

Urban Design Quarterly
The Journal of the Urban
Design Group

Winter 2001 / Issue 77

Viewpoints:
**The UDG Procedural
Review**
The Urban White Paper
The Role of Landscape

Topic:
UDAL Conference

Case Studies:
Bristol Legible City

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urban design

Strasbourg and Zähringer towns



Urban Design Group Study Tours 26 May – 3 June 2001 and 1 June – 4 June 2001

Strasbourg is famous as the home of the European courts and parliament, but it is also a fine historic city which has replanned its public spaces and transport over the last ten years, and is home to a number of interesting new buildings. The "short tour" from Friday 1st June to Monday 4th will include a visit to the Vitra complex and the Beyeler Foundation near Basle. The cost of air fare, hotel (b & b) and trip to Basle will be around £340.- per person (double room) for UDG members and £380.- for non-members.

You may if you wish combine this with a longer tour from Saturday 26th May to Sunday 3rd June which includes visits to a number of historic towns in nearby Germany and Switzerland founded by the Dukes of Zähringen in the 12th C. They are amongst the earliest medieval planned towns in the German Holy Roman Empire and include Fribourg, Bern, Freiburg-im-Breisgau and Rottweil. Freiburg is noteworthy for its green planning and transport policies and we shall find more about them from the local planners. We shall also be visiting the Rhine frontier fortress towns of Breisach and Neuf-Brisach. This tour, including rail travel and participation in the Strasbourg visit, costs £500 for UDG members and £540 for non-members.

In order to obtain lowest airfares we recommend early bookings. Booking forms from UDG office. Further information is available from Alan Stones, Fullerton, Church Street, Kelvedon, Essex CO5 9AH, phone 01376 562828 or from Sebastian Loew, 17/17 Broad Court, London WC2B 5QN, phone 020 7240 2659 e-mail loewsea@sbu.ac.uk

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New service to members

The Urban Design Group is introducing an email information service for its members. If you would like to receive regular news about urban design direct to your desktop, send an email to admin@udg.org.uk giving your UDG region and the name (personal, practice or organisation) in which your UDG membership is held. This service is available to all UDG members at no extra cost, and you can cancel it at any time.

Apologies to Susanna Heron as the photograph of her Water Feature in Priory Place, Coventry on page 28 was printed upside down.

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Who wants yesterday's papers?

Future issue:

UDG Conference

Current subscriptions: The Quarterly is free to Urban Design Group members who also receive newsletters and the biennial Source Book at the time of printing.

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

Good News

The Urban Design Group has good reasons to pat itself on the back: not many campaigns succeed in changing the language used in government publications and policy statements in the way that the UDG has. Circumstances and an improved climate have helped, but so has the hard work of the group's members. Few could have hoped in the early 1980s to see the words "urban design" mentioned with such frequency and not just in the specialised press. The latter is giving the subject much wider coverage than hitherto and it has reached the letter pages, a good gauge of the interest raised by a subject.

The government's increasingly positive attitude is reflected in the Urban White Paper – even if this did not fulfil all our expectations. Matthew Carmona's article outlines the contents of this document. The Commission for Architecture and the Built Environment (CABE) is being proactive by setting up an Urban Design Skills Working Group to try to overcome one of the most difficult obstacles to the improvement of the quality of the built environment in its widest sense. CABE's chief executive Jon Rouse is committed to the cause and hopes to convince the professional institutions of the need to collaborate. In this context the future role and financing of UDAL is being discussed at the highest level with encouragement from the Commission.

In the capital, the Mayor has stated that urban design is high on the agenda and this is endorsed with enthusiasm by his deputy Nicky Gavron.

The UDG itself is entering a new phase partly as a result of the above mentioned changes but helped also by the appointment of Rober Cowan as its first Director. In a very short time the profile of the group seems to have risen steeply. The website is increasingly successful and the e-mail newsletter to be started in the New Year should facilitate the information reaching members with greater speed.

Sebastian Loew

Virtual Reality in Urban Design The Gallery 20 September

Professor Tony Hall started his talk on the use of new technology in urban design by expressing his belief that computers are there to make life easier for people: they should allow ordinary people to understand and influence urban design. He then presented a number of examples showing the evolution of the techniques and applications, starting in the early 1980s with computer models of public spaces in South Woodham Ferrers. The case studies that followed varied in scope and in scale. One scheme for a house extension could be modified easily on the screen, allowing for new ideas to emerge effortlessly in discussions between the applicant and the planning officer. The effects of alternative designs on neighbouring properties could be tested immediately, as could people's reactions to variations in colouring of a particular housing development. Hall emphasised that the general impression given by the simulations was more important than the accuracy of detail.

Animated models have emerged more recently and allow for the simulation of driving or walking through an area. The level of realism of the images can be increased or reduced according to necessity and budget (the higher the degree of realism the higher the cost). The animated examples shown – with a less than perfect projector – were rather hard to follow and made this viewer queasy, but Hall assured the audience that the quality of the image is normally much better. The assumption is that these models can be used to allow elected members and members of the public to better understand the effect of traffic or architectural schemes on urban design, thus helping them to arrive at better decisions.

Further applications include local plans available on the web through hyperlinks, on which an individual applicant could locate his property with the policies affecting it. This could then be used to base a planning application upon and to negotiate interactively with development planning offices.

Currently Hall is working on the possibilities of producing a 3D model of a whole town.

The following debate moved from technological questions regarding how the images were produced to whether the techniques might not reinforce the discussions around the limited "aesthetics" rather than more general principles. It would be an exaggeration to say that the select audience was entirely convinced of the advantages of the new technologies, but it was certainly alert and willing to engage in the debate. #

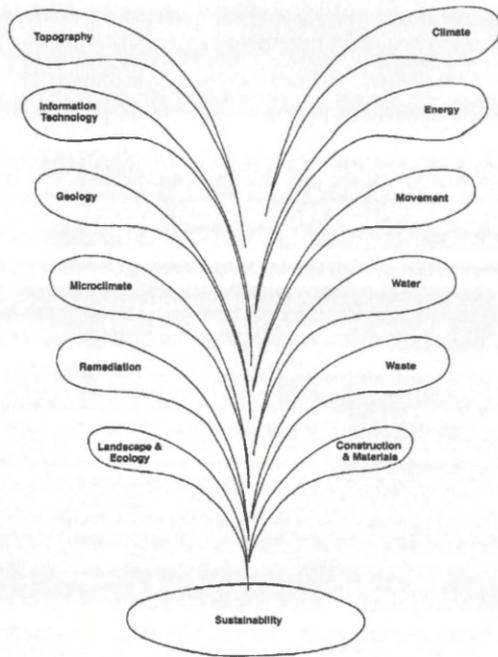
S.Loew

Dimensions of Sustainability The Gallery, 18th October

On a very wet evening the substitute lecture room at Alan Baxter's Associates was packed with a mainly young audience eager to hear Chris McCarthy of Battle McCarthy give his views on the role of the engineer in relation to sustainability. Introducing him, UDG's chairman Marcus Wilshe remembered that when working for McCarthy, he had difficulties in keeping up with the flow of ideas emerging at great speed from the speaker. Undoubtedly the same happened to the audience and this report will do little justice to a talk that was constantly stimulating and surprising.

McCarthy started by emphasising the need to rethink constantly as change produces more knowledge and new challenges, such as the ageing of the population and increasing concerns with health and environmental matters. The engineers' role is to predict the future and computers help them do so more effectively than ever. He thought there should be four basic criteria for his work:

Committed leadership: having a vision
Focus on the customer (the architect is the engineer's customer)
Drive for quality in everything
Respect for people and trust.



To place matters in context, McCarthy mentioned that engineering is a £60 billion business employing 1.5 million people, of which 30% goes to lawyers and insurance companies, and less than 1% to research; 40% of the work is commissioned by the government. He then described the various tasks performed by his office and pointed out that measurable matters such as wind, sound and weight were what they dealt with, human beings on the other hand dealt with the same elements in a less rational manner and engineers had to understand this. So for instance a masterplan had to be adapted to the change of seasons.

McCarthy then illustrated the fact that engineers serve architects and help them resolve practical problems, with a series of examples such as Allsop's Marseilles Town Hall, Farrell's Big Bang building in the City of London and others from Tibet to Kent. In all the examples matters of sustainability were dealt with, particularly natural ventilation and lighting control. In one case, finding a solution for the ventilation of a school in Jersey led to the manufacturing of wind towers now sold worldwide. Similarly innovative solutions had to be found for the top down ventilation of Bluewater or the environment control of Nintendo's 'think tank'. Battle McCarthy prepares models to measure energy consumption

and experiments with new materials. These are important as in the future we will need to have better construction process and to reuse materials in order to reduce waste: concrete and timber are inadequate for this purpose; metals are good but other smarter materials are being developed.

Other issues covered by McCarthy included the criteria used to assess Greenwich Urban Village and the need to manage sustainability in an integrated form. He listed the three essential global issues with which we needed to deal: Biodiversity, CO2 emissions and Resource depletion. He emphasised the importance of building good quality houses that are flexible and can be adapted in the future and suggested that if we build at higher densities acoustic insulation is essential. Finally he thought that because of new technologies (the swipe card in particular) there was a future for tower blocks which would really function like streets with services, gardens, and multiple uses.

Much more was said that could not be noted quick enough. An amazing number of ideas were put forward with the greatest apparent casualness and total conviction of their importance and the need to make them universally acceptable. A job for all us. #

Sebastian Loew

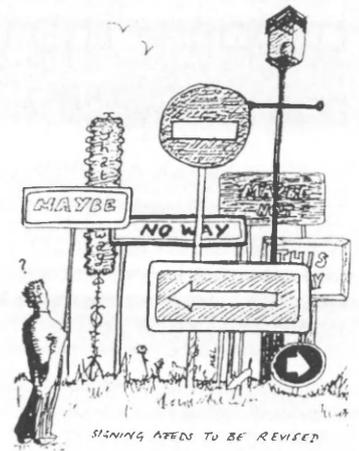
Streets for People The Gallery 15 November

Two new publications on roads and streets have been produced by UDAL: working groups and three members of the groups, Robert Huxford, an engineer, Lynda Addison, a consultant, and Barry Sellers described the work. The two parallel initiatives produced "Returning Roads to Residents", a practical guide to what can be done, and "Designing Streets for People", showing how this can be achieved and ways forward for future practice.

Robert Huxford presented the way in which the road has changed from the Almond Tree Avenue of interwar suburbia to the initial impact of vehicle parking, followed by concreted front gardens. Roads have many functions to perform but most current solutions are directed at single interests - traffic, refuse, security - and few consider holistic solutions. One way forward is for the local authority and residents to work together to form a Quality Street Partnership, assessing the street, exploring options, forming a vision, investigating funding, entering into a street agreement and maintaining the area.

Huxford illustrated some of the options contained in the publication emphasising that each road is unique and needs a solution tailored to its own circumstances. Moving the carriageway, echelon parking, landscape solutions and dividing the street space into smaller areas could all be investigated.

"Designing Streets for People" looked at better ways to manage and maintain street environments. The complex legal and management systems tends to concentrate on single interest guidance with nothing about combining functions in workable solutions. Ways to move forward include a Street Excellence Model, Public Realm Strategies, Design Codes and Street Management Codes. Lynda Addison described the Street Excellence Model which is based on the Business Excellence Model, and identified the main factors from leadership to results. People are the key, partnership is critical and the process needs to be right.



Barry Sellers referred to the need for integrated design teams in local authorities, and for a mechanism to work across departments. He illustrated ways in which street design could be improved or reflect existing qualities of places using the grain of a place, space syntax techniques, strategies for walking, lighting, public and private transport, which all needed to be considered within a strategy. Details of spaces in hard landscape terms, the use of arcades, reduction in signs to a meaningful level rather than a chaotic jumble could all assist. Design codes could be used in new development and charrettes could bring all participants together either in a street or in a wider environment.

The discussion referred to other groups involved in action such as "Recover the Streets". The real way forward appears to be to encourage pilot schemes to occur throughout the country. In this respect Placechecks could be applied specifically to of roads/streets to show the benefits of all parties working together. More information needs to be available on the form that public realm strategies could take - they are not yet used commonly enough - and on successful street improvements. It is encouraging to have a UDG meeting where an engineer is leading the presentation, as real progress will only be made when all members of the design team see things in the round and not as single interest solutions.

Copies of the publications are available from the ICE 020 7222 7722. #

John Billingham

NEWS AND EVENTS

Lisbon – The UDG visit to a rainbow city

Urban Design Services' first study tour, set off from Stanstead in the early hours of 12 October. The group of 26 members and friends flew above rainbows glinting in the sun. Were they the promise of colourful sights or would our vision be dampened by rain? Two hours later glimpses of Portugal's Atlantic coast were replaced by a tracery of roads and an apparently uncoordinated scatter of sheds and tower blocks, villas and stadia, parks and woodland. Low over roofs, through a belt of rain and the group had arrived.

Off on the usual taxi grand prix and already the tracery seen from above was forming into an impression of avenues and emerging topography. Finally we arrived at the Baixa, Lisbon's downtown. A quick "fresh up" and Sebastian led the team up the precipitous steps to Alfama and its Castelo de Sao Jorge. Here the city spread before us and its structure became cleared. The shores of the Tagus with their belt of docks and railways to the south, a distant glimpse of the 7 mile Vasco da Gama bridge beyond the flatlands of the Expo 98 site to the east, and the heights of Bairro Alto with Sintra and the Atlantic glistening in the far west. Inspired by the view the group wound its way through narrow streets first to the Se (cathedral) with its extraordinary cork and terracotta nativity. We gathered our thoughts in the cafe and space fronting the Casa dos Bicos with its curious blend of 16th Century and neo-Manueline architecture. Now at river level it was an easy stroll to the Praça do Comercio and the Baixa with its grid plan laid out following the earthquake of 1755.

Our first encounter had shown us the contrasts of the city: fine historic structures mixed with

neglected buildings, rickety trams and sophisticated "bendy-buses". We met with Paulo Martins Barata to explore why this should be. He believed that distortions of the property market led owners to neglect their assets, and bureaucratic inertia and corruption inhibited development. Nevertheless there was strong investment from Britain and Holland; the Expo venture had allowed for the clearance of industrial blight and left behind BDP's shopping centre and Calatrava's station. In spite of an extensive and cheap public transport system, the city suffered from the influx of 150,000 cars per day. Attempts to control this through tolls on the bridges failed, through blockades by truckers(!). Barata claimed that the Portuguese used their cars to compensate for the poor quality housing. An effect of this was the use of the city's squares for underground car parks: we saw hardly a square in the Baixa that did not have a cluster of site huts and tower cranes. Is there a vision for the future of the city? No, it seems that opportunism rules and professional jealousy guides. Lisbon has not taken Expo as a chance to define a strategy as Barcelona had done with the Olympics. There is a master plan in preparation but Barata was not optimistic about its success.

Day two saw a ride on a bendy tram to Belem at the mouth of the Tagus and its exuberantly decorated Jeronimos Monastery, a blend of Manueline gothic and classical styles. Satiated with its carved richness we moved on to the stark Centro Cultural de Belem. Built in 1993 this soulless place is finely detailed but adds little to the surrounding area. A march to the Torre de Belem and a hike to the Antiga Casa dos Pasteis with its splendid custard



Top: UDG members getting their bearings from the Castelo Sao Jorge

Above: Calatrava's Oriente station at the EXPO 98 site

tarts, confirmed the lack of spatial integration that seemed to typify the city. Replete on tarts we set off on trams and metros to Expo 98, its fine new station and shopping centre. Any former exhibition site on a Friday afternoon in early Autumn is likely to be quiet. Expo 98 is not exception. There was a distinct feeling of "after the ball is over": deserted aerial rides, empty cafes, windblown stadia, but good landscaping and interesting architecture. Has it contributed to the quality of Lisbon's urban life?

Saturday dawned bright, after the Fado highlights of the night before. A train ride through the sporadic suburbs with their tower blocks and shopping centres (oh, for a master plan!) and we arrived at the summer town of Sintra with its fairy tale palaces and Moorish castles. The determined climbed to the Castelo dos Mouros' ramparts and beyond. The view was

splendid and centre place was the Palacio Nacional with its oast-like kitchen chimneys. Back in Lisbon there was time to explore lifts and funiculars, and to shop. The evening saw the whole group getting together for a final meal. Great company in a great setting.

Sunday, a last exploration by tram or foot before the taxi Grand Prix to the airport and the traumas of GO. Did we find the foot of the rainbow? Lisbon is certainly a city of contrast: there is much of interest but perhaps too much reliance on individual enterprise and opportunism. The public transport system is extraordinary in its variety, cleanliness and the design of stations. There is much to do and a concern that there is no co-ordinated vision to help guide this potentially wonderful city into the new millennium. #

Richard Cole

VIEWPOINT: MARCUS WILSHERE

The Good Place Guide; Feedback

There was a modest level of response to the special Good Place Guide issue of the UDQ, (No 75, July 2000). There were a number of spelling and grammatical items that will require our attention. An item of particular concern was the proposed inclusion of Priory Meadow in Hastings. This had been the subject of a highly controversial initial proposal and a representative group of local UDG members had been involved in an energetic campaign of objection. Certainly the new evidence shows there to be some less than satisfactory aspects to the completed development and on balance Priory Meadow will not feature in the ultimate guide. One new place was proposed but it seemed to us that its inclusion was perhaps premature. Peter Heath suggested that we should focus more closely on the criteria within the text and he has a point. We need however to be careful to avoid being too esoteric and technical if we are to have a wide non technical appeal. The way of recognising Peter's point is perhaps through careful re-writing of the introduction.

What is the next step? Using the July issue we are now able to approach potential publishers and sponsors, a task we have in hand. Meanwhile there is still an opportunity for additional places to be included. Do let us know of your favourite good place and thanks to all those who have responded so far. #

Richard Cole

NEW ADMINISTRATOR WANTED

In April 2001 the UDG Office in Blewbury will close and the administration will move to the UDG's London office in Cowcross Street. At the same time Susie Turnbull will be leaving the UDG. We will be looking for a new **Administrator** to work in London from approximately **1st April**. The hours are currently 20 hrs. per week spread over 3 days. All applicants must be computer literate, have some knowledge of book-keeping, able to use their own initiative and happy working on their own. The work is varied and interesting.

For further details ring Susie on 01235 851415 or email admin@udg.org.uk

The UDG Procedural Review

Marcus Wilshere, UDG Chairman outlines his view for the future of the UDG

Many members have expressed the view that a review of the management of the UDG is overdue. In the future, the running of the Group needs to be more democratic, transparent, inclusive, representative and accountable. I have already consulted widely on this topic both through the Policy Committee, the Regional Groups and on the Group's web site and this article summarises some preliminary conclusions.

The Group needs a simple, streamlined management structure with transparent procedures. In addition, the appointment of Rob Cowan as our first Director requires a Steering Group to oversee priorities set down by the Policy Committee. This Steering Group will consist of the Chair, Vice Chair and Treasurer plus members of the Sub Committee relevant to projects.

The Policy Committee will continue to meet four times a year to set the general direction of the Group and will consist of:

- * Chair
- * Treasurer
- * Vice Chair
- * Director
- * Regional Convenors (11 Regions)
- * Chairs of sub-committees (Publicity, Events, Education, Publications and Business)
- * Our representatives on the UDAL Steering Group (2)

I want to make it easier for members to get involved so as to bring in a continual stream of fresh blood and fresh ideas. Similar procedures could eventually be introduced for electing Regional Convenors. Key features of the proposed Policy Committee structure are:

- The Sub-committees and the Regional Groups should be conduits into the Policy Committee
- Chairs and Convenors should be able to delegate to deputies
- Policy Committee members should attend at least 50% of the committee meetings in any 12 month period
- Regional Convenors should attend at least 1 meeting per year although they will also be encouraged to send delegates to the remaining meetings through the year.
- The Group's officers (Chair, Treasurer and Vice-Chair) should be elected by mandate of the full membership
- Officers can be renewed at each AGM but should not serve more than 2 consecutive years
- The timetable for annual appointment of officers is based around the publication dates of the Quarterly with next years nominations needed no later than 1st March 2001 so that a list of nominees can be published in the Spring Quarterly and voted on at the next AGM in May/June 2001.
- In the event of a choice of candidates, voting papers and a short statement from each candidate will be included in the Spring Quarterly

- Members with subscription arrears will not be issued with a ballot paper, as their copies of the Quarterly will be suspended.
- Policy Committee meetings should be open to any member to attend as an observer
- Agendas and minutes of the Policy Committee and Regional Groups will be published on our web site

Women contribute to the running of the Group to an extent that is disproportionate to their numbers, I would like to see women better represented on the Policy Committee, Sub-Committees and Regional Groups. Other reforms that should be implemented include a new role for our annual Conference which offers an important opportunity for membership to come together and debate the direction of the Group.

The regional structure also needs to be supported and inactive groups revived. At a recent conference in Dublin, I realised that there is scope for establishing a regional group in the Irish Republic - national boundaries should be no limit to expanding the UDG's membership in this way.

I hope that these reforms will gain the broad support of the UDG and form part of a number of changes to improve the benefits to members and the effectiveness of the Group in all its activities. If you would like to contribute your views, please write to me care of the UDG or by e-mail to m.wilshere@urbaninitiatives.co.uk

#

VIEWPOINT: MATTHEW CARMONA

The White Paper - A New Vision for Urban Living?

Matthew Carmona gives his reaction to the Urban White Paper

In launching the new Urban White Paper – Our Towns and Cities: The Future – the Deputy Prime Minister argued that: "We want to create sustainable communities in which everyone, no matter where they live, can enjoy a good quality of life – communities in which economic prosperity and social justice go hand in hand". As research shortly to be published by CABE and DETR confirms, better urban design has potentially an important role to play on all these fronts – social, environmental and economic.

This message has been picked up and reflected in the White Paper which begins by presenting a 'A New Vision for Urban Living', combining: people shaping the future of their community; attractive, well kept towns and cities which use space and buildings well; good design and planning which makes it practical to live in a more sustainable way; towns and cities able to create and share prosperity; and good quality services that meet the needs of people.

This powerful set of principles, if truly reflected across government policy and delivered through a broad range of initiatives, will raise urban design to new heights. So what does the White Paper actually offer to help deliver better urban design?

Delivering better urban design

Like in all such documents, much space is given to promoting what has already been done, rather than to advancing new initiatives. Nevertheless, for urban design, this amounts to quite a range of recent initiatives, a number of which are extended in their scope and resources by the White Paper. They include:

- The revised advice on design quality and housing in the new PPG3;
- Advice on design and the planning system in 'By Design' and the 'Urban Design Compendium';
- The 'Planned Through Design' initiative led by The Prince's Foundation on the design and realization of sustainable urban extensions;
- The Ministerial Working Group led by CABE on urban design skills;
- The formation and expansion of CABE itself (now to be jointly sponsored by the DCMS and DETR);
- The Millennium Village exemplar projects (the White Paper announces five more);
- Guidance and 'Ministerial Champions' to pursue the better design of public buildings;
- Further encouragement (although not dedicated resources) for architecture and design centres, to be pursued through the RDAs; and
- The possibility of including urban design in a future round of 'Beacon Councils' to promote excellence in the delivery of local authority services.

New urban design related initiatives are more limited, although a wide range of regenerative measures aimed at opening up new brownfield opportunities will clearly aid the delivery of urban design objectives. Most significant are:

- The establishment of Urban Regeneration Companies to develop a clear vision and strategy for their areas (12 more are proposed to add to the three trial URCs already up and running);
- The intention to revise and update Compulsory Purchase Order procedures;
- A range of fiscal incentives, including reduced stamp duty in deprived areas and a public/private English Cities Fund, to stimulate inner-urban development; and
- The possibility of introducing Town Improvement Schemes based on the Business Improvement Districts (BIDs) model developed in the USA.

There is much of merit in the in the White Paper but the lack of a single comprehensive treatment of the urban design agenda is noticeable by its absence. In particular, a 'National Urban Design Framework' as envisaged and recommended by the Urban Task Force (UTF) is nowhere to be seen.

Urban design – the glue

Maybe this is as it should be if urban design is to act as the glue 'joining-up' the individual initiatives. However, the White Paper (like - to a lesser extent - the UTF Report before it) suffers from the sheer scale of the task it is aiming to accomplish. In parts it reads like a tick-box exercise, rather than as a coherent prioritised whole. A stronger relation of the many parts to the whole would have been

beneficial, or perhaps just a little more glue.

Three significant new initiatives for urban design are announced. The first – the promotion of master plans – lacks detail, but is important in re-confirming the value of supplementary design guidance outside of the statutory development plan. The term 'master plan' was adopted by the UTF and conjures up notions of post-war inflexible civic design. In current parlance, it should also encompass more flexible design briefs, frameworks and codes.

The second is the promotion of regional 'Centres of Excellence' to improve skills and training related to the urban renaissance agenda (including urban design). The first two, the White Paper announces, are to be established in the North West and London.

