

urban design

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**Taylor Young
Urban Design**

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Errata

The October Issue, no 60, contained a news item covering a talk given by Demetri Porphyrios on his work. The Brindleyplace, Birmingham, master plan was incorrectly referred to as being prepared by the Terry Farrell office. The master plan which forms the framework for the current development was prepared by John Chatwin and we apologise for this incorrect attribution and the exclusion of part of the layout plan.

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Cover

EDAW's Winning Design for the Manchester Urban Design Competition

News & Events

- Leader **4**
- One Space Two Worlds 13 Sept
- New Millenium New Landscapes 24 Sept **5**
- Urban Design Directions 9 October **6**
- New Urban Design Agenda 15 October **7**
- Design Codes Briefs and Guidelines 25 October **8**

Competitions

- Marsham Street**
- Judith Ryser **9**
- The Mending of Manchester**
- Patrick Malone **11**

Visit

- Danube Bend and Budapest Visit**
- Alan Stones **14**

Topic / DoE Urban Design Campaign

- Introduction** **15**
- Comments on the Exhibition**
- Peter Studdert **16**
- Joe Holyoak **17**
- Peter Verity
- Ashford, Kent **19**
- Ashton under Lyne, Greater Manchester **20**
- Bridgwater, Somerset **21**
- Bristol, Lewins Mead **22**
- Canterbury, Whitefriars **23**
- Caterham on the Hill, Surrey **24**
- Charlestown, Cornwall **25**
- Chester, Gorse Stacks **26**
- Cinderford, Gloucestershire **27**
- Digbeth, Birmingham **28**
- Driffield, East Yorkshire **29**
- Gateshead, Bottle Bank **30**
- Huddersfield **31**
- Poole **32**
- Rochford, Essex **33**
- Southwark **34**
- Stoke on Trent, Longton West **35**
- Twyford, Berkshire **36**
- Walsall Town Wharf **37**
- Wimbledon Town Centre **38**
- Worcester **39**

Reviews

- Book reviews by Sebastian Loew, Tim Catchpole, Marion Roberts, Derek Abbott and Chris Williamson **40**

Practice Profile

- Taylor Young Urban Design **42**

Practice and Education Index

- 44**

Endpiece

- Ten Years After** **47**
- Bob Jarvis

Back Cover

- UDG Events

Future issues

- 62 Residential Design Guides**

Practice profile pages are available to practices who are asked to contribute £80 to the production costs. The subscription charge for Practice and Education Index entries is £80 per year covering an inclusion in four issues.

Neither the Urban Design Group nor the editor is responsible for views expressed or statements made by individuals writing in this journal.

A Strategy for Urban Design

October was a high point for urban design issues including the exhibition of the DoE Urban Design Campaign case studies, three important seminars or conferences on the subject and the announcement of the winners of the Marsham Street and Manchester urban design competitions. As a result this issue covers all those events.

Paul Finch who chaired a one day seminar on the new agenda for urban design suggested a number of initiatives which he felt the Secretary of State should be urged to introduce, a number of which were referred to in the UDG response to the draft PPG1.

He emphasised the importance of developing urban design strategies as an integral part of the planning process and suggested that funds should be made available to enable such work to be carried out in a number of key cities. Hopefully the October series of events, although a crescendo in themselves, will be followed by sustained efforts to provide a strategy for urban design at both the government and local authority levels.

John Billingham

Response to PPG1

The following text is an extract from the submission to the DoE on the draft PPG1. The full text is available from the UDG office.

"The Urban Design Group welcomes the Draft PPG1 as an important step in producing better quality towns and cities. We believe that it is essential for PPG1 to address the need for three levels of urban design guidance: Town-wide Strategies: Neighbourhood Frameworks: Site Briefs.

Town-wide Strategies

The UDG considers that to improve the overall quality of our towns and cities the Local Plan/UDP needs to be augmented by a town-wide urban design strategy. This would establish the long term three dimensional form and character of the town and would be part of the Local Plan.

Neighbourhood Frameworks

These would be prepared for critical areas which the local authority identifies as being of special importance. The framework would develop the strategy in more detail and illustrate, inter alia, existing and proposed urban form and townscape, movement patterns, densities, activities and public spaces.

Site Briefs

We consider that the current development brief process is two dimensional. Design and Development Briefs would instead demonstrate how the framework principles could be implemented in physical terms.

In addition the UDG considers that the use of Urban Design Statements should be compulsory for developments in critical areas, where the public realm is subject to private developments or where development is over a threshold size designated by the Local Authority".

Design in the Planning System

The Department of the Environment has appointed Urban Initiatives and Robert Cowan to conduct a major study of design in the planning system, which will lead to the preparation of a good practice guide.

The project will assess current practice on design issues in the planning system in relation to: policies in development plans; design guides; development briefs; experience of good urban design practice; and the Urban Design Campaign - 21 collaborative urban design projects which received grants from the DoE.

The project team will be jointly led by Kelvin Campbell of Urban Design Initiatives and Robert Cowan. The team is inviting organisations with relevant experience to send design guides and other documents to the project office at Urban Initiatives, 35 Heddon Street, London W1R 7LL

RUDI Progress

The Resource for Urban Design Information, which was featured in Issue 58 of Urban Design Quarterly, has since put together its new server and has gathered up material of interest to urban designers. The resource is now ready for inspection by viewers.

We are asking for comments from users on our Discussion Group page, and would be grateful to all UDQ readers who can spend the time inspecting the web site at <http://rudi.herts.ac.uk/>

Any readers who would like to donate materials can fill in the form on the web page, (click on 'Your Help') and we will eagerly contact them.

You can e-mail RUDI on rudi@brookes.ac.uk

One Space Two Worlds

Rahul Mehrotra of the Urban Design Research Institute in Bombay, India gave an enlightened talk to the UDG on 13 September on the historical development of Bombay. This coincided with a display of his work at the RIBA exhibition of emerging architects and the publication of his book entitled Bombay - "The Cities Within".

Bombay was not an indigenous Indian City. It was built by the British expressly for trade. It was not pre-planned and its growth was incremental expressing in its form the idea of a city as a field of human enterprise. Its incremental growth was facilitated by reclamation and the infrastructural improvements to land on the edge of the city.

The first major 'civic improvement project' in the city was the Rampart Removal Project. It was a planned physical intervention initiated by Sir Bartle Frere, a dynamic governor. It also signified a symbolic intervention as it aimed to remove the western defences to the city. The Cotton Boom of the 1860s led to rapid economic and settlement growth. The combination of the removal of the ramparts and land reclamation allowed for restructuring of the Fort area. The sea edge of the city was transformed by a magnificent ensemble of Gothic buildings (The High Court, University buildings, Post and Telegraph and the Old Secretariat). These represented the early urban design gestures of colonial India. The area known as Cotton Green, in front of the Town Hall was transformed by the creation of Horniman Circle. This was used as an opportunity to set up the urban design interventions; the east-west axis, which emanated from the Town Hall, and a north-south axis. The latter was later anchored at one end by the Grand Victoria terminus, and at the other end by the building of Flora Fountain in 1887. To the north of the Town Hall a further urban design intervention by George Witter established the Ballard Estate.

During the Cotton Boom mills were established outside the city centre. This brought an influx of people into the city area. However, in complete contrast to the Fort area, the symbolic centre of power, the area around the mills developed without any control. This part of Bombay integrated residential, commercial and religious activity patterns in a tight knit urban fabric resembling traditional Indian towns. Bombay emerged with two separate centres, European and Indian. For each there were parallel residential, commercial, religious and recreational areas - two spaces in which different worlds existed with minimum conflict.

In 1898 the Bombay Improvement Trust was founded. It had responsibility for formulating specific development plans and controls for different parts of the city in order to deal with problems of hygiene and sanitation. It had a dual remit of improving the physical and visual structure of the city. Its most notable contribution was the Hornby Road (Dadabhai Naoroji Road) development characterised by its continuous arcade. This unifying element was achieved through a mandated regulatory framework.

The next major urban design intervention was the Backbay proposal. In 1929 a Government financed initiative to reclaim over a thousand acres of land to the west of the Fort area was inaugurated. A sweeping 'Marine Drive' was laid out along the bay with residential blocks built to higher densities than earlier developments. In 1940 it acquired its present state with the southern end never being fully realised. However, it served to weld the entire bay edge into a single entity.

In the post-independence era planning and urban design visions focused on creating a greater Bombay region by knitting together many self-contained areas (Bandra, Karla and Oshiwara). In 1964 a Development Plan for Greater Bombay was produced. It

introduced two concepts, the Floorspace Index (FSI), which was fixed for different areas of the city, and the creation of New Bombay. The FSI concept rationalised the process of growth and negated the intrinsic character of the city by dealing with each site on a different basis. The two tenets of the plan to regenerate New Bombay, the relocation of Government functions and the curbing of further growth in south Bombay, were not implemented.

By 1990 the issues and problems had transcended the question of style and design. The important issues to be addressed were the economy and demography. Squatter settlements and slums emerged as the major form of settlement. The situation today is one where the 'two worlds' exist in the same space but share, understand and use it differently. These two worlds are now coming together in the Bazaars in Victorian arcades in the old Fort area. The meeting of the two worlds is not only forcing a confrontation of uses and interest groups, but is demanding new planning and urban design solutions.

For the future the resolution of Bombay's problems appear to be twofold; firstly to open up serviced land within the larger region, and secondly to improve the efficiency of the existing urban area. The latter would include the recycling of buildings and land in the old mill areas of Parel, which cover 1560 hectares, and the warehouse areas of the eastern coastline. Moreover, new Bombay could be given an impetus by re-locating some Government functions. Therefore the challenge for Bombay is to reconcile the historical pattern of development of the past with the growth requirements of the future.

Barry Sellers

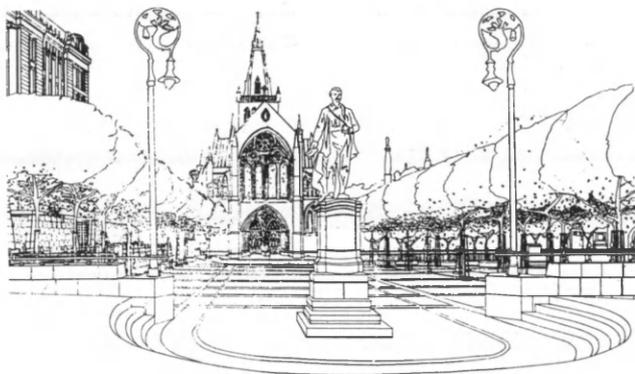
New Millennium: New Landscapes

Don Munro and Geoff Whitten, in practice as munro+whitten, gave a talk to the UDG on 25 September raising the question of whether the advent of the next Millennium will produce significant or radical new landscapes especially within the urban context? Will our generation, or the generations of the early 21st Century, produce anything that will last or be recognisable in the 22nd Century? Or, more immediately, will the next decade produce Landscapes of note and distinction to leave a legacy of the design abilities of our current generations.

They believe the following is needed:

- A move towards a greater collaboration between design professionals, so that Landscape Architects, Architects, Urban designers, Engineers, Artists and Sculptors can achieve a result that is greater than the sum of their individual contributions.
- Designers given the freedom to experiment in an attempt to make the "Fringe bigger than the mainstream"
- More, enlightened, clients who are prepared to commit the support and the necessary budgets to produce schemes of quality, boldness and innovation.
- A clear direction to contemporary *landscape* design - encourage sustained debate, constructive criticism and innovative thinking, through the professional press, media and in government.

They showed a series of slides which concentrated on highlighting individual schemes, or landscape planning and urban design ideas that have addressed some of their pleas for the future of landscape design in Britain. They were disappointed



to note that most of the examples were from abroad.

A case study was presented on the Parc de Citroen in Paris, achieved by a political environment that championed the *Grand Projet* in a bold and innovative contemporary style, whilst tackling significant urban dereliction; - a well run, remunerated design competition; a collaborative solution (two successful teams joining together to combine their ideas developed during the competition); the necessary capital available and commitment to complete all elements to a high standard.

Parallels in Britain are sadly, few and far between, but two Scottish schemes were described - The Glasgow Cathedral Precinct (shown above) using bold, appropriate materials and detailing, matching traditional concepts with relevant contemporary solutions. Similarly the High Street in Edinburgh, the Royal Mile, has achieved a contextual and traditional solution, but contemporary and innovative in its bold use of stone paving elements often using monumental detailing.

It was stressed that, in these case studies, and in all projects shown in the general slide presentation, that not only does quality count, quality costs as well.

They concluded with a question - "What will happen in Britain to the lottery funds currently being allocated to the Millennium Commission?" They felt that a new agency was needed to disseminate the funds, something along the lines of an "Urban Renaissance

Commission".

They proposed that such an agency, could allocate funds for projects relating to whole communities, allowing them to realise long held aspirations for their town, city or region. Funds could be allocated on a similar basis as, say, the Heritage Lottery Fund, up to a 75% maximum. The framework these Renaissance plans would utilise are the current Unitary Development Plans, which have been examined by the public and considered all the main elements of policy and economics. However, they contain few concrete design concepts or ideas as such.

The opportunities for developing a whole range of dramatic solutions, perhaps by open competition, are huge. They felt that lottery funds and Government funding together could produce such an environment. Ideas and concepts could be developed for a co-ordinated programme of renewal on a large and comprehensive scale. Programmes would address such elements as gateways, main routes, transport interchanges, open space provision and networks, waterways, key urban spaces and individual sites.

As is inevitable the discussion which followed was inconclusive focusing largely on the problems of involving the public fully into the design process. At the end the audience still split between those who saw the designer as dictator and those who aspired to a much broader collaborative role.

Richard Cole

Urban Design Directions

UDG and RIBA members met to discuss the state of the art of urban design and where it is heading on 9 October at the RIBA. The packed house and the lively debate proved that the new 'tradition' of holding joint events between different design professionals has become a success.

Jon Rowland underlined the proactive attitude expected of all participants in the production of urban space, be it the local authorities, those who regulate fiscal policies or the developers and the designers. However, the involvement of people is crucial for a successful outcome. The three year research project of public participation in urban design with which the DoE has entrusted the UDG will provide good practice guidelines on the involvement of citizens to improve the quality of the urban environment.

Jon Rowland also gave a brief account of how these premises relate to the UDG's new manifesto, namely to link urban change to the quality of the existing built environment (context), to encourage variety (diversity), to provide wide access to the public realm (equity), to foster sustainability and long term perspectives (stewardship) and to contribute to people's sense of identity (empowerment).

These somewhat abstract ideas gave rise to a discussion on their application in practice, linking them to the examples given by Kelvin Campbell and Richard MacCormac on their urban design philosophies. Kelvin Campbell showed in dramatic terms how urban design has moved a long way from the megastructures and mega-ideologies of the sixties epitomised by the masterplan of Milton Keynes. He underlined the importance of scale by showing the inadequacies of the Milton Keynes town centre design and the grand axis leading to the railway station through a bleak environment. Kelvin demonstrated vividly how urban spaces and the public

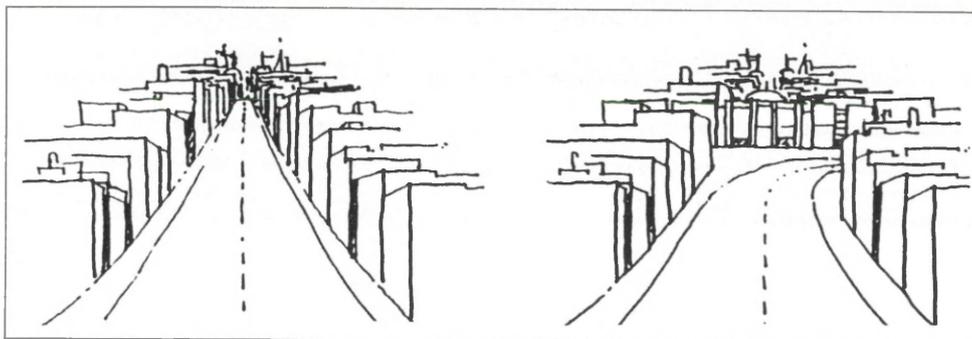
realm between buildings had to be differentiated, rich and varied to attract people, to invite them to use these spaces and identify with them. In his view, the city is not an object but the expression of a continuous process which is shaped by designers and people alike.

Richard MacCormac gave a stimulating account of his approach to townscape by commenting on his various proposals for Spitalfields. His in-depth analysis of urban spaces illustrated the variety which an organically growing urban fabric is producing over a long period of time. It thus embeds the history of the people who built and used the spaces. He derived a generic pattern, ranging from high to variably low densities around spaces with central significance. They can be a town centre, a main thorough fare, a public meeting space, a monument, a street market or other building complexes with civic functions. He compared these profiles with a game of dominoes where each part relates to the adjacent one according to certain rules. They express socio-economic values and embody both the symbolic and the functional relations in cities which planning policies are unable to take on board. Such urban design principles can also be applied to new building complexes. His 'dog bone' design of his Cambridge College epitomises such a 'place making context' as it aims to link urban design to architectural detail. Architectural objects may be asymmetrical but the urban design created by mixed functions generates symmetry around sliding densities along a human change of scale.

The discussion between those who focus on the design of buildings and those who concentrate on the design of the spaces between them confirmed that urban design is not an independent professional activity but needs to be integrated with architecture, traffic engineering and landscape design.

Judith Ryser

Extract from Birmingham Urban Design Study carried out by Tibbalds Monro illustrating how views of topographic importance should be retained - left - and not closed as the right hand view.



New Urban Design Agenda

A one day seminar on ideas developing in urban design chaired by Paul Finch was held at the RIBA on the 15 October.

Suddenly everybody is doing it; urban design has become sexy and the events organised to discuss it and issues related to it are multiplying. What *it* is, is not always well defined but this is why days like the one held at the RIBA are necessary. As Richard MacCormac said in his introduction to a room packed with the great and the good, who would have thought even three years ago, when market forces were the gospel and local authorities have been marginalised, that government initiatives would place the physical aspects of planning at the forefront of public debate? Two speakers followed MacCormac: Robert Jones, Minister of State at the DoE and Peter Buchanan. On general matters there was consensus between the three speakers: urban design is a "good thing"; it needs an interdisciplinary approach (combined education of professionals?); urban design statements or strategies can help developers and save time; there must be a better integrated system of decision making for instance between transport and land use planning; sustainable development requires thoughtful urban design; mixed development is another "good thing"; technological changes and their effects on work patterns will have an enormous effect on city form.

Robert Jones described how pro-active the government had been and listed various initiatives from PPG 1 to the Marsham St competition and

from calling in applications purely on design grounds to the current Urban Design Campaign. The first discussion session started with the question of why it had taken the government 17 years to realise the importance of urban design and do something about it. Since the minister had gone by then, the floor was left to discuss whether in fact the government had realised it or whether the various initiatives mentioned were anything more than the repackaging of old ideas. Unfortunately this could also be said of a number of suggestions made during the morning, not just some of those listed above but also more detailed ones: the need to start with the context, to set goals, to involve the public, the acknowledgement that everything relates to everything else, the search for community. Had we not heard this before? And had anyone listened before?

After coffee, participants were divided into four groups, each one dealing with a case study. The programme suggested that each group would be "looking at lessons that can be applied at scales ranging from large development to small improvement projects, and from cities to small towns and villages" but the case studies - Berlin, Birmingham, Glasgow and the West Coast Cities of the USA - involved large cities only. The Birmingham session, the only one attended by this reviewer, was most interesting in that it illustrated in practical terms how a city had dealt with its overall problems by *inter alia* adopting urban design solutions; the integration of strategic planning, transport planning and detailed design are not just a buzz word here but a reality. Les Sparks and

Geoff Wright extracted five key points from the Birmingham experience:

- The local authority can act as a lead player with political and financial commitment, triggering a range of other (partner) actions.
- High quality public space can dramatically improve the image of the city for residents and investors. People like it and want more!
- The Highbury Initiative: a shared vision held by politicians, business leaders and landowners as the core of wide ranging action.
- Action reinforces debate/policy.
- Role of several levels of design guidance: eg. city centre-wide design strategy, quarter plans, site level briefs, all linked to proactive suggestions and development control response.

After lunch, participants to the conference found numerous ideas emerging from each case study pinned-up in the conference room; they were asked to vote for the five most important ones by placing a red dot next to them. A plenary session followed, where some of these ideas plus others added by the floor, were again discussed. The importance of political will was raised and the point made that "politicians may not be thinking about urban design but this is what they get at the end"; land ownership and its influence on design was a controversial and unresolved issue; others were urban design regulations (do

they have teeth?) the environment, plagiarism, who should lead an urban design strategy. It was left to Nicky Gavron, chair of L.P.A.C. to sum up, obviously not an easy task, which she tackled by first explaining how her interest in planning developed from being a woman and mother living in the vicinity of the Archway Road. She placed two important points on the agenda: the first related to values. She felt rightly that professionals shied away from setting a value system for urban design and thought that this should be addressed. The second related to the education of planners: with apologies she felt that many planners did not have much of an eye...

At the end of the day, Paul Finch suggested that the meeting should "urge the Secretary of State to:

- Acknowledge the crucial role of Local Authorities in the further development of good quality design strategies.
- Assess the ways in which the procurement of urban design strategies could be better resourced, especially at concept stage.
- Ensure that urban design strategies are an integral part of the planning process.
- Fund a series of urban design strategies in key cities as a follow-up to the Marsham Street competition.
- Publicise the beneficial effects of urban design strategies to the widest possible public."

Sebastian Loew



Design Codes, Briefs and Guidelines

A joint conference organised by the RTPI and the UDG was held in London on 25 October. Developers want precise and prescriptive design guidelines, even codes are fine: this was one of the messages that emerged most emphatically from a very full day. Perhaps not surprisingly, the examples of guidelines endorsed by developers shown, had been prepared by the developers themselves. Nevertheless, it was interesting to observe that the local authorities tried to be flexible, to enable rather than prescribe, whilst the private sector wanted certainty.

The morning, chaired by the RTPI president Cliff Hague, started by a stimulating and committed presentation by Lesley Chalmers, currently Chief Executive of the Kings Cross Partnership, but previously in charge of the Hulme City Challenge, where she was responsible for the production of the Hulme Guide for Development (extract shown above). The Hulme area may not be the obvious place to give priority to design but Lesley Chalmers made it very clear that design issues had to be seen as integral to the socio-economic problems affecting the area. She emphasised two points: the need for high aspirations (cf. Nicky Gavron's appeal for values in urban design) and the attempts to avoid 'motherhood' statements. For design and development guides to succeed, they require a real and continuing engagement of all stakeholders, the inclusion of all key design issues and an explanation of their interaction

with socio-economic issues, and a format which is more a framework than a code and is seen to be useful. Lesley Chalmers was the first speaker to remark that developers, builders and financial institutions like guidelines because they ensure lasting value for their investment. Finally, she pointed out the need to have a real interdisciplinary team involved.

One of the problems identified throughout the day, was the vagueness and lack of precision of the vocabulary: sustainable development was repeatedly given as an example of an expression without meaning. But fundamental for the day's subject was the confusion existing between development briefs, design briefs, design guidelines, etc. The nomenclature was one of the subjects addressed by Ewart Holmes, Assistant Borough Planning Officer at Thamesdown Borough Council, who dealt mainly with site specific design briefs. He had several important messages: all design briefs need to be grounded on Local Plan policies; they have to be technically competent, seek a good result and not be rigid. They are not the end but the beginning of the negotiating process. He also had advice on how to prepare the briefs and on the need to involve politicians and other departments in order to ensure ownership.

Christopher Glaister, consultant to Canary Wharf Limited, was the last speaker of the morning and he showed the most perceptive code of the day. Slides of Canary Wharf attempted to prove his point that high quality was obtained because of the precision of these codes. He admitted that because they were based on a legal agreement which incorporated the masterplan for the whole area, the documents did not allow for change. The audience was left to wonder whether the developer would have accepted such rigid codes if they had been produced by a public body.

After lunch, David Walton, managing director of Llewelyn Davies, returned to the question of terminology. He suggested that there were three types of guidelines: codes as they exist in the US, generic codes (for housing, town centres, etc) and individual sites; and that they varied depending on whether they were for inner city regeneration, new development areas or sensitive areas. His research (commissioned by the DoE) has found that although there is a great variety of briefs, their quality is generally low. He feels that Urban Design is strong in analysis but weak at translating the analysis into ways of achieving high quality. Like the previous speakers, he made some recommendations: the brief's addressee must be clear from the start, briefs need to recommend mixed-uses, the developers must be involved in the preparation and they must enable rather than prescribe. He also made the point that at the end good architecture could only be achieved if the architect was talented.

Barry Todd, managing director of Todd Architects and Planners, dealt with the Urban Design Guidelines for Belfast city centre. To prove that urban designers are good on analysis, he identified four types of urban spaces depending on the strengths of their contextual reference and stated that the weaker the context, the more difficult to set guidelines. He illustrated his talk with a number of examples.

The day finished with an emphatic paper by Paul Murrain of Oxford Brookes University, who felt that whilst we accepted rules and regulation on all aspects of life, we seemed to be scared of them when it came to design. Like previous speakers, he partly blamed language, or the lack of it, for our failure to accept that intervention is necessary to achieve quality places. His examples, starting with the Law of the Indies, were mainly taken from the New World and the guidelines prepared by the private sector and may not be applicable to Middletown, England. But the

message was clear and universal: we need to have a vision, an image of what we want a place to be like. The guidelines (codes, regulations, briefs...) that follow from an accepted vision, should not be a problem.

Sebastian Loew #

Public Participation Project

The UDG has been involved in three one day events as part of the UDG project supported by the DoE. The first was a multi-disciplinary charrette held on 9th November at Leeds Metropolitan University which was a follow up to the Annual Conference and explored ideas for the City Centre. The second was a public workshop held in Kingswood, Bristol on 16 November which was part of an SRB programme of work examining ways to improve the town centre area. The third event was an Action Planning Day held in Hastings also on 16 November which was concerned with ways in which local Agenda 21 work could be progressed. Each of these events was monitored and will be evaluated by Emma Collier.

Projects covering a longer period are now being investigated and possibilities at Withernsea, Skelmersdale and Farnham appear to offer the best opportunities for early involvement.

Other ideas about possible events involving a longer duration are welcomed and Nick Wates, the Project Manager, can be contacted on 01424 813970. #

Marsham Street Competition

Judith Ryser

Judith Ryser laments the opportunity missed at Marsham Street where the DoE occupies one of the worst eyesores of Central London.

