

**Urban Design
Quarterly**
The Journal of the
Urban Design Group

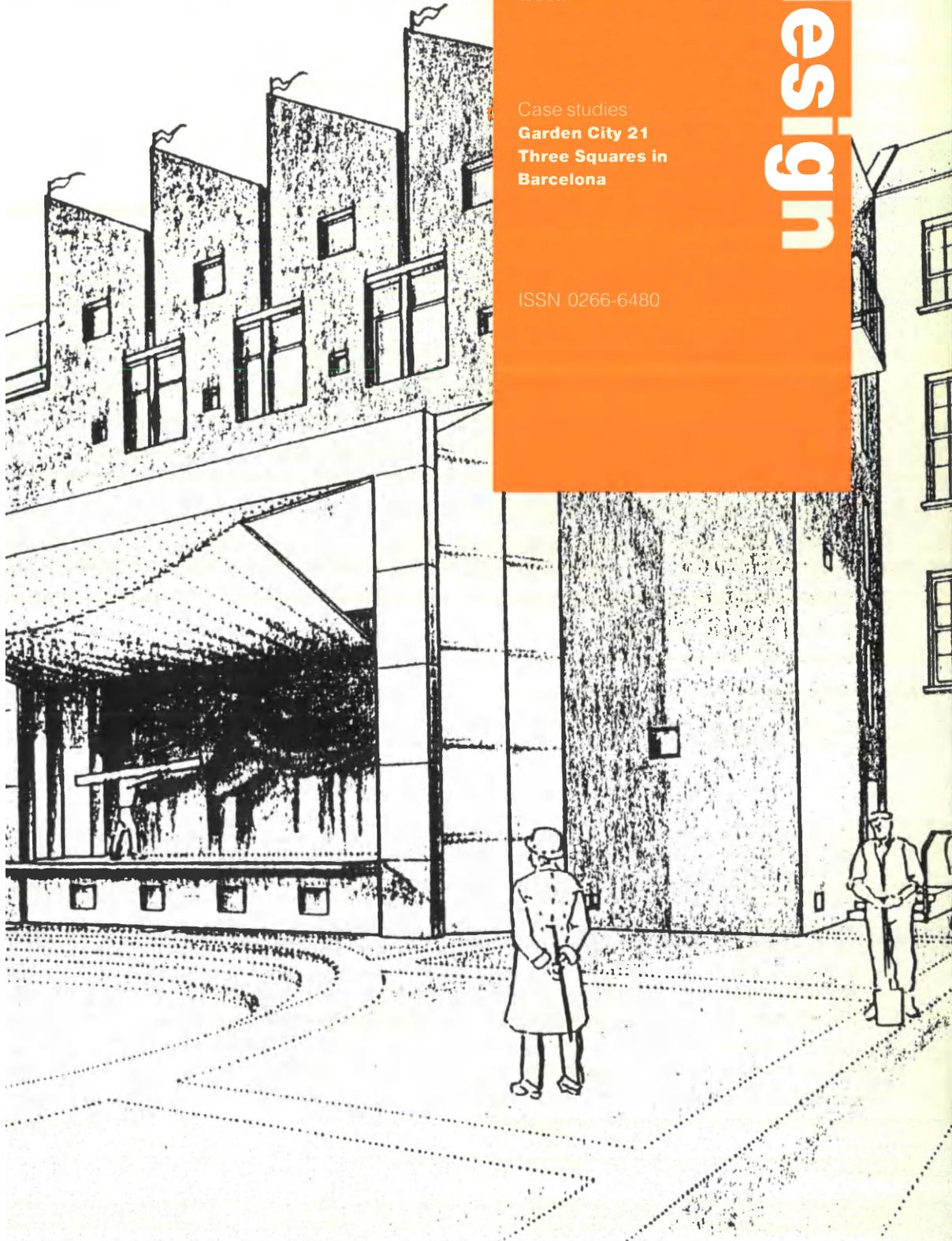
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Topic:
**Urban Design Alliance
Week**

Case studies:
**Garden City 21
Three Squares in
Barcelona**

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urban design



Enquiries and change of address:

6 Ashbrook Courtyard, Westbrook Street
Blewbury, Oxon OX11 9QH
Tel: 01235-851415 Fax: 01235-851410
Email admin@udg.org.uk
Chairman **Roger Evans** 01865-377030

Patrons

Alan Baxter
Terry Farrell
Peter Hall
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Les Sparks
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UDG Regional Activities

Regional convenors:
Scotland **Leslie Forsyth** 0131 221 6175
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Yorks/Humber **Lindsay Smales** 0113 283 2600
North West **Richard Crutchley** 01253 887241
West Midlands **Peter Larkham** 0121 331 5152
East Midlands **Vacant**
South Wales **Sam Romaya** 01222 874000
South West **John Biggs** 01202 633633
East Anglia **Alan Stones** 01245 437642

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Marion Roberts
Judith Ryser

Editors **John Billingham**
Sebastian Loew

Editor for this issue **Sebastian Loew**

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

Art direction **Simon Head**
Print production **Constable Printing**

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<http://rudi.herts.ac.uk/>.

The Urban Design Group also now has its own website
<http://www.udg.org.uk/>.

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Meeting House Square, Dublin

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Those wishing to be included in future issues should contact 01235 851415.

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The Time is Right

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A recent item on the Radio 4 news stated that the motor industry is worried that car sales will drop because people are being put off driving by congestion and are starting to listen to the government's campaign to encourage greater use of public transport. If this is true, it represents a big step in the right direction. It may mean that years of campaigning against increased traffic are at last bearing fruit, that people make rational choices after all and that cities will have a chance to become more humane. But the war is not won; undoubtedly the car and road lobbies will react with horror stories of unemployment and terminal economic decline, and the end of civilization as we know it. Campaigning needs to continue for a while yet.

The negative effect of traffic on our environment and the appeal of pedestrian areas are one of the recurrent themes in this issue's articles. Closely related to it is another leitmotif, the need for professionals to collaborate, for disciplinary boundaries to soften, in order to achieve better results on the ground. In this context the choice of Stuart Lipton for the role of Architecture and Built Environment Supremo is an interesting one and not one that would have been made by the architectural or any other of the professions. By not belonging to any of them, he may be precisely the right person to bring heads together and provide the "joined-up thinking" that has been talked about for years.

In the past, through his championing of Broadgate, Lipton has shown a commitment to the quality of the public realm and to urbanity. He may also be the right choice to press for a general improvement in design quality in all areas of the built environment, from suburbs to city centres and not just in the historic conservation areas. By inheriting some of the responsibilities of the Royal Fine Arts Commission, he will undoubtedly get involved in the third recurrent theme in this issue, the old debate of modernity vs. historicism, which seems to be taking place in a more rational way than in the past.

Lipton has the wide remit to bring all these preoccupations together and to widen the understanding of urban design; let us hope that the opportunity is not missed. #

Sebastian Loew

Good Place Guide

Response to the flyer enclosed with the April UDQ has been encouraging, with nominations from 30 people and a mixed bag of 75 places being proposed. Together with the suggestions received in the past the total of potential *Good Places* now exceeds the revised target of 100. To take full advantage of these proposals we may now need to introduce some form of selection panel into the process.

The geographical balance of places proposed is poor with little representation from the North West, North, East Anglia or the South West. The bias is, not unexpectedly, towards London. To redress this imbalance direct approaches will be made to those who are known to have an interest in potential candidate places. Maybe it is appropriate to review the way in which places are to be grouped and perhaps this should not be on a purely geographical basis but according to function and usage.

Parallel with this effort, those who nominated places but did not provide text will be approached for their 300 word description and illustrations.

The way in which the material will be published is currently under consideration - the alternatives are advanced publication in UDQ or direct publication of the material if a sponsor or publisher can be identified.

Finally, regular users of the RUDI web site will soon be able to view the *Good Place Guide* slot and enjoy the accompanying Place of the Month item. Remember even though the closing date for the prize draw is past, nominations of *Good Places* are still welcome.

It is hoped to include the list of places as a flyer so that members can be aware of the current nominations. The winner of the draw is Sam Romaya from Cardiff. #

Richard Cole

Croydon 20/20 Vision

The Gallery, 10 March 1999

At a crowded meeting at The Gallery Croydon's chief planner Philip Goodwin and EDAW consultant Kevin Murray explained their strategy to turn Croydon into a desirable 21st century town.

Croydon, the largest London Borough with its 340,000 population is a hybrid urban/suburban environment. It has conservation areas in the North with inner city characteristics and urban deprivation. Its heart consists of the seventh largest commercial centre in England, where Nestle, BT, MacDonald have district head quarters, and the Home Office its outpost. This sixties heritage constitutes Croydon's biggest headache as office blocks have outlived their practical lifespan. Planners and consultants are busy uncovering the heritage features to valorise them in the new strategy. The area is well connected by rail to central London and aims to give its town centre a boost and greater diversity by introducing leisure and sports activities. Adjacent to East Croydon station, it plans an Arena, a four screen multiplex cinema, hotels and services appartments, retail and 50,000 training facilities around a new town square. In the South, Croydon is a leafy suburb on the edge of the M25. Projects such as a science and technology park aim to attract firms which would benefit from the proximity of Gatwick airport and the motorways.

Previous attempts at regeneration failed because of Croydon's image. Far more is needed to make it competitive and attract investment. The urban designers have reached beyond physical change and considered both economic and social criteria to come to a realistic programme of priorities and implementation. Strategies are based on a "smart city" concept with mixed

development and a vibrant centre with high quality buildings and a user-friendly, connected, accessible and effective public realm. High density will be maintained to free some open public spaces at ground level and avoid sprawl.

Implementation

Instead of one off planning gains, Croydon intends to build an urban design funding pool which would finance the public realm, new green areas and public art. Tall buildings would cluster along the highway and create an urban townscape. Exciting designs would be devised to obtain a distinctive skyline. Implementation will be by building up strong partnerships, providing clear planning and transportation strategies and using compulsory purchase powers to avoid planning blight.

The most challenging aspect is to keep the current momentum by continuing to obtain funding through partnerships, devising policies which will enhance development, involving the developers and intensifying targeted marketing.

Croydon is enjoying central government support because it is seen as an example of how its White Paper on integrated transport and other policies could be implemented. The new image is one of a café society, using the public realm and facilities specifically designed to attract younger people. Besides physical assets, the plan takes into account human resources and their needs. Local training is built in to provide skills for the high tech businesses expected to locate in the area. It will give Croydon quality branding and attract investment, building on existing strengths.

In spite of this, the vision seemed very ambitious to the audience. Rebranding and the presence of the tramlink on new underground maps was not believed to guarantee that businesses, residents and tourists would flock to Croydon in preference to the many other options they have in London. However, the pro-active

approach and pragmatism could bring lessons elsewhere. Comments from those who found the transportation strategy too timid and those who thought it could not be implemented demonstrated that there is no single optimal solution for urban regeneration. #

Judith Ryser

Catalytic Conversion

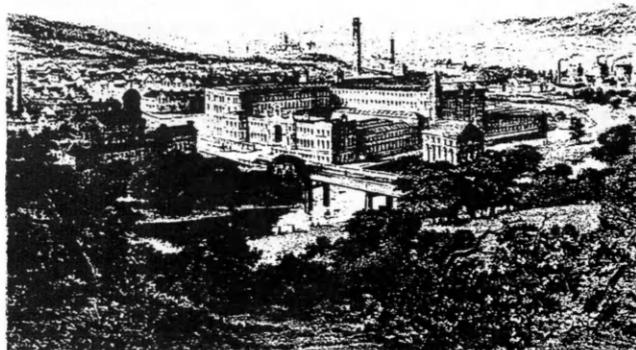
The Gallery
21 April 1999

Dame Jennifer Jenkins gave a well attended lecture on Reviving Historic Buildings to Regenerate Communities.

Much of her talk was based on the booklet written by SAVE Britain's Heritage in association with like-minded organisations.

If new housing is *not* to cover greenfield sites, it must be on brownfield sites. Money from the Heritage Lottery Fund should be used not only for repairs, but for more holistic regeneration including converting historic buildings to new uses and new buildings in gap sites. However the Government's Urban Task Force Report headed by Richard Rogers has alarmed the Historic Buildings world, since it does not specifically mention the importance of reviving historic buildings in regenerating the urban scene.

Historic towns and cities in France and Italy have survived much better than in Britain, and have not lost their intrinsic vitality. By saving their historic core, cars have been more easily excluded from their tightly knit central areas. Three places mentioned were Naples, Munich and Heidelberg. In France a 1944 law imposes controls on all development within 500m from



Salts Mill and Saltaire Village, Shipley, W. Yorkshire 1853-1867.

historic monuments. In southern Italy and Eastern Europe, central areas have been spared inappropriate new development, whilst new housing has been built at the edge. In contrast both Newcastle and Bristol had their central areas carved up by massive road schemes and redevelopment, making regeneration more difficult.

Dame Jennifer then mentioned some of the case studies illustrated in the SAVE booklet. The conversion of the C19 Dean Clough Mills in Halifax, to retail, restaurant, TV studios and art galleries prompted by the local authority in 1983 did not immediately help the town's economy, but Halifax is now prosperous and claims to be more popular than York as a place to live. Until recently, Newcastle had done all it could to destroy its historic core. In 1993 the City Council, with the help of English Partnerships and others, realising the potential of Grainger Town's splendid C19 buildings, embarked on a regeneration programme to revive it and raise its population from 900 to 3,000.

In Saltaire another magnificent C19 mill, empty since 1986, has been successfully converted into a thriving commercial, artistic and cultural centre. In Manchester, the C19 Smithfield Buildings have been converted into 81 flats and 31 retail outlets. In Calne, Wilts, in 1983 the demolition of a Medieval-Victorian bacon factory so alarmed the District Council that it promoted a regeneration scheme for the remaining buildings to create residential units and shops. In Great

Yarmouth, Norfolk, the Royal Naval Hospital conversion to 60 dwellings saved "acres of greenfield sites, previously designated for housing". The regeneration of an early C19 Georgian terrace in Tower Hamlets is one of the great examples of SAVE's action in rescuing the historic environment from developer's interests.

Scottish examples, mostly implemented through Building Preservation Trusts, took place in Leith, Poyton and Stanley Mills. In Armagh, Ulster, in 1991 an important group of Georgian buildings were renovated to create 14 houses, and promoted a complementary new-build scheme in Castle Street. All these case studies show that creative conservation brings economic benefits but that a high design standard for all new buildings is vital.

During the discussion, the issue of funding was confirmed as an essential factor. The point was made that Housing Associations find rehab schemes on brownfield sites too expensive. The question of incorporating new building in historic areas was raised and the preferences of different age groups for living in the city centres vs. suburbia were discussed.

In conclusion Dame Jennifer confirmed that saving historic buildings by finding new uses promotes urban renewal. Creative conservation is vital to the future of our towns and cities, our cultural life and spiritual health. #

Derek Abbott

Re-making the Tate Gallery

The Gallery
12 May 1999

Sandy Nairn, Director of the

Tate's National Programme

spoke about the

relationships between art

galleries and their wider

environment, an issue which

has become essential for the

survival of art institutions.

His talk was organised as a

travelogue around the Tate's

four sites, relating it to the

history and the purpose of

the collection

The Liverpool Tate came into being as a result of coincidences: the Trustees were looking for a site in the North of England as they saw a wider sharing of the collection as one of the responsibilities; but it was the political necessity to do something for the regeneration of Liverpool in the aftermath of the Toxteth riots, and the availability of the Albert Docks which made it possible. The beginnings were not auspicious but the gallery which had a relaunch in 1998, is now part of the wider community and has a much larger number of visitors than expected. The same is true for the St. Ives Tate, where the idea was generated locally, the collection centred around local artists and the gallery's policy steered by the local community. Its success is partly due to the wonderful building and its spectacular location.

At Millbank where the gallery started (after a reluctant and philistine government accepted Henry Tate's collection and money), the collection's expansion has outgrown successive extensions, forcing the Trustees to look for a new site for the Modern Art section. This they have now found and Millbank once more extended and remodelled will become the Tate Gallery of British Art. A new side entrance will be symbolic of its greater openness and the gallery has developed a programme to involve local residents. Finally Bankside power station is being turned into the Modern Art gallery. As for Liverpool, the 8 acre site became available as a result of a series of coincidences and provided an opportunity not to be missed. The development has been actively supported by Southwark Council and the Trustees have made an effort to consult and involve local community groups and employers. The Millennium bridge, developed by a separate and independent Trust, will link the gallery to the City and open up a wider catchment area.

The economic impact of the Bankside gallery on its surrounding area was discussed and the question of an art institution such as the Tate using an existing building rather than commissioning a new one was raised. The wider urban design implications of such a scheme, the creation of a new public realm both indoors and outdoors, issues of crowd controls were some of the points that were not raised and that might have made this (nevertheless interesting) talk more relevant to UDG members. #

Sebastian Loew

Bankside Tate Gallery



Making Heritage Industrial Buildings Work

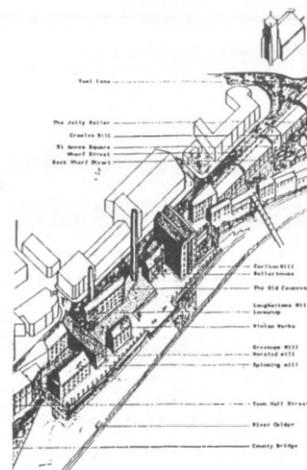
Meeting organised by Business in the Community
April 1999

This conference was held to promote best practice in the refurbishment of industrial heritage buildings, highlighting their potential as catalysts for wider social and economic regeneration. They have become familiar territory and remain icons for their towns and cities.

The setting of the conference was the former Great Western Railway Works in the company town of Swindon, Grade 2 listed, built by Brunel in the 1840s and nominated for World Heritage status. It has been regenerated for retail, offices and museum uses.

Those that attended were international executives, planners, conservation and heritage professionals. Workshops for delegates debated the more intractable issues of getting smaller schemes off the ground. These involve organisational, financial, and architectural work. A sympathetic owner of the building, not trying to make a large initial profit is a bonus; other ways of starting are the need to change the environs of the building, (paint and removing dereliction work wonders), and putting it on the local map, getting started with a local market/festival. Speakers recommended a cocktail of funding, an identified project champion backed up by a good range of skills; the right application, level and timing of professional help; an incremental approach and flexibility in the mix of uses, with both income generators and attractions.

Parts of the GWR site are fully completed. The most impressive is the retail property development by BAA McArthur Glen, comprising 200,000 sq ft, with 100 shops, a food court, children's play area, a creche and parking. The shopping fits well with the original boiler shop, tank shop and smithy, of the locomotive works, with successful additions of interior treatment of iron, plate glass



Sowerby Bridge Mills

and good colours, together with free standing 'sculpture' in the manner of Anthony Caro, reusing and displaying parts of the machines that built the trains. The new 'malls' have generous floor to ceiling heights and free standing columns, creating good clear space capable of taking many uses. Also on the site is the world class archive of the National Monuments Record now part of English Heritage. A future Railway heritage centre is currently underway.

The Prince of Wales gave the keynote address: the subject was a demonstration of the initiatives he had started, Business in the Community, Regeneration through Heritage, and the Phoenix Trust. HRH warmed to his environmental theme, endorsing industrial buildings as parts of our national heritage, important as cathedrals, palaces and country houses. Hurrah! He linked the reuse of industrial premises with the Government's commitment to brownfield sites, and recognising the value of investment both in people and built environment. He suspected that "many people would prefer to be part of living communities characterised by a built environment that reflects something of humanity's gift for artistry", a role that the industrial heritage with its rich architectural and often sculptural quality can well play. #

Peter Eley

Sustaining High Density Living

25 February 1999

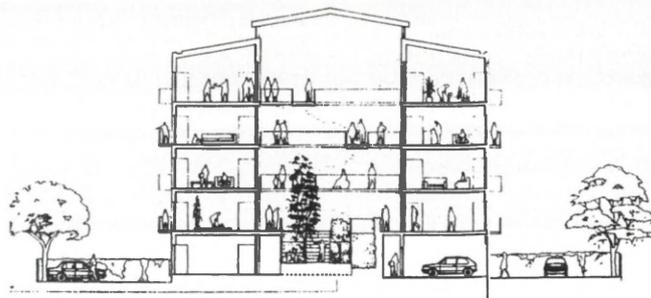
Presentations at a conference organised by the National Council for Housing and Planning on High Density Living highlighted and demonstrated the current state of the art in the design and management of housing.

It discussed work for the Peabody Trust, which has formed a commercial joint venture company, offering design and management solutions for low cost accommodation, and the Rowntree Foundation with their new 'Caspar' schemes renting to single middle income groups.

Higher density living is again topical, due to the success of the reuse of denser central city buildings, unlettable offices, industrial buildings, hospitals, and warehouses. More people with their attendant social and leisure interests, living in city centres, is one way that can make them more lively and attractive. The national increase of new restaurants, and greater spending power of a younger population, townscape improvement schemes, and the reduction of on street parking, have also helped.

Living at high density has been unpopular for the last decades due to the difficulties of large social housing schemes and the preference for suburbs by families. Bad design, materials which have failed, inadequate shared facilities, poor services and lifts, inappropriate tenant mix, and too much public space brought high densities into disrepute.

The Conference's chairman, architect David Levitt, defended higher densities, arguing that not all the ills of current social housing can be blamed on them. A close scrutiny of



Section of Caspar 1 housing scheme.

problem areas reveal that their overall densities are not particularly high, especially when measured against those of many highly prized Victorian and Edwardian neighbourhoods. Refurbished high towers when let to older couples have been successful. What are the best measures for areas of successful higher densities? Specific design for the needs of children makes sense but is difficult to legislate. Research into niche markets is good business sense. All housing needs a careful hierarchy of open spaces, ranging from a balcony, a small supervisable space suitable for play and sitting out near to the dwelling, to a small park, and good local neighbourhood facilities.

Tom Bloxham of developers Urban Splash, presented examples from Manchester and Liverpool of converted existing industrial stock, appealing to a niche market, mostly without children. The average age is forties, including the young and trendy, those whose kids have left home, and gay men. Heavy marketing and changing people's perception of inner city areas were their techniques for success. In contrast Dale Meredith of the Samuel Lewis Housing Trust, presented their scheme for the renewal of social housing, the old GLC's Nightingale Estate as a model of building confidence with consultation for the existing tenants. The scheme provides a 50/50 mix of new build and refurbishment as well as different forms of tenure.

Patrick Clark of Llewelyn Davies Planning showed research bringing into use backland areas and infill sites and converting existing houses into flats. All require sensitive design and

negotiation to be successful. Key components are reduced parking requirements and to encourage local authorities' enlightened views, particularly where sites are accessible to public transport.

The conference was a good demonstration of practical techniques, experience and new proposals which need to be reviewed and exchanged by those working in the field. #

Peter Eley

Forthcoming Events

Eastern Region:

A One Day Conference on *Residential and Mixed-Use Development - Introducing Urban Design Quality* is to be held at the Shire Hall, Chelmsford, Essex on Thursday 8th July 1999.

Further details from Alan Stones, Urban Design Group Eastern Region, Fullerthorne, Church Street, Kelvedon, Essex CO5 9AH. Tel. 01245 437642.

London

Learning from Covent Garden: A one-day Seminar will be held at the Design Council, 34 Bow Street, London WC2 on 21st September as part of Urban Design Week. It is organized by the The Covent Garden Area Trust, owners of the headlease on the main buildings of the Piazza and responsible for promoting good planning throughout the Covent Garden Area. An Environmental Study commissioned by the Trust and produced by Civic Design Partnership will be the focus of the Seminar which will also look at the conflicts created by the

success of the market and the problems of managing changes in the area.

Speakers include Prof. Richard Sennett from New York University, Peter Heath of Civic Design Partnership, Cllr. Alan Bradley of Westminster City Council, Jonathan Lane of Shaftesbury Properties, Geoffrey Holland, OBE, the Trust Chairman, Russell Banham of Hillier Parker and Teige O' Donovan of Farrer & Co. There will be a debate between a local resident and a representative of the commercial forces in the area.

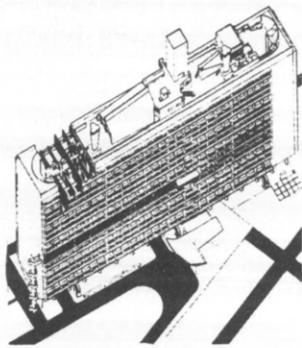
For more details contact Hazel Davies at The Association of Town Centre Managers, 1 Queen Anne's Gate, London SW1H 9BT. Tel. 0171 222 6400; fax 0171 222 4440.

Autumn in Berlin

UDG Study Tour October 15-18

Since the fall of the wall dividing East and west, Berlin has become one of the larger building sites of Europe. A number of important schemes, some by British architectural firms, have received substantial publicity. UDG is organizing a visit to Berlin for the Autumn. It will include talks by local professionals and visits to some of the new sites such as Potsdamerplatz, regeneration projects as well as earlier schemes. The cost per person on a double room basis is £310.—and £350 on a single room basis (3 nights bed and breakfast, airfares). The trip will start early on Friday morning and return on Monday evening. Places are limited and will be allocated on a first come basis. Reservations should be made before August 1st.

