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Design Group

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International:  
**11 September**

Viewpoints:  
**People and Spaces**

Topic:  
**Urban Design Week**

Case Studies:  
**Stratford on Avon Design  
Guide**

Research:  
**The Urban Village: an  
Obituary**

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# urban design

# Letter

## UDG Education Policy Comments

Overall the policy as set out in UDG 80 provides a skeletal framework in the form of bullet point headings. This format is concise but I feel it should represent a summary of a more detailed submission.

## Urban Design Appreciation

In addition to the points set out I would like to add the following as prompts that could be developed into programmes:

- What is urban design and why is it desirable?
- What is the role of urban design(er) in local government?
- What is the role of urban design(er) in the private sector?
- What is the value of urban design?

## Urban Design Skills and Competences

My initial impression is that there are one or two omissions from the list and several areas could be strengthened.

- **Urban Management:** Urban design is about intervention in the political process. The philosophy of intervention needs to be explored, including knowledge of the political process and the role urban design can play. What is the legislative framework for urban design?
- **Feasibility analysis:** Whilst a knowledge of project funding is essential, it underplays the need for Urban Designers to be fully conversant with project feasibility.

**Area and Site Appraisal:** I feel Townscape analysis is a rather dated concept, more a sub-heading of the analysis of urban form. Space Syntax, spatial integration, figure-ground and S W O T analysis are also important.

How to achieve good mixed use is central to urban design.

**Microclimate:** An understanding of how the microclimate can be modified in relation to built form is essential.

Some knowledge of building construction methods is essential as part of understanding why buildings and cities are the way they are. This might be brought out in a history of urban form.

**Communication and Consultation:** I would have expected 'Involving people in the process of urban design' to appear in this section. Planning for real, urban design charrettes, workshops and other techniques need to be referred to.

**Policy Formulation** (associated with the three-dimensional visualisation of the public realm).

This section needs to be expanded. It was Francis Tibbalds who said, "The public realm is, in my view, the most important part of our towns and cities. It is where the greatest amount of human contact and interaction takes place. It is all parts of the urban fabric to which the public have physical and visual access. Thus it extends from the streets, parks and squares of a town or city into the buildings which enclose and line them." The Public Realm Strategy and Urban Design Framework embody much of the policy analysis. The formulation of public policy should cover:

- The spatial analysis of towns and cities (core to urban design).
- An understanding of human needs in public spaces.
- An analysis of the interface between the public and private realms.
- The design of public spaces.
- The management of public spaces. #

Barry Sellers

## MAIN CONTRIBUTORS

**Mike Biddulph** is a lecturer in the Department of City & Regional Planning of Cardiff University.

**Kenneth Brodie** is an urban designer with Roger Evans Assocs.

**Jess Bryne-Daniel** Landscape Architect is Design Director of Camlin Lonsdale Marsden and was awarded a Churchill Travel Award in 1999.

**Patrick Clarke** is an urban planner, Director at Llewelyn-Davis and specialises in urban capacity and housing density.

**Ruth Durack** is the Director of the Urban Design Center of Northeast Ohio in Cleveland.

**Kathy Gal** is a Chartered Architect and Urban Designer, and a Director of gal.com architectural and urban design consultancy.

**Peter Hine** is a Chartered Town Planner, Convenor of the RTPI Transport Panel and Associate Director with the Symonds Group.

**John Hopkins** landscape architect, Associate, Landscape Design Assocs, London.

**Karl Kropf** is an urbanist, until recently Design and Conservation officer for Stratford-on-Avon District Council Planning Department. He is now an Associate with Roger Evans Assocs.

**Joanne Lambert** is an Ecologist; she has taken over the role of Habitat Enhancement Initiative Project Manager from Kiri Walker.

**Kiri Walker** until recently HEI Project Manager, she now has a new role in SEPA's Environmental Quality Planning Unit.

**Tony Lloyd-Jones** is an architect planner, Senior Lecturer in Urban Design at Westminster University and a researcher in development.

**William Mitchell** is Professor of Architecture and of Media Arts and Sciences, and Dean of the School of Architecture and Planning at Massachusetts Institute of Technology.

**Jon Rowland** is an Architect and an Urban Designer. He runs Jon Rowland Urban Design.

**Barry Sellers** is a Senior Planner in Wandsworth Borough Council

**Tony Sheach** Engineer, Associate, Peter Brett Associates, Reading

**David Taylor** is a civil engineer, urban designer and partner with Alan Baxter & Associates Engineers

**Jack Warshaw** is an architect, planner and building conservationist, Principal of Conservation Architecture & Planning, IHBC and UDG committee member.

**In the Autumn issue we omitted one of the contributors:**

**Struan Leslie** is a Choreographer and Movement Director who has worked for RSC and Welsh National Opera; he has directed, performed and taught dance and movement here and in the USA.

## REGULAR CONTRIBUTORS

**Derek Abbott** Architect and Planner involved in consultancy, writing, teaching.

**John Billingham** Architect and Planner, formerly Director of Design and Development at Milton Keynes Development Corporation.

**Bob Jarvis** Principal Lecturer, Division of Urban and Environmental Studies, South Bank University.

**Sebastian Loew** Architect and Planner, writer and consultant, teaching at University of Westminster and in Paris.

**Judith Ryser** Researcher, journalist and writer on environmental and design issues.

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**Enquiries and change of address:**

Email [admin@udg.org.uk](mailto:admin@udg.org.uk)  
 UDG Director: Robert Cowan  
 70 Cowcross Street, London EC1M 6DG  
 Tel/Fax: 020 7250 0872

Chairman **Marcus Wilshere** 020 7287 3644

## Patrons

**Alan Baxter**  
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**John Worthington**

## UDG Regional Activities

Regional convenors:

Scotland **Leslie Forsyth** 0131 221 6175  
 Northern Ireland **Barrie Todd** 01232 233363  
 North **Bill Tavernor** 0191 222 6015  
 Yorks/Humber **Lindsay Smales** 0113 283 2600  
 North West **Chris Standish** 01254 263628  
 West Midlands **Peter Larkham** 0121 331 5152  
 East Midlands **Nigel Wakefield** 0121 633 2584  
 South **Richard Crutchley** 01793 466 476  
 South Wales **Sam Romaya** 02920 874000  
 South West **John Biggs** 01202 633633  
 East Anglia **Elizabeth Moon** 01245 437646

## Editorial Board

**Derek Abbott**  
**John Billingham**  
**Matthew Carmona**  
**Tim Catchpole**  
**Richard Cole**  
**Peter Eley**  
**Bob Jarvis**  
**Sebastian Loew**  
**Tony Lloyd-Jones**  
**Judith Ryser**

Editors: **John Billingham and Sebastian Loew**

Editor for this issue: **Sebastian Loew**

Topic Editor: **Sebastian Loew**

Book reviews **Tim Catchpole**

56 Gilpin Ave, London SW14 8QY

Design consultant **Simon Head**

Print production **Constable Printing**

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 The Resource for Urban Design Information (RUDI) contains general information: <http://www.rudi.net>  
 UDAL web site: <http://www.udal.org.uk>

## NEWS AND EVENTS

# After Ground Zero

Strange how some events, apparently related to international politics, can have an effect on the way we think about cities. The devastation of 11th September and those images of the twin towers, have marked us all in different ways. In particular they have made people think about safety and security in the city, densities, high rise buildings, travelling, etc. In the past, great disasters have resulted in new regulations aimed at avoiding similar ones in the future. The Great Fire of London for instance resulted in bricks and stone replacing timber as the main building material, wider streets and new building regulations. There is no reason to expect that it will be different this time, even though we live in a period where regulations are disliked by governments and people alike. Reluctantly, the Federal government in the US has taken over security of airports because the airlines were not prepared to spend the money. Engineers are busy studying how future tall buildings can be made safer; once they have found out, new rules will certainly follow.

The debate is only starting and it seems not to have impacted on the Mayor of London's thinking as yet. His advocacy for tall buildings and his belief in London needing them to retain its world city role, have not been diminished. But will insurance companies be willing to underwrite the risk these buildings carry? Will employees be willing to work in them? And will the costs of making them safer not price them out altogether? We may not know the answers to these questions, but we must consider them together with the consequences of the terrorist attacks on the design of cities. Until the 11th September we could not believe in the unimaginable; now we must imagine it. We must also place concerns into perspective: the housing extension compared to Heron Tower. The International section of this issue of UDQ offers comments from two Americans which - together with the review of the book on New York, should trigger a debate among our readers.

*Sebastian Loew*

## Director's Column

On the first day of the new year the Urban Design Group will take on the job of providing the secretariat for UDAL (the Urban Design Alliance).

The chair of UDAL rotates among its member organizations. The RIBA, RICS, RTPI and ICE have taken it in turn, and the Landscape Institute, in the person of Tim Gale, will provide the chair in 2002. Until now the chairing organisation has also provided the secretariat. Each has been able to commit significant resources, particularly in terms of staff and members' time, to the new organisation. The question was: what happens when the chair rotates to the smaller member organizations which do not have the capacity to carry the secretariat without additional resources?

The solution is for the members of UDAL jointly to pay for the secretariat to be provided on a continuing basis, at least for a trial period. The UDG, one of the alliance's seven original members, is pleased to take on the job.

UDAL's considerable success has come largely from the efforts of people from each of its member organisations (some of them paid staff, others members or officers giving their time) working together on a range of projects. They work on the communications group, the education group, the Placecheck initiative and Urban Design Week, among others.

This will continue. The modest level of resources that UDAL has available means that the UDG will be providing only a fairly basic secretariat. It certainly will not be acting as UDAL's executive. UDAL will thrive if it maintains its present collaborative style, being light on its feet and enjoying the freedom from heavyweight bureaucracy.

These early years have seen a wide range of initiatives by UDAL, partly reflecting the enthusiasms of the individuals who are active in it. Now the alliance needs to concentrate on a manageable number of projects on which it can deliver something that none of its constituent members could achieve so well.

Some of the priorities are clear. The annual Urban Design Week has made a big impact, and has helped to put UDAL on the map. The first UDAL Urban Design Spring School, planned for 2002, will be a practical means of building skills. The Placecheck initiative has successfully pioneered a new method of kick-starting urban design in a way that is accessible to non-professionals. And the Minister's Urban Design Skills Report, facilitated by CABE for the DTLR, has challenged UDAL and its members to find new ways of building skills and awareness in professionals, councillors and children, among others. UDAL will be doing well if it can fulfill the potential of those four opportunities alone.

How will UDAL develop? As an umbrella group for organisations committed to urban design? Or as a grouping of built environment professions, which came together with the UDG and the Civic Trust? In recent weeks it has become clear that the latter, clearly focused on the role of the professional institutes, is where UDAL's potential strength lies. The gradual expansion of its membership will reflect this.

For the UDG, the chance to help integrate the full range of professionals into the urban design process is an extraordinary opportunity to pursue its longstanding mission to raise standards of design. #

*Robert Cowan*

Are you receiving the email newsletter UDG News? If not, it's because we don't have your email address. Please send an email to [admin@udg.org.uk](mailto:admin@udg.org.uk), giving your UDG region and the name (personal, practice or organisation) in which your membership is held.

# UDAL Week Events

## City Visions Symposium 19 September 2001 Cardiff

Wales' contribution to UDAL week offered a 'Kaleidoscope' through the presentation in quick succession of four very diverse city visions. John Punter started the evening by singing the praises of Vancouver, a city with "the best planning system" found to date. He made it clear that he was referring only to the city and not to the surrounding suburbs, and placed its success in the context of several advantages: a fabulous location, good climate, a rich hinterland, wealthy immigrants. The city authorities could have squandered these but instead they developed long term policies which have resulted in a sustainable city within an unsustainable region. Some of Vancouver's characteristics are the absence of freeways, a reclaimed waterfront, new downtown neighbourhoods with mixed tenures and mixed uses. Participation in planning is taken seriously by all sectors, and design plays an important role in the debates and in decision making: the setting for development is taken into account, streets are the key urban structure, the city masterplan creates a vision in three dimensions.