How often is the landowner also the landlord, tenant and regulator on a prime site on national and international importance in the heart of London? Who has such controls over a site near the Houses of Parliament and Westminster Abbey? You guessed. It is the government.

Instead of practising what is being preached there: quality of town and country, better urban design, the DoE contracted out its responsibilities. It let its property agency obtain an outline planning consent in 1994. So much for the government's lead on the quality of the environment, campaign for good urban design, promotion of mixed use and twenty four hour cities, respect of the urban context and commitment to citizen participation.

Ever since the then Environment Secretary Michael Heseltine decided in 1992 to demolish the DoE buildings the game was on of 'it being either too early or too late'. Local amenity societies, led by the Thorney Island Society, together with professional associations including the Urban Design Group, the Urban Villages group and others were keen to get actively involved. They were worried to see the area change from bustling inner city into office commuter land.

Community activism has come of age in central London. Gone are the anarchic or fanatic claims. Reason and self-restraint have taken over. The locals have internalised market realities. However many regret their lost amenities and the Westminster 'village' atmosphere with artist studios

and artisan workshops. Others still are worldly enough to recognise the higher order of significance of the area at the cross-roads of church and political power with all the fringe interests attached to them.

Nobody expected metroland with semi-detached houses, front and back gardens in this central location. The scale of the developments should match the grain of the surroundings which ranges from Georgian Smith Square to Peabody housing and includes structures like the Horticultural Hall, Greycoat School and TV Channel 4. It is a matter of inserting new spaces and buildings compatible with the scale, layers of history, diversity of styles and uses of existing 'Westminster'.

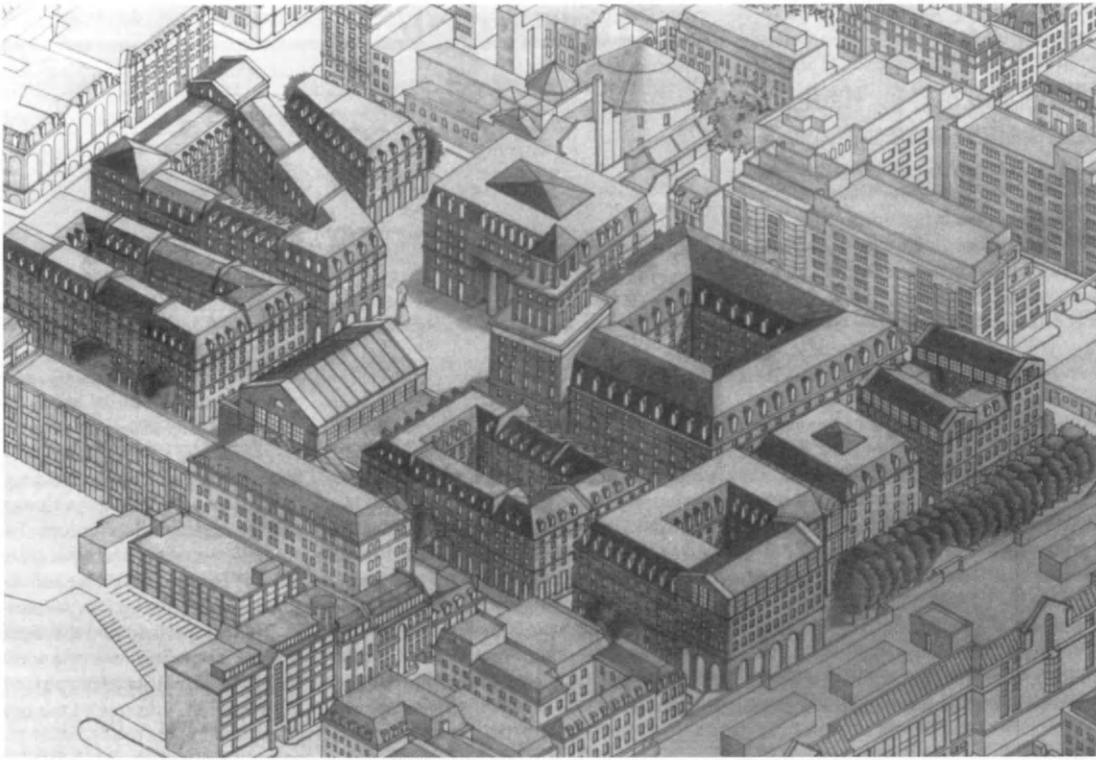
Other Opportunities

What about giving over the ground floor to the public realm? The site could become a civic forum for London like the Pavillon de l'Arsenal in Paris or the Zuiderkirk in Amsterdam. Its focus could be the existing model of the City and Westminster, expanded to the whole of London, on permanent exhibition. Other London-wide institutions involved in London's development could be relocated there. Many of them, including LPAC, the Association of London Government, the London Research Centre are already in the vicinity. Its remit could encompass design more generally, attract the Architecture Foundation and, why not, professional bodies like the RIBA with its drawing collection and the RTPi. Other cultural and leisure amenities could be shared between the local residents, workers and visitors from further afield. Located above, the DoE could look down for inspiration and get useful feedback from the public below.

The DoE site and its surroundings could indeed become a challenge and a showplace of imaginative urban design. Many mistakes have

already been made. The Westminster Hospital building with nurses' accommodation which generated activities during 24 hours and seven days a week awaits redevelopment. You guessed, another office block is supposed to replace these blighted buildings and swallow up the old graveyard, St. John's gardens. The MAFF building, good 30s architecture, was torn down and replaced by a speculative office block which now houses the Department of Transport above and empty shops on the ground floor. On the East side of Marsham Street, Westminster City Council (WCC) has assembled small sites adjacent to the 30s Christian Science Church of Sir Herbert Baker, also for sale, with historic buildings, Georgian houses, the Grade II listed Millicent Fawcett Hall of the suffragettes, Churchill's memorial tree and now the 40s art deco Romney House by Michael Rosenauer occupied by the DoE. You guessed, everything was destined for demolition and replacement by offices. Meanwhile, WCC is having a second stab at closing down the public library in Great Smith Street leading from the DoE to Westminster Abbey. It may be less easy to sell the Victorian building for office development now that the amenity society has managed to get it listed. Further up, purpose-built residential mansion blocks have been converted into government offices for the Department of Education and Employment, probably the most ludicrous urban renewal conversion of the eighties. Next to it, the DTI refurbishment missed the opportunity of leaving the vista onto Westminster Abbey from Victoria Street by blocking it with a new conference centre.

Have we learnt nothing from the bulldozer sixties? What the redevelopment of this unique area teaches us is that there seems to be no way of creating new open spaces or lowering densities during the process of urban change. It is in the nature of speculative builders to maximise profits from their sites, but should this apply to

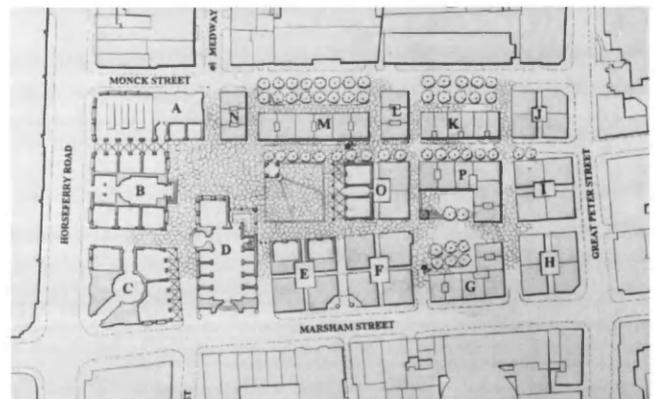
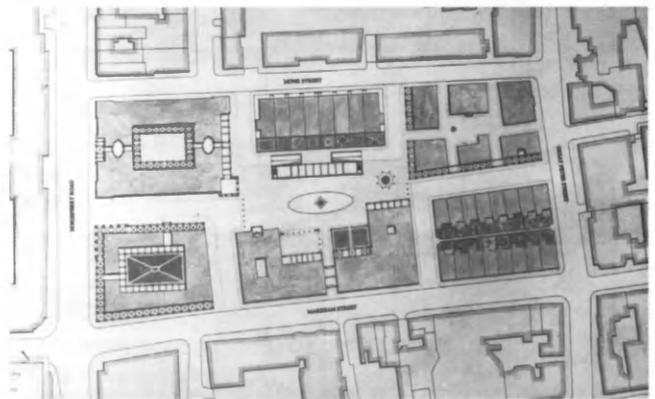
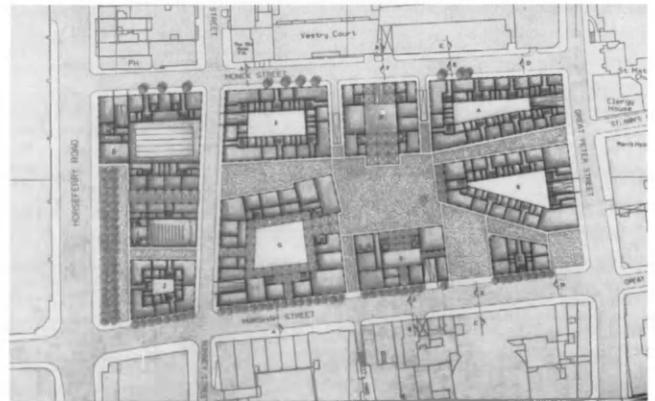


The brief for the site required the overall space not to exceed the existing building area of 86000 sq m and office use was set at a maximum of 64000 sq m. Minimum areas were stipulated: 16000 sq m of residential, 3000 sq m of retail, 3000 sq m of open space. Left and above: Winning scheme by Tagliaventi & Associates. The main square is organised around the three buildings required to house a government department and a pedestrian street connects this to the Great Peter St and Marsham St corner.

Below: Joint second prize by Pier Carlo Bontempi and Andrea Pacciani. Central square contains a market emphasising the introverted character of the project.



Bottom: Joint second prize by John Robins and Janusz Maciag. The plan responds to the immediate vicinity by connecting streets across the block with buildings framing views.



government - national and local - as well? And should there never again be any possibility of undoing past mistakes and inventing a better built environment in inner cities?

Alternatives

Let us think for a moment what could have happened instead. John Gummer could have designated this unique area as a place for experimentation in 21st century urban design and public participation. He could have commissioned a context study which did not exclude the Houses of Parliament, one of the main attractors of tourists in the area. He could have requested Alan Baxter Associates, who were entrusted with the context study, to make a proper use of local knowledge, drawing on their archives and views instead of discovering the area through their own cameras. He could have launched an urban design brief competition before an outline planning consent was given for the DoE site with prohibitively high densities. He could have extended the urban design competition to the wider area, encompassing all the surrounding development sites and requesting solutions to accommodate the hundreds of thousands of tourists who visit the Parliament and the Abbey all the year round. He could have taken proper notice of the views expressed in the representations to Westminster City Council, the Planning for Real weekends organised by the locals, the projects designed by students of the University of Westminster for the area, the scheme for the adjacent 'history site' commissioned by the locals and their quest for a far more comprehensive brief, reconciling local requirements with the national and international importance of the site.

Competition Results

Instead, Gummer's urban design competition has produced well over 200 entries of which only sixty passed the first hurdle. We have Italian

hillside villages, complete with campaniles and mock baroque, transplanted to inner London at a density of Berliner blocks. Award winners Tagliaventi & Associates of Bologna "...related well to the urban context (and) made effective use of the available space..." according to the jury. The two runners up, Pier Carlo Bontempi & Andrea Pacciani from Palma and the British team John Robins & Janusz Maciag, produced equally anecdotal images with their fortress block development along the edge of the site and maze of shady streets inside.

What else could be expected from such a restrictive brief? Possibly, among the projects which were not on show because they may have stretched their interpretation of the brief too far, one may have found some genuine urban design ideas instead of blown up architecture in traditional style. Why did the RIBA not try to have all the projects on show? Moreover, in their original form and not as - often unreadable - reduced and converted into black and white photocopies which have irritated many authors and visitors alike. It is true that great Italians have been inspiring British architecture and urban design over centuries from Inigo Jones and Nash to contemporaries of the post modern variety. Now, in true tautological fashion, Regent Street seems to inspire the Italian first prize in turn.

The winning schemes are suitable for phased development and the Private Finance Initiative route. Conveniently, they leave all the options open for the land owner, occupier and regulator. Are we confronted with a recipe for planning blight, long drawn out building construction and architectural mediocrity which may contaminate sound surrounding areas. Are we going to get Canary Wharf without the Pelli tower? And why should such an outcome still surprise some of us? #

The Mending of Manchester

Patrick Malone

Patrick Malone comments on the urban design competition which included the retail and adjoining areas damaged by the IRA bomb on 15 June.

The bomb had an impact on some 100,000 square metres of prime commercial space in the heart of Manchester's retail core. It knocked out two multi-storey car parks, key streets, and the city's biggest bus terminus. It caused structural damage in nearby buildings and shattered glass over a wide area. Among the buildings which took the brunt of the bomb were Marks and Spencer and an adjoining office tower, a part of the Arndale Centre, and the Royal Exchange Theatre. But the bomb also hit the economy of Manchester's commercial core. A number of large and small retailers lost their foothold in the city, and there was a scramble to repair buildings, relocate retail outlets and to ease the burdens of small traders.

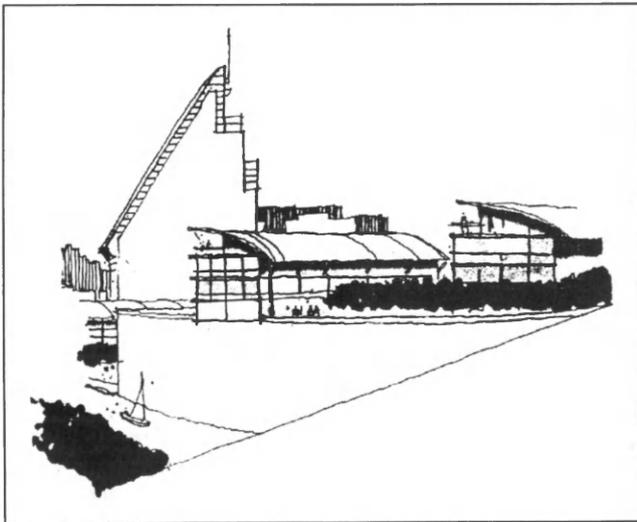
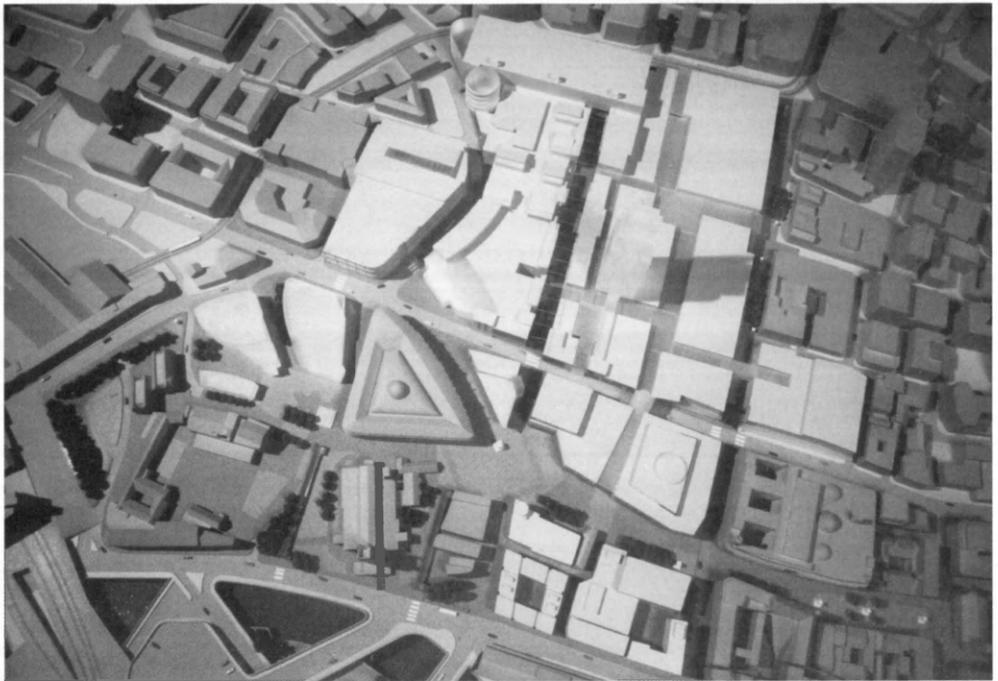
The Brief

The first aim of the city's authorities was to minimise economic damage and to combat a potential loss of investor and consumer confidence. However, the city also seized the opportunity to remodel a major part of the central area, and to undo some of the mistakes of the 1960s and 1970s.

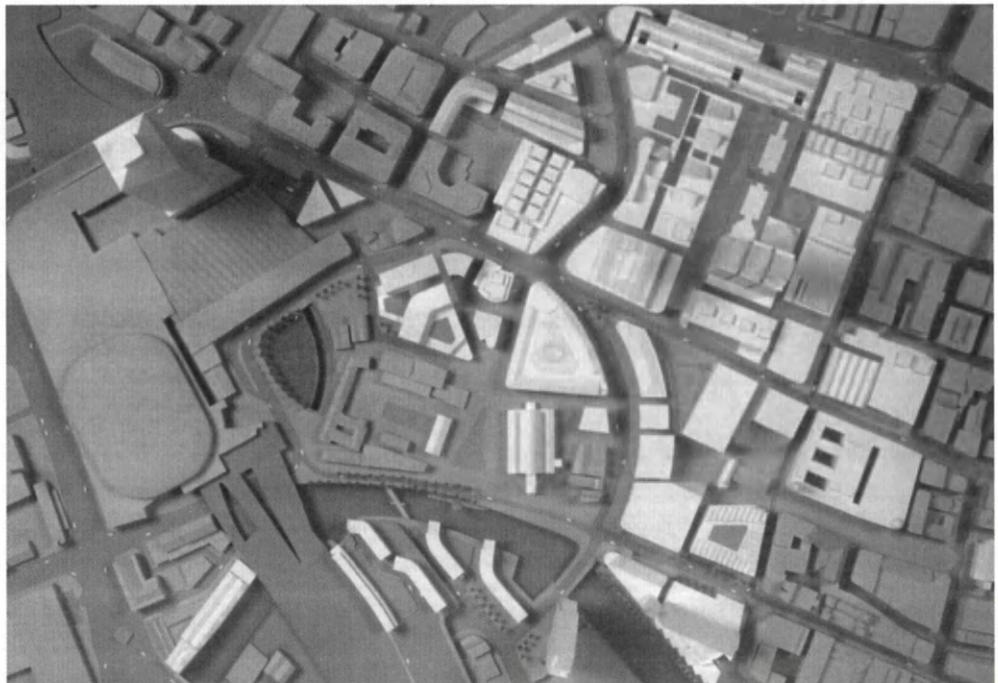
The area covered by the competition (24 hectares) is bounded by Victoria Station, St. Ann's Square, the River Irwell and Piccadilly Station. The "brief" calls for a coherent and attractive area, with an efficient retail base fringed by leisure, cultural and residential uses. Emphasis was placed on the quality of urban space, a pedestrian-friendly environment, and functional and spatial links to the rest of the central area. Competitors were asked to consider the

Competitions

Right: Winning scheme by consultancy group led by EDAW. Their objective was 'A Master plan which respects the visual structure of the city featuring the key visual linkages...; creates a new city focus - Exchange Square; links key streets and squares along a clear pedestrian route.' Below right: St Ann's Square is linked through the Market Place area to the new Exchange Square.



Right: Commended scheme by BDP who aimed to create 'a city of landmarks, views and vistas . . . a city of streetscape and skyline respectful of its heritage'. Above: Ideas for providing new housing on the Salford side of the river.



potential for a 'northern gateway' to the area, the exploitation of the River Irwell and the area's historic buildings, and the integration and 'interpretation' of the mediaeval core.

Redevelopment is also meant to rationalise access and servicing, transport linkages, and parking - with new parking located at the edges of the area connected via pedestrianised links to the retail core. The City's Task Force also noted that trading in the Arndale Centre is not to be disrupted and, while private investment will be maximised, the City is aiming for realism in terms of demand and the ambitions of investors.

The Arndale Centre, and its 'undoubted shortcomings' will play a pivotal role in the redevelopment programme. The unattractive and 'uncommunicative' facades of the Centre and allied street spaces require attention. The problem of 'bulk' might be addressed by breaking up an enlarged Arndale into parts divided by pedestrian routes. Specific options for the Arndale include the possible removal of parking, access ramps and bridges, a new pattern of circulation, improved 'legibility' for the user, and stronger links with other elements of the area such as the Corn Exchange.

The city authorities want a tight retail core, with some additional 'quality' retail space. Reading between the lines, however, there is arguably less confidence in the prospects for development beyond an expanded Arndale Mark II. At this point, other elements of the programme are tabled with less conviction. While the prospects for office development are limited, the potential for new leisure functions to the north of the Arndale raises the issue of demand. In addition, the limited demand for city centre housing might be met in other parts of the central area.

The Competitors

Twenty-seven entries were lodged in response to the first stage of the competition, and

five teams went forward to the second stage. Among the five were: Halliday Meecham with Richard Reid Associates; Llewelyn Davies with Michael Hyde & Associates; The 'Manchester First' team centred on Mills Beaumont Leavey Channon; the Building Design Partnership team; and the ultimate winners, EDAW. The winning team is made up by EDAW, in partnership with Ian Simpson, Alan Baxter (Transport and Engineering), Benoy (Retail Development), and Hillier Parker, DLE, and Johnson UDC.

The five short-listed teams produced different projects from a relatively common brief. They varied in terms of the nature and distribution of public space, and in their treatment of potential leisure, cultural and housing functions. There were also differences in architectural language, with BDP arguably taking the most 'proficient' line of attack. The 'Manchester First' team took a fairly unique stand on the prospects for the Arndale, on the street pattern and new housing areas. The competition jury also noted Halliday Meecham's treatment of the River Irwell, and Llewelyn Davies ideas for a major green area and other public spaces. However, the major contenders in terms of the jury were BDP and EDAW. While recognising the careful and relatively sensitive (albeit perhaps commercial and familiar) detailing of BDP's project, the choice of EDAW presumably expresses the jury's emphasis on a forceful policy for urban design and the capacity to meet a three-year programme.

Winning Scheme

EDAW's proposals include:

- A pedestrianised axis linking St. Ann's Square, the Arndale area, the Corn Exchange and Cathedral
- A Millennium centre with theatre, arts and refreshment functions
- A Cathedral Close
- A major public space - Exchange Square
- A new leisure centre
- The Arndale 'winter garden'

in a remodelled Cannon Street

- 'Metroshuttle'
- residential units
- A park along the Irwell
- An Arndale Food Centre

There is a strong emphasis in EDAW's scheme on a north-south linkage between St. Ann's Square and the Cathedral, which was described by Owen Luder as offering a 'strong procession of interesting public spaces'. However, the jury (led by Joe Berridge) also concluded that BDP should be retained to redefine, within EDAW's framework, their ideas for the River Irwell and the Cathedral / Chethams area. BDP will also play a key role as architects for the new Marks and Spencers store.

Summary

Urban design competitions can play a useful role in generating ideas, investment and interest in the redevelopment process. However, the value of competitions may depend on our capacity to see them for what they are; that is, as short, speculative exercises aimed predominantly at urban form. As such, they deal with the potential formal results of largely unexplored and unknown economic and functional processes.

While the jury recognised that the Manchester competition was a 'first step', and that various factors would require more time to resolve, the results of the competition raise common concerns regarding the persistence of the 'architectural imagination' in urban design. The five short-listed projects are generally couched in physical terms; albeit that each details a largely imaginary functional structure. Broadly, the competitors adopt a definition of urban design as 'architecture writ large'. They present visions which are based on buildings, individual spaces and physical elements, rather than on wider, structural urban design and planning issues. They are concerned with 'immediate space' rather than with principles spun from

well-developed plans for underlying functional and economic forces. Of course competitions (and urban marketing) promote form-based urban design. However, this approach to development has to weather the realities of demand and development pressures.

Manchester's urban design competition follows on a spate of recent initiatives in the form of the city's new concert hall, the Nynex Arena, Hulme, Manchester's UDC, and local initiatives in different parts of the city centre. The competition (which was not as 'international' as envisaged) sits against a background of rising *campanilismo* and urban marketing. In the shadows, however, there are the conflicts between the city centre and peripheral retailing (notably Dimplington). Moreover, proposals for the area covered by the competition raise questions concerning the level of demand for leisure and 'cultural' functions, and the fact that the needs of any one area must be set against those of other areas. Manchester's Castlefields might usefully absorb more of the city's 'cultural' developments, and housing is fundamental to the realisation of ambitions for the Northern Quarter and other parts of the city. Thus, while Manchester might seek to reinforce the retail core with new leisure and cultural functions, and so ease the threat of peripheral shopping, only a fundamental change in the nature of urban life can generate enough demand to satisfy planning ambitions in the different areas of the city. In short, we must hope that each development promotes further demand, and a gradual reformation of the relationship between people and the city. Manchester's urban design competition has aided that process by stirring interest in the future of the core, and by exposing some of the questions which confront its redevelopment. #

Danube Bend and Budapest

Alan Stones describes the study tour he organised to Hungary in May 1996.

The Danube bend is the point at which the mighty river, which mainly flows from west to east, turns south for a few hundred miles. The landscape is dramatic, not unlike the Rhine gorges, and here are situated a number of places of importance to the identity of the Hungarian nation. Our visit here, and our stay in Budapest, made us aware of a number of themes that have to do with the Hungarian search for national identity.

The Hungarians were relative latecomers on the European scene, having conquered the present Hungarian territory in the 10th century. In 1240, at the height of town and monument building in the rest of Europe, Hungary was invaded by the Mongols, who laid waste half of the existing settlements. Then in 1526 the Hungarian nation was dismembered by the Turks. As a result, very little survives from the mediaeval period, and for three centuries the Hungarian capital was outside present day Hungary at Bratislava (now in Slovakia). By the 18th century the Austrian Hapsburgs had ousted the Turks, and a period of prosperity ensued. However, the areas devastated by the Turks were repopulated by other nationalities, such as Serbs and Slovaks, and the Hungarians were only ever junior partners in the Austro-Hungarian Empire. Hungary finally became a nation again in 1918, but paid the price for being on the wrong side in the First World War by losing over half its territory, so to this day there are substantial Hungarian minorities in neighbouring countries.

