre projects will work and will not therefore commit the resources necessary to undertake developments. As a result, many city centres rich in architectural heritage (which is what unites Temple Bar, Covent Garden and Castlefield) lie as derelict wasteland. The aforementioned areas have only become tourist attractions because of the facilities and services they have attracted, previously comprising little more than a few pleasant historic buildings.

Why can't more areas be developed in a similar way? Money and resources are the reasons usually given. Yet Urban Splash has proved excellent returns are possible for the investor. The very basis of development is adding value to buildings, and if the buildings are initially of very little value then the scope to add to it is great.

Most of the buildings Urban Splash has bought faced a depressing future, typically demolition or use as car parking. The value was little more than the site itself. We converted them at modest cost and filled them with loft apartments, specialist retail shops, studios, offices and workplaces aimed at the creative industries and bars, restaurants, cafes and clubs.

Our low development costs are largely a factor of the wholly-integrated approach we, as a developer, adopt. In-house planning, design, building and marketing facilities not only reduce the final cost of the project but also ensure that the



philosophy which drives all our developments is adhered to throughout the entire development process.

Testimony to this approach is our success in maintaining occupancy rates at over 95% in all our buildings, despite the fact that many of the units are let on very flexible licences and leases. We, along with a small number of other developers, have shown that creative urban developments cannot only regenerate city centres but show handsome dividends for developers as well.

To regenerate whole areas needs public sector support, but public money spent regenerating the urban core - that is underpinning individual schemes and improving the infrastructure with new pavements, street furniture and traffic management schemes - is money extremely well spent.

Urban Splash has shown, at Ducie House for example, job creation costs as little as a few hundred pounds per job (compared to two hundred thousand pounds per job at a Samsung Manufacturing Unit) and job creation figures that are quite sizeable (Ducie House created over 270 new jobs and the Liverpool Palace over 210).

The arguments for public sector-assisted city centre regeneration, led by a growth in new mixed uses for redundant buildings, is undoubtedly strong. Why then is every area filled with

beautiful buildings on the edge of city centres not being filled with new creative industries, bars and cafes, loft apartments and specialised shopping? If these developments are so cost-effective for both state and developer why is every historic industrial area not being regenerated? And clearly they are not.

The biggest issue is one of confidence or "bottle". In every area there are entrepreneurial industries involved in restoring small one-off individual buildings, opening them as professional offices or stylish shops or bars, but there still remains a noticeable lack of major developments on a significant scale.

This inaction can in part be attributed to an ultra-conservative property industry. The substantial finance necessary for major developments has produced an industry dominated by large bureaucratic firms who, rather than chasing after entrepreneurial success, are driven by a fear of failure. Every proposal for building conversion reads with monotonous familiarity.

The consequences are again all too familiar - the absence of challenging contemporary architecture, existing buildings features hidden above suspended ceilings, often satisfactory historic features replaced for the sake of perceived "fashion" and vast amounts of money spent on finishes which are often of

The Eastgate development at Castlefield, Manchester involved the conversion of a canalside warehouse into an imaginative form of studio space and offices.

# The town centre

dubious design or other merit. Just one more office building developed to a standard specification.

The fact that there are hundreds of thousands of square feet of similar space standing empty does not seem to impact on the developers. It appears to be satisfactory to make a mistake as long as it is the same mistake all the others are making.

Every other industry appears to be ideas, market and entrepreneur-led. It is difficult to imagine John Paul Gaultier, Marks & Spencers and Asda all going after the same market. What the property sector needs is more entrepreneurs who are able to raise the necessary resources which allow them to be brave and to convert buildings in unusual areas with particular markets in mind. Niche marketing works in other industries - why not in property?

The decayed urban core can be regenerated. Urban Splash has proved there is a large market for people who want to work, live and play in the urban core. In Liverpool we are working in the Bold Street/Duke Street area. Its dereliction is apparently so great that it has achieved Objective One status but already we have managed to pre-sell all our loft apartments, pre-let our bar spaces and have filled and kept full over 60,000 sq. ft. of office and retail space.

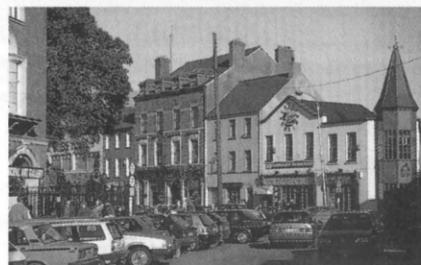
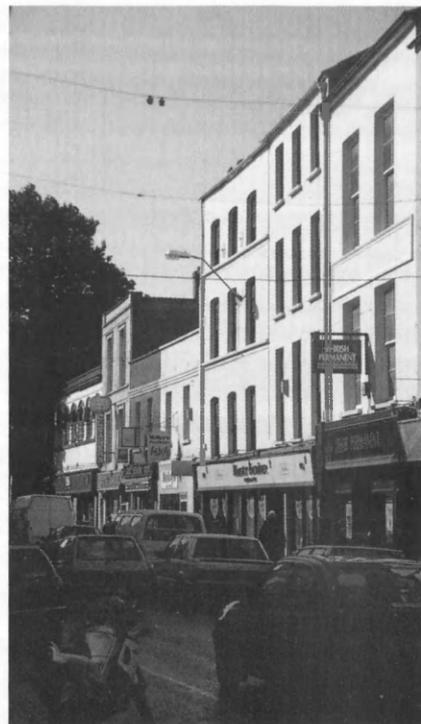
The missing key ingredient for renewal in the urban core is developers with "bottle" - developers who have the vision and confidence to propose, finance, develop and market buildings to niche markets. In particular, we need developers who understand that there are plenty of people who are eager to work, live and play in our city centres but need suitable restored buildings to live, work and play in #

*Tom Bloxham*

Since the publication of PPG6 in July 1993, it has become very clear that there is increasingly support across the political spectrum for strong policies that favour town centres. But how can we be sure that the words of exhortation, in PPG6, PPG13 and elsewhere will lead to a renewed emphasis on town centre investment and improvement, better management and more effective promotion? In short, how can the future of the town centre be safeguarded?

In the introduction to the recent URBED/Hillier Park research report 'Vital and Viable Town Centres - Meeting the Challenge', the Secretary of State made his position clear on the future of town centres.

"Town centres should provide a focus for retail development where competing businesses are near enough for shoppers to compare prices and benefit from competition. They should be places in which a wide variety of different uses are encouraged. In that way, town centres will be attractive to local residents, shoppers and visitors, because they have lively restaurants and cafés, culture and entertainment, as well as interesting shops. The liveliness that we want to see in town centres cannot be achieved in an atmosphere of decline. We now have an economy which is clearly growing.



We want to encourage growth, but to manage it, so that it brings life back to our town centres - places where people can live and work and shop and play".

This statement emphasises how important it is to consider town centres in the broadest context, given their wide range of functions. We are instinctively concerned about the future vitality and viability of our town centres, because they have this range of functions, and they have traditionally formed the heart of most communities. They perform a range of roles that involve bringing together large numbers of people. From their origins as transport hubs, their roles now include not just those of a shopping centre or market, but also those of a business centre, arts, culture and entertainment zone, and a place to visit. Meanwhile, their roles as residential areas and as sources of educational and health services now seem to be once again growing in importance. It is this combination of roles which gives town centres much of their character and life, and makes them special. It is also this combination that gives them their vitality and viability, and if this is put at risk, we are concerned about the adverse effects on, and the future success of, each and every one of the component uses. For, in every town centre, none of these uses functions in isolation.

PPG6 encourages us to look at a set of indicators for measuring town centre vitality and viability, but there is a need to understand some more basic fundamentals about the way in which each town centre satisfies its residents' needs. Examining indicators such as yield or pedestrian flow, retailer demand and vacancy levels can be appropriate, but only in those locations where sufficient and reliable comparative data exists over a long time series. That is clearly not going to be the case for many smaller market towns, for example. In all cases, however, a more detailed understanding of the town's commercial rationale

can be gained by assessing whether the town already has in place the basic 'building blocks' of a vital and viable centre.

In descending order of importance, these basic building blocks are:

- The range and adequacy of accessible shopping and service facilities, appropriate to the town's size and role.
- A safe and secure environment.
- Social, cultural and leisure opportunities.
- Environmental quality.

In other words, rather in the same way that the most basic human needs are food, air and water, followed next by shelter or safety, then by social interaction and finally by a high self-image, we can reasonably ask first, when looking at the vitality and viability of our town centres: "Have we got the basics right?"

#### Improving town centres

There is little purpose in implementing high quality improvements to the public realm, if a town hasn't understood its realistic future role and secured an agreed 'vision' of its best way forward. To do this, it needs to get the basics right - it needs to achieve a good range of modern stores, satisfying shoppers' and retailers' needs, as well as a safe and secure environment.

Particularly where town centres are competing with out of town facilities, it is crucial that the town centre strategy also delivers improved road access, better car parking, improved public transport facilities for pedestrians, cyclists and the disabled.

These basic changes then need to be combined with, secondly, better security, while the third most important improvement will be to ensure that the town centre provides the maximum opportunities for social inter-action. This will involve creating spaces and facilities where people can meet, socialise and pursue common interests.