Sebastian Loew followed with visions of Paris showing how the authorities have had a consistent long term policy for the city and how this is most clearly visible in the public transport system. Development has taken place in overlapping phases, starting with the media conscious 'grand projets' of the 1980s, followed by housing schemes and new neighbourhoods on brown field sites, and then by the provision of new parks. At present the area within the 'peripherique' has no more large sites and the city is negotiating with adjacent local authorities in order to create a coherent regional vision.

Sam Romaya gave a brief history of Cairo, a medieval Arab city later cut through by boulevards. During the 19th century, a drive for

modernisation meant that vernacular design was rejected in favour of European models. Currently the authorities are using the revenues of tourism to develop the city away from overcrowded areas into less developed ones; new towns and satellite towns are being built around the city which is fighting a losing battle against uncontrolled growth. To place matters in perspective, Dr Romaya indicated that Cairo's population increases by 1000 every day; that means one and a half Milton Keynes every year!

Finally Julian Steadman described Cardiff's vision of the past decade, expressed not only through documents such as the City Centre Strategy and the more recent A Vision for Quality, but also through specific initiatives regarding the Inner Harbour, Central Square, Bute Square and the Friary. The objectives of the policies are to offer attractive, enjoyable spaces in which to live, work and spend leisure time; to obtain quality in all aspects of design; to get clients and professionals working together and to ensure that citizens take pride in their environment. Steadman used examples to indicate how these could be achieved and what changes were needed for the future.

The evening ended with a short ceremony to wish Sam Romaya a happy retirement after his long and fruitful career at Cardiff University. #

Sebastian Loew

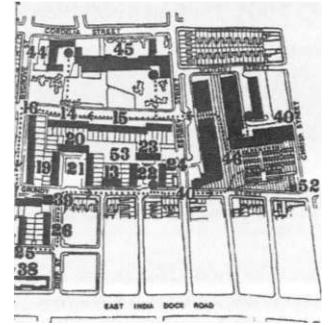
## Lansbury Estate Living Architecture 20 September

The Lansbury Estate in Poplar formed a 'Living Architecture' exhibition for the Festival of Britain in 1951. To celebrate its fifty years and as part of Urban Design Week, the Architecture Foundation together with Leaside Regeneration organised a conference, raising issues relevant to today. As a model neighbourhood including housing, schools, churches and a real living community, it demonstrated the possibilities of town planning, architecture and building to reconstruct a bomb damaged Britain. It was one of the London County Council's first post-

war social housing projects aimed at transforming the physical and social fabric of the city. The estate was designed by a team which included Frederick Gibberd, YRM and Geoffrey Jellicoe.

Richard Rogers gave an introductory overview on how architecture and planning had changed in the last 60 years. He referred to four ages of the city, beginning with the City of the Night, with poor living conditions and low life expectancy. The following post-war City of Light created the welfare state but involved planning without participation. The New Enterprise City from the Thatcher years increased the gap between rich and poor and was market driven. The current City is searching for a new approach linking power and inventiveness to government and communities. The question is how to harness the situation to create an Urban Renaissance. The Urban Task Force maintained it could be done through good design, through creating more compact cities, mixed and well connected communities, cities where you know your neighbour again and one that also reduce CO<sub>2</sub> levels, a beautiful place, well governed and well managed.

A series of speakers examined the historical background. John Jones, a local resident and a director of HARCA - the Housing and Regeneration Community Association - explained what the residents wanted to see addressed: regeneration and refurbishment, safety, freedom from vandalism, security, worthwhile work, leisure facilities, motivation and involvement. He contrasted that with the Canary Wharf towers looming over the estate and making people so aware of the comparable lack of opportunities. Patrick Keiller showed a series of films from the 50s - one featuring Abercrombie and Ling. Piers Gough spoke about the model neighbourhood for the future and described his ideas put forward for the Crown Street area in Glasgow: connecting with streets in adjacent areas and providing a mix of housing within the right scale for an urban street. His main concern was that it had taken ten years to build which was too long compared with earlier achievements. Dickon



Robinson's formula for successful neighbourhoods was to provide for families and children although ensuring that too many young people and children were not concentrated together. Surprisingly he did not believe mixed use was the ready solution. His main concern was that not enough young people got involved in development issues. Andrew Mawson addressed the question of how to regenerate communities. He is Chief Executive and Minister of Bromley by Bow Centre in East London which combines health facilities, the arts, environment, education, community care, a nursery, a church and enterprise initiatives in an integrated way. He believes passionately in people before structures - not top-down or bottom-up but inside out - doing, something now and showing that success breeds success. His Community Action Network is trying to connect people together - funding needs to follow people not committees or structures. He was very persuasive though some of the members of HARCA didn't seem to agree with him.

The discussions raised familiar issues: lines on plans identifying a neighbourhood was a dangerous approach; concern about losing open spaces for development; need to bring the workplace back into the community; how much was it a design matter and how much management? Charles Landry summed up by emphasising that there were different approaches to innovation and many types of people needed to contribute to joined-up thinking. He felt that there needed to be a shift from hardware to software solutions and above all 'passionate regeneration'. The event concluded with a street party in Chrisp Street Market and a spectacular lighting display of the area. #

John Billingham

## NEWS AND EVENTS

**UDG 2001 Student Exhibition**

The third biennial UDG urban design student exhibition opened at the Regent Street campus of the University of Westminster on 18 September. This latest show caused more of a stir than its predecessors but, unfortunately, not for the best of reasons. As part of the event, prizes are awarded by the Francis Tibbalds Trust. This year, the judges decided not to make any awards because they saw nothing on display to warrant them. Resulting disgruntlement was seized upon by the architectural and planning press, eager for hints of controversy to spice up their mundane headlines.

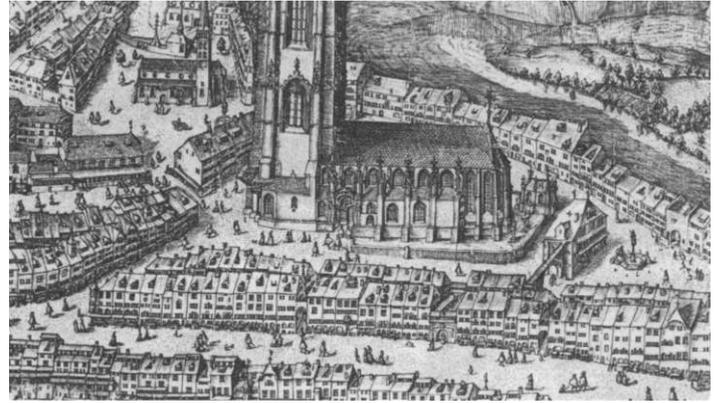
The fact is the exhibition was disappointing and appeared 'thinner' than its predecessors. One can mention the fine drawings of Anouk Vogel, a landscape architecture student from Manchester School of Architecture, or the careful 'pattern language' study of ecology and built form in Skane, Sweden, by Jeppe Appelin, a postgraduate urban design student from Newcastle University, but no work really shone out and there was little basis on which to challenge the judges' verdict.

Other courses represented were from the universities of East London, Central England, Heriot-Watt (Edinburgh College of Art), Leeds Metropolitan, Oxford Brookes, South Bank and Westminster. By the time I got around to a second look, the work of postgraduate students from the City Design and Social Science course at the LSE, commended by the judges, had been taken down leaving a sizeable hole in an already small showing. This was the first time the LSE had been represented and one can only presume that they dipped out to avoid loss of face. The danger is that LSE colleagues may have got a false sense of superiority certainly not warranted by their work on display - no order better than that of other schools represented. This departure also misses the point that the sharing of the projects, experiences and approaches of the different schools is at least as important to the profession as the competition between them that this exhibition seeks to promote.

Most of the work was rather mundane and lacked vision, but my particular concern focused on the lack of clarity in the presentation of the development of the basic concepts - a criticism that could be levied at too many of the projects on display. Does this indicate we are losing our way in teaching urban design? This would be alarming given the ever-growing clamour for more urban design skills in the world at large. The explanation is probably more prosaic - a lack of time on the part of the presenters. This exhibition gave every sign of being hurriedly assembled and without sufficient care given to the selection or presentation. There was insufficient work on display to demonstrate the particular approaches of the different schools; variety and vitality were lacking.

As with all things UDG, this was a do-it-yourself effort, and it was clear that members of academic staff to whose lot it fell to select and assemble individual presentations, were in no way able to put in the effort that had helped produce, in previous exhibitions, an overall impression that was greater than the sum of the parts. This should be a matter of some concern to the Urban Design Group. This is the only real showcase of the urban design schools' and individual student work and it is now going around the UK. It will be doing little to attract new students into the discipline. If it is to get back on line in the future, the exhibition must have a clear intent - around which it is designed and upon which all the institutions who have exhibited, past and present, can focus. If the institutions lack the resources to do the job properly, the UDG should be raising funds and creating the necessary infrastructure in support of their efforts. Planning the next exhibition should be starting now - at least getting the guidelines laid down, so the schools can plan accordingly. It has got to be worth it. #

*Tony Lloyd-Jones*



**Zahringer Towns and  
Strasbourg  
17 October The Gallery**

Alan Stones gave an excellent slide lecture based on his May study tour to the 12th century Zahringer towns, describing the centres of Berne, Freiburg-im-Breisgau and the integrated planning and public transport in Strasbourg. In Berne, described by Alan as "first amongst equals" the main street is punctuated by bold gate towers and lined with four storey buildings with overhanging eaves and continuous arcades at ground level. Flowers, flags and fountains enliven the scene; trams provide the transport. The view from the top of the cathedral tower shows the compact and cohesive nature of Berne's urban structure. Originally less dense than now, the Zahringer plots still exist. Freiburg in Switzerland, topographically the most dramatic of the towns visited, is sited on a steep river bend. The historic core, dominated by its striking cathedral is built high on a ridge overlooking the river, giving fantastic views over a steep valley with fine bridges. The old town is largely pedestrianised and has many arcades.

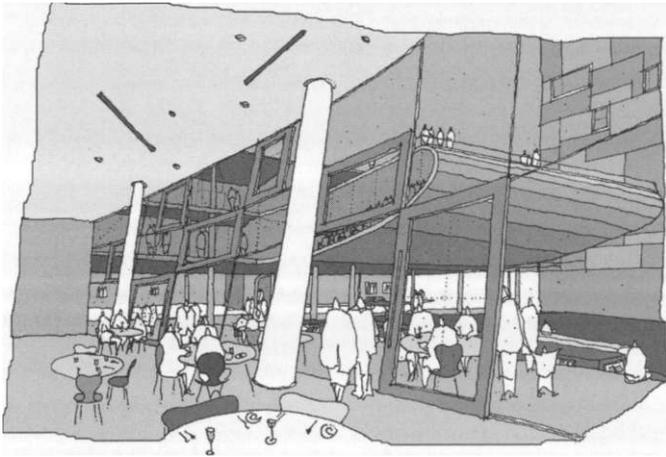
At Freiburg-im-Breisgau in spite of heavy bombing during WW2, the main plan form, the bold gate towers and the Cathedral close, all miraculously survived. Alan's slides showed how a tributary from the river Dreisam winds its way through the town almost creating a "Little Venice", and how successful planting and vines enliven the street scene. In general, planning has been more successful than the post-war architecture; and careful attention to urban design detail - tree planting, neat rivulets,

strategically placed paving and plaques - creates an intimate and welcoming city. The fact that the Green Party holds the balance of power in the city may explain Freiburg's enlightened planning policies.