The final initiative is perhaps the most significant, a plan to revise PPG1 to "put urban renaissance at the heart of the urban planning system"¹. The proposal suggests that a stronger vision for planning of the type envisaged by the UTF may yet be on the cards. Annex A to the White Paper which systematically relates it to the 105 recommendations of the UTF, even tantalisingly identifies this initiative as the Government's answer to the proposed National Urban Design Framework. The White Paper promises a consultation version of the revised note by the summer of 2001 – watch this space!

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VIEWPOINT: ALISON PETERS AND ASHLEY SCOTT

The Role of Landscape Architects in Urban Design Projects

Landscape Architects must rise to the challenge and fulfil the roles, identified in the report produced by the Urban Task Force, of designing spatial masterplans and preparing strategies for open space and the public realm. Spatial awareness in conjunction with the design, planning, management and professional skills of Landscape Architects, coupled with their ability to work well within multi-disciplinary teams, mean that they are well positioned to take on this role. An example is exhibited in the design process of a city where Landscape Architects played a significant role.

Putrajaya, Malaysia's new city, is being designed and built as the federal government's administrative centre, housing the government departments and the associated populations. Landscape Architects involved in the project had the initial task of determining the underlying concepts for the functions and appearance of the open space and public realm and determining their distribution throughout the city. The brief was to provide a unique physical identity for the city which was to feel Malaysian without artifice (gimmick).

Green Continuum

The primary concept was termed the 'Green Continuum' which was inspired by Malaysia's rainforest heritage (refer to the box) and site context. In broad terms it aimed to provide continuous green on various planes including an interlinked network of open space, forming a secondary pedestrian network, and a near continuous cover of vegetation throughout the city.

The Open Space Framework

In order to distribute the open space in the city, Christaller's model of urban hierarchical order was adapted and refined. Christaller (1) postulated that the more important a city's economic function, the larger the city's population. He added that cities were spaced to perform functions without severe competition from the others. This is referred to as 'distance interval'.

A similar approach was applied to the Open Space Framework. If the open space was likened with a city then active and passive leisure facilities could be depicted as its economic functions. The open space would be larger the greater it's provision of park facilities. The greater the number of facilities provided the larger the attraction and vice versa. Therefore smaller open spaces (City Parks), with fewer facilities, would serve a smaller proportion of the population without competing with the larger open spaces (Metropolitan Parks). The diagram illustrates the application of Christaller's model to the distribution and size of open space in a newly planned city (Diagram 1).

The theory was applied to open space thus:

Distribution. Open spaces were spaced at even distances according to size of open space and size or catchment of population that it served. *Facilities.* The size of the open space roughly related to the breadth and depth of sport, leisure and rest facilities provided in the open space.

Interconnections

A further layer of the 'Green Continuum' was the provision of interconnections between the open spaces. Visual interconnections aim to provide a clearer image of the city and, if visually stimulating, encourage movement from one space to another. Physical connections between the open spaces allow pedestrian and cycle movement within the city and out to the areas beyond the city. This pedestrian and cycle movement system utilising Green Corridors was intended to be dominant over the footpath at the sides of roads. Such legibility and permeability ensure the full integration of the built environment of the city with the natural environment further reinforcing the Open Space Framework spatial structure.

Retention of Existing Landscape Features

Unique physical identity was also to be achieved through respecting the natural setting with the existing and proposed distinctive physical forms including:

- the retention of the existing rolling hills terrain,
- retention of native vegetation and strategic plantation vegetation to create maturity,
- utilisation of water catchment with the retention of existing streams and water catchments and the creation, by damming, of artificial lakes, and



OPEN SPACE HIERARCHY DIAGRAM

Legend

- M - Metropolitan Park
- U - Urban Park
- P - Pocket Park
- Corridors/Connectors

- employment of the prominent vistas in order to take advantage of the rich visual quality.

Respect for site context therefore contributed to attaining Malaysian identity.

Greening the City

The effective use of large trees and palms whose canopies and crowns, over time, join together to provide a strong 'green' visual impact aimed to further reinforce the 'Green Continuum'.

Trees provide shade, colour and fresh air and can provide a lasting visual impression in the memory of residents and visitors of the city. Therefore the visual benefits of a 'continuous green' not only include calming, on both the eye and senses, but also a means of providing visual delight. In addition there are the microclimatic benefits of tree cover in the form of cooling the air by providing shade, reducing noise and improving air quality due to the effects of leaves. The 'Green Continuum' in terms of the relationship between built form and open space, as well as the means of 'greening' the open

Studying Urban Design in Sweden

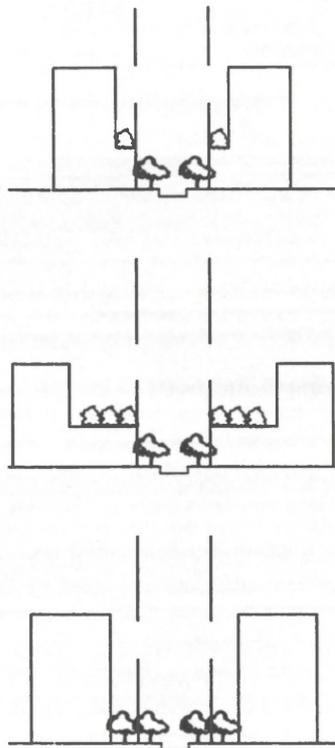
areas of the city, were to be achieved in a variety of ways as illustrated in the diagram (Diagram 2).

This concept was determined to be achievable for many disciplines such as planning, in terms of land use; architecture in terms of specific site planning; transport with non-vehicular movement; and landscape with the creation of three-dimensional volumes, a viable active public realm and an extensive tree planting programme.

Urban Forest

Malaysia is covered with some of the oldest rainforest in the world and it is the true natural heritage of Malaysia being the original home of its people. Looking to the future a young tree in the present shall eventually become the heritage for future generations. The forest can therefore be a metaphor for both past and future as well as providing a strong sense of Malaysian identity. The application of the Urban Forest to Putrajaya, in the form of a Green Continuum, draws on the diversity and essence of the rainforest and weaves it into the fabric of the orderly and functional city.

In fulfilling the objectives to provide a network of interlinked open spaces and to provide a substantial vegetative cover the concept of the Urban Forest provides another layer in the design of the city. The concept of Urban Forest is expressed in an urban setting as an extensive tree cover utilising predominantly native trees. Public open spaces are the obvious setting for large scale tree planting. However private grounds and gardens can also contribute. Also of primary importance are street trees which can be planned in advance to accommodate large quantities of trees.



The role of the Landscape Architect, when involved in designing both a new city or revitalising an existing city, is very much in the realms of urban design. As learnt from the Putrajaya experience the world's cities tangibly benefit from Landscape Architect led masterplans and urban design.

The currently reported shortage of Urban Designers and the lack of emphasis on training in urban design demands that Landscape Architects seize the opportunities for further broadening their scope. After all, what are Landscape Architects if they are not designers of spatial masterplans and strategists for open space and the public realm?

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1. Walter Christaller, 1966
'Central Spaces in Southern Germany' #

Chalmers University

This article reviews urban design teaching at Chalmers University, which in 1995 became an independent foundation and has since been directed increasingly to research and pedagogic excellence focused on the needs of industry. A number of high-profile initiatives have been realised including the establishment of an MIT style *medialab* within the architectural school.

Gothenburg, Sweden's second city has a population of 500,000 with a further 300,000 in the greater metropolitan area. It is a cosmopolitan city with a wide range of cultural facilities and a student population of over 40,000. It lies on the western Scandinavian crescent extending from Oslo to Copenhagen and Malmö. It was laid out on the south bank of the River Gota by the Dutch in the first half of the 17th century. In common with many former industrial cities in Europe, Gothenburg has a fine, if somewhat bruised, urban form and is today searching for a post-industrial identity. Following the recent completion of the Øresund fixed link from Copenhagen to Malmö (or Malmö to Copenhagen - or Europe to Asia - depending on your perspective), Gothenburg is somewhat pre-occupied by the potential for Øresund to grow as a competitive knowledge region to challenge Gothenburg as the pre-eminent industrial region in western Scandinavia. For all of these reasons, Gothenburg is an excellent city in which to study urban design in an era of urban transition.

At Chalmers, awareness of urban design - and indeed of urban planning - is begun in the first year as part of students' basic education. As well as the rudiments of space, form and construction of buildings, students are introduced to the relationships between buildings and space in the city.

Integrated studies

Urban design study remains a fundamental and integrated part of students education through all the years of the course. In the second and third year students undertake a half-semester course in urban design. *Stad or City 1* is focused on intervention at the detailed scale through the contextual study of a small, and carefully selected, part of the city followed by the design of a project to fit within this context such as a new public space, public building or small transport interchange. *Stad or City 2*, in the third year, is more ambitious in its educational aims and is intended to help students develop urban design frameworks and/or masterplans within which more detailed projects could be developed later.

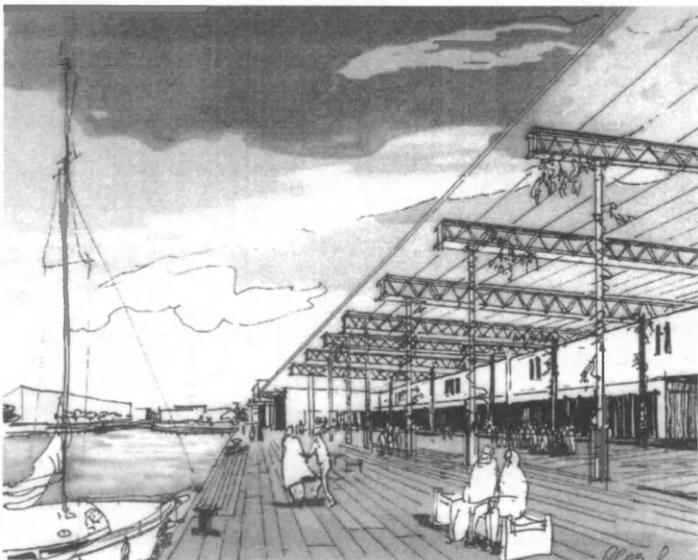
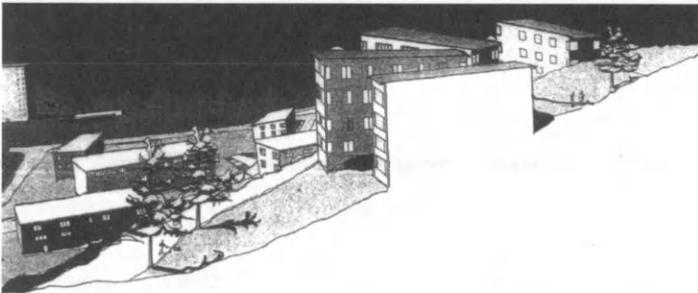
Many of these studies are located on the urban periphery. In the late 1960s and early 1970s, the Swedish Government responded to economic growth, rapid urbanisation and new household formation by building one million new homes in a 10 year period - mainly at the edge of Stockholm, Gothenburg and Malmö. These peripheral areas now face a



Left: Stad 2 project plan

Below: Stad 2 sketch

Bottom: Waterside Chester; Student's illustration



range of problems familiar in the UK: economic disadvantage, social exclusion and a failing fabric. Many, however, were constructed to relatively high standards (compared to the UK) and present a stimulating challenge for students to design sustainable programmes for conservation and intervention in respect of buildings and public spaces which will address the needs of the resident communities.

Both Stad 1 and Stad 2 are studio based. Students work together in groups of around 10 with an assistant teacher. Lectures, seminars and masterclasses are designed around the programme to address the generic range of issues to be faced and the challenges of the area in question. At the end students formulate design solutions to commonly analysed problems, opportunities and challenges which they present on their own or with one or two colleagues.

The Stad 2 project challenges students to engage with urban design as means to understand community aspirations, a particularly relevant pedagogic exercise in a school where artistic self-expression is very much to the fore. The other principal aim of Stad 2 is to assist students to learn about statutory town plans in Sweden and to consider how design values can be safeguarded in the process. In Sweden, the statutory plan lies somewhere between local plans and the building regulations in the UK. It is normally the responsibility of the developer (public or private) and his architectural team to produce the draft plan as part of the package of information submitted for development approval, thereby ensuring that statutory plans are kept up to date, avoiding the perennial challenge presented by ageing local plans in the UK. The final year offers students a

choice of short theoretical courses and longer studio programmes leading up to their diploma studies (thesis and design set piece). The Swedish professional body for architects (SAR) plays no role in the validation of courses. This means that there is less focus on technical education than in the UK, but that in general, a wider range of artistic programmes are acceptable. In their final year, students are offered a choice of studio programmes in architectural design, urban design, workspace design and sustainable community planning.

Gothenburg

In recent years, considerable attention has been given to the major urban challenge remaining for Gothenburg on the north bank of the River Gota. Whereas central Gothenburg on the south bank has seen a graceful expansion of the Dutch military town, development on the north bank has been driven by a series of industrial imperatives. The second half of 20th century saw a series of efforts by the City Council to programme and implement a comprehensive plan for Hisingen on the north bank. A land use plan was prepared in 1971 with a predominant housing bias, seeing the development of communities such as Biskopsgården and Angered. In the 1980s, the Council adopted a more mixed use strategy embracing housing, business and office use. A series of masterplans were prepared including one in 1987 by Ralph Erskine which retained a housing focus, particularly along the waterfront. Rapidly changing economic circumstances have meant only the first few projects of these plans have ever been built. When times are hard, the Council and the market have retreated to the old City on the south bank. In the 1990s, the Council established an

Johannesburg social housing projects

urban development corporation for the area (Norra Älvestanden Utveckling AB - The North Bank Development Co Ltd - NÄÜAB) (3).

Together with the City Council, NÄÜAB has produced an ambitious programme for the future regeneration and development of the north bank to provide 1200 new homes and some 300,000 sq.m. of office space for Gothenburg's burgeoning high-tech and knowledge based industries. The city's two universities will also develop up to 50,000 sq.m. of research and teaching accommodation in the area. NÄÜAB has produced indicative plans for the development of infrastructure and urban form in the area. It is these plans, as much as the development intentions, which has generated the greatest debate. There is concern that further comprehensive plans will run the risk of being overtaken by rapidly changing and fluctuating demands in the knowledge economy before the plans can be formalised and implemented.

Final year studies

Recent final year urban design studios have therefore been directed to an exploration of form, space and movement to examine and evaluate the implications for urban architecture arising from the structural shift in the economy from an industrial to a knowledge base. Studio work has examined what patterns of space and movement are necessary to facilitate growth in the knowledge economy.

The studies have followed a simple 5-stage pedagogic method as a means to establish where and how to intervene:

- impression** - gained by a introductory 2 day charette;
- immersion** - a week long programme of on-site study;
- investigation** - a more

dispassionate desk study comparing and contrasting various theories and techniques for understanding the city;

interpretation - formulation of a manifesto and framework for intervention; and,

intervention - design of individual projects to achieve and validate the manifesto and framework propositions

Rather than attempting to prepare comprehensive master plans, concepts have evolved to implant integrated interventions at key strategic points in the city which are designed to be robust, flexible and adaptable. These *implants* linked by high-quality public transport and ICT nets, are intended to act as a form of *urban seed crystals* around which to grow future development in a more organic form.

Chalmers School of Architecture has an atmosphere of creative challenge. It is dedicated to formulating a Nordic perspective on European developments. Current challenges include the implementation of a government review (4) which proposes the extension of architectural education to five years to bring it into line with other European nations. Within this overall initiative, it is hoped to revise and integrate the urban design programmes in order to offer an international urban design masters degree with a Nordic perspective. #

The MHCD Architects and Urban Designers practice has been intimately involved in the process of social housing delivery in Johannesburg. The partners, Christos Daskalacos and Michael Hart have also become involved in project management and construction of the projects as a result of their commitment to empowering and training contractors from previously disadvantaged backgrounds.

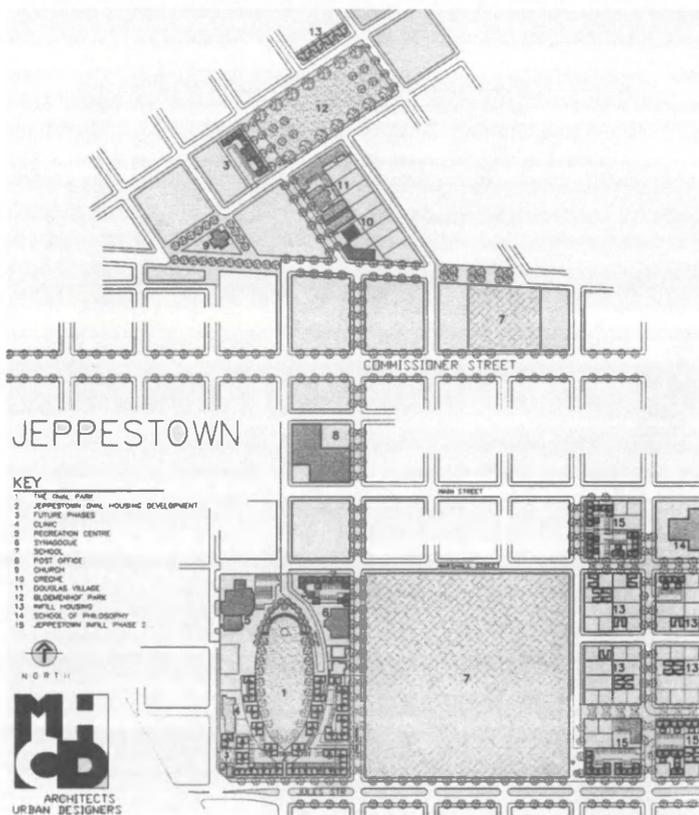
The development of social housing is a relatively recent phenomenon in South Africa, with very little in the way of local policy or experience to guide it. Once subsidies are allocated there is hardly any design control or input from the authorities often resulting in mono-functional housing estates or townships. These are usually located where land is cheapest in the outlying areas of the city leading to many of the problems associated with long travel distances to places of employment and access to amenities. To address these problems and make efficient use of available resources land has been made available within the inner cities by local and provincial authorities for social housing projects. The release of this land has usually involved a proposal call by the relevant authority with an urban design scheme being one of the requirements.

In the past four years MHCD have been involved in several major initiatives within the city of Johannesburg. Social housing institutions have undertaken most of these developments with the authorities making land available at low cost. Both the authorities and the housing institutions have acknowledged that in order to create sustainable developments the projects need to extend beyond the physical product. To meet this objective MHCD has formulated urban designs that inform and are integrated with the architectural design of the buildings, financial procurement and community empowerment.

The projects are based within broader neighbourhood precincts which guide the individual developments. The following examples demonstrate that social housing delivery can make a key contribution to the process of inner city rejuvenation and in particular, contribute to making it a desirable residential environment.

Jeppestown

Jeppestown is an area within the inner city of Johannesburg. Several housing initiatives have been undertaken by the local authority together with private companies and housing associations, aimed at revitalising the area which had gone into decline resulting in vacant land and slums. These have been integrated within an overall neighbourhood plan that is divided into a number of precincts. The main precincts are the Jeppestown Oval, the Infill Housing Initiative and the Douglas Village. A committee of local councillors, representatives of the housing association, schools and other



Top: Jeppestown scheme plan

Above: View of Jeppestown Oval Scheme

Left: Douglas Village

community organisations, guides the ongoing development of the precincts.

Jeppestown Oval

This is one of the first social housing schemes built for rental purposes in the inner city and was developed by the Johannesburg Housing Company, a housing association. It consists of 240 residential units and is sited on the southern boundary of the Jeppestown Oval, one of Johannesburg's oldest parks. The National Monuments Council was determined to retain this park especially because of its unique, for Johannesburg, shape. As a result the development was guided by principles set out to conserve and reinforce the park as a focus for the development as well as the surrounding community facilities. The scheme creates a strong three-dimensional edge to the Oval, responds positively to the surrounding streets, and creates a development that has no backspaces. The internal arrangement of buildings extends the idea of creating a hierarchy of open spaces off which the units gain access.

This special arrangement is achieved by arranging 15 three-storey individual walk up blocks on the site. Each block has its own entrance/staircase that serves a maximum of nine units. The blocks have been configured in different arrangements to form the courtyards that are intended for playing and other social activities. The concept of individual entrances also circumvents the need for long bleak access corridors usually associated with high-rise developments.

This arrangement was developed to support community empowerment through the construction process: two types of

building blocks make up the different buildings. This makes repetition easy during construction whilst still allowing for variety. Each block was allocated to one emerging contractor who would not have been able to undertake larger buildings, and would thus have been excluded from large developments such as this. The contractors were overseen by a construction manager who coordinated the site. Training, integrated into the construction process, was given to contractors and construction workers in the adjacent recreation centre. A labour desk also ensured that workers were employed directly from the community.

Infill Housing Scheme

This consists of two phases. The first phase completed four years ago involves 20 individual sites and 122 residential units. These were built on vacant plots within the area in order to address the dumping problems and surrounding decay brought about by overgrown derelict land.

The second phase is located on four larger sites and will be built according to the principles set out in the Jeppestown Oval. This precinct includes the School of Philosophy that is active with local community projects and forms an integral part of the planning for the precinct.

Douglas Village

This precinct adjacent to a park is made up of a collection of buildings that have been renovated and integrated into a small village-like development which includes a small shop and a crèche. The buildings that make up this project were all occupied but suffered from dilapidation and overcrowding.

The process of renovation included temporarily re-housing the occupants: a committee of representatives was set up to facilitate public consultations. This committee was consulted on all aspects of the design and construction process, including the ongoing management of the development.

Newtown

Across the city from Jeppestown is the inner city area of Newtown, a much more complex area bounded by the railway line to the north and the city's Arts Precinct to the east. This is a vibrant mixed-use area with residential, industrial and retail activities. Three projects will contribute to the overall Newtown Precinct development and reclaim derelict industrial and railway land for housing.

Two of the social housing projects consisting of 450 residential units have been built by the Johannesburg Housing Company and COPE Housing Collective. The two organisations were thus able to offer tenure choice of rental or ownership through a collective. The two sites are separated by High Street that forms a link between the Oriental Plaza, an Indian bazaar, and the local railway station.

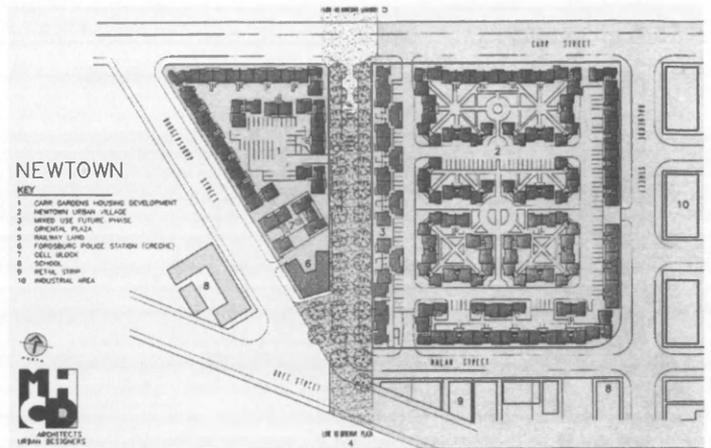
The High Street link thus forms an important part of the scheme and the initial mixed-use proposal included both formal and informal trading. This has not been built but the land has been set aside and the housing institutions are currently investigating the mixed use potential and the opportunity of locating community facilities along the strip. The beginning of the High Street is marked by an old Police Station which has been renovated and partly converted to a crèche to serve the development.

The Newtown project draws on the experiences gained in Jeppestown using the same principles of simple building blocks arranged to make up complex buildings that define both the surrounding streets and the internal courtyards. Eventually the housing projects under construction will form a corridor of housing that surrounds the Art Precinct and link through to the major public transport node to the east of the site.

Conclusion

The encouraging aspect of the developments is that they have been viewed by the authorities and the housing institutions as opportunities for the provision of sustainable high quality social housing. To this end MHCD has been involved with communities such as in Mamelodi – a former 'black' township near Pretoria, in a number of seminars where the projects have been presented and evaluated. Documents such as 'Social Housing Design Brief' have been produced and circulated for discussion and comment. The small number of organisations and professionals currently involved in social housing makes the dissemination of information easy and has ensured that lack of past experience is made up by a willingness to learn from one another.

The introduction of housing to the inner city is an important contribution to the re-development of the area and is seen as something more than churning out a mass-produced commodity. Through such developments, which set within their context making maximum utilisation of space and available resources, that social housing can be an asset to the inner city. #



Above: Plan of Newtown Scheme



Left: Courtyard Space – Carr Gardens, Newtown



Below: Newtown Urban Village. Outside spaces are an important extension to living space

TOPIC: JUDITH RYSER

Urban Design Week 2000



For the third year the Urban Design Alliance (UDAL) has run its annual Urban Design Week (UDW), from 18–24 September. Contributions have broadened and widened. The next pages present a selection of papers from the conference, a summary of the annual lecture and reports on seminars and other events.