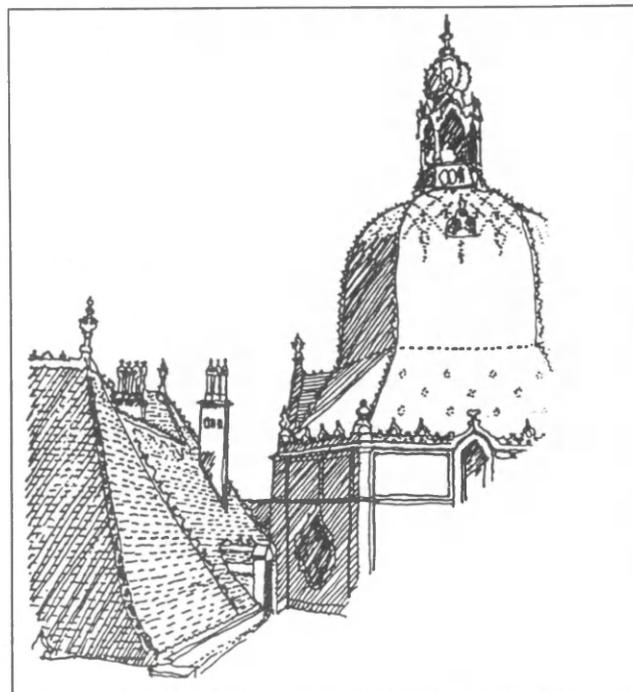
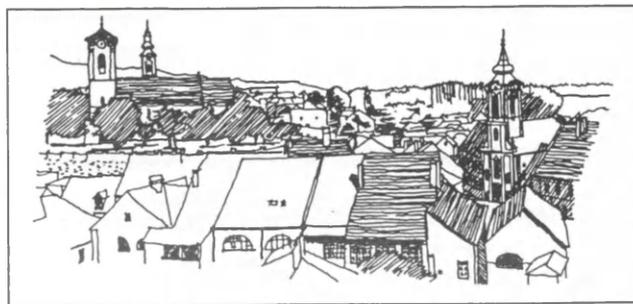
Esztergom on the Danube Bend was Hungary's first capital, and retains parts of the original royal palace, including a superb 12th century chapel which survived destruction by

the Mongols and Turks. Today the town is the seat of Hungary's archbishopric and has a massive 19th century neo-classical cathedral. In 1325 the capital moved to Visegrád, also on the Danube Bend. Only remnants of the royal palace there survive, but a dramatically sited fortress to defend the river against the Mongols is still intact. The surrounding woods have been used by modern architect Imre Makovecz for experimental structures using revived folk building techniques.

Also on the Danube Bend are the Baroque towns of Vac and Szentendre, the latter a Serb settlement with Serb Orthodox churches in Baroque guise. Near Szentendre is the national open air buildings museum, with village architecture from a number of regions of Hungary. So far this is only partly complete, but there was enough to give us a fascinating overview of various folk traditions.

These folk traditions have been not so much drawn on as reinvented a number of times in recent history. The city of Budapest, with its dramatic setting on the Danube, is divided into the hill-top bastion of Buda on the right bank, with its largely 18th century Hapsburg architecture, and the extensive 19th century city of Pest on the left bank. The development of Pest was at its height when the celebrations of the millennium of the Hungarian conquest in 1896 gave rise to a surge of interest in national identity. Architects such as Odon Lechner and Károly Kos devised an eclectic national style based on folk art motifs, Finnish and even Persian architecture using coloured majolica tiles. Pest is thus well endowed with idiosyncratic hotels, public buildings and offices from the Art Nouveau period.

More recently, in reaction against the sterility of the slab blocks of the Communist period, architects such as Imre Makovecz and Group Pecs have invented yet another national tradition based on the use of natural materials and



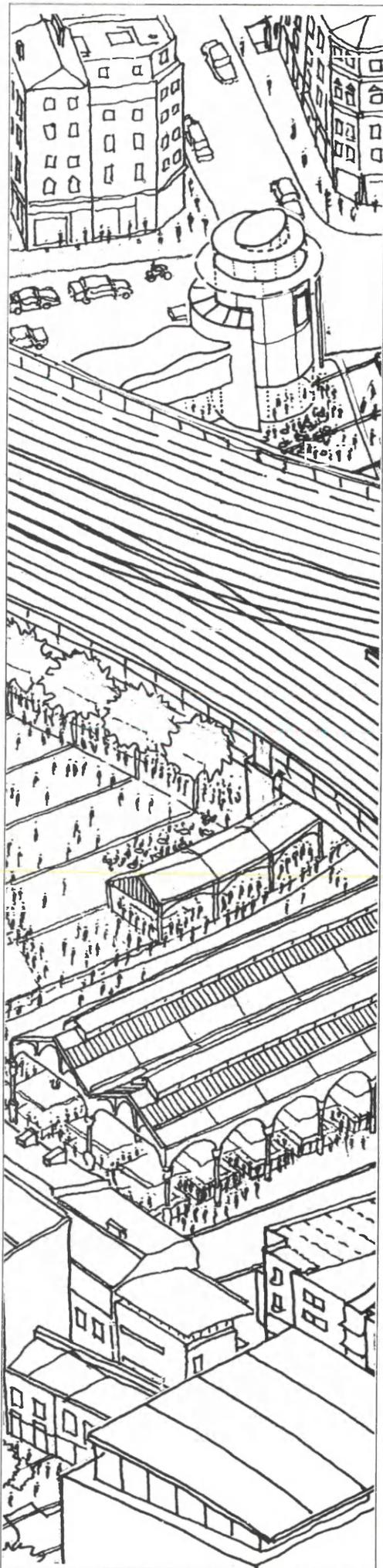
simple geometric shapes and volumes of great power. The Farkasret cemetery hall in Budapest was the only substantial example we were able to visit, as Makovecz has not had many major commissions and his works are scattered around the country. However, the Prince of Wales is known to be very interested in Makovecz's approach, and summer 1997 will see a major exhibition and permanent Makovecz building erected in London.

Our final port of call before leaving Hungary was the town of Sopron on the border with Austria. Neither the Mongols nor the Turks penetrated this far, and so Sopron remains a mediaeval walled town with many of its original features; a fascinating glimpse of what might have been in the rest of Hungary. #



Top: Serb Orthodox Churches, Szentendre
 Middle: Museum of Applied Arts, Budapest by Odon Lechner
 Bottom: Firewatch Tower, Sopron

Urban Design Campaign



The Quality in Town and Country Initiative was launched by John Gummer in July 1994 to raise awareness and understanding of the importance of good design and quality in buildings and the built environment as a whole.

The Urban Design Campaign, a key part of the wider Quality Initiative, was launched in June 1995 to encourage wider debate, particularly at the local level, about urban design and its contribution to enhancing the built environment; to promote an exchange of ideas, proposals and local experience; to encourage attention to urban design considerations at an early stage in the development process; and, more specifically, to gain practical experience at the local level to inform future good practice guidance.

Proposals were invited to meet those objectives and twenty one projects were selected as case studies. John Gummer opened an exhibition of the case studies which was held in October and referred to the important role urban design should play: "Urban design is a key part of the solution for it recognises that the quality of the built environment is not determined by buildings alone. Local identity and quality derive from the intricate relationships between the many elements that make up the built environment. By placing greater emphasis on urban design we help ensure that urban life remains attractive."

"I believe that the experience of these case studies will help demonstrate the benefits of giving proper attention to matters of urban design. I want to see new development adding to a sense of place, of identity, and of civic pride."

The following pages illustrate the schemes that were selected as case studies and Peter Studdert, Joe Holyoak and Peter Verity offer their reactions to the DoE initiative, from their public sector, teaching and private consultancy viewpoints respectively.

Comments by Peter Studdert

These are confusing times for the politically-minded urban designer. One week you can be in the sterile and authoritarian surroundings of Canary Wharf, watching the unedifying spectacle of property developers and national retailers genuflecting to the Labour Party's Environment team, and hearing Keith Vaz proclaim Canary Wharf as a 'triumph of imagination and enterprise over bureaucracy'; the next you can be in the equally sterile and authoritarian surroundings of the RIBA Headquarters, but witnessing a quite different spectacle: an exhibition displaying the fruits of John Gummer's highly personal crusade for public involvement in urban design at the local level.

What conclusions can one draw from these seemingly paradoxical events? It is perhaps that, on the one hand, the Labour Party feels that in order to be taken seriously as a 'Party Fit To Govern The Nation' it has to somehow be seen to endorse the destructive narrow-mindedness of City institutions? And on the other, that after seventeen years spent enthusiastically dismantling and disenfranchising local institutions the Government has thrown up a kind of a rogue gene in the form of John Gummer who miraculously contradicts all that has gone before him?

But one really shouldn't carp, because the Urban Design Campaign has given welcome support and encouragement to a diverse range of local initiatives, and the Government is promoting many of the principles that underpin these initiatives through the proposed changes to PPG1.

But what of the exhibition itself? As a spectacle I have to say that it was extremely hard going. Twenty one presentations of neck-wrenching detail do not make for a particularly engaging spectacle for the visitor. Even the most dedicated urban designer would be wilting after poring through the outcome of the sixteenth local consultation exercise. I hate to think what an unwitting member of the public would have felt about it (comments on the visitors' book were not reassuring).

The schemes themselves covered an impressive variety of situations, and many were trying to grapple with the difficult question of mixed uses. From a public sector perspective I thought that there were a number of interesting lessons described below.

Lessons

There is no easy way to carry out a genuine local consultation programme on a difficult site. A number of techniques were illustrated, but the results seemed to be very mixed and the presentation of outcomes somewhat rose-tinted (I couldn't help being amused by Poole's questionnaire that asked 'what would you do if you had a magic wand?' and which got only a 5% response: not much faith in magic on the south coast then).

There do seem to be some very good examples of Development Briefs emerging from this Campaign, and as the culmination of the Campaign is going to be a 'good practice guide', then this could be of enormous help to local planning authorities. However, it will be interesting to see whether the final built products (if they actually happen) live up to aspirations of the briefs that have been produced.

The role of local authorities in initiating and co-ordinating complex exercises in urban design has never been better illustrated. The overwhelming majority of Case Studies showed the local authority at the heart of the process, and if the main outcome of the Campaign is greater support from Government for authorities who are striving for quality in design then this is major step forward (although let's wait for some more evidence from appeal decisions before we start getting too excited).

The exhibition also illustrated the point that good urban design takes time and money. The Government is quite wrong to assume that the development process can necessarily be speeded up by an aspiration for high quality in design. Bad, simplistic, single use design is actually very quick and easy to do (which is why we got so much of it during the eighties when controls were relaxed by John Gummer's predecessors). The best schemes are often the most difficult, particularly if they are trying to tackle brown land sites and promote complex mixed uses that funding institutions often fail to support. These schemes also require the highest degree of intervention from the local authority because market forces work against them.

If any lasting good is to come from this Campaign then it must involve a much greater degree of trust from Central Government in Local Government's ability to be creative and forward-looking in promoting quality in design at the local level. Even though the Urban design Campaign is a very welcome initiative, there is still a strong impression of 'Nanny knows best' in its rather hectoring style that is not diminished by the feeling that, for once, Nanny is possibly right. #

Comments by Joe Holyoak

The 21 schemes in the exhibition will have been successful to the extent that their production has encouraged a debate in their area about how urban design can contribute to the area's improvement. This was one of John Gummer's three main aims. The exhibition itself was an opportunity to continue that debate. But the decision to hold it at the RIBA seems to be a dubious one; although it now calls itself the Architecture Centre, it is not yet perceived as a public location. In addition, the form of the 21 displays was fairly resistant to absorption by lay people. The temptation was to cram into each display panel every bit of information on the happenings of the six months or so that the scheme was in progress. The most frequently expressed comments in the visitors' book at the exhibition were that it was too wordy, there was too much material to grasp, it was too much like hard work.

As demonstrations of urban design, the best displays tended to be the ones which had bravely edited their material down to manageable proportions, and included a large, comprehensible aerial perspective of proposals as their central image. The schemes for Worcester, Ashford and Southwark all came into this category. One would imagine as well that in an exhibition intended for public consumption there would be an avoidance of professional jargon of the kind that we speak to each other. But sadly not; there was too much stuff like "*strengthen existing historic urban grain with the introduction of new market shopping*" (Southwark again). A new Cornmarket perhaps?

The Process

One of the reasons for the denseness of many of the displays was the attempt by their authors to document not only the product of the urban design process, but also the process itself. This was an entirely proper motive, stemming from another of John Gummer's objectives, to encourage collaboration and consultation at a local level. Most of the 21 projects seem to take this requirement more or less seriously (except Charlestown Harbour, where we were told that "*when (the feasibility study is) completed there will be full consultation with the local community*"!) There was evidence of use of a number of different consultation techniques during the process - public meetings, workshops, exhibitions, surveys and questionnaires, Planning for Real, and so on.

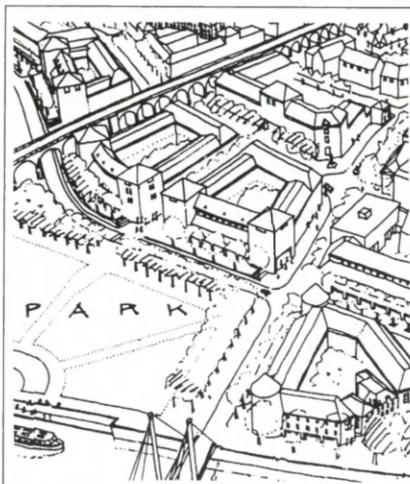
However, the exhibition posed two problems. How can one show the urban design process rather than the product in an exhibition format, and what did the

consultation process contribute to the final product?

In response to the first question, most of the 21 entries struggled. Some, like the Chester entry, resorted to the tired tactic of showing photographs of people talking around tables. A few had video displays, which can be effective in conveying process, but as usual only one was working when I was there, and it simply showed a movie of the site. Ashton-under-Lyne and Wimbledon had a chronological structure to their display, giving less emphasis to the final product and more to an incremental sequence of stages through the project, and succeeded in conveying a convincing picture of the process. The answer to the second question is almost totally a mystery.

In all cases, professional consultants were employed. One assumes that the display panels and the urban design proposals on them were their work, and that they have professional "ownership" of them. Each display had a list of names of key participants - mostly local authorities, chambers of trade, landowners, civic societies, public utilities, and so on. Perhaps significantly, although every presentation claimed public consultation as part of its process, only one, Twyford's, listed its residents under "key participants". It was not clear how public consultation had positively shaped any of the schemes. It was hard to see any evidence of a collective process at work which might be a model for how urban design might regenerate the clapped-out sites that provided the majority of locations. There was nothing that remotely approached, for example, the innovative process orchestrated by Lucien Kroll at the University of Louvain in the 70s.

At its lowest, public participation in urban design manifested itself as the opportunity to choose from alternative proposals. In Twyford's case, however, the alternatives seemed to have been generated at a public workshop, and the selections made at another two, apparently successfully, despite the final workshop's coinciding with the FA Cup Final (a rare event, this, the admission in the display of a mistake). But at its worst, as in the Canterbury scheme, urban design was represented as big commercial architecture, in the form of four competing schemes (by BDP, Chapman Taylor, RHWL, and Lyons Sleeman Hoare), from which citizens were asked to select their favourite. This is public participation as mere tokenism, the bottom rung on Sherry Arnstein's *Ladder of Participation*. I was pleased to see a resident of Canterbury condemning it in the visitor's book.



The Product

What of the urban design product itself? The best proposals were good, but unremarkable. The Birmingham scheme was an effective piece of site planning; the Bridgewater scheme a well-considered proposal for residential expansion with echoes of Poundbury; the Worcester scheme (a section shown above) a framework for urban mending with a riverside park and the new orthodoxy of perimeter blocks. If Gummer's team draw from these a code for good practice, it could do a lot worse. But one looked in vain for a really remarkable contribution to the art of urban design. Most schemes were fairly ordinary, with two which, if any quality control had been exercised, would in my view not have been there at all (Charlestown harbour and Rochford).

Certainly most end-of-year exhibitions of graduate schools of urban design are likely to contain schemes of more challenging quality. It is a pity, perhaps, that the educational academies were not given a more influential role within the 21 projects (although it must be said that the involvement of the progressive Oxford Brookes University as consultant in the Stoke-on-Trent scheme did not produce anything of any great significance). Should one expect innovation from an exercise like this, or be satisfied with a high standard of ordinariness (to borrow Bob Maguire's phrase)? If Britain's future urban developments are designed to standards drawn from the best schemes in this exhibition, it will be a great improvement on the present, and will justify the organisation of the Urban Design Campaign. But.... how I regretted there not being one scheme of such exceptional quality that it sent me out into Portland Place with a spring in my step and a song on my lips, wanting to tell my students "You've got to go and see this!". #

Comments by Peter Verity

The case studies demonstrate the importance of clear objectives as an essential tool in the planning, design and development processes. Objectives must be set from the outset - they will guide the process, reinforce the vision and underpin the development brief. They act as the criteria against which development proposals can be tested and evaluated.

The most often stated objective of the presented case studies is the reinforcement of the existing identity - consequently very few of the case studies question the recreation of an historic origin.

Vision

Vision is the guiding light through the planning and development process. A shared vision must be in the mind of the client and all the members of the team - the celebration of a sustainable and robust identity and the creation of settings in which future generations will wish to live by choice. The vision must shine through, be reinforced by the development briefs, to prevent the lowest common denominator from becoming the norm. The clear, theme-giving, vision will offer hope and instil civic pride, giving enthusiasm and motivation to everyone involved. It will allow planning and design to proceed in confidence and thus make the possible, probable.

Context

A dominant concern of the case studies is the definition and determination of the size of study area. "Too tight and the broader context will be lost, too loose and the process becomes diluted". Unfortunately, the case studies have tended to focus on the issue of "grain" and fail to demonstrate any real understanding of the broader urban context. It is as if, in the nineties, by moving from the big to the small picture - in down sizing and focusing on urban villages - we fail to understand the dynamics and potential dynamics of towns and cities. The case studies are presented as sites or areas with firm boundaries, few demonstrate their potential within the greater urban matrix or recognise any potential for "knock-on" into a broader area.

It is a conventional tool of the urban design process to analyse the physical context and the historical attributes of an area. The urban case studies generally take the position that the recreation of an historic urban structure is the way forward. What is often absent is originality, it is as if in the enthusiasm to correct the impact of post war road planning and lack of physical planning we are trying to "recreate" a world

that never was; ill though out conservation is now in danger of strangling original thought. There is so much urban damage, let us not just timidly "darn" and recreate the indifferent, but recognise that opportunities exist to create new urban morphologies that can be the real contribution of our age. Where appropriate we can create a new and distinctive character and put "theme park Britain" to one side.

Client

Who sets the agenda? The case studies demonstrate that from the outset of the planning process there is a need to identify the real client. The client who commissions studies or the client who owns the land may be very different from the client who generates wonderful wish lists. This ambiguity seems particularly true where a local authority or community group prepares a development brief for an area which it neither owns nor for which it will be the developer.

The "real client" needs to have the vision, dynamism, enthusiasm and commitment to see the proposals implemented. Local Authority attitudes vary enormously and are often against development, while the planning position must change from being reactive to being proactive. Strong local government is a requirement if the optimum number of objectives are to be achieved; fiscal strength, the ability to cross subsidise and use planning gain are probably exactly the instruments which local authorities require to maximise the opportunities.

The concept of "stakeholders" in the planning and development process also needs to be looked at carefully. "Stakeholding" is a privilege and the identification of "stakeholders" can only be determined by the requirements of a particular area. Landowners are key "stakeholders" and their participation in the process is critical; developers however are not necessarily "stakeholders" as their interest may be very short term. The lesson of the case studies is that the success is only likely to be achieved through the involvement and commitment of the right people in the client role acting as a steering committee, guiding with enthusiasm the development process through to implementation.

Study team

The case studies demonstrate that strong team leadership must co-ordinate all the players in the process if the vision is to be implemented. Urban design is a drawstring activity which brings together all considerations which impinge on the

physical environment. Ideally the teams would reflect this and comprise in addition to planners, engineers, ecologists and landscape architects; economists, property consultants and developers who can take a strong and realistic commercial view and ensure that the development has the maximum "knock-on" effect onto the broader economic base.

The smaller the sites chosen as case studies the closer the response is to "architecture" and the larger the area is, the shallower the architectural thought. This may reflect a polarisation of architectural input or an imbalance in the professional teams, with architects often ill qualified to work at a broad scale.

Process

In response to the DoE's guidance the case studies have placed great emphasis on the consultative process and encouraging collaboration and consultation at the local level, though one wonders if there has been a clear understanding as to who is the "real client". The case studies have, however, undertaken consultation at very different stages in the urban design process, some have involved the broader community from the outset in the preparation of a development brief, while others have explored a series of development strategies and then invited comment. It has been noted, in several of the cases, that it may be dangerous to drive the process of consultation and development too fast as the processes of urban design may have to be gradual.

There seems from the case studies to be great merit in exploring and openly testing a series of broad based and different opinions and of not focusing too early, or too narrowly on the process. While several case studies note that they found advantages in looking at solutions which had been tried and tested elsewhere it is important not to let precedence block the real potential and inhibit originality - this is after all a design process.

The case studies have also demonstrated a variety of approaches to making the critical leap from development brief to implementation. In the case of Huddersfield the development brief was used as the basis for a design competition which then invited public comment. The consultation process is by definition a compromise and there is the difficulty of ensuring that the original vision shines through. This problem is compounded when realisation becomes the responsibility of a narrow commercial developer. However, a long consultative process is a time consuming and expensive activity which needs to be adequately resourced. This is easier when

the process is developer led as it is often difficult for a local authority to find adequate funding for the professional urban design services.

Development Briefs

The case studies demonstrate that the development brief is a lynch-pin in the development process, it serves either as the culmination of the process or as the start depending on the scale, complexity and strategy for the area addressed.

The case studies also demonstrate that the breadth and degree of prescription of the development brief will determine the quality of development. The degree of prescription is a vital key. Too prescriptive and the result may be without coverage or true conviction, while too little prescription may deter the realisation of the vision.

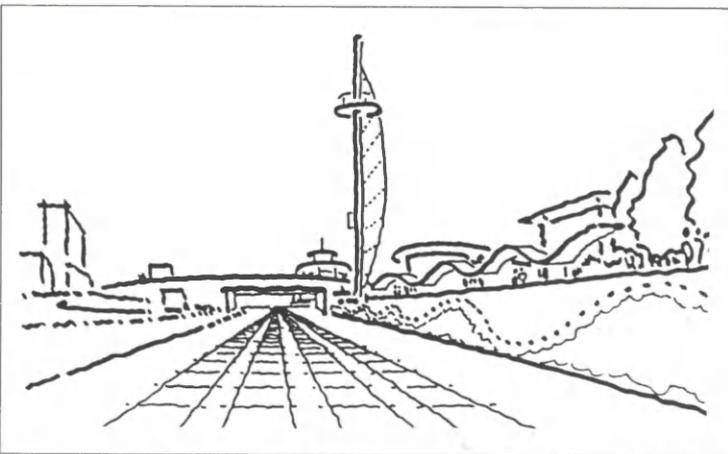
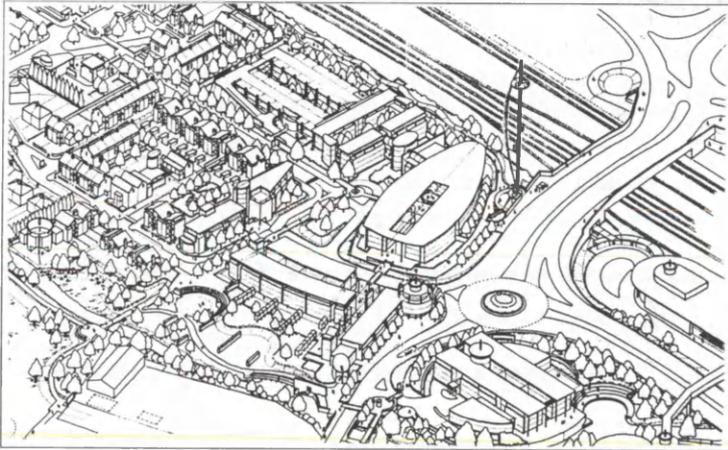
The commercial viability of urban design proposals must be demonstrated both in the immediate and longer term futures. Therefore, the urban design process must include a cost benefit analysis linked with a strong investment strategy which together will reveal new possibilities, added value, and change market perception. Urban design should bring economic benefits, generate employment and wealth beyond the boundaries of the site. The urban design process must be able to demonstrate to potential developers that there is added value to be obtained by accepting the development brief.

Implementation

Implementation is a great stumbling block and the case studies highlight the need for the processes of implementation to be urgently addressed. It is clearly important to be able to identify as early as is practical in the urban design process the right vehicle and mechanisms to take responsibility for implementation.

The urban design initiative needs to offer vision and to be vibrant and courageous in its dynamism. As a display of shared experiences the Department of the Environment's urban design exhibition was barely legible, but perhaps its greatest achievement will be to have offered hope. #

Case Studies



Top: View of existing area with the Victoria Road site shown in the upper section.
 Middle: Development possibilities including offices, hotel, leisure uses and housing.
 Above: Site becomes part of a landmark entrance to Ashford by train.

Ashford, Kent

Ashford Borough Council
Robert Rummy Associates

Devising a masterplan for commercial and residential redevelopment opposite the International Passenger Station.

A public-private sector partnership of project funders has rolled forward work on the Victoria Road site and several other important development opportunity sites in the town. From day one the emphasis has been on generating design ideas which are both of high quality and realistically achievable in an uncertain property market.

The Council recognised that there are interesting transitions within the site that a design must reflect - the impressive statement made by the International Passenger Station in the east; a well established residential area on the western boundary of the site; the town's park and river to the south; and the town centre to the north. The size, prominence, context and commercial development potential of the site has therefore provoked a range of genuinely mixed-use development ideas including an hotel, housing, offices and leisure development.

The process has involved a 'development opportunities forum' to which landowners and organisations with an interest in the area have been invited; targeted consultation with landowners, businesses and residents in the area to discuss initial ideas; and follow-up consultation on specific design issues. It is the participation of local people which has been crucial in shaping the final scheme. Newsletters, a survey of residents' perceptions, informal community design meetings, schoolchildren's analysis of the area as well as many other discussions have brought forward ideas and responses.