Only once the town centre has shown it can achieve success in meeting these three needs, comes the matter of the environment. This might seem surprising, in view of the fact that environmental improvement is widely used as a tool of urban regeneration and of town centre revitalisation. And rightly so. But only after the other needs have been satisfied can environmental improvement make a significant contribution to the quality of life. If people cannot get the goods and services they need or feel insecure they simply will not notice a poor environment. Furthermore, they will vote with their feet and go elsewhere (such as to out of town shopping facilities), where they can buy what they want in a safe and secure environment. Perhaps this helps to explain why programmes of environmental improvements alone have been notably unsuccessful in securing urban regeneration. Environmental improvements are a good thing but they are not a substitute for the provision of accessible facilities and services in a secure setting.

#### Future town centre strategies

In this short article, it is not possible to cover in detail how a new vision for a town centre is most likely to emerge and how this may vary according to whether the subject town is, for example, a market town, an industrial city, a suburban centre or a seaside resort. Usually, the strategy for the town centre's future health is best determined following a comprehensive audit of town centre needs, rather than being based on just a narrow evaluation of how the centre can be improved in say urban design terms.

Town centres will only thrive if retailers, business and other uses wish to locate there, not because they are forbidden to locate elsewhere. There are signs that there are more than enough willing users of town centres to keep them both viable and vital into the next century. However, the dilemma facing the Government, local authorities retailers and investors is the same one. All have a desire, to a greater or lesser degree to protect town centres. Yet the public is becoming increasingly used to shopping out of town and the momentum is becoming difficult to stop.

On the other hand, the public's free choice could yet be a benefit for some town centres, in the sense that as dependence on cars increases, this ultimately means that most shoppers will have the freedom to choose the most attractive centre to visit. Against this background, it is essential, for the long term health, vitality and viability of our town centres, that new ways are found of investing in quality in the public realm #

*Brian Raggett*

**Great Streets**

Allan B Jacobs MIT Press 1993  
**£34.95**

All people concerned with designing or understanding better the public realm of streets, will be interested in this publication. Streets have been seen most recently as conduits for traffic, this has devalued their contribution to the quality of life.

Allan Jacobs defines his major purpose as being to help create future streets of quality and to help achieve this he provides comparable plans, sections, dimensions and sketches of a wide range of examples and what ingredients contribute to their impact. The first section analyses a series of seventeen great streets ranging from the Ramblas in Barcelona to Bath and Bologna. All of us would no doubt select certain different streets but his excellent drawings and his accompanying text provide a well balanced assessment of the qualities that exist or have been lost over the years.

The second chapter provides a compendium of twenty eight types of streets from which lessons can be drawn and he categorises these historically and by functional type such as boulevards, commercial streets, residential streets, tree streets and single sided streets. I found the comparison between streets difficult to make and some form of overall drawn summary on a limited number of pages would no doubt be useful to designers. It is perhaps surprising that no example of European Woonerven is included as they are significant ways in which the quality of streets can be recovered environmentally and to benefit pedestrians.



The third section concerns street and city patterns where one square mile of thirty eight cities is illustrated at the same scale enabling comparisons to be made of their context, their scale and intensity and design philosophies; some would feel this section invaluable enough without the other contents of the book. Readers unfamiliar with the cities might find it difficult to identify the locations of streets contained within section two of the book and whilst this is not the fundamental objective of the section it could have helped appreciate the context. Similarly more cross reference from the text to diagrams appearing throughout the book would have been helpful to the user.

The fourth section defines requirements and qualities needed to make great streets and reaches conclusions about the changing approaches to the role of streets. The requirements include designing for walking, physical comfort, definition, transparency, complementarity and maintenance; qualities include trees, beginning and ends, diversity, special features, density, diversity, contrast and places.

One quality that is cited is slope which I would query as I do not think this is a significant contributor to streets included in the book and other than distinctiveness could be an undesirable factor.

His conclusions section comments on the ways in which CIAM objectives and the new town/garden cities movement neglected or rejected the role of the street and how people such as Jane Jacobs and Kevin Lynch challenged the practices of the time. To respond to that situation he and Donald Appleyard put together their own Urban Design Manifesto in 1987. The six physical qualities they called for raise similar issues to the UDG manifesto of the same year - usability, a minimum density, an integration of uses, buildings that define space rather than being set in space, many rather than fewer public buildings and lastly public streets; this book is intended to fulfil the definition of this particular quality.

Whilst the book does refer to a survey of public opinion in a footnote I would have welcomed more information and analysis of the public's views of qualities of places; it is too easy to feel that a professional's view accurately summarises the public's perception.

By today's standards the book is well priced for its high quality production and every urban designer will find it a valuable tool and a basis to which can be added information about streets with which they are particularly familiar #

*John Billingham*

**The New Urbanism.  
Towards an Architecture  
of community**

Peter Katz, McGraw-Hill 1994.  
£44.95

This book provides a useful overview of schemes across North America that follow the principles of what is described here as the New Urbanism.

The first part consists of essays by practitioners such as Peter Calthorpe concerning the region and Andres Duany and Elizabeth Plater-Zyberk on the neighbourhood, district and corridor and others on the street, block and building. This is followed by ten mainly suburban schemes described as establishing the urban pattern and another section of fourteen mainly urban schemes aimed at reconstructing the urban fabric.

A postscript is provided by Vincent Scully, always a delight to read although one could disagree with his view that the new suburbanism would be a better title as the second half of the book is concerned with mainly urban situations. He recounts the impact of the car in disintegrating communities and that of the international style in destroying cities. He feels that the development at Seaside is particularly important in creating an image of community which whilst borrowing from historic examples introduces an important initiative - a building or urban design code. Nevertheless the schemes in the book do not, he feels, deal with the major issue of housing for the poor - further down the social scale by comparison to our own approaches to affordable housing.

The approach to suburban sites is to break up the development into identifiable neighbourhoods designed around a central open space and community buildings, to

adopt a formal and compact layout, to use a hierarchy of streets, many with street trees and to define a code which would determine street details and the response required from specific plots. The example of Seaside is already well known and Laguna West, Kentlands and Windsor, Florida exhibit clearly the above principles where the spatial qualities of places and pedestrian use assume importance over the typical vehicular dominance. Peter Calthorpe has had similar difficulties to the UK situation in getting approval for his road designs, still one of the biggest obstacles to designing places for people.

The Reconstruction of the Urban Fabric is nothing new as a concept and the term Mending the City introduced as an approach by a number of people, including Leon Krier, pursues the same objectives. About a third of the examples involve a city about a third a town and the remainder, as Scully comments, are really suburban in nature. The example from Montreal can be questioned in some of its details but the proposed code defining typologies of public space, city design elements and office buildings is worth studying. The Los Angeles Strategic Plan for Downtown provides a useful background to understand the changes occurring in LA to improve transportation, infrastructure, public spaces and activities and introduce mixed uses. Peter Katz considers there is a major philosophical division between the practitioners involved in suburban areas and within existing urban areas. It is an odd view as some of the practitioners included in the book are working in both areas and I would maintain they are following similar principles of defined public space, formal relationships and mixed uses in the different contexts in which they are working. The book is well illustrated and provides a flavour of what a small and influential group of designers is doing to explore ways to achieve an architecture with community values #

*John Billingham*

**Urban Design -  
Street and Square**

Cliff Moughtin  
Butterworth Architecture. 1992.  
£30.00

This book is about the three dimensional form of the public realm - the street and the square.

The aim of the book is to point a way forward for the discipline of urban design and towards this end the author argues that 'if we can analyse the properties that made fine city streets and squares in the past it may be possible to reproduce some of those qualities in future development, not by copying, but by employing the underlying principles of composition'.

The introduction provides a very useful survey of the history of urban design theory from Vitruvius to Rossi. The rest of the book is composed of six chapters. Chapter One deals with the 'method' of urban design and programme formulation, and the role of public participation within this method. The methodology employed within this chapter has its origins in the work of Brian Lawson and Edward de Bono. In Chapter Two the classic laws of architectural composition are examined in terms of grammar and syntax; the author suggests how they might be applied at an urban scale. The main body of the text explores the form, function and symbolism of the street and square through the examination of fine historical examples using a combination of text, photographs (black & white only), plans and diagrams. Chapter Three points to the existence of a general typology of built form, whilst Chapters Four and Five discuss the square and the street respectively; their role, function and form in the built environment. While many of the examples used to illustrate the above are familiar 'classic' European urban spaces, the selection and descriptions

make an engaging read. The final section of the book presents a description and rather superficial critical analysis of three contemporary urban projects, The Paternoster Square Competition, The Isle of Dogs, and The Markets Area, Belfast, which are 'intended to illustrate the scales at which urban design operates'.

Whilst the content of the book is unarguably of interest, the theoretical position which underlies the text is difficult to define - it is a curious beast: the book is not an overtly polemical tract in the manner of Rob Krier's Urban Space or Gordon Cullen's Townscape; however it is not without underlying theoretical assumptions. The author admits to a Sitteesque belief in the picturesque as a sound and correct basis for urban design. It is also suggested that methodological rigour is necessary to bring the picturesque technique into the realm of the conscious and the rational. Additionally this position is given 1990's consumerist credibility with an argument for the inclusion of some degree of public participation in the design process. The above melange of beliefs certainly does not present a coherent theoretical position; this book is definitely not in the same league as Sitte, Rowe, Rossi or Koolhaas - it is not a seminal tract on urban design. Nevertheless, in a book which is suited to the student rather than the academic, the lack of philosophical rigour is not a major flaw. The text certainly does have value in that it introduces the reader to a wide range of political and theoretical issues connected with urban design, a number of techniques for analysing urban spaces, and it also provides a host of stimulating examples of 'classic' urban spaces. This is not a history of urban form, for this one would be better off reading Spiro Kostof (*The City Formed & The City Assembled*) or Benevolo (*The History of the City*) but for the student looking for a methodology for the analysis of urban space this is a good place to start #

*Peter Howard / Helena Webster*

# Battle McCarthy

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Sustainable development is development which meets the needs of the current generation without compromising the ability of future generations to meet their own needs. Brundtland Commission on Environment and Development

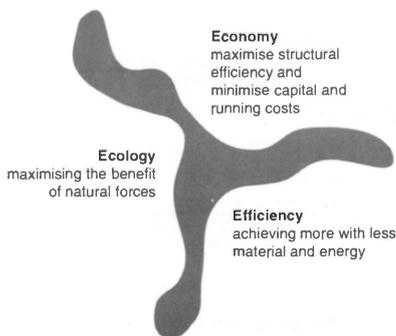
The primary goal of engineering is to maximise the use of materials, energy and skills for the benefit of all.