The objective of the Urban Design Week was twofold:

- to make the general public more aware that well designed places - public, semi-public and private - contribute to a better urban environment, and thus to a better quality of life for all;
- to bring the professions of the built environment together to work on policies and solutions of better, safer, more enjoyable urban spaces.

All seven UDAL members and other local groups organised some sixty events from Scotland to the South Coast. They included seminars, open days of on-going projects, guided walks and teach-ins. UDW was launched in London by Ken Livingstone, the mayor of London and his deputy Nicky Gavron on a bus tour through central London.

The centrepieces were the annual UDAL conference held in Manchester and the annual UDAL lecture by Matthias Sauerbruch and Louisa Hutton at the RIBA in London. The conference theme was "21st Century Places". Nick Rainsford, the minister for housing and planning gave a supportive key address. He was followed by a view of Manchester, a city preparing itself very much for the 21st century where the conference was held. Councillor Richard Leese and Tom Bloxham, a dynamic urban entrepreneur who was able to turn some of the worst run down buildings and environments into successful new places, explained how Manchester is going to maintain its premier league status by resorting to high quality urban design. Tom Higginson from Railtrack Property which sponsored Urban Design Week for the second year running, showed how existing stations were transformed into 21st century transport interchanges by regenerating areas around them often on underused railway land. Good urban design was seen as the key to their success, as well as to the urban regeneration efforts of Nottingham presented by Jane Todd. Sir Neil Cossons and Les Sparks were presenting policy perspectives of English Heritage and the Commission for Architecture and the Built Environment respectively. Michael Hebbert, professor of planning at Manchester University gave an international and historic comparative perspective of the fate of the street in cities.

Other UDAL initiatives comprised competitions run by local newspapers to identify the most favourite places in their region. Placechecks progress in Lincoln and Strood were presented at the conference. UDW also coincided with Car Free Day which reinforced UDAL's aims of a better urban environment. It connected with Heritage Open Days, thus contributing to a critical mass for public awareness of good urban design. Other 'regulars' of UDW were postponed to the Urban Design Group conference in November which attributed sessions to Learning from Europe and the Future Cities ThinkTank in cooperation with the Institution of Civil Engineers. #

TOPIC: NICK RAYNSFORD

The Government's View

Nick Raynsford MP, Minister for Housing and Planning (right) gave the government's views on the role of Urban Design. The following are excerpts from his speech.

21st Century Towns and Cities must be successful places. Economically they are key to the success of wider areas than just those within their own administrative boundaries. They also serve as the service and cultural hearts for their areas... They are in a constant state of economic, social, physical and technological change.

Some towns and cities have adapted successfully to these challenges, building on their strengths and establishing a clear direction for the future. But others have not fared so well, and are only just beginning to find a new way forward. It is vitally important for us all that they do so. That is why the Government is committed to an urban renaissance. The Urban White Paper will set out this Government's vision for 21st Century Places where people will want to live, and to attract more people to them by offering the opportunities and choices they need. I don't think I'm giving too much away when I say the need for good design will be central to the Urban White Paper.

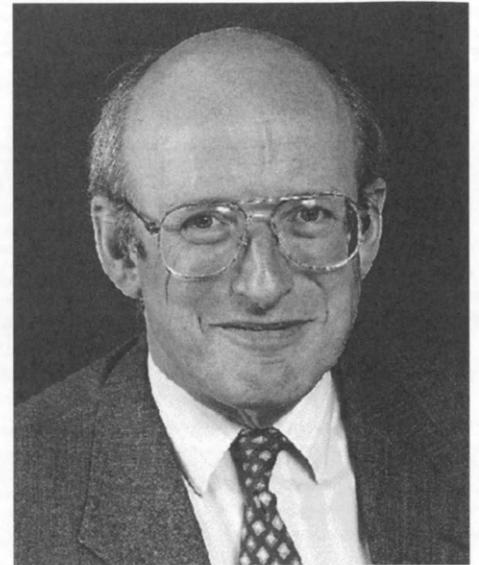
Which brings me back to Urban Design Week. I said at the launch of UDAL that I was strongly committed to promoting better urban design, and it is only right that I should outline today some of the initiatives which the Government has already taken in this respect. I also want to take this opportunity to express my appreciation to UDAL for their dedication in pursuing better urban design. In many ways the creation of UDAL was symbolic of the growing recognition of the importance of urban design. Since the launch of UDAL, the profile enjoyed by urban design has grown tremendously. There is no doubt that UDAL have played a central part in helping to make that happen.

Urban design is perhaps an unfortunate phrase, because our interest is not solely urban, nor solely design in the sense of aesthetics. This is really about people. What we said in "By Design" is that urban design is the art of making places that people like, that they find visually attractive, that work in functional terms. It can help to enhance the vitality and viability of town centres, to regenerate rundown areas and to create safe communities where people feel secure.

Good urban design rarely happens by chance. It arises from a collaborative effort involving all of the professions working in the planning and development system. Working in conjunction with and listening to their public. Well-informed and committed clients are vital to securing good design. The magnificent new Lowry Centre offers a fine local example of the benefits of paying earlier, greater and better-informed attention to urban design.

So what does this mean in practice? Urban design should be the vehicle by which professionals help to deliver society's wish for better places. Let me take an example from Manchester. The magnificent rebuilding job done in the town centre demonstrates why urban design matters so much. The urban design competition to establish a new vision for the town centre has allowed Manchester to emerge with renewed confidence. It does great credit to the vision and imagination of the leadership of Manchester that so much has been achieved in such a short time.

I have said that this Government is committed to promoting better urban design. I can only touch on some of the highlights today, but we have a track record in which I think we can take pride. The Environment, Transport and



Regional Affairs Select Committee report on the Proposed Urban White Paper said "urban design is the area in which the Government has made most progress".

Here are a few of the reasons for their encouraging words:

- We have published the first comprehensive guidance on design in the planning system for forty years. "By Design", published in collaboration with CABI, and with expert advice from a sounding board from UDAL, has been widely welcomed as a high quality document. We are in the process of drawing up a dissemination programme;
- The "Urban Design Compendium" was published by English Partnerships, again with UDAL's support. Together these two complementary documents offer sound, practical and comprehensive advice about how to achieve better urban design;
- Our new PPG3 has the need for good urban design at its heart. It explains that good design and layout of new development can help to achieve our objectives of making the best use of previously developed land and improving the quality and attractiveness of residential areas;
- We will back the advice in the PPG with good practice guidance on improving the design of housing environments, which we will publish next year;
- We have helped keep open the window for good practice provided by RUDI (Resource for Urban Design Information) and their website;
- We have brought together the main professional institutions in a collaborative initiative to drive up urban design skill levels.
- We sponsor prestigious design awards, such as the Civic Trust urban design award and the housing design award.

- We have taken a decisive step with the establishment of the Commission for Architecture and the Built Environment under the energetic chairmanship of Sir Stuart Lipton.

A key role for CABI is to bring design expertise to bear at critical times in the planning and development of a project. I would therefore like to say a little more about skills. Improved skills are critically important to delivering better urban design. The evidence, from two research reports commissioned by my Department earlier this year, suggests there is a deficit in urban design skills, and that the training currently on offer is not capable of delivering significant improvements. We simply cannot put off for months or years the urgent task of raising the quality of new development. The solution is partly in the hands of the design professions and the educational institutions to radically improve the quality and extent of urban design training that they offer.

I know that everyone will say that change cannot happen overnight but that is exactly what should happen. We must inject a sense of urgency into the task. Developers, housebuilders, local authorities must all play their part. We have to make a start and where better than with the first meeting of the working party which is due to take place shortly. It will consider:

- how to enable better multi-disciplinary training both at undergraduate and continuing professional development level;
- whether and how to encourage change in undergraduate curricula;
- whether there is scope for adopting a common set of minimum accreditation criteria in relation to urban design;
- how to encourage local planning authorities to aspire to design excellence.

This Government's commitment to better urban design is not a passing fad. On the contrary, it is central to our crusade for quality, as the Deputy Prime Minister has described it. And that commitment goes to the very heart of Government, not least the Prime Minister himself, who has championed the drive for quality design in publicly funded building projects. A great deal has already been achieved since UDAL was first created. But we have only just started. #

Maximising opportunities

Sir Neil Cossons OBE, Chairman of English Heritage gave his view on the future of urban issues

The challenge for urban development is well expressed in the recent *Urban Design Compendium*:

'Since the Second World War, this country has seen very extensive urban development and renewal. While there are exceptions, a great deal of this development has been third-rate and is lacking in any 'sense of place'. At worst, the results have been downright ugly and unpleasant. Fine urban fabrics have been spoilt through the process of re-development. The remarkable built heritage flowing from the English urban tradition has yielded to banal and monotonous development, humdrum in design and dominated by traffic. We have repeated standard housing types and layouts, retail boxes and road layouts so many times, with little or no regard for local context, until we find that now almost everywhere looks like everywhere else.'

The issues

- There is now an acceptance that the whole of a local authority area deserves good design, which, in turn, entails an integrated characterisation across the board.
- Government guidance now accepts that development (ie the new) and conservation (ie the old) are not mutually exclusive, and that the two can effectively be reconciled in most cases to add value. An understanding of the resource yields opportunities for enhancement through development as well as constraints.
- The delivery of the hoped-for urban renaissance rests fundamentally on a market-led return to urban living, to an acceptance of mixed uses and higher densities and a reinstatement of patterns of sustainable urban living. The historic environment is a valuable template for the achievement of such qualities. It is a yardstick of quality and creates the context for creating places that are attractive to live, work and play in, and to visit (ie the basis for an urban renaissance).

Reinventing urban living

Demographic changes lead to new expectations and new lifestyle choices.

Government policy provides challenges for the design of high density housing. There is a danger that, despite government exhortations, the market may drive towards the creation of new residential ghettos where once there was colour and diversity. 'High density' does not necessarily equal 'high rise' and historic towns provide many templates for high-density low-rise developments designed for mixed social groups.

The implications of the electronic communication revolution for urban life are by no means clear. Will increased internet use encourage demands for a new supra-national cultural identity (thereby making rescuing/preserving local/exclusive identities more difficult) or the reverse (valuing diversity, treasuring the locally distinctive)?

Recent opinion polls have shown that responses to the idea of the environment are defensive and focused on threats. Will new developments in cities become more difficult if they are seen to be non-reversible or destroy the non-

renewable? Will ecological factors outweigh 'high design'?

Planning (conservation) as enabler rather than constrainer

The planning system, of which listing and conservation area controls form a part, manages change. It is designed to be flexible, responsive and participatory.

Conservation commands widespread and growing support. It is important to preserve sensible regulations in reforming the planning system. not to throw away the baby with the bath water; regulations have a purpose as we may find out if any If de-regulation of the advertisement regulations takes place, for example, adverse consequences may appear.

PPG15 provides a robust and flexible framework but in some areas, notably Conservation Area controls. However, aspirations are beginning to outstrip it, especially in the area of permitted development rights and highway regulations.

The role of English Heritage

English Heritage (EH) has a central role to play, partly because of its statutory locus, partly through its influence as the lead heritage body.

Greater participation is the key to unblocking logjams, removing uncertainty and reducing delays especially if pre-application discussions on major projects start early enough. This ranges from:

- (i) enabling people to (re)construct their own identities and find meaning in an environment they may find hostile.
- (ii) involvement of all interested parties in the compilation of conservation plans and formal consultation and dialogue;
- (iii) greater partnership with other opinion formers and leaders in the field. Many bodies and individuals in the urban planning field still manage not to talk to each other.

Partnership

EH attaches importance to its working relations with other bodies such as the RICS, the RIBA and CABE. EH's influence with architects needs to increase as they still tend to concentrate on site-specific statements with no more than a ritual nod towards context.

The CABE/EH relationship is complementary. The recent decision by EH to set up its wide-ranging but specialist *Urban Panel* with an inter-disciplinary membership and strong architectural representation benefits from links with CABE. The joint EH/CABE publication on *New Design in Historic Contexts* will demonstrate how contemporary architectural excellence is intrinsic to the successful development of historic towns and cities. It will feature best practice in new building over the last five years with examples drawn from all over the country.

EH is anxious to become more closely involved with the work of UDAL. It already has contacts with the consultants involved in UDAL's Placechecks initiative - which has much in common with EH's work on characterisation.

Understanding the historic environment

EH is increasingly exploring the role of comprehensive evaluation of the historic built environment in urban regeneration. By characterising whole areas rather than concentrating solely on individual components, EH can help -directly or through the development of methodologies- identify opportunities for regeneration that build on the best understanding of the resources and character of a place. Kim Wilkie's study of Borough Market in Southwark and EH's study of the Jewellery Quarter in Birmingham are examples. Similar initiatives are underway in Liverpool, Sheffield, Newcastle and Manchester.

The Urban Panel's message after visits to regeneration sites in Bath, Bristol, Chester, Liverpool, Manchester and Norwich is that

early and effective evaluation eliminates uncertainty and creates positive opportunities for comprehensive design solutions.

Conservation, innovation and regeneration: unlikely bedfellows?

EH's record on supporting creative design in historic places, reinforces the message that modernity and care for the fabric of old cities are not mutually exclusive. The iconic and monumental may have a role in developing the shape of cities as the current debate on high-rise in London makes clear. But only exceptionally can an historic town bear massive intrusion without losing some character and with it the qualities that make it liveable. Timely evaluation will help identify if and where those intrusions might be appropriate. It will also help characterise the grain and distinctiveness of a place to guide (not prescribe) new work.

EH/RICS and LSE findings show a good performance record of listed commercial buildings and a positive impact of conservation-led regeneration on levering in funding, creating jobs, and increasing occupancy rates.

Urban redevelopment and individual projects can have unplanned negative effects on their surroundings. They should be assessed holistically in relation to their immediate surroundings and wider regional repercussions. For example, Bilbao found that the Guggenheim Museum had sucked life out of some other parts of the city. In a world of increasing mutual dependence, it is important to seek synergies and complementarities, instead of competitiveness between public bodies. #

Top: View along Park St. Borough with Southwark Cathedral in the background (Kim Wilkie photograph)

Above: Borough Market, Southwark only surviving London wholesale market on its original site (Kim Wilkie photograph)

Right: Jewellery Quarter Birmingham



Resolving Conflicts

Les Sparks OBE delivered a version of the following paper for Sir Stuart Lipton, Chairman, Commission for Architecture and the Built Environment who was unable to attend

High quality urban design is at the very heart of a modern, efficient, vibrant Britain. It is about more than good looks. At the heart of "21st Century Places" is creating a just, inclusive and optimistic society.

An integral part of this is about respecting and enhancing our heritage and I am therefore pleased that CABE, with English Heritage is here today. CABE does not duplicate the work of EH, as our remit is the "new" built environment, but we will have a close relationship with EH on areas of common interest.

CABE's key messages

- Value is more than pounds and pence. The social, environmental and wider economic aspects must be considered. One of CABE's key achievements was the specific recognition of this in the Treasury's PFI guidance.
- Conversely more cost does not mean better quality. Innovation is co-ordinated design for minimum waste, avoiding over specification and meaningless clutter in the public realm.
- The most important part of design is the end product. Building and spaces must be fit for the purpose they were intended for. Public and consumer satisfaction and approval is the real goal.

Central to CABE's work and philosophy, like UDAL, is partnership, and we see this audience as key partners.

CABE has four main areas of work:

- Design Review
- Project Enabling
- Regions
- Government

Design Review

CABE's Design Review, run by Peter Stewart, is our work people are most familiar with. CABE offers a review service for major strategic schemes with the objective of providing advice on how to refine and improve projects. We encourage Local Authority design teams to submit schemes from the pre-planning stages to assist from the earliest stage. Where the information is in the public domain, our comments are posted on the CABE website, to ensure fairness and transparency.

Project Enabling

Complementary to design review is CABE's project enabling programme, managed by Joanna Averley. This programme is about getting involved with partner organisations at an early stage of a project. We aim to help the client get the right result by having the right process in place and high aspirations for what can be achieved. CABE's enabling work is with a range of bodies, such as the Sure Start programme and NHS Estates, as well as local authorities. We are for example working with Thanet District Council on the design requirements for a competition for a site adjacent to Ramsgate Royal Harbour.

Both the design review and project enabling are a free service. However CABE's budget is limited, and while we aim to help wherever we can, we are forced to prioritise our workload. We have a particular interest in major public buildings, town centres, neighbourhood masterplans and other strategic projects.

Regional

Bridget Sawyer is CABE's programme officer dedicated to developing regional partnerships. We are working to bring together the various regional public bodies, such as the RDAs and Government Offices, in delivering quality design.

Government

The Commission has been working hard to change the policy framework to allow those in local government, central government departments and the private sector, to deliver the high quality we all aspire to. This work is managed by Stephen King at CABE.

Government Commitment

Across government there is recognition of the need for high quality design in the built environment. A Ministerial committee meets regularly to discuss how to improve design quality in all government departments. October will see a major statement from the Prime Minister on ensuring better public buildings.

Government Procurement: best value is not lowest cost

The Government, as the nation's biggest construction client, with a works budget of £24 billion, must insist on good design. The perception that central government sees best value as lowest cost has been changed for good by the publication of the Treasury's PFI technical note 7. This note states clearly that in addition to cost a host of other factors must be considered:



Top: Award winning Peckham Library (Will Allsop), a new civic landmark.

Above: Victoria Square, Birmingham, a symbol of local authority leadership.

reducing whole life costs, enhancing service provision, the social and environmental benefits and architectural quality.

The local authorities can deliver excellent design: Peckham Library is a key signature building and Victoria Square in Birmingham illustrates what a committed local authority can deliver.

Ensuring quality design

Design has to be built into the planning as well as procurement system.

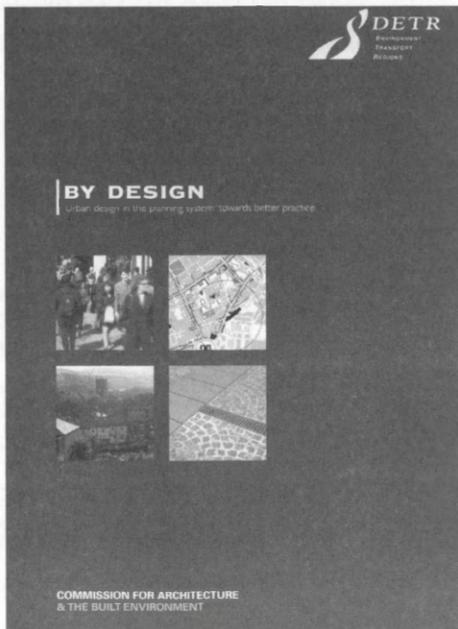
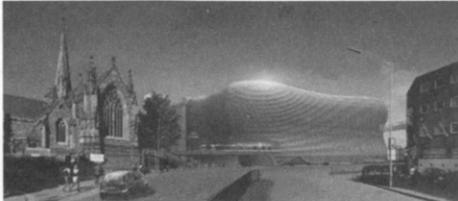
The DETR / CABE publication, *By Design*, provides a detailed example of how to put the framework in place for quality, from the local development plan through to the management and monitoring of projects. This "how to" guide should be read in conjunction with English Partnerships and the Housing Corporation's Urban Design Compendium. While there is no blueprint for successful design, there are a range of key principles which need to be considered, that these two guides outline.

Benchmarking

Government buildings are already benchmarked against cost. Now they need to be benchmarked against internal and external performance and what they give back to society. CABE is currently working with the Construction Industry Council and others, on a DETR sponsored research project, looking to develop Key Performance Indicators for design.

Partnerships in education

CABE is coordinating a group, drawn from across UDAL's members, to look at how to deliver higher cross-professional urban design skills. Raising the skills and awareness of urban design is vital if we are going to move away from a view where one-profession has a sense of sole ownership on urban design, and where another profession is used as the perennial excuse for poor design.



Top: Innovative and controversial: Selfridges, Birmingham.

Middle: Work in progress in Coventry: creating new spaces to enhance the historic environment.

Above: By Design – jointly published by CABA and the DETR.

All photographs by CABA

The old and the new

CABA is not about promoting a preferred architectural taste, with an anti-“heritage” bias. Our objective is quality not style. A respect and understanding of the context of new development is vital. However it is also important that local authorities are willing to take, what they may see as a risk, and understand that new development, in the words of PPG15, can also “enhance” an area.

In Birmingham the innovative design of the planned Selfridges is being strongly supported. Coventry is an excellent example of a city developing a new public realm to enhance its historic environment. The EH/CABA publication *New Design in Historic Context*, will aim to demonstrate how the new and the old can compliment each other.

The value of Quality Urban Design

CABA is currently supporting research by the Bartlett School into quantifying the benefits of quality design.

Good design:

- aids urban regeneration by creating and reinforcing neighbourhoods,
- counters social exclusion by creating quality environments for all, reconnects our towns and cities,
- enhances quality of life by reducing crime and illness,
- enables high-density housing to be attractive and durable,
- makes people feel good about their public buildings and spaces,
- promotes sustainable development,
- improves delivery of public services through more efficient buildings,
- reduces the whole-life cost of buildings.

Economic

Although all is far from perfect with major Lottery projects there are notable cases of high quality design having a huge impact on the local economy. Chartered surveyors will cite the higher rental and sales values that a well designed and maintained public

realm confers on the properties around it. In this context we need to remember the huge economic benefits of historic environments, both in terms of tourism and property performance, and the role we have in enhancing this. In addition English Heritage’s 1999 report “The Heritage Dividend”, looks specifically at the role of historic properties in regeneration.

Leadership

CABA looks to this audience, both in the private, but especially the public sector, to ensure that that leadership is in place. Design and the public realm should not be seen as an add on, to be handled by an officer unable to make long term strategic decisions due to their lack of authority and unclear political leadership. While in the private sector design should not be passed down the line to an individual who does not have the clout to counter short-termism and views that design is an end of process add on.

More to be done

The test of our work will be whether buildings and public spaces do get better. There is much more to be done – CABA has concerns, for example about the current wave of PFI hospitals, and is working with NHS Estates on how to improve them. Housebuilders have yet to demonstrate their commitment to rethinking the design and construction of their product.

The professional Institutions need to show greater commitment to UDAL and ensure its long-term success and financial security. Central to the Institutions’ role is to promote the public good. Like yourselves we look optimistically to the Urban White Paper for a clear support for the role of urban design. However what we must not forget there is plenty we can, and should be doing already.

Finally I would also like to thank specifically Alan Howarth and Nick Raynsford for their strong personal support for CABA. CABA could not have progressed so far without their support. #

TOPIC: MICHAEL HEBBERT

Comparative and International Perspectives

Professor Michael Hebbert suggests that urban design ideas can be drawn from other countries

Techniques and methods of urban design vary greatly from one place to another, but beyond the differences, there is a similarity of purpose. The deep currents of urbanism are international and have been throughout modern times.

Historical perspective

Visitors of Manchester one hundred years ago would have heard the businessman Thomas Cogan Horsfall argue passionately about the advantages from high-quality urban design in German cities, where the burgomaster had powers to specify wide streets and ensure provision of parks and street trees, integrated planning of public transport and an artistic grouping of building masses. In the edgy climate of Edwardian Britain his book *The Example of Germany* (1904) clinched the political argument for town planning legislation.

Twenty years later the current was running the other way, as visitors from all over the world came to admire and copy British prototypes of the garden city and garden suburbs, among them the huge Wythenhawe Estate built by Manchester city council. While it was being built, the businessman and city councillor Sir Ernest Simon was visiting Moscow to see the unimaginably wide streets laid out by Stalin's Mossoviet, and New York to follow the progress of 'Robert Moses' expressways, pure arterial highways running in from the suburbs to the heart of Manhattan. Writing his personal programme for reconstruction in 1945, he hailed them as 'one of the outstanding achievements of civic democracy'. Twenty years ago, inner Manchester was being redesigned to an international formula of free flowing highways, raised pedestrian decks, tower and podium architecture and open plan landscaping. This compelling vision of urban modernity was shared by designers and civic leaders all round the globe.

The street re-invented

Now is a similar moment, except at the opposite point of the cycle of design values. Then, the designer's task was to eliminate the conventional street, separate out traffic thoroughfares from pedestrian spaces, and rebuild the urban world on a basis of functional segregation. Today, the big idea is to put everything back together again, reinvent the street, reintegrate vehicle traffic with cycles and pedestrians, and recover the idea of the public realm as an outdoor room, formed by building mass and animated by street frontages, open yet bounded, a place that offers some guarantee of security and some prospect of conviviality where all people belong, and that belongs to all.

However, it is not helpful to refer to this as the 'traditional' street. 21st century space will not be discovered by browsing images of Siena or Haussmann's boulevard. Late 19th century precedents are especially misleading. The milieu of the 'flaneur' was an urban world expanding with immense concentration of economic energy from a condition of dense nucleation. Most work was manual, most ownership was small scale, most of the population had no ownership stake at all and business elites, - even in such an export-based city as Manchester - were leaders in a local home-town world. Today's urban designer operates in an urban context where most work and much living has shifted away and the economy has globalised. Nevertheless, for reasons not yet fully understood, globalisation and the information revolution are helping to turn the tide of urban decline. Cyberspace has given new life to the oldest man-made space of all, the street. Second-generation suburbanites are tired of driving and urban sprawl. The cultural shift is helped along by the desire for sustainable living and the threat of ecological exhaustion.