For a booking form contact the UDG office by phone Tel: 01235 851 415 Fax: 01235 851 410 or e-mail to admin@udg.org.uk. For more information about the trip, contact Sebastian Loew Tel: 0171 240 2659. #



The Modern City Revisited

Joint DOCOMOMO-UK and University of East London Conference
27-28 March 1999

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Anyone dropping in to the talk by Dame Jennifer Jenkins (see page 5) might be forgiven for thinking they had returned to the style wars of the eighties; Carolean heritage mantras abounded — the built, that is the past, takes precedence over the present, so modern architecture must be excluded unless it 'fits in' (whatever that means) and 'enhances' the old, or is so timid as not to be noticed.

The result has been a profusion of pastiche and a paucity of good modern architecture — yet this discredited conservatism is now being hung on the hook of urban regeneration. Though it might prove useful for promoting theme-park tourism it is in polar opposition to current thinking on catalytic insertions into moribund urban neighbourhoods and to modern movement thinking on urban environments — as was evident in *The Modern City Revisited*.

After World War 2 architects had been encouraged to apply the heroic visions of the pioneer modernists not only to existing cities but in some cases to totally new ones. They were not fazed by intervention in the existing fabric because it represented change for the better and architecture could be deterministic of the new order. However with the demonisation of the modern movement in the 70s there emerged a generally accepted feeling that the modern city, in whatever definition, had either failed or was not a practical proposition. This conference investigating

the complex reality that existed in those times was a welcome rebuttal of that simplistic notion.

If the architects were in any way culpable at that time it was because they had approached their task with too great a baggage of idealism and social determinism and so were ill prepared for the conflicts with the bureaucracy and political machinations of their clients. John Allan revealed the problems Lubetkin had faced in Peterlee from ministerial level downwards and Thomas Deckker (the conference organiser) revealed the hideous architectural compromises that occurred when the fascist military took over in Brasilia. Though there is some contrast in scale between these two, there is a depressing similarity in the indifference, and even corruption, of the respective bureaucracies, leading to a watering down if not a total abandonment of the architects' vision.

Instances were discussed in Berlin (Bernd Nicolai), Rotterdam (Ken Lamba), the Soviet Union (Catherine Cooke), Milan (Judy Loach) and Birmingham (Andrew Higgott), where a modern approach to city making was incremental rather than comprehensive. Though it was catalytic for urban renewal and a greater amount of success could be anticipated because of the more modest approach, here too political interference, downright opposition or stunted vision, and in the case of Birmingham a megalomaniac engineer, destroyed the hope of much social improvement, certainly along the lines of the contemporary thinking expounded by MARS and CIAM at the time (John Gold).

Even though it was a period when architecture was considered to be highly deterministic, society and its needs were changing even faster than the theories. Kevin Lynch warned that the city was not amenable to rigid ordering and stratification but would be "plastic to the perceptual habits of thousands of citizens open-ended to change of function and meaning, receptive to the formation of new imagery."

The major question that remained was — can there ever be a modern city, in any significant way? It was left to the architect and critic Michael Sorkin, to show us the future and how it works. Whereas the early modernists believed in eradication of differences in the cause of democracy, we now enjoy the creation of differences, as a reaction to media tendencies for cultural homogenisation. Whereas we once zoned and separated functions now we revel in propinquity and adjacency. The city is a 'loft', open to variety and change. Electronic space has eroded the necessity for literal proximity. His plans appear as layered shards of functions in the style of a Zaha Hadid drawing and because cities are instruments for making sense of adjacency and change it would appear that architectural form is relatively subordinate. This was shocking to some of the delegates but the modern movement is more than visual appearance, more than a style (—perhaps that accounts for its resilient nature?). Beauty, or quality, in the modern city will therefore be seen to be more associated with elements like regional sustainability, variety and environmental efficiency.

It was a stimulating and thought-provoking contribution and a powerful antidote to Jennifer Jenkins' anti-modernism for, as Michael Sorkin says, the future lies "not in compiling indexes of the excluded or the forbidden, not in a false mnemonic image of a shrunken universal memory, but in making millions of lovely reasons for bringing people and things together" — which might also be a definition of urban design . . . #

Clinton Greyn

Urban Design Group Student Exhibition

The biennial Urban Design Group Student Exhibition is going from strength to strength. This year it opened at Westminster University on 19 April and it will travel to Sheffield, Newcastle, Bristol for the Urban Design Week, and possibly Glasgow and Edinburgh later this year.

Exhibits covered a broad range of topics and scales. Most came from post-graduate courses but some undergraduate work was also included.

The jury - Andy Karski representing the Tibbalds Trust which offers the awards, UDG Chairman Roger Evans, and Kelvin Campbell of Urban Initiatives - was looking for "outstanding ability and the extent to which students had excelled in the rigour of their analysis, their response to multifaceted and challenging agendas, the clarity of communication of their ideas, and the invention and imagination invested in their design". This was no easy matter as urban design teaching varies enormously between different universities and takes a different and sometimes complementary position in the many courses to which it is attached, such as planning, architecture and landscape.

The exhibition reflected both good quality student work and the specific approach which the participating universities are adopting towards urban design. Some projects were more akin to masterplans, for example for suburban housing on a green site, what the French would call *plan d'urbanisme*. Others focused on analysis, sometimes followed by volumetric massing or by two dimensional proposals for broad generic uses, such as David West's project for an area in Prague (Westminster

University) for which he obtained a commendation. Other projects covered a design strategy for a large area without specific physical proposals. One project made a conscious effort not to come up with architectural designs of buildings, but to deal with the urban environment as such.

Presentation does matter and a commendation went to a project by Victor Callister at the South Bank University for cartoons of urban design ideas in the style of different known designers and architects. Juni Artyo Hadiatmadja and Tan Sri Tjakrabratakusmo, studying at the Development Planning Unit, University College London obtained one of the three awards for what the jury regarded as "a rigorously developed investigation into the regeneration and tourism potential for this site in Indonesia, presented with a beautifully (sic) and elegant clarity".

The other two awards went to Avril Sanderson at Leeds Metropolitan University for her "clear and lively investigation into the theoretical approach of Francis Tibbalds" and the M15 Group at De Montfort University Leicester "for excellent, innovative graphics which, unlike too many student projects, goes beyond sterile formalism to consider wider impact and implementation". The De Montfort course run by Tim Brindley was also awarded a commendation for another "high quality project from this school which indicates a consistency in teaching challenging projects which is encouraging for the future".

Avril Sanderson analysed the whole stretch of the river in Leeds according to criteria developed by Tibbalds. She looked at historical stages of river development, its decline, as well as its potential. She analysed the mix of uses, diversity, variability, richness of fabric, pedestrian freedom, opportunities for public realm over private realm, access, thresholds, human scale, landmarks, new developments, and overall places rather than buildings and roads.

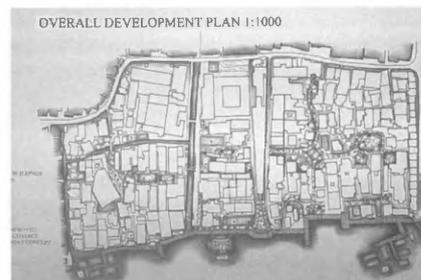
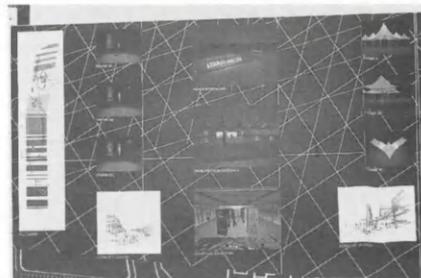
Although there was no rank order of prizes, the project by the M15 Group consisting of Richard Codd, Andy Dearman, Graham Longman, Phil Smith and Chris Wadsworth stood out above the others. It dealt with the transformation and the making of the public realm in a run down area, cut off by the ring road from the old town of Leicester. The objective was to revitalise a wide passage between derelict mills. Bridges were linking it to the railway station and beyond to put life back into a non discript housing area on one end and over the ring road to the core city on the other end. The project built on the memory of public activities. Hand drawn sketches and computer generated images gave a feel of the urban design ideas. The group had thought out seasonal activities which would be accommodated by

temporary structures. They also proposed a management organisation to ensure that such activities would take place in reality: flower and film festivals in the spring, music and open air activities in the summer, a major Indian religious festival in the autumn. Other ideas were beer festivals which are bound to be successful in a student city like Leicester, lighting effects, especially in the winter in conjunction with a Christmas market and an ice rink. The group proposed to demolish the disaffected cinema and a four storey car park to make room for these public realm activities which would constitute the anchor of adjacent and more permanent developments of the existing industrial fabric. Such investment would be incremental and attract new knowledge based industries to the area into a technopark or other seed-corn structures.

Together with the initiative to involve students and their work more actively in the Urban Design Group, the exhibition reflects the merits of a dialogue between practising professionals, those who teach and those who learn about urban design at university. As the Urban Design Alliance confirms, urban design is not a stand alone academic or professional discipline. The diversity of teaching reflects how untamable the interpretation of what urban design is. The great variety of student projects show that urban design matters equally to an engineer, a planner or a landscape architect, and most of all to those who enjoy a well designed public realm in their everyday life.

The participant universities were: Westminster University, Leeds Metropolitan University, Oxford Brookes University, Greenwich University, Development Planning Unit, University College London, de Montfort University, South Bank University, Sheffield University, Newcastle University, Bristol University, Manchester Metropolitan University. #

Judith Ryser



From top to bottom:
De Montfort University,
award winning
scheme.
Development Planning
Unit, UC London,
award winning
scheme.
Leeds Metropolitan
(Avril Sanderson)
award winning
scheme.
Mrs J Tibbalds and
A Karski at the
opening of the
exhibition at
Westminster University.

Dublin



UDG tour leader and UDG editor with party on O'Connell Street.

10

UDG's Study Visit May 14-16 1999

With the organisation of her first trip, UDG's Administrator and Secretary has graduated to Tour Leader and reinforced the feeling that there is a wide market out there eager to explore in a structured fashion the delights of urban areas across Europe (and beyond?) and learn from their successes or mistakes. Twenty-six members (two had to cancel at the last minute) participated in this visit whilst another, even larger group, were about to take off to Poland with Alan Stones.

Dublin is only an hour away from London by air but the feeling of being "abroad" is stronger than the distance and the similarity in language would indicate. The scale of the city (small), the height of the buildings (low) and the width of the river Liffey (narrow) are part of the differences. Our organised events started at the Royal Institute of Irish Architects with a lively outline of the city's development, so totally linked to the country's history, by Anthony Reddy, one of our hosts who accompanied us until Saturday afternoon. After years of neglect and damage resulting from property speculation, a number of initiatives started in the late 1980s and are still being developed. The City Corporation has recently adopted an Integrated Area Plan.

Our second speaker was Pat McDonnell, the City's Planning Officer, who expanded on certain aspects such as the spread of the conurbation and its non-sustainability, the traffic problems and the current debates surrounding the development of Docklands. He also explained the long established policy of giving tax incentives to attract investment into inner areas and its positive impact on regeneration.

Temple Bar

The history and the planning of this particular area was the subject of our next speaker and host, Shane O'Toole, a member of Group 21: during the 1960s and 70s, the local transport authority bought properties in the area with the intention of redeveloping it for a bus terminal; but instead of demolishing the buildings they rented them on short leases to a number of small businesses. Over the years these created such a successful environment (a "left-bank community") that the idea of redevelopment had to be abandoned. Through Dublin Corporation's intervention, Temple Bar Properties obtained control of the properties and launched a competition to draw a 'framework plan' for the renewal of the area. This was won by Group 21, a coalition of 8 local practices, who had to agree on all the basic principles in the plan. Its implementation took place over a number of years. It has resulted in the creation of two public squares (on what were car parks), a new street, pedestrian areas, the rehabilitation of a number of buildings - some for public/cultural use - and an increase in the local population from less than 250 to around 1200. Particularly fascinating are schemes which involve residential conversions above shops. Most of all it has created a vibrant, mixed area which has not (yet?) fallen prey to multiples or multinationals.

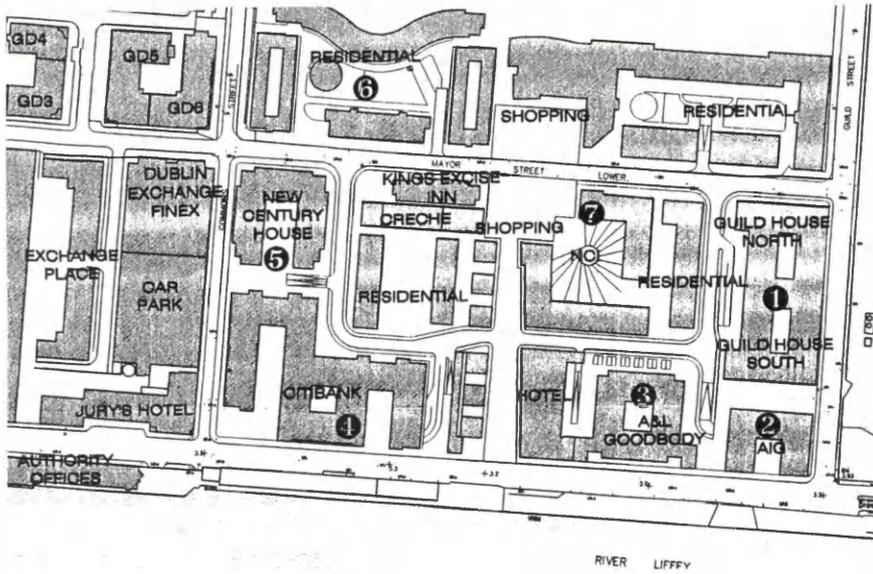
Our group walked through Trinity College, Ireland's oldest and grandest university where unashamedly modern buildings (by ABK) are cheek by jowl with grand neo-classical ones, to the heart of Temple Bar where we first had a chance to visit the Ark Children's Cultural Centre (apparently the only one in Europe) in a superbly converted old religious building. The Managing Director of Temple Bar Properties, Laura Maghy, then answered our questions on the regeneration of the area. Their success seems to have

resulted from a combination of factors: their capacity to subsidize cultural and other desirable uses such as housing; the availability of land at a low cost and the existence of the right uses; their collaboration with a wide community of interests, private and public; the tenacity and perseverance of some of the people involved; and the physical structure of the area made of small units which have little appeal for the 'big boys'. But their path has not always been smooth: they have faced strong opposition from Dublin Corporation and they have had to resist overheating in the area. The specific problem of hen and stag parties (a lamentable export from Britain) has now been reduced through the collaboration of local businesses and the Corporation now limits the number of new eating and drinking establishments in the area. For a resident of Covent Garden where both local Councils have given up resisting A3 applications, this was listened to with envy!

The evening was spent sampling the delights of Temple Bar from the urban design point of view as well as the entertainment one - if the two can really be separated. We visited the area's two main squares: the first Meeting House Square has a cinema screen and a theatre stage, both of which function occasionally. The proportions of the square are right and the architecture surrounding it pleasant but the almost total lack of activities at ground floor level - the lack of active frontages - makes the place almost too quiet. Admittedly there is a busy market on Saturdays and maybe people welcome a quiet oasis. By contrast Temple Bar Square (linked through a narrow arch to a bridge on the Liffey) was packed, as were all the other pedestrian areas where the street level of the buildings presented a wide array of uses though dominated by degustatory establishments. These were used by UDG members who could thus confirm what we had been told about the high percentage of young people living in the city.

Docklands

Saturday was devoted to schemes North of the river, starting with the Docklands which were presented by the Director of Planning of Dublin Docklands Development Authority, Terry Durney. The history of the area repeats that of other ports and the objectives of their 1997 Master Plan has the traditional objectives of regeneration, not just physical but also social and economic: improving education, increasing the population, creating employment, opening transport links and improving the environment. Up to now they have been very successful in creating a new International Financial Service Centre (IFSC), on the edge of which was our hotel, and the residential component is growing. But they have failed to achieve a



Left: Diagrammatic plan of the Docklands development area.

mix of uses and a lively public realm. The second phase of the development further down river which will include an international Conference Centre is proving much more controversial.

Frank McDonald, the Environment Correspondent of the Irish Times then gave a lively and hard hitting presentation covering a variety of important issues: Dublin has grown with no consideration for the environment; it is a very segregated city; the highway engineers managed to destroy a lot of it in the 1960s and 70s, when there also was relentless land speculation but no development; for a long time Georgian buildings were not cared for as they symbolised the oppressors; the population of the inner city had declined dramatically since Independence but was now starting to rise again. Finally he gave a brief outline of the transformation of O'Connell St, Dublin's main street.

HARP

Similar themes were taken by our last speaker, Dick Gleeson, Planning Officer for Dublin Corporation, for whom there are 3 main elements for successful Urban Design: Uses, Architecture and the Public Domain. He introduced us to the HARP area which stretches over 270 acres from O'Connell Street westwards to the Collins Barracks, along the Liffey. The Integrated Plan for the Area divides it into different cells, each one with its individual characteristics. The whole approach marks an important and welcome shift in attitude of the Corporation, including a concern for the public realm reflected in a recently adopted Civic Design framework. Following the talks we were taken by our hosts, who were joined by Jim Keoghan and Grainne Shaffrey, on a walk across the IFSC, first to O'Connell Street and along a very busy Henry St., through the central fruit and vegetable market, to Smithfield where the

first phase of a major regeneration scheme has just been completed, including a centre for Irish Music. There our party took refreshments whilst continuing an animated conversation with our hosts.

Free Time

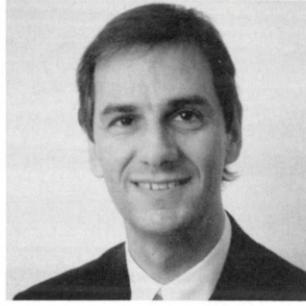
Thereafter and for the whole of Sunday we were free to explore other parts of this charming city, the Georgian Squares, the parks, the Book of Kells, the old fashioned tea-rooms, and of course the pubs. By the end of the week-end we were tired but enlightened. Susie and our hosts had organised the right mixture of talks and walks, duty time and free time. As usual the atmosphere of UDG tours was relaxed and congenial and at the end participants wanted to know where and when is the next trip. Berlin it is, see details on page 7 and on back page. #

Sebastian Loew



Top: Offices in Docklands
 Middle: Meeting House Square with the open air theatre
 Above: New housing above shops in the HARP area.

Annual General Meeting



Chairman's Report

by Roger Evans
12th May 1999

Membership has continued a steady upward rise, and current membership is:

- 153 private practices
- 77 local authorities
- almost 1,000 individuals

A further 40,000 UDG leaflets have been posted over the last year with various professional publications. Our membership base provides virtually the whole income for the UDG, and it is therefore pleasing to see it solid and steadily increasing.

A considerable effort has gone into holding events for members and others and, over the last twelve months, twenty-three events have been held including lectures, workshops, seminars and panel discussions. A growing number of events are held in the various regions, nine are planned outside and in London over the coming six months.

Tours have become an increasingly popular way for members to get together and visit towns and cities of interest. We currently have three 'tour operators' in:

- Sebastian Loew (Barcelona last February)
 - Alan Stones (visiting Poland this month)
 - Susie Turnbull (leading a tour of Dublin, also this month)
- thank you to all three.

We are fortunate to have six fully functioning patrons in Alan Baxter, Terry Farrell, Peter Hall, Richard MacCormac, Les Sparks and John Worthington. Patron involvement has been intermittent in some recent years, and it is very helpful to have all our current patrons providing input into the Group. Group members have been very influential over the year, albeit by

wearing different hats. Some of the highlights have been: five of the seven speakers at UDAL's first conference were UDG Patrons; Alan Baxter's 'Places, Streets and Movement' was published by the DETR (as a companion guide to DB32); the DETR's forthcoming 'Design in the Planning System' has been written by two UDG members, including one past chair (Kelvin Campbell).

Urban Design Quarterly continues its high standards and is widely read and respected. The Editorial group has also updated and published the Urban Design Sourcebook. Other publications are in the pipeline, including 'The Good Place Guide' under Richard Coles' editorship.

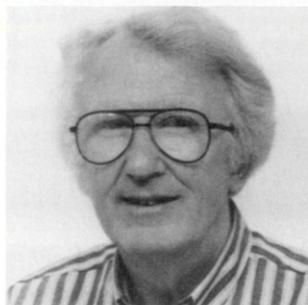
The UDG website has continued to be developed jointly with RUDI (Resource for Urban Design Information). The UDG pages currently receive 2,500 hits per day.

The Group's Regional Structure remains at eleven regions, one of the largest being our overseas membership, and provides a valuable network for members. We do get regular contacts from abroad, and I would encourage members to use the Sourcebook to contact overseas members when travelling. The Group is financially sound, and the increase in subscription numbers means that we have a small surplus to expand our activities. So, what are our objectives for the next year? I will summarise the outcome of the recent meeting between Patrons and the Executive Committee which I think gives a good indication of our desired direction:

1. New blood - we need more members coming through wanting to actively participate in Group activities; we also want young people to come through and, to encourage this, it is intended to have two student members on our main committee.
2. More action in the regions - we have invited members to come forward as regional convenors and take over the reins where others are

- flagging and new faces are emerging.
3. Think-tank role - we need to spend more time on our 'ideas' role in urban design. The UDG is potentially the think-tank for UDAL, and our organisational structure and meeting formats need to reflect this.
4. More help - the voluntary time available to members is currently a limiting factor; the appointment of a part-time post with responsibilities for following through on UD policy initiatives, press and publicity for policy ideas and managing the Group's website and on-line discussion groups would be a major asset.
5. Vice-chairs - at our last executive meeting there was agreement to co-opt more vice-chairs to share the work load. The vice-chair is not an official position in our constitution and therefore won't be dealt with in the election of officers. Marcus Wilshere has agreed to be co-opted and therefore joins Tony Lloyd Jones as vice-chairs.

The strength of the UDG lies in our membership and the willingness of members to bring forward ideas and get involved; people and ideas are our life blood. I think that some of our members perhaps see the running of the group as something formal and somehow 'institutionalised'. I want to dispel this myth, and encourage anyone with a passion for our towns and cities to come and get involved in the running of the UDG.



Treasurer's Report

by John Peverley

The Income and Expenditure Account for the year ended February 1999 shows a healthy increase in the surplus of income over expenditure; up £4,333 from the surplus in 1998 of £3,904 to the 1999 surplus of £8,237.

This is the result of a number of factors. Firstly, a further membership drive, with mailshots in Planning, Building Design, Landscape and Environmental Design, has increased membership from 939 in March 98 to 1,158 in March 99, an increase of 219 members or 23% in one year. Income from subscriptions has consequently risen by over £7,000.

Secondly, the Source Book is published about every two years, and the financial year 98-99 included the publication of the latest Source Book which brought in £6,787 from practice and course advertising.

It should be noted that the net income of £6,202 set against the item for Conferences and events in the Accounts, does not represent a true surplus of income over expenditure, as the accountant has set a number of items of expenditure against other headings. It is probably true to say that a small surplus of income over expenditure was achieved for conferences and events in 98-99.

The income from the DETR funded research on public participation has now ended and will not appear in future accounts. The costs of printing the public participation booklet are included in the expenditure shown for printing of publications.

Balance Sheet as at 28 February 1999

Fixed Assets	
Computer at cost	1,474.64
Less depreciation	644.64
	<u>830.00</u>
Current Assets	
Cash at bank:	
Current account	1,196.35
COIF account	17,822.02
COIF account (publications)	5,221.07
Cash float	50.00
	<u>24,289.44</u>
Overall total	<u>25,119.44</u>
Represented by:	
Retained profit b/f	16,881.60
Surplus for year	<u>8,237.84</u>

Income/Expenditure Summary for 1998/99

INCOME

Administration	
Subscriptions	37,215
Interest received	1,418
UDG:PPP	2,900
	<u>41,533</u>
Publications	
Practice Index	6,415
UDQ Sales	418
Source Book ads	6,788
Public Participation Sales	543
	<u>14,164</u>

Events

Conferences (net inc. over exp.)	6,203
Tours (net inc. over exp.)	678
	<u>6,881</u>

Overall Income £62,578

EXPENDITURE

Administration	
Salaries	7,664
Rent/Rates/Exp.	3,459
General admin	1,142
Post & stat.	5,416
Bank Charges	711
	<u>18,392</u>

Publications

Printing of Publ's	23,348
Brochure & m'lshot	10,668
	<u>34,016</u>

Publicity

Advertising	805
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Regions

(Net exp. over inc.)	125
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Education

Seminar expenses	566
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Accountant	160
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Depreciation	276
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Overall Expenditure £54,340

Surplus for year £8,238

The University of Liverpool Precinct

Mike Biddulph

Introduction

The quality of a University campus is regarded as critical in attracting students and staff, and as greater competition between British Universities has developed, so greater attention has recently been paid to improving the varying campus environments that we have.¹ The University of Liverpool Precinct Development Framework aims to re-establish a strategic vision for a campus environment that has recently suffered from adhoc building and landscaping. Whilst some parts of the campus are very attractive and well used, other parts are of a poor environmental quality. The plan aims to improve the balance between areas, assist the University when briefing for new schemes, and encourage the designers to consider how their own contributions might benefit the campus as a whole.