Battle McCarthy, Consulting Engineers, provide engineering input at all stages of the design process. We specialise in the engineering design of innovative low-energy, high environmental quality buildings and infrastructure.

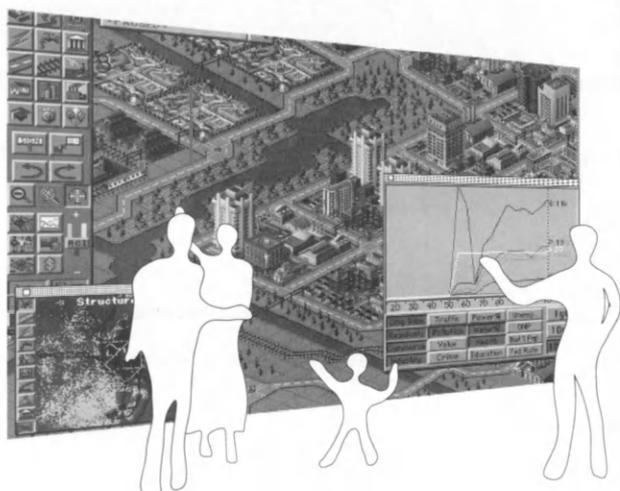
We have developed a rigorous engineering approach to urban design based on a conception of cities - as organisms with complex metabolisms. The engineering of sustainable cities relies on the rapid flow of knowledge and information between specialists, with the design team working on both systems and components, at the macro and micro scales simultaneously.

In all of our urban design projects, we work closely with the masterplanner to develop a set of plans for different aspects of the design. The red plan (energy), the blue plan (water), the green plan (ecology), the orange plan (transport), and other plans become superimposed, amended and re-analysed in the development of a successful design solution. A team of specialist consultants assist us in providing the engineering analysis on Energy, Water, Waste, Landscape, Ecology, Transport, Building Form and Materials.

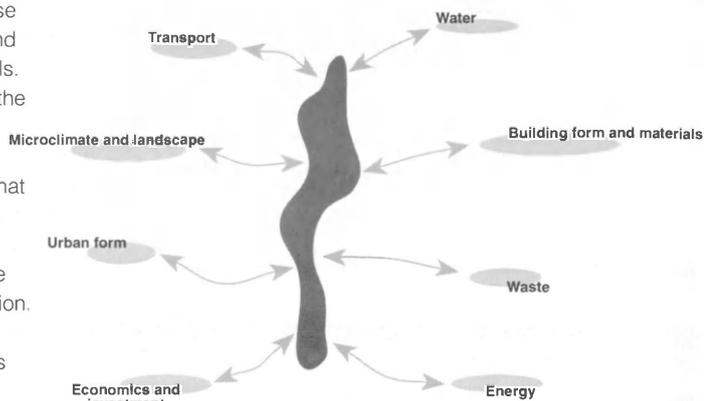
Below: Ecology, Economy and Efficiency are the three factors guiding Battle McCarthy's approach to the engineering of sustainable urban design.



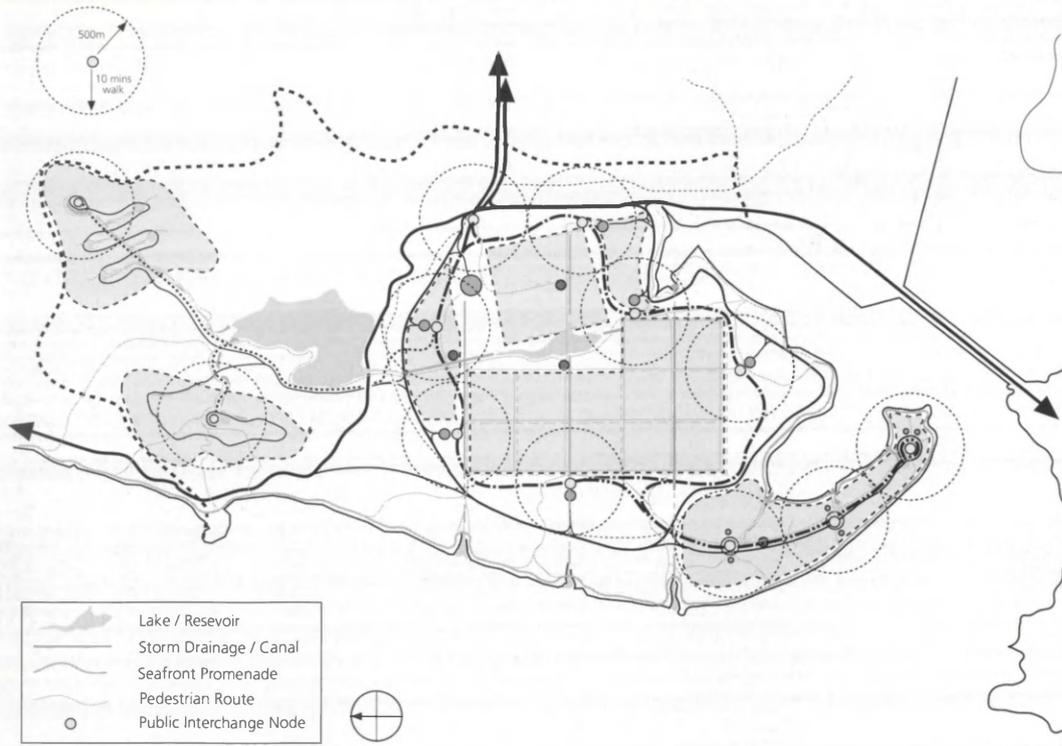
Above: ParcBIT, Mallorca - with Richard Rogers Partnership, Architects. This scheme won the international competition for a new settlement near the University in Mallorca, aimed at stimulating information technology industries in the area. The design was developed as a response to the water requirements for domestic use and irrigation in a very dry climate. Two torrents run through the site, carrying winter rain storm off the mountains and down to the sea. These are intercepted to fill two reservoirs which gradually empty over the summer season, creating a series of terraces at the heart of the new community.



Centre Right: Battle McCarthy have been pioneering the use of computers as dynamic and interactive urban design tools. We are working with Maxis, the programmers of SimCity. Large touch-screens are placed in public places so that people can make proposals and watch how the city changes, or alternatively see the consequences of no action.

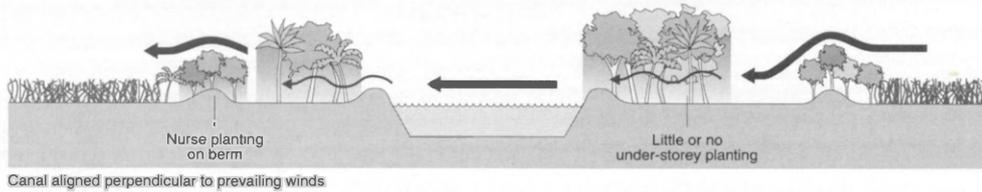


Right: Diagram of the factors influencing sustainable urban form.



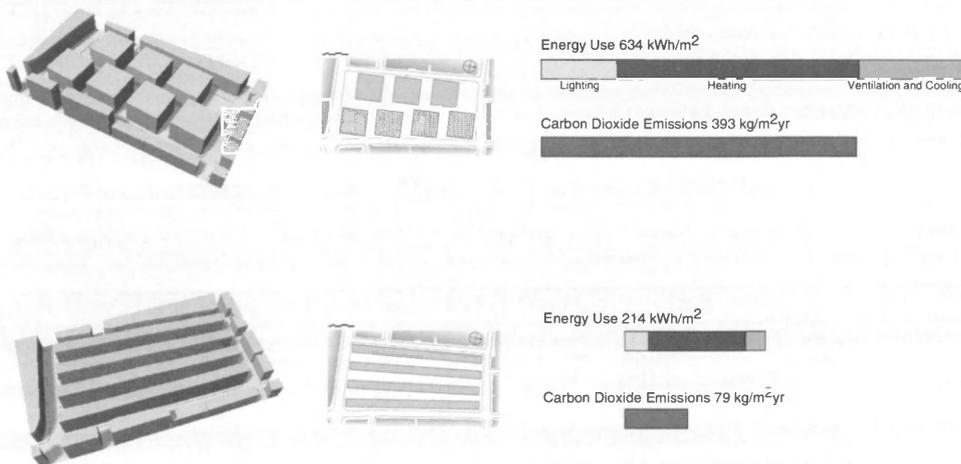
Left top to bottom: Jerai International Park, Malaysia - with Ngjom Partnership, Architects. Three new villages, a permanent international Expo and a 60,000 seater sports stadium are envisaged for this site in northern Malaysia. The hot and humid climate and large site required an integrated transport strategy with an LRT system and shaded routes for pedestrians.