Berlin Friedrichstrasse:
I.M. Pei and J. Nouvel toe
the line.

Third way urbanism

A third way has got hold of urbanism, in France according to the designer Christian Devillers, as Ville III, not the traditional city, Ville I or the 20th century city of functional separation, Ville II. In Germany for Dietrich Hoffmann-Axthelm the task of urban design today is to build Die Dritte Stadt. Richard Rogers and his team put it in terms of 'urban renaissance'. For North Americans it has crystallised around the concept of a 'new urbanism'.

This trend adds up to a single wave of design activity, operating on three scales:

- Repairing the walls of urban streets;
- Extending the collective tissue across the voids and gaps of modern cities, and
- Building new towns which (unlike the planned new towns of the 20th century) possess real qualities of urbanity.

At the smallest scale, the process of incremental urban change in the last fifty years has tended to erode the street,



Top: Toronto, St Lawrence Market: looks effortless, was revolutionary.

Middle: Montréal Bois Franc: urbanism on a former air base.

Above: Markham: rural Ontario begins at the end of the street.

All photographs by G. Ten

downgrade the pedestrian and encourage new buildings to stand free as a collection of independent objects. Now cities everywhere are trying to harness the cycle of maintenance and replacement in the built environment to put the processes into reverse, sometimes by reinstating the early modern building regulations specifying alignment, cornice line and roof profile. This has happened in Madrid, Barcelona, Paris and Berlin. Robust rules about the street wall are also the secret of the best American urban design. The Charter of New Urbanism (para 19) says 'a primary task of all urban architecture and landscape design is the physical definition of street and public spaces as places of shared use'.

Before and after visualisations of the street environments are a favourite way of making people aware and supportive of the urban design effort. The city of Berlin uses computer simulations to bring urban design to life. Their paired images are worth a thousand words about grain, massing and legibility. The overall basis for Berlin's ambitious design strategy is a figure ground plan of the entire inner city which shows how urban space (Stadtraum) can be conjured out of lost space.

Fallow land

At the city scale the postmodern city is like a moth-eaten blanket – tissue alternates with the voids left by technological and structural change, factory sites, riots, slum clearance areas, docks and railway lands, water and power sites, highway lines and carparks. The centre of Manchester, the first industrial city, contains much emptiness of every kind which decades of effort in urban renewal have not managed to change. What is 'brown land' in the UK, the French call 'urban fallow land' (friches urbaines). Among the earliest attempts to cultivate street life on fallow took place in Toronto in the 70's due to Jane Jacobs' ability to encourage the city government to take a radically unconventional approach to urban design on derelict railway land next to the city centre. The 19th century street grid was quite simply extended over the area, with shops below and flats above. Barcelona and its reorientation towards the sea for the 1992 Olympics became the most famous

prototype of a strategy of waterfront regeneration based on a skin surgeon's approach to growing street tissue across intervening brown land. Urban fallows are adventitious windfalls that come in every shape and size, but cities can best absorb them by joining them up to the street jigsaw.

American approach

American New Urbanism first gained the confidence to project streets on virgin land. The prototype is Seaside, the idyllic Florida resort community built according to the design codes of Duany Plater-Zyberk and masterplanned by Leon Krier. Another of his exquisite pastiches is under construction at Poundbury on the edge of Dorchester. Both places have a stage-set quality that caught the attention of the Disney Corporation, who have become the biggest corporate patron of the New Urbanism. To critics like Rem Koolhaas the Disney town-planning projects at Celebration and Val d'Europe only prove that the whole dream of reviving conventional streets is a pathetic, reactionary diversion. Certainly, the architecture of most new planned settlements under construction in North America rings the changes on a rather timid range of pastiche, matching the preferences of an equally restricted middle-class target population. Celebration's architecture is actually more diverse than most, and its design guidelines were drawn up by Urban Design Associates of Pittsburgh, a practice with a thirty year reputation of innovative inner city community architecture.

However, it is important to always hang onto the distinction between urban design and building design. What sets these experiments apart from most new towns and suburbs built anywhere in the world in the past fifty years is the street plan: the effort to define space and create a sense of place. As the towns mature the buildings will come and go but the urban design legacy is there for good. Never mind the architecture! The common element of the town-building in progress at Addington Circle (North of Dallas), Markham (North of Toronto) and Bussy St George (East of Paris) is that they each tackle a green field site in an urban spirit. That's what makes them all 21st Century Places. #

TOPIC: RICHARD LEESE

Maintaining Premier League Status

Councillor Richard Leese, The Leader of Manchester City Council explains how the city reached the top and intends to stay there

Cities are about people, not structures and as such they change, decline and grow organically. This forms the context of Manchester's urban design quality policy.

How did Manchester get to the Premier League in the past? After three decades of mediocre to awful suburban and inner city development, and indifferent city centre development, the rebuilding of an entire urban neighbourhood – Hulme presented itself in the nineties.

Manchester was determined not to repeat past mistakes but to apply what had worked in the past in a modern context to achieve development at a human scale and urban in nature. We undertook wide ranging surveys of both successful and failing urban developments, looked at local shopping areas and analysed why they worked; and visited appalling suburban cul-de-sac developments fashionable in the eighties.

The city concluded that it required a coherent framework for development. It also aimed to encourage developments which could bring innovation and quality to the area. It produced a guide to development for Hulme, with at its core the Design Guide.

Hulme Development Guide

The guide follows the predetermined principles of sustainable development:

Sense of place

- Importance of landmarks and vistas
- Mixed use rather than strict zoning
- Hierarchies of streets and permeability and legibility of the urban environment
- Adaptable buildings, opening to the streets, squares and parks
- Density of people to sustain activity, security and amenities
- Well designed public places.

The guide caused arguments with the police over their 'secure by design' strategy, as well as with the housing association over their original Hulme 2 proposals. Certain staff was too preoccupied by technical issues instead of focusing on people friendly

layouts. Manchester lost some arguments, for example with the Manchester Metropolitan University which designed their halls of residence as a fortress and blocked the line of Stretford Road. The design guide contained some mistakes, such as lay-by parking which led to street which are too wide.

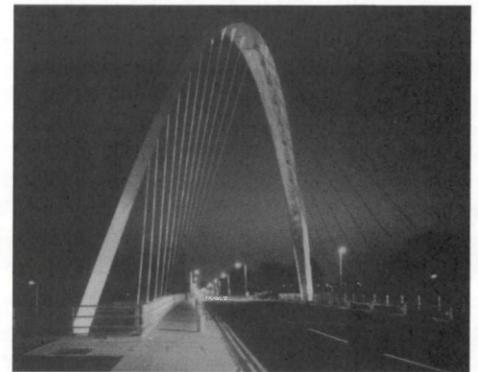
Nevertheless, the Hulme development generated new design and implementation tools and methodologies. The main lessons of good design practice with a good chance of implementation were:

- The importance of vision, backed up with a spatial masterplan
- Community ownership of the vision
- Use of land ownership, planning and other statutory functions to obtain results embedded in the vision
- Use of 'gap' funding and other grant regimes
- Use of competitions
- Partnership approach with developers, designers, innovators
- Plan for the long term.

Guide to Development in Manchester. Work on this guide started in 1995 and it was published in 1997. The underlying strategy of this development guide was: "The provision of quality buildings and quality space which will substantially reinforce the economic vitality and sustainability of the City and contribute to the well being of its citizens."

It is now applied to development proposals anywhere in the City and has generally been successful in improving the quality of the built environment. Yet, it needs further refinement to overcome problems such as:

- Its use as a manual rather than as a guide
- The question of what constitutes mixed use
- Failure to differentiate between inner and outer city domestic scale buildings
- The City centre
- The seeds of the City centre renaissance were planted long before the bomb. Major public buildings had been erected, the leisure uses were extended, and more residential premises were provided in the city centre. However, the bomb provided the opportunity to



Top: The new Stretford Road bridge, a new landmark for Hulme

Middle: Zion Square, Hulme (courtesy of Moss side and Hulme Partnership)

Above: Exchange sp. Manchester (Manchester C.C. Special Projects Office)

TOPIC: JANE TODD

replan the very core of the City, set in a much wider context while allowing creativity to flourish rather than imposing monolithic conformity. Results are there to be seen on the ground. Manchester considers the new developments of New Cathedral Street, M&S, Exchange Square, Hodder Bridge, the new elevations to the Arndale Centre, the partially built Convention Centre and other infill buildings as very successful and enlivening the City centre. Further projects include Urbis, the city park, spin-off development in Spinningfields and Piccadilly Gardens.

Future design strategy activities

Manchester thinks that it has 'got there' and forms part of the premier league cities. Its ambition is to become European Champion. Commitment to quality in planning and design of the urban environment is an essential ingredient in achieving that.

We need to revisit the Guide to Development in Manchester. A post hoc analysis is required to examine how the guide has worked in practice to revise it accordingly.

The lessons learnt both from Hulme and the City centre should be applied to the city as a whole. A draft masterplan for East Manchester including design principles is being completed and will be launched for public consultation. It builds on the success of the City centre and uses the Manchester Sports City development to extend the city eastwards. This will be achieved by adding Ancoats Urban Village and the newly announced Cardroom Millennium Village project, as well as continuous progression beyond the Eastlands Stadium site to less dense residential neighbourhoods. The masterplan will integrate the built form with the need for social and economic renewal. It will allow for early interventions alongside organic change over a 15 to 20 year period. #

Nottingham's Framework

Jane Todd, outlined how Nottingham is turning itself into a European city through a integrated strategy

Nottingham has been involved in the development of a new vision for its 21st century future. The City draws on inputs from the government – the Integrated Transport White Paper, the Urban Task Force Report, Planning for Communities, the Urban and Rural White Papers and Agenda 21. It links them to the integrated regional strategy of the RDA encompassing economic, social, environmental and spatial dimensions. The vision is translating into an economic development strategy, a local plan review, a city centre review, a local transport plan and local agenda 21 projects.

A changing city

Recently, Nottingham has managed to attract more jobs than most other English cities while changing from a manufacture to a service economy. However, although it has the third highest GDP it accounts for 365 deprivations within its tight boundaries. It thus benefits from regeneration and EU funding. The pro-active city council operates a participatory model involving workers and officers across functional and physical boundaries. Although a historic city Nottingham has unusually all the ingredients for a successful provincial city. Its transport policy is modelled on national and European perspectives and is strongly linked to urban design. The strategic framework is robust and leads to good projects.

Nottingham is undertaking detailed analyses and markets its policies heavily. It applies integrated policies to other sectors than transportation and brings urban design into the participation process. Integration of planning and transportation are a key issue supported by all politicians. This has resulted in genuine partnerships and real projects on the ground.

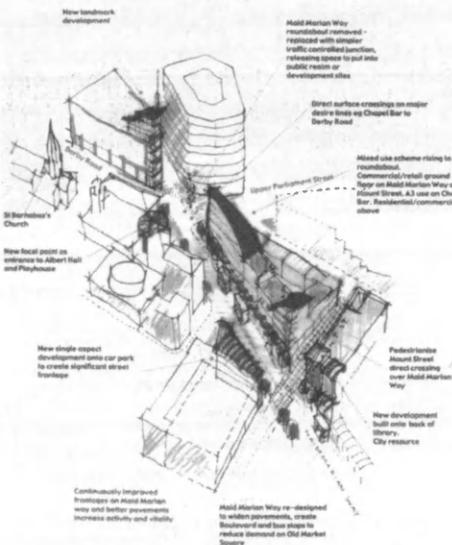
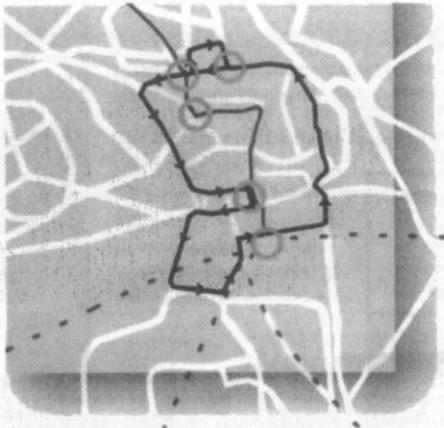
The economic development strategy is based on 20 objectives, 5 of which are concerned with housing. Transportation policy plays a key role in providing access to training and job opportunities. The new tram system which has just started contributes to regional growth.

The local plan had been adopted in 1997. The review took off in 2000 with a simple explanatory text. It focuses on links between transport and the built environment and aims at better quality for both.

City centre

The City Centre review addresses five interdependent strategies:

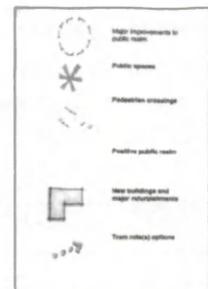
Location of choice, clean and green objectives, people first, cutting edge, excellent services. Eight big projects are carried through with citizen participation and in public private partnership. There is an attractive lace market but its regeneration requires a revision of the whole area within the inner city ring. Areas of distinct character should become viable neighbourhoods in their own right. They should benefit from city squares with enhanced public spaces around leisure, tourism and cultural facilities and safe and attractive walking routes should link them together.



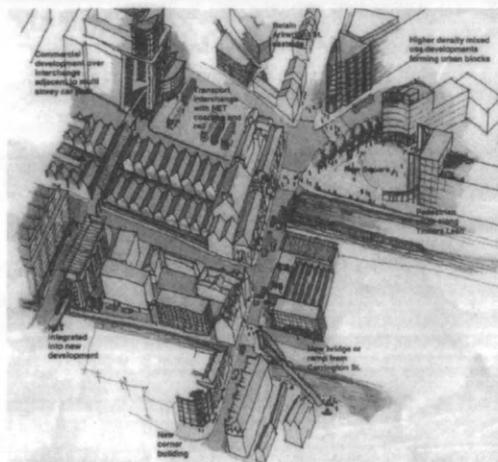
Top: Clean & Green – Integrating transport planning

Left: Maid Marion Way improvement scheme.

Below: Proposals for the station quarter.



- Key Proposals**
- Increased density mixed use development area
 - New transport interchange - rail, NET and trams
 - New development on station car park site - commercial uses incorporating interchange
 - New public square at heart of quarter
 - Arnhill Street buildings retained
 - Major new development on Queens Bridge Road fronting onto square
 - Landscaped pedestrian route along Titlers Lane, flanked onto by new development
 - Improved accessible bridge link between Carrington Street and Castle Wharf
 - Mixed use development between station and Meadows to include significant proportion of housing
 - Building layout to create clear perimeter blocks flanking onto streets
 - New building on Trent street extending under NET
 - New building on Carrington St./Castle St. corner
 - Potential extension to parents deposit building



Transport and urban design

£ 220 million is being put into public transport expenditure. The investment includes travel demand management, travel education and awareness, as well as infrastructure and revenue support. A new parking system linked to public transport policy is being devised and includes a workplace parking levy. The new tram is financed by UK's largest PFI scheme of £167 million.

In the City Centre a bus quality partnership has started. A travel wise centre informs passengers of timetables and the best way to travel. Message signs are combined with information via mobile phone and off site information. A clear zone in the City Centre aims to reduce pollution and congestion. Nottingham's ambition is to become a car free city centre by 2001 under its Agenda 21 programme.

As John Rouse, the new administrator of CABE has read for a MA in urban design in Nottingham, he took an active part in these policies and their implementation. He was keen to integrate planning at city level with local area plans and participatory action at neighbourhood level. One result is a bus route between the red light district and the hospital.

Nottingham is also experimenting with Home zones where the car comes in second place after people. They include new types of streets designed to be safer, look better and have attractive places for children to play and people to meet. Nottingham considers that its step to step changes will turn it into a truly European city. #

TOPIC: ROBERT COWAN

Testing the Placechecks

Two local authorities have applied the Placechecks Initiative. Robert Cowan reports

UDAL is testing Placechecks as a new method for communities to use in kick-starting the urban design process. The UDAL conference heard details of two of the pilot projects.

Lincoln

Rosemary Robinson and Steve Kemp presented the Lincoln Placecheck, which is focusing on the southern section of the High Street. The aim is to bring together a mixed residential and business community to review the strengths and weaknesses of the area in which it lives and works, and to develop a shared vision and realistic action plan.

Rosemary Robinson told the conference: 'The Placecheck proved to be an excellent yet simple way of involving local people in the regeneration of their area. After all, they know the area best and care most about its future.'

The Placecheck area includes about one mile of the High Street south of the city centre, and about 3,000 houses in terraces to the west and east.

The Placecheck was initiated, led and developed by the local community. Local resident Steve Kemp, who is also a town planner with Dalia and Nathaniel Lichfield Associates, first discussed the idea with a small group of local people including the vicar, a pub landlord, a local councillor, the primary school head and the chair of Lincoln Civic Trust. Steve has been the prime mover of the project, along with Rosemary Robinson, newly appointed community development worker for Park Ward.

So far, the project has involved:

- A Placecheck walkabout by primary school children. They used disposable cameras to record their walk, then took part in a word-storm on the things they liked and disliked about the area, and what changes they would like to see.
- An introductory community meeting and workshop, attended by over 40 local people.
- Two open Placecheck meetings. One involved a desk-top exercise: three groups of six people answered questions on the three Placecheck topics (people, places and movement) respectively. The other involved a walkabout: again participants used cameras to record eyesores, attractive buildings and opportunities for improvement.
- A further open community meeting to discuss a report that brings together all the information collected so far and starts to draw out proposals for change.

Further events/ meetings are planned:

- A daytime meeting aimed at parents with young children.
- A workshop session involving teenagers.
- An interview with the community policeman.

The action plan will be used:

- As a community consultation document to feed into the local plan process and the forthcoming neighbourhood renewal strategy.
- As evidence and justification for bids for funding for the deprived wards of Park and Boultham.
- As an action plan for the community itself to implement, perhaps through forming partnerships with public agencies and businesses.



Top: Speakers at the conference: Rosemary Robertson, Keith Trotter, Steve Kemp and Matthew Woodhead of the Lincoln South High Street Placecheck and Placecheck Strood with the exhibition produced by Liverpool City Gateway Placecheck.

Above: Reviewing progress at the Strood Workshop.

TOPIC: SEBASTIAN LOEW

London Bus Tour

Sebastian Loew took the doubledecker for the launch of Urban Design Week

Strood

Keith Trotter and Matthew Woodhead presented PlacecheckStrood, which is focusing on Strood town centre in Kent. Among its aims are to act as a catalyst and provide the framework for a regeneration strategy for Strood, and to help build consensus and provide a basis from which to commission urban design frameworks.

'Placecheck has provided a unique opportunity for the people of Strood to have their say as to how they envisage their town to function,' Keith Trotter said. 'It has helped to raise the profile, not only of Strood, but of the Town Centre Forum which, along with the council, is committed to using the Placecheck findings to bid for funding to carry the proposals forward.'

Coordinated by Medway Council's urban design and regeneration team, the Placecheck project covered the whole of Strood. A sister project was carried out in Frindsbury Extra, a neighbouring ward.

The Placecheck initiative

A Placecheck is a simple method of assessing:

- How people whose influence and actions shape a place can work together more effectively.
- How the physical form of buildings and spaces can help to make a place work better.
- How the network of streets, routes and public transport can bring a place to life.

Financial support for UDAL's Placecheck initiative is being provided by English Partnerships and the Department of the Environment, Transport and the Regions. The initiative is also supported by the Commission for Architecture and the Built Environment, the Local Government Association and One North East (the North East's Development Agency). #



Mayor Ken Livingstone and Deputy Nicky Gavron before boarding the bus

It sounded like a great idea: to launch Urban Design week, an invited group of UDAL supporters was to see some of London's highlights from an open-top double-decker bus under the scholarly guidance of various experts. Unfortunately neither the weather nor central London's congestion helped, though it may have firmed the Mayor's conviction that congestion charges must be imposed. Those brave enough to stay upstairs got very wet; the lower deck's windows were steamed up, and what we mostly saw were traffic jams. In spite of this a good time was had by most and the tour allowed for people to meet and debate the future of Urban Design.

Brian Raggett, this year's UDAL Chairman launched the proceedings on a small public space behind Cannon St. station, a place he gave as an example of what we should aim for. The Mayor who joined the party (not the Labour one) for the beginning of the tour, made a short speech in which he admitted having read enthusiastically Peter Hall's *Cities in Civilisation* from cover to cover. Encouragingly, Livingstone stated his wish to set better standards of Urban Design for the capital in order to attract and retain the population; he then left to deal with more pressing matters. On the bus, the first "guide" was Deputy Mayor Nicky Gavron who promised that the Spatial Development Strategy due out by the end of the year would give a geographical framework to all the other strategies for the capital. Improvements for the public transport system, reduced traffic and better designed streets were three of the objectives of the London Development Agency, as well as working in partnership with a number of other agencies from all sectors.

As the bus fought its way through still unimproved traffic, we saw the City, the South Bank, the soon to be transformed Elephant and Castle area, the problematic Vauxhall and later a very un-pedestrianised Trafalgar Square and Nash's Regent St. and lots more. Professor Peter Hall, Terry Farrell, Peter Bennett, Lambeth regeneration supremo Mike Hayes, Eve Fawcett, Rolando Paoletti (the architect for the Jubilee Line extension) were our guides pointing out highlights which had more to do with history and architecture than urban design. The tour ended at the headquarters of the RTPI where refreshments were offered. The Institute's president, Kevin Murray welcomed the visitors and closed the proceedings by wisely suggesting that people should concentrate on the positive aspects of the Urban Design Alliance and not pick on its supposed internal rivalries. #

TOPIC: HUGO WUYTS

'Barking & Dagenham: it's just a kiss away...'

Hugo Wuyts tells us how it is

A hotbed for good urban design? Fine architectural masterpieces? Pleasing environmental appearances? You would be forgiven for thinking it a bit of a gamble to pull Barking & Dagenham into the limelight of UDAL. Halfway between the City and the eastern section of the M25, the borough is firmly established as a part of East London, where the forces of conservatism and progress battle it out every day. Now Barking & Dagenham has found a place on the capital's urban design map. All of a sudden the ambition was fed intravenously and a list of 10 different initiatives compiled. As opposed to politics, a week in urban design terms is rather short.

Preparations

30 years of inner-city renewal in London is now rippling out into the regeneration of the urban edges. The Urban Design Week initiative helped to pave the way for people to influence some of the challenges that contemporary society poses. The appeal and involvement had to come from the translation to the locality, and speculate on emotional recognition of people, places and buildings. A link to expose the weakness of single land use and an argument for thinking structurally in sustainable terms needed to be engineered.

The underlying task of taking part in these events was to register, and nurture appreciation for the vast opportunities that exist in Barking & Dagenham. If not guided with a certain distinction and a shared vision, these prospects could evaporate or fail to benefit the area. Another important aspect was the chance to initialise partnerships and co-operation, based on mutual interests. In addition to the interdepartmental co-operations needed to successfully complete this set of events, external links were also established with the University of East London, English Heritage, the Environment Agency and Bellway Homes. This momentum is a valuable generator to further environmental improvement of places where people live, work and play.

Diary of events

The **Barking Abbey River Festival**: stalls and stands by community and environmental groups promoted their activities. Evidence of an archaeological dig was put on display by English Heritage. The awareness of environmental quality in an urban setting was encouraged.

'Barking & Dagenham : Images of Change' was a modest exhibition illustrating 20th century developments decade by decade. The narrative of 'constant change' then spirals into the 21st century with projects in the pipeline and the issues lining up to be addressed. The historical photographs with text helped to understand the existing environment, to see the context and to prepare for future changes.

Children were invited by way of a 'Spot the Shops'-competition to look around the town centre attentively and recognise buildings and architectural details.

'East London Regeneration' was the title for a walk around Barking town centre visiting sites in various states of regeneration.

A half-day conference 'Barking & Dagenham: 21st Century place' contributed to this year's theme. Personal views were aired by Professor Sir Peter Hall (UCL), Geoff Wood (pArts), Ken Dytor (Urban Catalyst) and Billy Bragg



Top: Sir Peter Hall and Bill Bragg addressed the B & D Conference

Middle: The Golden Carpet, public art installation for Barking Town Square

Above: Exhibition 'Barking & Dagenham Images of Change'

TOPIC: SAUERBRUCH AND HUTTON

Urban Strategies for Berlin

(singer/songwriter) and an intense debate developed afterwards. Barking and Dagenham have been recognised as growth centres before, but the benefits have yet to materialise. The pendulum swings into a wave of opportunities while the transport network needs immediate fundamental thinking (and action). Urban design opportunities abound but they need to serve a wider framework of regeneration, making bold moves. Involving the local community will engage its pride and confidence. Reinforced links with the past are essential for recognition and continuity. Care and investment will then follow.

A coach tour, 'Barking Reach: a new beginning', took people to the initial phases of a new community being built on brownfield land.