The outcome is a scheme with an exciting but friendly design and one with good prospects of being built. A critical feature of the scheme is the sensitive transition from the commercial element nearest the International Station towards an expanded residential area. Existing problems of traffic and parking, noise from the railway and poor pedestrian and cycle routes through the site have all been tackled by the proposed design. The potential of the riverside is unlocked by improved access and habitat creation, contributing to the developing network of riverside routes through the town.

Ashton-under-Lyne

Tameside Metropolitan Borough Taylor Young Urban Design

Henry Square, Ashton-under-Lyne, is a run-down area on the fringe of the town centre. It is part of the original eighteenth century town plan for Ashton and currently consists of a series of semi-derelict and vacant buildings, land cleared for car parking and the former baths. The only recent investment is a new Magistrates Court, currently under construction on the north side of the Square which needed to be complemented by other projects within a clear urban design framework.

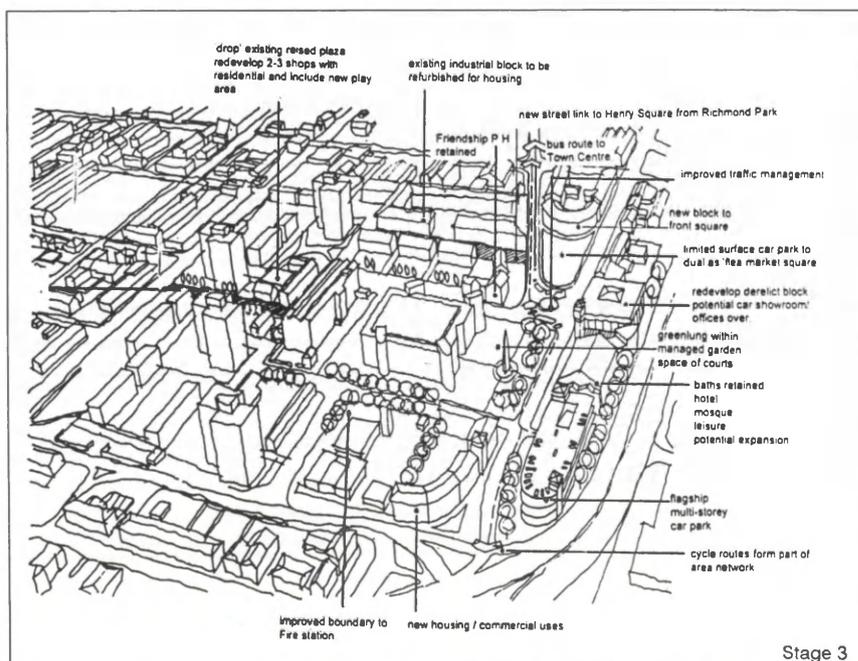
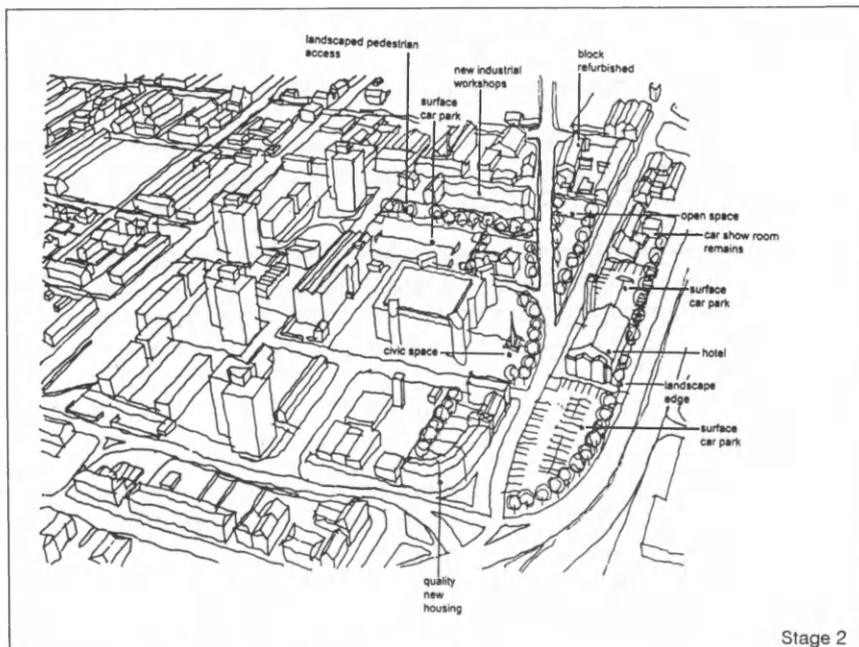
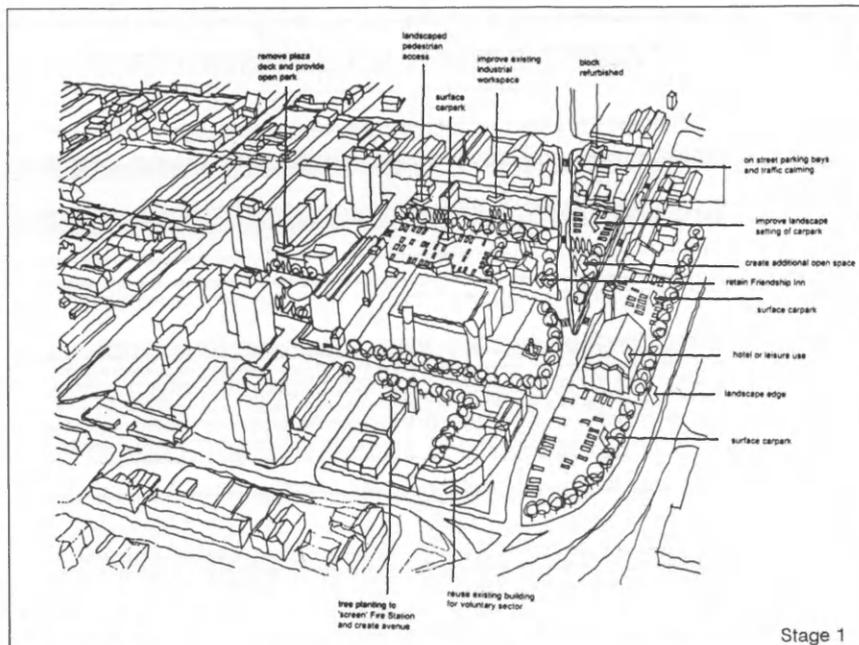
As part of a community-based approach to the preparation of design options for the site, the main stakeholders in the area were identified - local businesses, residents, community groups and staff from the planning, housing and economic development departments of the Council - and brought together in a series of workshops.

The workshops, in which 'SWOT Analysis' was used to identify the strengths, weaknesses, opportunities and threats to the area, provided the platform for generating urban design options.

The key principle that emerged was the need to reconnect and integrate the Square with the town centre and surrounding residential renewal area. It was agreed that the area could secure a future for itself by providing local shopping, leisure and social facilities for residents; in particular by refurbishment and re-use of the listed former baths; and by creating an attractive civic space as a back drop to the Magistrates Court.

Two principal options emerged with general support. First, an approach based upon refurbishment of existing buildings for community and local employment uses. Second, a more radical option, requiring extensive demolition of redundant buildings with the introduction of leisure and commercial uses.

The preferred scheme combines aspects of both schemes. It reflects the fact that Henry Square is recognised as a primary public open space with three key functions: a 'gateway' to the town centre; an entrance to the Magistrates Court; and a civic space. Greater enclosure of the Square is achieved by promoting new buildings and re-use of presently vacant and under-utilised space, whilst important buildings of the old town fabric are restored. To bring forward development, the brief promotes a clearance of certain buildings with a view to encouraging a greater intensity of development and a wider mix of uses.



Bridgwater, Somerset

Sedgemoor District Council

Bridgwater currently faces further housing expansion. The size of the development will constitute 10% of Bridgwater's housing stock and 10% of its land area, and will have a major impact on the town and its surroundings.

Concern that this new development should avoid becoming just another 'suburban sprawl' with little defined quality or character led Sedgemoor District Council to join together with prospective developers to look at ways of achieving a quality development which would enhance the local sense of place.

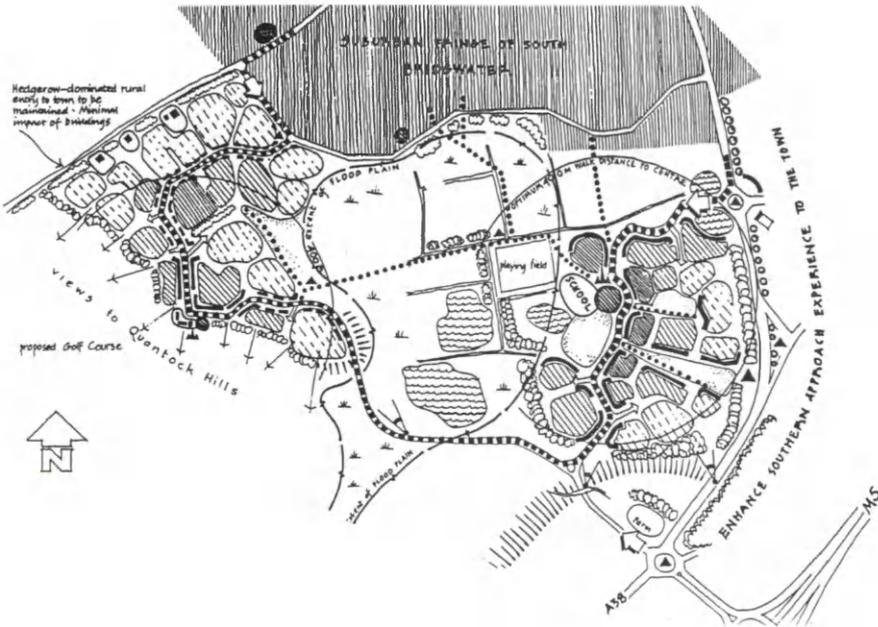
The starting point was to take a long look at existing residential areas - 'learning from the locality'. This exercise, including analysis of the historic local built form of housing in the town (layout, height, massing, scale, use of materials, etc) helped to identify the basic design principles which should guide future housing development.

The preferred urban design option, prepared in concert with the developers, involves varying densities of housing with focus areas defined by higher building densities and a concentration of social facilities. Key attributes include:

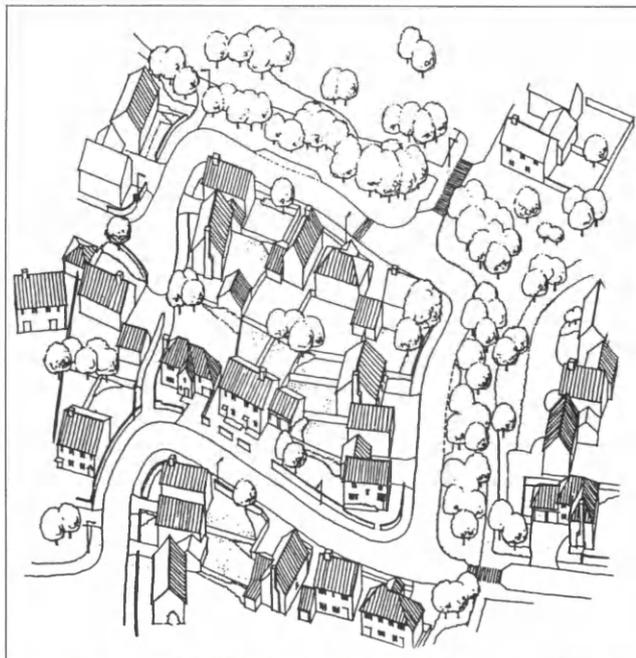
- the establishment of two village-style neighbourhoods with streets created by buildings which reflect the evolution of local styles and traditional local building materials;
- the layout of the residential areas guided by the aim of creating a sense of place rather than dictated by highway considerations. Traffic calming to be achieved by creating clusters of buildings.

The final development proposals are included in a master plan which has undergone local public consultation and has gained strong support. The scheme will now be incorporated into a development brief within which planning applications must be framed.

It is hoped that, with the new urban design framework now in place, new development will not only provide the homes needed but will show how they can add to, and enhance, the character and quality of the town.



Above: New development area which consists of two arms extending from the southern fringe of Bridgwater, separated by a flood plain. Right: Stockmoor Park is the eastern arm and is more urban in character. The upper sketch shows a higher density layout and the lower a medium density solution.



Bristol - Lewins Mead

Bristol City Council

The objective of this scheme was to reconnect a commercial area with the centre and reduce the impact of traffic. Lewins Mead, Bristol, is a large site lying at the heart of the city between the major shopping centre, Broadmead, and the historic city centre and Harbourside. The area is dominated by unsuccessful and obsolete 1960s commercial office blocks which loom over traffic choked streets. It is a harsh and unfriendly environment.

Hanover Property Unit Trust, owners of three core office blocks saw little future in their existing buildings or environment and together with architects, key interest groups including adjoining owners, and Bristol City Council set about devising a development framework which would: reduce the impact of traffic; create pedestrian links between Broadmead and the city centre/Harbourside; and provide realistic development opportunities to facilitate the area's regeneration.

The framework was developed by analysing a series of key issues including the archaeology of the site, the scope for diverting traffic, the movement of pedestrians and a range of possible uses.

The public were involved by means of a workshop day, which included representatives from a wide range of local groups and professions. The participants were split into groups, briefed on critical issues and left to formulate ideas for the future of the area. Common aspirations emerged which reinforced the principal participants' views and aided the formulation of the final design framework.

This involved the concentration of through traffic onto one route instead of the current three, the other two routes being dedicated to a public transport corridor and, of greatest importance, a pedestrianised route forming the link between Broadmead and the city centre. This would create a new 'heart' to the area from which further pedestrian links would flow to nearby historic streets, including the mediaeval Christmas Steps. All were unanimous on one point - "demolition of the concrete overhead walkways"!

The Lewins Mead study, through analysis and wide ranging consultation, has produced a strong and realisable framework for future development. Implementation will fundamentally alter the character of the area so that it becomes not only the much needed link between Broadmead and the centre but also a viable element in the life and vibrancy of the city in its own right.



Above: View of the site showing overhead walkways that were universally criticised in the public workshop.
Below: Ideas showing the potential of a linear market within pedestrianised spaces.

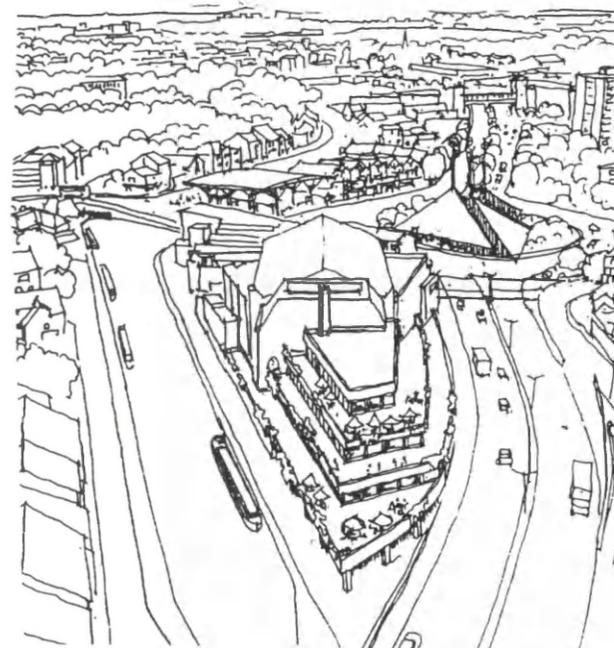


transport links, introduce compatible new uses, including housing; and create an attractive new identity making the best use of the historic location of the site.

These principles were developed by a Partnership 'design team' to show how regeneration could achieve benefits for the whole community. The major features include: mending the townscape by reconnecting the severed street pattern and strengthening landmarks and focal points; introducing a variety of safe pedestrian crossing points to link with the surrounding area; improving the subways, bringing them partly within the private realm; creating new pedestrian links across the canal, and opening the canal banks for public recreation; identifying opportunities for new pedestrian space and new streets; defining edges to the ring road by building frontages and formal planting; introducing a lively mix of cultural, commercial and residential uses; and devising effective options for managing traffic, including buses and cycles.

The next stage will be to test these ideas again with the local community and landowners. A clear message emerging from the public's participation is the desire for environmental quality to take precedence over highway concerns.

Bottom: The intention is to turn backland and the ring road into a grand civic corridor.





Bottom: Scheme by
Chapman Taylor
Partnership



be traditional streets and squares, compatible building heights and plot widths, and use of local materials. In general terms, the brief recommends that the development should provide a sympathetic late twentieth century addition to the city in contemporary style.

Following approval of the brief in April, four leading firms of architects were commissioned to prepare master plans and conceptual designs for the Whitefriars area. The four schemes were exhibited in Canterbury in early July and a full public consultation carried out ending in early September.

Over twelve hundred people visited the exhibition which was well publicised in the press. Special presentation evenings were held for local organisations, and for local businesses and retailers. The Canterbury branch of RIBA undertook a special two day 'design school' helping local people translate their ideas in graphic form. Pupils from local primary schools produced their own ideas.

Many hundreds of comments and suggestions are being analysed with a view to finalising the master plan and selecting architects to prepare detailed planning applications.

Caterham-on-the-Hill

Tandridge District Council Broadway Malyan

Exploring options for mixed-use redevelopment of a large vacant Ministry of Defence site in the Green Belt.

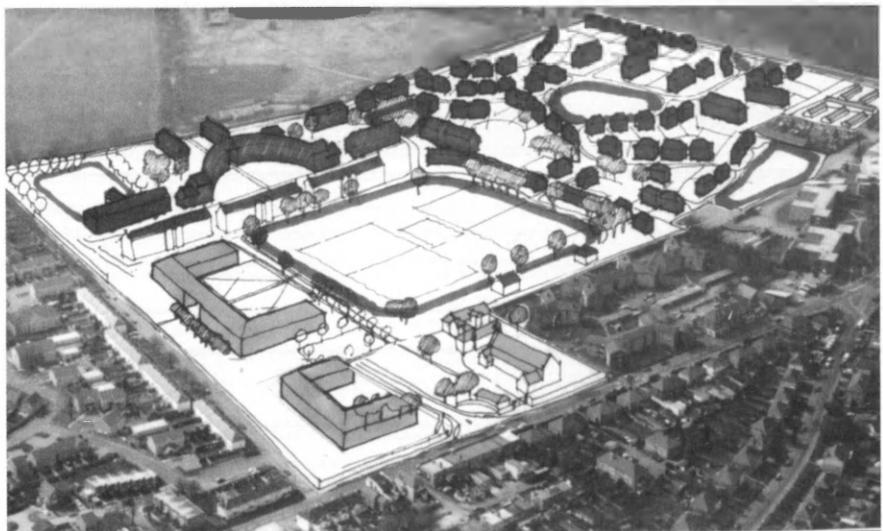
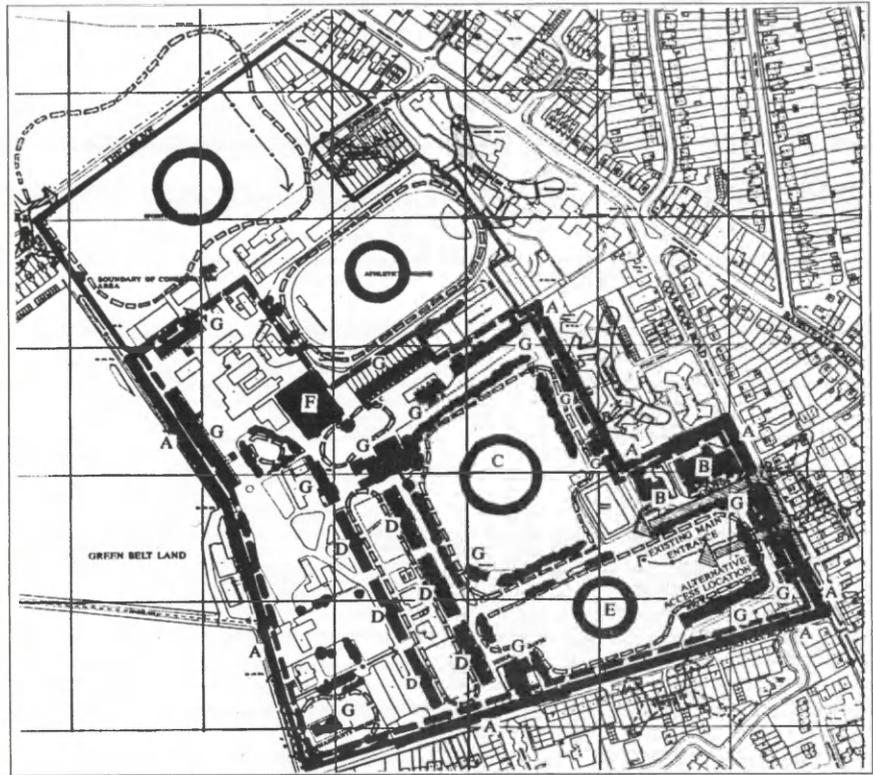
Caterham Barracks is a vacant Ministry of Defence (MoD) site on the edge of the built-up area of Caterham-on-the-Hill. The Barracks have existed for over 120 years and after their closure in 1995 Tandridge District Council in consultation with the MoD began to consider an appropriate future for the site.

The District Council, with the support of other key players has taken the lead in working towards proposals for the site. This has been achieved by setting up a Local Group comprising Councillors, Officers from the District and County Council, consultants to the MoD and to the District Council, representatives from the local chamber of trade, residents association and the local history society. The wider community has been encouraged to join in, for instance by means of an open day including free coach tours of the site.

The Local Group worked through a number of steps towards devising urban design options for the site. The first stage was to designate most of the 16 hectare site as a conservation area, to ensure that the best of the historic and architectural heritage could be kept. The Group also took into account other constraints such as the need for improved access and the relationship with adjoining existing residential areas.

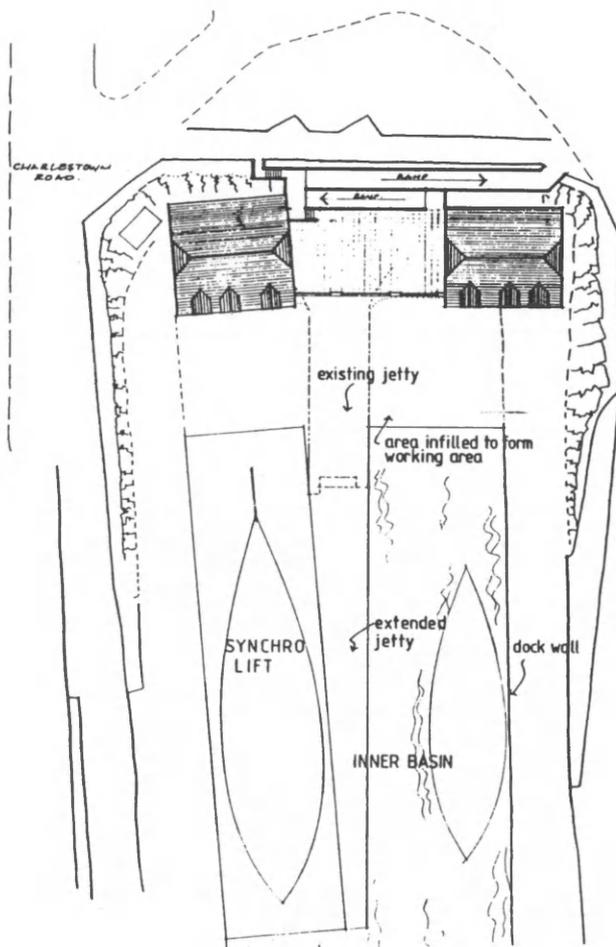
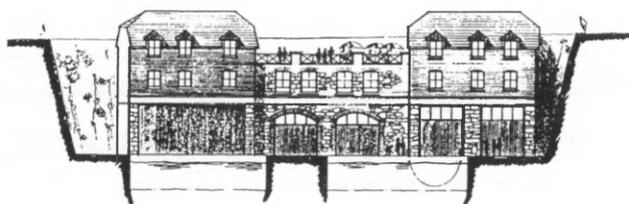
A number of different urban design options were then worked up based on different amounts of new development and the retention and re-use of converted buildings. A common theme, however, is to allow for mixed development of a variety of uses to meet local needs. In particular, many of the existing buildings offer scope for refurbishment for local employment uses, especially for small new firms becoming established in the area, and also for redevelopment as community and leisure facilities. The whole site offers scope for quality new development to blend in with the historic setting. It could also provide a distinct new sense of place in an area which has long been dominated by the presence of the Barracks and has been affected by its closure.

The next stage is for the Local Group to consider the results of consultations and these will then be used to produce a more detailed development brief to guide disposal and development of the site.



Top: Plan shows the important existing features of the Barracks and Conservation area boundary.
Above: A series of options were produced for the site. Option 2 illustrates the conversion of some of the barracks into residential use and the addition of various types of housing. The parade ground is developed for employment in this option with the chapel used for community and leisure purposes.

Top and middle: Plan and elevation of new harbour building proposed within the dock basin
 Bottom: Site Plan illustrates the layout of the harbour area and to west and east existing rundown industrial buildings which can be converted to provide accommodation for port and marine industry, commercial, residential and specialist training uses.



Charlestown, Cornwall

Restormel Borough Council

Securing a new economic future for an historic Georgian port whilst preserving and enhancing the existing built heritage.

Charlestown, a small village with an unspoilt Georgian harbour, is located near the town of St Austell in Cornwall. The historic harbour has played a significant part in Cornwall's maritime past. It now needs to secure a future.

A working commercial port, based on the china clay trade, Charlestown has reached a crossroads as a result of the decline in commercial cargoes of bulk china clay and lack of investment in the harbour stretching back over many years.

The port's private owners, Square Sail Shipyard Ltd, who acquired the harbour in 1994, are working together with key local landowners and seeking to involve the whole village, whose future is intrinsically linked to the continued prosperity of the port. Square Sail instigated a feasibility study and design process with the main aims of:

- identifying ways of securing the long term economic viability of Charlestown as a working port;
- developing and enhancing the status of the port as a centre for maritime industrial heritage in order to meet the needs of residents and visitors alike; and
- protecting and enhancing the built heritage of the port and the conservation area of Charlestown.

The main principles of design have been to provide new industrial and commercial buildings and structures in a traditional style commensurate with the historic and conservation status of the harbour and its environment. The preferred option includes a new harbour building located within the dock basin and sympathetic refurbishment of a range of existing rundown and redundant buildings. The buildings are intended for port and marine industrial, commercial, residential and specialist training uses.