Canal landscaping design for Jerai International Park, showing how the prevailing breezes flow under the trees, are cooled over the water and cool pedestrians on the canal route.



Energy Massing Assessments carried out using a tailored and computerised version of the LT Method. For this central London site, we were able to calculate the energy and carbon dioxide consumptions of a range of possible building arrangements.

Diagram of the energy crop cycle. This process has a net carbon output of zero, as the regrowing trees absorb all the carbon dioxide that is given off in burning the wood.



Battle McCarthy  
Consulting Engineers  
57 Poland Street  
London W1V 3DF  
Tel: 071 434 4488.  
Fax: 071 434 4499

Contact: Robert Webb

# Nathaniel Lichfield & Partners

Nathaniel Lichfield & Partners, founded in 1962, provides specialist advice on all aspects of the planning process. The firm has a wide client base including landowners, developers, businesses, leisure groups, retailers and local authorities. We operate mainly, but not exclusively, in the UK. Now one of the largest independent planning consultancies in the UK, the practice specialises in development planning, urban design and economics. We operate from offices in London, Newcastle and Glasgow.

We use the term Urban design in its broadest sense to encompass the wide range of skills and experience we offer in the field of environmental design. This ranges from landscape and visual assessment, master planning through to urban regeneration, environmental improvements, conservation studies and site specific schemes: these can range in size from a few acres to several hundred. NLP recognises that the design of the built environment is critical to the quality of urban and rural areas. Equally, however, the process of design cannot be separated from the economic and social processes which underpin the creation of urban space. NLP seeks to produce creative solutions for sites and areas which are also realistic. Careful consideration is given to the users, whilst not forgetting the expectations of landowners and investors. We consider that schemes should draw on the strengths of a site's surrounding environment, built on the opportunities of the site or existing structures, be safe and develop a positive image.

Some of our recent project work is described below:

**Peckham (London Borough of Southwark)**

Nathaniel Lichfield and Partners was commissioned, with Chartered Surveyors Donaldsons, to undertake a study of the commercial centre of Peckham. The aim of the study was to investigate the centre's role as a shopping and commercial centre, investigate the cause of its decline over a

number of years and suggest a strategy for reversing the decline and regenerating the centre. A major household and shopper survey was undertaken. The results of the survey highlighted the quality of the environment as a significant consideration. NLP's urban design team responded to this issue by undertaking a physical assessment of the centre. This considered the experience of those working in or arriving at Peckham and emphasised the role of gateways to the centre and points of arrival (such as car parks and the railway station) as well as the detailed street environment. The study has culminated in the production of an Action Plan which contains a number of recommendations for improving the environment, including the introduction of a bus priority scheme, the creation of new urban spaces to relieve the crowded pedestrian environment and illustrative proposals for key opportunity sites.

**Alnwick Conservation Study (Alnwick District Council)**

NLP has been involved in conservation area studies for as long as the legislation has been in force, including the pioneering Ministry of Housing and Local Government studies of a selection of important historic cities. One of our recent commissions has arisen out of English Heritage's Conservation Area Partnerships initiative. Alnwick District Council asked NLP to assist in the preparation of a Conservation Area

Action Plan for the Alnwick Conservation Area, one of only 50 in England to be rated as "outstanding" by the Department of the Environment. The town centre retains its Medieval street plan and contains nearly 400 listed buildings.

The first stage of the study has involved a detailed assessment of the character and fabric of the town's conservation area. Particular issues which require action are improvements to the town's floorscape (including the restoration of cobbles), a strategy for reducing street clutter and improving the selection and maintenance of street furniture and the identification of buildings and key sites in need of improvement. The Action Plan, which sets out a five year strategy for achieving the conservation objectives, is currently being produced.

**Blaenau Ffestiniog, Madoc Quarry (Redland Properties)**

This scheme, for a small housing development of forty units, is typical of the illustrative design work undertaken to accompany planning applications and representations in support of local plan allocations.