The artist Shelagh Wakely and a handful of volunteers painted the town square gold on Saturday. The idea of this 'Golden Carpet' helped people to contemplate the use and design of public spaces.

'Goresbrook / Chequers Corner action planning day': a public workshop in Goresbrook Parade, a local shopping area desperately seeking recovery. Issues of crime, image and condition were discussed at length.

The 'London Open House' initiative provided free public access to many buildings. Two coach tours were organised.

Conclusion

Barking & Dagenham's first contribution to UDW launched it into an orbit where progress is expected and measured. A gentle introduction has been made into the scope and possibilities of urban design. The gauntlet is now thrown down to fabricate a follow-up that fires local people's enthusiasm and helps to communicate their aspirations for the public spaces they use. The public debate has started. Shall we make a new appointment for next year? Same time, same place? Just remember this, a kiss is just a kiss. #

At the UDAL Annual Lecture Professor Matthias Sauerbruch and Louisa Hutton gave a personal overview of the challenges and developments of the last 10 years in Berlin. Often opposed to Berlin's mainstream planning policy, they illustrated solutions through their own architectural work in Berlin.

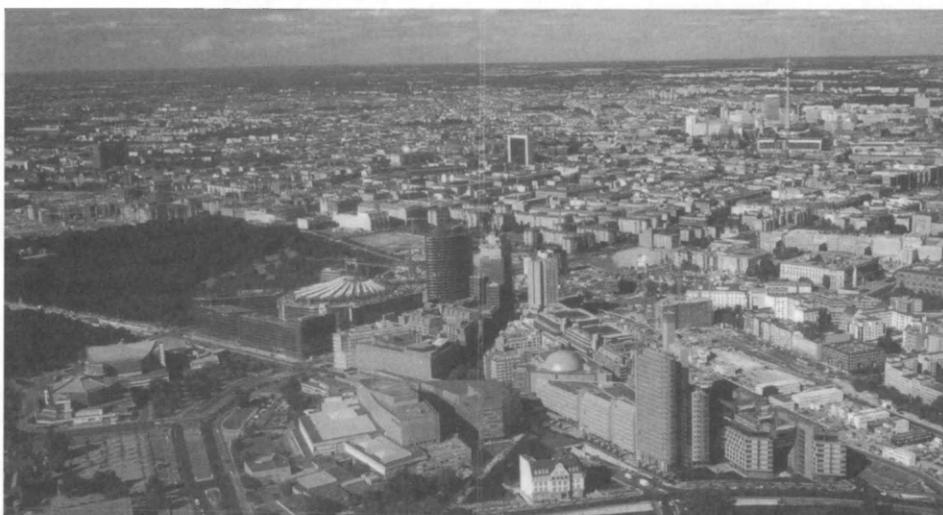
Background

At Berlin's reunification in 1989 West-Berlin had some 2.5 million, East-Berlin some 1.5 million inhabitants. The former capital had since 1945 developed different, sometimes opposing planning strategies and planning cultures in East and West. The first challenge for politicians and professionals was to reunite two independent heterogeneous halves into a single city. This included the regeneration and completion of almost all urban infrastructure, ranging from transportation to telecommunications. Filling the gap left by the wall through the historic centre meant redevelopment of very large sites. Thus a second challenge was to redefine the city as a whole. Both East and West-Berlin had been the showpieces of their respective systems and had been relying heavily on subsidies. Thus, the third challenge was to provide a single vision for the future of Berlin and create a viable economic base. Moving the government from Bonn to Berlin alleviated this problem but Berlin needs to be converted into a service metropolis, rather like London, while attracting modern industrial activities such as biochemical, IT, optoelectronic, environmental and other advanced technologies.

Current situation

Statistics of the New Berlin are impressive. Completed transport infrastructure comprises the renovation of the complete inner railway ring, a rail/road tunnel under the central Tiergarten park, a new central railway station with 75 million sq.m. of office space while a further 1.3 million sq.m. are under construction. With its 570,000 workplaces, the service sector is the largest job provider in Berlin. 1.5 million sq.m. retail space have been realised, averaging Germany's retail space per inhabitant. Some 145,000 new flats have been built in the city and a further 100,000 in the immediate surroundings. The total investment into construction of the last ten years amounts to 250-300 billion DM (£ 80-100 billion or £ 8-10 billion a year/every year).

The first administration of 'Greater Berlin' created the "Stadtforum" for public discussion, albeit with insufficient legal powers, to handle its enormous planning task. The then Senator Volker Hassemer called on the professionals and intellectuals of the city to discuss all urban questions raised by the reunification, and especially public transport and the use of Potsdamer Platz which had given rise to conflict between Daimler/Chrysler - Richard Rogers and the Senate - Hillmer & Sattler. The Forum was a surprising success and led rapidly to the 1994 Land Use Plan (Flächennutzungsplan) which constitutes the legal basis for all development. Since then, the Forum has lost some of its importance, partially due to the fact that it has been used by the 'senatsbaudirektor's' (city architect) office as a PR-medium for its own policies. Berlin's City Architect is in charge of the quality of the city's architectural output and the numerous international competitions. His powerful position enables him to intervene in the planning process. Hans Stimmann, a very ambitious politician was appointed City Architect in 1991 and kept the post to the present day with three years interruption. His architectural guidelines have practically taken over traditional planning tasks, due to the weakness of



Top: A view of Potsdamer Platz in July 1999

Above: N. Grimshaw's Stock Exchange Building

planning in the 70s and 80s. However, these prescriptive architectural rules may well strangle the city's cultural development.

Contradiction between ideas and rules

Sauerbruch and Hutton won the competition for the headquarter building for Berlin's largest housing association in 1991. However, their urban design concept was contradicted by new design guidelines issued subsequently by the City Architect. His vision of Berlin was based on the reconstruction of the 19th century pattern of blocks and streets and an fictitious 'Berlin architecture' in a city with no real traditions. His aesthetics of stone facades, punched windows, and a rational quasi-classicism led to the abortion of many projects, among them Richard Rogers' scheme for Bahnhof Zoo. It also led to the travesty of some others, most notably Grimshaw's stock exchange or the Embassy building by Michael Wilford or Frank Gehry DG Bank which both developed their most interesting spaces inside their buildings. His design guidance also adversely affected existing structures in East Berlin. His bitter campaign against modernism and his argument that the planners of the sixties and seventies have done more damage to the city than the war, form the core thesis of this year's exhibition at the German pavilion of the Biennale.

This too literal reading of Rossi's *architettura della città* leads the idea of the city as a sediment of history ad absurdum. Conversely, Sauerbruch sought to integrate existing heterogeneities into new – hitherto unknown solutions.

Sustainable Urbanism

The question of ideologically selective acceptance of the built inheritance is also a question of sustainability. The idea of including the existing 1950's high-rise of the GSW headquarters into a new design composition was an attempt to work with literal and cultural energy embodied in this building in a positive way. This was combined with an overall concept of low

energy consumption, aimed at the wellbeing of the occupants and reduction of fuel consumption and CO2 emission.

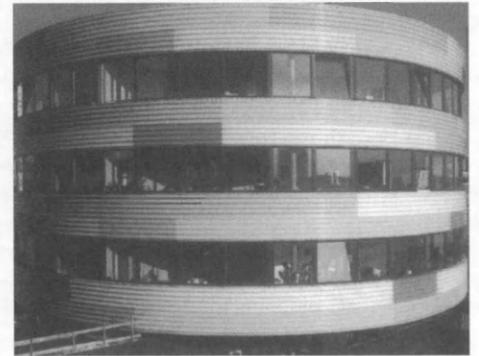
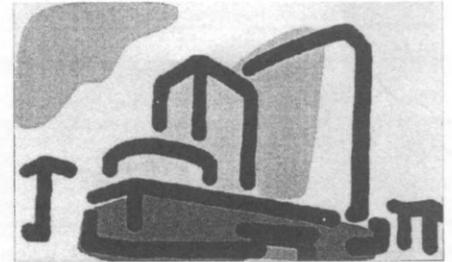
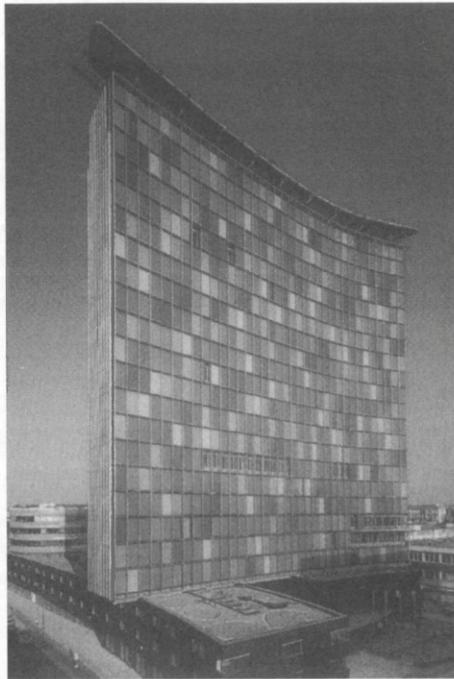
Subsequently, even Stimman, then relegated to the Senate for Environment and Urban Planning adopted the principles of energy efficiency, expressed in the publication "Planwerk Innenstadt" which promoted the densification of the still fairly fragmented fabric of Berlin's inner city. While filling gaps in existing block structures it also proposed to close the spaces of the wide traffic corridors and other open spaces between relatively loosely arranged 60's and 70's architecture.

The environmental argument was that a dense city is ecologically better -not just because of shorter connections and hence less need for traffic but also because of the reduced envelope of the built volume. The underlying objective however is to stick to the previous ideology which tries to reverse modern architecture into the framework of the 19th century city rather than to expand it into a new architecture of the 21st century.

Cultural criteria

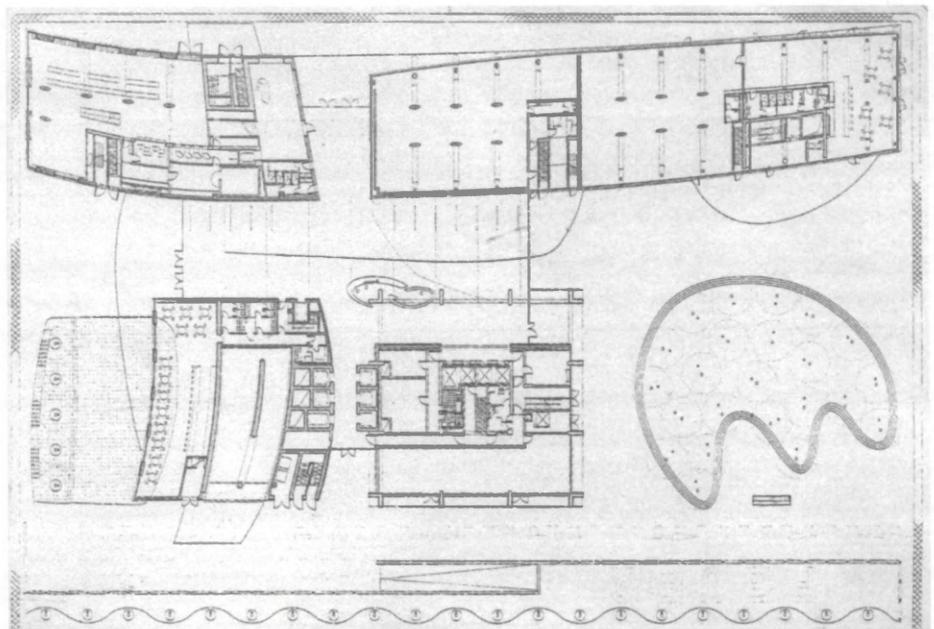
Why is Berlin so keen on 19th century urbanism? The answer may be psychological. It may be a way to eliminate the last traces of the war and Berlin's embarrassment with its history of the 1930's (which had resulted in the construction of a record number of memorials). It may have to do with a deeply ingrained longing for normality and historic continuity, expressed particularly by the 68 generation.

Compared with the 50s, Berlin's urbanity at the turn of the 20th century is synonymous with the extermination of indeterminacy. Whereas 50's architecture conceived the open ground floor as a generous space where the free citizen could socialise, today's ground floors are defined down to the last square inch. Thus, the main argument against Richard Rogers' Zoofenster high rise project was that its 3-dimensional treatment of the ground level was not conducive to the city.



Above: Views and sketch of the GSW headquarters building.

Below: GSW building, ground floor plan.



The GSW project addresses this question by differentiating the ground floor space. It constitutes a boundary of the street but open space behind can be occupied freely. Given the numerous failures of 1960's experiments with three dimensional ground zones, pedestrian decks, etc. scepticism is understandable. However, as Berlin has been losing some 130.000 inhabitants in the last ten years who preferred to live in the rural belt around the city, the ecological argument about density will not succeed unless architects are able to provide attractive living environments within the city. Purely commercial motivation cannot achieve this. On the contrary, there has to be a measure of spatial generosity. Similarly, architecture itself and urban design will have to be able to generate sufficient sensual enjoyment to substitute for rural life without being suburban.

The "city experience"

The main urban attraction of new Berlin is Potsdamer Platz. To date two major developments have been realised: The Sony Centre and the Daimler Chrysler quarter.

The buildings of the Daimler quarter have been designed by a number of different architects under the guidance of Renzo Piano's masterplan which uses the typological vocabulary of the 19th century European city with (pedestrianised) streets and squares. Considering that the whole site has on average four underground levels for housing car parking and is one of the major traffic hubs of the city this seems a fairly absurd idea. Further, the claim for traditional (southern) European street-life is difficult to substantiate with the existing range of fairly trivial retailing, Imax and multiplex cinemas, a musical theatre and a casino.

Sony, by contrast, makes no claims of any urban tradition and goes for stunning effects. A Vast atrium space and a somewhat over-engineered but nevertheless daring roof-structure are baffling the casual visitor.

The whole Potsdamer Platz intervention represents a very marked variation from the adjacent cultural acropolis which was meant to crown the reunited city. The Kulturforum with the concert halls and museums are dwarfed by the new developments and no attempts have yet been made to connect the "high" with the "low" cultures. Which of these urban propositions will survive and how they will change over time will be a very interesting case study to follow over the years.

Apart from the obviously theatrical qualities of Potsdamer Platz, there are signs of a paradigmatic shift within the reading of the city. As the economic system is changing from a locally anchored hierarchical structure to highly mobile networks of exchange of goods and information, the city becomes just a 'stage set' for a range of experiences accessible at a price. The emerging spaces and typologies are only indirectly reflecting economic and cultural forces at work. Today's 'designed' city consists increasingly of mediated experiences for tourists and locals alike. Small symptoms underpin this new reading. In London the Millennium Wheel suddenly turns the whole of Parliament Square into a theme park; in Berlin, a tourist balloon offers a high-level view of the inner city. Similarly, a scale model of an American army hut with sandbags and all enables tourists to take photographs where ten years ago Checkpoint Charlie caused real fear and pain. Peter Eisenman monumental Holocaust memorial, once built next to the Brandenburg Gate will be in danger to fall prey to the same phenomenon.

'Edutainment park'

Sauerbruch's exhibition at the AA earlier this year showed that the mediated quality of the city is an inevitable development. The city will become only one of several possible spatial experiences from which spectators can choose. 3-D architecture will increasingly be seen as image and judged by its surface. However, the physicality of this surface itself is fascinating, as such thin

skins separate close coexistence of very different spheres. Sauerbruch's recently won competition for an 'edutainment' park in Hamburg illustrates this view.

The competition brief asked for the integration of an 'edutainment' park, akin to the Universal Studio tour in Hollywood, with some studio extensions and a leisure pool on a 33 ha site in a Hamburg suburb. The events in the park range from halls for TV-game shows, rides with TV or movie-themes to simulated urban experiences, such as the Hamburg harbour (which visitors could go and see in reality, only a few miles away).

Sauerbruch's proposal for this park was not to design the events but to design the space in-between. A typology of sets make up this tv-world. They are surrounded by a vegetal wall. Inside these walls one disappears into the simulated world of the respective event; in-between them one finds a garden space which is neutral and mostly defined by the vegetal enclosure of its characteristic space. As this intermittent space is meant to act as a experiential buffer for those who are tired of zapping from one set to the next, it very deliberately employs a different vocabulary. While everything on the set is made to be seen with illusions which are almost entirely visual, the in-between spaces are intended to be naturalistic.

For urban designers and architects, the increasing artificiality of the urban environment is the material with which they have to work. While accepting this superficiality, it is still worth trying to challenge the sensory and perceptive intelligence of people by inventing a concrete architecture which surprises them and is capable of making transparent one of the major urban conditions of the 21st century. #

RESEARCH: TIM HEATH AND TANNER OC

Sustainability Through Converting Buildings To Residential Use

The project funded by the Engineering and Physical Sciences Research Council investigated the barriers and drivers to the process of converting buildings to residential use with particular reference to three cities: Birmingham, Leicester and Nottingham. A variety of quantitative and qualitative research methods were used in order to examine both supply-side issues and the demand for the product of conversion activity.

Supply of residential conversions

A site audit of vacant and under-used buildings undertaken in 1998 identified 310 buildings in Birmingham's city centre, 370 in Nottingham and 330 in Leicester. A range of original uses, periods and sizes were at least partially vacant, however, the largest group of under-used buildings were those originally designed for industrial use and built prior to 1945. A significant number of office buildings and spaces above retail units were also found to be suffering vacancy problems. Perhaps the most significant finding of the audit was the high proportion of buildings in partial use.

A number of factors encourage / discourage the conversion process. There is a difference between potential capacity (i.e. dwellings created if all vacant floor space were to be converted) and *probable capacity* (i.e. units judged likely to be created, after a range of *explicit* or *implicit* factors are taken into consideration). *Explicit* factors recurred in interviews with developers and were predominantly associated with physical attributes and location. *Implicit* factors more concerned with the financial and policy environment within which developers operate, were not overtly mentioned, but are nonetheless crucial in determining whether or not a building conversion will take place.

Of primary importance in determining a building's viability for conversion is its location. By contrast, the physical form is of more minor importance; given enough money, effort and interest, any physical shortcomings can be overcome. While broad generalisations can be made as to the physical attributes sought, it is apparent that different developers seek different. There is an assumption among many developers that public funding will not be available for their projects and the research highlighted confusion about the sources and availability of funding. Public finance need not be a prerequisite of a successful conversion, but appears to be required and more readily available for larger projects and those associated with social rented accommodation.

At present, the dwellings created through the conversion process are predominantly flats or student accommodation. A recurring theme to emerge was the importance of maintaining a degree of flexibility within the conversion process. This is true both in terms of policy implementation, and in the manner in which the building is physically converted. Indeed, many developers appear to appreciate the retention of flexibility within the design, allowing for the possibility of another phase of adaptation/re-use at a later date. Such flexibility presupposes the long-term control over the building by the developer/another investor, therefore, implying rented rather than for-sale accommodation.



Lace Market, vacant industrial properties with potential for conversion to residential use.

Demand-side considerations

Group interviews illuminated a number of issues that were explored further in a questionnaire survey to 4,500 residents:

- People see city living in terms of its convenience, especially in relation to amenities;
- City centre living is not seen in terms of the environmental benefits to the user; it is more likely to be seen in negative terms because of noise and pollution;
- Other discouraging factors include the lack of basic amenities; while shops may be plentiful, the lack of supermarkets is seen as an inconvenience; and
- City centres and peripheral areas are seen as child-unfriendly environments.

Questionnaire

People's experiences of living in city centres have generally been positive with 81 per cent of respondents expressing that they would like to continue to do so. In addition, 26 per cent of non-city centre residents expressed a desire to move into such areas. Under 29s were found to be most receptive to the idea of city living with the number of respondents from this age group expressing a wish to live in central areas exceeding the number who wished to live elsewhere. Nonetheless, there were a number of people across all ages for whom the idea of city living held some appeal. This suggests that there is scope for developers to exploit hitherto largely untapped niche markets. Marital status is also an important factor with the strongest support coming from those who have never been married.

The survey indicated that those who expressed an aversion to city living attached most importance to factors that impact in a negative manner upon the environment: crime levels, limited traffic noise, congestion and air pollution, and litter and graffiti. These factors (especially crime) were of concern to the majority of respondents who expressed an interest in city living as well but they were outweighed by convenience factors (e.g. proximity to shops, good public transport, etc). The importance attached to good schools was, not surprisingly, greatest among those respondents with children whilst, factors closely associated with city living (e.g. lively and exciting environments and proximity to pubs) were of lesser importance amongst this group.

Matching supply and demand

At present, there is little indication that developers, other than housing associations, do much in the way of market research. Although developers have identified two niche markets – students and professionals – little attempt is made to exploit other non-family groupings. This calls into question the extent to which it is realised that such demand exists.



Conversion of vacant space over shops into 42 flats at Derby Rd. Nottingham.

Families are most certainly not catered for in conversions. They may be dissuaded by the perception that the dwellings created are inappropriate for family use both in terms of their type and their location, whilst in extreme cases prohibited through the terms of leases or tenancy agreements. As those people who currently live in the city centre generally expressed a wish to continue to do so, it would seem desirable to find some way to accommodate them as they pass through different phases of family life cycle. Until families can be attracted into city centre environments the communities created will be reliant upon a regular influx of people to replace those who move out to the suburbs. For communities in the city to be socially sustainable, methods must be found to persuade current residents to stay for a greater proportion of their life span. In addition, if more conversions are to be encouraged, it seems likely that the following changes can be used to encourage the reuse of buildings:

- Increasing the supply of buildings;
- Assessing affordability of buildings;
- Improving the quality of buildings / facilities offered, both in terms of the facilities located within the buildings, and within the neighbourhood;
- Questions of spaciousness of dwellings created would need to be addressed, as well as ways to make buildings and their local environment more child-friendly; and
- The facilities offered within the neighbourhood must reflect the wide range of needs and aspirations of the community. Quiet locations would need to be created for those who do not wish to live close to pubs and clubs. Schools and other community facilities would also have to be provided or improved. #

CASE STUDY: ANDREW GIBBINS AND MICHAEL RAWLINSON

Bristol Legible City

City ID outline an innovative approach to communicating cities

“ For cities to appear on the map of the 21st Century, they will need to focus on how they communicate, and in particular, how they can trade on their differences. Successful cities will be those that efficiently connect people, movement and places; those that are engaging and empowering and those that are welcoming, accessible and easily understood.....”

Andrew Kelly, Head of Bristol Cultural Development Partnership

A Central Organising Idea

Bristol Legible City is one of the main priorities of Bristol City Council and its partners over the next ten years. It seeks to integrate a comprehensive programme of transportation, information, identity and arts projects to improve people's understanding, experience and enjoyment of the city. It is a unique connecting concept that takes into account the needs of the user at every step - a tourist trying to find a hotel, someone with a business appointment, a film-goer on their way to the cinema, a cyclist going to the shops, or an occasional harbour ferry user.

The current partnership, facilitated by the City Council, encompasses Bristol Cultural Development Partnership, Bristol Harbourside Sponsors Group, Public Arts South West, Bristol Chamber of Commerce and Initiative, the Broadmead Board Ltd, South West Regional Development Agency and Bristol Tourism and Conference Bureau.

As a creative and innovative city, Bristol is changing. Major regeneration schemes -Harbourside, Broadmead and Temple Quay - and high profile city centre spaces projects -College Green, Bristol and Queen Square - are encouraging both inward investment and a thriving visitor and leisure industry. Bristol Legible City is to capitalise on Bristol's potential for the benefit of business, transport, culture, tourism and, most importantly, its people.

Competitive advantage through local distinctiveness

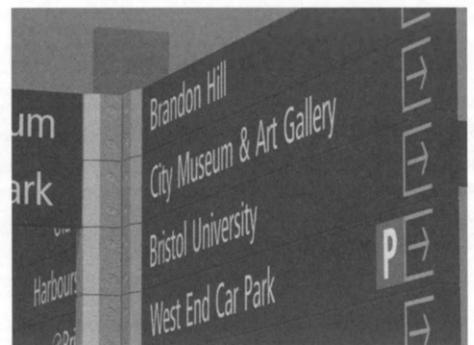
The initiative seeks to establish a long-term competitive advantage through design identity rooted at one level in the aspirations for a safer, more convenient, accessible and cohesive city centre, and at another, in the desire to promote Bristol as a multi-faceted, dynamic city. The approach rejects branding the city on the basis of a particular theme in favour of promoting unique place specific design within the public realm. It builds on the differences that characterise Bristol including the diversity of the city centre, by developing the following themes:

Cohesion and integration

- To improve linkages by undertaking selected environmental improvements and providing signing and information
- To facilitate and add value to joint initiatives between sectors through targeted action that promotes integrated urban regeneration, community participation and empowerment.

Identity

- To promote Bristol as a major visitor destination and assist its market positioning within a regional, national and international context.
- To promote a diverse city centre with a unique physical identity made up of distinctive parts offering consumer choice and vitality.