Following completion of the feasibility study and consultation with the local community, the next stage will be to finalise the detailed design proposals and submit a full planning application. Various possible sources of funding have been identified.

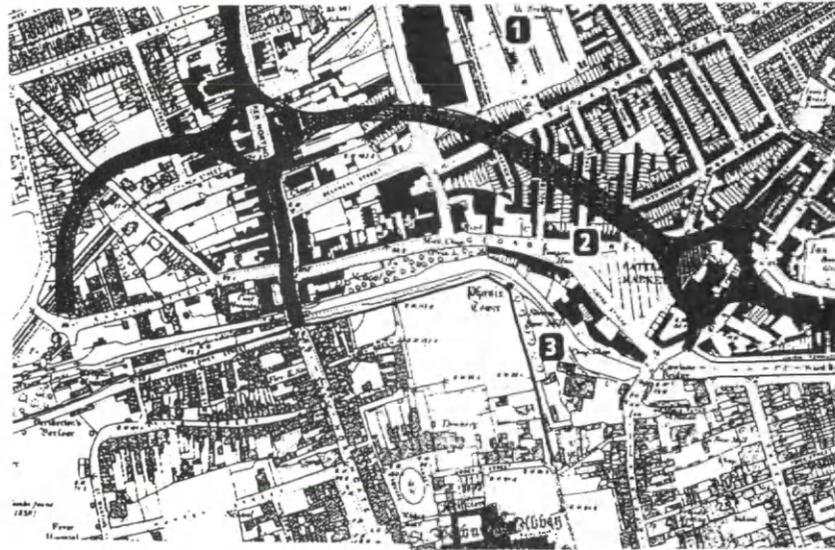
Chester - Gorse Stacks

Chester City Council

Gorse Stacks is a prominent city centre site immediately north of Chester's historic city wall and canal. Today the area is dominated by the 1960s inner ring road which cuts through the street pattern, separating communities from neighbouring shops, leaving a legacy of vacant land, disused buildings, dank subways and ugly traffic barriers. It provides an unfavourable impression of Chester's city centre for many arriving by road. Gorse Stacks offers a key opportunity to create a vibrant new city 'quarter' as well as healing the scars left by the inner ring road.

The process of regeneration is being led by the Chester Action Partnership which represents all the major public, private and voluntary sector organisations in the city. A collaborative approach to design has been adopted involving meetings with retailers and business people, and workshops with residents, to find out about local concerns. Design sessions have been held with local professionals and a workshop for Council members focused on how the area could be reclaimed for people.

The guiding principles which emerged from these sessions were to make the area more friendly for pedestrians, improve public transport links; introduce compatible new



Top: Plan showing 1898 map with 1966 ring road overlaid. Middle: Perspective of section of ring road showing some original streets reintroduced, boulevard treatment to the ring road, island roundabout development and better use of canalside sites.





Canterbury - Whitefriars

Canterbury City Council

Canterbury is an historic walled city of international importance. The Whitefriars area which occupies eight per cent of land within the city wall, was destroyed by bombing in the Second World War. Post-war redevelopment paid no regard to the historic character of the city. The result is buildings which are ugly, drab and out of scale: they are economically out of date and unloved by the people of Canterbury. Ownership of the area is largely shared between the City Council and property developers Land Securities plc both of which are keen to see the area enhanced and revitalised through sensitive redevelopment.

A draft development brief was prepared in early 1996. It proposes a range of uses including over thirty new shops, a replacement department store, new library and art centre, a new church, houses and apartments, a new bus station, as well as car parking and a range of options for traffic circulation and servicing.

From an urban design point of view, the brief requires the developers to create a proper urban townscape on a scale and pattern which will fit with the grain of the historic walled city. Key elements of this will



Top left: Aerial view of existing site.

Above: Scheme by Renton Howard Wood Levin

Left above: Scheme by Building Design Partnership

Left below: Scheme by Lyons Steeman Hoare

Cinderford, Gloucestershire

Forest of Dean District Council

Devising an urban design strategy for 'The Town in the Forest'.

Lying between the Forest of Dean and the Severn estuary, Cinderford originated as the commercial centre of the Forest's unique squatter mining settlements. From the 1840s, the town built up rapidly through iron smelting and coal mining, but as these industries disappeared, this once-proud commercial and administrative centre of the Forest became shabby and run-down.

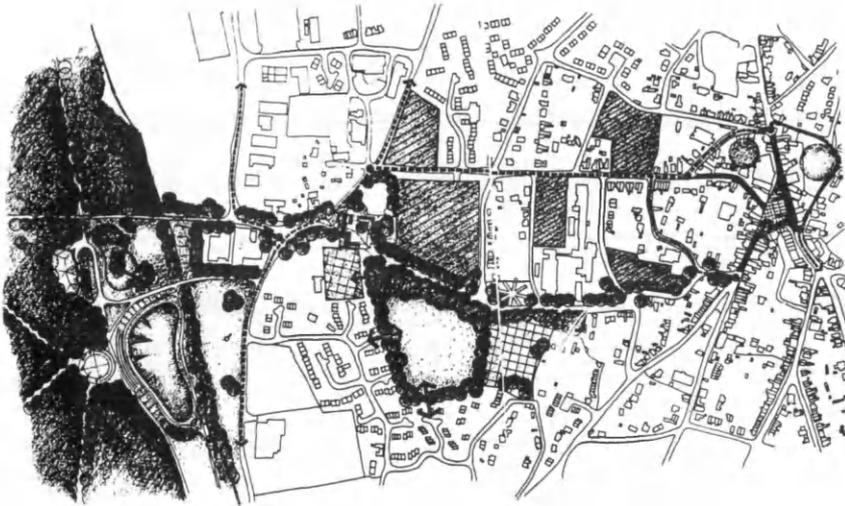
In 1995, the Forest of Dean Management Group, the District and Town Councils, Chamber of Commerce, and other local organisations came together to set up the Cinderford Partnership. They saw the town as having huge potential as an environmental and visitor centre for the Forest, with related shops and enterprises.

The Partnership agreed that an urban design strategy was needed to identify ways in which to improve the town's general appearance, promote better quality development on the town's many small disused and vacant sites and to re-connect the town with the surrounding Forest.

A 'design weekend' held in March, succeeded in bringing together local people, including planners, architects, landscape and urban designers, and also artists and craftspeople, with a view to generating ideas for improving the urban design of the town. Various themes were explored including:

- the historical layout of the town. The original dispersed settlement pattern and railway links with the Forest were examined leading to proposals for a 'green corridor' from the Forest edge through the settlements to the town centre;
- the dispersed town centre. Ways in which shops could be concentrated into a compact centre were discussed, with proposals for a canopied craft market; and
- the relationship between the urban fringe and Forest. Ways of improving the landscape of the Forest edge were examined leading to proposals to re-establish an attractive 'gateway' to the town from the Forest.

A Partnership sub-group is currently firming up the various proposals which emerged from the workshop into a practical design-led regeneration strategy for the town.



Top: A strong theme connects the Forest Edge to the Town Centre. Lakes at the forest edge, a Visitor Centre connected by a green route running through to the town centre triangle.
Middle: Ideas for converting a Victorian gas works into a Visitor Centre where the unique products of the area can be displayed.
Bottom: logo used to advertise the workshop event.



Digbeth, Birmingham

Birmingham City Council

Regenerating a site alongside the Grand Union Canal by restoring warehousing and designing new buildings for a mix of housing, commercial and heritage uses.

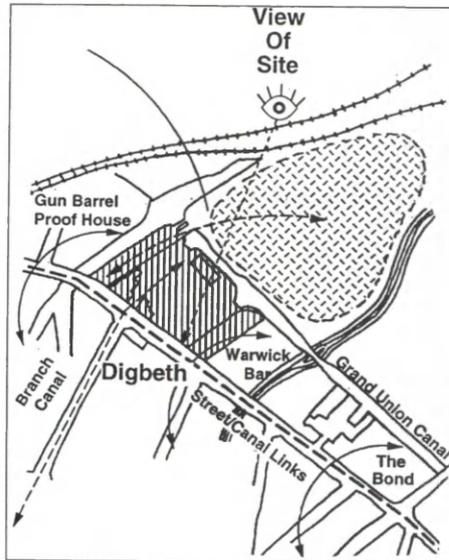
Warwick Bar is a semi-derelict industrial site within a short walk of the centre of Birmingham. Despite years of neglect it remains an area of historic interest, located at the head of the Grand Union Canal and including a cluster of listed nineteenth century industrial buildings and warehouses. The site's proximity to the city centre together with its distinctive setting offers great commercial and residential potential.

Recognising this potential, key members of the Birmingham Design Initiative, principally British Waterways, the University of Central England and the City Council, formed a partnership to draw up a viable commercial vision for the area's future. Joining with other interested parties, including local businesses and residents associations, ideas, experience and expertise were pooled in 'partner' workshops. Wider community participation was encouraged through similar workshops and an education liaison project involving local schools.

Preparation of the design and development brief for the site took account of key design principles developed in discussion in the workshops: that all proposals should respect the special character of the area and improve the setting of the existing historic buildings on the site; and that proposals should aim to realise the full potential of the canal in commercial and leisure terms.

Adopting these key principles, the preferred design option makes the site's historical features - the canal and various listed buildings - the central theme. The scheme proposes a mix of uses, utilising existing buildings for office and light industry. It also creates new mixed-use buildings in the centre of the site, including housing, fronting the re-opened canal basins. The largest building on site is reserved for a major tourist attraction which will focus on Birmingham's industrial heritage and waterways, or be developed as a major design and exhibition centre.

The result is both a response to the site's location and history and an expression of a rediscovered confidence in urban living with the project emphasising a people-friendly mix of new uses, particularly housing, and improved industrial access.

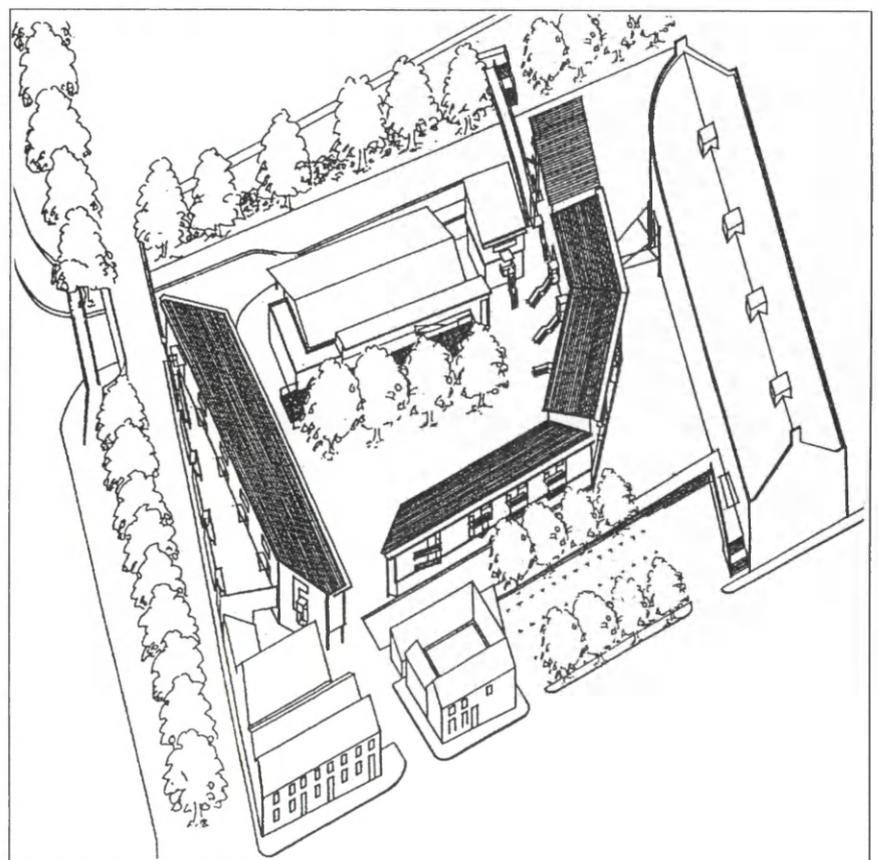
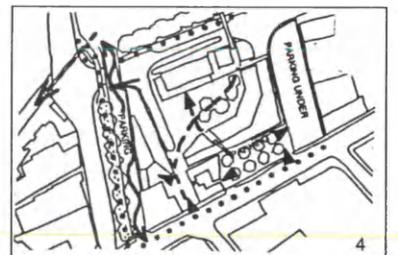
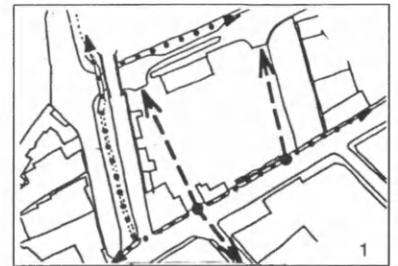


Top: Site plan showing strategic location of Warwick Bar.

Right:

- 1 Existing site - tension between street and canal.
- 2 Creating the setting - opening up the basins.
- 3 New structures - defining the view.
- 4 Public Access - entrance and routes

Below: Proposed design solution



Driffield, East Yorkshire

**Driffield Town Council
RKD Partnership Architects**

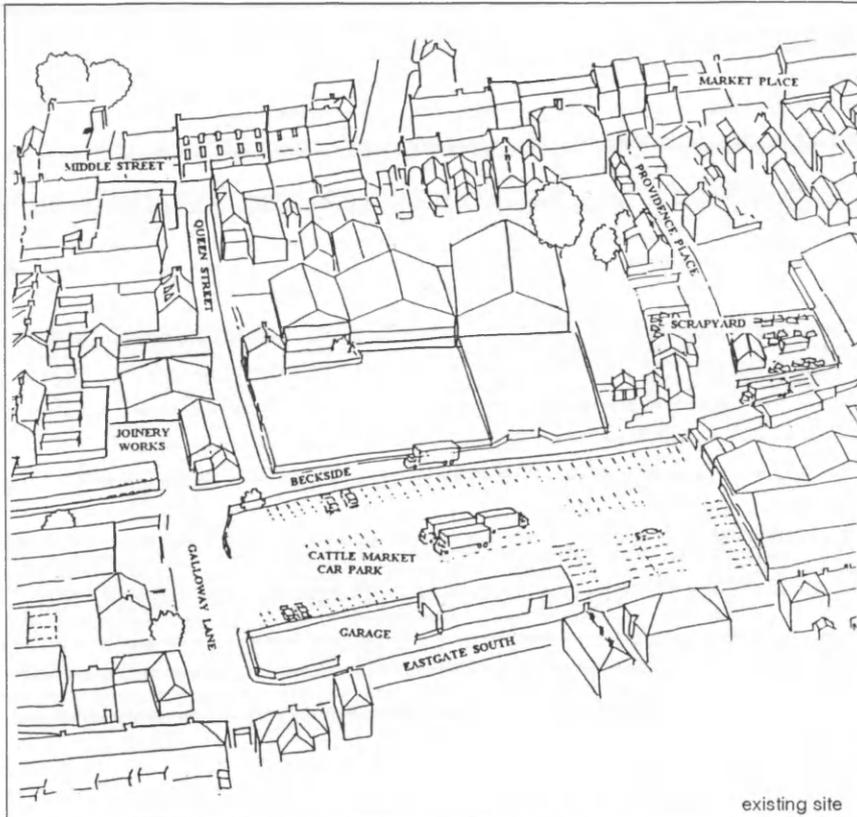
Redeveloping a run-down site at the heart of a small market town.

Driffield, a small market town with a population of 11,000, grew to prominence as a service centre for the Yorkshire Wolds following canalisation of the River Hull and the introduction of the railways.

In recent years, the retailing centre of the town has moved southwards and the Becks side area, immediately to the north east, has become a run-down, semi-derelict eyesore. The site, 1.7 hectares, consists of a scrapyard and several large tin sheds, and waste ground used for car parking. It is bounded to the north by the cattle market pens and to the east by Driffield Beck. The Beck itself is little better than an open sewer which local people have long felt would benefit from environmental and landscaping improvements.

Despite the area's recent decline, major food retailers have expressed interest in the site along with ancillary bodies seeking accommodation in the area. Recognising the site's potential as the next retail development area for Driffield town centre, local architects, together with major landholders, and with the support of Driffield Town Council, agreed the need to draw up a comprehensive scheme to provide a boost to retail and commercial enterprise in the town. It was agreed that this should meet local concerns about the need for environmental enhancement of the Beck, retention of the cattle market in its central location, a pedestrian link to the town centre and the provision of good quality buildings in keeping with the scale and character of the local Victorian architecture.

Before drawing up options for the site, survey questionnaires were published in local newspapers to identify public aspirations for the site. The results were revealing: local people were dissatisfied with the recent deterioration of shopping facilities in the town, but did not want more food retailing. Instead, the call was for a greater diversity of shops, including clothing retailers; a small pedestrian precinct was sought, together with leisure and cultural facilities to invigorate evening life in the town. Incorporating the most popular local concerns, local architects prepared five alternative schemes which were viewed at a local exhibition and debated at a public meeting. The preferred design solution was worked up from the views expressed.



existing site



outline proposals

The main features are: a museum, cinema and arts theatre complex to be located in a prominent position overlooking the Beck; the Becks side to be pedestrianised including a lower terrace next to the

water and a new footbridge to a small car park; a pedestrian arcade leading to a public square with a cafe; shops running along the pedestrian link to the centre at Market Place; a mix of housing including

town houses and flats over shops to ensure twenty-four hour life; the pig and sheep market to be relocated to the cattle market in order to rationalise lorry movement; and car parking to be broken up into smaller areas.

Gateshead, Tyne and Wear

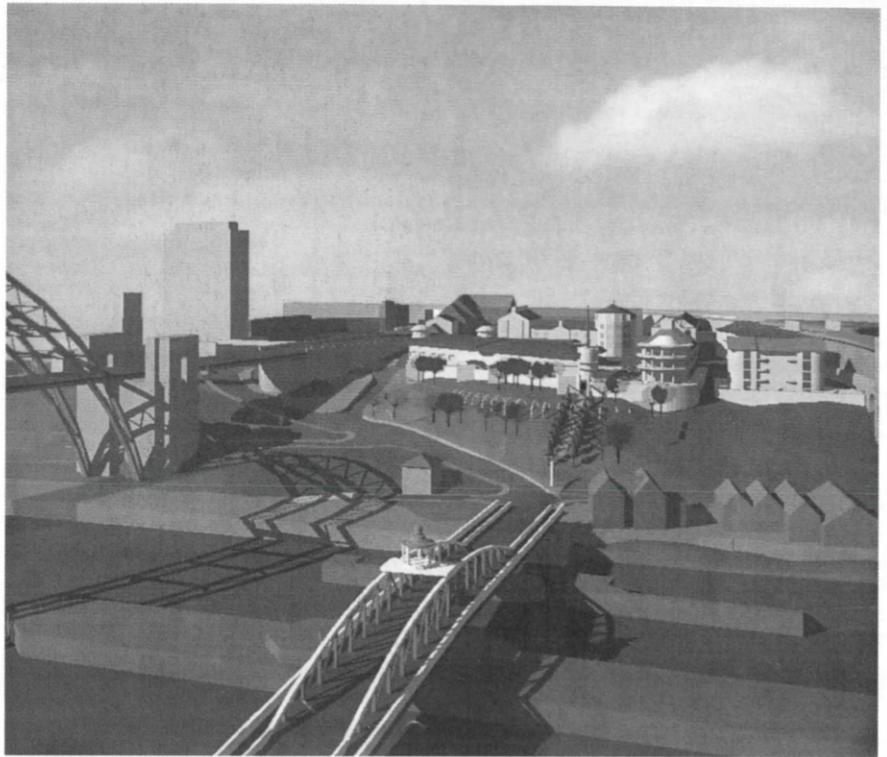
Gateshead Metropolitan Borough William Gower Partnership

The 2 hectare site is located within the original core of Gateshead and lies where the Tyne narrows to a gorge at its lowest practicable bridging point. The site falls dramatically from south-east to north-west, with a change in level of approximately twenty metres providing views to Newcastle on the north bank, including the Castle keep, Moot Hall, St. Nicholas's Cathedral on the horizon and the Guildhall and other listed buildings on the quayside. In 1849 the railway bridged the river at the top of the gorge slopes, leaving the riverside to stagnate.

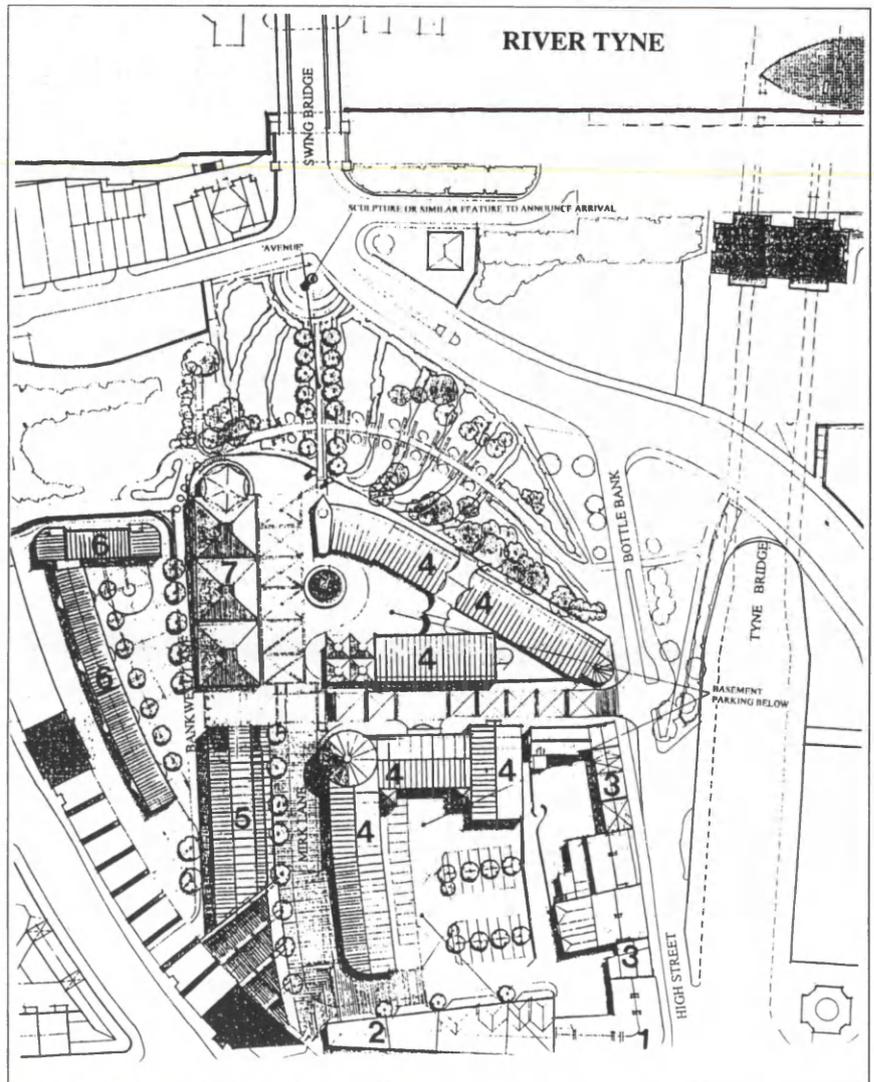
Over the years, numerous schemes have been proposed for the site which the Deposit Draft Unitary Development Plan states "has considerable potential for business, leisure, tourist and residential uses".

Coming together with the site's landowners, Gateshead Council and a firm of developers interested in the site, architects prepared a development brief which was used as the basis for consultation with a number of interested parties, including the local community. An exhibition followed, mounted in council offices and a local supermarket, seeking views on the proposals. Following this, the principles which would inform the main features of the preferred design option were identified: a mix of uses which will generate activity, both day and night, to help provide the stimulus for long term regeneration of the area; development which preserves and enhances the site's historic buildings; restoration of the integrity of the site in relation to its surroundings; buildings and spaces in keeping with the historic scale and grain of the area; and greater pedestrian accessibility within a safe and pleasant environment.

The preferred design option proposes a mix of uses including the refurbishment of both a listed hotel and pub for retail use, and conversion of an eighteenth century former tannery for use as small workshops. Proposed new development on the site is generally of two and three storey construction ensuring harmony with the scale of existing buildings. New buildings on the northern edge of the site providing business, residential and leisure uses, follow a flowing line overlooking the Tyne. Gaps in existing street frontages are filled reintroducing continuous street frontages in order to create a pedestrian-friendly urban environment.



Top: View of proposed development.
Bottom: Site plan showing relationship to River Tyne.



Huddersfield, South Yorkshire

Kirklees Metropolitan Council

Kirklees Metropolitan Council, working in partnership with local interest groups, developed an urban design strategy for creating a vibrant 'cultural quarter' in Huddersfield town centre.