*Below and Centre*

*right: Alnwick*

*Conservation Study.*

*Top right: Action plan*

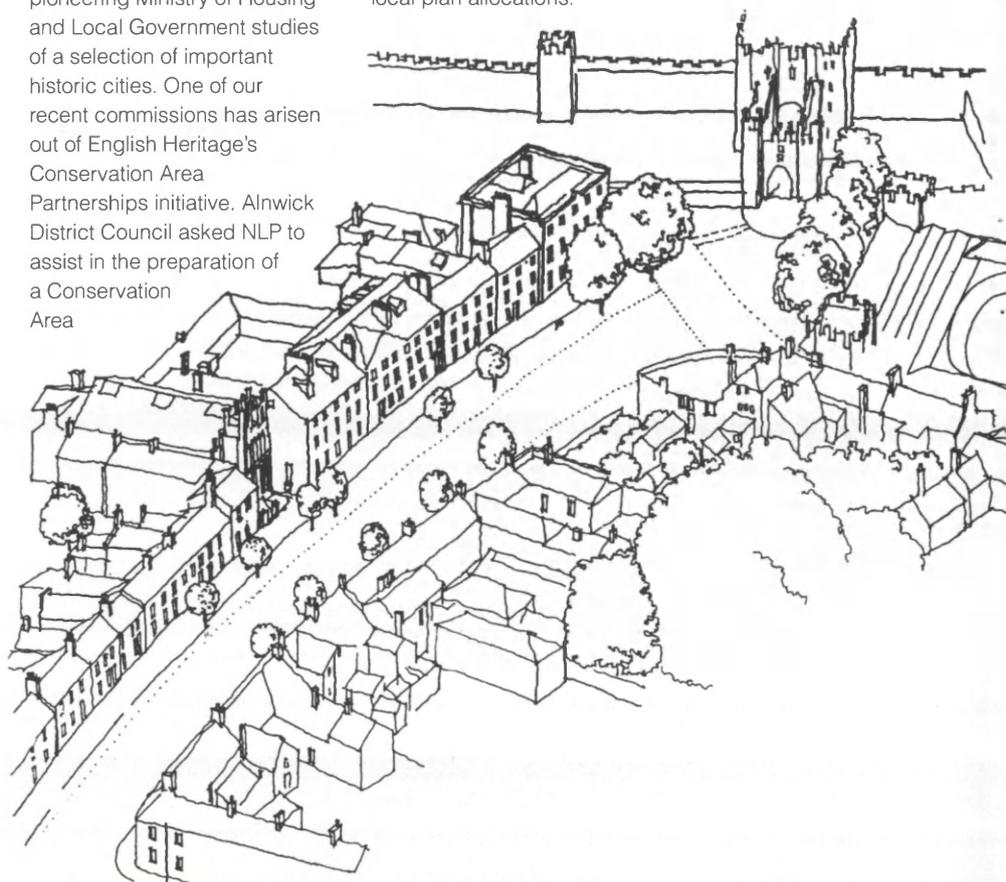
*for Peckham.*

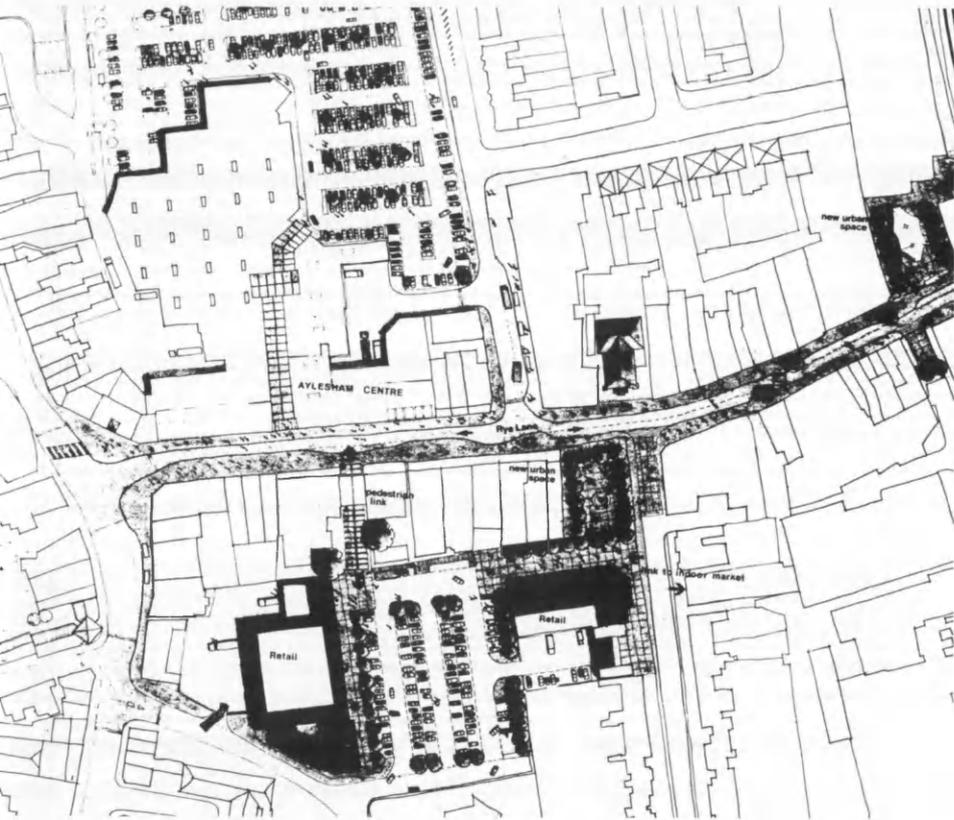
*Bottom right: Blaenau*

*Ffestiniog, Madoc*

*Quarry, an illustrative*

*elevation to the A470.*





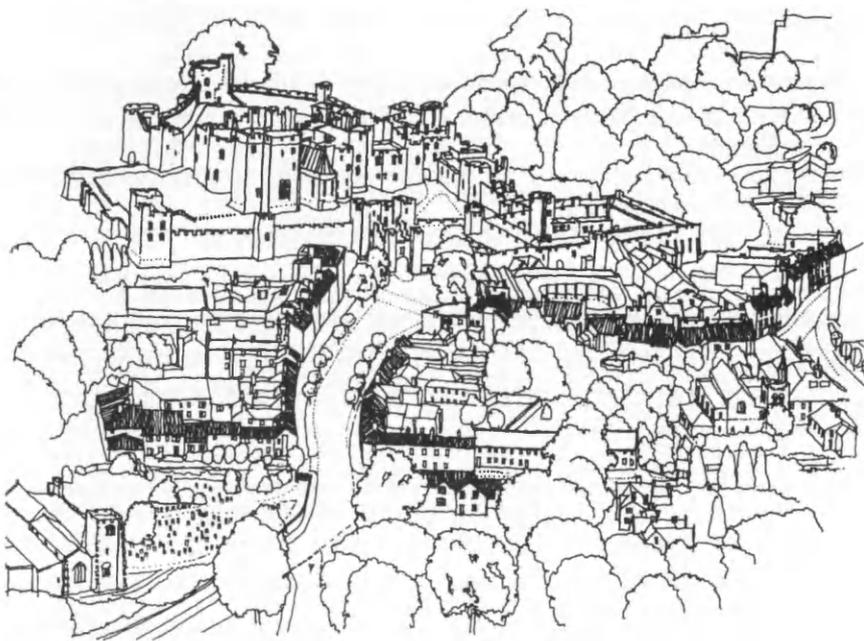
The site, part of a redundant quarry, is set against the backdrop of a dramatic landscape, including redundant mineral workings. The latter will be restored and the scheme includes a significant element of public open space. Planning permission has now been granted for this development.

Daventry International Rail Freight Terminal (Abccott Estates)

Working as part of a consultancy team, NLP produced a number of illustrative schemes to show how a 340 acre site at Junction 18 of the M1 could be developed for an international rail freight terminal, with associated distribution and industrial uses. The site adjoins the main west coast freight line with links to the Channel Tunnel. NLP's work involved a detailed landscape and visual assessment, which culminated in the site being allocated in the District Plan. Subsequently, an illustrative master plan was submitted in support of an outline planning application. The proposal now has planning permission and construction is due to commence shortly.

Nathaniel Lichfield & Partners  
 Star House  
 104-108 Grafton Road  
 London NW5 4BD  
 Tel: 071 485 8795  
 Fax: 071 482 4039

Contacts  
 Nick Thompson BA BPI MA  
 (Urban Design) MRTPI  
 Iain Rhind BA MPhil  
 DipUD(Dist) MRTPI



# Livingston Eyre Associates

The practice was set up in 1983 to work on urban renewal projects such as housing estate improvements and community schemes, working in close consultation with the residents. The work has diversified considerably since then, with a variety of urban and rural sites throughout the country. We have been involved in urban design projects in Leicester, Norwich, Glasgow, Birmingham, Manchester as well as London where the practice is based.

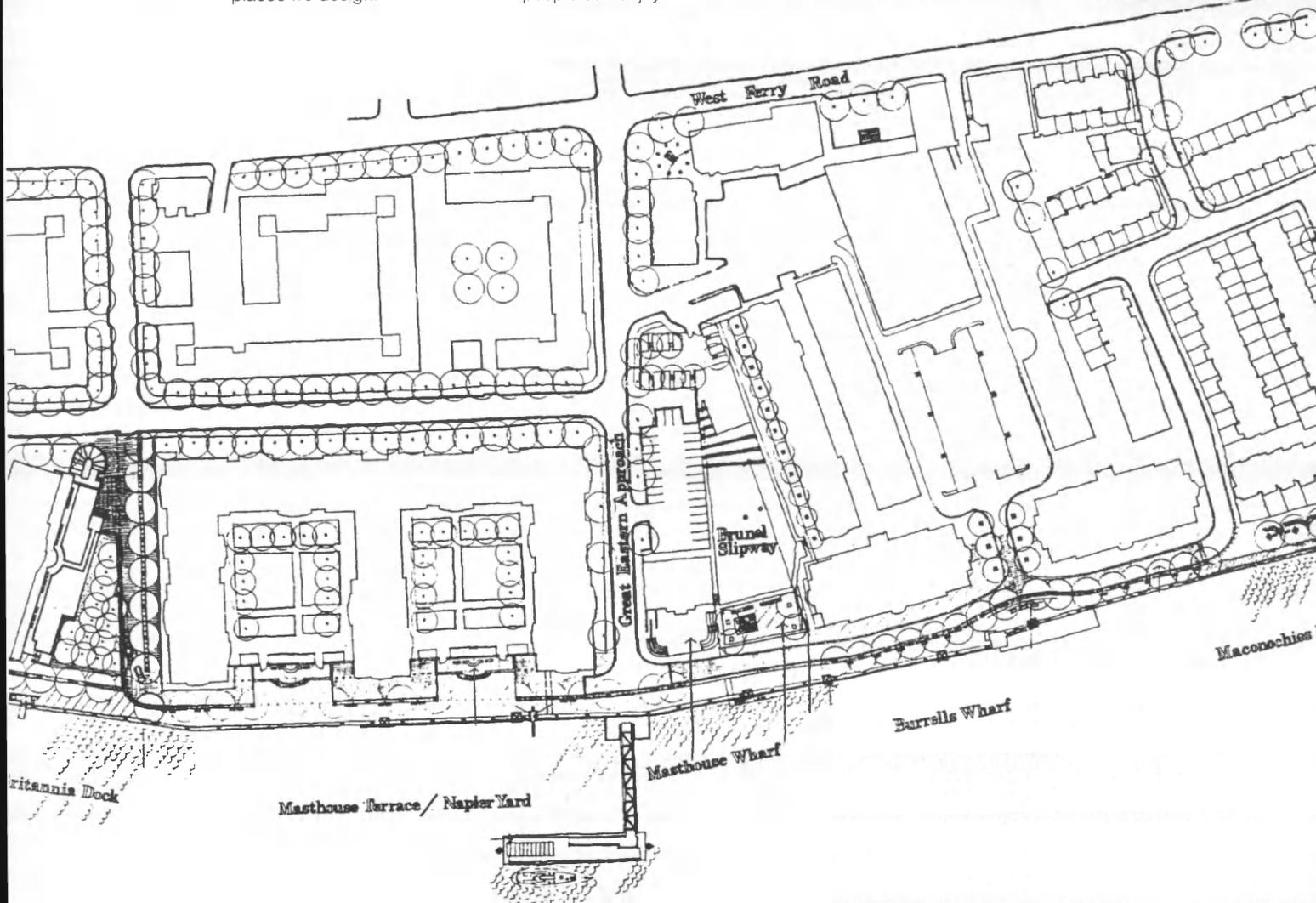
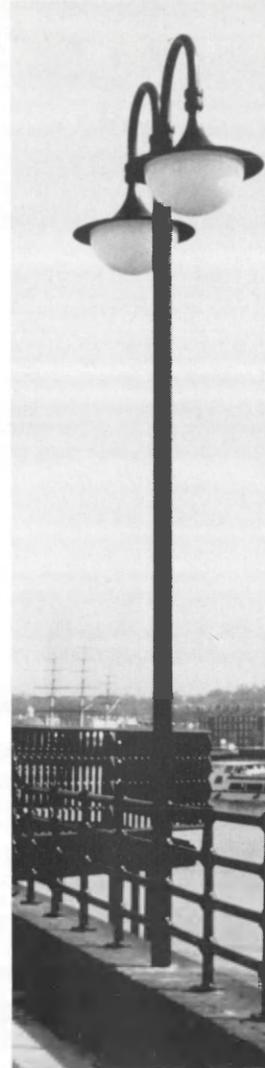
Our wide client base includes local authorities, housing associations, health authorities, English Heritage and the National Trust, development companies and architects, with whom we enjoy working as an integral part of the team from the inception of a scheme. We are skilled in rehabilitation and regeneration of the urban landscape, taking a project from the initial stages of brief development and consultation, through preparation of feasibility studies and masterplan, detailed design and contract management to building the places we design.

Recent schemes are described below.

**De Montfort University, Leicester.** Following our appointment as landscape architects for the new School of Engineering and Manufacture (the Queens Building) with Short Ford and Associates, we were asked by the University to prepare a masterplan for the whole of the city centre campus in Leicester. Formerly Leicester Polytechnic, the buildings had grown, particularly during the 1960s and 70s, around the original School of Art (built 1897 - 1935). The post 1969 development swept away much of the existing medieval street pattern, replacing it with an apparently random collection of buildings separated by windy formless spaces. The masterplan, in proposing the location of new buildings, extensions to existing ones to repair the street form, restructuring the pattern of vehicle and pedestrian movement, and car parking, is intended to remodel the urban fabric to create an attractive and safe place which people can enjoy.

**Castle Mall Park, Norwich** with Lambert Scott and Innes for Friends Provident  
The park forms the roof of the Castle Mall shopping centre, on the site of the former cattle market beneath the Castle. A sensitive historic and archaeological site, the development had to fulfil stringent planning requirements including the provision of a new park for the City integrating the Castle with the surrounding city streets. The choice of materials and the robust scale of the hard landscape detailing and planting design reflect the historic urban nature of the site. The park opens up many new views across the city, and has become a very popular place with tourists and local people.