Top: Bristol is undergoing a transformation of its city centre

Above: Detail of direction signing system

Collective promotion

- To enable the various interests within Bristol to utilise Bristol Legible City initiative as a component of their visitor management and marketing strategies.
- To facilitate collective, reciprocal marketing to cross sell different, attractions, places and modes of public transport.

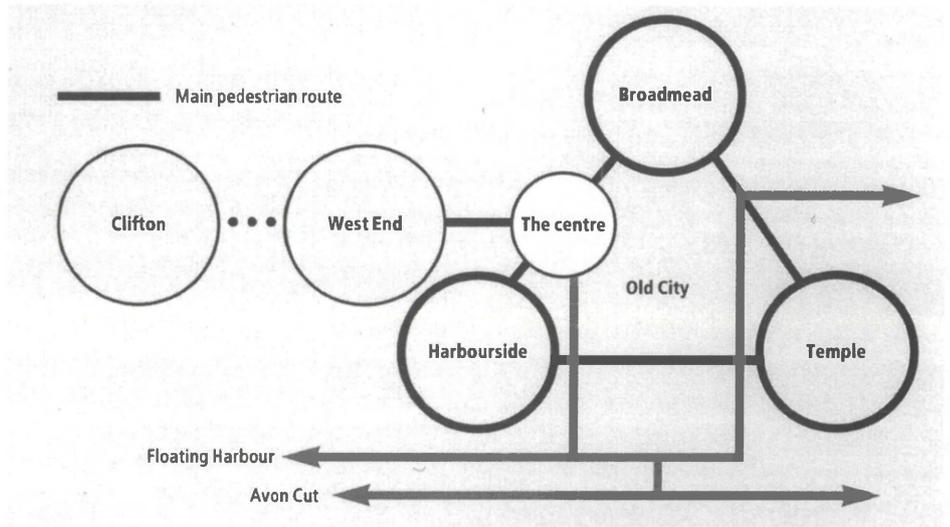
Image and identity

Bristol currently lacks a strong visual identity to bind its disparate parts together and distinguish it from competing destinations. Post war development has broken up traditional neighbourhoods and eroded the legibility of the city. Low levels of information mean that visitors find the central area difficult to navigate, offering them little in the way of welcome when they arrive at the bus or train station or at one of the city's car parks. The current situation fails to give people comfort or guide them to the wealth of attractions the city has to offer- to the detriment of local retailers, leisure facilities, restaurants and arts venues.

The first phase has been developed to link together the diverse parts of the city with a flow of consistently designed information; to provide the city with a clear and positive identity; and to encourage a shift towards public transport. It doesn't mean more signs but less muddle, and the removal of much of the clutter. Components include the most comprehensive pedestrian sign system in the UK including visitor panels and maps, an integrated identity for transport information all linked to a major arts programme.

Developing a distinctive Bristol voice

The first phase of the Legible City has been designed by City ID, Icon Media Lab, PSD Associates and the City Council's Visual Technology team to provide a simple yet distinctive voice for Bristol. The typeface - Bristol Transit is designed to look modern and confident. The number of words and icons on each sign is kept to a minimum to avoid information overload and visual



Top: Defining a key pedestrian network as a focus for access improvements and public art

Above: Panel at College Green 'head up mapping'

Right: Walkie talkie pavement test linking different parts of the city



clutter. Area information is provided by specially developed 'head up' maps which use three-dimensional images.

By looking at varying scenarios, the design team was able to imagine who the city's users are, how they navigate, what systems they understand, and what constraints exist. This user-centred technique kept solutions rooted in reality. Field testing and surveys were used to refine and develop ideas. Funded through an innovative public/private sector partnership the system will be on the streets from January 2001.

Identity for integrated transport

Like many other major cities, Bristol is beset by problems of traffic and pollution, cited as two of the worst aspects of life in the city. A scoping study is being undertaken by the Legible City design team. Its aims are to:

- promote an approach to building an integrated transport system based upon an empathetic understanding of the journey experience
- promote connectivity across all modes of transport through product and graphic design;
- provide legible and easily understood information

The study recommends the development of a Strategic Identity Framework to shape the future face of integrated transport in the city and to guide the next generation of projects.

Projects are being developed within the Legible City framework or influenced by it: on street digital touch screen information units; a transport information channel, incorporating a journey planner; a new user interface for the 'Visit Bristol' web site; a co-ordinated set of fold out walking and bus route maps; a street based information service, and measures to enhance Showcase Bus Routes, Park and Ride services and Light Rapid Transit.

An Integrated Arts Programme

People often navigate their way around a city by landmarks, pubs, roundabouts and petrol stations as well as official sites, or sometimes just by the 'feel' of a neighbourhood. Bristol Legible City is starting to integrate artists' and designers' work. The arts programme will facilitate a variety of interventions and collaborative approaches to reveal the often hidden wealth and different interpretations of Bristol's built environment.

The project is being interpreted, amplified and critically layered by a range of artists. Fashion Architecture and Taste (FAT) have been commissioned as lead artist with a largely open brief to explore, challenge, question and bring forward ideas for interventions. This collaboration, investigating identity for integrated transport, has involved information and identity designers, product designers, planners, urban designers, transport planners and engineers.

Artists Colin Pearce and Ralf Hoyte are collaborating on a launch project for the pedestrian signing system. Based upon lines of pavement text this work promotes a dialogue with the city. Light artist Phil Power has been commissioned to develop Bristol Beacons as a precursor to a lighting strategy. Workplace, a multi-disciplinary arts event showcasing over 100 local artists has received support from the initiative. The integration of public art is helping to create a unique framework for a vibrant and exciting environment.

Building creatively for the long term

The Legible City is adopted corporately and is becoming a catalyst for change in the way services are delivered by the City Council and its partners. The next steps are to build on the foundations laid in the City Centre Strategy, the Bristol Local Transport Plan and the Bristol Local Plan. It requires partnership working, innovative funding mechanisms, political vision and commitment, and creative project management.



Top: The project team is investigating law to mix from the identity of transports systems

Above: The At Bristol Underground car park

BOOK REVIEWS

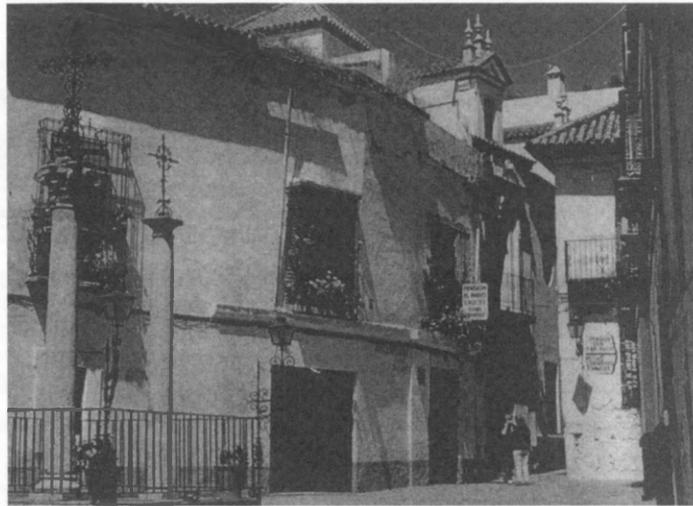
Tourists in Historic Towns
Aylin Orbasli
E & F Spon £35.00

During the last three decades the inexorable growth of global tourism has dramatically threatened the character and survival of historic towns. Ever larger planes, mammoth cruise ships and almost universal car ownership have all contributed to this disturbing scenario. Therefore Orbasli's deeply researched and firmly structured book is timely and apposite.

In the Introduction, conservation is criticised for ignoring the depth and dynamism of the urban environment in favour of the re-creation of sterile and 'experienceable' settings. Chapters 1 to 3 look at the conservation of historic towns and the role tourism is playing in the urban conservation process. Chapters 4 to 6 evaluate existing decision making structures in order to discuss approaches to tourism planning and visitor management. Case studies illustrate the issues raised.

Not surprisingly Orbasli, a Turkish architect, writes positively about Islamic architecture; "unlike European historic towns with buildings spanning several centuries, Islamic towns often present stylistic homogeneity" After praising the creative conservation in Bruges and Bologna, the first case study examines the Albaicin, a poor quarter of Granada. Andalusia is the only part of Western Europe to have been ruled by Asia for over 600 years up to the 15th Century and remains a mixture of East and West. Is tourism going to save the Albaicin?

Chapters 2 and 3 examine the market potential of historic towns. Despite economic benefits, mass tourism has contributed to the loss of cultural and historic character in many historic towns and to the loss of privacy in residential neighbourhoods. The author rightly condemns the stage-set townscape and adds that in certain cases, excessive preservation can destroy the historic environment it is meant to safeguard. The two cases are York and Mdina a walled town in Malta which has become a commercial museum. This has



angered residents who feel that they have been obliged to sacrifice their privacy and tranquillity without any compensation.

Chapter 4 compares the situation in Western Europe where there is a strong network of conservation bodies and advisory groups, with developing countries where amenity societies are still in the pioneering stage. At times citizens who have fought for the conservation of their towns, have become alienated as the towns are transformed into tourist attractions. In York and Canterbury commercial interests have almost taken over the historic centres, despite having been saved in the 1960s by active campaigners. The case study is Antalya where sadly, the character has been lost: "The area has been transformed beyond recognition". Lack of any positive planning is to blame and the example is not an isolated one.

Chapter 5 is somewhat more optimistic. The case study chosen is Quedlingburg, formerly in East Germany. Visited in 1994, it was then a fascinating unspoilt place, having escaped bombing during WW2 and the worst of 60s planning. Although relatively poor it has been saved from rampant commercialism and tourist trivia. It is now a World Heritage site.

The book concludes with a chapter on Heritage Management. An entrance fee to visit historic towns seems a reasonable idea, though a time and ticketed entry may be going too far. Visitors to Bhaktapur

in Nepal are charged an entry fee and it works well. In Venice, when 100,000 visitors have arrived the police close the bridge to avoid total saturation. In conclusion the author sees the historic town not as a visitor attraction but as a place that may be attractive to visitors.

The text could have been enlivened with a few maps, plans or freehand sketches. Despite considerable repetition, the book is a useful contribution to the literature on tourism and conservation in historic towns, a topic which the author has so thoroughly researched. #

Derek Abbott

Archi-têtes, Louis Hellman
Wiley-Academy, 2000
£15.99

Hellman's cartoons have been staple fare of the AJ and many other publications on architecture and design for many years now. *Archi-têtes* updates and puts into book form what began as a series of postcards springing from a cartoon competition in the *Architectural Review* in 1984.

The root of the idea is that hidden in every architect's building is a great big ego, bursting to get recognised. Hellman performs the analysis in a deft series of cartoons making the architects' faces visible in their famous projects, a witty and debunking approach derived in part from the Mannerist painter Archimboldo. So the rather pompous introduction claims.

Bringing it up to date with such contemporary figures as Phillippe Starck, Daniel Libeskind and Zaha Hadid, a range of early 20th Century architects and a few political figures, is an irrelevant diversion which weakens the central idea of the book. Each cartoon is padded out with some history, a note explaining the origin of the cartoon and an unfunny little verse, all in a half-hearted attempt to add status and value.

Like any attempt to explain a joke all this literary and historical apparatus serves to deaden and weaken the effect. The original book of postcards was so much better because there was none of this pomposity. And you could send them to people as well. What is a joke if it can't be shared? #

Bob Jarvis

BOOK REVIEWS



The CIAM Discourse on Urbanism, 1928-1960
Eric Mumford, The MIT Press, £29.95

Three quarters of the 20th Century's debates on planning and architecture were dominated by the work of the Congrès International d'Architecture Moderne (CIAM) and in particular by the Athens Charter, the manifesto document attributed to it. And yet not many people – not even professionals – are aware of what CIAM was or what the Charter contained beyond the division of the city into four functions. Even fewer know that the Charter was mostly the work of Le Corbusier who published it nearly 10 years after the famous 1933 CIAM 4. To fill this gap, Eric Mumford has written an exhaustive history of CIAM which should be received with enthusiasm by those wanting to better understand the development of the modern movement. Regrettably this book has more information than most readers will want, and the real relevant elements of the history have to be discovered amidst what reads like the minutes of endless meetings, including lists of all those who attended.

For those readers who persevere, a number of significant facts emerge: politics both with P and with P, played an important role in both the thinking and the procedures of the movement. But these politics were not always clear and shifted from left to right within a utopian framework, alternatively collaborating and breaking with the various regimes of the interwar period. Centralised planning, collective land ownership, betterment were some of the ideas

defended by CIAM through most of its history. The dominance of Le Corbusier (sometimes but not always deserved) and the antagonism that this dominance provoked during most of the history of the movement comes clearly through, often resulting in petty conflicts such as the ones regarding the official language of the debates.

Another element that pervades the whole development is functionalism which appears in the first declaration of 1928. Housing for workers was a constant preoccupation starting with the "minimum subsistence dwelling" of the Frankfurt meeting (1929), as was the high rise – low rise debate. After the war, the split between various approaches became more significant as the influence of the MARS group increased particularly in Britain. It is significant that as early as 1940 J.M. Richards, editor of the *Architectural Review* was concerned by the "modern architecture's lack of appeal to the "Man in the Street" (p. 163). Thus in 1947 CIAM redefined its aims as "to work for the creation of a physical environment that will satisfy man's emotional and material need and stimulate his spiritual growth". Dissent continued nevertheless and though there were a few more meetings, in 1959 the movement was dissolved.

Since then CIAM has been criticised, not always fairly, for all the ills of modern architecture and planning, and its legacy and continuing influence often ignored. The last chapter briefly discusses the debate around CIAM that has taken place since its demise. It could have been the most interesting part of the book but perhaps because documentation is less easily available, Mumford is far less expansive. Thus the end result is more frustrating than enlightening, a large amount of facts and relatively little analysis or in depth discussion. For devotees only. #

Sebastian Loew

Conservation Plans in Action
English Heritage
(free)

Those in London may have noticed at Hyde Park Corner, a large plastic encased time machine with an English Heritage (EH) emblem on the side, embracing the central ceremonial arch, captioned "No one does more for conservation than English Heritage". Well yes, a good advert. Hyde Park Corner is the 'Cyclist's Waterloo', not the most lovely of spaces, with gyrating motorists. But it is graced by the façade of Wilkin's 1828 St George's Hospital, now a hotel (at least parts of it was saved). The arch is part of the place, a remaining fragment of an unfulfilled grander Regency scheme, and the latest building to be restored here, part of the ongoing process of a conservation plan for a better London, but Hyde Park Corner will not necessarily be next in line for reduced traffic, unlike Horse Guards parade or Trafalgar Square.

This book is the result of an EH conference, held in 1998. It sets out what the participants knew, and what their philosophy was. It is not a 'how to' manual, but it records the current state of the art on the theory and practice of conservation. This is valuable for urban designers and conservation practitioners: I found it useful having served as an EH committee member (London Advisory), as a current consultant to them on outside Heritage Lottery assessments and as a 'conservation' architect, negotiating interventions and improvements for my clients' listed project schemes.

It covers guidance and attendant practitioners experience, in 4 sessions over 2 days, summarises and covers the issues and the debate on preparing management and conservation plans. Many owners and authorities are now preparing these for Heritage sites, spurred on by the need to produce information and a robust business plan for all kinds of funding and for applications for Lottery money. EH is becoming much more proactive, anticipating, feeding back, and also moving more into the urban design field, (eg a London High

building policy), rather than merely recording, legislating, and policing.

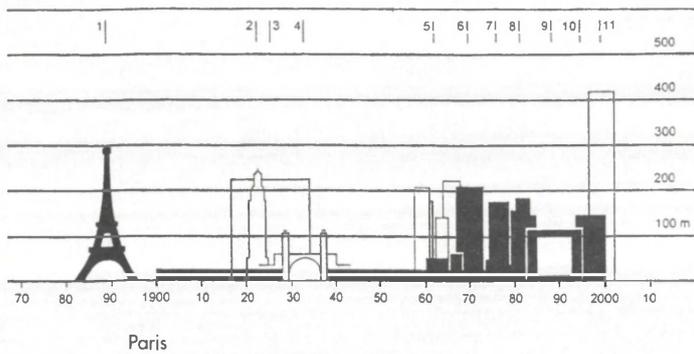
At the end the useful methodology is also relevant for urban designers, concerning the early analytical stages, and later management stages of a project, when preparing a master plan or for larger sites in cities. There is a clear model brief, which covers: background information, objectives, content of the plan, cultural identity, statements of significance, (setting out the key values of the place, and vision for the site), and then the management and consultation aspects, and procurement, and further sector specific requirements together with useful check lists, and a speakers bibliography. Nothing fundamentally new, but helpful to have it set down for the understanding of all parties involved. Of course every site is a one off.

One of the contributors was James Semple Kerr, a conservation consultant from Australia, where his countrymen are concerned with many more 'modern' buildings and places of the built heritage, because of the age and relative scarcity in that part of the world, such as prisons asylums and fortifications. He wrote one of the first guides to the subject, ("The Conservation Plan" 1982), which has served as a model for practitioners and academics 'down under'.

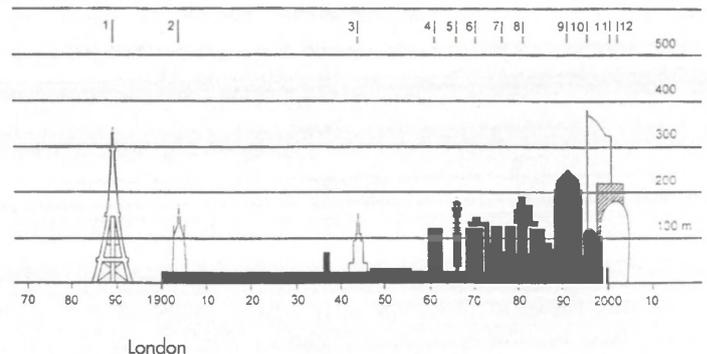
The Conservation Plan is a "process that seeks to guide the future development of a place through an understanding of its significance" and to unpick and make recommendations for the whole story of a place. We are warned that it needs to be a team effort from many of the specialists in environmental investigation and care; there is a danger that the different heritage professions are still isolated from each other. However, I am encouraged from reviewing this book that there is a greater possibility of their convergence. #

Peter Eley

BOOK REVIEWS



Paris



London

Editorial Note: High buildings are on the agenda again. Two publications have recently come to the UDG, the first a macro-level book about the historical development of high buildings worldwide, the second a relatively micro-level study of high buildings policy in the City of Westminster. The first is a glossy coffee table book produced by Dr Bruno Flierl who addressed the UDG on the subject in 1988 (the text is in German but the illustrations effectively tell the story for those unfamiliar with the lingo). The second is a consultants' study undertaken for the Westminster City Council earlier this year.

**Hundert Jahre Hochhäuser
(One Hundred Years of High Buildings)
Bruno Flierl Huss-Medien,
Berlin 2000. 148 DM.**

The Petronas Twin Towers in Kuala-Lumpur, "452 m high at the end of the 20th century, the highest towers in the world" viewed from a pedestrian perspective on the front cover epitomise the contents of this book: the capitalist race viewed through the medium of urban development a global race carried out simultaneously in numerous arenas.

Bruno Flierl has singled out: New York and Chicago in North America; Paris, London, Frankfurt am Main, Moscow, and Berlin in Europe; and Singapore, Kuala-Lumpur, Hongkong, and Shanghai in South-East Asia. In this collection ex-communist Moscow serves rather as a contrast. Its achievements in terms of height and numbers are poor but represent the state in an orderly urban deployment as opposed to the battlefield of capitalist competition in New York.

Despite the 164 photographs, this book is not about a beauty contest: "Distinct from previous publications, this book is ... about a coherent picture ... showing the development from the high-rise building in the city towards the high-rise city." This development,

spanning the 20th century with the centre of gravity shifting from North America to South-East Asia, spreading to Western Europe only at a considerably lower scale, is outlined in an introduction. A graph illustrates how the continents score in height from 1970 to 2000.

The body of the book is in three sections covering America, Europe and Asia, each of which begins with silhouettes of the prominent skyscrapers of the main cities arranged on a time axis according to year of completion. Each city has an individual biography in terms of vertical growth financed by developers and designed by architects. It is a breathtaking show at a pace accelerating towards the beginning of the new century with no end in sight. The historical observation point at the end of the 20th century is located in South-East Asia. One may well question whether Europe, in particular a town like Berlin, plays any role in the dynamic. The evidence unequivocally relegates the USA, into second place. This change in the geography of urban development is the intrinsic reason for a new book on skyscraper cities.

On the surface Bruno Flierl may appear like a sports reporter, recording the race of building towards the sky. His focus is, however, in political economy in that he interprets the form of high-

rise building in 20th century history as a contest between private capital and the state, comparing capitalism and communism – Moscow vs. Paris and London – or 'regulated' and 'de-regulated' capitalism – Paris vs. London or Singapore vs. Kuala-Lumpur. The social dimension is only marginally addressed, but it opens up striking perspectives. If Flierl's statement is correct that high-rise building is associated with the polarisation between rich and poor, in other words an expression of extreme levels of exploitation of labour, this would provide a key to analysing the global geography of high-rise building: height of skyscrapers = level of exploitation. In the micro-geography of London, for instance, high-rise building coincided with rising income differentials under the regime of deregulation in Britain. Conversely, it would be difficult to prove that the price of land dictates the height of buildings.

The aesthetic dimension is not overtly emphasised, but it is always present, at least on the photographs. The author has fallen for Paris: "In terms of urban development and architecture La Défense is a stroke of luck for Paris" and he mocks at Shanghai: "... a world of built stolen copies."

This book should have been written in English in the first place as the indigenous – or at least business – language in almost all the cities presented. It needs to be translated. #

Jorn Janssen

**City of Westminster High Buildings Study
EDAW in association with
Buro Happold Urban Projects £50.**

This is a neat A4 landscape document with a good flow of prose and attractive illustrations.

The study defines its context as being first the Urban Renaissance report which states that cities should be more compact, secondly the spatial development strategy for London currently being drawn up by the new GLA, and thirdly the LPAC Advice (Robin Clement Memorial Advice, 1999) which recommends that London boroughs should identify and illustrate areas appropriate for high buildings, where relevant, and metropolitan views and panoramas.

There is another element to the context, namely that the City of Westminster is currently holding discussions with promoters about proposals for high buildings, notably in the Paddington Basin. However, the authors point out that "this study is independent of those discussions and an evaluation of those proposals did not form part of this work". This seems a little strange.

For many years now the City Council's approach to high buildings policy has always been one of resistance. There may be a case for adding to a cluster or even allowing an individual 'iconic' building but the protection of the Westminster heritage must be paramount. The study notes 51 conservation areas, 11,000 listed buildings, a World Heritage site and several Royal Parks. Views extend across the borough including several strategic views, already protected by the Secretary

BOOK REVIEWS

of State, and other 'metropolitan views' including Thames-side and local views, notably within the Royal Parks and London squares.

The study plots these heritage areas and viewing cones onto a series of sieve maps which define the left-over areas where high buildings may be appropriate. The accessibility sieve maps narrow the left-over areas even further on the principle that high density development should be close to public transport stations. The resultant left-over areas comprise just the Paddington Basin, Westway, part of the Edgware Road and Marylebone. Ensuing chapters give advice on design criteria and the content of planning applications for high buildings.

The study concludes that a "radical overhaul of adopted policy is not necessary... however, there are weaknesses within the current policy and it is considered necessary to strengthen and focus policy with regard to views, design and functional considerations". It is heartening to know that the policy work undertaken by the LCC and GLC and adopted by the London boroughs still holds true to this day.

Let me conclude by putting my head on the chopping block. While urban design has become very much the province of the pedestrian I am still a great believer, as was Kevin Lynch, that part of urban design is geared to the windscreen view of the motorist. One of my favourite windscreen experiences is driving along Westway, the deck-level motorway that extends for 3 miles above rooftops with sweeping curves that open up vistas with high buildings punctuated along the radii, and culminating with the gateway into central London, the cluster of high buildings on Edgware Road. Paddington is an important element in this serial vision. Alas, the study doesn't mention this (maybe it is just as well). #

Tim Catchpole

Streets for All A guide to the Management of London Streets English Heritage (free)

This book is for all those responsible for streets appearance, to show "them" how to do it. Streets are places in their own right, not just a route from one destination to another. This is a practical set of how to do it recommendations which come during and at the end of an urban area conservation plan. The streets of London and beyond are under siege. The pressure for poor design and haste is in full flood.

Streets for All is a well illustrated research study, with recommendations of preferred solutions, building on "Towards an Urban Renaissance", the 1999 Urban Task Force report and the 1994 PPG 15. In two parts, the first provides design guidelines for management to raise the quality of the public realm, invoking that forbidding phrase of "integrated townscape management" directed at the streets of London. The second, provides fairly elemental construction details. The guide marshals the public realm in four ways: street furniture, paving, traffic calming, traffic management.