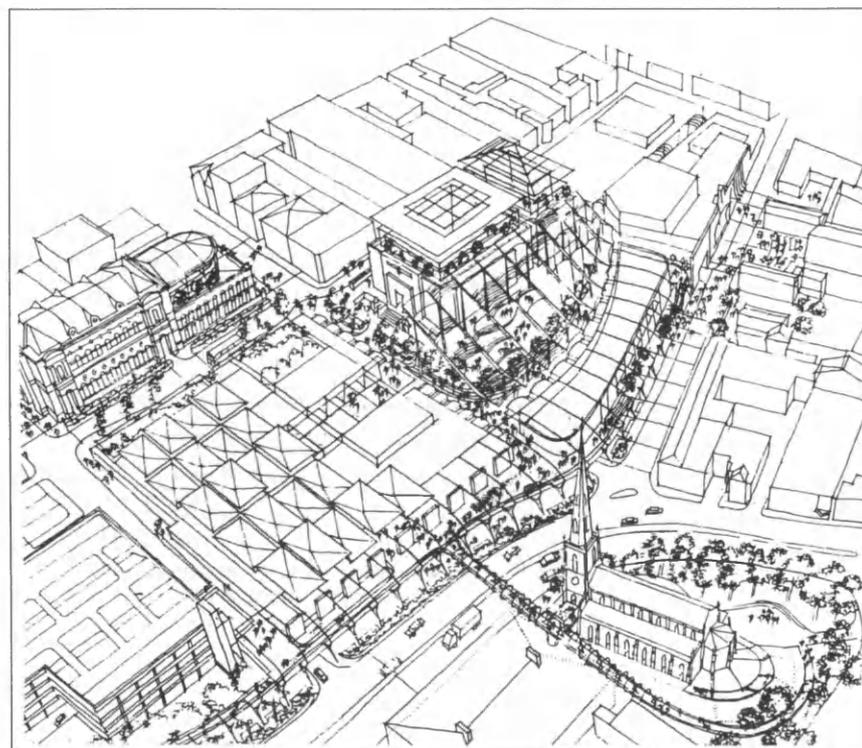
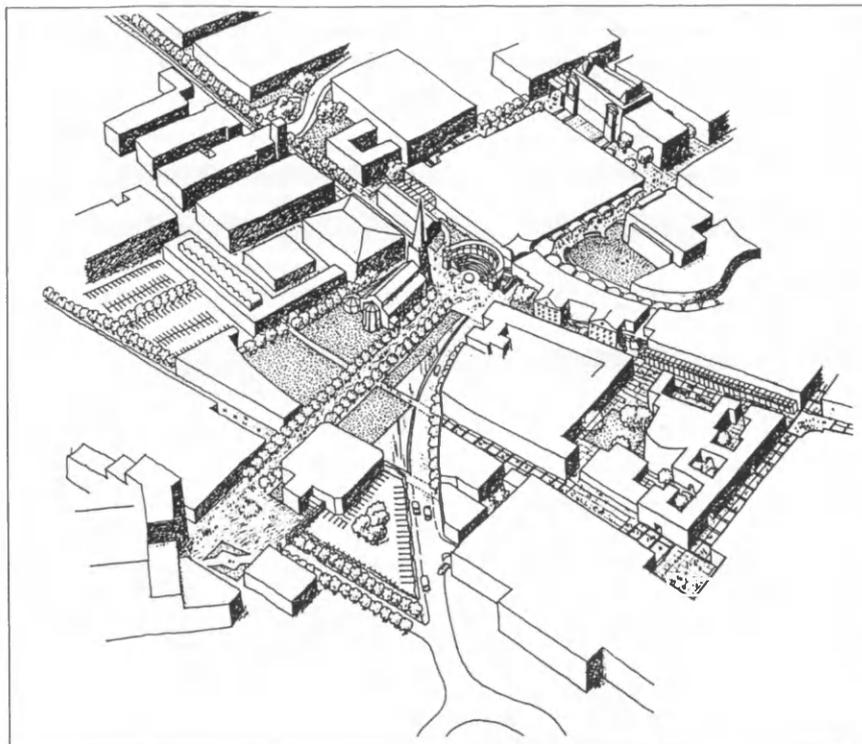
As part of the initiative the partners held an urban design competition for ideas to connect the town centre with its surroundings, including a conceptual design for a footbridge over the ring road creating a link with the university campus.

Thirty eight entries were received from leading architectural firms and an assessment panel, short-listed nine for public consultation. Over 1700 people visited a consultation exhibition and the merits of each scheme were also aired at a workshop. Views given at the exhibition and workshops informed the final selection of winners by the assessment panel.

Bruges Tozer as part of Queensgate Consultants (Bristol) were joint winners of the competition and took the view that a bridge would do permanent harm to the town and that it was more important to create a better pedestrian environment. In their proposal part of the ring road is closed; an amphitheatre is included to link the two levels of the town centre; a promenade and gardens link with the university; and the scheme includes water features.

The other joint winner, Abbey Hanson Rowe with Kump & Takeda (Huddersfield/London), concentrated on the design of the footbridge, which found favour with the public for its elegant and modern cantilever design. Their proposal consisted of a comprehensive design for the area including a retractable roof over the Piazza shopping centre which would make it an all-weather venue for various events. There would also be a botanical winter garden to provide an attractive link between the theatre area and the shopping centre.

The competition approach has led to a wider range of ideas, a more effective examination of design issues and greater public participation. The public responded favourably to Bruges Tozer's plan to rid the town centre of a section of the ring road because of the environmental benefits in which the requirements of pedestrians would take precedence over traffic. However, others raised doubts about the practicality of this part of its scheme. As a result, the Council and other partners are giving serious consideration to elements of both winning schemes.



Top: Proposal by Bruges Tozer which removed a section of the ring road.
Bottom: Scheme by Abbey Hanson Rowe with Kump and Takeda utilising a footbridge over the ring road and a retractable roof over the Piazza shopping centre.

Poole - 'Hands on Heart'

Poole Borough Council
Roger Evans Associates

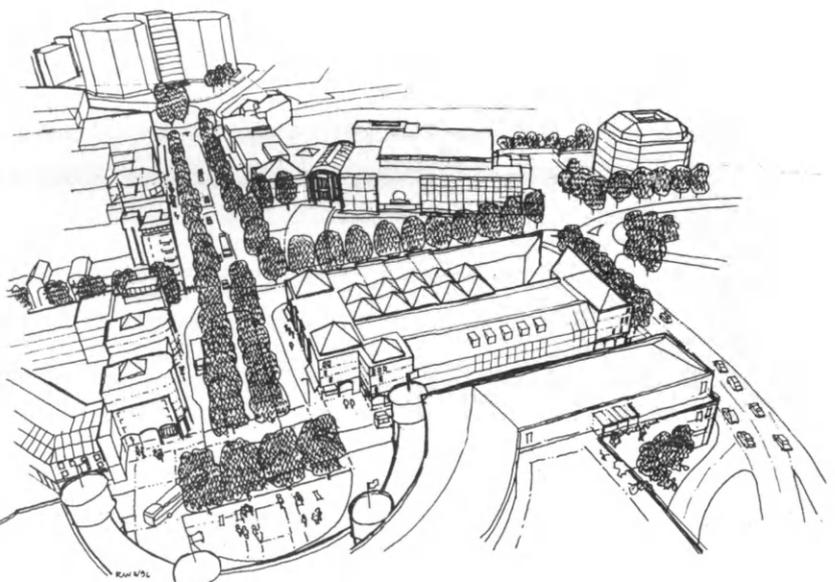
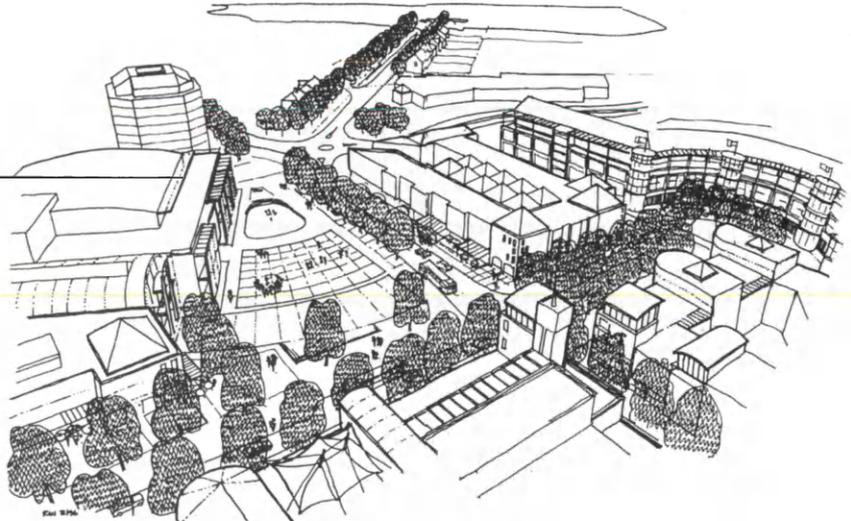
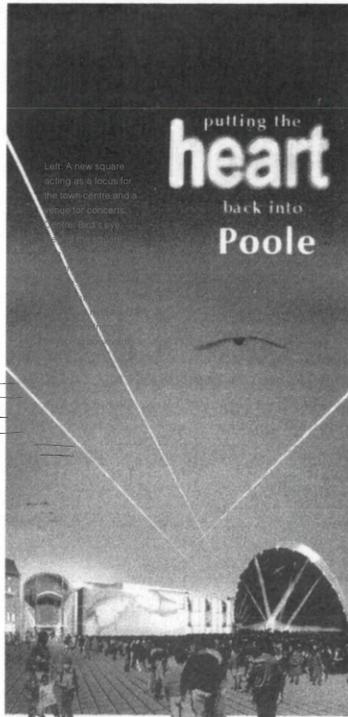
The town of Poole enjoys a magnificent waterfront setting and also a heritage of attractive urban spaces. Unfortunately, the heart of the town has suffered from '60s development which is now looking tired and dated. Roads which were designed for the convenience of freely flowing traffic have become a barrier to pedestrian movement while the large indoor shopping centre sits astride the High Street, which is now effectively blocked. Major new buildings sit isolated within their own plots while traffic divides the central area into a series of gyratories. Pedestrian movement within Kingland Road, the main town centre corridor, is further constrained by buses manoeuvring in the town's rather unattractive bus station.

Poole has sought to reclaim the heart of the town for public life - hence the motto "Hands on Heart" - by forming a partnership between the Council, key landowners and the public. Urban designers Roger Evans Associates were selected to work with the Council's own team in facilitating public involvement and developing concepts.

The public was presented with a blank sheet and asked to put forward its own ideas and aspirations for the town centre. To date there have been three stages to the consultation process: an 'awareness-building' exercise in the main shopping centre; public workshops at which design ideas were explored and 'ten commandments' generated against which future proposals would be assessed; an exhibition and workshops to assess a vision produced by the designers based on the first two stages of consultation.

Design ideas seek to 'mend the mistakes of the Sixties'. The bus station is relocated, thus providing the opportunity to re-align Kingland Road so that it no longer sweeps past the front door of the Arts Centre. A public square is located in its place. This will act as a focus for the town centre. Kingland Road is made more pedestrian-friendly, easier to cross at ground level and becomes a shopping boulevard. 35,000 square metres of new retail/leisure floor space is created to attract expected new investment of around £90 million. New linkages are created across the railway and through the shopping centre.

The 'Hands on Heart' project in Poole town centre clearly shows how an urban design approach to town centre issues can overcome political and technical deadlock, provide a cutting edge for solving complex town centre problems and hand back ownership of a town centre to the people.



Rochford, Essex

Rochford District Council David Ruffle Architects

Integrating modern day retailing into the fabric of an historic town.

Rochford is a mediaeval town with buildings clustered around a market square. A disused site in the heart of the town has been identified as the ideal location for a new food store.

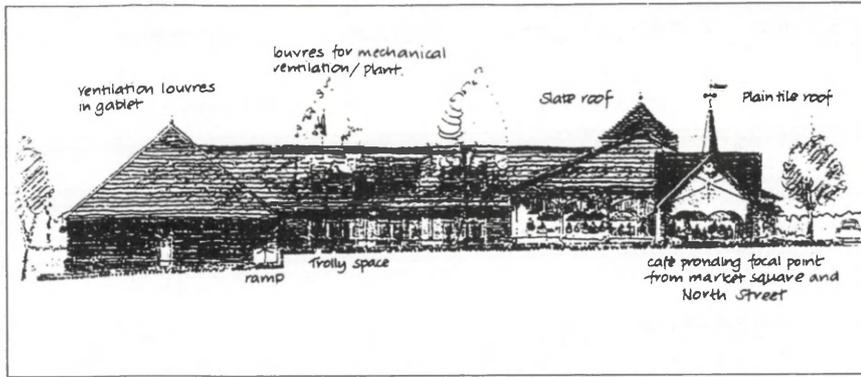
A 'project panel' comprising representatives from the District and Parish Councils, the Chamber of Trade and the landowners was established at the outset to guide the project and to provide interface with the public. The panel appointed an architect to carry out a detailed analysis of the town and to prepare three design options for the development of the site based on two key principles:

- the need to have proper regard to the character of the historic town, and the need to enhance the character of the conservation area in which the supermarket will be located; and
- the development of strong linkages between the site and the town centre.

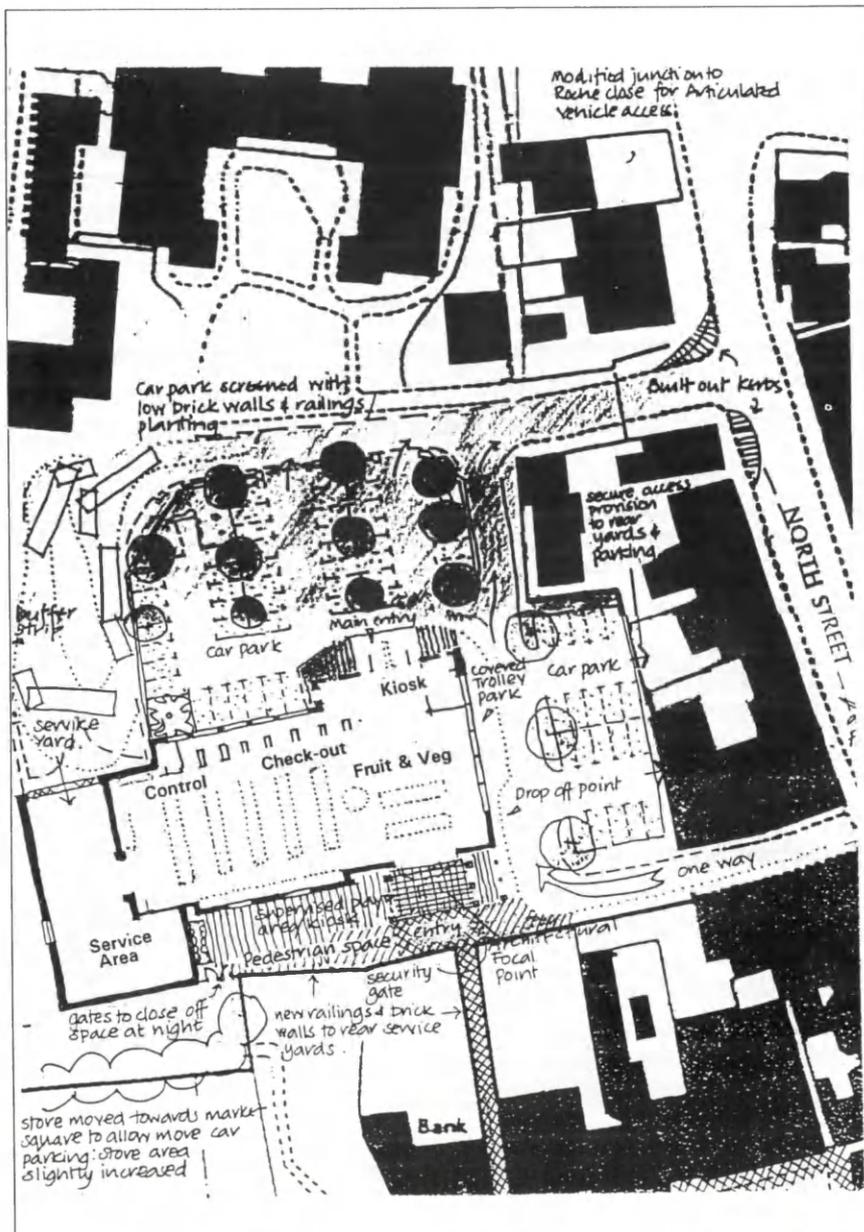
The design options, displayed in a town centre shop window, were the subject of much interest among local people, who indicated by returning questionnaires overwhelming support for the design and building materials proposed in the second option. This scheme involved a pitched roof tile-hung building with open car parking areas on its eastern and northern sides and a pedestrian open space to the south. The pedestrian open space would lead into a pedestrian link with the town's market square. There were some reservations regarding pedestrian movement through the site, security and traffic speed controls. These issues have been incorporated in the final design.

The final design moves the store slightly further south towards the market square to allow more car parking spaces and a slightly enlarged store. This does mean, however, that the proposed open space is reduced in size together with tree planting on the southern boundary. Security features have also been introduced.

Whilst the public consultation approach to the preparation of the brief has had the effect of validating much of the initial design work for the site, it has also raised awareness of the proposal and provided detailed information to help guide the character of the final design.



Top: Indicative elevation to new public space with palette of materials and colours drawn from surrounding buildings.
Below: Possible layout of development with a new public space linking through to the existing Market Square.



Southwark, London

**Southwark Council
Greig and Stephenson Architects**

Revitalising one of London's historic markets as part of the economic and cultural regeneration of north Southwark.

The historic Borough Market is located on a 1.8 hectare site to the south-west of London Bridge, situated partly beneath a railway viaduct and next to Southwark Cathedral. The area contains a rich and dense mix of uses from civic and residential to offices and small workshops.

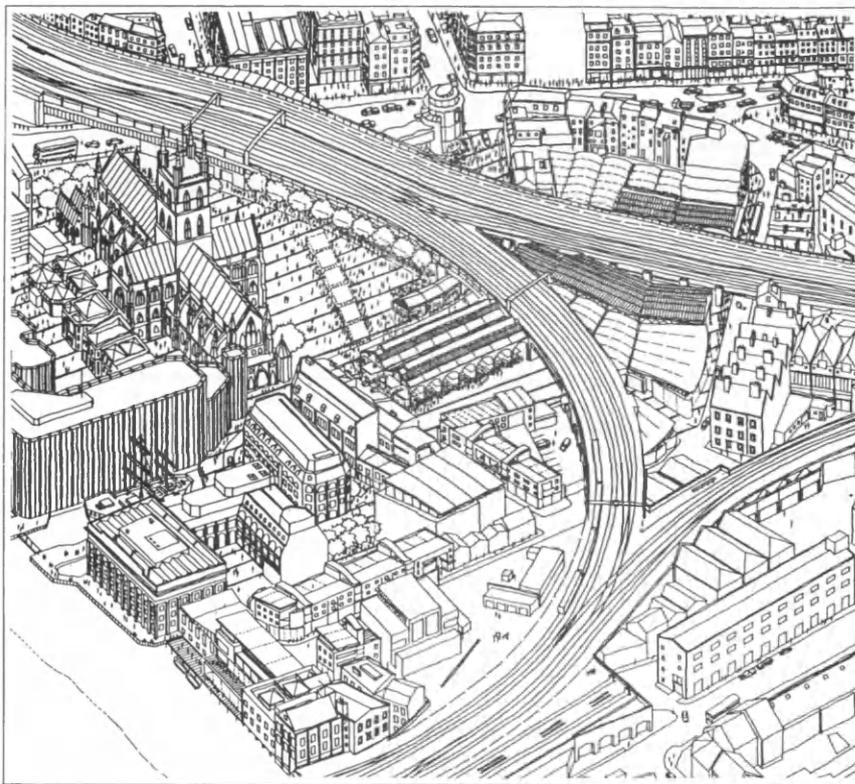
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The Market Trustees sponsored a RIBA competition to design a new retail market within the now partly disused site. The collective intention of the Trustees and of the architects awarded the commission is both to provide a new and exciting market as an attraction in its own right, and to improve the general quality and environment for the whole community by attracting a wide mix of uses to the site and surrounding area.

The market will comprise both retail and wholesale elements. The retail market is to be located around a new open square between the railway viaduct and Southwark Cathedral and in existing sheds north of the railway. The wholesale market will occupy its current buildings but these will be upgraded to meet current design and commercial requirements. A new floorspace, stretching from Borough High Street through the new retail and wholesale markets, will link the Riverside Walk with The Globe and the new Tate Gallery.

The square outside Southwark Cathedral will also act both as a temporary market place and a social and cultural heart for the locality. Winchester Walk is to be redeveloped along the southside. It is also suggested that much of the rest of the area's primary routes should be occupied at ground level by retail and commercial use to improve street activity, and in the process, make them safer places to use and enjoy.

The market's extended use will improve the economic life of existing businesses and bring in new investment to reclaim some 10,000 square feet of trading space that is currently empty. Pedestrianisation will encourage the ownership of space by the local community and visitors alike. The result will add to a revitalised economic and cultural heart of north Southwark.



Above: View of whole area indicating the new open square between the railway viaduct and Southwark Cathedral. A new floorscape will run from Borough High Street through to the riverside.

Right: Detailed treatment of one of the streets in the area.
Bottom: View along Borough High Street.



Stoke-on-Trent - Longton West

The City of Stoke-on-Trent

Exploring urban design issues as part of the commercial redevelopment of a pottery town 'gateway' site.

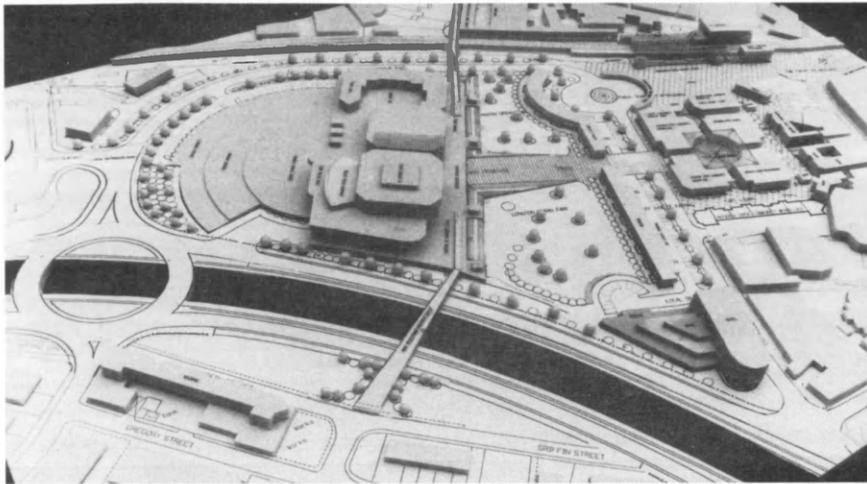
Longton is one of the six pottery towns within the City of Stoke-on-Trent and the 6 hectare Longton West site is considered to be a key commercial development opportunity which, if carefully designed, could spark the regeneration of the town as a whole. The site provides a 'gateway' to the town centre from the new A50 dual carriageway, connecting the town with the East Midlands.

The city of Stoke-on-Trent in conjunction with urban designers and local professional and community groups jointly developed an urban design brief for this important site. An intensive local consultation process began with a series of one day seminars and workshops introducing local professionals as well as residents to some basic principles of urban design.

The concepts differed in the size and scale of commercial development that they proposed but included common design features: a mix of uses to encourage all day activity; retail units to be located nearer to the town centre side of the site in order to encourage shoppers into the existing shopping area; buildings orientated towards the street, rather than turned away, so as to stimulate 'active' street frontages and to create a pedestrian-friendly environment; permeable development, allowing pedestrian access through many points in the site to the town centre; and the use of landmark features, such as public art or an hotel, at the dual carriageway entrance to the site thereby announcing 'arrival' in Longton.

Following public exhibition of the various schemes, and subsequent discussion of strengths and weaknesses at a further workshop, the final design brief for the site has been prepared taking on board the design features described above. A core group of architects and planners is now devising a final design scheme incorporating these key principles. This will provide a model for developers of ways in which the site might be developed.

The next stages will involve meeting the site's various landowners with the aim of reaching agreement on the marketing of the site. The establishment of a joint venture company and the use of the Private Finance Initiative is being investigated as a way of bringing the site forward for development.



Top: View of existing site.

Middle: Possible form of redevelopment.

Above: Indicative ideas for building forms.

Twyford, Berkshire

Wokingham District Council

Enhancing the viability of a village by mixed-use redevelopment.

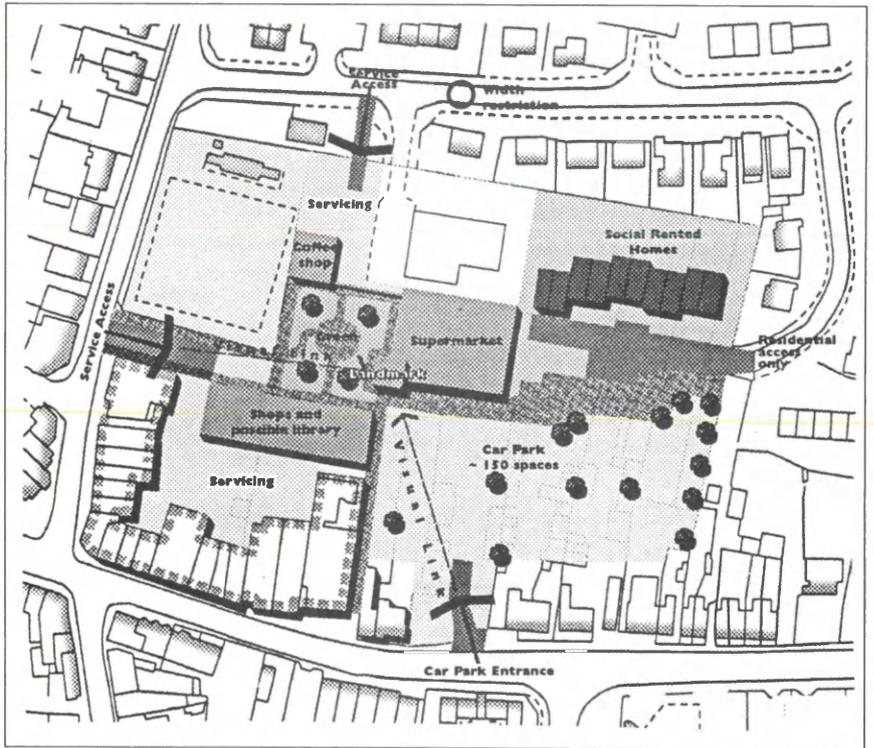
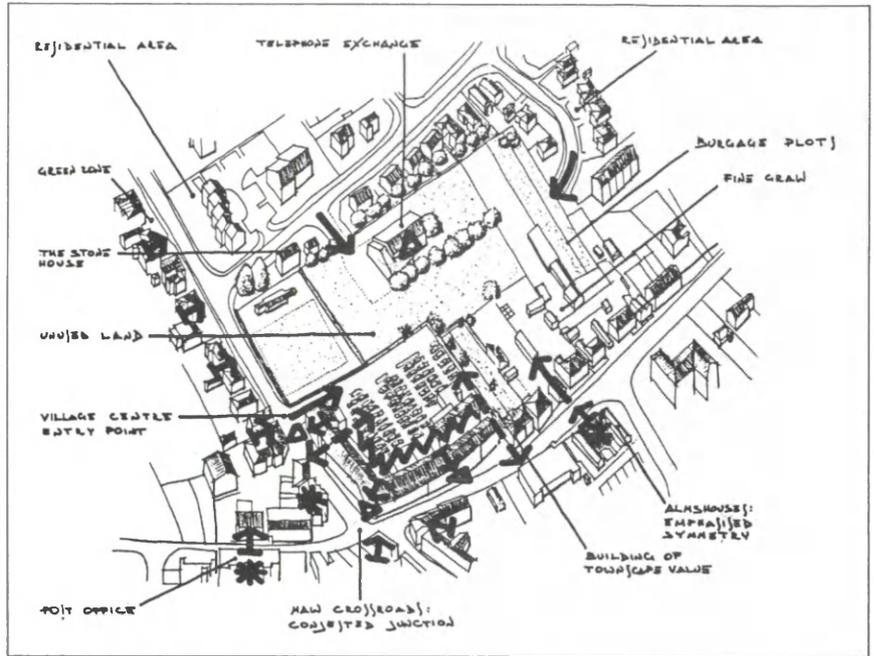
Twyford is an historic village with 5,500 inhabitants in central Berkshire, five miles east of Reading and seven miles west of Maidenhead.