**Masthouse Terrace, Burrells Wharf and Maconochies Wharf, Isle of Dogs.** We were appointed by the L.D.D.C. to develop a coordinated strategy for a stretch of the south western river frontage of the Isle of Dogs. Excavation within the masterplan area had uncovered the original timbers from which Brunei launched



the S.S. Great Eastern. This site, together with Maconochies Wharf, was designed at a detailed level and built in 1987. The practice won the Edwin Williams Memorial Award for this project.

**Whitecross Estate, London EC1.** Environmental improvements for Peabody Trust. This is one of the early Peabody estates, with imposing five storey yellow and white banded brick buildings formed round entrance courtyards and backing onto the public street. We were commissioned to prepare a masterplan for environmental improvements to the estate, in consultation with the tenants, with a phased programme for implementation. At the outset we were asked to consider an existing proposal to demolish one of the buildings, replacing it with additional car parking and planting. The dire shortage of low-cost housing in central London, together with the detrimental physical effect of the removal of the building on the courtyard structure of the estate encouraged us to examine the viability of

refurbishing the block, which has now been completed as sheltered housing for the elderly. The proposed closure of a public street through the estate, a land exchange with the adjoining school site to the mutual benefit of each, and the redesign of the courtyard boundary to improve visibility along an adjoining public footpath form an integral part of the estate improvement programme. Proposals for the courtyards, previously wall-to-wall tarmac, include provision of front garden walls and railings to give space and privacy to the ground floor flats, rearrangement of car parking, provision of safe play areas, new paving, tree and shrub planting and new lighting. Two courtyards have been completed so far, with a further three courtyards to be done as building refurbishment is completed and funds allow.

Livingston Eyre Associates  
7-13 Cottons Gardens  
London E2 8DN  
Tel: 071 739 1445  
Fax: 071 729 2986

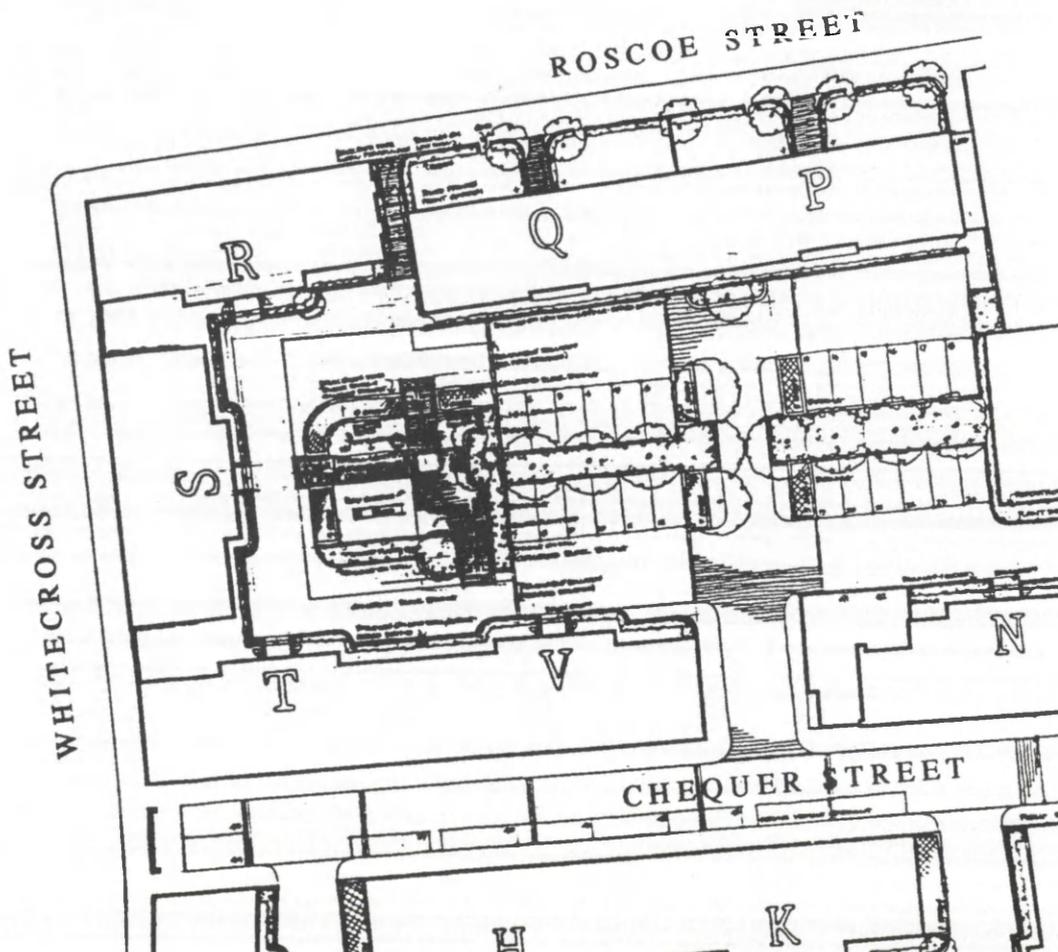
Contacts: Georgina Livingston  
ALI and Katie Melville RIBA ALI



Far left: Masthouse Terrace, Burrells Wharf and Maconochies Wharf, Isle of Dogs. Landscape masterplan and photograph of riverside walk detail.

Left: Castle Mall Park, landscape detailing.

Below: Whitecross Estate, London. Masterplan for section of the scheme.



**Directory of  
practices  
offering urban  
design  
services and  
subscribing to  
this index**

**40** This directory provides a service to potential clients when they are looking for specialist professional advice on projects involving urban design and related matters and to students and professionals considering taking an urban design course. Those wishing to be included in future issues should contact John Billingham 26 Park Road Abingdon Oxon OX14 1DS Tel: 0235 526094

**The ASH Partnership**  
140A The Broadway  
Didcot, Oxon OX11 8RJ  
(also in Glasgow, Edinburgh,  
Liverpool, Manchester)  
Tel: 0235 511481  
Fax: 0235 819606  
Contact: Simon Rendel MA (Oxon)  
MICE ALI

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Fax: 0372 743006  
Contact: Joanna Chambers BA BTP  
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Multi-disciplinary practice of urban planners, landscape designers, transport planners, urban designers, architects and environmental planners, specialising in Master Plans, Development Frameworks and Concepts, Development Briefs, Environmental Assessment, Environmental Improvements, Town Centre renewal, Traffic Management and Contaminated land.

**Bell Fischer Landscape Architects**  
160 Chiltern Drive  
Surbiton  
Surrey KT5 8LS  
Tel: 081 390 6477  
Fax: 081 399 7903  
Contact: Gordon Bell DipLA ALI

Landscape architecture, urban design, landscape planning. Environmental and visual impact assessment. Concept design, detail design and project management. UK and overseas.

**Colin Buchanan and Partners**  
59 Queens Gardens  
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Tel: 071 258 3799  
Fax: 071 258 0299  
Contact: Neil Parkyn MA DipArch  
DipTP (Dist) RIBA MRTPI

Town planning, urban design, transport and traffic management and market research from offices in London, Edinburgh, Bristol and Manchester. Specialism in Town Centre projects, including public realm design.

**Building Design Partnership**  
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Fax: 071 631 0393  
Contact: Richard Saxon BArch  
(Hons)(L'pool) MCD MBIM RIBA

Transport design. Landscape design. Commercial development planning. Sports and Leisure planning. Industrial site planning. Educational campus planning.

**Burrell Foley Fischer**  
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Garden  
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Fax: 071 379 6619  
Contact: John Burrell MA AADip  
RIBA FRSA

Specialisms: Urban regeneration and Arts and Cultural buildings - Museums, Galleries, Theatres, Cinemas. Redevelopment of Redundant Estate Land, Urban housing. New settlements. New design in Historic Contexts. Waterfront buildings and strategies. Innovative Urban Design and Planning approaches.

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Fax: 071 580 6080  
Contact: David Rock BArch  
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Master planning and analysis, small town and village regeneration, physical planning, building and area enhancement, expert witness, architecture consultancy, policy formulation, marketing and 'making it happen'.

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Fax: 071 240 5800  
Contact: Philip Cave BSc Hons MA  
(LD) ALI

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Fax: 071 354 2739  
Contact: John Romer

Designing buildings and groups of buildings within urban or rural contexts. The relationship to existing buildings and the making of spaces between buildings is of particular importance to us, in the struggle to re-establish the civic place.

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Fax: 071 405 1670  
Contact: David Turrent BArch RIBA

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Holborn, London WC1X 8NH  
(also at Glasgow and Colmar, France)  
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Fax: 071 404 6337  
Contact: David Keene BA Dip TP  
MRTPI  
Jason Prior BA Dip LA ALI

EDAW CR Planning are part of the international EDAW Group providing urban design, land use planning, environmental planning and landscape architecture services throughout the UK and Europe. We offer particular expertise in market driven development frameworks, urban regeneration, masterplanning and implementation.

**Roger Evans Associates**

School Studios  
Weston on the Green  
Oxford OX6 8RG  
Tel: 0869 350096  
Fax: 0869 350152  
Contact: Roger Evans MA DipArch  
DipUD RIBA MRTPI

A specialist urban design practice providing services throughout the UK. Expertise in urban regeneration, development frameworks, master planning, town centre improvement schemes and visual impact assessment.