Smaller Breisach-am-Rhein, another hill-top Zahringer planned town on the Franco-German border is very compact and has striking views overlooking the Black Forest and the Rhine. Rottweil and Villingen are two further towns, the former on the hillside rather than the top. Again it is very compact and has fine external views. Though not fully pedestrianised it is exceedingly well preserved with details such as painted spandrels on oriel windows. Over the border in Alsace, Neuf-Brisach is dominated by Vauban's centralised defensive plan; it has impressive classical gateways, a rather dull large parade ground and a charming little square by the town hall. In contrast Colmar having no specific plan form, is totally organic with a picturesque small centre and timber framed buildings revealing its historic Germanic origins.

Strasbourg is the home of the European Parliament and the Court of Human Rights. The latter building by Richard Rogers is dynamic but its intersecting three cylinders are controversial. The Parliament designed by Architecture Studio Europe, is massive and with its use of axes and enormous oval courtyard, very French. Much thought has been given to the planning and transportation of Strasbourg and its extensive and well designed tram work is most impressive. #

*Derek Abbott*



### Oxford, a European Capital of Culture?

#### Maison Francaise, Oxford October 2001

In the year 2008, a UK city will be named European Capital of Culture. The Capital of Culture programme follows the successful City of Culture programme that supported Glasgow's regeneration back in 1990. As the competition to win the 2008 title heats up, Joe Simpson, Oxford's Bid Co-ordinator, outlined the city's vision during an evening event organised by UDG South and Roger Evans Associates.

Oxford City Council is working with Oxfordshire County Council, the universities and Southern Arts in a bid to win the title. While the city's well-known buildings and museums will play a key role in the bid, Joe Simpson said Oxford is also a renowned place for creation, innovation and imagination. This culture is reflected in the fact that Oxford was home to such famous fantasy writers as Lewis Carroll and JRR Tolkien, and is today at the heart of a city region known for cutting edge scientific research and as a base for numerous Formula 1 racing teams.

With specific reference to urban design, Joe Simpson went on to say that the bid was an opportunity for the city to establish a vision for its future and in particular, a vision for its built environment. As a place for creativity and imagination, Oxford lacked 'shared space to think'. More investment must be made in the city's public realm for it

to fulfil its potential role as European Capital of Culture. The opportunity to radically improve the quality of Oxford's public realm was welcomed by all of those in attendance who agreed it does not currently match the quality of the city's magnificent buildings.

Another important aspect of the vision was to be the rediscovery of Oxford's waterways which the city has turned its back on for some time, in contrast to Venice, to which Joe Simpson compared Oxford. He described both cities as historically world renowned, built around waterways, restrictive of car use and centres of creative and high-tech city regions.

Despite a low turn out, those in attendance enjoyed a lively debate on Oxford's bid and the future direction of the city. A shortlist of UK cities vying for the title of European Capital of Culture will be announced in the autumn of 2002 and a winner declared in the spring of 2003. Even if judged on Joe Simpson's enthusiasm alone, Oxford is a bidding city to watch.

*Kenneth Brodie*

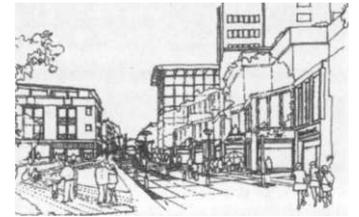
### Making Places Swindon 18 October

The CABE seminar held at Swindon in October was the first of a series to disseminate information about how urban design can be integrated into the planning and design process. Jon Rouse gave the first paper describing the principles outlined in 'By Design', and indicating ways in which these had been applied in particular situations. He ended by demonstrating ways in which urban design can be applied in the whole planning process from the development plan through frameworks, down to development control.

Matt Lally presented material on behalf of Llewelyn-Davies, authors of the Urban Design Compendium. After covering some of the same ground as Jon Rouse, he spent more time looking at the process defined in the Compendium. He strongly supported the use of 'Planning for Real' and emphasised the need for a proper budget for studies such as master plans. He felt that local plans still included too few visions and made comparisons with some planning work he had seen in Barcelona - if that really was comparable. He suggested that master plans should be adopted as Supplementary Planning Guidance; clearly there is a need to define what a master plan is, and the UDG is already preparing guidance.

On the following day a workshop was to be held looking at how the remaining open areas in Swindon's World Heritage site of the railway works should be developed. Robert Bruce, team leader at Swindon's Council gave a useful historical background to the railway workshops which are well worth a visit to see the retail outlet, the Steam museum and the English Heritage exhibitions.

The discussion brought out some interesting points particularly as the audience included councillors, consultants, planning staff and developers. Many were concerned about the eight-week period irrespective of whether an application was simple or complex (the government have subsequently agreed to allow more time for



major commercial and industrial applications - but not major residential). It had been hoped that the timescale would improve through pre-application discussions but these have always been possible if councils have enough staff.

Jon Rouse indicated that CABE wanted to do a qualitative audit of planning decisions to measure added value; they will be looking for volunteer authorities. Some felt the seminar was preaching to the converted; Rouse's response was to emphasise the need to influence future generations. On the question of the effect of land ownership problems on the quality of design and how the latter could be funded, Rouse referred to the new development companies and their brief; he also said that CABE was prepared to help organise urban design advice, some of which they could fund. When asked what local authorities could do to introduce an urban design approach he responded that by referring to the seven principles contained in the 'By Design' report, progress could be made. In addition he suggested the use of design panels and designating a design champion. Jon Rouse also commented that whereas the best value process had benefits, there were still too few people to take up posts. Fees needed to go up to enable an increase in staff and to pay it more. People could be used from other disciplines to make up the shortfall - shades of the 1960s?

CABE are to be congratulated for taking the urban design case out to a wider audience; this needs to be continued in similar and related activities. The UDG have an important role to play and the proposed UDAL Spring School should provide another way to extend the understanding and application of urban design. #

*John Billingham*

## NEWS AND EVENTS



### Urban Design and the Engineer

6 November 2001

When Mark Whitby the New President of the Institution of Civil Engineers, presented his long term visions and solutions to a packed hall at the ICE, he illustrated them with both engineering images like steam trains and nuclear power stations and with what makes the built environment enjoyable. His message was that on its own, technological innovation, generated by many illustrious members of the ICE, was not able to improve the state of the urban environment. The large-scale interventions of civil engineers had ultimately to improve the quality of everyday life. For him engineers were optimists, but their enthusiasm carries responsibilities. They have to be concerned with risks but expediency leads them to ignore their doubts. Therefore, engineers' specific perceptions of situations could benefit from multi-disciplinary cooperation to establish a better knowledge base. Proposing to better integrate the various strands of engineering, Whitby referred to multidisciplinary ventures such as the engineering club, Edge and the possibility of creating a sustainability alliance modelled on the successful UDAL. As its chairman, he found that UDAL's joined-up thinking across disciplines was producing better results, and was more sustainable and responsive to citizens.

Perhaps his ambitions had carried him away when he proposed to change the ICE presidency, devolve more initiatives to the regions, and use venues such as the Eden project or the Earth centre to debate the future of knowledge

generally, and the role of engineering in particular. Whitby recognises that engineering is not a sole device and should include design to produce technical as well as societal solutions. He wholeheartedly embraces information technology as an outreach tool to involve the broader public in the engineering debate. He is experimenting with engineering-timelines.com to mobilise sharing of expertise. This may bring a more integrated system of urban professions into being with shared courses and recognitions.

Engineering the built environment remains a technical matter, but it should also encompass fun and curiosity driven experimentation with a broad range of professional participants, as well as artists and citizens. Whitby believes that when 'evangelical bodies' are negotiating new relations between them by resorting to education, enterprise and empowerment they can bring a joined-up approach closer to reality. Quoting St Exupery who advises not to foresee the future but to enable it, his vision of future reality aims at sustainability while producing better urban design. #

*Judith Ryser*

### New Urbanism USA The Gallery, 28 November

Paul Murrain's talk was subtitled 'learn from the strength and the rigour'. The main message nevertheless was a more complex, and not necessarily a very optimistic one; at least in the USA, to achieve good design, you need a set of good lawyers, the rest is almost irrelevant. What we need to learn is that if we are not careful, the same could happen here.

Murrain's thinking is informed by his own experience of four years in the US and by the writing of James H. Kunstler, whose devastating assessment of the destruction of the North-American landscape is a must-read (*The Geography of Nowhere*, New York: Touchstone). Individualism, libertarianism, the pioneering spirit, all the elements based on the history of the country and established in the Constitution, form the Americans' character and explain their relationship to the

environment. Suburbia is the embodiment of this approach, it gives the illusion that the 'frontier' is still open and to be conquered. The rejection of big government is also a result of their history but it does not mean that there is no government. On the contrary, the consequence is a multiplicity of small governments which have strong powers in planning for their area.

For some Americans, the suburban dream is starting to fade and they are choosing small towns as their new habitat. This explains the increasing attraction of New Urbanism, the movement started by Peter Calthorpe and others in the 1980s, which aims at recreating the kind of environment which attracts people to traditional towns: streets with continuous building lines, mixed uses, etc. Achieving these is made extremely difficult because of the rigid zoning rules which only permit the suburban characteristics of cul-de-sacs, vast parking lots, single use areas. Murrain emphasises - as does Kunstler - that the assertion that suburbia is purely the result of the free market and the people's choice, is a fallacy. Numerous regulations, government funding programmes, court decisions,

engineering standards, made it impossible to build anything else and continue to make it difficult. More recently the environmentalist movement has also placed obstacles on the way.

New urbanists have been criticised for the historicist and pastiche character of their schemes. Murrain argued that their approach did not dictate any style and allowed for modern designs to be built. Disney's Celebration was given as one of the successful examples, partly made possible by the power of Disney corporation. But he also showed examples that took some of the new urbanists' ideas but corrupted them by their location, single use or dependence on the car. The neighbourhood unit diagram based on Clarence Stein's 1920s model, is seen as another barrier to true urbanism.

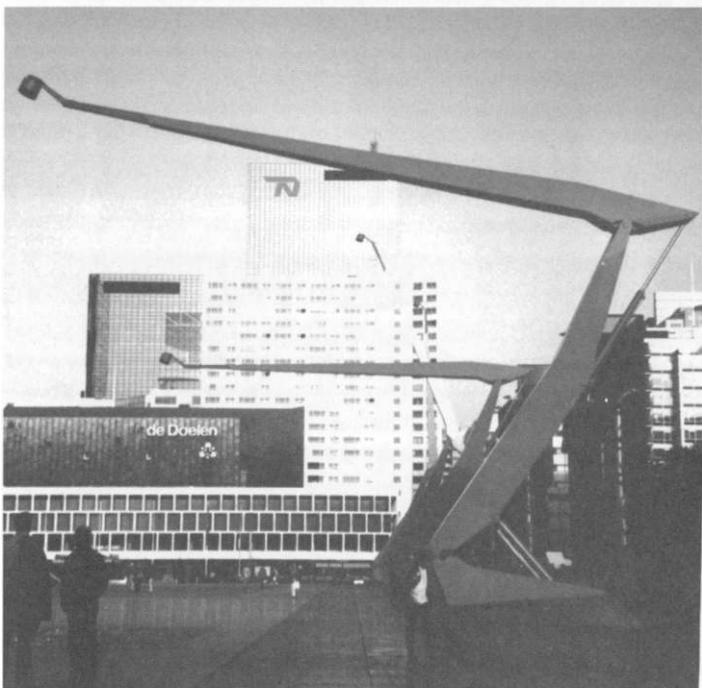
A lengthy question and answer session followed during which Murrain expanded on some of the issues, emphasising that new urbanists' schemes were very successful commercially but had to go through incredibly lengthy and tortuous legal hoops to get there. #

*Sebastian Loew*

### European Prize for Urban Public Space

Following a long period of neglect, the early eighties marked the beginning of the slow but decided task of recovering public spaces as meeting places for people. Many cities in Europe have made great efforts in this direction together with a commitment to alleviate social inequality, achieve urban regeneration and ensure sustainability. The aim is to regain the capacity of these spaces to house activity, diversity, relationship, exchange, sociability, culture, creation, etc. The numerous successful projects have not been analysed in enough depth and need celebrating.