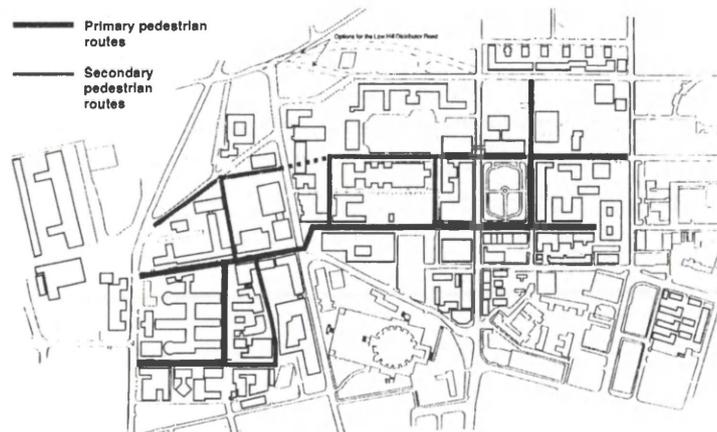
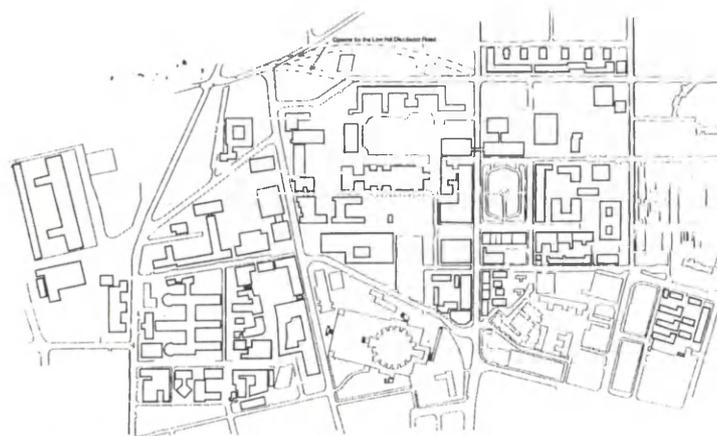
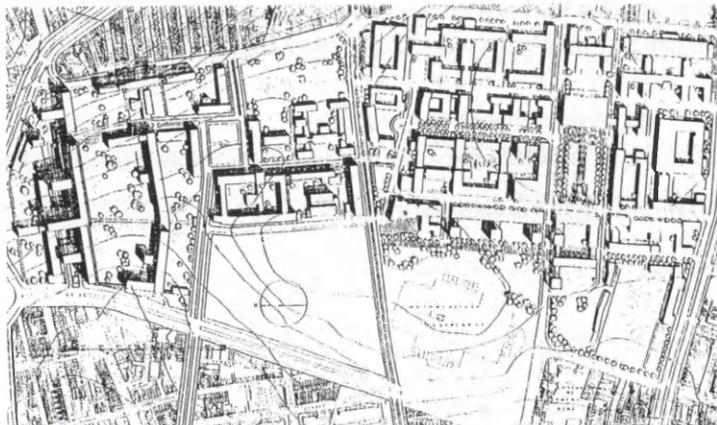
The existing campus

The Liverpool University campus is half a mile to the east of Liverpool city centre. In 1949 William Holford devised the first formal plan for the campus.² Holford sought to impose a series of large rectilinear "super-blocks" onto the original street system. This would retain the axial nature of the previously Georgian system of streets and squares, reduce vehicular through routes, and create a structure that would be defined by a series of closed vistas and quadrangles.

The first new University buildings respected Holford's super-block plan, but by the mid 1950s buildings were adopting a more "stand alone" character. As a result the essence of Holford's plan was lost. By 1974 a vast area to the edge of Liverpool city-centre was transformed into an institutional environment. The campus today is compact but almost exclusively given over to academic and student uses, with few obvious reasons for non-users of the University to enter the area. The parts of the campus of genuine environmental quality date from prior to the University's period of post-war accelerated growth and tend to be at the southern end of the campus. To the north the campus is more fragmented, with new buildings set within car parking.

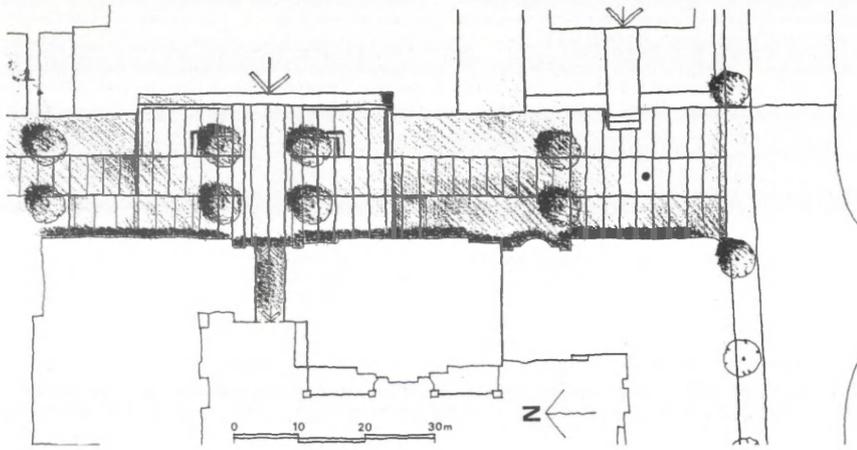
The planning concept

The new "University of Liverpool Precinct Development Framework" has been devised by professional planning and architectural staff at the University. It uses ideas from authors such as Cooper Marcus and Francis³ for promoting outdoor activity. This approach to planning and design was one to which our precinct had not been previously subjected. We wanted to adapt some of the bland spaces between buildings that



Top: Holford's original rectilinear plan for the University Campus.
 Middle: The current extent of the University including the Royal Liverpool University Hospital to the left of the plan.
 Above: The pedestrian network. New buildings should give shape to and be orientated towards both the primary and secondary networks.

Top right: Enhanced pedestrian spaces encourage activity near university buildings. Sketch ideas by CASS Associates, Liverpool.



areas which have previously been dominated by cars. The majority of these spaces are in the northern section of the campus.

Implementing the plan

It is the purpose of this plan to co-ordinate future developments so that the precinct can become greater than the sum of its parts. We hope that new buildings might create a coherent external environment which is visually stimulating, but also a place where appropriate activity is encouraged.

The plan allows us to prioritise spending. Our ideas for key public spaces have allowed us to do this, and funding for this work can come from the normal landscaping budget, or from bids to funds like the Heritage Lottery Fund.

In addition the plan allows the University to more positively influence the local authority's land use and highway policies within its vicinity. The fact that the University is a key wealth creator in the city could be used to encourage improvement to the main highways through the campus, and development of adjacent sites.

Conclusion

At Liverpool University the axial planning from the 1940s and 1950s created a relatively clear structure to the campus in certain areas, but this emphasis on the visual character of the precinct has ignored some of the social opportunities that the design of new buildings and landscaping can make possible. As a result underpinning the new plan is a concern for life between buildings and we feel that we have addressed the factors that might deliver that life. #

References

1. Cannings, H (1998) 'The Manchester Higher Education Project', in *Urban Design Quarterly*, Issue 65, pp 36 - 38
2. Holford, W (1949) *Proposals for the Development of a Site for the University of Liverpool*, Liverpool: Liverpool University Press
3. Cooper Marcus C and Francis C (1998) *People Places: Design Guidelines for Urban Open Space*, New York: Van Nostrand Reinhold

performed some visual or axial function, but otherwise offered no real support for activity. We wanted to think in a more coherent way about the layout, types of building use, and features of design and landscape that might encourage differing types of activity within the differing outdoor spaces. This would allow us to improve the scope for casual encounter, as well as providing settings ranging from the busy to the tranquil.

There are three main themes to the plan:

- promoting mixed uses within the vicinity of the precinct;
- designing buildings to respond more positively to their context ;
- creating a pedestrian route and open spaces strategy.

Mixed uses

The plan encourages the development of additional housing within the vicinity of the campus, it promotes the redevelopment of retailing sites, and it looks to introduce more outdoor sports facilities within the precinct. The housing would allow for a wider customer base for secondary uses such as shops, cafes and bars. This builds on a current tendency for developing student accommodation within the vicinity of the campus and the city centre. We might allow the wider city to encroach a little more into the campus to allow greater overlapping between the University and the rest of the city. Neighbouring communities should be encouraged to use both the sports facilities and shops, and the facilities suggested are located in key locations to allow this to happen.

Response to context

The plan encourages the remodelling of existing buildings, and the design of new buildings to enhance the interface between buildings and their adjacent spaces. This means physically defining the key public spaces, but also building entrances so that incidental "front porch" activity can occur. Many of the academic related buildings are insular. Sometimes they fail to give shape to the public spaces, more typically they provide some shape, but don't assist in

animating adjacent spaces. In particular the building entrances have not always been designed to support life within the key public spaces. The blank internal lecture rooms can tend to abut the main routes through the campus, and sometimes internal circulation spaces and incidental activity spaces within buildings are not used to provide a more positive relationship between the inside and outside activities.

Building entrances should provide space for a range of incidental activities: cycle parking, building access, campus and building information, formal and incidental seating and meeting. They can also be used for providing some sense of what is going on inside the buildings. The best entrances are slightly raised, in the sun, but providing some form of shelter. Entrances with either formal or informal catering and seating arrangements are particularly popular as students get air between lectures, drink coffee or smoke a cigarette.

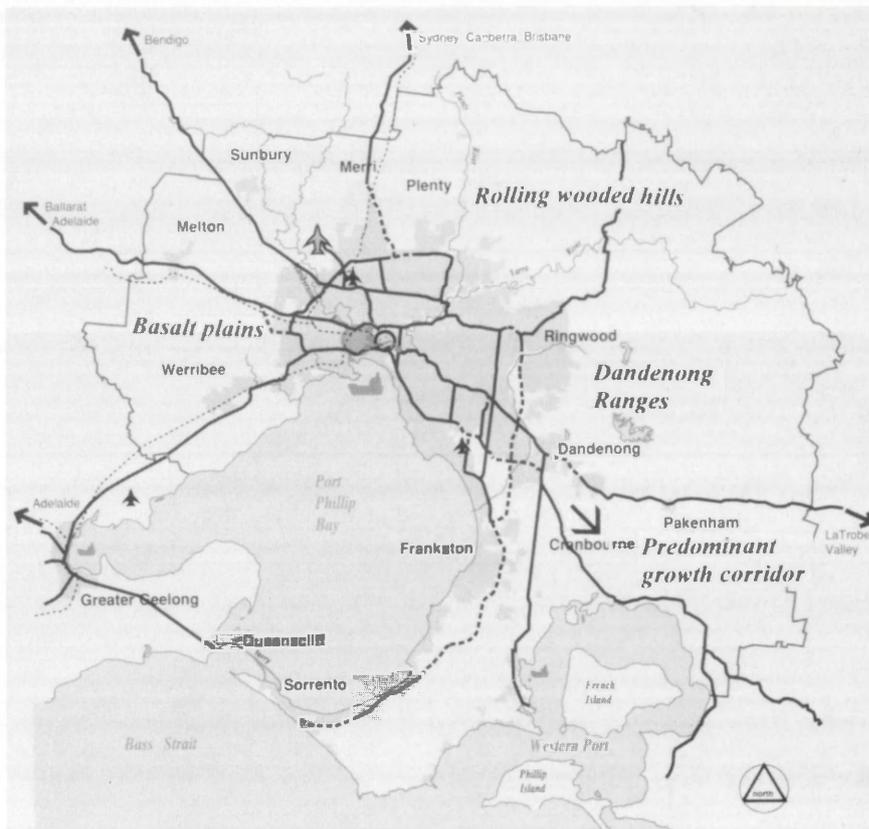
Pedestrian route and open spaces strategy

We have sought to impose a series of secondary routes onto the campus which, through landscaping, lighting and future building will become more clearly defined. New buildings should give shape to these routes, but also have their principal entrances from them. The vast amount of activity observable is pedestrian activity, and the campus has a notional pedestrian spine that provides a link across its centre along the line of former streets. Perpendicular routes to this spine can, however, be very unclear, and recently buildings have been located without relating to the key pedestrian desire lines.

Most importantly, we have sought to enhance key public spaces within those parts of the campus with a low environmental quality and to enhance key University buildings. Where possible we have also tried to improve the interface between adjacent buildings and spaces. The introduction of new landscaping, lighting, seating and public art can also help to suggest a new image and pattern of use for

Density through Design

Rod Duncan



Melbourne metropolitan area and surroundings.

Australian cities too are seeking to increase housing provision within established urban areas. Rod Duncan relates an initiative centred on design quality aimed at easing resistance to neighbourhood change.

Melbourne is arguably the world's largest city of its size. In physical area relative to population, the capital of the Australian state of Victoria contains about 3 million people in a space similar to Greater London. This is 'Neighbours' territory: individual single-storey bungalows on spacious plots with front and rear gardens, and on-site garaging for a vehicle or two.

Behind its image of suburban spaciousness, the predominance of this form and the consequently dispersed population is now recognised as causing major problems for the city's functionality (logistical and social), sustainability and housing affordability. The state government (responsible for planning legislation and policy) is emphasising design quality in a quest for a more diverse housing stock with higher population densities, and as the centrepiece of efforts to achieve community acceptance of the consequent neighbourhood change.

Conversely, throughout the 1990s the inner areas of the city have been undergoing the type of Urban Renaissance advocated by Britain's Urban Task Force. As baby boomers become 'empty nester' parents they are pouring into housing developments on former commercial sites convenient to cultural, nightlife and educational magnets. Ironically, this transition grew out of the 1990 economic crash, with inner city housing introduced to relieve an office glut and liquidate financiers' mortgage holdings over vacated former industrial land. The phenomena of housing on the CBD fringes has been characterised as transforming Melbourne 'from doughnut city to cafe society', as its central population void was filled.

However, this new-found conversion to multi-unit living has not been as convincing in the vast tracts of suburbia. In this respect Australian cities seem to share some of the issues raised in the recent Civic Trust report alerting to the risk of Britain's suburbia sinking into decline.

Suburban Monoculture

Much of Melbourne, like other big Australian cities, is a suburban monoculture. Beyond the inner city areas developed in the nineteenth century, like Perth, Adelaide and Brisbane, Melbourne stretches from its port origins across undulating coastal plains toward tantalising hills in the distance, with little incentive to cluster or focus along the way.



'Six-pack' housing from the 1960s generated resistance to multi-unit housing.

Even Sydney, beyond the views of Harbour arms or Pacific surf beaches that stimulate quite dense settlement, stretches out to touch the Blue Mountains.

These suburbs, whether gridded streets from earlier in the century, or courts and looping distributor roads from recent decades, contain a consistent component: the three- or four-bedroom, single storey bungalow on a plot about 15 to 20 metres wide and twice as deep, and plots of 500 to 600 square metres. The streets are at least 18m wide, with buildings set a regulatory minimum 8m behind the frontage line and at least 1.2m from one boundary and usually far enough from the other to allow vehicle passage.

These layouts were unquestioned as the ultimately desirable family living environment, with grassy space for kids to play and grow up, vegetable patch and fruit trees out at the back, and a flower garden at the front. Rejecting the terraced slums of the Old World and their own inner cities, and suspicious of the exotic and dubious characters attracted to the flats located in certain bohemian beachside localities, the Australian pioneers carved out their homesteads on an 18m frontage in a street of others, none quite the same.

Home ownership (or mortgage ownership) was a near-universal aspiration, with tax incentives and government-guaranteed institutions to facilitate it. With families of four or five children and, in affluent times with benevolent governments, there were usually new schools and other community facilities fairly handy. But sewerage schemes lagged behind the growth, particularly in the surge after the end of the war, and some streets were not paved for years after being settled.

All is not well

Changing demographics has put this dwelling provision increasingly at odds with the social realities. Fewer children, the growth in single person households (unmarried, divorced or widowed) and the emergence of single parent families resulted in a growing mismatch between household forms and housing stock. The average household size fell from 3.5 in 1966 to under 2.7 by 1991, with less than half of all households fitting the stereotype of a couple with children. Yet preferential financing, and the tendency for the commissioning or purchase of most new homes to be dominated by forming nuclear families, ensured that this housing form dominated supply.

The planning system too became geared to safeguarding the traditional form, with mandatory minimum plot sizes and boundary setbacks for buildings continuing into the 1980s. 'Flat codes' ensured that multi-unit development was excluded from most areas, reflecting community reaction against poor quality examples from the 1960s. Utilising a conventional house plot, speculative developers constructed stark two-storey blocks of flats with minimal landscaping and few redeeming aesthetic qualities, and little regard for the impact on neighbouring homes. Reflecting the common composition of three flats on each of two floors, these were derisively dubbed "six-packs".

As casually rented accommodation attractive to the young, transient or less financially comfortable, the anticipated social and amenity ramifications also fuelled resistance to flats and other multi-unit development by the municipal guardians of community attitudes. As a consequence, it was estimated (based on other Australian cities) that by 1990 Melbourne had a latent demand for several tens of thousands of units of this

type.

On the outer fringes, new housing estates of the traditional form continued to extend headlong for the horizon along narrowing corridors between topographic constraints. These are straining the capacity of a retracting public sector to provide a level of community and transport infrastructure adequate for functional communities. Poor access to services, education and employment opportunities and heavy reliance on private transport has resulted in pockets of isolation and exclusion in these remote, low profile areas.

Whilst the concept and rationale of Green Belt policies is unfamiliar even to most professional planners, protection of particularly fertile agricultural lands and conservation of forested hills and water catchments fringing the east and north extremities of Melbourne provide incentives to restrain outward growth in most sectors.

Particularly through the 1980s, the declining capacity of newly formed households to enter the mortgage-holder market became a preoccupation, particularly with politicians sensitive to this touch stone. Reduced plot sizes, aligned with new attention to design detail (to placate fears of 'reduced standards') were marketed as 'Smart Lots' as part of a 'Green Street' package. This fortuitously coincided with a spontaneous outburst of public concern with global environmental issues and alertness to the concept of sustainability, considerably assisting acceptance of this sea-change in a long tradition.

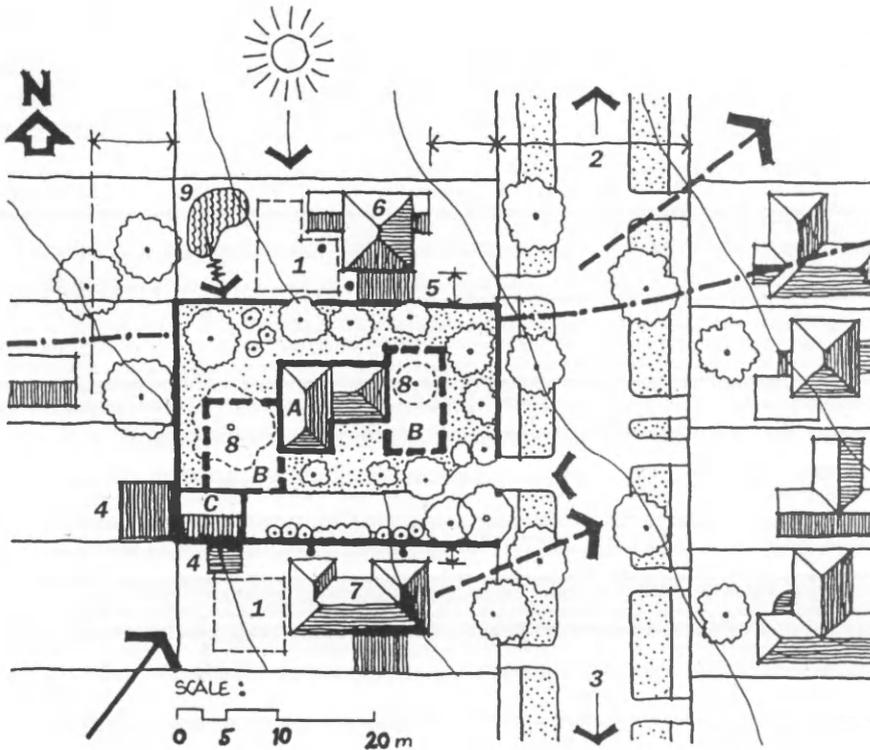
The most pressing factor however is recognition that a contracting capacity for public infrastructure expenditure cannot match an extrapolation of past growth. Even complex mechanisms for levying of land developers to contribute toward reticulated and social infrastructure expenses have merely moderated this. Residential estates on the fringe are increasingly remote from established services and facilities, and it became unlikely that expectations of the level and promptness of social infrastructure provision could be met. Some distant outer suburbs of Australian cities have quietly become pockets of social disadvantage or exclusion, exacerbated by poor transport to reach opportunities elsewhere.

Retro-fitting Suburbia

Whilst these strains are being felt on the outer fringes, population levels in established middle-ring suburban areas continue to decline with household size. These areas have a comprehensive network of established services and facilities which is becoming increasingly under-utilised. Visionary public projects in early decades of the century left a



Above:
Medium density
housing Australia-like.
Below:
Site Analysis, lynchpin
of the design-led
Good Design Guide.



- Key**
- Prevailing winds
 - - - - - Views (e.g. to hills or city skyline)
 - - - - - Natural watercourse
 - Existing trees
 - Neighbouring windows facing site
 - ~w~w~ Noise (e.g. from pool area)
 - ^ Vehicular site entry
 - Contours
- A Existing two-storey dwelling to be retained
 - B Proposed additional units
 - C Existing garage
 - 1 Secluded private open space
 - 2 Public transport 200m
 - 3 School 500m
 - 4 Garden shed
 - 5 Carport
 - 6 Two-storey dwelling
 - 7 Single-storey dwelling
 - 8 Trees on site to be removed
 - 9 Swimming pool (or other external active recreation area)

rich legacy of transport and reticulated infrastructure, including radial suburban railways and a network of modern and traditional trams, now the envy of many cities.

The benefits of channelling a significant proportion of housing growth from the fringes into established residential areas has long been recognised. This is comparable with Britain's targeting of 'brownfield' sites, but it is being primarily pursued through efforts to increase housing densities in existing low density residential areas. It requires delicate strategies and clever marketing to achieve significant conversion of established areas populated with articulate home-owners.

There are a number of structural impediments to achieving this goal. The domestic housing industry contains a large component of small builder/developers with low capital resources, relying on a network of independent subcontracting tradespeople. Trained designers - particularly architects - are not seen as affordable or perceived as necessary in what is largely a speculative market.

Victoria's planning legislation retains third party appeal rights, providing independent recourse for neighbours over disputed approvals. This diffuses some political heat, but can cause delays sufficient to prompt abandonment of proposals. The anxiety of the industry to avoid planning applications was highlighted by the jump in two unit developments when these gained permitted development status (along with single dwellings in appropriately zoned areas). It was then realised that this occurred at the cost of three and four unit capacity on many sites. The industry had reduced yields to avoid the vagaries of planning, with this 'densification' initiative having the reverse effect!

The high levels of home ownership, and related use of homes as a primary investment accentuates the reluctance of residents to embrace change in their locality. Separate ownership of plots also makes assembly of larger sites difficult or open to ransom tactics, so redevelopment is usually on small plots with forms constrained by the low density character of surrounding development.

The first try

To facilitate the uptake of multi-unit development a new framework for housing was placed across metropolitan Melbourne by the state government in November 1993, despite reluctance from local politicians and even government MPs. Known as 'VicCode2' (as it followed the earlier code applicable to new fringe development), this provided much more liberalised rules by which multi-unit developments and single dwellings on plots less than 300 square metres, were to be judged. Performance objectives were set, along with specified responses deemed to

fulfil these, but enabling alternative means of achievement to be advanced. Third party appeals remained as an essential safeguard, but new ground rules were set.

After a relatively quiet beginning, the impact of this code (or the worst examples from its unenthusiastic application by local authorities) burst spectacularly upon the mainstream media in mid-1994. A proposal to replace the home of a former state Premier with six town houses in arguably Melbourne's most select suburban street provided a lightning rod for simmering discontent against the poorer products coming out of this new process. An independent review of the code was ordered within days.

'Good Design Guide'

Based on a thorough and insightful review, VicCode2 was refined, sensitised, and repackaged as 'The Good Design Guide' (for Medium-Density Housing), in the image of a popular restaurant guide. Design was pushed to centre stage. Good design is being boldly promised. The stakes have been raised.

Central to the new guide is the Site Analysis. Perhaps better described as context analysis, this compulsory prerequisite requires consideration of the site and its surrounds as the basis for preparation of proposals. Increasing the density and diversity of housing stock remain as key objectives, but are joined by "site responsive designs [which] . . . do not adversely or unreasonably impact on neighbours or the surrounding environment". Consideration of 'Neighbourhood Character' joins the design elements required to be addressed, along with safeguards for neighbouring homes and open spaces from excessive overshadowing or overlooking.