**Terry Farrell and Company**

17 Hatton Street  
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Tel: 071 258 3433  
Fax: 071 723 7059  
Contact: Susan Dawson DipArch  
RIBA

Architectural, urban design and planning services. New buildings, refurbishment, restoration and interiors, masterplanning and town planning schemes. Retail, Conference Centres, Exhibition Halls, Offices, Railway infrastructure and Railway Development, Art Galleries, Museums. Cultural and Tourist buildings, Television Studios, Theatres, Housing, Industrial Buildings.

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Newcastle upon Tyne NE12 0QW  
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Fax: 091 268 5227  
Contact: Neil F Taylor BA (Hons)  
DipArch (Dist) RIBA MBIM

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Fax: 061 927 7680  
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**Greater London Consultants**

127 Beulah Road  
Thornton Heath  
Surrey CR7 8JJ  
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Fax: 081 771 9384  
Contact: Dr John Parker DipArch  
ARIBA DipTP FRTP FRSA

Services focus on architectural and urban design aspects of planning and environment including: photo-montage studies especially high building proposals, site investigation, traffic, applications, appeals, marinas, EIAs, feasibility, development schemes, conservation and security schemes.

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Fax: 071 603 5783  
Contact: Asad A Shaheed BA Arch  
MArch

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**Hunt Thompson Associates**

79 Parkway  
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DipArch RIBA

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Fax: 071 482 4039  
(also in Newcastle upon Tyne)  
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BPI MA (UrbDes) MRTPI and Iain  
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Contact: Katherine Melville RIBA  
ALI

The design of the space between buildings in urban or rural contexts; master planning and feasibility studies; rehabilitation and regeneration of the urban landscape; building the places we design.

**Llewelyn-Davies**

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2 Torrington Place  
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Tel: 071 637 0181  
Fax: 071 637 8740  
Contact: Jon Rowland AADipl MA  
RIBA and David Walton BA MRTPI  
FIHT

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Milton Keynes MK9 3BP  
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Fax: 0908 605747  
Contact: Will Cousins DipArch  
DipUD RIBA

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Fax: 071 247 7854  
Contact: David Prichard BSc  
DipArch (Lond) RIBA

Master-planning, development briefs, urban regeneration studies, land use studies, rural settlements. Planning in historic and sensitive sites.

**Andrew Martin Associates**

Croxton's Mill, Little Waltham  
Chelmsford, Essex CM3 3PJ  
Tel: 0245 361611  
Fax: 0245 362423  
Contact: Andrew Martin MAUD  
DipTP (Distinction) FRICS FRTP

Strategic, local and master planning, project co-ordination and facilitation, development briefs and detailed studies, historic buildings and conservation.

Comprehensive and integrated planning of new and expanded communities, including housing, employment, shopping, recreation and leisure, transport and environmental considerations.

**Robert MacDonald  
Associates**

76 Haverstock Hill  
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Tel: 071 284 1414  
Fax: 071 267 9976  
Contact: Robert MacDonald  
BA(Hons) DipArch (Dist) RIBA

Robert MacDonald Associates combine the skills of urban design masterplanning, housing and new communities, beneficial re-use studies for land disposal, planning negotiations and architecture.

**Peter McGowan Associates**

The Schoolhouse  
4 Lochend Road  
Edinburgh EH6 8BR  
Tel: 031 555 4949  
Fax: 031 555 4999  
Contact: Peter McGowan DipLA MA  
(UD) ALI

Landscape architecture and urban design: planning and design. Highways, pedestrianisation and traffic calming. New town development. Urban parks and spaces. Sea fronts. Urban Renewal. Landscapes for housing and industry.

**Anthony Meats Urban Design**

3 High Street  
Taplow  
Bucks SL6 0EX  
Tel: 0628 666334  
Fax: 0628 602676  
Contact: Anthony Meats AA DipL  
RIBA FRSA

Urban design, tourism and development planning, conservation and townscape studies, conceptual design.

**MPT Associates  
Urbanologists**

Penthouse Studio, Haresfield House  
Brookfield, Wingfield Road  
Trowbridge Wilts BA14 9EN  
Tel: 0225 751166  
Fax: 0225 751166  
Contact: Michael Tollit PG Dip UD  
Dip Arch (Leic) BA(Hons) ARIBA  
Minst Env Sc

Site development research,  
EA Analysis, transport,  
landscape, master planning,  
urban design, architectural,  
historical, geographical  
interpretation, tourism  
market research surveys.

**NFA**

Falcon House, 202 Old Brompton  
Road  
London SW5 0BU  
Tel: 071 259 2223 Fax: 071 259  
2242

(also at Bangkok, Beijing, Hong  
Kong, Kuala Lumpur, Los Angeles,  
Melbourne, Paris, Singapore,  
Vietnam)  
Contact: Peter Verity MArch MCP  
(Penn) RIBA

Architectural, Urban Design,  
Planning, Landscaping services  
internationally. Development  
Planning, Urban Regeneration, New  
Communities, Waterfront  
Regeneration, Tourism Planning and  
Design.

**Terence O'Rourke pic**

Everdene House  
Wessex Fields, Deansleigh Road  
Bournemouth BH7 7DU  
Tel: 0202 421142  
Fax: 0202 430055  
Contact: Terence O'Rourke DipArch  
(Oxford) DipTP RIBA MRTPI

Planning and Design Consultancy  
specialising in land use planning,  
landscape architecture, ecology,  
environmental assessment and  
urban design. Development Briefs,  
Master Plans, Urban Regeneration,  
Town Studies, Conservation and  
Public Realm Strategies.

**PRP Architects**

82 Bridge Road  
Hampton Court  
East Molesey  
Surrey KT8 9HF  
Tel: 081 941 0606  
Fax: 081 783 1671  
Contact: Peter Phippen  
OBE DipArch (RWA) RIBA

Social and private housing  
development, special needs  
housing, including housing for  
elderly people, mentally  
handicapped and single people,  
healthcare, urban redevelopment.

**Taylor Young Urban Design**

The Studio  
51 Brookfield  
Cheadle  
Cheshire SK8 1ES  
Tel: 061 491 4530  
Fax: 061 491 0972  
Contact: Stephen Gleave MA DipTP  
(Dist) DipUD MRTPI

Urban Design, Planning and  
Development. Public and Private  
Sectors. Town studies, housing,  
commercial, distribution, health and  
transportation represent current  
'live' projects. Specialist in Urban  
Design Training.

**Rothermel Thomas**

14-16 Cowcross Street  
London EC1M 6DR  
Tel: 071 490 4255  
Fax: 071 490 1251  
Contact: James Thomas BA (Arch)  
DipTP FRIBA FRTPI FRSA FIMgt

Urban design, conservation, historic  
buildings, planning, architecture.  
Expert witness at planning inquiries.

**Shepherd Epstein and  
Hunter  
Architecture Planning and  
Landscape**

14-22 Ganton Street  
London W1V 1LB  
Tel: 071 734 0111  
Fax: 071 434 2690  
Contact: Steven Pidwill Dip Arch  
RIBA  
Eugene Dreyer MA (City and  
Regional Planning)

Architecture, master-planning,  
landscape, urban design, computer  
modelling, environmental  
statements, planning-for-real, public  
consultation, development  
consultancy.

**Skidmore, Owings and  
Merrill Inc.**

46 Berkeley Street,  
London W1X 5FP  
Tel: 071 930 9711  
Fax: 071 930 9108  
(also Chicago, New York,  
Washington, San Francisco, Los  
Angeles, Hong Kong)  
Contact: Roger Kallman

International multi-disciplinary  
practice. Master Planning,  
Landscape Architecture, Civil  
Engineering and Urban Design.  
Project types: urban regeneration  
schemes, business park master  
plans, university campus design,  
transportation planning. Associated  
services: environmental impact  
assessments, design guidelines,  
infrastructure strategies.

**Tibbalds Monro Ltd**

31 Earl Street  
London EC2A 2HR  
Tel: 071 377 6688  
Fax: 071 247 9377  
(also at Glasgow)  
Contact: Andrew Karski BA (Hons)  
MSc (Econ) FRTPI

Multi-disciplinary practice of  
architects, planners, urban  
designers, landscape designers,  
tourism specialists and interior  
architects. The firm provides  
consultancy services to institutional,  
public sector and corporate clients.

**Travers Morgan Environment**

2 Killick Street  
London N1 9JJ  
Tel: 071 278 7373  
Fax: 071 278 3476  
Contact: Marie Burns BA (hons)  
MAUD Dipl. LA ALI

Multidisciplinary Practice of urban  
designers, landscape architects,  
planners, ecologists, noise and air  
pollution expertise - undertaking  
environmental and visual impact  
assessments, traffic calming  
studies; town centre and waterfront  
regeneration schemes,  
contamination remediation, new  
build housing and estate  
refurbishment.

**Urban Initiatives**

35 Heddon Street  
London W1R 7LL  
Tel: 071 287 3644  
Fax: 071 287 9489  
Contact: Kelvin Campbell BAArch  
RIBA MRTPI MCIT FRSA

Urban design, transport planning,  
infrastructure and development  
planning to include master  
planning, town centre studies,  
conservation, environmental  
improvements, traffic calming and  
design guidelines.

**WML International Ltd**

Westgate House  
Womanby Street  
Cardiff  
South Glam CF1 2UA  
Tel: 0222 231401  
Fax: 0222 374690  
(also at 55-65 Whitfield Street  
London W1P 5RJ)  
Contact: Gordon Lewis BSc BAArch  
RIBA

Land planning, urban design,  
architecture, urban regeneration,  
masterplanning and development  
strategies.