The Architektur Zentrum Wien, the Centre de Cultura Contemporània de Barcelona, the Institut François d'Architecture, the Netherlands Architecture Institut and The Architecture Foundation are calling for entries for the second European Prize for Urban Public Space to be awarded in June 2002. Prizes will be awarded to those interventions completed in European Cities in 2000 and 2001 which improve and create open public space. All possible scales and varieties will be included from streets to parks, through spaces on housing developments and harbour fronts. The spaces must belong to the public or be freely accessible. The municipal or local institution which decided on or commissioned the intervention, and the designer of the project are eligible to enter. In Britain, information is available from The Architecture Foundation, The Economist Building, 30 Bury Street, London SW1Y 6AU, Email: mail@architecturefoundation.org.uk



Top: Rotterdam: the Erasmus Bridge and the Kop van Zuid with Renzo Piano's Telecom Building

Middle: The Schouwburgplein in the centre of Rotterdam with mobile street lighting

Above: The Luxor Cinema by Bolles-Wilson in the Kop van Zuid, Rotterdam

### UDG Tour of the Netherlands 12-15 October 2001

Standing in a 'coffee shop' musing about the success of the UDG trip to Holland, it was agreed that it was a very laid back affair. UDG members have great initiative and all had come to Amsterdam to see different aspects of Holland's urban environment. Some were here to see examples of new housing; some to see woonerfs (home-zones); some urban renewal schemes. All had the opportunity to indulge - good architecture, good food, good company.

The introductory session was given by Mr Van der Made from Amsterdam's Planning Department. He set out the background to Vinex, the Dutch version of urban renaissance and new town expansion. Government control over land and much of the housing process had resulted in an imbalanced form of housing.

1970s urban renewal had left many cities with a surfeit of public sector rented accommodation, and little private sector development. This has now changed and the private sector is responsible for delivering much of the country's housing. However, it is not the free-for-all as in the UK, but a close partnership with the public authorities who, as landowners are able to set out terms for development. Such terms include masterplanning, design guidelines and hard bargaining over financial issues.

The impact of this relationship can be seen in developments like those in East Amsterdam, on Borneo and Java islands. If anyone wondered what happened to Georgian or Victorian terraces, they are alive and well, and being re-interpreted in contemporary terms in Amsterdam's docklands. New projects are commencing at I-burg where development islands are being created through government funding for new housing.

The visit of Amsterdam was not all focused on the new. A brief tour around de Klerk and Kramer's a social housing scheme De Dageraad (1923), turned into an intimate visit to a resident's flat to see the internal layout and the

communal gardens. This in turn led to a dash to the 23rd floor of a neighbouring hotel for a sundowner accompanying magnificent views over Amsterdam at dusk. This is what urban design should be about.

On to Rotterdam and the battle of architectural egos. After the devastation of the Second World War the city has taken on a new identity exemplified by the new symbol of success, the Erasmus bridge, and the central square, the Schouwburgplein with its mobile anglepoise lamp posts. These schemes are part of the overall vision for the city to re-introduce its pre-war north/south route and to link it up with its existing east/west growth corridor. It is all supposed to join together at the station, now the subject of a Will Alsop masterplan. On the river skyline we now see Foster's brooding Port Authority building sitting like a command tower on an aircraft carrier. More fun is Renzo Piano's Telecom building with flashing lights. The new Luxor theatre adds to the architectural melange of the Kop van Zuid neighbourhood. The nearby Visitor Centre sets out the urban design history of the area. The juxtaposition of carefully controlled housing and flamboyant - some would say inappropriate - commercial architecture shows the power of divas and the difficulty of getting a coherent response from them. It is called 'architectural dialogue'. Back in the centre, the Cube dwellings are a further example of fanciful design.

Almere, Holland's Milton Keynes, proved disappointing for some, though for others the hiring of bicycles made the visit worthwhile. New housing, sustainable drainage, and more community oriented layouts give Dutch housing greater relevance to our urban renaissance than the seductive flamenco sounds of Barcelona. Utrecht's historic centre with the new city hall by Miralles; the woonerfs and some amazing new buildings (more diva architecture) on the University campus, was a worthy culmination to a packed itinerary. What a cool trip! #

Jon Rowland

INTERNATIONAL: JACK WARSHAW

# September 11(1) The Seven Myths of Skyscrapers

Jack Warshaw reflects on the consequences of the events that affected his native city

I was born and grew up in New York. My father owned a small fashion business with offices on Manhattan's West 34th Street. When I was six or seven he took me 'downtown' up to the top of the Empire State Building, then the world's tallest at 102 storeys. I could look across and see the Chrysler Building, Radio City, the Woolworth Building and many other pinnacled and craggy skyscrapers, spread out like a great model before me. I saw the city as an adventure playground. It belonged to me. I had no fear of it. I didn't know then that people died building the Empire State, or that a small plane had crashed into it some years before. Was this the pre-awakening of my life in architecture?

Thirty or so years later I was to take my seven year old daughter whizzing up in its high speed elevators to the open rooftop of that same building, reliving my boyhood as she gazed upon that same scene - except that it was not the same, dominated as it now was by many long, box-like forms, the tallest of which was the World Trade Center. No longer a city of shining spires, but of banal, formulaic extrusions and ziggurats which might have risen in any US city. New Yorkers themselves mocked the WTC as the boxes that the Empire State and Chrysler buildings came in. They were alien to Manhattan's historic character, the iconic ensemble largely created in the early 20th century.

All that changed on September 11th 2001. The largest civilian mass tomb ever fashioned in Terrorist Hell, inscribed in every New Yorker's memory forever more, takes on a ghostly cultural significance out of all proportion to its previously questioned architectural distinction. US planning and urban design forums, especially those on-line are suddenly filled with searing polemics as intellectuals position themselves in relation to every conceivable variant of pro- and anti-skyscraper posture and what to do with the site of the still smoking, stinking tomb. Radical planners see skyscrapers as corporate ego trips and architects who build them as arrogant and unprincipled; architects retort that they simply meet demand and comply with planning controls.

Back in the UK, a growing list of skyscraper proposals, all "iconic", all by distinguished architects, are debated in the cool newurbanspeak of regeneration, density, skyline, capacity, sustainability, infrastructure, critical mass, U-Name-it. Has anything changed this side of the Pond? A people who survived the terror-Blitz may feel entitled to treat every incident since, as a pinprick. Carry on. As you were.

But British cities have been changed out of all recognition, as everyone knows, not by the Blitz so much as by post-war planning, which spawned our own early skyscrapers, the urban myths with which they are now associated, and the many diversions from genuine issues about what makes a Good City. Why is it that even in the face of terrible and terrifying disaster these myths are still being propagated?

## Myth No 1 - higher densities require skyscraper buildings

Density is measured in rooms per hectare or plot ratio, guidelines for which are contained in development plans. These have to relate to urban capacity, which in turn is related to the values or costs placed on such elements as open space, historic architecture, underground services, modes of transport, air quality, water supply and, not least, quality of life.



View of Battery Park and the New York silhouette

European capital cities such as Paris, Prague, Amsterdam, Lisbon, Rome, St Petersburg, Copenhagen and many smaller ones achieve higher densities than most British and American cities by means other than skyscrapers. The American equation of high density as a product of skyscrapers is an illusion. In reality, average densities of most American cities are low, taking account of the sprawling suburbs where most Americans live. Even in their city centres, the skyscrapers, set alongside vast acres allocated to wide roads and car parks, combine to yield moderate densities. Outside Manhattan, where most New Yorkers live, there are virtually no skyscrapers. Manhattan dwellers themselves tend towards ultra-rich and poor polarities. Vital debate about urban quality, sustainability and security is in danger of being hijacked by forces whose vested interests coincide with proliferating this most capitalist building type.

## Myth No 2 - modern cities cannot do without skyscrapers

Forcing skyscrapers into the 'modern' (in reality ancient) cities we consider most civilised, would destroy them. Huge buildings

require superblocks to sit on, destroying historic, human scaled street patterns, as the WTC did in Lower Manhattan. This would have befallen Paris had it not been for the wise decision to preserve its urban structure, despite much new building, and foist the skyscraper cluster on La Defense. Perhaps Abercrombie's Greater London Plan of 1944 marking Croydon for such a role in London should have been pursued more vigorously.

## Myth No 3 - technology can fix it

Technology - the invention of the lift, made skyscrapers possible, but new imperatives of safety and security seem to require different, as yet unknown solutions. Sir Peter Hall (Regeneration 21 Sept) is right to warn of the need to start 'thinking the unthinkable' about how we plan, build and live. Any structural engineer could (or should) have known for example that progressive collapse of the Twin Towers was inevitable once the structure of even a single intermediate floor was sufficiently weakened. Washington DC, a planned modern, high density city, has no skyscrapers.



The Swiss Re Building is more of a rocket than a cucumber

**Myth No 4 - Skyscrapers are OK in the right place if they are attractive**

This universal mantra of all on-message promoters is something even English Heritage finds difficult to counter. In reality, we are already seeing the creation of a huge industry dedicated to proving that almost anywhere marked for 'regeneration' is the right place for a new skyscraper.

Which of the hundreds of 60s and 70s London skyscrapers are now judged to be both in the right place and attractive, let alone 'iconic?' All were at the time. Most now look hideously dated, unsustainable, sick and detached from the street matrix. Looking at the Swiss Re building, does it not more aptly resemble the shape of a bomb, bullet or Nazi V2 rocket minus fins than a gherkin? Is that the right iconic image?

**Myth No 5 - allowing enemies to influence our cities is defeatist**

An almost laughable knee-jerk, head-in-the-sand reaction, if it

weren't so dangerous. The very location and subsequent form of practically every city since time began has been strongly influenced, if not totally defined by security alongside food and water supply. Think of York, Chichester, Canterbury, Edinburgh, Plymouth. In times of war or threat of war, defence and minimising casualties become a nation's first priorities. If our profession fails to deliver all possible steps to protect people against fanatics, we will share the blame for the body count. Building form matters. CDM regulations are impotent in this area. The attack on the Pentagon damaged but did not destroy it. If we need to rethink city planning, along with some building types, with greater security in mind, let's not waste time.

**Myth No 6 - Regeneration means bigger buildings**

Previous efforts at postwar regeneration produced many of the large-scale mistakes we now revile or are seeking to rectify or redevelop. Some made the error of replacing solid, street oriented urban buildings with compounds

and culs-de-sac that turned their back on the city, fragmenting it, making it less permeable, more dangerous. Others replaced traditional street buildings of human scale with internalised megaliths. Where this happened still bigger buildings are not necessarily the right answer. Simply because Elephant and Castle was grotesquely exploited in the 50s and 60s does not automatically mean that regeneration, including reintegration with its surroundings, will be achieved by building many times more floorspace.

**Myth No 7 - Only a limited number will be allowed**

Ken Livingstone's recent pronouncement cannot be serious. When did any aspect of a city become finite? Can there be any greater self-delusion than to declare that only 15 or 20 skyscrapers will be allowed in London, then no more? The reality, if history is any guide, is that the pressure for more will be irresistible. Is this the new Democracy, or the new Fascism? No Mayor or Mayoral policy, however well intentioned, can last indefinitely.