A vigorous program of workshops for the building industry began, with architects and planners engaged to lead workshops pitched at the industry. Whilst this did not match the training of degree courses, it lodged the message that the stakes had been raised. Recruiting the design professionals as messengers to the cause was also a subtle, perhaps unintentional, way of ensuring their sympathy and awareness.

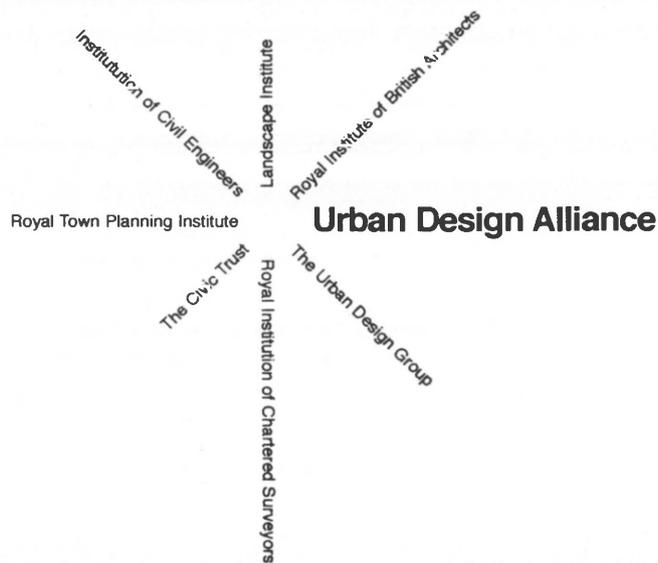
Local government planners (and their seniors), long the guardians of the minimum 'standards' now being cast aside in favour of creative response, were also provided with focussed training. This attempted to not only provide them with skills to consider proposals in a world without clear-cut compliance criteria, but sought to revitalise their confidence to engage in the critiques and negotiations inevitable in this environment.

Of particular interest to the planning and design professions, this initiative has

recognised the sophistication of the community and addresses the need to convince those in a locality facing change in its urban and social form that quality environments are being encouraged and pursued. There are some useful lessons for how Britain might pursue the 60% of the debatable 4.4 million homes targeted for established urban areas.

In Melbourne the game is not over yet. The planning Minister was last seen fielding aggressive calls on talk-back radio in his pursuit of acceptance and advocacy of the capacity of design professionals (whether preparing or appraising proposals) to fulfil the expectation placed on them. Are we all up to this challenge? #

Urban Design Alliance Week



Within a year of its launch, the Urban Design Alliance (UDAL) organised an Urban Design Week from 12-17 October 1998. Its purpose was to promote a debate on urban design among the professionals involved in the production of the built environment and engage in a dialogue with government and the general public. One of the objectives of the Urban Design Alliance is to promote the importance of urban design as a means of improving the environment. Thus the week included events up and down the country, in meeting halls as well as out in the city.

The centrepiece of the week was the first UDAL Conference and the first UDAL lecture by the Dutch urban designer Maarten Hajer, hosted by the RIBA, which held the rotating chairmanship during the first year. With Paul Finch and Charles Jencks in the chair, the conference speakers engaged in lively debates with the audience. Edited versions of selected papers are published in this issue. Many others were equally exciting and some have been published elsewhere.

The themes ranged from theoretical considerations to practical examples such as Manchester's regeneration (Lee Shostak), Bristol's waterfront (Richard Holden), Birmingham (Les Sparks); and reflections on the long road from the drawing board to urban design lived out in the city. Ricky Burdett discussed cities in distress and Terry Farrell, more optimistically, outlined signs of change. Deyan Sudjic gave his view of how to assess ten years of urbanism in Glasgow. Jon Rouse outlined the underlying philosophy of the Urban Task Force, while Alan Baxter presented UDAL's response to the Transport White Paper on integrated transport and Kevin Murray explained UDAL's housing initiative. Robert Cowan

presented the idea of an Urban Design Audit and the Urban Design Manual prepared for the DETR. Richard MacCormac gave his vision of better urban design reached through inter-professional education. Terry Farrell launched the idea of an Urban Design Council.

All members of UDAL organised events. They included a think-tank debate on the city of 2028 (UDG/RIBA), micro-initiatives on new ways of dealing with water in the city (ICE), a debate on the role of the landscape architect in urban regeneration (LI) and the involvement of community groups in urban design (CT). Walks explored Broadgate, the South Bank and St Saviour's Docks in London and urban design ideas were explored for Leeds, Edinburgh New Town, Cheltenham and Gateshead. The UDG annual conference at Oxford Brookes was organised as an integral part of UDAL Week. The next UDAL Urban Design Week planned for September 20-26 will build on the success of the first. It will be broader in terms of place, themes and the public reached. #

Judith Ryser

The Seven Clamps of Urban Design

Jon Rouse

A few weeks ago, the President of the RTPI presented a paper entitled the Seven Lamps of Planning. In it, he reflected on the traditional values of the planning system and how they remain constant even if the priorities for the way in which the system is applied change. Borrowing from John Ruskin's Seven Lamps of Architecture, it was an uplifting account of the importance of the planner's role.

Today, I want to build or plagiarise on this theme. However, instead of constructing another positive harmonic, I want to deconstruct by exploring why we are consistently failing to achieve high standards of compact urban design. I will be drawing on comparative analysis with the Netherlands who are several years ahead in terms of their approach to securing quality design. In short I would like to present to you the Seven Clamps of Urban Design.

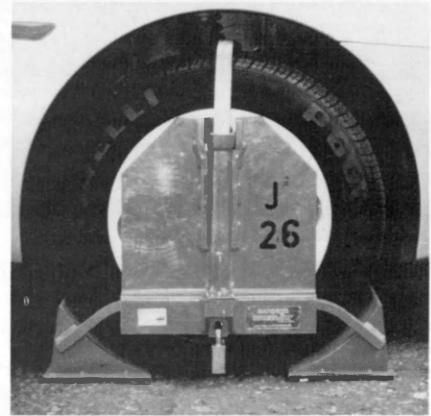
The Clamp of Strategic Vacuum

By this, I refer to the lack of a sufficient national, regional and local policy apparatus to ensure that urban design is at the heart of political and administrative decision-making.

At national level, the Department of Culture, Media and Sport are currently consulting on how to promote architectural interests. Key Planning Policy Guidance Notes are under review. The only national government organisation to consistently promote urban design excellence - English Partnerships - is about to be broken up and much of its work devolved to the Regional Development Agencies. There is a strategic vacuum and no guarantee that things are going to get better. Yet the need for national leadership remains in order to ensure consistency of standards, promote best practice and champion the cause.

The Task Force has stated its view to the DCMS: we wish to see a new independent body established to promote architectural quality, coordinate public education and participation, and provide advice on major schemes. We envisage this body subsuming the current functions of the RFAC and the architectural functions of the Arts Council. While the body would be sponsored by DCMS, we envisage that it should also have a very close relationship with DETR, including an advisory capacity in respect of the Secretary of State.

Of even more importance is the provision of strategic leadership at regional and local level. I will return to the regional apparatus but let us start with the vacuum in local leadership. Reflecting on the experience of the Netherlands, one cannot overstate the importance of a Mayoral system of local government in Holland in assessing their design achievements. The advantages their



system carry are:

- city-wide strategic planning and prioritisation
- individual commitment (there is no place to hide)
- the scope for boldness of vision
- capacity for trouble-shooting.

A good example is the redevelopment of the South Bank area of Rotterdam - the Kop-von-Stadt. This ex-port and industrial area was unpopulated except for three sink social housing estates. Its only other redeeming feature was the decaying remnants of the Feyenoord football stadium. The Mayor had the vision and power to masterplan the redevelopment of an area on a similar scale to the Royal Docks in London. He financed the infrastructure, executed the land assembly and was able to insist on which architects worked with which developers. The Mayor is directly assisted by a City Architect with his own team.

I do not need to spell out how our own local governmental system pales in comparison. When the OECD were compiling guidance for developing countries on alternative systems of local government, the UK was the only Western European Country where they could find nothing to commend.

That is why the Government's Local Government White Paper is so important to the interests of urban design - arguably more important than the Transport White Paper, Planning for Communities of the Future and recent DETR statements: it seeks to take the first steps towards creating the strong executive local government that our towns and cities so urgently need.

In the Task Force's view, however, it could perhaps have gone further :

- there are perhaps too many opt-outs for recalcitrant authorities
- there is only very limited provision for devolution of power from national to local level
- it does not address the need for city-wide strategic decision-making outside



Above:
The Kop-von-Stadt
area of Rotterdam.

Right:
High quality
refurbishment at
Delftshaven,
Rotterdam.

Below:
The Erasmus Bridge, a
new landmark for
Rotterdam.



London ·

- it is insufficiently detailed in how consultation processes will be improved and openness of decision-making maintained.

But it does represent a good start in the right direction in a climate where incremental change may be the only palatable political option.

The Clamp of Reactivity

Here I wish to focus on the failure of our planning system to adopt a strategic approach to the urban design process.

The New Right's reaction to the perceived planning failures of the 1960s and 70s, and the subsequent pursuance of a market-led development approach has distorted the structures and priorities of many urban planning authorities. In theory we have a strategic plan-led system. In reality, it is the 'control' team that rules the roost in many authorities, often ignoring the strategic aspirations of colleagues in the same department. At the same time, continuous budget cuts have drained the life-blood out of the planners' strategic role. The explicit links that existed between planning, economic development and architectural functions have been eroded.

Many planning authorities are equipped only to engage in a regulationist and oppositional relationship with the development industry, focused on the detail of the application form and the subsequent package of conditions and gains. As a result it is intrinsically a lot harder to achieve permissions for development in urban areas than elsewhere. In the areas of greatest complexity of land use there is the greatest need for proactive planning policy, to offer the development market optimum certainty and clarity to inform investment decisions.

In order to turn this around the Task Force would like to see a re-elevation of the status of planning as a discipline and profession. This needs to commence right at the top of Government with a renewed intent to invest a similar level of political attention to the management of the nation's land assets as our softer economic assets.

At the local level, we will focus on redressing the balance of strategy and control, concentrating on priority urban development areas. What we refuse to do, however, is wrest the process from the hands of local democracy. The apparatus may need an overhaul and an injection of greater flexibility and responsiveness. But in loosening the clamp, we don't intend to suggest changing the wheel.

The responsibility for administering planning must remain with the local planning authority. The Urban Task Force will not be recommending the re-introduction of stand-alone UDCs divorced from local democratic decision-making. Designated areas - maybe; devolved executive delivery structures - perhaps; imposed external local quangos - no.

The Clamp of Over-Regulation

It was fascinating on our visit to the United States, listening to representatives of the environmental movement explaining why they had formed an unlikely alliance with major industrial conglomerations for the repeal of certain superfund requirements, because the side effect of these regulations had been the paralysation of the development of many brownfield sites. The Dutch, as well, have been backtracking rapidly from their strict multi-functionality remediation requirements.

The Task Force's view is that across the full spectrum of regulation - planning, building control, heritage, environment, there is scope for removing some of the burden on developers who are willing to take on the risk of developing in some of our more marginal urban areas. However the price of greater flexibility on process will have to be stronger control over the design quality of development: stronger design guidance combined with greater freedom to respond creatively to the challenge laid down. In short, faster and more flexible permits as a reward for investment in design quality.

So where might we loosen up a little? The Task Force has a 'possibles' list and it is growing. It is too early to reveal the details of our recommendations but these are the sorts of areas we are likely to want to see some forms of change:

road design
parking
density
local retail provision
mixed uses in single buildings
road closures
building elevations
security measures
external building features
affordable housing provision
heritage protection

Removing the clamps of over-regulation can be a misunderstood act. The spectre of the Cabinet Office Deregulation Unit's boys and girls running round Whitehall with £ signs in their eyes still looms large. This is not the Task Force's agenda: we have the quirky notion that applied in the right place, less regulation can achieve more, better and quicker development.

The Clamp of Meanness

As we emerge from an age where we learnt the price of everything but forgot the value of so many things, it is not surprising that design in general, and urban design in particular, suffered.

Over the last few years we have begun to re-learn the simple truth that while design costs money, it also creates lasting value. This is now well understood by Government funding agencies, it is recognised by local authorities, it is also recognised more or less by DETR and DCMS. We now have one final and frightening frontier to cross. We have to persuade HM Treasury. If we want to see funding programmes which make provision for design investment, if we wish to see a fiscal framework that incentivises good design, we have to make the hard economic case on the Treasury's own terms. And it is not easy.

That is why the Task Force is investing so much effort on the financing element of our work. We have assembled a specialist team who understand and speak the language. We have a top consultancy team on board to help us prepare our case. If the Task Force does not get this part of its work right the rest of the report will be mainly pissing in the wind. You can have the highest standards of design in the world, but if you can't pay for them, all you've invested in is the basis for an archive of schemes that never happened.

But I'm optimistic. Back to the Netherlands and the Kop-von-Stadt project. To commence the re-development, the City of Rotterdam decided to commission a new river-crossing, a bridge to join the city centre to the peninsula. It ran a design competition. The favoured design came in at twice the allocated budget, much more expensive than any of the other bids. The Mayor made an executive decision to back the scheme on the basis that the quality of the design would more than re-pay itself in terms of accelerating investment. The result, the Erasmus Bridge, is already arguably the most famous landmark in Rotterdam, admired by resident and visitor alike. Worth an extra £9 million? Yes. Value measurable by direct output figures - no. But absolutely essential in stimulating investor confidence. A decision borne out of political vision and leadership, not out of the accountants' adverse risk analysis. It could have been a huge gaffe but the Mayor was willing to state his political reputation on the decision. The boldness was rewarded but, much more importantly, the financial boldness was within his political gift in the first place.



24

New housing in the Zaan district of Amsterdam.

The Clamp of Illiteracy

We have created for ourselves a vicious circle. The house-building industry argues that they build what people want, and if people didn't like it they wouldn't buy it. Faced with an overwhelming lack of design choice people buy the product on offer, creating demand and justifying the reproduction of the Windsor Executive Home from the Tyne to the Tamar and beyond.

However, one cannot just criticise the development industry when the price of innovation is usually to extend the planning process by several months. Virtually no-one is properly equipped with the skills to demand, create and interpret excellence in urban design. We have become illiterate and we need to re-educate ourselves.

Two areas which the Task Force is exploring - first, the professional skills base. Here, the problem is partly about lack of resources, particularly in the local authorities - not paying enough people the right money to do a decent job. But it is also a problem of compartmentalism. We have quested to define professionalism functionally and have tended to under value cross-professional or generalist skills. All our professional institutional frameworks have a tendency to reinforce the divisions. UDAL is highly commendable, badly needed, but let us not become complacent - it is the exception rather than the rule.

The Task Force is therefore testing the feasibility and desirability of establishing Regional Centres of Excellence in Urban Development in each of the English regions to:

- provide a programme of CPD offering generic urban development skills, including cross-professional training;
- provide advice to the RDA, and other funding bodies on the design and content of urban regeneration schemes;

- advise other local and regional institutions on the development of curricula for courses relevant to the urban development agenda;
- provide general training courses on issues such as business planning, financial management, land acquisition, marketed in particular to smaller developers.

Our initial view is that these centres might comprise consortia of higher education institutions, local authorities, development companies and consultancies.

Turning to the literacy of the more general population, in the Netherlands, there are public architecture centres in the largest 30 towns and cities. In Chicago, the first titles that hit you between the eyes on entering any bookshop were celebrations of the city's recent architectural achievements. We must reactivate the public imagination by making urban design once again the basis of civic pride and identity. Here, Regional Architecture Centres and organisations such as the Architecture Foundation have a critical role to play. In Holland again, people are encouraged to contribute to design questions as 'non-experts' and thus take ownership of the process.

The Clamp of Small-Mindedness

My sixth clamp is characterised by introspection, low ambition, a tendency to revert to the lowest common denominator and an unhealthy obsession with the successes and failures of the past. It produces myths such as that our nation is innately conservative in its sense of what constitutes place.

The Task Force wishes to see of methods for rewarding boldness and innovation:

- incentives for local partnerships to experiment with design forms, particularly to assess the social and environmental

- implications of different approaches;
 - using the new local authority 'best value' regime, to give authorities greater freedom to procure design excellence;
 - to ensure that the appeal system reinforces the ambition of planning authorities who establish clear design principles;
 - encouragement to local partnerships to establish comparative projects with other European towns;
 - more secondments and cross-recruitment between local authorities, the private sector and housing associations.
- The Task Force suspects that, in order to change institutional cultures, we are going to require a champion for the cause. It could be an individual, it could be an organisation.

The Clamp of Short-Termism

This systemic myopic condition means that the shape of new communities is dictated not so much by the projected 100 year life of the buildings but rather by a 5 year funding programme, a 4 year political cycle, a 3 year public expenditure commitment or that ultimate harbinger of short-termism - the spectre of annuality.

Project funding is one example of how short-termism undermines urban design and how we might bring about change: most regeneration programmes are characterised by time-limited funding allocations, typically no longer than seven years. Other than the rather obvious point that areas which have been suffering economic decline for 20-30 years, may not be fully cooperative in turning around their fortunes to fit a Government imposed timetable, the funding approach tends to ignore two real project needs: the 'preparation' component and the 'aftercare' component. Project finance is instead heavily weighed towards capital provision in terms of the actual development. There is a need for adjustment.

Conclusion

So there we have the seven clamps of urban design. A negative portrait but, hopefully, not a negative agenda in terms of the Task Force's response. Urban design considerations are of course only one aspect of the Task Force's remit. I have focused only on the process of urban design; there is much to say about the substance and content. I hope I have given you a flavour of some of the themes today: strategy to fill vacuum; proactivism not reactivity; regulation, yes, but not for regulation's sake; investment over parsimony; an injection of literacy; breadth of vision to overcome small-mindedness and, finally a long term commitment. #

Regeneration through Integration

Heien Woolley

This seminar, organised by The Royal College of Surgeons, addressed the ways in which landscape architects and urban designers can contribute to urban regeneration, by examining their roles in the process and investigating potential areas of input.

Lesley Chalmers, an independent advisor known for her work at Hulme in Manchester and Kings Cross in London, chaired the afternoon and gave an interesting and humorous introduction to the different components of urban regeneration, a widely used term often associated with the hardware components such as shrubs and paving. Lesley argued that the emphasis should be on the software: the people. Regeneration should take a broader view by addressing issues such as history, opportunities, sense of place and feelings. A series of important points were raised about the people involved: in many cases control of a project was seen to rotate between professionals and was perhaps best led by a non-discipline project manager.

Benefits and opportunities of open spaces

Helen Woolley, from the Department of Landscape at The University of Sheffield, argued that integrated regeneration should include involving communities in the processes and an acknowledgement that a range of open spaces make an important contribution to individuals' daily lives. Welcoming the government's increasingly integrated approach to regeneration, Helen emphasized that involving communities contributes to capacity building and a sense of ownership. The skills required for involving communities are not taught to all the professions and additional training would be required.

The benefits and opportunities provided by open spaces have been proven through a range of research. The opportunity provided for ecology and wildlife in the city is a significant benefit of open spaces. Green spaces help climate amelioration by allowing hot air to circulate and be cooled as well as facilitating the collection of particulate matter from the air. Open spaces are an important venue for both passive and active recreation: watching people, meeting friends, chatting while children play, reading a book, playing sports, jogging and walking the dog are all part of the rich variety of life that can take place. The beauty of open spaces is important to many people's lives and this aesthetic contribution should not be underestimated. Even their mere existence provides a level of satisfaction for both users and non users. Open spaces make a significant contribution to life by being a community focus: many towns and cities hold events such as shows, festivals and

meetings, in addition to sports days, nature trails, charity galas and ethnic minority fairs. The use of open spaces for education can take a variety of forms ranging from traditional nature walks in the park to nature gardens in school. The contribution to health that open spaces can make has been known for years. Recently the important role that open spaces can play in the workplace has been accepted by many businesses relocating to business parks or by the development of well financed grounds for company headquarters. Both private and public open spaces have traditionally provided the opportunity for employment for individuals and for groups of workers. The contribution of open spaces to the value and desirability of properties, both industrial and residential has been accepted. Finally, the provision of open space within the city helps to reduce the pressure on the countryside.

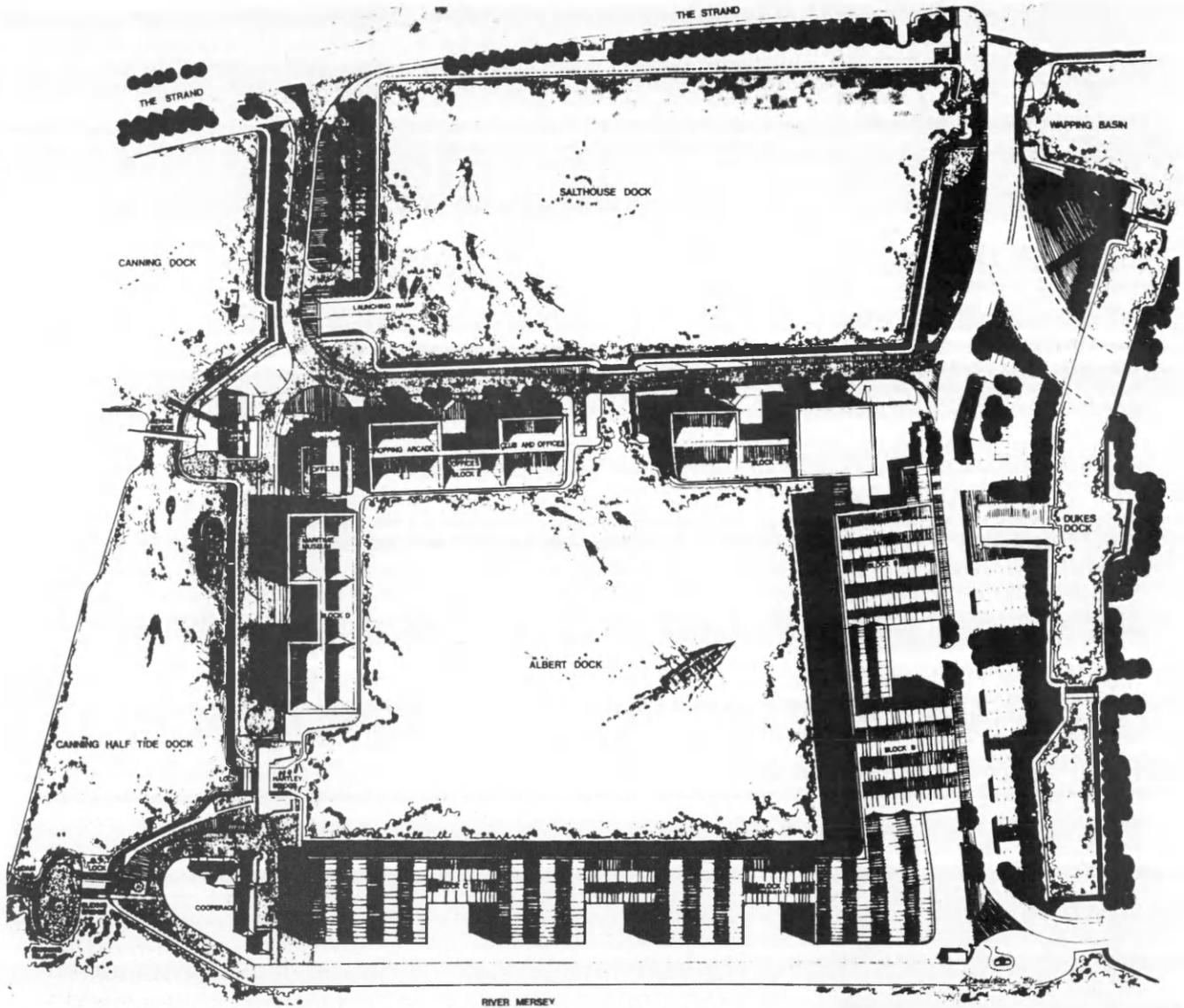
A lifecycle of open spaces

When considering open spaces many people only think of parks or but there is a wide range of types of open spaces. Some spaces may only provide one of the benefits or opportunities while others may provide a complexity of these. A "Lifecycle of Open Spaces" was identified as being important in the urban situation and a series of seventeen types of spaces have been identified as constituting this lifecycle: private gardens, nursery gardens, school playgrounds, school playing fields, sports grounds, courtyards, squares, plazas, incidental spaces,, allotments, city farms, parks, hospital grounds, office grounds, university campuses, transport and waterway corridors and cemeteries. Some of these spaces are private, some semi-private and some entirely public.

Helen concluded by expressing concern that the importance of open spaces may be slipping off the political agenda. The Urban Task Force prospectus does not mention open spaces and the team does not include a Landscape Architect. Ongoing funding opportunities for open spaces include programmes such as the Single Regeneration Budget, the Heritage Lottery Fund, the Rural Development Commission and the Civic Trust while new opportunities may be available through health, education and employment Action Zones and the Sure Start programmes.