The book is well produced and should be required reading for some engineers and laymen who find "design matters" difficult. For urban designers, a must know applicable in all towns and metropolitan areas, world wide. In the present political climate with City Mayors and the new GLA there could be an opportunity for action, and a new golden age. There is a list of references, and Government guidance documents, but not mentioned is the pioneer "Design for the Space between the buildings", by Elizabeth Beazley about good practice in these matters. This Architectural Press book was published in the sixties from that well mannered street, Queen Anne's Gate, with its pub in the basement and its York stone paving slabs and lampposts, (go and look at it now, changed for the better or worse?)

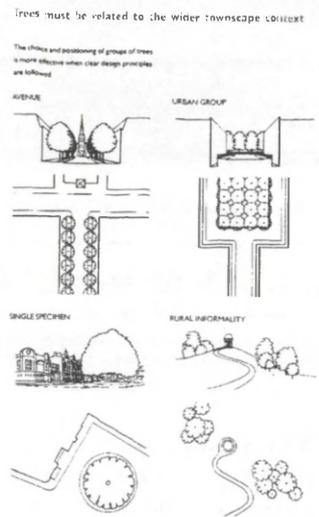
Beazley provided details of parts of external spaces out from a

building, which might meet up with the neighbouring façade. This thinking has changed, now streets and places should be designed conceptually in their own right. The whole book was "Arts and Crafts" in feel, "traditional: with architects noted who write on "Little things that matter for those that build", like a dreamland. Simply produced with intelligent details, before the plastic and metal cladding age, she certainly didn't have to deal with greater numbers and different types of vehicle, space for cycles, disabled, the increase of electronic devices, and the sheer range of choice of materials and amenities that now besiege our towns. How much simpler and less dense and demanding it was, with more physical space: but the message was the same as that of the current guide.

Nobody minds the traditional pillarbox, (even better in a wall, or is this a dodo?) but when multiplied and combined with numerous other tin and plastic graffitied boxes, we protest. Of all the street's common problems, the worst is probably clutter:

- Too many agencies administering the cumulative effect of Cable TV and telephone boxes, recycling bins, advertisement panels, CCTV cameras, traffic lights, control boxes, and other equipment. Poor cleansing.
- Recent paving slab schemes destroying established character and downgrading of quality by discordant patterns, colours and arbitrary rhythms.
- Intense competition for road space. Poorly integrated traffic calming measures, which their cumulative clutter of signs, road humps, kerb build outs, generating a confusion of signs and other devices.

The design guide's text is broken up with good coloured photographs, some old 'townscape' black and white photos of the (good?) 'old' days, diagrams, working details and specifications etc, peppered with 'general principle' small panels. Street 'cabinets' and recycling facilities are the hardest to absorb. A brick environment may be the easiest in which to integrate them. A concrete, fibreglass, metal, and shiny glass



panelled environment is the most unyielding, because of the difficulties of replacement, change of technology, and the liability to take a line of least resistance.

Though not mentioned in the guide, there is a distant hope for less clutter, with more electronic and invisible devices, (as long as they don't go wrong). The device in front of the rear view mirror which bills you at the end of the month, for entering congested areas and for the privilege of driving down the key trunk routes, or even the valued environmental avenue of the future, instead of more barriers, supervising people and cash deposits.

For intervening in and maintaining the best places, intelligent technology, conceptual thinking, craftsmanship, high quality materials, and a dose of minimalism, are all needed in design matters.

Peter Eley

Directory of practices, corporate organisations and urban design courses subscribing to this index. The following 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 those 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

W S Atkins Planning Consultants
Woodcote Grove, Ashley Road
Epsom, Surrey KT18 5BW
Tel: 01372 726140
Fax: 01372 743006
Email: wsainfo@wsatkins.co.uk
Contact: Joanna Chambers
BA BTP MRTPI

Specialisms: 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.

Michael Aukett Architects
Atlantic Court
77 Kings Road, London SW3 4NX
Tel: 020 7376 7525
Fax: 020 7376 5773
Email: info@michaelaukett.com
www.michaelaukett.com
Contact: David Roden RIBA

Specialisms: Architectural, urban design and masterplanning services. Regeneration and development frameworks for mixed use, commercial, retail, residential, leisure, cultural, transport and business park developments.

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: Andy Smith

Specialisms: 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.

Babtie Group
School Green, Shinfield,
Reading, Berks. RG2 9XG
Tel: 0118 975 8844
Fax: 0118 931 0268
Email: urban.design@babtie.com
Contact: Bettina Kirkham Dip TP BLD MLU
Paul Townsend BSc (Hons)
CEng MICE MCIT MIHT

Specialisms: A truly 'one-stop' consultancy of landscape architects, architects, urban designers and planners specialising in town and landscape assessment, urban design frameworks, regeneration visions and strategies, quality public space design, integrated strategies of public consultation.

James Barr Chartered Surveyors & Planning Consultants
Cinnamon House, Crab Lane, Fearnhead,
Warrington WA2 0XP
Tel: 01925 661713
Fax: 01925 661836
Email: amitchell@jamesbarr.co.uk
Contact: Alan Mitchell
Also in Glasgow Tel: 0141 300 800
contact Graeme Hill and London
Tel: 0207 388 8179 contact: Jane Rowell

Specialisms: Planning consultancy; economic development and regeneration strategies. Provision of funding advice and application to a range of sources; environmental consultancy and advice including EIA.

Alan Baxter & Associates
Consulting Engineers
75 Cowcross Street, London EC1M 6EL
Tel: 020 7250 1555
Fax: 020 7250 3022
Contact: Alan Baxter FStructE
MICE MConsE

Specialisms: 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.

Aukett Associates
2 Great Eastern Wharf,
Parkgate Road, London SW11 4NT
Tel: 020 7924 4949
Fax: 020 7978 6720
Email: nicks@aukett.com
Contact: Nicholas Sweet

Specialisms: We are a multi disciplinary design group offering architecture, urban design, engineering, landscape architecture and interiors. We operate through 14 European offices and specialise in large scale commercial, mixed use masterplanning.

Barton Willmore Partnership
Beansheaf Farmhouse, Bourne Close,
Calcot, Reading, Berks RG31 7BW
Tel: 0118 9430000
Fax: 0118 9430001
Email:
Architects@reading.bartonwillmore.co.uk
Contact: David Richards Dip Arch Dip TP
RIBA MRTPI

Specialisms: Town Planning, Architectural and Environmental Consultancy, Masterplanning, Development Briefs, Design Statements, Landscape Appraisals, Environmental Assessments, Promotion of land through the development plan process, Urban Regeneration.

The Beckett Company
Architecture and Urban Design
Beauchamp Lodge
73 Coten End, Warwick CV34 4NU
Tel: 01926 490220
Fax: 01926 400978
Email:
beckett.architecture@btinternet.com
Contact: Roger Beckett D. Arch, Dip TP,
Dip Urban Design or Sarah Grierson BA
Hons, Dip LA

Specialisms: Waterside Regeneration and Community Collaboration – our partner led approach to the creation and repair of places turns the vision into a coherent reality.

The Bell Cornwell Partnership
Oakview House, Station Road
Hook, Hampshire RG27 9TP
Tel: 01256 766673
Fax: 01256 768490
Email: info@bell-cornwell.co.uk
Contact: Simon Avery

Specialisms: Specialists in urban and master planning and the coordination of major development proposals. Advisors on development plan representations, planning applications and appeals. Professional witnesses at Public Inquiries.

Bell Fischer
Landscape Architects
160 Chiltern Drive
Surbiton, Surrey KT5 8LS
Tel: 020 8390 6477
Fax: 020 8399 7903
Email: landscape@bellfischer.co.uk
Contact: Gordon Bell Dipl.A All

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

Biscoe & Stanton Architects
Studio 2 10 Bowling Green Lane
London EC1R 0BQ
Tel: 020 7490 7919
Fax: 020 7490 7929
Email: mail@biscoestanton.co.uk
Contact: Henry Shepherd

Specialisms: As commercial and residential architects, we are especially interested in meeting the challenges of designing on urban sites, with mixed uses and higher densities; we are experienced in altering and renovating existing buildings, often listed, as well as with new construction.

Blampied & Partners Ltd.
Areen House 282 King Street,
London W6 0SJ
Contact: Clive Naylor
Tel: 020 8563 9175
Fax: 020 8563 9176
Email: clive@blampied.co.uk

Specialisms: Architects and Masterplanners. Members of the Areen Group, active in Hotel, leisure, residential and education work. Current projects in London, Oxford, Lebanon and Caribbean.

Carlisle Davies & North
77 Herbert Street,
Pontardawe, Swansea SA8 4ED
Tel: 01792 839238
Fax: 01792 863895
carlisedaviesnorth@btinternet.com
Contact: Kedrick Davies Dip TP
DipUD(Dist) MRTPI

Specialisms: Urban design, planning and development. Integration of land-use planning and urban design. Collaborative and community working to enhance the environment. Feasibility studies and design.

Chris Blandford Associates
Lafone House
11-13 Leathermarket St, London SE1 3HN
Tel: 020 7403 2211
Fax: 020 7403 7333
Contact: Chris Blandford
Also at Cardiff, Chester and
Middlesbrough

Specialisms: 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.

Trevor Bridge Associates
7-9 St Michaels Square
Ashton-under-Lyne, Lancs OL6 6LF
Tel: 0161 308 3765
Fax: 0161 343 3513
Email: info@tbridgea.co.uk
Contact: Trevor Bridge Dip LA
DA FFB MI Hort All

Specialisms: 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 3PB
Tel: 020 7309 7000
Fax: 020 7309 0906
Email: cbp@cbuchanan.co.uk
Contact: Kevin McGovern BA (Hons) Dip TP MRTPI AMTS

Specialisms: 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: 020 7462 8000
Fax: 020 7462 6342
Email: rg-saxon@bdp.co.uk
Contact: Richard Saxon BArch (Hons)
(L'pool) MCD MBIM RIBA

Specialisms: 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.

B3 Burgess Partnership Limited

Castle Buildings, Womanby Street
Cardiff CF10 1RG
Tel: 029 20 342688
Fax: 029 20 384683
Email: paulvanner@b3.co.uk
Contact: Paul Vanner

Specialisms: Architecture, planning, urban design, environmental and economic regeneration; site appraisals, master plans, context studies, urban frameworks, development briefs and implementation strategies. Offices in Cardiff, Basingstoke, Newtown and Newcastle upon Tyne.

Burns + Nice

15 Greenham Road
London N10 1LN
Tel: 020 8883 9908
Fax: 020 8374 9301
Contact: Marie Burns BA (Hons) MAUD
Dipl A MLI FRSA or Stephen Nice BA
(Hons) MAUD Dip LD MLI

Specialisms: 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: 020 7713 5333
Fax: 020 7713 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.

Business Location Services Ltd

2 Riverside House, Heron Way
Newham, Truro, Cornwall TR1 2XN
Tel: 01872 222777
Fax: 01872 222700
Email: blsltd@globalnet.co.uk
Contact: Russell Dodge BSc(Hons) MRTPI

Specialisms: Business Location Services Ltd was formed in 1987 and provides a multi-disciplinary approach to town planning, urban regeneration, grant funding and viability appraisals, building design, project management, economic development and property consultancy.

Philip Cave Associates

5 Dryden Street Covent Garden
London WC2E 9NW
Tel: 020 7829 8340
Fax: 020 7240 5800
Contact: Philip Cave BSc Hons
MA (LD) MLI

Specialisms: 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: 020 7233 7419
Fax: 020 7931 8431
Contact: Peter J. Heath Architect
and Town Planner

Specialisms: 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 setting 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.

CIVIX

Exton Street
London SE1 8UE
Tel: 020 7620 1589
Fax: 020 7620 1592
Email: mail@civix.demon.co.uk
Contact: Daniel Bone MA DipArch RIBA
MRTPI MAPM

Specialisms: Multi-disciplinary consultancy in urban design, development planning and project management devising town centre appraisals, urban design frameworks, site development briefs, design guidelines, masterplans and management strategies for implementation.

Clarke Klein & Chaudhuri Architects

5 Dryden Street, London WC2E 9NW
Contact: Wendy Clarke
Tel: 020 7829 8460
Fax: 020 7829 8352
Email: info@ckcarchitects.com

Specialisms: Architecture, planning and urban design analysis, framework proposals.

Richard Coleman Consultancy

Bridge House 181 Queen Victoria St
London EC4V 4DD
Tel: 020 7329 6622
Fax: 020 7329 6633
Email: r.coleman@2000.co.uk
Contact: Lewis Eldridge

Specialisms: 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
Email: cap@capstudios.co.uk
Contact: Jack Washaw, BArch Dip TP
AADipCons ARB RIBA RTPI IHBC

Specialisms: 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.

DNA Consultancy Ltd

121 Newton Road
Great Malvern Worcs. WR14 1PE
Tel: 01684 566 525
Fax: 01684 566 525
Email: newey@globalnet.co.uk
Contact: Mark Newey

Specialisms: Small urban design practice providing a responsive and professional service from qualified urban designers, from both landscape and architectural backgrounds. A full range of UD services provided.

DPDS Consulting Group Ltd

Old Bank House, 5 Devizes Road,
Old Town, Swindon, Wilts SN1 4BJ
Tel: 01793 610222
Fax: 01793 512436
Email: dpds.swindon@dpds.co.uk
Contact: Les Durrant

Specialisms: Provide expertise in town planning, environmental assessments, architecture, landscape architecture and urban design: innovative solutions in masterplanning, design guidance and development frameworks.

Edward Cullinan Architects

1 Baldwin Terrace, London N1 7RU
Tel: 020 7704 1975
Fax: 020 7354 2739
Email: cullinan@cullinan.demon.co.uk
Contact: Peter Inglis

Specialisms: 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: 020 7239 7777
Fax: 020 7278 3613
Contact: Lora Nicolaou

Specialisms: 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/Fax: 020 7794 9047
Email:
JEardley@EardleyLandscape.co.uk
Contact: Jim Eardley BA BIA FU

Specialisms: 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
also at Glasgow and Colmar, France
Tel: 020 7674 0700
Fax: 020 7674 0799
Contact: Bill Hanway BA M Arch AIA or
Jason Prior BA Dip LA ALI

Specialisms: Part of the EDAW Group providing urban design, land use planning, environmental planning and landscape architecture services throughout the UK and Europe. Particular expertise in market driven development frameworks, urban regeneration, masterplanning and implementation.

ENTEC UK Ltd

Gables House Kenilworth Road
Leamington Spa Warwick CV32 6JX
Tel: 01926 439 000
Fax: 01926 439 010
Email: marketing@entecuk.co.uk
www.entecuk.co.uk
Contact: Nick Brant or Roger Mayblin

Specialisms: Urban design, landscape architecture and development planning combined with broad based multi-disciplinary environmental and engineering consultancy. Related expertise in sustainable development, ecology, archaeology, urban capacity studies, transportation, risk assessment, contaminated land remediation, air and noise quality assessment.

Roger Evans Associates

59-63 High Street
Kidlington Oxford OX5 2DN
Tel: 01865 377 030
Fax: 01865 377 050
Email: urbandesign@rogerevans.com
Contact: Roger Evans MA (UD) RIBA
MRTPI
Chris Odgers BA Hons DipUD DipUP
MRTPI

Specialisms: 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.

Farmingham McCreadie Partnership

65 York Place, Edinburgh EH1 3JD
Tel: 0131 525 8400
Fax: 0131 525 8484
Email: mail@fmp.co.uk
Contact: Donald McCreadie

Specialisms: Fully integrated multi-disciplinary practice which specialises in delivering a high quality service in Masterplanning, Urban Design, Landscape Design, Development Planning, Architecture, Sustainable Design and Energy Efficient Buildings and transportation - from site assessment and inception through to implementation and management.

Terry Farrell and Partners

7 Hatton Street London NW8 8PL
Tel: 020 7258 3433
Fax: 020 7273 7059
Contact: Julian Tollast/Eugene Dreyer

Specialisms: Architectural, urban design and planning services. New buildings, refurbishment, restoration 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
Email: info@faulknerbrowns.co.uk
Contact: Andrew Macdonald BA(Hons)
Dip Arch (Dist) RIBA

Specialisms: 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.

Ferguson Mann Architects

Royal Colonnade, 18 St George Street,
Bristol BS1 5RH
Contact: George Ferguson
Tel: 0117 929 9293
Fax: 0117 929 9295

Specialisms: Design led masterplanning, design of public spaces, urban design, architecture, historic buildings, conservation, regeneration.

Fitzroy Robinson Ltd

46 Portland Place, London W1N 3DG
Tel: 020 7636 8033
Fax: 020 7580 3996
Email: london@fitzroyrobinson.com
Contact: Alison Roennfeldt

Specialism: Fitzroy Robinson is an internationally established firm of architects who work primarily, though not exclusively, in the workplace, retail, hospitality, residential and masterplanning sectors.

Wilson Havenhand Fox Architects

140 Burton Road
Lincoln LN1 3LW
Tel: 01522 535383
Fax: 01522 535363
Email: whfarch@cw.com.net
Contact: Gregg Wilson

Specialisms: Architecture and urban design. The fundamental approach of the practice is characterised by its commitment to the broader built environment. Work is born out of an interest in the particular dynamic of a place and the design opportunities presented.

4D Landscape Design

PO Box 554, Bristol, BS99 2AX
Contact: Michelle Lavelle
Tel: 0117 942 7943
Fax: 0117 914 6038
Email: 4DLD@4DLD.com

Specialisms: Our design decisions are not based on any systematised approach, rather a considered response to the client, brief, site and budget. We endeavour to create spaces that make people feel special.

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
Email:
Gillespies.Glasgow@dial.pipex.com
Contact: Brian M Evans

Specialisms: Urban design, landscape architecture, architecture, chartered planners, environmental assessment, planning supervisors and project management.

Random Greenway Architects

3a Godstone Road,
Caterham, Surrey CR3 6RE
Tel: 01883 346 441
Fax: 01883 346936
Email: RPLGreen@aol.com
Contact: Mr R L Greenway

Specialisms: Urban design; environmental assessment; architecture; town planning, master planning; regeneration studies; development frameworks; balancing the relationships between buildings, the spaces between infrastructure and movement.

GMW Partnership

PO Box 1613, 239 Kensington High
Street, London W8 6SL
Tel: 020 7937 8020
Fax: 020 7937 5815
Email: info@gmw.co.uk
Contact: Terry Brown

Specialisms: Land development appraisals. Urban planning and regeneration strategies. Formulation of development and design briefs including packaging to suit appropriate funding strategies. Master plan design studies. Architecture, the ability to follow through to construction including the design of commercial elements to institutional standards. Design management skills relevant to project partnering, framework agreements and multi-disciplinary teamwork.

Greater London Consultants

127 Beulah Road,
Thornton Heath, Surrey CR7 8JJ
Tel: 020 8768 1417
Fax: 020 8771 9384
Email: jpa@btinternet.com
Contact: Dr John Parker Dip Arch ARIBA
DipTP FRPI FRSA

Specialisms: Town planning, architecture, urban design and conservation related to: traffic schemes, pedestrians, townscape, security, town centres, master plans, marina development and environmental impact assessment.

Halcrow Fox

44 Brook Green
Hammersmith, London W6 7BY
Tel: 020 7603 1618
Fax: 020 7603 5783
Email: shaheed@halcrow.com
Website: <http://www.halcrow.com/>
Contact: Asad A Shaheed BA Arch
MArch

Specialisms: Urban design, development planning, masterplans, town centre renewal, waterfront regeneration, transport and traffic planning, economic appraisal and environmental impact assessment.

Halpern Partnership

Leonard House, 9-15 Leonard Street,
London EC2A 4HP
Tel: 020 7251 0781
Fax: 020 7251 9204
Email:
gregc@thehalpernpartnership.co.uk
Contact: Greg Cooper

Specialisms: Architecture, planning and urban design.

Hankinson Duckett Associates

Landscape Studio, Reading Road
Lower Basildon, Reading RG8 9NE
Tel: 01491 872185
Fax: 01491 874109
Contact: Ian Hankinson Dip Arch
Maira Hankinson B Sc(Hons) DipLD FLI
Brian Duckett B Sc(Hons) M Phil MLI

Specialisms: An environmental planning consultancy consisting of landscape architects, architects and ecologists, providing a comprehensive approach to project work which adds value through innovative and appropriate solutions. Development planning, new settlements, environmental assessment, re-use of redundant buildings.

GL Hearn Planning

Leonard House, 5-7 Marshalsea Road,
London SE1 1EP
Tel: 020 7450 4000
Fax: 020 7450 4010
Email: leonard@glhearn.com
Contact: David Beardmore

Specialisms: Masterplans and development briefs for new communities and brownfield sites; urban design framework studies for the creation and linkage of new buildings and spaces; fine grain studies addressing public realm design and improvement. Specialists in retail and economic regeneration.

Holmes Partnership

89 Minerva Street, Glasgow G3 8LE
Tel: 0141 204 2080
Fax: 0141 204 2082
Email: glas@holmes-p.co.uk
Contact: Harry Phillips

Specialisms: Urban design, planning, renewal, development and feasibility studies. Sustainability and energy efficiency. Commercial, industrial, residential, health care, education, leisure, conservation and restoration.

Huntingdon Associates Ltd

50 Huntingdon Road, London N2 9DU
Tel: 020 8444 8925
Fax: 020 8444 9610
Contact: Neil Parkyn MA Dip Arch RIBA
Dip TP (Dist) MRTPI FRSA

Specialisms: 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.

David Huskisson Associates

17 Upper Grosvenor Road
Tunbridge Wells, Kent TN1 2DU
Tel: 01892 527828
Fax: 01892 510619
Email: dha@dha-landscape.co.uk
Contact: Rupert Lovell

Specialisms: A Quality Assured to BS EN ISO 9001:1994 landscape consultancy offering master planning, streetscape and urban park design, landscape design and implementation, estate restoration, environmental impact assessments and expert witness.

Hyder Consulting Ltd

29 Bressenden Place
Victoria London SW1E 5DZ
Tel: 020 7316 6000
Fax: 020 7316 6138
Contact: Phil Bonds BA Dip MA (UD) MLI

Specialisms: 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. 80 offices in 23 countries.

Hyland Edgar Driver

Furzehall Farm, Wickham Road,
Fareham, Hants, PO16 7JH
The Timberyard, Arley Hall, Northwich,
Cheshire, CW9 6LZ
Tel: 01329 826616
01565 777424 (Cheshire office)
Fax: 01329 826138
01565 777478 (Cheshire office)
Email: hed@heduk.com
arley@heduk.com (Cheshire office)
Contact: J Hyland

Specialisms: Hyland Edgar Driver offers innovative landscape design where innovation implies value-engineered creativity combined with an idea edge as seen in our work at Heathrow Airport.

Mary Kerrigan & Frank Harkin

18a Queen Street, Derry BT48 7EF
N. Ireland
Tel: 02871 261510
Fax: 02871 279613
Email: marykerrigan@compuserve.com

Specialisms: Architecture, project management, conservation, visioning processes through cross-sectoral participation - identifying imaginative concepts for the repair of towns/cities and creation of habitable public spaces.

Kohn Pedersen Fox Associates (London)

13 Langley Street, London WC2H 9JG
Tel: 020 7836 6668
Fax: 020 7497 1175
Email: info@kpf.co.uk
Contact: Marjorie Rooney, Duncan Bainbridge

Specialisms: Architecture, urban planning, space planning, programming, building analysis, interior design, graphic design.

Landscape Design Associates

17 Minster Precincts
Peterborough PE1 1XX
Tel: 01733 310471
Fax: 01733 53661
Oxford: Tel: 01865 887050
Fax: 01865 887055
Email:
landscape_design@compuserve.com
ida_Oxford@compuserve.com
Contact: Roger Greenwood
Dip IA ALI MILAM
Robert Tregay BSc (Hons) Dip LD FLI

Specialisms: Environmental investment strategies, urban design, landscape architecture, development planning, urban regeneration, town centres and traffic calming.

Latham Architects

St. Michael's Queen St
Derby DE1 3SU
Tel: 01332 365777
Fax: 01332 290314
Email: Enquiries@derekatham.co.uk
Contact: Derek Latham Dip Arch RIBA
Dip TP MRTPI Dip LD MLI IHCB IHI FRSA

Specialisms: The creative reuse of land and buildings. Planning, landscape and architectural expertise. Town and city centres, national parks, conservation areas, listed buildings, combining the new with the old. Master planning, development proposals, EIAs.

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
Email: leithgoe@dial.pipex.com
Contact: Andrew Leithgoe DipLA FLI

Specialisms: 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.

Land Use Consultants

43 Chalton Street, London NW1 1JD
Tel: 020 7383 5784
Fax: 020 8383 4798
Contact: Simon Michaels (Bristol office)
Tel: 01179 291 997
Fax: 01179 291 998

Specialisms: A multi-disciplinary environmental planning and design practice, based in London, Bristol and Glasgow. Work on sustainable cities, environmental improvement projects, urban regeneration for English Heritage, urban capacity studies and design projects for town squares, parks and cycleways.