I am not the first to suggest that, whether in the context of security or simply meeting the needs of cities, ancient or modern, the question of whether to build more or bigger skyscrapers should not be reduced to political gestures, 'iconic' appeal or floorspace, but enlarged to retaining or regaining functionality, distinctiveness, sustainability and above all, warmth and beauty at human scale. If we lose sight of those values, the enemy will have won. #

*Jack Warshaw*

INTERNATIONAL: RUTH DURACK

# September 11 (2) Making Use of Terror

Ruth Durack, AICP

Since the terrorist attacks of September 11, we have been treated to daily doses of insightful and inspiring commentary on how the American psyche has been forever changed by what happened that tragic day. There have been countless speeches, articles and panel discussions analysing what it means for cities, the economy, the military, the environment, education, the arts, architecture, sports, the church. Every corner of our lives, it seems, is being turned out, evaluated and dusted off, in a kind of massive, national spring cleaning which is, in itself, both poignant and courageous. But for all this self-analysis and introspection, very little appears to have changed in the conduct of daily life. Except the length of time it takes to get through airport security, life goes on with remarkable resilience. For most Americans, the swift return to familiar routines was a comforting sign of stability in a time of confusion and fear.

Nevertheless, September 11 triggered a continental shift which continues in precarious motion, like a sudden earthquake that causes tectonic plates to pitch and heave, then leaves them grinding slowly through time as they settle into a new topography. The new national landscape that will emerge from all this may not be visible for many years to come, but while the plates are still shifting, there is at least the potential to influence its form. This is perhaps the only positive outcome of the terrible events of September and we owe it to ourselves, if not the memory of the thousands who died, to exploit any possibilities that such a tragedy might have uncovered. For urban design, the aftermath is providing some unexpected opportunities to revive interest in the city and to advance elements of an urban agenda that have previously been resisted or ignored, so long as we can get past a little squeamishness over the idea of capitalising on a catastrophe.

Cities, obviously, have been a central topic in the ferment of analysis and reflection that has followed our sudden exposure to terror. This alone is an important reason for optimism. With a spotlight at last shining on the city and frequently heated debates about the pros and cons of urban life, urban design has achieved a new level of popular consideration and is being talked about in significantly broader circles. This is beginning to generate the kind of informed and serious engagement that has been typically absent from discussion of development issues. For many, however, the fate of the World Trade Center has simply confirmed the traditional assumption that cities are inherently dangerous and threatening places. And like the reaction to the threat of nuclear attack in the 1950s when massive federal spending was directed to developing the interstate highway system on the grounds of national defence, there has been an inevitable renewal of support for reducing urban densities and dispersing the population more evenly across the country. Urban advocates have been struggling to overturn this attitude for decades, with embarrassingly little success, but recent events have offered a new argument against urban sprawl that is proving surprisingly effective. It comes, ironically, from the terrorist event itself which is readily accepted as evidence of the perils of dependence on Middle Eastern oil. That the public is more willing to acknowledge this now may well be a function of racial distrust, rather than concerns about economic dependence on foreign interests or the environmental impacts of burning fossil fuels. But whatever its motivation, a pro-urban argument has finally developed that seems to be gaining ground, or at least holding its own against the anti-urban sentiment that has dominated American thinking for so long.



The view that no longer exists from the top of the WTC

Heightened anxieties about our dependence on foreign oil has also energised the public transit debate. The time it took to get survivors away from Ground Zero on September 11 and the plight of auto-dependant commuters who were stranded in Manhattan for days after, was a sobering indication of the woeful state of our transit infrastructure, even in New York which has the most developed system in the country. At the same time, nothing could have focused more attention on the value of regional rail than an airport shutdown and continuing apprehension about the safety of air travel. For rail advocates, the timing of a fresh justification is impeccable, surrounding recent announcements of devastating financial losses by Amtrak, America's only inter-city passenger rail service, and plans to eliminate more routes in an already depleted network. No matter how tenuous the links between terrorism and the economics of rail service, the point is that public transit now has a new platform from which the arguments for a reduction in dependence on the private automobile are falling on dramatically more receptive ears.

Similarly, the vulnerability of the World Trade Center and the

number of lives that were lost in its collapse is routinely interpreted as proof that density and tall buildings are a prescription for disaster. The fact that the Pentagon is only a five-story building surrounded by a wide swath of open space is seldom mentioned in this context; nor usually is it pointed out that 40,000 people die each year in the United States in car accidents, most of them on suburban roads and freeways. While there is no logic to the argument that the threat of terrorism spells the end of the skyscraper, or that it is a matter of national defence or public safety to limit high-rise development, they offer an expediency which is worth exploiting. There are plenty of other reasons to reject massive monuments like the twin towers in the construction of urban places, but none of these has been as effective in persuading a sceptical public as the breathtaking scenes of destruction that were televised around the world on September 11. The fact that the number of people killed was less than 1.5 percent of the number who die every year from tobacco use, yet our government allows tobacco to remain a legal substance, is just one of those pesky little statistics that can be swept under the rug until the anti-high-rise lobby has secured its objectives.

VIEWPOINT: JESS BRYNE-DANIEL

# People and Spaces

But of all the arguments for urbanism that can be constructed out of the terrorist attacks, perhaps the most compelling is the astonishing spirit of cooperation and solidarity that has attended everything to do with the September events. That such a spirit should find its clearest expression in New York, the city famous for its bad manners and cavalier lack of civility, is all the more *a propos*. The big, brash city that never sleeps, showed a strength of community that contradicted all our notions of big city indifference and offered many important examples of the role public spaces play in reinforcing and sustaining a community through times of crisis. It is also instructive that the Pentagon, a much more significant target than the World Trade Center in terms of a foreign attack on the United States, has commanded so little media attention which, I suspect, is because it is an impersonal object in a field that holds none of the stirring associations or shared experiences of an active, messy urban place. Even people who have never been to New York can identify with the horror and loss of witnessing a familiar place destroyed, or waking up one morning to a completely altered skyline. If nothing else, the terrorist attacks have underlined the power of places in our lives, and the sense of security that derives from being part of a community that will rally around their protection. The city has always been the custodian of these qualities; perhaps the real tragedy of September 11 is that it takes terror to make us realise it. #

Ruth Durack

The Churchill travel award gave me the opportunity to investigate the importance of open spaces within the urban fabric and ways in which art, the historic relevance of a site and the aspirations of the local community can be meaningfully woven into these spaces.

From the moment we are born we slowly become aware of our surroundings. A gradually expanding world shapes our perceptions and outlook, culminating in a unique view of the world, influenced by the landscape and culture of the society we inhabit. "We are a landscape of all we have seen" (Isamu Noguchi, sculptor and designer of gardens). Cultural differences are often highlighted in the way we relate to and use the land. For example: Western cultures regard public parks as commonplace, almost a right; whereas this provision has only recently been considered in Japan and in many cases failed as the Japanese society does not know what to do in such spaces, alien to their historic evolution.

All cultures do however share at least two similarities: the need to gather and the need to interact. The way this is achieved within the urban fabric varies subtly from culture to culture but inevitably involves the use of public spaces. "The measure of any great civilisation is in its cities and a measure of a city's greatness is to be found in the quality of its public spaces, parks and squares" (John Ruskin).

## Where is the public space within our cities?

Essentially four types of public space have evolved and persist in most urban cultures: streets; squares; surviving historic landscapes, such as royal and municipal parks; and modern interventions such as developer led enterprises, or the often more anarchic community driven projects such as the Green Thumb community gardens project in New York.

It is often said that the expression of a culture is found in its writing, art and architecture. Surprisingly, there was no word for 'art' in the seventeenth century English language that carried exactly the burden of meaning now attributed to the word. It has been argued the term 'art' actually has no place in traditional or vernacular cultures as creative artisans worked as productive, respected but unpretentious members of the community. Art was elevated from the 'ability' of the general public by individuals such as Leonardo and Michelangelo in the fifteenth century when they disassociated themselves from 'mere' craftsmen. This detachment of self expression was increased by the mass production associated with the industrial revolution and is only partially compensated by opportunities offered by consumer affluence and 'entertainment'. This detachment of 'art' from the community has had two effects. Firstly individuals become deprived of a creative outlet and secondly their connection with aesthetic values becomes severed. Has this detachment resulted in the acceptance of bland, mass-produced areas of

urban development, occupied by a confused and dissatisfied population who are cut off from opportunities to exercise their natural creativity and need to express their identity?

Open space, in contrast to buildings, is used by everyone and is generally financed with tax payers' money. It therefore has an exclusive ability to engage the attention of people at large. This association provides an opportunity for individuals to become engaged with their urban environment and may be achieved through the provision of artefacts in their pure 'art' form, or more rewardingly, ensuring the process engages the host community and saturates the whole process of design, implementation and management of the spaces.

## Why do we need public open space in our cities?

From our agrarian roots we have developed into building-based societies. Viewed at its worst, the explosion of the computer and TV obsessed lifestyles means individuals do not use or value their local outdoor facilities. Meeting other people usually involves going to buildings - pubs, clubs etc.; keeping fit is usually undertaken in buildings - monitored by computer chips, and the 'real' countryside is within easy reach. Even if the journey to the park were made, it would seldom be rewarded by an attractive environment conducive to satisfying personal aspirations. So why does modern society still yearn for the idea of open space within their urban areas?

Sporadic primeval herding instincts may provide a clue: they draw people from their buildings to the parks, to absorb the sun, like some form of forgotten link to ancient sun worship, or to gather in communal

## VIEWPOINT: JESS BRYNE-DANIEL

celebration of something perceived as important, such as concerts, marathons or royal processions. Is this a subconscious display of the continued need for connection with the land, its natural energies and the delight that comes from sharing experiences with complete strangers? There also seems to be a need for individuals to express themselves, to be noticed and to interact with their fellow human beings. Referring to the work of graffiti artists in New York, Richard Sennett commented that "in a city that belongs to no one, people are constantly seeking to leave a trace of themselves, a record of their story"<sup>1</sup>. The city's public spaces host these gatherings and provide the opportunity for self-expression.

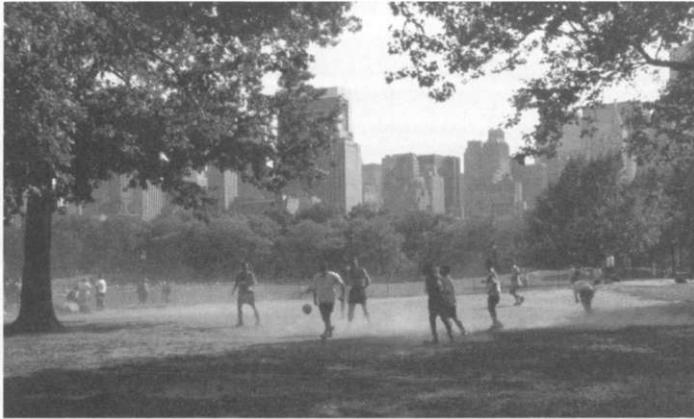
Cities are forced to change and adapt to reflect the demands and requirements of their time. Public spaces could accommodate these continually evolving demands, but more commonly reflect the local authorities' laissez faire attitude to the changing needs of the community, which together with poor maintenance, compound the current inadequacy of many urban spaces. This inevitably leads to lack of respect by the community and a downward spiral in its use. This fait accompli is not however tolerated by a significant minority of the users. Indeed some care so passionately about their facilities they have formed effective groups that demand attention and action. Local authorities and governments are beginning to take notice of this groundswell of opinion. In November 1999 the House of Commons Select Committee on Environment, Transport and the Regions issued its report into Public Parks. It stated "We believe that parks are key features in the renaissance of our urban areas. They have been instrumental in the regeneration of New York, Barcelona and Paris. They need to be recognised and resourced by

central and local government."<sup>2</sup> These are worthy words indeed, but is it realistic to place the resolution of all urban societies' ills on the future viability of its public open spaces?