Albert Dock

Rod Edwards, from Donaldson Edwards Partnership presented an interesting case study about Albert Dock, Liverpool, which comprises the largest group of Grade 1 listed buildings in Britain and was built to the design of Engineer/Architect Jesse Hartley. The dock was opened by Prince Albert in



1846, it closed in 1972 and in 1983 the Merseyside Development Corporation started work on its restoration. Prince Charles re-opened the docks in 1988. The original cost of Jesse Hartley's project was £500,000; the MDC has spent over £100 million pounds on the regeneration project. In 1986 the project won the European Gold Medal for the Preservation of Historic Monuments.

As part of the lead consultancy team for design and development control the role of the landscape architects was first to survey the external surfaces and artefacts ranging from all the cast iron dock furniture and the granite stone dock structures through to the trims and infills in basalt and gritstone setts. The second task was to determine a complete re-configuration of the surface finishes for the purposes of public access, security and vehicular use, to form a composition for leisure and commerce, as opposed to ship handling and warehousing. The landscape architect's constant aim was to ensure authenticity and consistency for the new uses of the external areas of the dock and its approaches.

The design of gateways, causeways, public spaces, car parking, viewing areas and bridge approaches were all within the remit, as was the standardisation of lighting, street furniture, surface finishes and access for those with limited mobility. As planting was an integral part of the brief in a hostile estuarine environment, the use of the lee buildings for shelter allowed pleached planting, stilt hedges and separately planted salt tolerant tree species. Anaerobic conditions in tree pits demanded positive drainage and aeration techniques that have eventually resulted in successful growth.

The importance of local distinctiveness, quality of workmanship and elegant compositions can be seen to be important. The incorporation of museums, art galleries and Granada television has made Albert Dock a honey pot and tourist attraction for five million people each year.

Four urban projects

The final speaker, Roger Greenwood of Landscape Design Associates, addressed the landscape architect's contribution to four recent urban design projects.



Top: Landscape Masterplan for Albert Docks, Liverpool. Donaldson Edwards Partnership.

Middle: A London park well used by different people.

Above: A Sheffield park popular in all seasons.

Integrated Transport

Alan Baxter

In Buxton the objective was to reduce vehicle use and improve the quality of the spa town's main shopping street. Following an extensive consultation programme, a 'traditional' implementation contract was completed in 1998. Here the landscape architect's role included design of the concept, public communication, project team leadership, landscape architecture and contract administration.

In Norwich a private led regeneration project involved the transformation of contaminated sites alongside the River Wensum for new urban uses. A series of partnership arrangements for implementation have been proposed. The landscape architects role has included specialist input to design policy, planning applications, designs and design briefs, planting plans and site inspections.

Following a successful £3.4 million Lottery bid in Southampton, the City Council is currently undertaking restoration and improvement works to the 50 acre chain of historic parks which run through the city centre. Here the landscape architects role includes the preparation of the Lottery bid, design concept, public communication, leadership of project team, landscape, architecture and contract administration.

The renewal of Warrington town centre was commenced following the IRA bomb in 1993. A design competition was held to explore design concepts for future improvements. The landscape architects have designed the concept, made specialist input to the Lottery bid, undertaken landscape architecture and co-ordinated the contract documents.

Conclusions

- Landscape architects are playing fundamental roles within many project teams that are creating and re-shaping significant urban spaces;
- landscape architects are undertaking a range of project roles from design concepts through to contract administration;
- strategic thinking, sensitivity to context, appropriate consultations, understanding of uses, awareness of scale and creativity are all important skills of 'place makers'.

In summary, landscape architects can contribute to urban regeneration in many different ways including the development of a long term strategy, specialist knowledge in terms of quality, understanding of local character, external spatial design, planting, respect for the origin of materials and historic and social importance. A recommendation was made for greater co-operation between the professions involved. #

Movement by whatever means, on foot, by bike, by bus or train, by car or plane has a colossal influence on our environment and especially on the nature of our towns and cities. And yet its influence in our lives has never been given the same sharp focus as the tangible issues of bricks and mortar in real buildings or the social and economic basis of our society which are well researched even if not understood. For several generations transport has been left to find its own way, often served by specialised professionals with little interest in the wider picture. It has become the greatest cause of damage to the quality of our built environment and is now one of the greatest centres of concern of the public, be they Swampys trying to campaign against motorways at one end of the scale or worried parents anxious for their children's safety en route to school at the other end.

Transport White Paper

Prescott, in his launch of the Government's Integrated Transport White Paper, has said "The public mood has changed. There is now a consensus for radical change". He is absolutely right. Movement is as fundamental to our lives as eating and breathing is. Urban design is about place making and the movement patterns within and between places. And yet the Integrated Transport White Paper barely refers to Urban Design. Of course Urban Design is an immense subject which the language of white papers would have great difficulty in encompassing and I am impressed by the civil servants who have drafted many uplifting paragraphs in the White Paper:

"The New Deal for transport means quality places to live where people are the priority" and "Because access to transport can be a matter of social justice we want to see high quality transport designed for everyone to use easily."

There is a clear reference in the White Paper to another DETR publication about urban design which my firm has written called "Places Streets & Movement". It is about rethinking the interaction between movement and buildings to counter the dead hand of the traffic engineer and others. I will come to it later. But first the White Paper. The acceleration in demand for more movement in the next decade is enormous. The tight knit Victorian cities in which we live were generated by the ability of a horse to transport goods a few miles only and for workers to walk to their employment and markets. The 19th century produced new modes of integrated transport - here at Kings Cross is a perfect example of a warehouse designed for trans-shipment from rail to canal or to local horse drawn wagon. But the long-sight of some engineers was blinded in the mad scramble fuelled by



Above: First phase layout for Poundbury, laid out around a network of spaces.
Left: Damaging legacy of 19C railways in South London.
Below: Third class status for bus travellers.



greedy bankers. The rail pattern generated in that way in the 19th century is still a seriously damaging legacy for South London.

The 20th century has seen the explosion in our ownership of private means of transport - principally the car. The attempt to accommodate cars has generated a wonderful pure geometry but as a society we have to accept that we have caused ourselves a colossal and unresolved problem in failing to reconcile our desire for private means of movement with the way in which we live. The forecast growth in movement is astonishing.

Serious Damage

Our ability in the last decades to plan for movement has been very poor. We are now beginning to recognise the serious damage done to our cities and towns but it is only a few courageous city leaders like in Birmingham who have grasped the need for enormous investment to uproot our excessive engineering zeal leading to flyovers for cars and dark subways for humans. We still are nowhere near reversing the degraded 3rd class status of bus passengers compared to the 1st class car driver or correcting the anonymous desert like car parks of an out of town shopping centre where no human exchange takes place.

Our cities have great deserts of ugliness from handling car traffic. The smaller scars of ugliness everywhere are reminders of the negative status of humans when on foot. The human is subservient to the machine and made to feel so on every attempt to move on foot in cities. The ugliness corrodes us within, and that and the submission we are forced to make to the machine makes us long for the mythical freedom of the countryside. But there, small towns and villages are affected too by this fast creeping blue algae of tarmac and concrete curbs which go unchallenged.

The visual damage to our appreciation of our places from uncoordinated action is appalling but worse is the restriction on freedom for many non-car drivers. Children driven by cars to school have lost their right to explore their own town. How will they know it and care for it in the future? The overall situation is very serious. However there are some silver linings to these dark clouds. New transport forms are being integrated into existing networks; cycling is about to have a renaissance; some new housing has a proper sense of place not dominated by car based thinking. On the macro-scale major public transport improvements are taking place and at key node points like Liverpool Street Station we at last have a public place to be proud of.

Hope for the Future

Our new book for the DETR which is part of the integrated Transport Strategy was launched by Nick Raynsford. I hope it helps to counter the narrow basis of traffic engineering in the design of new housing in particular. It has its origins in Poundbury where we as the lead consultants have challenged the rigidity of traffic engineers and now, with the enthusiasm of Dorset County Council, have loosened the constraints so that the vehicle pattern is there to serve the place and not as in the past the other way round. Other places such as at Duston and Aylesbury are also being developed with less worship of the rigid geometry of car based layouts. It is in theory straight forward but it takes much effort to challenge our deeply established unintegrated approach to the making of towns. We as professionals have been schooled for so long to be specialists that our ability to join ideas and actions together is poor.

The White Paper on Integrated Transport is a brave first step forward. We now have to make it happen at all levels and especially at the political end, nationally and locally. #

In his essay 'Whatever happened to urbanism?' Rem Koolhaas criticizes architecture and urban planning for focussing on a classical model of the city, for failing to understand contemporary challenges, and for the lack of ideas to deal with contemporary processes of urbanization. Koolhaas argues that the present commitment to the historical (European) city combines a determination to preserve the authenticity of the historical inner cities with a drive to modernize to guarantee the central role in various forms of social life. If this paradox remains unaddressed and unresolved, the result will be the development of a city without history, without identity, created on a surface. This "generic city" stands for everything urban planners or designers dislike: sprawl, sameness, repetition, lack of design.

Koolhaas puts the 'parasitic security of architecture' with its emphasis on aesthetics against the search for a 'new urbanism': "If there is to be a 'new urbanism'. . . it will no longer be obsessed with the city but with the manipulation of infrastructure for endless intensifications and diversifications, shortcuts and redistributions - the reinvention of psychological space . . ."

The past is too small to inhabit

The idea that the classical city should be seen in the context of a much more complex urban constellation is, of course, not new. The idea of an 'urban field' or a 'non-place urban realm' even dates back to the early 1960s. Koolhaas is very effective in relating observable urban developments to the lack of discourse that combines a critique of such developments to the development of a new strategic orientation.

Today's debate on urbanity seems to lack a common project: a combination of a shared notion of the problems we face, a shared understanding of the goals to be achieved and of the means that would be instrumental for this purpose. Our shared commitment is much more about the undoing of previous mistakes. All too often this results in historicist solutions. Illustrative are the reemergence of the Parisian wrought iron rings around trees or the retro sign-posts. Koolhaas criticizes what he sees as the Western 'obsession' with history as a source of social identity. In urban design we can no longer rely on the crutches of history especially when 'history' does not so much disappear in the generic city as return as hypertext. This amounts to a fierce critique of a lack of imagination and of confidence in our capacity to create meaningful but post-traditional relationships.

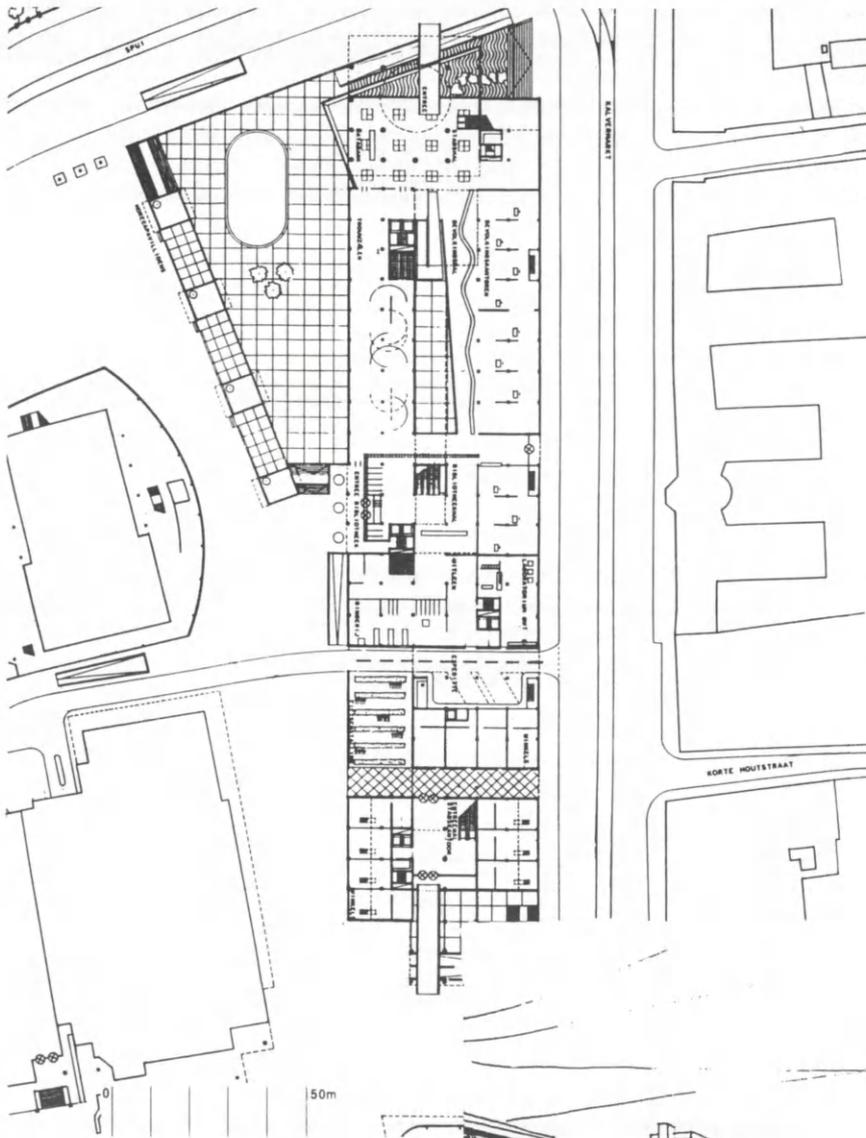
Urban design as cultural politics

Koolhaas forgets that even completely fake historicist solutions may contribute to a sense of civic resurgence, something which is evident in cities like Birmingham where it is precisely the undoing of modernist brutality that creates the basis for a new civic appreciation of the value and possibilities of inner city areas. Nevertheless, this alone cannot be the basis for a new mission for urban design and planning. If we stick to the undoing of modernism, the debate on urban design might focus too much on a conventional agenda of redesigning familiar urban spaces: we think we already know what the solutions are. Perhaps we should try and look beyond that 19th Century agenda of recreating parks, streets and squares according to that all-too-familiar image. What is more, we might want to reconsider with what criteria we actually want to assess whether urban design interventions are successful.

What are the new public places? What meaning do these new public spaces have? Do they merely raise the value of property or do they also help to revitalize urbanism as a way of life? How can urban design contribute to revitalizing urbanism as a way of life? How can the means of creating physical spaces be used to create new social relationships, new psychological spaces? This is an enquiry into the meaning of urban design as cultural politics. On the one hand this is an analytical question inquiring what sort of society urban design helps to (re)produce with particular interventions. On the other hand the is a positive and programmatic one, investigating the way in which urban design can contribute to producing the sort of society we would like to live in.

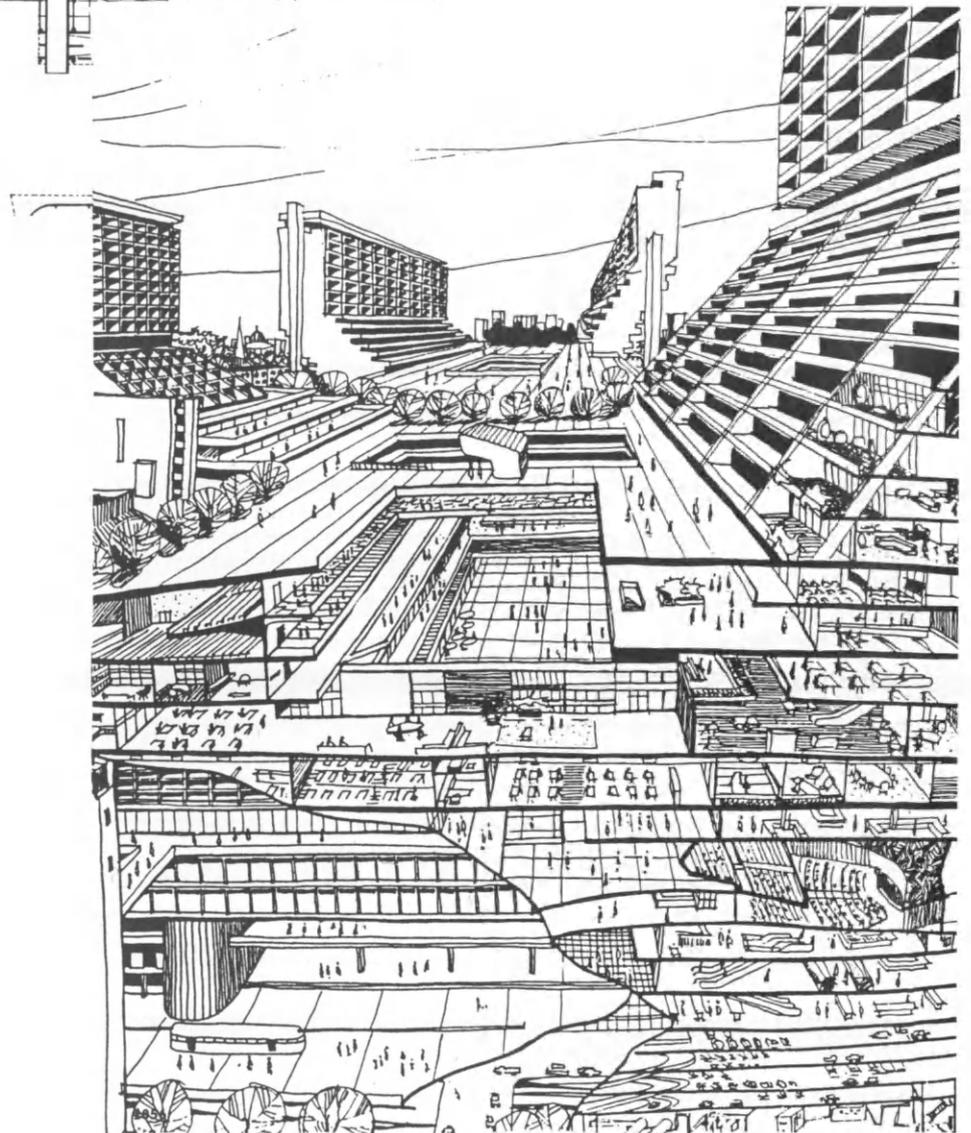
Beyond Koolhaas

Here Koolhaas proves less helpful since his diagnosis and remedy reproduce three of the mistakes of earlier schools. First of all, Koolhaas concept of the generic city rests on teleological premises: he suggests that there is an identifiable path in history that leads to the inevitable development of generic cities. Secondly, his outlook is universalist: he suggests that we can see the future of the cities in the western world in what happens in the urban conglomerations in Eastern Asia. This suggests that the effort to identify differences between existing approaches to planning and design is simply irrelevant since none of them will be able to face up to their task. His third omission is that he has not found a way to relate his appreciation of the importance of coalitions of societal actors and forces to the description of a new urban form. The metaphor of the generic city is too much of a conceptual antithesis to Western historicism.



Left: Rem Koolhaas ground-floor plan for the Hague City Hall competition, 1986.

Right: Rem Koolhaas 'Asian City of Tomorrow'.



In the end, Koolhaas does not have a vision that helps us resolve the paradox between conservation and modernisation.

Is there a vision of the future of the city that both avoids a populist historicism and a professional future for urban design that merely accommodates and aestheticizes the generic developments that take place anyway? Is there a possibility for a conscious cultural politics of urban design, an approach that would help revitalize urbanism as a way of life?

Urban design can indeed contribute to creating a new urbanism but this assumes a triple shift in our thinking: we need a discursive shift on the part of those participating in the discussion. We must create a new and shared way of looking at what the problems and challenges for urban design are to be. This is the challenge to formulate a general cultural political mission for planning and urban design: a more or less coherent statement to which people can adhere, a common focus that goes beyond the various disciplinary discourses.

Secondly, urban design has to be an institutional project in order to be successful: one needs to be able to identify the institutional forces that will help produce the desired outcomes. Here we think of the stakeholders that will have to make things work. The third element concerns the careful consideration of the non-human forces, such as particular technologies for communication or movement, the new principles of ordering space that will either support or break the project or mission.

Urban design at the 1939 Futurama

At the 1939 New York World Fair a stunning 25 million people lined up for hours to gaze at the utopia of an automobile society. The Futurama pavillion, constructed by car producer General Motors, portrayed a vision of the world as it might be in 1960. Insiders easily recognize Le Corbusier's Plan Voisin, or his radial city in the model that formed the core of the exhibition. The Fair should be analysed as a key moment in the constitution of modern planning as a cultural-political project. It illustrated the way in which the ideas of the CIAM had started to function as a cultural political brief: the strong humanist motive and the equally strong belief in the possibility that society could be reconstructed in order to function according to these planning ideals. With hindsight we recognise the modernist idea that an ideal society could be conceived and subsequently constructed according to strict rules of planning.

Futurama also indicated how the ideas had been taken up by other parties, most notably big industrial actors and stakeholders such as General Motors or Ford. The ideas of CIAM became a contributive part of a



Le Corbusier, Ville Radieuse, 1930.

modernist discourse-coalition of planners, politicians and industrialists. Of course General Motors had different intentions than the planners and designers that participated in the project. Yet it is the appreciation of this institutional alliance that is indispensable for our understanding of the success and failure of the ideals projected in Futurama.

Thirdly Futurama shows the way in which the ideal of a new urban form related to particular non-human forces. Apart from the household technologies that were shown (most of which came to be standard items in the American household by the late 1950s) most important was undoubtedly the central role of car traffic as organising principle for the city of the future. It was the technology of car traffic that in the end carried the utopia of the modern city. The Futurama example is instructive in showing the degree to which the modernist ideal was based on an technological backbone: automobility. Hardly a coincidence, then, that Futurama was on show in the General Motors pavillion.

After Futurama

Today we live in the utopia of the automobile society yet we struggle with the many unintended, unanticipated and unforeseen side effects of the realization of that dream: congestion, environmental degradation, the complete dominance of public space by motorized traffic, the scale of suburbanisation. Over the post war period we have achieved an astonishing increase in welfare and have seen patterns of social mobility that were previously unheard of. Increases in welfare and social mobility immediately translated themselves in new demands for mobility, so that the cities could

not cater for it. The very form and functioning of the city has changed to such an extent that one must wonder if it is still meaningful to continue talking about the city in the same way.

These unintended consequences of Futurama show that the enthusiasm of the planners hindered their appreciation of the power that non-human forces would bring to bear on the project. With hindsight, we appreciate that technologies are not to be considered neutral forces that support particular ideals of planning or design. They come with their own cultural political force too. This is a striking contradiction in modern planning. The technologies of automobility (the highway, the car, the petrol station, street lights, parking spaces) created the possibility of getting away fast, of moving through space. In Le Corbusier's La Ville Radieuse as well as in Futurama there is a prevailing image of unproblematic flows between places based on the differentiation of different sorts of traffic. Yet the fact that this design of a "space of flows" could come out to be a tremendously destructive force for a "space of places" (Castells) was overlooked at the time. The technological creation of frictionless speed eroded the conception of the initial idea of the skyscraper in the park and produced the suburbs instead. The examination of Futurama begs the question to what extent we appreciate the way in which non-human forces will affect our attempts to revitalize the city today.

The emerging zero-friction society

In the conventional perception of urban form the concentric and densely built city is interpreted as the functional morphology for a prospering industrial society: proximity as key to economic and social well being. The cultural-political brief for urban design was seen in terms of staging the city as a domain of aristocracy (Vienna) of prosperity (Liverpool's harbour front) or as a meeting place, a domain of exchanges and inspiration. Yet this idea has been replaced by a new brief in which urban design gets a role to achieve precisely the reverse: to help to manage and avoid the unknown. In this regard the ways in which urban design techniques are drawn upon reflects a broader shift in the way in which we conceive of the urban realm.

Since the 1980s we witness the development of a new culture of enclaves of controlled mono-cultural spaces. The cul-de-sac, the privatopias, the commuter villages, the office and science parks, the regional shopping malls, the theme parks are all component parts of zero-friction society. If we share space with others, we tend to do so under conditions that make sure we all behave in a single-minded and uniform way.

So far new concepts of urbanity are nearly all based on the spatial shift away from the historical conception of the city: the Hundred-Mile City (distance), the urban field (beyond the city), the edge city (on the nodes on the ringroad around the cities). In such cases analysts take the geographical development from a clearly defined city to a much larger urban realm as its defining characteristic. The new urban form stretches out in space and connectivity and controllability is what counts.

Similarly, we can analyse how the new urban form is the product of the changing social context within which planning and design take place. The great success of modern society in enhancing the emancipation of its citizenry has resulted in dramatic changes in our socio-spatial behaviour.

These basic sociological trends pose a tremendous challenge to planning. For instance, double-income earners form households in which workers have to organise their movements in space to a new degree. Bringing kids to school and to day care centres, organising shopping and getting to work are all combined in daily mobility patterns. Yet because of the combination of places that one needs to visit, public transport is often not a real solution and car dependency grows.

Space a la Carte

We too often think about these changes in purely spatial terms whereas there is good reason to examine them from a cultural-political point of view. We pick very carefully the spaces in which we want to be and the people with whom we want to share space. Zero-friction society should be understood as a concept that means to describe a tendency. People have now got the means to use space 'a la Carte' thanks to the automobile.