Nathaniel Lichfield & Partners Ltd

14 Regent's Wharf, All Saints St
London N1 9RL
Tel: 020 7837 4477
Fax: 020 7837 2277
(also in Newcastle upon Tyne)
Contact: Nicholas Thompson BA BPI MA (UrbDes) MRTPI and Iain Rhind BA MPhil DipUD (Dist) MRTPI

Specialisms: 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 Architect

54 Upper Montagu St, London W1H 1FP
Tel: 020 7723 7772
Fax: 020 7723 7774
Contact: Arnold Linden RIBA
Dip Arch Dip TP

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

Livingston Eyre Associates

35-42 Charlotte Road,
London EC2A 3PD
Tel: 020 7739 1445
Fax: 020 77729 2986
Email: LEA@livingstoneyre.co.uk
Contact: Georgina Livingston

Specialisms: The design of space between buildings in urban or rural contexts; master planning and feasibility studies and regeneration

Llewelyn-Davies

Brook House 2 Torrington Place
London WC1E 7HN
Tel: 020 7637 0181
Fax: 020 7637 8740
Email: ld@easynet.co.uk
Contact: David Walton BA
MRTPI FIHT

Specialisms: 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
Email: dla@dlamk.co.uk
Contact: Will Cousins DipArch
DipUD RIBA

Specialisms: 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: 020 7828 6392
Fax: 020 7630 6958
Also in Edinburgh Tel: 0131 226 3939
and Leicester Tel: 0116 255 7414
Email: m.kelly@dplp-plc.co.uk
Contact: Martin Kelly Dip LA Dip UD
MAUD FLI FIHT/Jessica Beattie BA Dip LA
MLI/Matt Quayle BA (Hons) Dip LA MLI

Specialisms: 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

Specialisms: 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: 020 7377 9262
Fax: 020 7247 7854
Email: mjp@mjparchitects.co.uk
Contact: David Prichard DipArch (Lond)
RIBA

Specialisms: 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
Email: Richard@amapanning.com
Contact: Andrew Martin
Richard Marr Richard Hall

Specialisms: 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).

Mason Richards Planning

155 Aztec West Almondsbury
Bristol BS32 4NG
Tel: 01454 853000
Fax: 01454 858029
Email: planning@bristol.mrp.co.uk
Contact: Roger Ayton

Specialisms: Sustainable strategies for residential and commercial development: brownfield regeneration, site promotion, development frameworks: detail design and implementation: development guides, design statement and plan enquiries.

Tony Meadows Associates

40-42 Newman Street London W1P 3PA
Tel: 020 7436 0361
Fax: 020 7436 0261
Email: tma@tma1.demon.co.uk
Contact: Tony Meadows

Specialisms: TMA specialise in resolving the urban design implications of transport infrastructure projects, enhancing the existing and integrating the new in an appropriate and contemporary way.

Miller Hughes Associates Ltd

Old Post Office Mews, South Pallant,
Chichester, West Sussex PO19 1XP
Tel: 01243 774748
Fax: 01243 532214
Email: dta@miller-hughes.co.uk

Specialisms: Globalisation within a context of cross-border cultural differences presents urban designers and master planners with new and exciting challenges. Miller Hughes are immersed in the delivery of urban solutions which recognise cultural diversity and maximise social and economic benefits of the connected community.

Willie Miller Urban Design & Planning

20 Victoria Crescent Road
Glasgow G12 9DD
Tel: 0141 339 5228
Fax: 0141 357 4642
Email: mail@williemiller.com
Contact: Willie Miller Dip TP Dip UD
MRTPI

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

NJBA Architects & Urban Designers

4 Molesworth Place, Dublin 2
Tel: 00 353 1 678 8068/678 8066
Fax: 00 353 1 678 8066
Email: njbarchitects@eircom.net
Contact: Noel J Brady Dip Arch
SMArchS MRIAI

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

NOVO Architects

2 Meard St., London W1V 3HR
Tel: 020 7734 5558
Fax: 020 7734 8889
Contact: Tim Poulson

Specialisms: Urban design and masterplanning, creative and innovative design solutions for brownfield and other complex sites to realise single or mixed use development opportunities.

PTP Landscape & Urban Design Ltd.

Jewellery Business Centre,
95 Spencer Street, Birmingham B18 6DA
Tel: 0121 533 1033
Fax: 0121 523 1034
Email: ptpland@aol.com
Contact: Sue Radley

Specialisms: The practice, formed in 1976, has a tradition of quality and excellence. Specialisations include urban design and townscape improvements, healthcare projects including landscape therapy, major office headquarters and light rail transportation.

Oldfield King

Lone Barn Studios, Stanbridge Lane,
Romsey, Hants SO51 OHE
Tel: 01794 517333
Fax: 01794 515517
Email:
melvyn@oldfieldking.demon.co.uk
Contact: Melvyn King MA (Urban
Design) MSAI MCIOB FRSA

Specialisms: Multi disciplinary practice incorporating urban design, architecture, town planning and landscape. Specialising in urban design strategies in Master Planning and Development Frameworks for both new development areas and urban regeneration.

Terence O'Rourke pic

Everdene House
Wessex Fields Deansleigh Road
Bournemouth BH7 7DU
Tel: 01202 421142
Fax: 01202 430055
Email: tor.pl@pipex.com
Contact: Terence O'Rourke
DipArch DipTP RIBA MRTPI

Specialisms: 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.

Ove Arup & Partners Scotland

Scotstoun House, South Queensferry,
Edinburgh EH30 4SE
Contact: Gavin Dunnett
Tel: 0131 331 1999
Fax: 0131 331 3730
Email: gavin.dunnett@arup.com

Specialisms: Multidisciplinary consulting engineering practice with offices in Aberdeen, Dundee, Edinburgh and Glasgow, providing services in Transport and Environmental Planning, Infrastructure Planning and Design, Civil and Building Engineering

PMP

Wellington House, 8 Upper St. Martins
Lane, London WC2H 9DL
Tel: 020 7836 9932
Fax: 020 7497 5689
Email: mail@pmp-arch.co.uk
Contact: Tessa O'Neill

Specialisms: Medium sized practice specialising in retail and urban architecture, interior design and project management.

Pringle Brandon

10 Bonhill Street, London EC2A 4QJ
Tel: 020 7466 1000
Fax: 020 7466 1050
Email: post@pringle-brandon.co.uk
Contact: Alison Anslow

Specialisms: Offices, hotels, workplace design.

PRP Architects

Ferry Works Summer Rd
Thames Ditton Surrey KT7 0QJ
Tel: 020 8339 3600
Fax: 020 8339 3636
Email: prp@prparchitects.co.uk
Contact: Peter Phippen

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

Quartet Design

The Old Village School
Lillingstone Dayrell Bucks MK18 5AP
Tel: 01280 860 500
Fax: 01280 860 468
Email: quartet@qdl.co.uk
Contact: David Newman

Specialisms: Landscape Architects, architects and urban designers with wide experience of masterplanning, hard landscape projects in urban areas and achieving environmental sustainability objectives.

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 FU

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

Anthony Reddy Associates

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

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

RMJM

83 Paul Street, London EC2A 4NQ
Tel: 020 7251 5588
Fax: 020 7250 3131
Email: bgrimwade@rmjm.co.uk
Contact: Bill Grimwade

Specialisms: International architects and engineers with a strong track record in the masterplanning, design and implementation of major developments and individual buildings, especially academic facilities.

Rothermel Thomas

14-16 Cowcross St., London EC1M 6DR
Tel: 020 7490 4255
Fax: 020 7490 1251
Contact: James Thomas BA (Arch) DipTP
FRIBA FRPI FRSA FIMgt

Specialisms: 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
Email: jonrowland@jrud.demon.co.uk
Contact: Jon Rowland AADipl MA RIBA
Visit our website at:
<http://www.jrud.co.uk>

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

RPS Consultants

The Old Barn, Deanes Close, Steventon,
Oxon OX13 6SY
Tel: 01235 832242
Fax: 01235 832228
Email: rpsnm@resplc.co.uk
Contact: Jonathan Dixon/Andrew Raven

Specialisms: Part of the RPS Group providing urban design, masterplanning, land-use and environmental planning, landscape and environmental statement services throughout the UK.

Scott Brownrigg & Turner

Langton Priory Portsmouth Road
Guildford Surrey GU2 5WA
Tel: 01483 568686
Fax: 01483 575830
Email: architects@sbtguildford.com
Contact: Stephen Marriott

Specialisms: Value added and design led approach to architecture, planning, urban design and interior architecture. Experienced in large scale commercial mixed use masterplans and with the resources and ability to realise our concepts.

Shepherd Epstein and Hunter

Phoenix Yard 65 King's Road
London WC1X 9LN
Tel: 020 7841 7500
Fax: 020 7841 7575
Email: architecture@seh.co.uk
Contact: George Georgiou

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

Skidmore, Owings & Merrill Inc.

30 Millbank
London SW1P 3SD
Tel: 020 7798 1000
Fax: 020 7798 1100
Email: somlondon@som.com
Also Chicago, New York, Washington,
San Francisco, LA, Hong Kong
Contact: Roger Kallman

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

Sheppard Robson

77 Parkway
Camden Town, London NW1 7PU
Tel: 020 7485 4161
Fax: 020 7267 3861
e-mail:
peter.verity@sheppardrobson.com
Contact: Peter Verity

Specialisms: Multi-disciplinary design practice of planners, urban designers and architects. Strategic planning, urban regeneration, development planning, town centre renewal, public realm planning, new settlement planning, development impact assessments, tourism development. International practice with associated offices across USA.

Space Syntax

1-19 Torrington Place
London WC13 7HB
Tel: 020 7813 4364
Fax: 020 7813 4363
Contact: Tim Stonor MSc DipArch RIBA

Specialisms: Spatial masterplanning and research-based design; movement, connectivity, integration, regeneration, safety and interaction. Strategic design and option appraisal to detailed design and in-use audits.

Taylor Young Urban Design

The Studio, 51 Brookfield
Cheadle Cheshire SK8 1DQ
Tel: 0161 491 4530
Fax: 0161 491 0972
Email: taylor.young@dial.pipex.com
Contact: Stephen Gleave MA DipTP (Dist)
DipUD MRTPI

Specialisms: 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: 020 7251 5135
Fax: 020 7251 5136
Email: jt@plon@jtp.co.uk
Contact: John Thompson
MA DipArch RIBA

Specialisms: 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 TM2

31 Earl Street, London EC2A 2HR
Tel: 020 7377 6688
Fax: 020 7247 9377
Email: tm@tibbaldstm2.co.uk
Contact: Andrew Karski BA (Hons) MSc
(Econ) FRTPi

Specialisms: 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.

Todd Architects & Planners

41-43 Hill Street, Belfast BT1 2PB
Tel: 028 9024 5587
Fax: 028 9023 3363
Email: postmaster@toddach.co.uk
Contact: Mrs Paula Gibson

Specialisms: Architecture, urban design, project management, interior design, planning supervision

TPK Consulting

3 London Road, Newbury, Berks
RG14 1JL
Tel: 01635 279000
Fax: 01635 279050
Email: inmail@tpk.co.uk
Contact: Bruce Bamber

Specialisms: Effective urban design solutions based on the practical integration of development, land use and transport planning. Our clients include English Heritage, BT, Thames Water and Crown Estates. We are working on a wide variety of urban sites where interaction with the surrounding fabric is the key to accomplishing successful regeneration and development.

Turnbull Jeffrey Partnership

Sandeman House 55 High Street
Edinburgh EH1 1SR
Tel: 0131 557 5050
Fax: 0131 557 5064
Email: tjp@tjp.co.uk
Contact: Geoff Whitten BA(Hons) MLI,
Karen Esslemont BA(Hons) MLI Dip UD

Specialisms: Award winning design led
Landscape Architect practice. Expertise:
Landscape architecture, urban design,
masterplanning. Landscape design and
implementation; environmental/visual
impact assessment; urban regeneration;
environmental strategies

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

Specialisms: 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

Specialisms: 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
Tel: 0131 226 4505
Fax: 0131 226 4515
Contact: Selby Richardson DipArch
DipTP MSc ARIAS MRTPI

Specialisms: 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.

Urban Splash Projects Ltd

56 Wood Street Liverpool L1 4AQ
Tel: 0151 707 1493
Fax: 0151 798 0479
Email: design@urbansplash.co.uk
Contact: Jonathan Falkingham
Bill Maynard

Specialisms: Property development and
investment. Project management,
implementation and construction.
Architecture, interior design and graphic
design. Multi-discipline urban
regeneration specialists concentrating on
brownfield regeneration projects.

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

41 Old Birley Street Hulme
Manchester M15 5RF
Tel: 0161 226 5078
Fax: 0161 226 7307
Email: urbed@urbed.co.uk
Contact: David Rudlin BA MTP

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

Urban Initiatives

35 Heddon Street London W1R 7LL
Tel: 020 7287 3644
Fax: 020 7287 9489
Email:
KelvinCampbell@urbaninitiatives.co.uk
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.

Vincent and Gorbing Ltd

Sterling Court Norton Road
Stevenage Hertfordshire SG1 2JY
Tel: 01438 316331
Fax: 01438 722035
Email: vincent-gorbing@compuserve.com
Contact: Richard Lewis BA MRTPI

Specialisms: Multi-disciplinary practice of
architects and town planners and interior
design working throughout UK and
overseas for private and public sector
clients. Specialisms include master
planning, urban design, feasibility
studies, development studies and
statutory planning studies.

Weintraub DeStefano + Partners

33/34 Alfred Place
London WC1E 7DP
Tel: 020 7637 1125
Fax: 020 7637 1126
Email: mweintraub@wd-p.co.uk
Contact: Mark J Weintraub M Arch
Urban Design, B Arch, AIA

Specialisms: WD+P is an international
practice with offices in London, Chicago,
New York & Naples Florida, providing
Architecture, Urban Design, Planning
and Interior Design services to a variety
of public and private sector clients. The
firm has a particular focus on sustainable
urban regeneration, master planning,
and complex large-scale mixed-use
initiatives.

West & Partners,

Isambard House 60 Weston Street,
London SE1 3QJ
Tel: 020 7403 1726
Fax: 0207 403 6279
Email: Westandpartners@btinternet.com
Contact: Michael West

Specialisms: Masterplanning for
achievable development within (and
sometimes beyond) the creative
interpretation of socio-economic,
physical and political urban parameters:
retail, leisure, commercial, residential,
listed buildings, expert witness evidence,
statutory development plan advice.

White Consultants

35 Severn Grove
Cardiff CF11 9EN
Tel: 029 2064 0971
Fax: 029 2066 4362
Email: sw@whiteconsultants.prestel.co.uk
Contact: Simon White MAUD Dip UD
(Dist) (Oxford Brookes) Dip LA MLI

Specialisms: 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.

**Whitelaw Turkington Landscape
Architects**

354 Kennington Road London SE11 4LD
Tel: 020 7820 0388
Fax: 020 7587 3839
Email: wtscape@dircon.co.uk
Contact: Ms L Oliver-Whitelaw

Specialisms: Award winning, design led
practice specialising in urban
regeneration, streetscape design, public
space, high quality residential and
corporate landscapes. Facilitators in
public participation and community
action planning events.

Denis Wilson Partnership

88-90 Guildford Street
Chertsey Surrey KT16 9AD
Tel: 01932 569566
Fax: 01932 569531
Email: mike.savage@deniswilson.co.uk
Contact: Mike Savage

Specialisms: DWP provides a
comprehensive transport and
infrastructure consultancy service through
all stages of development progression,
from project conception, through
planning, to implementation and
operation. Transport solutions for
development.

WynThomasGordonLewis

21 Park Place
Cardiff CF10 3DQ
Tel: 029 2039 8681
Fax: 029 2039 5965
Contact: Gordon Lewis/Jonathan Vining

Specialisms: Urban design, town
planning, economic development,
architecture and landscape architecture
for public and private sector clients.
Specialisms include regeneration and
development strategies, public realm
studies, economic development planning,
master planning for urban and rural
locations and brownfield land
redevelopment.

CORPORATE INDEX

Allen Pyke Associates

The Factory 2 Acre Road,
Kingston upon Thames Surrey KT2 6EF
Tel: 020 8549 3434
Fax: 020 8547 1075
Email: allenpyke@compuserve.com
Contact: Duncan Ecob

Specialisms: Projects from £250m to
£100k: Mixed use, greenfield,
masterplanning to high density,
brownfield, live-work: Respecting context
to create identity: Community
development in sustainable settlements.
Team players and group facilitators.

Broxap & Corby

Rowhurst Industrial Estate Chesterton
Newcastle-under-Lyme Staffs ST5 6BD
Tel: 01782 564411
Fax: 01783 565357
Email: sales@broxap.co.uk
Contact: Mr R Lee

Specialisms: Extensive range of quality
cast iron, concrete, timber and plastic
street furniture.

Cardiff Bay Arts Trust

123 Bute Street Cardiff CF10 5AE
Tel: 029 2048 8772
Fax: 029 2047 2439
Email: arts.trust@enablis.co.uk
Contact: Wiard Sterk

Specialisms: Integration and inclusion of
professional artists in urban regeneration
and development throughout the UK.

Countryside Residential (SW) Ltd.

West Point, Great Park Road
Almondsbury Park Bristol BS 32 4QG
Tel: 01454 202208
Fax: 01454 202209
Email: cswbris@aol.com
Contact: James Davis

Specialisms: Leading property developer
with a strong interest in sustainable
development, urban design, architecture
& Urban Regeneration.

Edinburgh World Heritage Trust

343 High Street Edinburgh EH1 1PW
Tel: 0131 225 8818
Fax: 0131 225 8636
Contact: Linda Cairns

Specialisms: The Trust administers grants
for the external repair of buildings within
the world heritage site.

Island Development Committee

PO Box 43 St. Peter Port Guernsey
GY1 1FH Channel Islands
Tel: 01481 717000
Fax: 01481 717099
Email: ids@gov.gg
Contact: W Lockwood

Specialisms: The Island Development
Committee plays a similar role to a local
authority planning department in the UK.

St George North London Ltd

81 High Street
Potters Bar Hertfordshire EN6 5AS
Tel: 01707 664000
Fax: 01707 660006
Contact: Stephen Wood

Specialisms: London's leading residential
developer.

NEP Lighting Consultancy

6 Leopold Buildings
Upper Hedgemoor Road
Bain BA1 5NY
Tel: 01225 338 937
Fax: 01225 338 937
Email: NEP_lighting@compuserve.com
Contact: Nigel Pollard

Specialisms: Lighting strategies and
detailed designs which co-ordinate street
and architectural lighting to achieve
cohesive urban nightscapes. 'NEP' brings
together the art and science of lighting.

EDUCATION INDEX

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 or 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 6175/6072
Fax: 0131 221 6157/6006
Contact: Leslie Forsyth

Diploma in Architecture and Urban Design 9 months full-time. Diploma in Urban Design 9 months full time or 21 months part-time. MSc in Urban Design 12 months full-time or 36 months part-time. MPhil and PhD by research full and part-time on and off-campus.

University of Greenwich

School of Architecture and Landscape
Oakfield Lane Dartford DA1 2SZ
Tel: 020 8316 9100
Fax: 020 8316 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: 020 7388 7581
Fax: 020 7387 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.

London School of Economics

Cities Programme, Houghton Street,
London WC2A 2AE
Tel: 0207 955 6828
Fax: 0207 955 7697
Contact: Michelle Langan

We run a MSc in City Design and Social Science which can be studied full time over a 1 year period or part-time over 2 years. The course is designed for social scientists, engineers and architects.

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

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).

Sheffield Hallam University

School of Environment and Development
City Campus Howard St.
Sheffield S1 1WB
Tel: 0114 225 3558
Fax: 0114 225 3553
Contact: David Crosby

MA/PGD/PGC Urban Design
Full and Part-time. A professional and academic programme to improve the built environment, enabling a higher quality of life and economic growth by sustainable development.

South Bank University London

Faculty of the Built Environment School of Urban Development & Policy
Wandsworth Road London SW8 2JZ
Tel: 020 7815 7330
Fax: 020 7815 7398
Contact: Sue Percy, Course Director

South Bank University's MA in Town Planning is a RTP1 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: 020 7911 5000
Fax: 020 7911 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.

ENDPIECE

Who wants yesterday's papers?

The publication of the translation of Walter Benjamin's unfinished "Arcades Project" at the end of last year, though widely reviewed seems not to have percolated through to urban design. Benjamin's analysis of the emergence of modern culture and society has had a huge influence on social critiques of urbanism. Though The Arcades Project itself was not published until 1982 even in the original German, this huge collection of notes and observations, cuttings and quotations springing from Benjamin's research into the early 19th century passages in Paris as the symbolic springboard of modernism served as a quarry for many of Benjamin's other writing before he took his own life fleeing Nazi occupied France in 1940.

Some of the importance for urban design of The Arcades Project is spelt out by Susan Buck-Morss. Above all she points to the development of Benjamin's method of materialist pedagogy, of using the rigorous analysis of the material objects of a society - including its buildings - to reveal its meanings and values. But this can reveal a bitter futility in the role of design. Buck-Morss notes, commenting on the juxtapositions Benjamin found of the passages surviving from the 1840's with the newest of modern arcades off the Champs-Élysées: "Such juxtapositions of the past and the present undercut the present phantasmagoria, bringing into consciousness the rapid half life of the utopian element in commodities and the relentless repetition of their form of betrayal: the same promise, the same disappointment The temporal dialectic of the new as the always-the-same is the secret of the modern experience of history.newness repeats itself mythically.The past haunts the present, but the latter denies it with good reason. For on the surface nothing remains the same"

Urban design is no different from any other form of "design" in its continual and repetitious search for and admiration of the new and emergent. Our attention is always drawn to the just built and the unbuilt and even the never built. Such mundane matters as getting planning permission, funding and occupiers are all too often left out of the stories we tell each other. Our analytical sketches render the past and the present in the same visual language. Eventually, sooner rather than later these days, some will be celebrated as suitable cases for conservation their oldness held and regarded with the same specialness as the new.

And the rest you just have to learn to live with and in, collecting dust and changes of use and extensions and shopfronts until their space is called for making new again, to be "designed", to be "regenerated", to be retrofitted into the future. History is a pile of debris. Yesterday's projects are such bad news.

Bob Jarvis

Walter Benjamin (translated by Howard Eiland and Kevin McLaughlin) The Arcades Project, The Belknap Press of Harvard University Press, 1999.

January & February Events will be held in the Basement of 14-16 Cowcross Street, London EC1 (opp. The Gallery) @ 6.30 pm. All tickets purchased at the door from 6.00 pm.

Wednesday 17 January 6.30 pm

Urban Regeneration

Tom Bloxham will give overview of Urban Splash's growth from small beginnings to award winning developers

Venue: The Basement

Tickets: £4.00 non-members/£2.00 members/£1.00 students

Wednesday 14 February 6.30 pm

Urban Design Compendium

A presentation on this recent publication by David Walton from Llewelyn Davies and David Taylor from Alan Baxter & Associates

Venue: The Basement

Tickets: £4.00 non-members/£2.00 members/£1.00 students

Wednesday 7 March 6.30 pm

Transport Strategy for London (for details of speakers etc. please check www.udg.org.uk at the beginning of March)

Joint event with the London Forum of Amenities and Civic Societies

Venue: Romney House, 43 Marsham St. London SW1

Tickets: All £2.00 (No refreshments available)

N.B. No event at Cowcross Street in March

REGIONAL EVENTS

February

UDG North West Event in February -

To be held in Liverpool supported by the RTP1 and AME (NW)

Liverpool Vision - Urban Design Framework for Regeneration?

Details: jon.sandford@arup.com

Cost: £35.00 non-members/£30.00 members

Wednesday 28 February

UDG SW Forum 12

Friends Meeting House, York Street, Bath

The Urban White Paper: - On Reflection

A Panel discussion with Rob Cowan, Director of the Urban Design Group

Richard Guise, Faculty of the Built Environment, UWE

Prof. John Punter, Dept of City and Regional Planning, Univ. of Wales 1.30pm-5.30pm.

Followed by a meeting of SW Group

Booking: £10.00 (inc tea/coffee and biscuits) through Susie Turnbull at UDG. Tel: 01235 851415

Email: admin@udg.org.uk

Further information from John Biggs T 01202 633331

Ej.biggs@poole.gov.uk

Study Tour to Strasbourg

26th May - 3rd June or 1st June - 4th June

See page 2 for further details

Updates and further events can be found on www.udg.org.uk or <http://www.rudi.net>

Urban ENVIRONMENT TODAY

Free sample issues offer

Urban Design is now at the heart of policies to regenerate towns and cities in a bid to ensure that they meet the aspirations of those who live, work and visit them. But to achieve a high quality urban environment requires a multi-disciplinary approach and an understanding of the needs of the stakeholders which is shared by the local community, businesses and property owners.

Urban Environment Today is the leading magazine for professionals working in urban design, regeneration, planning and surveying and the needs of urban areas.

Now in its fourth year, our extensive readership consists of:



- Urban Design and architectural practices
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