#### Qualities of a successful public open space

Why are some spaces more successful than others - good design, position in and connectivity to the overall urban framework, fashionable, well maintained - or a combination of all of these? In October 1998, the Urban Design Group published its criteria to define a good urban space (UDQ 68). It suggested that a place should be identifiable, memorable, enjoyable and accessible. This provides a useful starting point in the evaluation of urban spaces. However, questions of historical context, such as future evolution and the community's belief in and commitment to the space, should also be addressed to ensure cultural relevance and long term viability. The observer's grasp and enjoyment of the surrounding world depend on two complementary principles of perception: a need for stimulation and familiarity. Twenty four hour and all weather serviceability are increasingly demanded from most public urban spaces. These factors must be addressed throughout the design and ongoing management of the space. An urban space designed without this understanding runs the risk of being reduced to a collection of products and will have difficulty establishing itself as a plausible space. Such environments are often the result of fashions in cultures, for example, the desire for western design in Japan which has led to a number of unsuccessful schemes that have not addressed the Japanese lifestyle or the weather conditions of





Opposite page

Top: Kyoto station roof garden. A place to gather and talk on the 14th floor

Centre and bottom: Kyoto Royal palace gardens. Images taken within two days of each other demonstrating the robustness of this historic garden

This page

Top: Central Park - New York. Historic landscape adapting well to the needs of its current users

Above: Community Garden - Central Park. Community driven projects demonstrate the need and value of green space (however small) within the urban environment

the country. Similarly we also find poorly understood pastiches of Japanese landscape design in Europe and America. The true quality of an urban space can be seen on cold, wet, grey days. It is at this time the understanding of the site, its users' requirements and materials are seen in their most critical light.

The design of a city must be regarded as a continually evolving process. After all, cities do not develop overnight, or stop developing when they reach some predetermined point. Successful urban spaces demonstrate a timelessness of spatial design, achieving long term flexibility and versatility, whilst still affording the opportunity for striking contemporary elements in the detail. 'Retrofit' cosmetic treatments will always fail, as will schemes that fail to address the economic and social needs of the community. Spaces are animated by the people who use them, therefore a programme of events is important to ensure the sustainable relevance of a space to the community it serves.

### What future?

The progressive automation brought about by the Industrial Revolution has increased the amount of free time. What will people do with this time? Without a stimulating environment and a desire to interact with it, boredom may set in, sated only with mindless, passive but materialistically orientated entertainment; or a more active, but no less mindless, vandalism. Society is becoming increasingly aware of its environment; our perceptions of it are changing rapidly, especially as we face the reality of the tumour-like growth of urban areas. Heightened awareness of national and global

environmental issues places pressure on urban landscapes to satisfy the diverse range of aspirations set by the communities they serve. We cannot afford urban spaces to be nostalgic for either past vistas or societies. They must reflect cultural relevant references. This may possibly be achieved by weaving the common threads of the ancient cultures into contemporary designs to create places of substance and meaning. Any public open space that catches the attention, imagination and respect of its local community deserves to be cherished. It enables freedom from the often harsh urban environment, providing essential links with the natural world and, through public participation in its design and ongoing evolution, allows a medium for creative community and personal expression. To achieve this, all those connected with creation and/or evolution of such spaces need to work together to ensure these areas be allowed to evolve to meet the needs of its current users, without compromising their value for future generations. "Just as an individual person dreams fantastic happenings to release the inner forces which cannot be encompassed by ordinary events, so too a city needs its dreams."<sup>3</sup> #

Tom Lonsdale

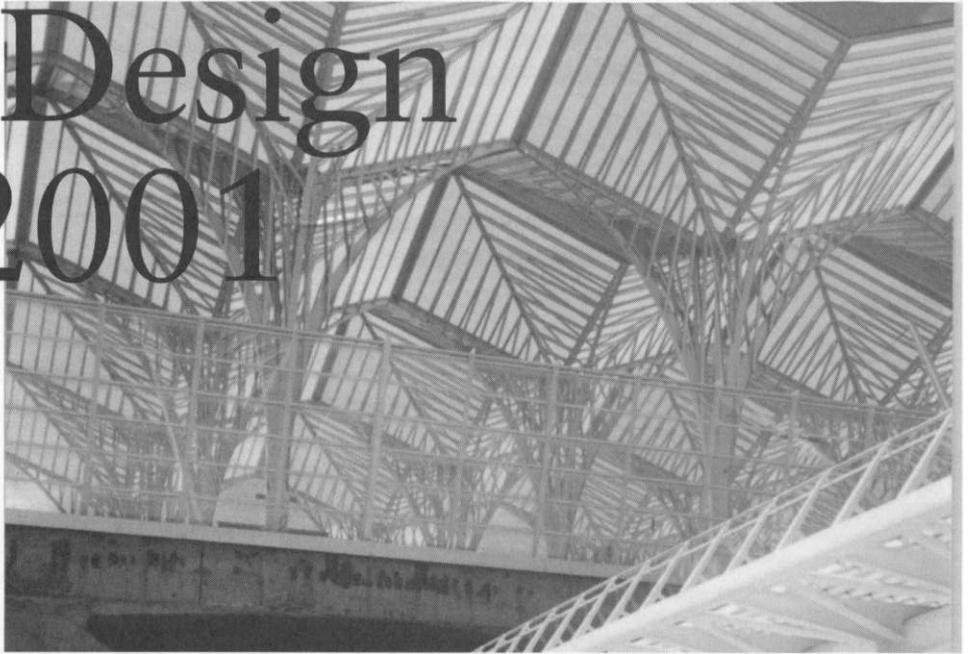
Rennet, R: The Conscience of the Eye

<sup>2</sup>House of Commons Select Committee on Environment, Transport and the Regions: Public Parks Report

<sup>3</sup>Alexander C: A Timeless Way of Building, OUP 1979

## TOPIC

# Urban Design Week 2001



Urban Visions was the theme of the fourth Urban Design Week, organised as before by the Urban Design Alliance. This has now become an established and important event in the professional calendar. As in previous years, activities were organised up and down the country - exhibitions, lectures, seminars, walkabouts and workshops, some of which are reported in the earlier pages of this issue. A National Placecheck Day was a new initiative and it was programmed to coincide with European Car Freed Day.

The annual UDAL conference held in Birmingham and the annual lecture were the main events of the week and they both acquired special significance. This year's chairman of UDAL was Mark Whitby, now also president of the Institution of Civil Engineers, and a man with a mission. More engineers were present at this conference than in previous ones and helped draw the attention of the other built environment professions to the pivotal role that engineering has always had in the design of cities. That this role has not always been understood or used to the best effect, and that engineers have to be involved more positively in urban design, were themes repeatedly debated at the conference. This is reflected in the papers published in this issue, several of which deal with the street.

Delivery was the other theme of the conference; Lord Falconer emphasised the importance of showing results on the ground and turning the Vision into reality, a subject that was taken up by several speakers and in the discussions. The Minister also used this occasion to launch a new government initiative, indicating the importance given to the role of UDAL.

The Annual Lecture on the subject of the effects of new technologies on urban design, was particularly poignant: William Mitchell who should have delivered it in person at the ICE, could not fly from the US, following the outrage of 11th September. He instead delivered it live but by tele-conference, thus exemplifying the subject of his talk, and emphasising again the importance of engineering for the future of cities.

The strength of UDAL comes from its multi-disciplinary character; the commitment of its various constituents is increasingly bearing fruit. This year's Urban Design week was particularly encouraging.

Sebastian Loew

# Lord Falconer's vision

The Minister for Housing, Planning and Regeneration gave the keynote speech. This is an edited version of it.

I'm sure you know more than anyone that the quality of your environment can have a huge impact on the quality of your life. We know all too well estates and public places designed without regard for the people who use them. How often in the last three months have I visited places that have ended up designing in crime rather than designing it out? Good design in places such as Brindley Place or Caspar development show the importance of design enhancing the quality of people's lives and taking account of their needs.

## Addressing the issues

It is not just the initial design; very often poor management - especially of public spaces - badly lets communities down. The things that people want for their neighbourhoods are a green space where children play without parents worrying about crime or abandoned syringes, buildings not casually defiled with graffiti, streets not filthy with litter, dustbins collected, noise ceasing when the community sleeps, anti-social behaviour controlled. If these issues are not addressed properly, improving local economies, skills, education and health are unlikely to prove sustainable. Maintaining and creating high quality public space has too often been pushed down the agenda, squeezed by other priorities and its importance consistently underestimated.

We are determined to pull it up the agenda. Following the Prime Minister's speech in April, we embarked on a fundamental review of how public spaces are managed. This crosscutting review involves many different departments and has the full commitment of the Prime Minister and the Chancellor. The objective is clear - to deliver a better quality of neighbourhood and urban life. We are not just turning to the professionals for inspiration. We are actively seeking the views of people who have to live every day with these problems.

## Success stories

We also need to learn from success stories. Town centre and neighbourhood management schemes have made a huge contribution to quality of life and prosperity in many towns and cities. In Barton Hill, Bristol, one of our New Deal for Communities areas, there are now just seven workers doing the jobs previously done by 80. Importantly, no-one has lost their job. All have been relocated. The new team collects the rubbish, makes special collections and carries out other tasks. The community is reassured by regular contact with the same team. The team takes a holistic approach and can target the needs of Barton Hill. Research shows standards are now higher and complaints fewer. The scheme is now being rolled out to other parts of the city. If it can be done in Barton Hill, it can be done elsewhere, using existing resources more effectively and ensuring responsibility for the public space is not fragmented. I will be presenting a review report to the Treasury by the end of the year, in time to feed its findings into next year's Spending Review. The outcome will be announced next summer.

## Delivery

Nearly 12 months ago we published our vision in the Urban White Paper. It is a vision of towns, cities and suburbs offering a high quality of life and opportunity for all, not just a few who live in the better parts of town. In Croydon in April the Prime Minister confirmed our commitment when he



talked of building environments where we foster a sense of local community and mutual responsibility. Now we want to move the debate on.

I want all of us involved in urban regeneration to focus on delivery - on the actions, not the words. That's why I'm delighted to announce today that we will work with selected towns and cities to support delivery of their urban visions<sup>1</sup>. This will culminate in an Urban Summit in autumn 2002. These towns and cities provide a good geographical spread across England and a good mix from industrial, to service, to port, to seaside, to coalfield. We will work closely with them to look at their visions, their priorities, their means of delivery and their measures for assessing progress. We will spotlight and disseminate best practice, and encourage open and honest debate.

## Feedback

As importantly, we will listen to what they tell us about Government policies and initiatives - whether they help or hinder progress. This will inform future policy development. By choosing 24 we are not excluding other towns and cities. But this initiative gives us the opportunity to see how the many urban renewal initiatives work together. We must achieve similarly high standards of renewal and renaissance everywhere. At the moment successful delivery is patchy.

We need the confidence to question and to see what worked best on the ground. How many of you have revisited schemes to see if they are actually working? To see if people who live there feel your design has enhanced their quality of life? And we need the skills to be able turn aspirations into reality. The current lack of urban design skills is one of the main barriers to progress. The Urban Design Skills Working Group has recently completed its research. Its action plan should be a catalyst for action.

## TOPIC

# City Past and Future

MIT Professor William Mitchell gave the Annual UDAL Lecture

Last week I launched a guide called "Better Places to Live" published jointly with the Commission for Architecture and the Built Environment. This is meant to be a challenge to all those involved in the planning and development of new homes to think imaginatively about design and layout. At its heart is the idea that places should be designed for people. That is why the involvement of the community is so vital and why UDAL's Placecheck scheme and Local Strategic Partnerships are so important.

I expect the Government to be challenged too, just as we challenge the professionals. It must be right that the people who have to live with the effects of our policies and our ideas have a real say and influence. There are lots of locally developed initiatives like Home Zones, CCTV schemes, Beacon Councils, Neighbourhood Wardens, and the £2 billion New Deal for Communities programme. These are already delivering real benefits for neighbourhoods. Many people are developing a greater sense of pride in the places where they live and work. Our host city, Birmingham, provides many good examples - Brindley Place and the Jewellery Quarter Urban Village. Other towns and cities have equally good examples.