The site lies at the heart of the village, adjoining the principal shopping area at the village crossroads and neighbouring residential areas. It consists of almost 2 hectares of under-used land owned by BT and a number of private ownerships plus another hectare which is occupied by a poorly designed 1960s shopping arcade and adjacent bowling green. The local plan identifies the site for mixed-use development. Integration of new development within the existing fabric of the village centre would require a comprehensive urban design approach.

Wokingham District Council sought from the beginning to develop a design brief for the site by the direct involvement of the public, the landowners and traders. A series of 'hands on design' public meetings and workshops over the period October 1995 to May 1996 generated ideas for the site and debated the relative merits. The sessions were organised in the form of interactive exercises, in which participants were encouraged to sketch on plans or elevations. The most popular feature throughout the process was a 1:200 scale 3D polystyrene model reproducing the site and its immediate surroundings. A public exhibition of the more popular design options followed, a questionnaire being used to gather responses.

The outcome is a scheme which should improve the viability of the village centre through a variety of uses, including quality open space, and, at the same time, retains Twyford's character. The detailed design includes a public open green with seating and attractive planting; this is overlooked by a small supermarket whose size, scale and building materials reinforce the present character of the village; a landscaped car park and a small housing development linked to the existing residential area; and, finally, a small retail development which could possibly also accommodate a library.

The contents of the preferred option have been incorporated in the development brief for the site produced by the District Council and which, with the Planning Committee's approval, now forms adopted supplementary planning guidance.



Top: Site analysis of land available for development.

Below: Preferred option incorporated into the development brief for the site.

Walsall, West Midlands

**Walsall Council
The Civic Trust Regeneration Unit**

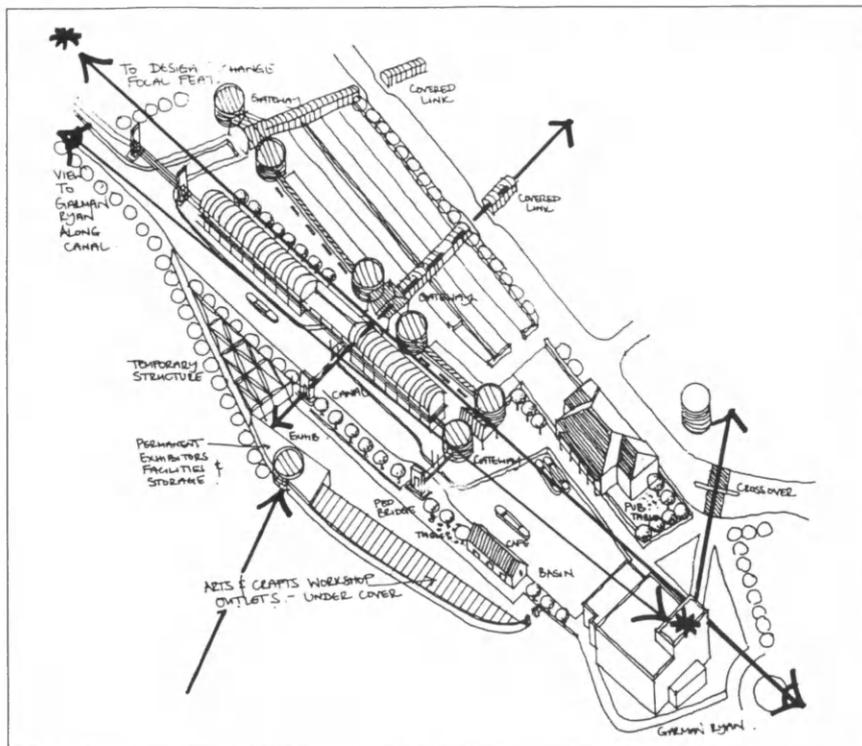
The Walsall Town Wharf scheme is a major 'flagship' development of Walsall Council and Walsall City Challenge. Its objective is the achievement of a high quality mixed-use redevelopment of the area around a neglected and disused canal arm, on the edge of the main shopping area of Walsall Town Centre. The 11 hectare area currently contains a mix of low status commercial and industrial uses and semi-derelict property with very poor townscape quality. Walsall Council sees the area, with its ring-road frontage and position on the radial road link to the M6, as having the potential to become a high profile 'gateway' to the town centre.

The Council established a consultancy exercise in 1991 to bring forward proposals and a development strategy. This identified a key first phase which would provide the critical pedestrian link to the site from the main shopping area, opening up the canalside to further development. This first phase has now been achieved by Walsall City Challenge working in close partnership with British Waterways.

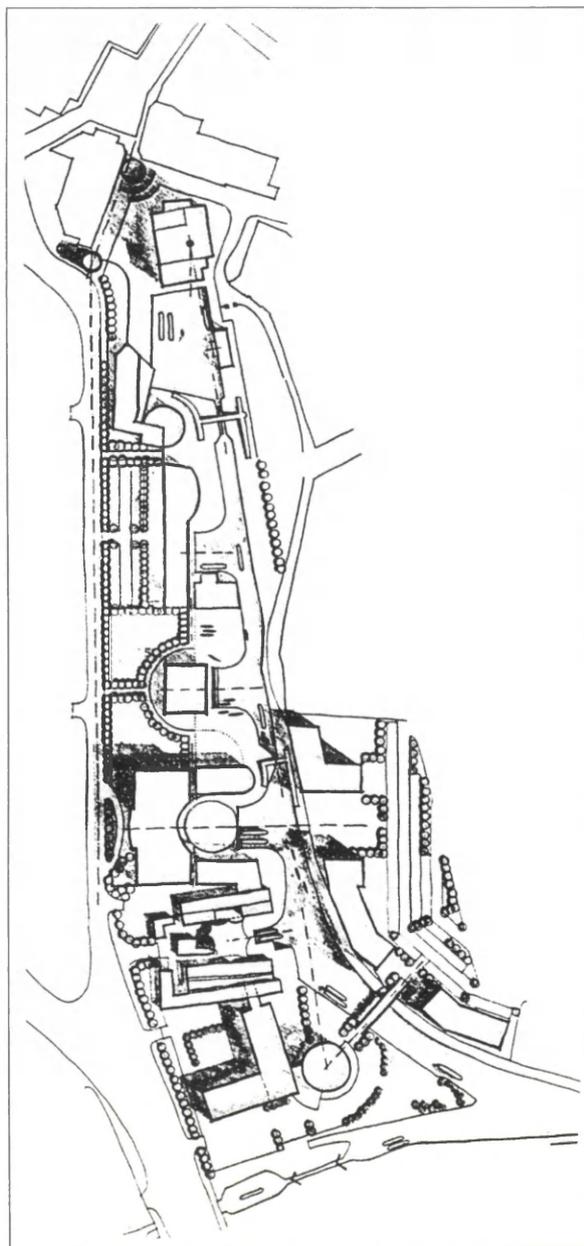
Phase 2 included an outline master plan for the site and set out preliminary design guidance for the main components of the development - the canal corridor, retail park and vehicle circulation areas. The design principles stressed that the quality of the architecture and public spaces would be critical to the success of the scheme.

Two agencies were then appointed to prepare detailed design options for the canal-side area as a basis for a public exhibition. One places emphasis on creating a strong axial view along the canal, clear pedestrian routes and varied public spaces. Buildings are located to frame views, contain spaces and define entrances. They are contemporary in design with strong and consistent themes related to materials, building forms and features. The other gives more emphasis to the use of waterspace, complemented by public spaces and wharfsides which are defined by buildings and leisure attractions, and linked by footpaths and bridges. It also advocates a contemporary design for buildings on the canalside, using traditional materials, but with more variety of form.

Both design options were informed by the objective of creating a high quality environment and introducing attractive and varied uses, especially leisure-based ones.



Above and right: Two detailed design options were prepared for the Town Wharf. The above scheme creates a strong axial view along the canal and buildings are located to define entrances. The scheme to the right gives more emphasis to the use of the water complemented by buildings defining spaces.



Wimbledon, London

London Borough of Merton
Tibbalds Monro

Tibbalds Monro and Merton Borough Council ran a participatory Case Study to produce a development brief for a large site in Wimbledon Town Centre. There has been a history of conflict over proposals for the site which the process aimed to address by: using consultation and development options to feed into a development brief, rather than vice versa; recognising and involving equally a range of people with different interests, all of whom play a part in making the Town Centre a successful place.

Open 'workshop' sessions allowed land owners, businesses, councillors, site occupiers and neighbours, residents and amenity groups to influence objectives, to generate design options and to explore the impact of different urban design priorities.

There has been considerable debate as to Wimbledon Town Centre's role within south west London. Development of the site is an opportunity to extend the attraction of the town centre and the workshops revealed widely agreed objectives: a mix of uses and activities which reinforce the Town Centre as a whole; buildings and spaces which complement the character and extend the variety of experience to be found in the Town Centre; creation of a lively, attractive, pedestrian-friendly place.

'Design' workshops generated options and discussion on topical issues: how to include large scale uses (supermarket, public hall, multiplex cinema) in a town centre and maintain street level activity? How much car parking is desirable or necessary to attract shoppers, and in what form? How to reconcile the long wish list of uses with the constraints of this site? How and where, to create a Town Square, for it to be a lively and successful place?

The options were refined, tested and then debated in the final round of workshops. The priorities were translated into a development framework and detailed design guidelines for assessing proposals. These have been adopted.

What has been learned? It has confirmed our view that investment in participation is a worthwhile part of the urban design process. It is important to recognise that there is not always a single community with equally articulate members. We consider that our approach, to use the consultation process to feed into the development brief, has provided it with added weight and legitimacy and has helped the local authority in its negotiations on planning applications.

1898



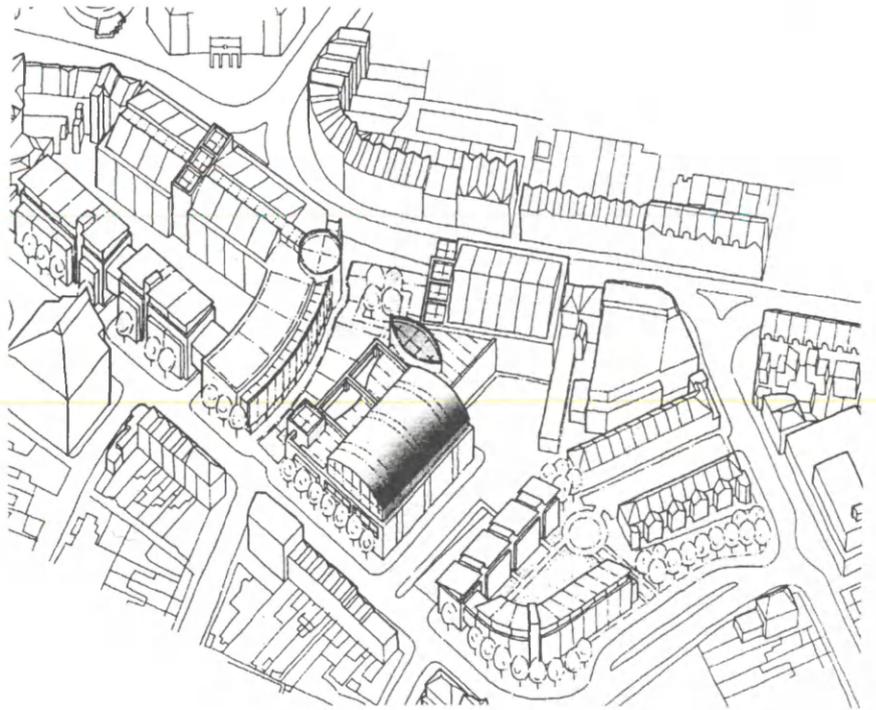
1935



1996



Right: Comparative figure grounds.
Middle: One of the options developed for the site including a town square, lively street frontages and landmark elements.
Bottom: View along Broadway.



Worcester - St Clement's Gate

Worcester City Council
Roger Evans Associates

Between the City of Worcester's centre and the River Severn lies a broad area of decline. It is widely felt that a coherent and viable vision should be established for such a prominent site to stem this decline and to promote opportunities for a high quality extension of the city centre.

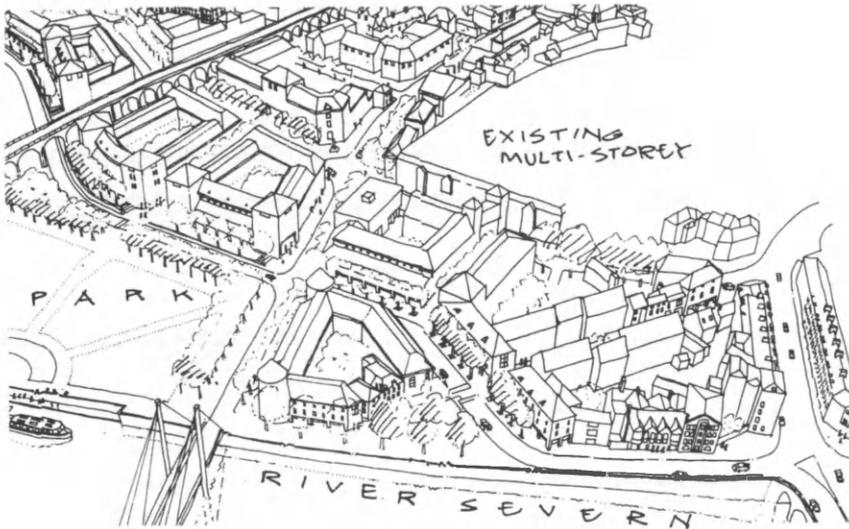
The study area comprises 22 hectares for redevelopment or re-use. The river flood plain inhibits built development on the western part of the site whilst a gyratory of roads currently forms a barrier between the City and the river. Sites currently or soon to be available for redevelopment include the cattle market and Newport Street car park. The listed buildings on the site of the Worcester Royal Infirmary will also become available for re-use. Recent development has not respected the historic street pattern being more fragmented and introverted in nature. Thus the re-integration of these buildings back into a lively street scene has been one of the main objectives.

Recognising the potential of the site, the Worcester Quality Partnership was formed comprising landowners, conservation bodies and business representatives. They appointed Roger Evans Associates to create a vision for the site, drawing on aspirations and knowledge of local people and historical research undertaken by archaeologists and historians. Ideas generated by a cross-section of interests at a one day conference were developed into options and exhibited to a wider public.

A clear consensus has emerged in support of the following design principles:

- the creation of a park between the river and a new City edge;
- the creation of a 'green finger' alongside the viaduct to the City centre;
- a new street structure which disperses traffic and hence improves accessibility
- a street pattern which enables incremental development and the coexistence of a variety of uses;
- buildings which address the public realm while creating private courts;
- the creation of a landscape structure which links the river and the new park.

Important features of the project have been: the adoption of a partnership approach; the development of an urban design framework as a precursor to developing site specific briefs; the use of a 3D computer model to communicate ideas and inspire action; the use of a range of mechanisms to encourage professional and public involvement; and the use of morphology to inform design proposals. #



Top: Bird's eye view looking towards a new city-frontage and riverside park with a clear structure of tree-lined avenues and city streets.

Centre: View of the new pedestrian route to Foregate Street Station from Farrier Street, including revitalisation of the viaduct arches.

Bottom: Past, present and future figure grounds. The present day spatial network lacks the legibility of the past or proposed network.

Past



Present



Future



The City Reader

edited by Richard T. Gates and Frederic Stout
Routledge 1996 £16.99

When editing Issue 59 of UDQ, Bob Jarvis asked a number of colleagues to write a short article on "the book that changed my life". It was quite a challenging exercise not only because such choices are always difficult but because some of the texts remembered were difficult to obtain. This obstacle might have been removed by the anthology produced by Gates and Stout: within one volume, fifty "seminal texts" are collected. They introduce readers - and particularly a whole generation of students and professionals who have never heard of Jacobs or Geddes - to texts that have changed the lives of previous and current generations of planners and urban design aficionados. They are grouped in six categories: the evolution of the city; perspectives on urban form and design; urban society and culture; urban politics, governance and economics, urban planning: visions, theory and practice and the future of the city. Each of these sections starts with an editors' introduction which places the subject in context and explains the selection made. In turn each article is preceded by a more specific introduction which refers to the author and places the text in its temporal context. Undoubtedly this will help readers particularly if they discover the text for the first time.

A review of such an anthology must accept that the choice of texts is idiosyncratic: the editors have chosen those papers they feel are important; others, including this reviewer, would have made a different selection. Gates and Stout claim in their introduction that the anthology is international and interdisciplinary. Whilst this is true in general terms, the book has a strong Anglo-Saxon bias and a weak design emphasis. The latter is particularly noticeable by the almost total lack of drawings: a few celebrated diagrams are included (Howard's three

magnets, Alexander's semi-lattice) but even these have no captions; there are very few plans (not necessarily the most essential ones) and there are no images of cities except for the frontispieces of each section. It is easier of course to point out what is missing from such a book than to claim that some texts should be removed: for urban designers the absence of Cullen, Banham, Choay or Kostof to name a few, will disappoint. Others may wonder why Arnstein's "A Ladder of Public Participation" is not included or why the subject of sustainability seems almost totally absent.

Undoubtedly this book is intended to open readers' eyes, to arouse their curiosity and hopefully, to make them want to read the whole of the book selected. Space has not allowed the authors to give more than an appetiser. Nevertheless it seems a pity that a number of texts have been cut and is it paranoia that makes this reviewer think that those articles dealing with design have been cut more than others? These quibbles should not detract from the fact that this varied collection will provide a very useful source of material for planning and urban studies courses.

Sebastian Loew

**Winning by Design:
Architectural
Competitions**

Judith Strong
Butterworth Architecture £19.99

Since most readers of the UDQ have either submitted an entry to a competition or been an organiser and/or adjudicator, whether it be an open ideas competition attracting 300 entries from individuals or a closed detailed design competition confined to just four professional practices, this book must surely appeal. It is authored by Judith Strong who was the Competitions Director for the RIBA from 1969 to 79.

The book opens, as it should, with two alternative views about architectural competitions. One writer says they are "nearly

always unsatisfactory either in their organisation or their outcome, waste a huge amount of people's time and money, and frequently result in winners that are never built or, if built, are bad, unpopular or sometimes both". The other writer remarks: "France has developed a competition culture. The result has been dramatic. Some of the best buildings of the late 20th century have been built in France".

The author asks: who is telling the truth? They both are. The fact is that some competitions are successful while others, according to the second writer, "can go wrong but buildings commissioned without them can go wronger".

There is no denying that competitions are a way of life. The author notes they have been on the increase since local authorities dispensed with their in-house staff in the 1980s and they are now a requirement for all who spend public money under a recent EC service directive and a recommendation for all who spend UK National Lottery money. The problem has been that the increasing number of competition organisers have ignored the RIBA guidelines. Competitions usually go wrong because the brief is unsound or because of mismanagement by the organising body.

It was a pleasure to read about the competition fiascos and how they were caused. It was also a pleasure - and a pain - to read the chapter about competitions changing the way of life for some architects and about certain practices having to spend vast amounts (in one case £100,000) in their determination to win a competition. Less pleasurable to read, but nevertheless a necessary part of the book, were the chapters discussing the different types of competition process, how to choose the right process and indeed how to organise a competition.

Tim Catchpole

Post-modern Urbanism

Nan Ellin
Blackwells Oxford 1996 £14.99

As an account of the impact and meaning of post-modernism for urban design, the book is both informative and interesting. Three chapters provide a full account of the development of post-modern urban design on both sides of the Atlantic. The central two chapters of the book which consider themes of post-modern urbanism in depth also provide some interesting material. Ellin deals with the key themes of post-modernism such as privatisation, globalisation, sustainability and the construction of pastiche in a systematic manner and makes wide use of material from the US, much of which is both fresh and revealing.

A discussion of post-modernism in urban design and architecture inevitably has to address the thorny issue of whether modernism both as a system of thought and as a style, is still alive and flourishing. Here, as in the first three chapters, Ellin's North American geographical bias does not stand her in good stead. There is an over-reliance on French sources, Ellin having done her PhD on French post-modernism, and too cursory a consideration of activities in other European countries. Given the importance of both Rogers and Foster on the world architectural scene, it is significant that there is no mention of either of them.

It is in the last two chapters that Ellin really starts to develop an argument. Her penultimate chapter argues that the architectural profession is in crisis and her final argument is that post-modern urbanism poses a challenge to planners and urban designers in terms of a loss of faith in scientism and technology and in a loss of certainty about the real and the authentic. Whilst Ellin does not provide a solution, her exposition of the problem makes worthwhile reading.

Marion Roberts

Urban Design Green Dimensions

Cliff Moughtin
Butterworth Architecture 1996
£29.99

Green Dimensions is the third book in a series on Urban Design by Professor Moughtin at the University of Nottingham. After discussing world population growth, the author defines Sustainable Development as a movement towards greater social equity for both moral and practical reasons. He believes that sustainability will mainly be informed by political realism rather than utopian idealism; which may explain why the book takes a less polemic stance than its title could indicate.

The main parts of this book cover Energy, City Metaphor, Form, the City Quarter and the Urban street block.

On Energy, the book makes a strong case for traditional building methods as being more environment friendly than "Hi-Tech" and over mechanised systems (eg the CFCs produced by air-conditioning, refrigeration and fire-extinguishing systems). Earth buildings are illustrated, including the fascinating Friday Mosque, Zaria, Nigeria. A wise plea for a native timber industry in Britain is made, and also an effort to achieve Scandinavian insulation standards. Two major energy saving buildings, the Queen's Building, School of Engineering, Leicester University and the NBM Bank Headquarters, Amsterdam, are noted. The importance of using sun, hillside contours, and nearby public transport are mentioned, together with the emphasis that new development should be on "brown land" rather than "greenfield" or new sites.

On Transport, the book, as one would expect, strongly supports moving from car-use to public transport, cycling and walking, together with the integration of transport planning with land-use policy. The author rightly criticises the Government's policy of allowing the market to dominate

the social objectives of regional balance, since he sees the importance of regional planning and strong local government as being vital to achieving a balance between urban and rural needs.

City Metaphor concerns symbolism and the city. The recognition of how cosmic forces were supposed to have affected historic city planning is a good antidote to present day materialism. Kevin Lynch defined three metaphors which attempt to explain city form: the Magical Metaphor, the analogy of the machine, and the analogy of the organism.

City Form examines Linear Urban Forms, The Grid Plan and The Centralised City. Interesting analyses of these ideas include early Soviet projects by Miliutin, the MARS London Plan by Korn and Samuely, Runcorn, and Milton Keynes. The author thinks that with hindsight, it was most regrettable that Bucks CC Architects were not allowed to proceed with their ideas for a monorail city for Milton Keynes, and many innovative and green planning ideas were lost for thirty years because of that decision. As we all know, Milton Keynes became the car-orientated city that it is today.

City Quarter and the Urban street block describes examples in Britain and abroad of pioneer planning projects, including Amsterdam South by Berlage (1901 to 1920), housing by De Klerk at Spaarndammerburt, Amsterdam (1921), the Mark Hall Neighbourhood at Harlow by Gibberd (1955), Horsleydown Square, Tower Bridge, London by Julyan Wickham (1987) and surprisingly included, the pastiche Classical Revivalist Richmond Riverside Development by Erith and Terry (1988).

Cliff Moughtin feels strongly that there should be a mix of activities in both the City Quarter and City street block. He states "The large-scale, single-use, single-ownership street block is the instrument, together with the motor car, that

is most influential in the decline of the city".

He concludes by calling for a high degree of local self-sufficiency, compact cities, and more effective public transport; all rooted in social necessity. This is a timely book; and should fill a gap in both planning and architectural literature. At times one feels the author's excellent convictions concerning "Green Dimensions" should have been more strongly stated; nevertheless this book should be widely read by all concerned with the future of cities.

Derek Abbott

Sir Banister Fletcher's History of Architecture Centenary Edition

Heinemann 1996 £75.00

I was first introduced to Sir Banister Fletcher's *A History of Architecture* during Richard Leacroft's History classes at Leicester School of Architecture. Richard had an infectious enthusiasm for the cultural influences on construction which is exemplified in Sir Banister Fletcher's work. I admit however that I was captivated initially by the excellent drawings which were, and still are, one of the informative highlights of the book.

Since then the format of the book has been revised. In the nineteenth edition on 1987 the "Comparative Method" was dropped from the title and the structure of the book, although thankfully the comparative diagrams remain in the restructured chapters. The publishers proudly announce that 35% of this 20th edition is new material with 24 chapters added or thoroughly revised. The first edition was published in 1896 so this 20th edition marks the one hundredth year of the book and it has obviously undergone substantial revisions throughout this time.

The main additions include the pre-twentieth century architecture of Islam, a new

chapter on the Indian subcontinent and the expansion of the architecture of the twentieth century.

More Non Western chapters have led the book to over 1,800 pages. The single book format is to be applauded but it must be tempting given the new Chapter format for a series of books to be produced from the same core material.

The revision of the format has made the book a bit more like a guidebook and sometimes it is less informative on particular buildings than the fantastic Eyewitness guides to places such as Prague and San Francisco. But what sets "A History of Architecture" apart is the incisive 'Background' chapters which add a great deal to understanding the works through the influences on them.

The Glossary also is impressive but can be a depressing reminder of what I used to know but have long since forgotten to accommodate the less cultural aspects of our industry. But conversely every time I pick the book up I rediscover something or learn something new.

It is definitely not a coffee table book, in the same way as say Kostof's books on Cities. There are after all a lot of those more glossy books about but never having owned a coffee table I prefer it the way it is. It is a real old fashioned text book with even what must be intentional old fashioned type, no colour and just a simple mission to inform, not necessarily entertain.

If I were ever awarded the accolade of being a guest on Desert Island Discs, football would be my luxury item and Sir Banister Fletcher's 'A History of Architecture' would be the book I would take. I could have years of enjoyment with both and hope never to be rescued.