In zero-friction society being modern is being on the move without sacrificing any communicative connectivity. We now design spaces that are meant to help us avoid intermingling with the archetypical other. Today's big commissions are often utility buildings: terminals, airports, stations, transport-intersections. Yet although everybody recognizes the central role of the new intersections of mobility technologies, we still have no conscious cultural-political brief that would help make these spaces truly urban. Designers work with briefs that are dominated by (functional) considerations of crowd handling, avoidance of congestion, or indeed, zero-friction spaces. This trend in design goes hand in hand with a celebration of movement and speed that replaces the urban agenda of trying to design places for meaningful human interaction. It is not as if the airport terminals or shopping malls do

not function as places in their own right. The point is that the behaviour of people is carefully monitored and that spaces are governed by strong disciplinary systems. Hence, rather than seeing them as non-places one could better interpret them as well disciplined mono-cultural zero-friction enclaves.

From public space to public domain

Where does urban design contribute to the development of a zero-friction society and where has it shown to have effective tools to provide spaces which people from many different enclaves can and will use? At this point it is useful to differentiate between public space - strictly speaking public in the sense that everybody is allowed to use it - and public domain - reserved for those places in which social interaction across different cultural segments of society indeed takes place.

The creation of an extended public domain could be a meaningful cultural-political mission for urban design. How much do we really know about how to make public spaces function as public domain? How can we employ the techniques of urban design to this purpose and where do we need to conceive of new instruments? How important is it, for instance, that these spaces look good? And how does this relate to the programme of a particular place? Furthermore, the above has made clear that we need to think about the realisation of this public domain on a far broader spatial basis than simply in the context of the traditional city. What does such an enlarged brief amount to?

If we examine the evidence of recent experience we can see how urban design sometimes contributes to the creation of zero-friction society and has been instrumental for a development of a public domain in other cases. An exemplary case of this would be Calatrava's station for Lisbon. Despite the density of the programme, the design has managed to give it a very light feel while at the same time exposing obvious sculptural qualities. What is disturbing is the spasmodic technological optimism. Calatrava's multi-modal station celebrates the new technology and even pays lip service to the need to start to reconnect various forms of transport. Yet what is the meaning of the mobility that is being celebrated? Where do people go? Where do they come from? What is the meaning of their movement? In more general terms we can discern how spaces are often designed with one big functional idea in mind: crowd handling.

A second way in which urban design can be seen to create zero-friction society is in the development of new feel good environments.

This is the case in the New Urbanism US-style: in the "privatopias of our sort of people" the neighbours talk over their 19th century fences. For themselves they will have a sense of community yet their new public domain is one with clear rules of exclusion.

A third element is the contemporary development of our historical inner cities. They are fully mobilised for tourist consumption and also designed as zero-friction tourist environments, where those elements of ordinary urban life that could hinder the optimal consumption by the flocks of tourists is progressively taken out of the cityscape.

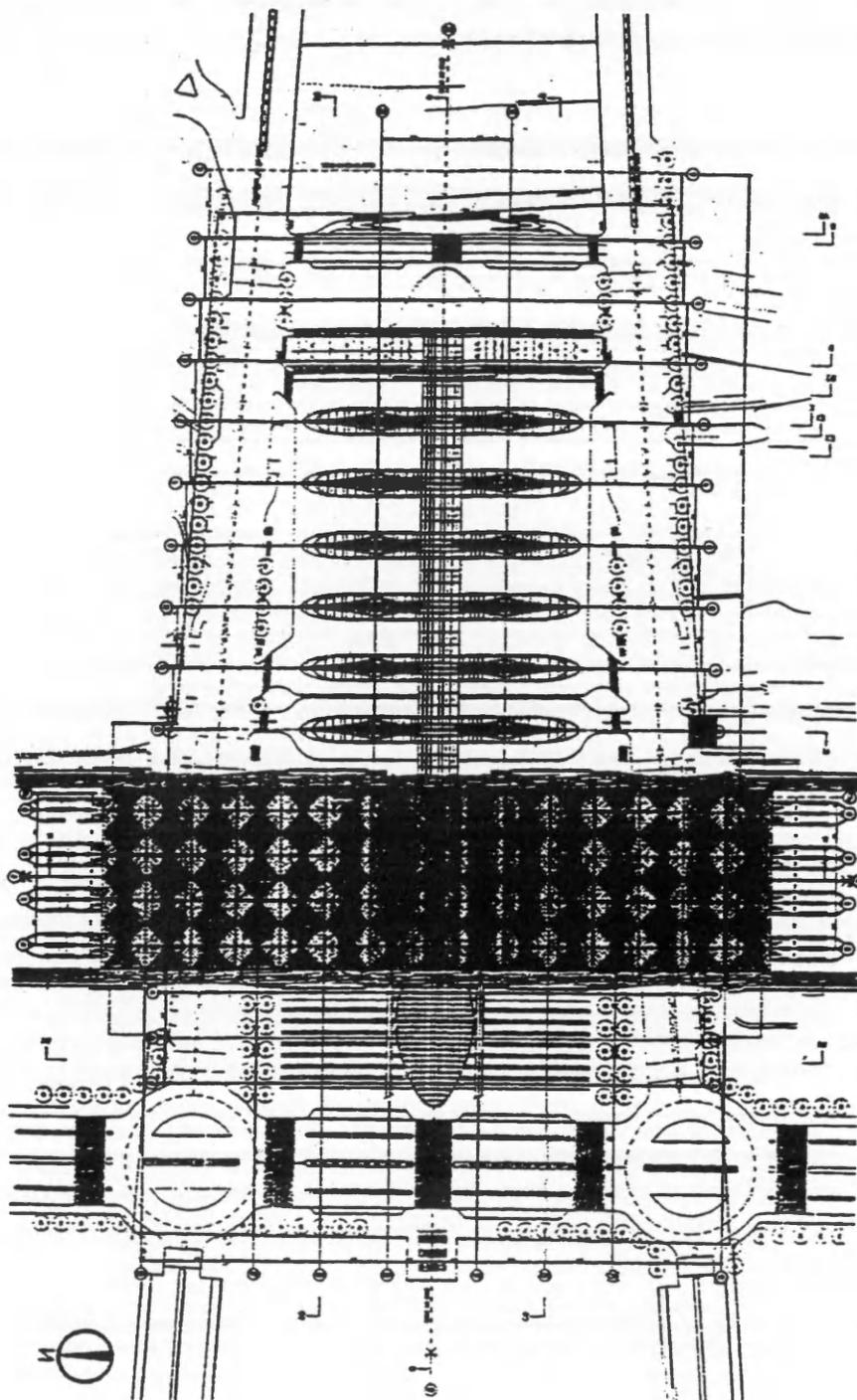
On the other hand we can see how urban design has over the last ten years contributed to the creation of new public domains: first in creating meaningful urban spaces in inner cities (Birmingham or Covent Garden area). A second contribution are those cases where new transportation nodes have been used to create the possibility for meaningful interaction. A wonderful example is the underground station Königsplatz in Munich where passengers on the escalator look through the glass facade of a modern art gallery while the visitors to the gallery play with the sight of the stream of passengers going down. Rather than bringing life to the suburbs I would argue that this conscious development of nodes in the infrastructure as new urban spaces with a strong public domain should become a key concern in our thinking. The difference between the two approaches can be seen on Table 1.

If this is to work urban design must rethink its toolbox. We cannot argue that we prefer people to live in cities; people will not allow others to tell them what to do. But we can create the meaningful and interesting urban environments that would make the city into a winning proposition.

Urban design and modernity

Characteristic for modernity is the constant mobilization of resources, talents, ideas but also concrete physical spaces for economic innovation. The ever changing aesthetics of every day life are among the predictable dimensions of the modern age. The modern, capitalist society never is, but always becomes. This implies that people will have to find ways to cope with these processes of modernisation and change. A public domain should help people to position themselves in this process and allow for an enhanced capacity to express conscious preferences.

In this context the public domain would have the function of producing what the sociologists Evers and Nowotny have called orientational knowledge, knowledge about



Above: Calatrava's Oriente multi-modal station in Lisbon.

Below: Covent Garden Market, a meaningful urban space.



what is going on in society. According to the French sociologist Touraine the city still is not merely seen as a physical structure but also as a mentality, a way of life or a social quality that relates to cultural pluriformity. In designing for a public domain urban design could help make this work.

Conclusion

The development of a public domain as a realm within which an exchange of ideas, cultural preference and political arguments takes place, opinions change and preferences are formed might be a new brief for urban design. In order to be meaningful, urban design will have to find ways of working on this mission on a larger scale, beyond the parameters of the historical city. In order to be successful urban design must connect its mission to an institutional alliance of forces. This requires a conscious effort to get into discussion with others than those present in the existing Urban Design Alliance. Moreover, there is a need to very carefully consider the way in which a possible project relates to existing non-human forces.

Transport in the future will require a great deal more changing of vehicles. It is precisely on the interchanges that the public domain could emerge. We see how the development of all the buildings and infrastructure at these nodes is dominated by zero-friction discourses. Yet it is at such places that a meaningful interaction might be catered for. General Motors were quick to spot the potential of the modernist thinking about the city in the 1930s. It is a pity that professional discourses have little to offer to correct their ideas about the ideal shaping of such strategic places. Here might be a historical task for a new urban design. #

Zero-friction public space	Public domain
Aesthetic	Socio-cultural
Optimal flow congestion	Positive
Enhancing physical mobility	Enhancing cultural mobility
Single-minded	Open-minded, tilting
Conformist	Confronting
Style	Intriguing
Form	Programme
Sectoral	Post-sectoral
Traffic	Mobility
Confirming opinions	Presenting new options

Table 1
Between public space and public domain

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Garden City 21

Jonathan Davis

The decision by Hertfordshire County Council to identify a major expansion of Stevenage in their County Structure Plan was greeted as much by local protest as it was by a national debate about the demand for residential development sites in the south of England. The Structure Plan requires that a masterplan be prepared for the strategic housing allocation showing the first phase of 5,000 dwellings (of which it is anticipated 3,600 can be completed by the end of the plan period in 2011). It also states that the green belt should be rolled back to allow for a long-term possibility of a total development of up to 10,000 new homes.

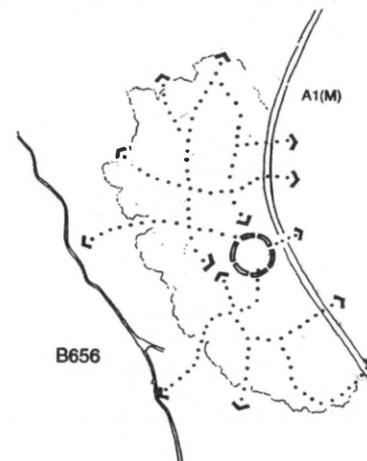
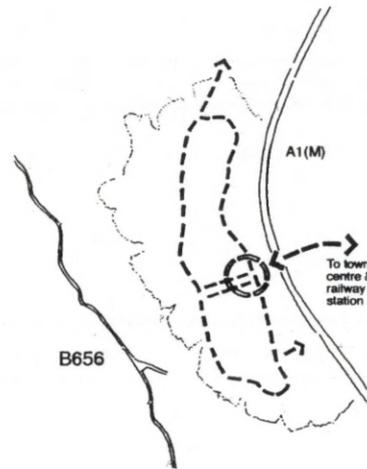
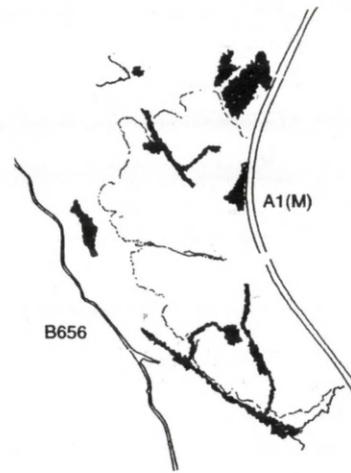
But, building on Hertfordshire's reputation as the birthplace of the UK Garden City movement and as the location of some of the pioneer New Towns of the 1950s, Hertfordshire County Council has met this challenge in a pioneering manner, embarking on a programme of public consultation over the form of the new settlement.

In order to direct the 'Garden City 21' consultation programme, Hertfordshire County Council formed a Steering Partnership with North Hertfordshire District and Stevenage Borough Councils (whose administrative boundary falls across the site), the Countryside Agency and Persimmon Homes (who together with Bryant Homes and Taywood Homes holds options over the majority of the development site). The Garden City 21 process has consisted of a year-long cycle of technical seminars, a conference on sustainable lifestyles, workshops in the community culminating earlier this year in a Local Visioning Conference which was independently facilitated and managed by John Thompson & Partners.

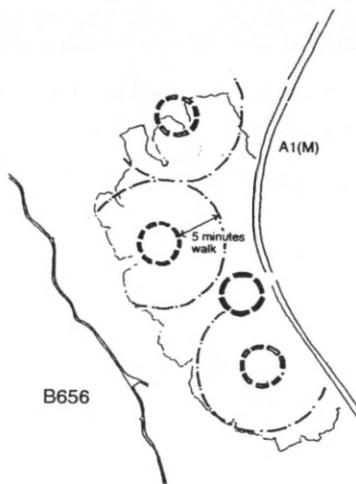
The Local Visioning Conference was attended by over 250 local people and technical experts for two days during a weekend in January. The event consisted of topic workshops covering such subjects as Landscape and the Environment, Homes and Neighbourhoods and Transport and Access. The workshops were followed by Hands-on-Planning sessions in which participants worked around map-scale plans and were encouraged to explore their aspirations, negotiate and make some broad design decisions.

It is perhaps unsurprising that at the top of local people's agenda was a desire to restrain the dominance of the car and to provide new forms of public transport which would be both affordable and reliable. In the new settlement, a network of pedestrian and cycle ways would augment the existing segregated routes for which Stevenage has become so well known.

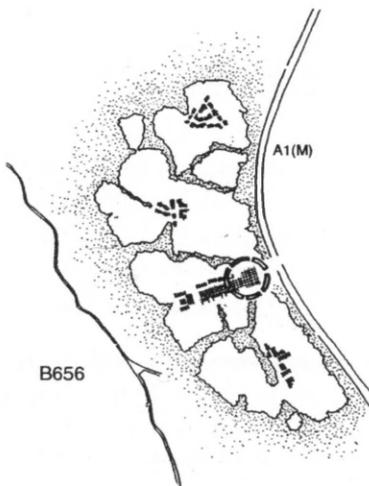
The fact that the new settlement will be located immediately west of the A1(M)



Development Principles:
 Top: Trees and Woodland.
 Middle: Public Transport.
 Bottom: Cycles and Pedestrians.



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B656



B656

Development Principles:

Top: Schools.

Middle: Place Making

and the Heart of Village Centres.

Bottom:

Neighbourhoods.

motorway - an almost impenetrable barrier originally foreseen as the new town's permanent western edge - prompted a debate whether the new settlement should be essentially an extension of Stevenage or a new stand alone community. Conference participants concluded that the new settlement should as far as possible be linked to Stevenage, adding to its culture by attracting new citizens who seek to enjoy sustainable lifestyles and by making a contribution to the regeneration of its existing quarters.

That participants wished to see a landscape-led masterplan is significant and fitted neatly with the fact that the Countryside Agency were using the Local Visioning Conference to pilot their new Environmental Capital approach to environmental characterisation. The approach, which they are developing in conjunction with the Environment Agency, English Nature and English Heritage, partly relies on a subjective assessment of the natural and cultural heritage of landscape by local people. Environmental consultants CPM, appointed by the Garden City 21 Partners, were therefore able to use the conference as a platform for finding out from local people what aspects of the existing landscape matters to them, and why. Following local opinion so far expressed, retention and strengthening of the existing landscape features to develop a strong landscape framework of green routes and shelter belts is to be an underlying principle of the masterplanning process.

Development Principles

The two days of intensive group working were followed by a further three days during which the John Thompson & Partners team absorbed the outputs from the conference to provide a synthesis of its proceedings. This was reported back to the participants on the Tuesday night immediately following the event. In addition to a strong desire to continue the consultation right through the masterplanning process and beyond, a key result of the conference was a series of Development Principles to inform the masterplan from now on. John Thompson & Partners have summarised these Development Principles in a series of diagrams, which, when overlaid, build up to form consensus masterplanning principles which they have developed as one of the key conclusions of the conference.

Trees and woodland

The strategic new development would incorporate and augment existing landscape and natural features such as hedges, trees and woodland.

Links

A new major route under the A1(M) would link the heart of the new settlement with the town centre. A number of additional public transport, pedestrian, cycle, bridle ways and routes for private vehicles would connect the new settlement with Stevenage town centre. Within the new settlement, key routes link the village centres and residential neighbourhoods to the heart. Footpaths and bridleways would run into the countryside.

Public transport

A dedicated public transport corridor would link the heart with Stevenage town centre, bus and railway stations. A figure of eight public transport route would link the heart and village centres to provide maximum accessibility. The public transport route would pass through the centre of the residential neighbourhoods ensuring the majority of dwellings are within 250m (3 minutes) to 400m (5 minutes) walking distance. Additional public transport routes to the north and south would link to other local facilities including a hospital, supermarket and local employment sites.

Cycles & pedestrians

Cycles and pedestrians would have priority over private motor vehicles. Where appropriate, cycle and pedestrian routes would follow the line of existing footpaths and link to adjoining routes.

Schools

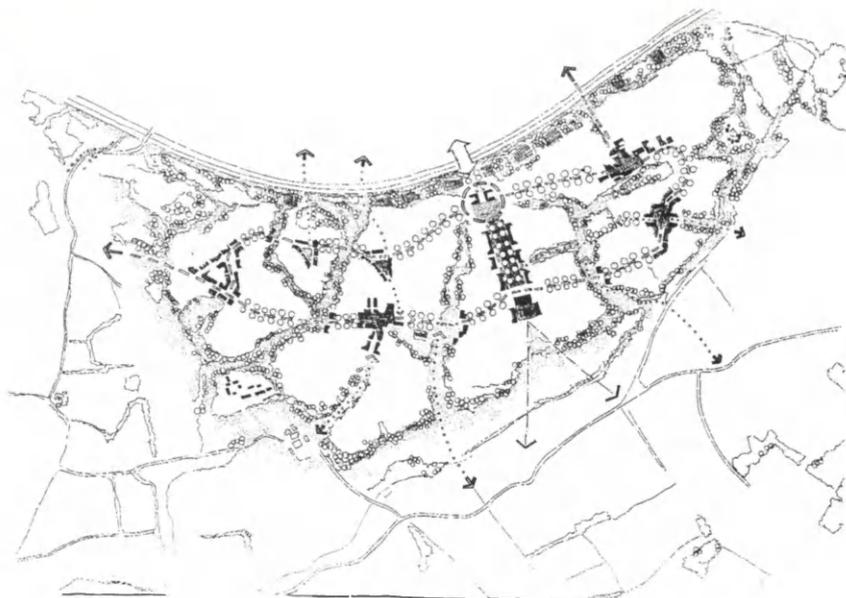
A secondary school would be situated close to the high density, mixed use heart. Primary education and community facilities would form the focus of village centres and community life. Schools, which would be open to the wider community as a resource out of school hours, would be situated on public transport routes and are centrally located to ensure that they are within 5-10 minutes walk from the surrounding residential neighbourhoods. The school playing fields would create green fingers connecting to the open countryside and landscape corridors.

Shelter belts

Strategic planting would provide shelter from the prevailing winds. Planting would be provided along boulevards, footpaths and cycle links, and within open space. Existing landscape would be reinforced. A new landscape corridor and employment uses would provide a buffer and transition between the A1(M) and the residential areas.

Place-making

The location of key buildings and spaces would create a series of gateways, foci and vistas which change and unfold as one passes around the settlement, creating a sense of place. Enclosed public spaces would create identifiable focal points for the village centres.



Top: The visioning masterplan.
 Glimpses:
 Left top: Urban core.
 Left middle: Linked neighbourhoods.
 Left bottom: Sustainable transport links.
 Right top: Green corridors
 Right Bottom: Development periphery.

Copies of the Local Visioning Conference report are available at a price of £5.00. Contact Anna Burgess at Hertfordshire County Council on 01992 556246 for details.

The heart and the village centres

A high-density development of integrated mixed uses would create an atmosphere of activity and vitality. Higher density housing around village centres would enclose space and create a focal point for the residential neighbourhoods.

Neighbourhoods

Residential neighbourhoods are defined by the main pedestrian and public transport thoroughfares and public and landscape open spaces. Residential areas are designed to form appropriately sized neighbourhoods based around streets, squares and courts.

The Visioning Conference Masterplan

John Thompson & Partners concluded that most people who attended the Visioning Conference wished to see the development realised as a series of neighbourhoods connected to each other and to a mixed use urban core by a network of green routes and a high quality transport system.

Each neighbourhood would have, among other facilities, a primary school as its focus and be arranged so that all homes would be a short walk from a transport node.

As the new development spreads out and away from the urban core, densities would reduce to reveal hamlets and market gardening at its periphery. Existing trees and woodland would be reinforced by structural landscaping to provide greater opportunities for species diversity and to enable the new development to integrate into the existing context of the countryside.

The 'Glimpses of a Sustainable Future' which follow illustrate these conclusions by leading us through a walk from the urban core to a series of interconnected villages via green routes and the high quality transport system.

Glimpses

As the title Garden City 21 implies, sustainability lies at the heart of the GC21 partners' aspirations for the new settlement, and as John Thompson & Partners discovered, in spite of a majority view which fundamentally opposes the development, the majority of local people also share this vision. What local people particularly welcomed, was the opportunity to become involved in the masterplanning process in its earliest stages. John Thompson & partners believe that people's subsequent desire to continue to work with the Garden City 21 Partners rather than to oppose the process is a testament to the success of the Local Visioning Conference as a means of independently enabling local opinion to be expressed. #

Three Squares in Barcelona

James and Anne Thomas

Introduction

Barcelona has just been awarded the RIBA Gold Medal - a unique honour for a city rather than a person. This award has been made for recent achievements. But, the city has also much to teach Urban Designers in its older parts, the Barrio Gotico, which was visited by the UDG last November.

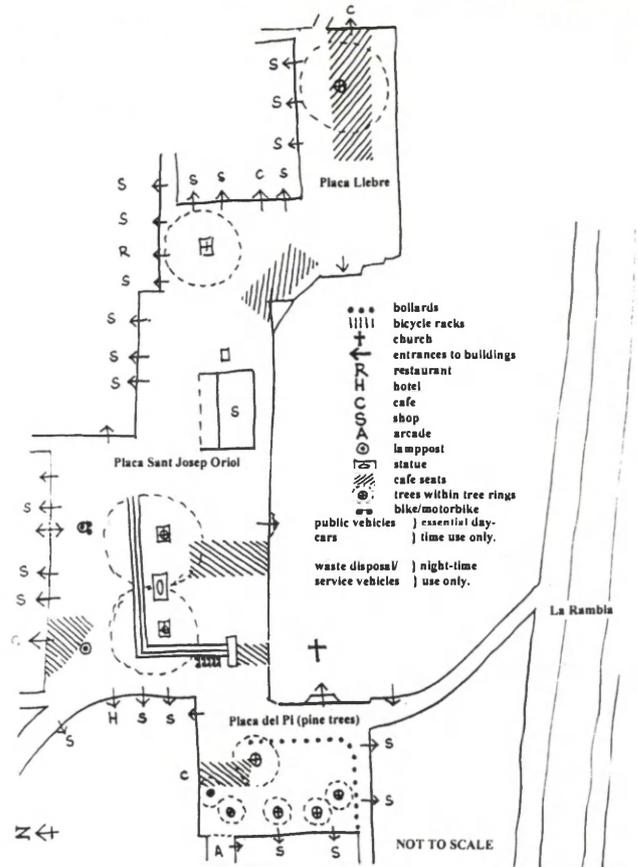
In conservation legislation in Britain a distinction is drawn between character and appearance and conservation areas are often harmed by vehicular traffic which usually reigns supreme at all times. In this article we give some indications of what character is and use the example of Barcelona to reveal that motor vehicles can be tamed and the quality of the environment enhanced.

The three mediaeval plazas

Opening our shuttered bedroom windows, we woke, in the morning to the sound of geese flying overhead, of bells from the Cathedral-sized Church of S. Maria del Pi in the Plaza below, to pigeons cooing in the other plazas to the east, and above all to the buzz of human conversation and argument, shouts of instruction, the scraping of metal on stone, beating/hammering sounds. We were in the central mediaeval core of Barcelona, the very centre of the City, and these were natural sounds, not the sounds of traffic.

The previous day, as we walked from the airport taxi parked at the side of the Ramblas, and turned down a curving pedestrianised stone street with high walls and dark entrances, and shops selling maps and books and exotic food and spices, we had approached the Hotel Jardí in the first plaza with mounting anticipation - and amazement when we found our third floor corner room overlooked not one mediaeval square but *two* with a *third* beyond . . .