**University of the West of  
England, Bristol  
Faculty of the Built  
Environment**

Frenchay Campus  
Coldharbour Lane  
Bristol BS16 1QY  
Tel: 0272 656261  
Fax: 0272 763895  
Contact: Richard Guise  
MA/Postgraduate Diploma course  
in Urban Design. Part time 2 days  
per fortnight for 2 years, or  
individual programme of study.  
Project based course addressing  
urban design issues, abilities and  
environments.

**Edinburgh College of  
Art/Heriot Watt University  
School of Architecture**

Lauriston Place  
Edinburgh EH3 9DF  
Tel: 031 221 6071/6072  
Fax: 031 221 6606/6157  
Contact: Robert Smart  
Diploma in Urban Design: 1 year  
full time or 3 years part time. MSc  
in Urban Design: 1 year full time or  
3 years part time plus 1 year part  
time. Recognised by the RIBA for  
the RIBA Urban Design Diploma.

**University of Greenwich  
School of Architecture and  
Landscape**

Oakfield Lane  
Dartford DA1 2SZ  
Tel: 081 316 9100  
Fax: 081 316 9105  
Contact: Philip Stringer  
MA in Urban Design for  
postgraduate architecture and  
landscape students, full time and  
part time with credit accumulation  
transfer system.

**University of Liverpool  
Dept of Civic Design**

Abercromby Square  
PO Box 147  
Liverpool L69 3BX  
Tel: 051 794 3119  
Fax: 051 794 3125  
Contact: Michael Biddulph  
Diploma in Civic Design.: 21  
months full time or 33 months part  
time. Master in Civic Design: 2  
years full-time / 3 years part time.

**Liverpool John Moores  
University  
School of the Built  
Environment**

98 Mount Pleasant  
Liverpool L3 5UZ  
Tel: 051 231 3209  
Fax: 051 709 4957  
Contact: Professor Chris Couch  
MSc/Diploma in Urban Renewal  
(Urban Regeneration & Urban  
Design) 1 year full-time or 2 years  
part-time.

# Living in the ruins

**University of Westminster  
School of Urban  
Development and Planning**

35 Marylebone Road  
London NW1 5LS  
Tel: 071 911 5000  
Fax: 071 911 5171  
Contact: David Seex  
MA or Diploma Course in Urban Design for postgraduate architects, town planners, landscape architects and related disciplines. One year full time or two years part time attendance of two evenings a week plus an additional five to eight days each year.

**University of Newcastle  
upon Tyne  
Department of Town and  
Country Planning,**

Claremont Tower  
University of Newcastle  
Newcastle upon Tyne NE1 7RU  
Tel: 091 222 7802  
Fax: 091 222 8811  
Contact: Dr Ali Madani-Pour (Town & Country Planning) or Bill Tavernor (Architecture)  
MA/Diploma in Urban Design. Joint programme by Dept of Town and Country Planning and Dept. of Architecture, on full time, part time, or certificate accumulation bases. Integrating knowledge and skills from town planning, architecture, and landscape design.

**Oxford Brookes University  
(formerly Oxford Polytechnic)  
Joint Centre for Urban  
Design**

Headington, Oxford OX3 0BP  
Tel: 0865 819403  
Fax: 0865 483298  
Contact: Dr Georgia Butina or Ian Bentley  
Diploma in Urban Design 6 months full time or 18 months part time. MA in Urban Design 1 year full time or 3 years part time. MPhil/PhD by research (full time and part time).

**University of Strathclyde  
Dept of Architecture and  
Building Science  
Urban Design Studies Unit**

131 Rottenrow Glasgow G4 ONG  
Tel: 041 552 4400 ext 3011  
Fax: 041 552 3997  
Contact: Dr Hildebrand W Frey,  
Director, Urban Design Studies Unit  
UDSU offers its Postgraduate Course in Urban Design in CPD, Diploma and MSc modes. Topics range from the influence of the city's form and structure on balanced development to the design of public spaces.

There's still a distinctive signboard on the roof, it's faded green and grubby white 'Southern Railway' just about legible. It used to be a goods depot. It was, briefly, the National Railway Museum. For the last decade its been a prime development opportunity - a riverside site, a parkland view, almost in Pimlico but taxable in Wandsworth - triangulated with two free market monuments: John Broome's leisure theme park and Flaxyard's broken pedimented snook cocked at the RFAC. Now the power station's ruin has come to symbolise the collapsed dream of a world of free time and Marco Polo changes tenants regularly. Battersea Wharf now bills itself (on red vinyl sheet flapping on the agents scaffold) as 'London's biggest and busiest car boot market' open seven days a week indoors if wet!

Property developers are learning to live with ruins, to turn a buck without digging a trench, but since somewhere in the nineteenth century, along with the mass production of vitreous enamel sanitary ware, designer's futures always come shining and de novo. Even in these deconstructed days that clean sheet's still there: it's just contextually patchworked and retro styled with irony. Designers visions are historically and culturally rooted in quick cheap and replaceable timber construction - vulnerable to fire and warfare, but ideal for rapid colonisation - whether mediaeval new towns, colonial empires or the western prairie. Our archetypes are infinite territory and disposable construction. Only in planning law is 'change of use' alone 'development'. Urban designers cannot conceive of a moratorium on all building, of just making do with what we have.

A comfortable ending here would flip through familiar images of adapting and reusing: the abandoned subterranean streets of Perugia, the reinhabited amphitheatre in Lucca, the layers of religions, cultures and continents that interweave in the back streets of Istanbul. Engravings and library shots that are the stock of art history. A couple of quotes from Collage City, and thats it.

Except that these days Constantine's golden gated city is more like the set of Blade Runner without the rain, and all these places are predicated on a slightly higher than average annual temperature with different regimes of urban management and vernacular stone construction. Instead just a few minutes from Battersea, as the brief empire of a national railway system collapses, wheel and plug espresso stalls, a Victorian barrow balloon king and satellite tech pick'n'mix gondolas jostle with promo sweatshirts and eyelure for the National Lottery and Mercury One to One. Outside the concourse the posters for the Victoria Plaza redevelopment have washed away and drunks huddle in the doorway that once opened to it's halogen lit model world. Welcome to the future: Learn to live in the ruins.

*Bob Jarvis*

Wednesday 25 January,  
6.00 for 6.30

**Making the U-Turn**

Prof. Roger Smook of Delft will give a presentation of changes in the Netherlands away from out of town shopping centres to reinforcement of sustainable Town Centres

Venue: London Exchange,  
77 Cowcross Street, EC1  
(basement entrance)

Tickets: £3.00 non-members / £2.00  
members / £1.00 concessions

Saturday 11 February,  
all day

**Revisiting the Urban  
Design Manifesto**

A New Manifesto for the Millennium  
An all-day Forum with speakers and  
workshops.

Venue: London Exchange,  
77 Cowcross Street, EC1  
(basement entrance)

Speakers, times and price shown on  
separate sheet

Wednesday 22 March

**Millenium Madness ?**  
Panel discussion

Venue: London Exchange,  
77 Cowcross Street, EC1  
(basement entrance)

Thursday 20 April - Friday 21 April

**Conference on Research and  
Teaching in Urban Design**

This conference is intended to give an  
opportunity for researchers, teachers and  
practitioners in urban design to exchange  
ideas. Anyone who would like to submit a  
paper for the conference is asked to  
contact the joint organisers  
Mike Biddulph 0151 794 3119  
Andrea Mageean 0161 275 6901

Venue: University of Manchester  
Dept. of Planning and Landscape

Wednesday 26 April

**Trafalgar Square**  
Problems and potential

Walk and discussion

Wednesday 3 May

**Joint Meeting with  
Architectural Foundation**

Wednesday 24 May

**Annual General Meeting  
and Debate on Urban Quality**

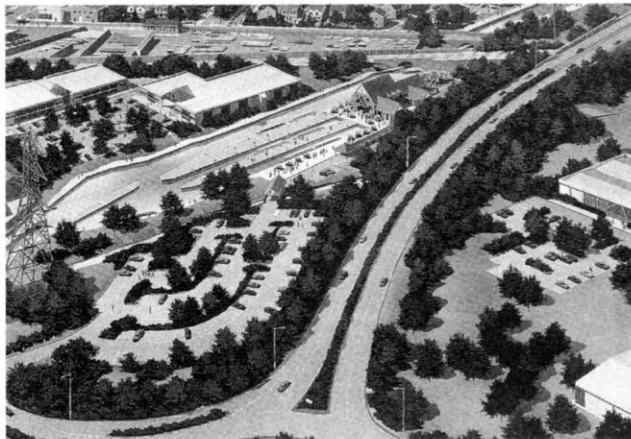
# urban regeneration by design

The Black Country -  
Spine Road development corridor

Thursday 6 April 1995  
Black Country House  
Oldbury  
9.00 a.m. - 5.00 p.m.

A one-day course designed to explore:

- Development within an urban design framework
- The key issues in the Black Country - Spine Road Corridors
- The techniques for developing reclaimed sites
- Relevant building regulations
- Financial support for Private Sector investment



The day will include a tour of sections  
of the Spine Road.

For information please contact:

Clare Jenkins  
Regional Manager CPD  
RIBA West Midlands  
Room E415  
UCE Birmingham  
Perry Barr  
Birmingham B42 2SU

Tel: 0121 - 356 7869  
Fax: 0121 - 356 9915