Chris Williamson #

Taylor Young Urban Design

Taylor Young Urban design was established in 1993. It is a company jointly owned by Stephen Gleave and the Taylor Young Partnership; an established Manchester based architectural practice whose presence in the City can be traced back to 1860 when J. Medland Taylor established the business. The combination of a young innovative urban design approach, together with an established track record has proved very attractive to clients both regionally and across the UK.

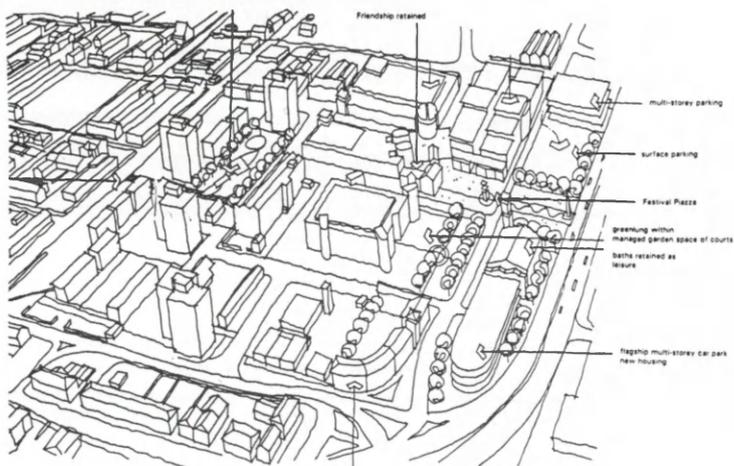
The practice overall currently employs forty staff and offers a comprehensive design and consultancy service embracing urban design, town planning and masterplanning through to full architectural service, space planning and interior design. A team of five is dedicated to urban design commissions and operate under the directorship of Stephen Gleave and Roger Burton. A wide range of urban design and town planning commissions in both public and private sectors throughout the UK have been undertaken in the last three years. Several current projects are focused on the development of regeneration strategies for urban areas, working as part of a team embracing economic and property consultants.

Consultation Process

Our team has considerable experience of the consultation process involved in urban regeneration and of community and business led consultations in particular. Increasingly the need to facilitate and lead 'Planning for Real' type exercises is a vital part of engaging community enthusiasm and commitment to projects. An important dimension and strength of our urban design approach is the retained links with education. Stephen currently leads the teaching option for urban design within the MSc Urban Renewal Course at John Moores University, Liverpool. He also has roles in an advisory capacity at the Universities of Westminster, Manchester and Oxford Brookes.

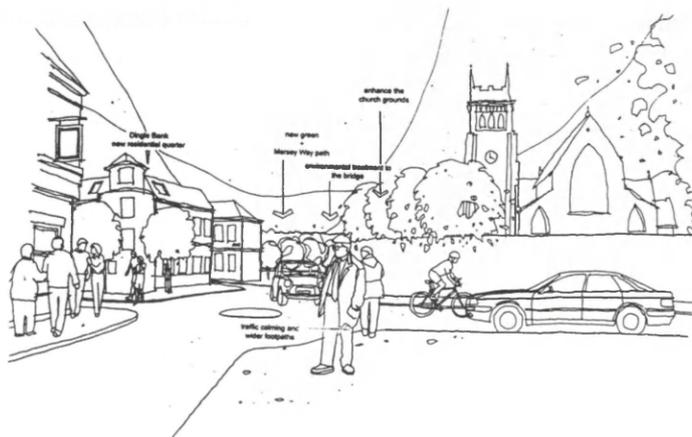
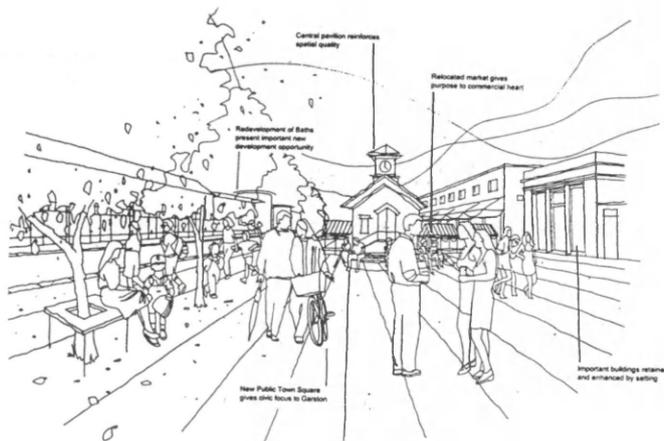
Current Projects

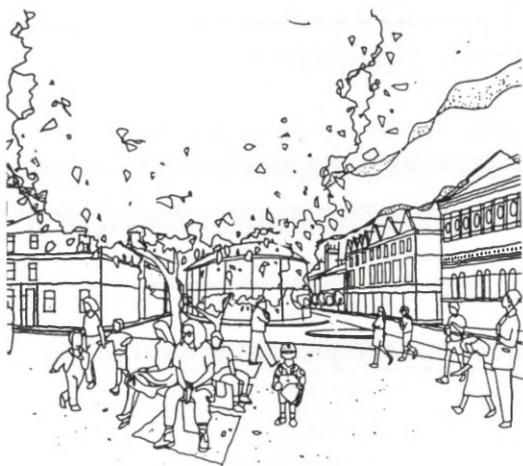
By way of illustrating our current workload, two current projects are highlighted here. They demonstrate not only our technical competence and overall approach to urban design, but also our ability to work as part of a wider team which is critical if the professional urban design product is to evolve into urban design quality in the built environment.



Above and top right: Henry Square Ashton under Lyne. Possible changes providing a civic space as a gateway to the town centre with the old baths building on the right restored to accommodate new leisure uses.

Below: Garston Regeneration. St Mary's Road Market Square giving a new civic focus to Garston. Bottom: Village green and church. Below right: Plan of improvements and landscape proposals for Brunswick Street.





Henry Square, Ashton under Lyne

Tameside Metropolitan Borough Council appointed Taylor Young Urban Design earlier this year to assist in the Henry Square Urban design Initiative within Ashton town centre. The project aimed to help local people and businesses discuss and communicate their ideas with each other and the council.

Our team worked closely with council officers and facilitated the process. The key objective was to ensure that all ideas received equal weight and expression at the onset of the debate. Professional skills of description and illustration were therefore accessible to all.

The emerging consensus established the urban design brief which the council are now refining further. The ongoing influence continues to run through a much wider Renewal Area initiative being undertaken with Ashton, and for which we have been retained to advise.

This project was undertaken with one of the smaller financial awards made available through the Urban Design Campaign but demonstrates how public and private partnerships can capture local imagination and "broker" urban design values to a wide community. It also has demonstrated to the local authority that the role of the urban designer is not simply a technical one, and that quality urban design ideas will emerge when people listen to each other and accept guidance through the development process. Key components of our role have been to highlight potential, articulate and refine community initiated ideas and seek to balance often selfish motivation.

Garston Regeneration Strategy

This regeneration strategy seeks to tackle the problems of the area through physical and environmental improvements, the encouragement and realisation of new development and improvement opportunities, the provision of services and facilities to meet the needs of the local communities together with a need to address movement and access problems within the area. The strategy was undertaken jointly with Grimley and Oscar Faber. Our client was the Speke Garston Partnership which was established to secure regeneration initiatives for this SRB area of South Liverpool.

A fundamental element of the strategy is the need to improve the image of the area and raise the perception of potential developers and investors. It is a familiar theme that the best such strategies have a clear vision and initially this was considered our primary role.

The strategy envisages a significant degree of residential development, which will effectively increase the catchment for Garston Centre. Emphasis is placed on the revitalisation of the retail area to provide a recognisable focus for both shoppers and businesses.

Improvements to pedestrian facilities are required to enable people to move easily and safely. The intention is to create an atmosphere in which it will be possible to attract new and major retail users to St. Mary's Road. A major proposal involves relocating the market within the shopping street from its present isolated site at the edge of town.

A further key element of the strategy is to improve public access to the River Mersey, one of the area's important assets. The implementation of the Mersey Way footpath and cycle path through Garston would achieve this by linking the river with surrounding communities and environmental improvement areas. This has now formed a successful second stage Millennium proposal.

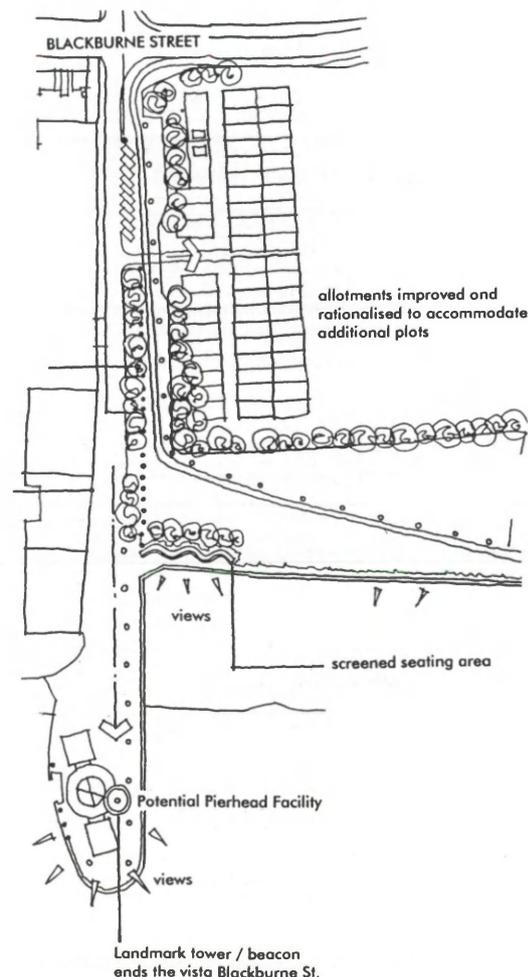
Since completing the Garston study, Taylor Young and Grimley have been appointed to undertake similar projects in Redcar and North Manchester together with further work in Speke and Liverpool City Centre.

Conclusions

Regeneration Agencies, including SRB Partnerships, English Partnerships and local authorities are all increasingly aware of the need for robust and innovative urban design advice alongside traditional economic, transport and highway appraisals. Our role increasingly is to support teams which reflect these other disciplines. Our skill is in helping these teams appreciate the relevance of their influence on urban design quality. What has been demonstrated at both Ashton and Garston is that the urban designers role is far greater than being illustrators producing vision. As a practice we are keen to get closely involved with our clients and the communities in which we work. Our skills and knowledge are used in tandem with the base resources which are available. In practice our product is often at the core of the regeneration strategies to which we contribute.

Taylor Young Urban Design

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Contact: Stephen Gleave MA DipTP
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**Directory of
practices and
urban design
courses
subscribing to
this index**

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 the UDG office 6 Ashbrook Courtyard, Westbrook Street, Blewbury, Oxon OX11 9QH
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Fax: 01235-851410

W S Atkins Planning Consultants

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Fax: 01372 743006
Contact: Joanna Chambers BA BTP MRTPI

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Burrell Foley Fischer

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Contact: Philip Cave BSc Hons MA (LD) ALI

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Contact: Peter J. Heath Architect and Town Planner

Whether it's our strategy for the external areas of BAA pic's airports, presented to Sir John Egan, a Conservation Enhancement plan for Covent Garden, an application for Millennium funding for traffic management, Orpington Town Centre proposals or a landscaped square for Hove - our integrated service of architecture, planning, landscape, product and urban design gives our clients not only what they want, but also what they never dreamt they could have.

**Edward Cullinan
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Fax: 0171 354 2739
Contact: Karen Hughes

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Tel: 0171 405 3121
Fax: 0171 405 1670
Contact: David Turrent BArch RIBA

ECD Architects specialise in the design of energy efficient buildings and advise on the environmental aspects of new developments using the Bream assessment method.

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Contact: David Keene BA Dip TP MRTPI
Jason Prior BA Dip A ALI
Also at Glasgow G2 5QY
Tel: 0141 221 5533
Fax: 0141 221 7789
Contact: Doug Wheeler
And at Colmar, FRANCE
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Part of the international EDAW Group providing urban design, land use planning, environmental planning and landscape architecture services throughout the UK and Europe. Particular expertise in market driven development frameworks, urban regeneration, masterplanning and implementation.

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Faulkner Browns

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Urban Design, Environmental and Economic Regeneration, Masterplanning, Development and Implementation Strategies.

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Greater London Consultants

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DipTP FRTPI FRSA

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London W6 7BY
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Fax: 0171 603 5783
Contact: Asad A Shaheed BA Arch
MArch

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Hunt Thompson Associates

79 Parkway
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(Cantab) RIBA FRSA

Development, Architecture and Urban Design. Optimising development potential by integrating social, physical and economic issues. Making buildable, cost effective, user responsive environments.

**Paul Hyett Architects
Architecture Urban Design
Planning**

36-37 Featherstone Street
London EC1Y 8QX
Tel: 0171 251 0783
Fax: 0171 251 1691
Contact: Paul Hyett AA DipI RIBA MPhil

We provide a comprehensive range of services: Architecture. Urban design and development. Town Planning. Project management. Master Planning. Development Briefs. Historic building restoration, conversion and/or development. Waterfront development. Environmental and visual impact assessment.

Landscape Design Associates

17 Minster Precincts
Peterborough PE1 1XX
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Fax: 01733 53661
Contact: John Dejardin DipLA ALI
Chris Royffe MA DipLA ALI

Urban and landscape design, landscape and development planning, masterplans, environmental strategies, urban regeneration, town and village studies and environmental improvements. Feasibility to implementation.

Landscape Town & Country Ltd

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Milton Keynes
MK6 3BW
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Contact: Neil Higson

Landscape Planning; Landscape Architecture; Urban Design; Environmental Consultants.

**LEITHGOE Landscape Architects
and Environmental Planners**

6 Southernhay West
Exeter EX1 1JG
Tel: 01392 210428
Fax: 01392 413290
(also London tel: 0171 229 6469)
Contact: Andrew Leithgoe DipLA FLI

Landscape Assessment, Planning, Design and Maintenance. Hard and soft Landscape solutions. Experienced in working with Architects and Engineers. Clients include PSA/DoE, Local Authorities, Property Institutions, Universities, Private clients.

Gordon Lewis Associates Limited

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Westgate Street
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Contact: Gordon Lewis BSc, BArch,
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Architecture, planning and urban design. Public and private sector. Development strategies, business plans and public realm studies. Business park, residential and health estate planning.

**Nathaniel Lichfield & Partners
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All Saints Street
London N1 9RL
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Fax: 0171 837 2277
(also in Newcastle upon Tyne)
Contact: Nicholas Thompson BA BPI
MA (UrbDes) MRTPI and Iain Rhind BA
MPhil DipUD (Dist) MRTPI

Independent planning, urban design and economics consultancy, combining analysis with creativity. Masterplans: all sites, all uses. Residential schemes. Urban regeneration. Town centres. Visual appraisal. Conservation.

Livingston Eyre Associates

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London E2 8DN
Tel: 0171 739 1445
Fax: 0171 729 2986
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

Brook House
2 Torrington Place
London WC1E 7HN
Tel: 0171 637 0181
Fax: 0171 637 8740
Contact: Jon Rowland AADipl MA RIBA
and David Walton BA MRTPI FIHT

Architecture, planning, urban design, development and masterplanning; urban regeneration, town centre and conservation studies; urban design briefs, landscape and public realm strategies.

David Lock Associates Ltd

50 North Thirteenth Street
Central Milton Keynes
Milton Keynes MK9 3BP
Tel: 01908 666276
Fax: 01908 605747
Contact: Will Cousins DipArch DipUD
RIBA

Strategic planning studies, public inquiries, urban regeneration projects, master plans, area development framework plans, environment statements.

Lyons + Sleeman + Hoare

Nero Brewery
Cricket Green
Hartley Wintney
Hampshire RG27 8QA
Tel: 01252 844144
Fax: 01252 844800
Contact: Andrew Aldridge BA Dip Arch
RIBA or Colin Darby BSc DipTP
Dip Urban Design MRTPI

Architecture, planning, master planing, urban design - commercial practice covering broad spectrum of work - particularly design of buildings and spaces in urban and historic contexts.

MacCormac Jamieson Prichard

9 Heneage Street
Spitalfields
London E1 5LJ
Tel: 0171 377 9262
Fax: 0171 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
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Fax: 01245 362423
Contact: Andrew Martin MAUD DipTP
(Distinction) FRICS FRTPI
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.

Peter McGowan Associates

The Schoolhouse
4 Lochend Road
Edinburgh EH6 8BR
Tel: 0131 555 4949
Fax: 0131 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.

NFA

Falcon House, 202 Old Brompton Road
London SW5 0BU
Tel: 0171 259 2223 Fax: 0171 259 2242
(also at Bangkok, Beijing, Hong Kong,
Kuala Lumpur, Los Angeles, Melbourne,
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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: 01202 421142
Fax: 01202 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: 0181 941 0606
Fax: 0181 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.

Anthony Reddy & Associates

The Malt House (North)
Grand Canal Quay
Dublin 2, Ireland
Tel: 010 353 1 6704800
Fax: 00 353 1 6604801
Contact: Anthony Reddy, BArch,
FRIBA, DipPM, MAPM
Paul Duignan, B.Arch, FRIBA

Architecture, planning, urban design,
project management. Project types:
Masterplanning, Development
Frameworks, Urban Regeneration
Projects, Town Centre Renewal,
Residential, Business Parks.

RMJM

83 Paul Street
London EC2A 4NQ
Tel: 0171 251 5588
Fax: 0171 250 3131
Contact: Bill Grimwade MA (Cantab)
MS MICE CEng

International multi-disciplinary
practice. Master planning, landscape
architecture, planning, urban design,
infrastructure engineering and
architecture. Project types: business
park master planning, urban
regeneration schemes, university
campus design, environmental audits
and design guidelines. Optimising
development potential by integrating
social, physical and economic issues.

Taylor Young Urban Design

The Studio
51 Brookfield
Cheadle
Cheshire SK8 1ES
Tel: 0161 491 4530
Fax: 0161 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: 0171 490 4255
Fax: 0171 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: 0171 734 0111
Fax: 0171 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 & Merrill Inc.

46 Berkeley Street, London W1X 6NT
Tel: 0171 930 9711
Fax: 0171 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.

**Symonds Travers Morgan
Environment**

24-30 Holborn
London EC1N 2LX
Tel: 0171 421 2000
Fax: 0171 421 2222
Also at Reading: 01734 573330
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.

John Thompson and Partners

77 Cowcross Street
London EC1M 6BP
Tel: 0171 251 5135
Fax: 0171 251 5136
Contact: John Thompson MA DipArch
RIBA

Multidisciplinary practice, working
throughout the UK and Europe,
specialising in architecture, urban
design and masterplanning, urban
regeneration, new settlements and
community consultation; addressing the
problems of physical, social and
economic regeneration through
collaborative interdisciplinary community
based planning.

Tibbalds Monro Ltd

31 Earl Street
London EC2A 2HR
Tel: 0171 377 6688
Fax: 0171 247 9377
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.

Urban Design Futures

34 Henderson Row
Edinburgh EH3 5DN
Scotland
Tel/Fax: 0131 557 8820
Contact: Selby Richardson DipArch,
DipTP, MSc, ARIAS

Land use planning, development
feasibility and site layout studies, urban
design strategies and appraisal, town
centre and village studies,
environmental improvements, traffic
calming, design guidelines.

**The Urban and Economic
Development Group (URBED)**

3 Stamford Street
London SE1 9NS
Tel: 0161 226 5078 / 0171 928 9515
Fax: 0161 226 7307
Contact: David Rudlin BA MTP

Urban regeneration / town centres /
housing including health checks,
environmental audits, urban design,
master planning, analysis and strategy
development.

Urban Initiatives

35 Heddon Street
London W1R 7LL
Tel: 0171 287 3644
Fax: 0171 287 9489
Contact: Kelvin Campbell BArch 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.

**University of Central England,
Birmingham
School of Architecture**

Tel: 0121 331 5130
Fax: 0121 356 9915
Contact: Joe Holyoak, Course Director
MA in European Urban Design. 12
months full time. students study one
term each in Birmingham, Strasbourg
and Florence, with fourth term in one
centre by choice.

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

Frenchay Campus
Coldharbour Lane, Bristol BS16 1QY
Tel: 0117 965 6261
Fax: 0117 976 3895
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: 0131 221 6071/6072
Fax: 0131 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: 0181 316 9100
Fax: 0181 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.

**Leeds Metropolitan University
School of Art, Architecture and
Design**

Brunswick Terrace
Leeds LS2 8BU
Tel: 0113 283 2600
Fax: 0113 283 3190
Contact: Edwin Knighton
Master of Arts in Urban Design
consists of 1 year full time or 2 years
part time or individual programme of
study. Shorter programmes lead to
Post Graduate Diploma/Certificate.
Project based course focusing on the
creation of sustainable environments
through interdisciplinary design.

**University of Manchester
School of Planning & Landscape**

Manchester M13 9PL
Tel: 0161 275 6914
Fax: 0161 275 6935
Contact: Dr Patrick Malone
MA in Urban Design and
Regeneration. MA in Urban Design
Studies. B.Phil. in Urban Design
(International linked courses PhD/MA
routes).

Ten Years After

Bob Jarvis

**Liverpool John Moores University
School of the Built Environment**
98 Mount Pleasant
Liverpool L3 5UZ
Tel: 0151 231 3709
Fax: 0151 709 4957
Contact: Professor Chris Couch
MSc/Diploma in Urban Renewal
(Urban Regeneration & Urban
Design) 1 year full-time or 2 years
part-time.

**University of Westminster
School of Urban Development
and Planning**
35 Marylebone Rd, London NW1 5LS
Tel: 0171 911 5000
Fax: 0171 911 5171
Contact: Urban Design Unit on extns
3343 or 3108
MA or Diploma Course in Urban
Design for postgraduate architects,
town planners, landscape architects
and related disciplines. 1 year full
time or 2 years part time.

**University of Newcastle upon
Tyne
Department of Town & Country
Planning,**
Claremont Tower
University of Newcastle
Newcastle upon Tyne NE1 7RU
Tel: 0191 222 7802 Fax: 0191 222 8811
Contact: Dr Ali Madani-Pour or Bill
Tavernor (Architecture)
MA/Diploma in Urban Design. Joint
programme by Dept of Town and
Country Planning and Dept. of
Architecture, full time or part time,
integrating knowledge and skills from
town planning, architecture, landscape.

**University of Nottingham
Department of Urban Planning**
University Park
Nottingham NG7 2RD
Tel: 0115 951 3886
Fax: 0115 951 4879
Contact: Matthew Carmona
MA or Diploma in Urban Design, MA or
Diploma in Urban Regeneration. Both
MAs are 180 Credits, one year full time
or two year part time courses. Diplomas
are 120 Credits, nine months full time or
eighteen month part time courses.

**Oxford Brookes University
(formerly Oxford Polytechnic)
Joint Centre for Urban Design**
Headington, Oxford OX3 0BP
Tel: 01865 483403
Fax: 01865 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 0NG
Tel: 0141 552 4400 ext 3011
Fax: 0141 552 3997
Contact: Dr Hildebrand W Frey,
Urban Design Studies Unit 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 to the design
of public spaces.

I left Gateshead ten years ago, then one afternoon the phone rang. Was I the right person, had I years ago done some sketches, some ideas for the Gibside Estate? They'd been prepared for the estate which was in picturesque decay, to resolve an impasse between access, shooting and forestry. But they'd foundered in disputes, lost opportunities, collapsing buildings, reluctant owners, until, years after, the National Trust had taken over the management and their regional officer remembered my ideas. Early this summer he sent me their first Conservation Plan.

In a professional world of career progressions, fast footed consultancies and reputations built on unbuilt projects, plans which are little more than bids and feasibility studies, and permissions that are the speculations of press releases, commitment to any place is compromised. Ideas pass from crazy dreamer's sketch to sensible politic to lost cause as staff come and go, agendas are re-written and geographies of investment shift in the market place. It doesn't pay to look back, but places endure beyond plans, buildings stand against policy and strategies are so much ephemera.

Sometimes other people have the same idea

I'd been warned off Bottle Bank when, in response to a monstrous hotel speculation that didn't officially get below Assistant Director level, Ian Bertram and I sketched a possibility that could have grouped the hotel into a series of alleys and courts, growing toward the river gorge out of Half Moon Lane. We were told not to interfere, it wasn't a Local Plan or a Conservation issue, The Royal Fine Art Commission are looking at it, this could be a big development. But, then back right hand side in the 'Urban Design Campaign' Exhibition, 'bringing new commercial and residential development to a prominent site' and 'enhancing the historic buildings', 'restoring the integrity of the site' 'in keeping with the historic scale and grain' a layout which looked familiar after all these years after which Bottle Bank had reverted to wilderness.

Sometimes someone listens

Saltwell Towers I'd raged about, sketched structural frameworks for, drawn its futures in fluorescent and silver pens, seen as ghost train rides - even written evidence for a public inquiry about (and won). It had been saved from demolition, but the decision was never wholly accepted. So when it appeared, still ruinous and boarded in the pages of *Perspectives*, its spires and turrets the centrepiece of Saltwell Park's landscape with reports of antagonism between locals and local authority, it seemed as if the clock had stopped, while history was being re-written: there never was an 'option' to demolish it, just a reluctance to keep it standing and make it safe.

Sometimes you lose

The CWS Soap Works at Dunstan, Hennibique ferro concrete in neo Renaissance style used to cure skins into hide, was never popular. It had been a target for 'improvement' (demolition) and the far grander, earlier silos, had already been 'reclaimed' (demolished) at a cost of £^o million. But I could dream of it as a Venetian palazzo closing the west end of the Garden Festival. But the project left it to rot; hid it when it should have been put to use as galleries and studios. Over the years since then others have tried some covertly, some just doing their job. Ideas were floated, schemes costed, but none (it seems) could justify the cost of the extra imaginative commitment. And so, despite Twentieth Century Society objections, the Secretary of State granted application GD 1132/95 last summer to allow demolition. Another development opportunity in the flat lands will start from a clean sheet. #

Urban Design Group

If you are involved in urban design projects or are studying urban design you should not only be reading Urban Design Quarterly but also be a member of the Urban Design Group.

Student membership is £14 and an individual membership is £30 covering a 12 month period.

You will receive a copy of the journal, a copy of the Sourcebook at the time of printing and details of national and regional events.

The Group, founded eighteen 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, engineers, surveyors, historians, lawyers, photographers, in fact anyone interested in the quality of our built environment.

If you would like more information on the UDG please contact Susie Turnbull
Tel: 01235 851415