The first of those, Plaza del Pi, had a floorscape of rectangular blocks, some in marble, no kerbs or steps, and six trees - five orange and one tall ten metre pine tree (hence the name) - in simple circular recesses; the trees shaded pedestrians and those seated at the two restaurants. Bollards with coats of arms limited car parking to the perimeter. Bikes and motorbikes were allowed within part of the plaza, but more extensive vehicle restriction was in force at weekends. Pedestrian movement flowed through the space, enclosed by the dominant 14th century Church of S. Maria del Pi to the east, the mediaeval engraving and postcard shop with its early 13th century inscription above the door, the lamp shop on the south side, the Solinger-knife and razor shop on the west side, and the Osterhase Cafe and pharmacist on the north



Top: Plan of the three linked squares.

Above: A corner of Plaza del Pi.



Top: The car can be tamed and the environment enhanced.

Above: Bollards separate the car parking limited to the periphery from the protected pedestrian realm.

side. The buildings were tall, mainly five and a half to six storeys high, so there was an intense sense of enclosure with shafts of the strong November sun falling on the brightly coloured clothes of the tourists, but only reaching parts of the square, to the north and west; the rest was in deep shadow. All the shops had upper residential storeys, some with balconies. The quality of the different materials, stonework, stucco with low relief decoration, and cement rendered buildings, was good, and the modern shop fronts boasted fine lettering above their entrance doors and windows. There was modern high level flood lighting, and some attractive original brackets lighting buildings. The only illuminated sign was that on the pharmacy.

Turning into the Plaza de Sant Josep Oriol, which ran down the long side of the tall, cathedral-like S. Maria del Pi, we found that this plaza had two levels separated by three steps - like a stage, with the Church wall as a back-drop. Like on a stage too, we found the scenery ever-changing. When we arrived, we found chairs and tables spread out, musicians, a Tarot card lady, and the Calor Gas man banging his container to attract sales. The next morning, after loud activity during the night, the 'stage' was filled with covered market stalls selling paintings of Barcelona and objets d'art, and with musicians, at dusk, a flame-thrower and juggler entertained the crowd. Our hotel lay to the west, with a modern marbled entrance hall, featuring a glass-covered mediaeval structure on its southern wall. Next door, the Bar del Pi, with classic Art Nouveau lettering,

and next door, a 'real' chocolate 'Cafe Jordi', where the youth of Barcelona flocked each sundown to sip smooth, thick, chocolate, before venturing into the City's night-life. That night-life started late, with dinner never served before 10.00 p.m. And what a dinner! The first we sampled in a restaurant in the Plaza de Sant Josep Oriol, fresh mediterranean prawns, fish, and vegetables traded from the magnificent Barcelona Central Covered Market off the Ramblas. Street lighting in this Plaza came from four 19th c. lamposts, and bracketed lighting on buildings, and modern flood-lighting on a post by the Church. Buildings ranged from five to six storeys, with the nearly blank 30m high stone Church wall; in the centre of the plaza a seated statue of a Victorian figure. Two large 15 m. high plane trees shaded this square, paved with large stone slabs, and 'essential' parked vehicles were in daytime restricted to the edges, with bicycle and motor cycle stands provided. A newspaper vendor stall stood just north of the 'cathedral' north wall, at the east end of this plaza, leading into another, smaller Plaza - the Plaza Liebre. Buildings again rise to six storeys, with the tall, east end of the 'cathedral' rising 30m to the west. Balconies on buildings here were more ornate than in the previous two Plazas. Again residents lived over shops, with thick, and infinitely adjustable wooden shutters on the upper windows acting as barriers from the sounds of the City. In our hotel also we found these thick, timber shutters a good device for keeping out some of the night-time clatter of waste disposal vehicles and trucks removing market stalls. Signs from the buildings in some streets and squares of Barcelona say 'let us sleep!', but perhaps they have not been equipped with modern sound-proofing - or even old-fashioned thick timber shutters. When the sound-proofing is effective, it certainly seems to be a good device for allowing the use of the streets for essential vehicular movement at night, and pedestrian use during the day.

Lessons for high density living in the city.

Here, in the centre of mediaeval Barcelona, the public space is where the citizen lives - from early morning to very late at night. The pedestrians, who walk about the streets and plazas are still supreme, and the motor vehicle is just a tool to be used, part of the service industry. As in the Ramblas, where the central area of the street is given over to market stalls and pedestrians and vehicles are restricted to the side lanes, these three mediaeval squares epitomise the current philosophy of the city architects, planners and urban designers.

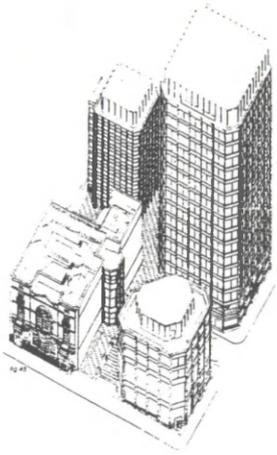
'In Barcelona the Public Realm is as important to us as Education . . . we spend as much on the spaces in our City as we do

on schools.' Jaume Barnada Lopez explained to us that as citizens spent as much time in the streets and plazas and parks, it was of the utmost importance to the authorities to bring a high quality environment and provide for their everyday needs in the very heart of the city.

In London the car still reigns supreme. We don't spend as much money as we should on the public realm. Perhaps we have lessons to learn from other cities on time restrictions and the 'use' categories of the spaces-in-between. At last year's Urban Design Group's Annual Conference at Oxford Brookes the concept of the '24 hour city, Fact or Fiction' was discussed including 'licensing hours and the conflicts with residential use', particularly noise late at night, and how the Coin Street Community Builders, by special access measures, managed cleansing and waste disposal to the benefit of the whole community. For the most part, however, we still have fully trafficked streets and few pedestrianised areas, unsafe streets for people to walk to work and for children to walk to school.

It has been reported recently that suburban living is in the decline, and the Governmental Task Force in their recent report state that many 'persuadables', mostly single, would prefer high density living in the city. This high density, mixed use, city utopia will not happen until streets and squares are pedestrianised and used in a time-share way, as is the case in Barcelona.

The three mediaeval squares examined here are indeed an exemplar for pedestrianising the spaces-in-between and for enabling the Government's aim for sustainable mixed use high density living in our cities. The traffic-free appearance also contributed very strongly to the character of these mediaeval plazas. #



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Modernism without Rhetoric
Essays on the work of Alison and Peter Smithson
 Edited by Helena Webster
 Academy Editions 1997 £37.50

This welcome book pulls together the 'oeuvre complete' of A & P Smithson (A&PS as they like to sign themselves), 'middle Moderns', Brutalists, although different from the earlier Moderns, (Corb et al), combined with criticisms, and seen in retrospect. Its all here, as teachers, architects, writers, edited from my dusty cuttings file painstakingly saved, which I can now throw away.

This reviewer must declare an interest, in that I studied at the Architectural Association when Alison and Peter Smithson were responsible for projects of increasing complexity, set in a village, a town and a city. A logical and sensible progress, germane to their thinking, but declared by later students as too patronising, in that they didn't need 'Village experience' to tackle the problems of the city. In contrast with the 1960s, the 90s offer 'Urban villages', a distortion of what was originally a Jane Jacobs phrase. But the Smithsons were onto first rate urban thinking early on.

The drawings, particularly the axonometrics, (not computer drawn) are first rate, the mix of coloured photographs instructive, with the black and white drawings, essays, bibliographic information and chronology of projects, the first collection of critical writing on their work, together with essays by Derek Sugden, the Arup engineer, by Richard Padovan,

and by Fouad Samara all add up to a very well produced book. PS tightly controls his communication, is never a journalist, but cares greatly about communicating: "Our writing is not retrospective, it is an attempt to produce in a way a programme of what you are going to do next". "Words as important as buildings and makers of exhibitions". The younger generation are now very interested, we are told, in their stand for humane simplicity.

Helena Webster's foreword states that "The Smithsons became a riddle. The haughtiness of their intellectual stance, has belied buildings unloved by their users that no one tried to follow" (eg the earlier Golden Lane competition, a network laid over the existing city, and the fragment that was built - Robin Hood Gardens 1970), "yet their Economist building of 1964, for instance is a true masterpiece commanding deep respect". Yes, but the floor plates with their central core were too shallow and small, with only one place for the circulation, restricting the plan for users in a modern office. This complex is an excellent example of making spaces and fitting into the fine grain of St James's, although as an urban renewal device, it needs to be limited. I wouldn't disagree with Patrick Hodgkinson, chairman of the Symposium that "their contribution to city thinking remains majestic across decades which has seen so many trends and clichés come and go". The following is my selection of what is really useful for Urban Design readers: the thinking on a home(s), and housing (territory and 'inhabitation'), before it reaches the Brutalist stage; the continuing relevance of past forms and the historical continuity of urban fabrics; the excellent "Bath, (city) Walks within the Walls" 1971; the Oxford and Cambridge walks, part of the plan for "Citizens Cambridge"; but not the iconoclastic and 'mobility driven' London Roads Study 1959, turning Soho and Covent Garden into a motorway. Later projects of the 70s and early 80s, are replaced with solutions which extend the scale and

patterns of the existing city, with increasing interest in indigenous fabrics. The Smithsons were searching for an architecture free from polemic, (without rhetoric), an architecture of 'truth', a refreshing view in a post post modern age, where 'anything goes'. #

Peter Eley

Design for Secure Residential Developments
 Crouch, Shaftoe & Fleming
 Longman 1999 £16.99

This compact technical handbook on a specialised topic shows a balanced approach. The introduction states "We want the security of buildings to be based on good sense rather than the exhortations of hardware manufacturers or simplistic concepts of fortification". This theme is repeated throughout.

Although the publishers claim that the book is suitable for students of building, housing, town planning, urban design, estate management and surveying, (no mention of architecture!) only the first four chapters and the excellent summing up are likely to be of interest to urban designers. The introduction makes obvious points that should not be taken for granted (eg rear windows are the most vulnerable to crime and burglars) and the difficulty of resolving the conflicting demands of fire safety and security. Sadly there have been several major disasters where many lives have been lost due to security measures preventing access by the fire brigade; the moral is that proposals for increased security should *always* be checked with fire safety officers.

Chapter 2 is a plea for consulting the public and using well-structured questionnaires for obtaining data and views about crime and security. Face to face interviews, public meetings and physical surveys are recommended, and continuous contact with local inhabitants is considered vital. Evaluation of work done is suggested when planning further improvements for secure

residential environments. Chapter 3 deals with external and communal areas and also with "who is allowed where?"; reminding us of Jane Jacobs and Oscar Newman. The authors consider that a clear barrier such as a garden gate and/or a front door needs to be placed between the public and private domain, but for many there is a grey area between the definitely public and definitely private. This is a particular problem in Radburn or 'village green' layouts, and even in areas consisting of houses on streets where there are back lanes or alleyways where anyone can roam or loiter. The problem is that while safety improvements aim to reduce undefined areas, those areas that allow for neighbours' interaction can also be eliminated in the process

Recent advice by the police and others seems to be that houses facing busy roads are safer than quiet homes in secluded cul-de-sacs. The book illustrates a rather unattractive post-modern housing development in Bristol as an example of using so-called symbolic barriers to private space that they consider assists security. A more imaginative option is to group together clusters of houses either physically or symbolically using colour fences and planting. This makes large housing schemes less anonymous and dreary (!)

A propos communal spaces, the authors favour small play areas and pocket parks for small children, provided they are visible from people's houses, whilst older children "kick-about" areas should be located further away. Nor surprisingly, well-lit footpaths are recommended, overlooked by houses, and there is a whole chapter devoted to lighting for safety and security. The book gives advice on the design of walls and fences, and car parks.

The authors feel strongly that issues such as landscape detail and street lighting should be integrated at an early stage in the urban design process, and charmingly remark: "The joy of planning a suitable lighting scheme with planners and

architects at the inception stage is rare to those concerned with lighting design". The rest of the book is given to detailed technical aspects of door and window design, and on safeguarding building sites. There is an excellent summary of the future concerning crime and security in housing areas.

An alarming statistic that emerges is that in the UK there are more private security guards than police officers! The authors wisely warn us that as residential security improves, criminal offenders are more willing to target individuals on the street (once again the UK follows the worst aspects of the USA). In conclusion they state that they have limited faith in high-tech security systems, and suggest re-employing the unemployed to supervise and protect the vulnerable members of society. "Do we want a two-tier society . . . or an 'inclusive' society where everyone has freedom to enjoy a shared environment?" YES indeed. This is a timely and useful book, refreshingly unpretentious, straightforward and easy to read. #

Derek Abbott

Context New Buildings in Historic Settings

John Warren, John Worthington, Sue Taylor (eds)
Butterworth Heinemann £35
Paperback

This book stems from a lively seminar held in 1996, at the Institute of Advanced Architectural Studies at the University of York, with now sadly reduced activities. The contributors' different professional opinions on the design of new buildings in areas of conservation provide valuable statements of the interests, concerns and ambitions facing the guardians, managers and designers of our urban heritage. This is a serious discussion and valuable for planning committees, 'community opinion' and inspectors at inquiries, although they could be put off by jargon involved in philosophical issues, and the 'mysteries' of design objectives.



Architects have a job to explain simply in a context which can be quite complicated.

Tensions exist between the purpose of preservation and the need for re-creation. Since the 1950s when there was a strong desire to reject the past and refocus on a new aesthetic and social values, the results have often been inappropriate developments and damaging to the historic fabric. The unease between those supporting the modern movement and realising it in a 'modern style', and the true blooded 'replicating' conservationists has mellowed, provided that sensitivity, and greater understanding is in play. Professionals and the community in the 90s are more concerned with the making of sustainable and vibrant places in the conservation and restoration of a wide range of buildings. At the same time places designated as conservation areas need to have new uses and probably some new building, in order to remain alive. It would not be true to say that there is an agreed consensus, but from evidence presented here, there is a much better understanding of the opposing points of view, and much better 'placemaking' from both. This book presents the philosophies of respected designers and administrators, with a fascinating range of case studies, about mostly good and some bad practice. Bad examples derive from poor

briefing, greed, and often a lack of a thorough current audit of an area.

This is not a manual, of how to do it: each situation has to be approached individually, and is unlike any other; generalisations are inappropriate. The book's first section sets the scene: John Warren outlines the historic context including implied 'ownership' by the 'community', the designers responsibility, the 'pressure' of buildings, and historicism. Dennis Sharp makes an excellent analysis of the Modern Movement's contribution to the city, its different streams (Functionalists and Expressionists), and contrasting attitudes in Britain and Italy. Robert Adam advocates an approach focusing on the country's (cultural) tradition, changing and modernising it to meet the requirements of the present day.

The second section describes the increasing protection of the historic environment, with the formation of groups and the growth of the conservation movement, which could be seen as a reaction against professional ideals that had become divorced from community opinions. There are contributions from planning officers: Mansell Jagger in Canterbury and Les Sparks in Bath and Birmingham. Sherban Cantacuzino advocates simplicity, the preservation of scale, texture and harmony, and

not relying only on vernacular styles and traditional materials. His criteria for assessing a sensitive situation uses Philip Larkin's literary analogy: can I read it? Can I believe in it? Do I care about it? And would I go on caring about it?

The final section comes from 'inside the mind of the designer', personal beliefs which inform their 'style' of operation. All respected architects' work reflected the design aspirations and technology of their age. "Why on earth should we go backwards"? they would say. Edward Cullinan 'contributes to historic settings without kow-towing' - to extract and abstract the qualities of historic surroundings in order to enhance them. Richard MacCormac who sees the past and its relationship with the present as essentially dynamic, "where interventions into the past change it, and . . . also change the present". Foster and partners design modern insertions to "reflect the transformation that the original building or place had undergone". John Lyall "pulling teeth and filling cavities", expresses a practical attitude to knitting together new building that can adapt to new uses, with the fragments of the historic fabric.

It is easy to destroy the uniqueness of a place. This book offers a wide ranging collection of differing opinions about the meaning of cities, and challenges for those facing design and implementation. The good designer manages and moderates change, not merely to retain the past but to add to the understanding of it and to open up opportunities for the future. The overriding theme is one of appropriateness, researched intelligence, the need to develop and change without severing continuity with the past. To quote John Worthington's optimism: "Conservation is becoming part of the mainstream, and the past is becoming part of the future". #

Peter Eley

Studies and Executed Buildings by Frank Lloyd Wright.

Preface by Anthony Alofsin
Rizzoli
New York 1998

This book rewards contemplation. It comprises a reproduction of part of the *Wasmuth Folios* originally printed in 1911 as a primer for the new democratic architecture of America. It includes drawings of some of Frank Lloyd Wright's most famous projects, such as the Larkin Building, together with sketches of schemes that were never built.

Written in Florence in June 1910, Wright's 'manifesto' tries to resolve the urgency and excitement of the new architecture emerging from his studio, and the more classical European traditions. He saw echoes of the Renaissance in his own work whilst at the same time trying to discover the so-called symbolic purity of primitivism. Just as Picasso, Modigliani and other artists were being influenced by African and Asian artefacts, so Wright's drawings seem to have drawn on this idea of purity. He introduces a stylised form of presentation, carefully thought out and pared down.

Drawings of Lexington Terrace "propose a solution to the low cost housing problem". They show groups of flats in a perimeter block around a central courtyard. There is a proposal for a resort on Wolf Lake, made up of pavilions and towers, which today seem to have been purloined by retail shed developers up and down the motorway system of this country. There is the monolithic Unity Church, and the utilitarian Larkin Building, which Wright describes in detail, explaining the vitreous cream coloured brick. The decoration has been reduced as he enthuses that "the 'critics' architecture has been left out. Therefore the work may have some claim to consideration as a 'work of art' as an ocean liner, a locomotive, or a battleship."

His houses exemplify similar purity. His contention that "The horizontal line is the line of



domesticity" is explicit in the drawings of the house for Mr. Winslow in River Forest, or for Ward Willets in Highland Park. He uses the draughtsmanship to reflect simplicity and calm. One only has to view the perspectives of the Thomas Hardy House, or the city dwelling for Mr. W.R. Heath to understand his concept of design.

"In the buildings themselves, in the sense of the whole, there is lacking neither richness nor incident: but these qualities are secured not by applied decoration, they are found in the fashioning of the whole."

Something we urban designers would do well to remember. #

Jon Rowland

A Guide to Great American Places: A journey of discovery, learning and delight in the public realm.

Gianni Longo
Urban Initiatives New York 1996
\$15 + \$3 postage

This book is particularly timely because of the UDG's intention for some time to produce a Good Place Guide which at last seems to be bearing fruit. The book resulted from a group formed in Chattanooga, Tennessee, to revitalise the public realm in that city and to encourage others to rediscover

the qualities and idiosyncrasies of public places. They initiated a Search for Great American Places in 1994 when nominations were requested. Over 200 were received and a panel of twelve people selected 60 for publication. The panel looked at "not only the formal and aesthetic qualities of each place but also at their ability to bring people together for the face to face contact which is essential for a healthy society".

The choices are far wider than the UDG's which directly relate to urban design objectives. I have to admit I found their definition to be too wide but it is best to illustrate this by listing the categories they have used:

Visions – conceived and built by citizens who had the visions to transform their surroundings – these are mainly green spaces.
Connections – linking a city with its surroundings – mainly parkland examples.
Pleasurable rides and Terminals – ranging from streetcars in new Orleans to Union Station LA.
Four Small Towns including Nantucket and Charleston.
Three Planned Communities including Seaside.
Endangered Places such as Times Square.
Waterfronts including Venice, Miami Beach and Battery Park.
Main Streets such as Faneuil Hall and Newbury Street in Boston.
Outdoor Rooms including Bryant Park and Rockefeller Center.

Public Squares such as one in Sante Fe.

Public Buildings such as LA Public Library expressing civic values.

Farmers Markets including the previously threatened Pike St in Seattle.

Turning Points – places which represent a daring break with established practices – The Lawn, Charlottesville, Central Park, Oriole Park, Baltimore.

These brief listings give some indication of the breadth of places included in the book which is excellently illustrated with black and white photographs showing how people enjoy using these many different settings and the text admirably brings the places to life. Introductory text describes the problems of suburbs and the need to stem the decline in public places.

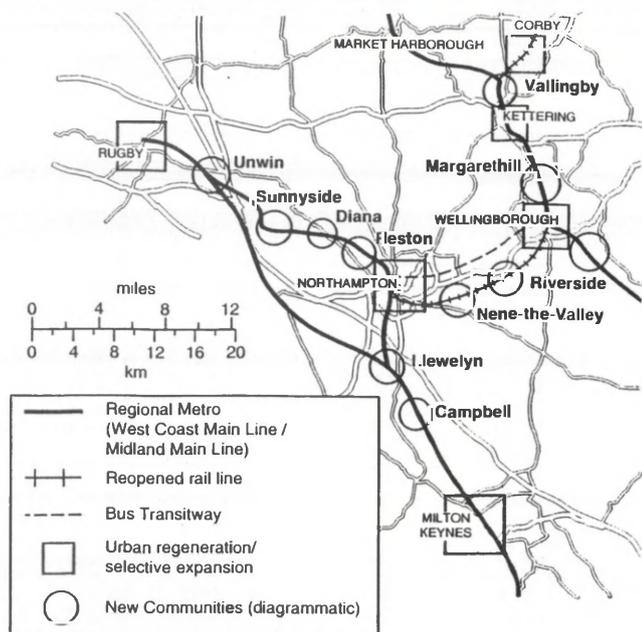
The examples included are intended to be an appetiser for a wider assessment of quality in public places. This follow-on project known as The Public Realm Recovery Project is based at Urban Initiatives, 530, West 25th St, New York NY 10001, from which copies of the book can be obtained. #

John Billingham

Sociable Cities - The Legacy of Ebenezer Howard

Peter Hall and Colin Ward
John Wiley 1998 £15.99

Sociable cities was published to coincide with the centenary of Ebenezer Howard's *Tomorrow – a Peaceful Path to Real Reform* – the original title of what later became *Garden Cities of Tomorrow*. Howard's importance lay not only in the unique linking of many earlier stated ideas but the fact that these ideas became reality at a scale that was meaningful for society. The book is arranged in two main sections: the first describes Howard's background, the garden city idea, its prototypes and its translation later into the new towns programme and European applications. In addition the unplanned plotlands and Land Settlement Act intentions provide the



context for other forms of development. The second section investigates key contemporary issues, the quest for sustainability, ways in which Howard's social city can be applied today, how these could be implemented, earlier do-it-yourself concepts and issues affecting the future form of agriculture.

Whilst those who have read the biographies of Howard will be aware of his background, this book provides an important overview of the ways in which his ideas developed and the steps he took to establish the first two Garden City prototypes. It also enables a synoptic view to be obtained examining Howard's work in today's context and seeing how his ideas of a group of slumless smokeless cities – the social city – could be translated into a linear grouping of settlements related to rail transport routes.

In the book's second section, sustainability is taken as the key objective in today's policies. The application of rail transport links within the London metropolitan area extending out radially is demonstrated as the lifeline for new developments making them capable of becoming new forms of sustainable social cities. The only part of the book that I found difficult to understand was that which described the possible form of a Regional Metro – the detail may have been added to demonstrate its

practicability but to a non-Londoner it carried too much detail. Whilst Howard worked in London and his ideas initially applied to the capital it would have been useful to show some application outside the south east of England – possibly referring to the TCPA study that has been undertaken in Greater Manchester.

The book is an appropriate celebration of Howard's contribution and projects the ideas forward, also examining ways in which betterment can be returned to the public. It is essential reading for politicians at every level but the ideas are only likely to be implemented through a regional perspective. It is unlikely that Howard's precedent of forming development companies could enable such wider areas to be progressed today and it is hoped that the TCPA will not see the book as an end in itself but seek to find politicians to act as champions to pursue the propositions. #

John Billingham

Directory of practices and urban design courses subscribing to this index

The following five pages provide 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

Tel: 01235 851415

Fax: 01235 851410

Architecture & Design Partnership Ltd.

Hophouse, Colchester Rd
West Bergholt
Essex CO6 3TJ
Tel: 01206 242070
Fax: 0870 055 7797
Contact: Brian Morgan RIBA MRTPI

The Practice specialises in master planning, civic design, integrated mixed use developments and community design.

W S Atkins Planning Consultants

Woodcote Grove, Ashley Road
Epsom, Surrey KT18 5BW
Tel: 01372 726140
Fax: 01372 743006
Contact: Joanna Chambers BA BTP MRTPI

Multi-disciplinary practice of urban planners, landscape designers, transport planners, urban designers, architects and environmental planners, specialising in Master Plans, Development Frameworks and Concepts, Development Briefs, Environmental Assessment, Environmental Improvements, Town Centre renewal, Traffic Management and Contaminated land.

Austin-Smith:Lord

Architects Designers Planners
Landscape Architects
5-6 Bowood Court Calver Road
Warrington Cheshire WA2 8QZ
Tel: 01925 654441
Fax: 01925 414814
Also in London Cardiff & Glasgow.
Contact: Hugh Cannings

Multi-disciplinary national practice with a specialist urban design unit backed by the landscape and core architectural units. Working with public and private clients on a wide range and scale of projects providing briefing, concept development, masterplanning, design guidance, implementation and management.