This is an area where results depend on shared commitment, and a belief that things can change. Our towns and cities do not have to depress, they can uplift those who live there. All over the country there are people whose drive has proved that. Now we must learn the lessons, and deliver results. We cannot do this alone. We need the energy, the enthusiasm and the commitment of all partners if we are to fulfil the potential of all communities and to make all parts of this country not just fit to live - but fit to thrive. #

<sup>1</sup> Working with Towns and Cities involves the following: Newcastle, Gateshead, Middlesbrough, Manchester, Liverpool, Blackburn with Darwen, Leeds, Sheffield, Barnsley, Birmingham, Nottingham, Leicester, Stoke, King's Lynn, Norwich, Reading, Brighton, Bristol, Swindon, Plymouth, Croydon, Newham, Southend and Medway. The first meeting of all 24 took place in Newham on 11 October

As a result of the events of 11th September, William Mitchell's lecture on the impact of information and communication technologies on Urban Design was transmitted electronically across the Atlantic to a packed audience at the Institution of Civil Engineers. Sir Peter Hall welcomed him pointing out that although it was regrettable that Professor Mitchell could not be with us in person, the way his lecture was presented was a perfect example of his subject. The following is a summary of the lecture.

## Introduction

There are three interconnected waves of technology which are changing cities:

- Digital communications - the internet, the web, broadband communications, etc. - are quite familiar.
- Nomadics, even more radical - cell phones, pagers, wireless computers - allow communication whilst on the move.
- Decentralised Networked Intelligence - internet, IP devices, sensors, smart electrical supply. The internet depends on these as there are thousands of independent systems without central control which 'miraculously' manage to work together. All sorts of new devices such as cars, refrigerators, light switches can also become part of new networks.

## Digital communications

The first wave of innovations introduces a new type of infrastructure which follows, sometimes literally, in the path of older services such as water supply or electricity; the new network is often laid on the same routes as historic ones (example of fibre-optics laid on the old Californian Camino Real). The consequence of the introduction of new infrastructures is to selectively loosen spatial and temporal linkages among activities. And because of human beings' desire to optimise proximity between activities, there follows a recombination and fragmentation of building forms. This has happened repeatedly in history: in a traditional village, the well as the sole source of water, required housing to be near it, bathing to be centralised and people to go to a specific point where, in addition to collecting water, there were other social interactions. Piped water allowed housing to spread along the network, decentralised bathing to the private home, and eliminated the social functions of the well. Equally electrical power networks replaced the need to locate industry near the source of power, and allowed it to choose locations near raw materials, labour or markets. The telecommunication and transportation networks led from the 19th century onwards to the coarse grain industrial city, by linking suburban housing, industrial areas and the central business districts.

Present technology allows for communications to be local or remote, synchronous or asynchronous and combinations of these. Local-synchronous interaction is the domain of architects and urban designers, giving us the meeting room, the traditional work place, the lecture hall or the agora, where face to face interaction takes place. A video conference like this one is an example of remote-synchronous communication, as is also provided by the telephone: interaction takes place at one point in time but at a distance. Local-asynchronous communication requires a form of recording and started when someone wrote a message on a stone which we can read on that stone centuries later. Libraries provide this and like the well, offer the possibility for additional interactions. The internet, the web, video-recorders or telephone answering machines are examples of remote-asynchronous communications, which have expanded greatly in the past decade. Each of these types of



	<b>Synch</b>	<b>Asynch</b>
<b>Local</b>	<b>Agora</b>	<b>Inscription</b>
<b>Remote</b>	<b>Video-conference</b>	<b>Internet and Web</b>



interaction has different qualities and different costs: face to face interaction is high quality but costly; remote-asynchronous communications are very convenient, inexpensive but lack emotional intensity. All four types depend on each other and can be combined.

Recently there has been a great shift from local-synchronous to remote-asynchronous interaction; this has affected organisations, markets and communities and as a result, has produced new forms of fragmentation and recombination of urban patterns. Depending on economic and technological factors, some components are able to decentralise, some centralise, some form new alliances and others float freely. A typical example is the traditional local bookshop where the customer can browse and buy a book. The building has several other roles: it stores books securely, it advertises, it allows for social interaction; there are offices in the back to keep the accounts and manage the shop. At the other extreme we have Amazon.com, where the browsing and purchasing is done from home or anywhere with an internet connection; these activities are now decentralised. At the same time there is a centralisation of the storage and distribution of the books in places where land is cheap and communications are good. The administration can be done anywhere where the labour is available. The back office does not have to be near the customers or the books.

Another example is that of the local bank or bank branch, formerly ubiquitous in most towns, often an architecturally significant building indicating the importance of the bank and of the community, and offering face to face interaction. Its role was first affected by the ATM cash machines providing banking facilities 24 hours a day and anywhere; electronic banking further diminished the need for such a branch which eventually closed down with all sorts of additional consequences. Many of the buildings have now found other uses.

Top: New networks are buried under the old Camino Real in California  
 Middle: The local/remote synchronous/asynchronous matrix  
 Above: A bank branch has become a Starbucks Cafe

The public realm is also affected by the electronic revolution, specifically because the need for interaction is no longer the

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same. A good example is that of the racecourse in Hong Kong, the importance of which is shown by the large amount of space it occupies in such a dense city. The racecourse provided for a series of face to face activities: betting, collecting the money won, watching the race and social interaction. Since the introduction of mobile electronic betting devices, all these except the last one can be done without attending the racecourse.

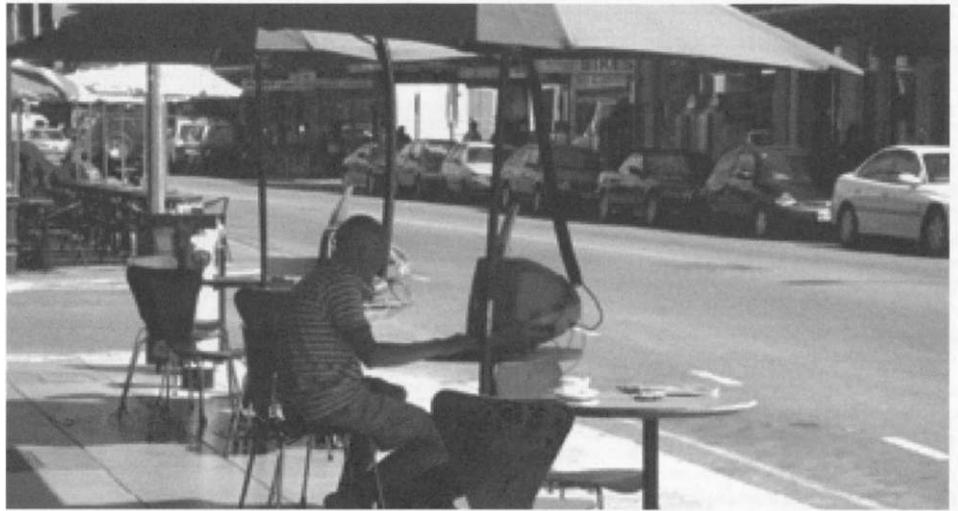
The fragmentation and recombination of activities has implications for architecture and urban design:

- It introduces a new palette of building types and urban patterns; some building types disappear, others appear, others change;
- It has consequences for zoning and transportation policies, for instance due to the combination of work place and residence;
- It creates possibilities for hybrid systems combining electronics and bricks and mortar.

### Nomadics

The nomadic systems allow anyone carrying the appropriate technological equipment, to move around and be connected; it requires wireless networks and software that allow connections anywhere in the world. The cell phone is the best example of this. The telephone used to be part of the architecture and in some cases was celebrated in the typical British red booths. Now instead it is part of the body; the name used in Singapore, hand phones, clearly captures their character.

Technology is progressing fast in this field and there are all sorts of new developments which have major planning and design implications. First, they result in a more flexible work and activity patterns. We are no longer tied to an office: any place can be a work place as long as we have our laptop and mobile phone. Second, they give greater fluidity by greatly reducing the costs of relocation: we can move from one part of a building to another, or relocate to a different building with minimal costs, again by just taking our electronic equipment.



A sidewalk café wired to the net has become an office

This changes attitudes to tenure and ownership of space. Third, electronic security becomes more important than physical enclosure: we need a password to protect our files on the computer, more than a secure office.

Two other effects of nomadics are that connectivity of activities matters more and adjacency less; and that dispersed, interconnected systems provide greater security against attack, natural disaster or power shortages. This was illustrated by the power crisis in California earlier this year and more recently by the events of 11th September.

In design terms, all this leads to the decline in the power of predetermined architectural programmes to organise space. Increasingly the task of the architect is to create flexible, diverse, attractive habitats for unpredictable patterns of nomadic occupation, electronically supported. It is likely that in the future developers will think less of building high rise offices in the CBD, and more of a low rise, mix use, tighter grain city form reminiscent of the pre-industrial patterns.

### Decentralised Networked Intelligence

The last of the technological innovations derives from embedded networked intelligence; an example is the mobile

phone which today carries greater intelligence than a mainframe computer used to carry. At present almost every new artefact has some intelligence embedded in it. In particular, there has been a great increase in the number of sensors. In Singapore for instance, cars have an electronic device on their windscreen which can be read by sensors in the streets; these charge for road usage according to congestion. They are very sophisticated devices which can have many other uses. Similar systems are being introduced for example, to make much more efficient usage of electric power.

The consequences for planning and design of these forms of technology are that they allow us to rethink the distribution of resources within the urban context: it would be possible to imagine an electronic market where servers are the sellers and smart devices are the buyers. Decentralised intelligence thus makes it possible to organise activities to achieve flexibility, responsiveness, efficiency and sustainability.

### Conclusion

New technologies do not determine urban futures; they open possibilities but specific design and planning strategies depend upon societal values and priorities in specific contexts. For instance if we place high

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# Streets for People

Barry Sellers offers a model to improve the design and management of streets

priority on scenic, recreational, climatic and cultural attractions, the result is what can be called the revenge of places: locations with the above qualities become even more desirable as technology reduces the barriers to locate there. If on the other hand high priority is given to preservation, new technologies offer the possibility of economic and physical revitalisation by "rewiring" without ruining the fabric.

There are many urban models that can be developed depending on the values and priorities of society. The following are three examples:

- The electronic cottage emphasises values of individuality, decentralisation, self-sufficiency, anti-urbanism, spending more time with the family.
- The wired mixed use neighbourhood develops the small scale community, supports local services, has a vital 24 hour active population.
- The cosmopolitan smart region based on a network of wired neighbourhoods, has a highly differentiated microstructure, emphasises local advantages and subcultures, offers variety and diversity and builds upon specialisation and local economic advantage whilst being connected to the world wide web.

So urban design in the internet age, has a wider definition than in the past, when the concern was to deal with established building types and the organisation of land uses and transportation patterns. It now has to deal with more flexible land uses patterns and new building types which result from the fragmentation and recombination of activities that have been described. Planning for transportation systems must now be complemented by telecommunications and control systems needed by communities in order to thrive. The challenge to develop these new types of patterns and new forms of thinking is very exciting. #

William Mitchell

The report 'Designing Streets for People' was published as a basis for consultation in June 2000 by the UDAL in association with the ICE<sup>1</sup>. A small inter-professional working group convened in 1999 to review the role of streets within the urban environment and how, with a recognition of their changing role, they can be designed to be more responsive to peoples' needs. The initial work involved a survey of local authorities followed by the submission of evidence from practitioners and academics covering a wide spectrum of issues.

The review also needed to address several strands of emerging issues emanating from the Urban White Paper 'Our towns and cities: the future', the work of the Urban Task Force, 'Planning for the Communities of the Future', 'A Better Quality of Life', the National Strategy for Neighbourhood Renewal and the framework for modernising local government. Central to the latter and one, which cuts across all levels of government, is Best Value. Cognisance was also taken of parallel work being undertaken by English Heritage 'Streets for All' and the DTLR's 'By Design' and 'Encouraging Walking'.