Babbie Group

Shinfield Park
Reading, Berks. RG2 9XG
Tel: 0118 975 8844
Fax: 0118 931 0268
Contact: Bettina Kirkham Dip TP BLD ML
Paul Townsend BSc (Hons) CEng MICE MCIT MIHT

Multi-disciplinary practice with urban designers, architects, landscape architects, transportation and environmental planners, specialising in urban design strategies, urban regeneration, conservation, masterplanning, village, town and city centre environmental improvements, EIA, implementation and expert witness at public inquiries.

**Alan Baxter & Associates
Consulting Engineers**

75 Cowcross Street
London EC1M 6EL
Tel: 0171 250 1555
Fax: 0171 250 3022
Contact: Alan Baxter FISTructE MICE
MConSE

An engineering and urban design practice with wide experience of new and existing buildings and complex urban issues. Particularly concerned with the thoughtful integration of buildings, infrastructure and movement, and the creation of places which are capable of simple and flexible renewal.

**Bell Fischer
Landscape Architects**

160 Chiltern Drive
Surbiton, Surrey KT5 8LS
Tel: 0181 390 6477
Fax: 0181 399 7903
Contact: Gordon Bell DipLA ALI

Landscape architects with specialisms including urban design, urban regeneration and environmental planning throughout the UK and overseas. Quality assured to BS EN ISO 9001.

Chris Blandford Associates

LFBI, Lafone House
11-13 Leathermarket Street
London SE1 3HN
Tel: 0171 403 2211
Fax: 0171 403 7333
Contact: Chris Blandford/Steve
Crawhurst/Geoff Smith
Also at Sussex, Cardiff, Chester and
Middlesborough

The skills of CBA's multi-disciplinary team embrace the core disciplines associated with development planning, urban design, landscape architecture, environmental assessment and management. Particular strengths include urban regeneration and enhancement, master planning, environmental strategies and implementation.

James Brebner Associates

6 West Hall Road, Kew
Surrey TW9 4EE
Tel: 0181 876 0405
Fax: 0181 332 2786
Contact: James Brebner MRTPI, Architect

Small practice which specialises in urban design issues in SE England: in particular, proposals for new development, enhancement schemes and the design of public space.

Trevor Bridge Associates

7-9 St Michaels Square
Ashton-under-Lyne
Lancashire OL6 6LF
Tel: 0161 308 3765
Fax: 0161 343 3513
Contact: Trevor Bridge Dip LA DA FFB
MI Hort ALI

Landscape Architecture, Urban Design, Environmental Planning, Ecology, expert witness. From inception to completion the practice is committed to maintaining high standards and meeting the needs of the client.

Colin Buchanan & Partners

Newcombe House, 45 Notting Hill Gate
London W11 3 PB
Tel: 0171 309 7000
Fax: 0171 309 0906
Contact: Kevin McGovern BA (Hons)
Dip TP MRTPI AMTS

Planning, regeneration, urban design, transport and traffic management and market research from offices in London, Edinburgh, Bristol and Manchester. Specialism in area based regeneration, town centres and public realm design.

Building Design Partnership

PO Box 4WD
16 Gresse Street
London W1A 4WD
Tel: 0171 631 4733
Fax: 0171 631 0393
Contact: Richard Saxon BArch (Hons)
(L'pool) MCD MBIM RIBA

Planning policy and area regeneration studies. Development frameworks for mixed-use, commercial, residential, sports, leisure, educational and industrial development. Transport and public realm design. International practice with offices in London, Manchester, Sheffield, Glasgow, Belfast, Dublin, Grenoble, Berlin, Frankfurt, Madrid.

Burns + Nice

15 Greenham Road
London N10 1LN
Tel: 0181 883 9908
Fax: 0181 374 9301
Contact: Marie Burns BA (Hons) MAUD
DipLA MLI FRSA or Stephen Nice BA
(Hons) MAUD Dip LD MLI

Urban design, environmental planning and landscape architecture. Masterplanning, design and public consultation for town centres, public open spaces, education, residential and retail schemes, commercial, industrial and tourism developments and infrastructure projects. Experience of public and private sectors in the UK, Europe, Middle East and Far East.

Burrell Foley Fischer

York Central, 70-78 York Way
London N1 9AG
Tel: 0171 713 5333
Fax: 0171 713 5444
Contact: John Burrell MA AADip RIBA
FRSA

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

Philip Cave Associates

5 Dryden Street Covent Garden
London WC2E 9NW
Tel: 0171 829 8340
Fax: 0171 240 5800
Contact: Philip Cave BSc Hons MA (LD) MLI

Design led practice with innovative yet practical solutions to environmental opportunities in urban regeneration, town centre projects, urban parks, community art, public participation. Large scale site/master planning through to small scale detailed design, from studies to constructed projects. Specialist expertise in landscape architecture.

Civic Design Partnership

22 Sussex Street
London SW1V 4RW
Tel: 0171 233 7419
Fax: 0171 931 8431
Contact: Peter J. Heath Architect and
Town Planner

Led since 1990 by architect and town planner Peter Heath, the practice undertakes all aspects of public realm projects throughout the UK for public and private sectors. Recent London projects include proposals for the settling of Parliament, regeneration in Fulham and pedestrianisation plans for Trafalgar and Parliament Squares. In addition to the integrated services of planning and design, specialisms include lighting strategies, product design, street furniture manuals and design guides.

Richard Coleman Consultancy

Bridge House 181 Queen Victoria St
London EC4V 4DD
Tel: 0171 329 6622
Fax: 0171 329 6633
Contact: Lewis Eldridge

Independent advice on architecture, urban design, conservation, historic buildings, design assessments, commissioning of architects, planning issues and how most effectively to approach the local and national bodies involved in these fields.

**Conservation Architecture &
Planning**

Wey House, Standford Lane
Headley, Hants GU35 8RH
Tel: 01420 472830
Fax: 01420 477346
Contact: Jack Warshaw, BArch Dip TP
AADipCons ARB RIBA RTPI IHBC

CAP connect urban design and conservation of good places. CAP are government approved. CAP's clients cover all sectors nationwide. CAP accept historic areas, regeneration, topic studies, buildings, settings, new design, conservation solutions and expert witness commissions.

Edward Cullinan Architects

1 Baldwin Terrace London N1 7RU
Tel: 0171 704 1975
Fax: 0171 354 2739
Contact: Karen Hughes

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

DEGW pic Architects & Consultants

8 Crinan St
London N1 9SQ
Tel: 0171 239 7777
Fax: 0171 278 3613
Contact: Lora Nicolaou

Development planning and briefing. Masterplanning and urban design. Strategic briefing and space planning. Architecture and interiors.

Eardley Landscape Associates

25 Achilles Rd London NW6 1DZ
Tel: 0171 794 9097
Fax: 0171 799 9097
Contact: Jim Eardley

A landscape design practice with particular interest in the use and design of urban spaces. Specialisms include visual impact assessments, tree surveys, and expert witness.

EDAW Planning

1 Lindsey Street
London EC1A 9HP
Tel: 0171 674 0700
Fax: 0171 674 0799
Contact: Bill Hanway

Urban design, planning, landscape design, economic development, environmental assessment.

Entec UK Ltd

Northumbria House, Regent Centre
Gosforth, Newcastle upon Tyne NE3 3PX
Tel: 0800 371 733 Fax: 0191 202 8399
Also Leamington Spa Tel: 01926 435 990
Contact: Peter Owens / Clive Harridge

Fully integrated multi-disciplinary practice. Urban design, landscape architecture, traffic management, engineering, risk assessment and contaminated land remediation. Sustainable development, town centre renewal, new settlements, development planning, urban capacity studies and environmental assessment. We aim to maximise the value of our client's holdings, optimise brownfield sites and achieve high quality urban environments.

Roger Evans Associates

59-63 High Street
Kidlington Oxford OX5 2DN
Tel: 01865 377 030
Fax: 01865 377 050
Contact: Kathryn Anderson/
Chris Odgers

A specialist urban design practice providing services throughout the UK and abroad. Expertise in urban regeneration, quarter frameworks and design briefs, town centre strategies, movement in towns, master planning and development economics

Terry Farrell and Partners

7 Hatton Street
London NW8 8PL
Tel: 0171 258 3433
Fax: 0171 723 7059
Contact: Julian Tollast/Martin Evans

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

FaulknerBrowns

Dobson House Northumbrian Way
Newcastle upon Tyne NE12 0QW
Tel: 0191 268 3007
Fax: 0191 268 5227
Contact: Neil F Taylor

Architectural design services from inception to completion (Stages A-M RIBA Plan of Work). Expertise in transport, urban design, masterplanning, commercial and leisure projects. Interior and furniture design. CDM-planning supervisors.

Gillespies**Environment by Design**

GLASGOW
Tel: 0141 332 6742
Fax: 0141 332 3538
MANCHESTER
Tel: 0161 928 7715
Fax: 0161 927 7680
OXFORD
Tel: 01865 326789
Fax: 01865 327070

The Practice provides clients with creative and sustainable solutions and a commitment to excellence from inception to completion in Planning, Urban Design, Landscape Architecture, Architecture, Graphic Design and Ecology.

Greater London Consultants

127 Beulah Road, Thornton Heath
Surrey CR7 8JJ
Tel: 0181 768 1417
Fax: 0181 771 9384
Contact: Dr John Parker DipArch ARIBA DipTP FRTPA FRSA

Architectural and urban design aspects of planning and environment: feasibility studies; building, urban space and landscape design; conservation; security; pedestrians; and high building and skyline studies.

Halcrow Fox

44 Brook Green
Hammersmith
London W6 7BY
Tel: 0171 603 1618
Fax: 0171 603 5783
Contact: Asad A Shaheed BA Arch MArch

Area and site planning, town centre renewal, waterfront regeneration, traffic calming studies, conceptual design, visual impact assessment.

Huntingdon Associates Ltd

50 Huntingdon Road
London N2 9DU
Tel: 0181 444 8923
Contact: Neil Parkyn MA Dip Arch RIBA Dip TP (Dist) MRTPI FRSA

Civic Design, public realm planning, feasibility studies, development briefs, masterplanning, site assessment and presentation, technical reports and design journalism, backed by 30 years of consultancy experience in 15 countries.

Hyder Consulting Ltd

29 Bressenden Place
Victoria London SW1E 5DZ
Tel: 0171 316 6000
Fax: 0171 316 6138
Contact: Phil Bonds BA Dip MA (UD) MLI

Urban design and regeneration expertise within a multi-disciplinary infrastructure engineering consultancy. Specialists in strategic plans, streetscape and public open space design and implementation, impact assessments, consultation and action planning, introducing legibility, connectivity and sustainability. Related services include landscape architecture, ecology, transport and economic planning, highway, structural and traffic engineering. HCL operates 80 offices in 23 countries.

Landscape Design Associates

17 Minster Precincts
Peterborough PE1 1XX
Tel: 01733 310471
Fax: 01733 53661
Oxford: Tel: 01865 887050
Fax: 01865 887055
Contact: Roger Greenwood Dip LA ALI MILAM
Robert Tregay BSc (Hons) Dip LD FLI

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

Latham Architects

St. Michael's, Queen St
Derby DE1 3SU
Tel: 01332 365777
Fax: 01332 290314
Contact: Francine Pickering

Specialists in the 'Creative Reuse of Land and Buildings', the Company brings its planning, landscape and architectural expertise to highlight both urban and rural opportunities in sensitive areas of change. Town and City Centres, National Parks, Conservation Areas, Listed Buildings, combining the new with the old. Master planning, development proposals, E.I.A.s.

LEITHGOE Landscape Architects and Environmental Planners

6 Southernhay West
Exeter EX1 1JG
Tel: 01392 210428
Fax: 01392 413290
Also in 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

Westgate House, Womanby St
Cardiff CF1 2BR
Tel: 01222 231401
Fax: 01222 399287
Contact: Gordon Lewis

Architecture, planning and urban design for public and private sector clients. Specialist areas include regeneration and development strategies, public realm studies and economic development planning. Masterplanning for urban and rural locations and brownfield land development.

Nathaniel Lichfield & Partners Ltd

14 Regent's Wharf, All Saints St
London N1 9RL
Tel: 0171 837 4477
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.

Arnold Linden: Chartered Architects

54 Upper Montagu St
London W1H 1FP
Tel: 0171 723 7772
Fax: 0171 723 7774
Contact: Arnold Linden RIBA Dip Arch Dip TP

Integrated regeneration, through the participation in the creative process of the community and the public at large, of streets, buildings and places.

Llewelyn-Davies

Brook House
2 Torrington Place
London WC1E 7HN
Tel: 0171 637 0181
Fax: 0171 637 8740
Contact: 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

Planning, urban design, architecture, land use and transportation planning. Urban regeneration, urban and suburban mixed use projects including town and city centres, urban expansion areas, new settlements and historic districts. Strategic planning studies, area development frameworks, development briefs, design guidelines, masterplanning, implementation strategies, environmental statements and public inquiries.

Derek Lovejoy Partnership

8-11 Denbigh Mews
London SW1V 2HQ
Tel: 0171 828 6392
Fax: 0171 630 6958
Also in Edinburgh Tel: 0131 226 3939 and Leicester Tel: 0116 255 7414
Contact: Martin Kelly Dip LA Dip UD MAUD FLI FIHT / Jessica Beattie BA Dip LA MLI / Matt Quayle BA (Hons) Dip LA MLA

Specialist international masterplanning, planning, landscape architecture and urban design practice, creating value by offering a comprehensive, imaginative and sustainable approach to public and private urban regeneration projects.

Lyons + Sleeman + Hoare

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

Architecture, planning, master planning, 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
Tel: 01245 361611
Fax: 01245 362423
Contact: Andrew Martin / Richard Marr Richard Hall

Inter-disciplinary practice of urban designers, planners, environmental planners. Masterplanning, development briefs, extensive experience of institutional land redevelopment (eg Health, MoD), comprehensive and integrated planning of new and expanded communities (eg Great Notley Garden Village).

Willie Miller Urban Design & Planning

20 Victoria Crescent Road
Glasgow G12 9DD
Tel: 0141 339 5228
Fax: 0141 357 4642
Contact: Willie Miller Dip TP Dip UD MRTPI

Conceptual, strategic and development work in urban design, masterplanning, urban regeneration, environmental strategies, design and development briefs, townscapes audits and public realm studies.

NFA

Falcon House,
202 Old Brompton Rd
London SW5 0BU
Tel: 0171 259 2223 Fax: 0171 259 2242
Also at Bangkok, Beijing, Hong Kong,
Kuala Lumpur, LA, Melbourne, Paris,
Singapore, Vietnam
Contact: Peter Verity MArch MCP
(Penn) RIBA

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

NJBA Architects & Urban Designers

4 Molesworth Place
Dublin 2
Tel: 00 353 1 678 8068 / 678 8066
Fax: 00 353 1 678 8066

Contact: Noel J Brady Dip Arch
SMArchS MRAl

Design guidelines, environmental urban
design, integrated landscapes,
masterplans and strategic urban design.

NOVO Architects

Buchanan House, 24-30 Holborn
London EC1N 2HS
Tel: 0171 404 5060 Fax: 0171 404 4999
Contact: Kathy Gal

In addition to urban design and
masterplanning, NOVO provides
creative and innovative design solutions
for brownfield and other complex sites
to realise single or mixed use
development opportunities.

Terence O'Rourke pic

Everdene House
Wessex Fields, Deansleigh Road
Bournemouth BH7 7DU
Tel: 01202 421142
Fax: 01202 430055
Contact: Terence O'Rourke DipArch
DipTP RIBA MRTPI

Town planning, masterplanning, urban
design, architecture, landscape
architecture, ecology, environmental
assessment. Specialising in landscape
planning, new settlements, urban
regeneration, town centre studies,
airports and individual developments.

PRP Architects

1 Lindsey St
London EC1A 9HP
Tel: 0171 653 1200
Fax: 0181 248 3315
Contact: Barry Munday Dip Arch PNL
RIBA

Multi-disciplinary practice of architects,
planners, urban designers and
landscape architects, specialising in
housing, urban regeneration, health,
special needs, education and leisure
projects.

Randall Thorp Landscape Architects

105/7 Princess St
Manchester M1 6DD
Tel: 0161 228 7721
Fax: 0161 236 9839
Contact: Edward Thorp B Arch Dip LD
FLI

Masterplanning for new and existing
settlements, infrastructure design,
preparation of design guides and design
briefing. Public participation and public
inquiries.

Anthony Reddy Associates

The Malt House, Grand Canal Quay
Dublin 2 Ireland
Tel: 00 353 1 670 4800
Fax: 00 353 1 670 4801
Contact: Anthony Reddy BArch FRIAl
RIBA DipPM MAPM / Paul Duignan
BArch FRIAl

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

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.

Jon Rowland Urban Design

65 Hurst Rise Road
Oxford OX2 9HE
Tel: 01865 863642
Fax: 01865 863502
Contact: Jon Rowland AA Dipl MA RIBA

Urban design, urban regeneration,
development frameworks, site
appraisals, town centre studies, design
guidance, public participation and
master planning.

Shepherd Epstein and Hunter

14-22 Ganton Street
London W1V 1LB
Tel: 0171 734 0111
Fax: 0171 434 2690
Contact: George Georgiou

The provision of services related to
architecture, planning, landscape
architecture and the CDM regulations.

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, LA, 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.

Taylor Young Urban Design

The Studio, 51 Brookfield
Cheadle Cheshire SK8 1DQ
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 are current projects.
Specialist in Urban Design Training.

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.

Town Planning Consultancy Ltd

118 Southwark St
London SE1 0SW
Tel: 0171 928 1400
Fax: 0171 928 5631
Contact: Colin Pullan BA (Hons) Dip UD.

One of the largest independent planning
consultancies. Professional leaders in
retail, leisure and commercial planning
for the public and private sector.
Masterplanning, urban design, GIS,
design strategies, urban regeneration,
new settlements.

Stuart Turner Associates

12 Ledbury, Great Linford
Milton Keynes MK14 5DS
Tel: 01908 607480
Fax: 01908 678672
Contact: Stuart Turner Dip Arch (Oxford)
Dip UD (PCL) RIBA

Architecture, urban design and
environmental planning, with specialist
skills in the design of new settlements,
urban regeneration and site
development studies for commercial
and housing uses.

Tweed Nuttall Warburton

Chapel House City Road
Chester CH1 3AE
Tel: 01244 310388
Fax: 01244 325643
Contact: John Tweed B Arch RIBA FRSA

Architecture and Urban Design
Masterplanning. Urban waterside
environments. Community teamwork
enablers. Design guidance and support
for rural village appraisals. Visual impact
assessments and design solutions
within delicate conservation
environments.

Urban Design Futures

97c West Bow
Edinburgh EH1 2JP, Scotland
Tel: 0131 226 4505
Fax: 0131 226 4515
Contact: Selby Richardson DipArch
DipTP MSc ARIAS MRTPI

Innovative urban design, planning and
landscape practice specialising in
masterplanning, new settlements, urban
regeneration, town and village studies,
public space design, environmental
improvements, design guidelines,
community involvement, landscape
design and management.

URBED (The Urban and Economic Development Group)

41 Old Birley Street, Hulme
Manchester M15 5RF
Tel: 0161 226 5078
Fax: 0161 226 7307
Contact: David Rudlin BA MTP

Sustainable urban development,
housing, urban regeneration and town
centres. Offices in London and
Manchester.

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.

White Consultants

35 Severn Grove
Cardiff CF1 9EN
Tel: 01222 640971
Fax: 01222 664362
Contact: Simon White MAUD Dip UD
(Dist) (Oxford Brookes) Dip LA MLI

A qualified urban design practice
offering a holistic approach to urban
regeneration, design guidance, public
realm and open space strategies and
town centre studies for the public,
private and community sectors.

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: Leslie Forsyth
 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 College London
Development Planning Unit, The Bartlett
 9 Endsleigh Gardens, London WC1H 0ED
 Tel: 0171 388 7581
 Fax: 0171 387 4541
 Contact: Babar Mumtaz
 M.Sc in Building and Urban Design in Development. Innovative, participatory and responsive development and upgrading of urban areas through socially and culturally acceptable, economically viable and environmentally sustainable interventions.

University of Newcastle upon Tyne
Department of Architecture
 Claremont Tower
 University of Newcastle
 Newcastle upon Tyne NE1 7RU
 Tel: 0191 222 6024
 Fax: 0191 222 6008
 Contact: Dr Peter Kellett or Dr Ali Madani-Pour
 MA/Diploma in Urban Design. Joint programme in Dept of Architecture and Dept of Town and Country Planning. Full time or part time, integrating knowledge and skills from town planning, architecture, landscape.

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).

South Bank University, London
Faculty of the Built Environment
School of Urban Development & Policy
 Wandsworth Road
 London SW8 2JZ
 Tel: 0171 815 7330
 Contact: Sue Percy, Course Director,
 Tel: 0171 815 7398
 South Bank University's MA in Town Planning is a RTPI accredited course in Town Planning and is open to graduates with an Honours degree who wish to take the professionally recognised qualification.

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.

University of Westminster
 35 Marylebone Road
 London NW1 5LS
 Tel: 0171 911 5000
 Fax: 0171 911 5171
 Contact: Tony Lloyd-Jones or Bill Erickson
 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.

The Good Spaces Guide

The Urban Design Group's *Good Places Guide* is gradually taking shape but just as its members' enthusiasm for places finds expression (even if only for the moment to each other) so it might be appropriate to reflect whether the kind of places that get the UDG mark of approval reflect the judgments of others. Of course they should, with all our awareness of user needs and empathy to public perceptions, but I'm sure that all the problems that beset any other professional awards will be still around, despite the criteria circulated.

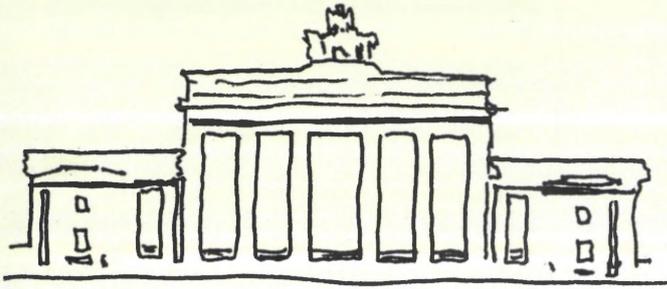
As part of the revival of *The Good Places Guide* I set my second year students (mostly planning students, some of them part time, with a few estate management students) a parallel project- the Good Spaces Guide, with the same background information, and even a session with Richard Cole. Though we discussed their approach and the reasons for their choices, we didn't say to any of them "No, you're wrong, I'm an Urban Designer (capital U, capital D) and that's NOT a good space, find another." The spaces they chose and the reasons they gave for selecting them make a counterpoint to the 'official' list, just as the age range, ethnic mix and probably the gender balance of my students is, I suspect, rather different from the UDG's surveyors.

Maybe four of them might make a predictable list - Covent Garden and Broadgate Circus and Trinity Church Square and Finsbury Circus; one might be in a determinedly architectural and contemporary list - the courtyards of Kensington and Chelsea Town Hall. Nine of them were parks and open spaces, of which only two, Regents Park and Connaught Gardens, Sidmouth might be regarded as high design, the rest from the Regents Canal towpath in Islington, through Tabard Gardens, Southwark and St. Marys Churchyard Elephant and Castle to Camberwell Green are more valued for the contrast they provide and the opportunity for relaxation and a sense of freedom. Five of them were in the kind of shopping centres most urban designers would at best apologise for, while my students saw in them opportunities for interaction and everyday social life.

But two were markedly different, the kind of places that repay close observation and reflection before rushing to designerly judgment. Both were at the edges of 'places', awkwardly shaped gaps between 'developments' used and visited and crossed and waited in more out of necessity than choice perhaps but through these repeating everyday sequences and moments somehow, between the newsagents kiosk and the one way system and the carwash and the recycling bins and the back of Sainsburys where you can sit and watch the rats swimming in the river, are clues to what 'good places' mean. #

Bob Jarvis

The Good Spaces Project is part of the Design and Landscape Unit in the BA Urban and Environmental Planning at South Bank University, Unit Co-ordinator - Bob Jarvis.



Autumn in Berlin

UDG Study Tour

15th-18th October

Since the fall of the wall dividing East and West, Berlin has become one of the larger building sites of Europe. A number of important schemes, some by British architectural firms, have received substantial publicity. UDG is organizing a visit to Berlin for the Autumn. It will include talks by local professionals and visits to some of the new sites such as Potsdamerplatz, regeneration projects as well as earlier schemes. The cost per person on a double room basis is £310, and £350 on a single room basis (3 nights bed and breakfast, airfares). The trip will start early on Friday morning and return on Monday evening. Places are limited and will be allocated on a first come basis. Reservations should be made before August 1st.

For a booking form contact the UDG office by phone Tel: 01235 851 415 Fax: 01235 851 410 or e-mail to admin@udg.org.uk.

For more information about the trip, contact Sebastian Loew
Tel: 0171 240 2659.