The presentation of evidence focussed on the changing role of the street and highlighted problems and issues emerging with respect to the processes of management, design, maintenance and implementation. Over the last few decades the debate about the role, use and design of streets has shifted from rigid adherence to standards favouring the motor vehicle to an increasing recognition that urban streets need to be more responsive to the needs of people. The emergence of the cafe society at the end of the twentieth century witnessed the transformation of many urban spaces for *al fresco* eating and drinking *a la* continental Europe.

Evidence was presented about the lack of co-ordination of the various processes that govern the management, design and maintenance of the public realm. This has led to a proliferation of visual clutter, particularly signing, due to poorly thought out schemes, inadequate standards of maintenance exacerbated by the frequency of openings by utility contractors, and generally a lack of consideration for the pedestrian. The evidence revealed entrenched attitudes by some professionals and fragmentation of responsibilities.

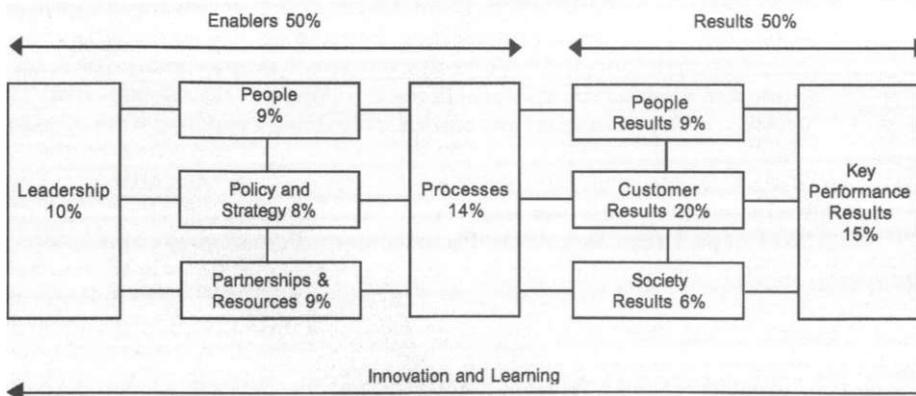
## The Street Excellence Model

This formed the basis behind the emergence of the Street Excellence Model (SEM), which represents a development of the European Foundation for Quality Management (EFQM®) Excellence Model, also known as the Business Excellence Model. At its heart is a set of universally applied criteria that have been developed following analysis of world-class organisations. The Model is a non-prescriptive framework concerned with the pursuit of excellence, and is based on nine criteria. Five of these are 'Enablers' and four are 'Results'. The 'Enabler' criteria cover what an organisation does. The 'Results' criteria cover what an organisation achieves.

The SEM represents the application of the EFQM® to the management processes that impact upon our streets. It provides a rigorous management tool for evaluating the performance of an organisation (most notably local authorities) in delivering its responsibilities in respect of the management and co-ordination of activities affecting the public realm. The SEM is not a plan or a strategy but a way of thinking about policy formulation, processes and results. It can be linked to Best Value, Investors in People and Benchmarking, as its emphasis is on continuous self-assessment through performance review.

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THE BUSINESS EXCELLENCE MODEL



It has the potential, through the identification of meaningful and robust performance measures and outcomes, to take on board the processes identified in the Designing Streets for People report, in achieving the 'vision' for streets in the future. This would include processes for co-ordinating and integrating management, design and maintenance of streets, for collaborative and inter-disciplinary working and for involving the community. The SEM has the benefit of challenging the historic mind-set underlying current practice, and the potential to improve efficiency and effectiveness by rigorous evaluation of performance against clearly defined criteria.

**Co-ordination and Integration**

All too often the management processes that impact upon the street are not co-ordinated. A holistic vision for the street is missing. Public authorities commission a variety of different strategies, on walking, cycling, parking, signing, traffic-calming and so on, but fail to adequately make the necessary connections between them; in some instances there may even be elements of conflict. Although joined up thinking on planning and transportation is being promoted, local authorities need to respond to the challenge.

The SEM offers the Public Realm Strategy as one of the potential tools enabling local authorities to establish a clear framework for co-ordinating and integrating various policies for all aspects of the public realm. These strategies may be part of an Urban Design Framework or Community Strategy for town centres, town extensions and neighbourhood renewal. They focus on the complex and multi-layered nature of issues which are not the responsibility of any single profession and demand an inter-disciplinary approach. Involving the business and resident community in their preparation is critical to engender a sense of ownership of the process.

# Streamlining Plans and Strategies



Top: The Business Excellence Model or EFQM®  
Above: The Public Realm Strategy

**Stakeholders involvement**

The involvement of the community is taken

further in the report as part of Modernising Community Governance. It highlights the complexity of dealing with the interaction of the various activities that are permitted, or require permission to use streets, as well as the installation of street furniture. Local authority attitudes and responsibilities towards the public realm have received media criticism. This is as a result of the clutter of signs, frequency of utility openings and quality of reinstatement, insufficient allocation of space for pedestrians and cyclists, poor quality of maintenance, lack of civic pride, street crime and dealing with the placement of tables and chairs on pavements outside restaurants.

The report advocates adopting a more proactive approach. Street Management and Design Codes could be prepared for individual streets. The Codes could prescribe the activities permissible within streets, replacing the need for the owners of individual premises to apply for planning permission or a licence. This method, which would require a change in legislation, is aimed at simplifying procedures, whilst making them more accountable. The report refers to a Quality Street Partnership: an agreement between the users and the local authority which would set down the conditions applying in respect of specified activities. Encouraging the involvement of the stakeholders in the improvement of streets can have positive benefits. They are more likely to volunteer their own time, effort and resources if they can see the benefits of that investment. They may participate in a systematic assessment of their street, with professional consultants as part of a street audit or 'Placecheck' initiative.

Exploring creative ways of funding improvements to the public realm is central to the process. The SEM model enables local authorities to critically examine whether budgets are being used economically, efficiently, effectively, equitably and consistent with good environmental management. Partnership funding arrangements in association with the setting up of Town Improvement Schemes, neighbourhood renewal, 'Home Zones' and Single Regeneration Budget

initiatives, involving businesses, the local community, local authorities and other agencies should be pursued.

#### Skills

The report identifies deficiencies in skills required to cut across traditional disciplines and for implementing schemes. In response to the first, a cross-disciplinary management qualification (MBA in Urban Street Management) is advocated, to focus on urban management and governance, design and development. It should include the Street Excellence Model, Best Value, cross-service delivery and budgeting as well as skills in leadership, community involvement and empowerment. The second aspect concerns streetcraft, and the need to train people in traditional masonry and paving skills which could form part of the NVQ system. A deficiency in urban design skills was also identified.

#### Conclusions

Finally the report advocates revising legislation. Highway legislation has evolved over the last century primarily to cater for the needs of the motor vehicle. Today we recognise that far greater priority needs to be given to pedestrians, cyclists and frontagers. There needs to be a shift in emphasis to reflect emerging attitudes so that, for example, a duty of care is imposed on motorists for the safety of pedestrians and cyclists. Licensing of activities and controlling utility company operations are other areas where reform of legislation is needed. New regulations often require more signing. To avoid this additive process we need to think differently about our streets and critically examine the need for signing and lining. There are exemplar schemes at home and abroad that seek to overcome the 'clamps' to good urban design.

The report recognises that the application of the SEM requires further development. It suggests a broadly based working partnership be set up involving UDAL, DETR, local government, businesses, academics, the British Quality Foundation

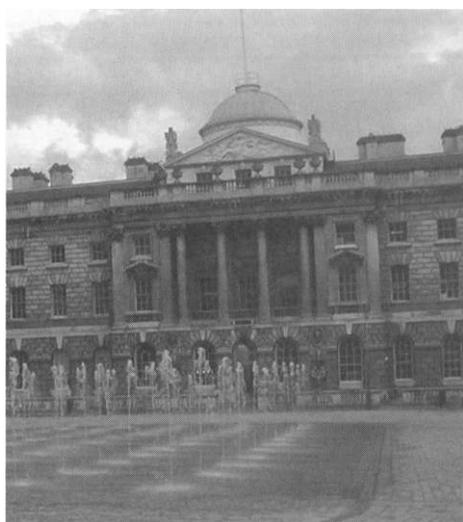


Top: A clutter of signs - confusing and counterproductive  
Above: Pedestrians are forced into a pen

## TOPIC

# Main Street: Highway or Place?

John Hopkins questions the role of arterial roads



and community representation. The Model recognises the need for local government to pursue excellence in the delivery of services. The setting up of 'one-stop' services on matters relating to the street is advocated. More work is needed on the mechanisms for involving people to enable them to participate fully in ways to 'refresh' the areas in which they live through quality street partnerships. Some legislation needs modernising so that it is more responsive to the needs of pedestrians, cyclists and people with mobility impairment. Professionals need to equip themselves with new skills, and graduate courses in the environmental professions need to embrace urban design as part of their core curricula. They must also recognise the need to collaborate across professional boundaries and to view the built environment in a holistic way. The opening up of spaces such as Somerset House represents a step in the right direction. There is also a need to foster innovation and test ideas through demonstration projects in order to help bring about a step-change in thinking. #

*Barry Sellers*

For further information see the ICE web site [www.icenet.org.uk/streets/](http://www.icenet.org.uk/streets/). The content of the article does not represent the views of Wandsworth Borough Council.

'The UDAL working group and the Institution of Civil Engineers were recently invited to present evidence to the Parliamentary Environment, Transport and Regional Affairs Select Committee on walking in towns and cities.

How far should cars be given dominance in the places that we live, work and play? Should community concerns about where they live, take precedence over traffic movement through those communities? Should it be highway or place?

The problem is made vividly by the graph of projected growth in vehicle use from published National Transport Statistics, nearly 450 billion car, lorry and bus kilometres today, and a projected 650 billion by 2025. What this has meant for the places that we build to live in, is equally vividly evident by comparing the photographs of a junction in Liverpool in 1900 - simple, civic and inviting - to those of the same junction in 2000 - a place not for lingering in, not a 'place' at all but a through route for cars, lorries and the occasional bus.

## What is a road?

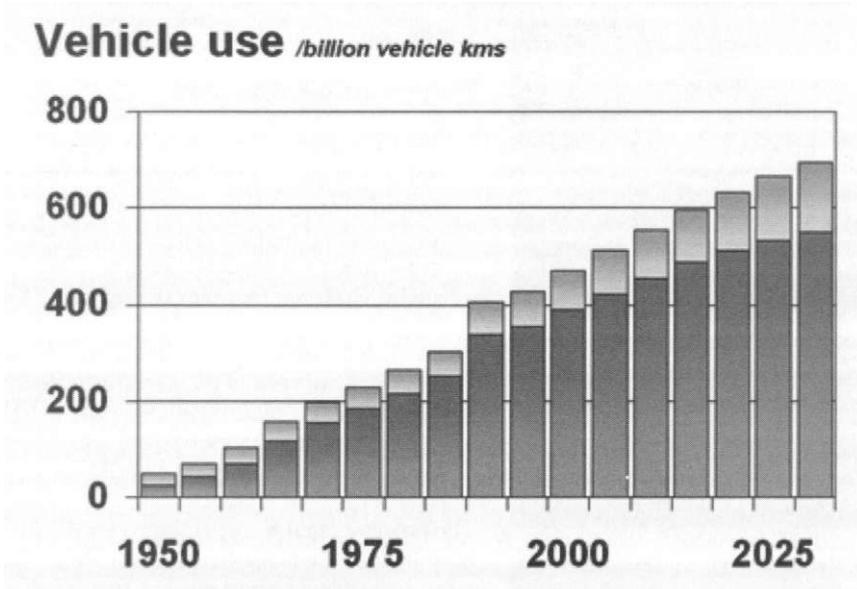
Is a road just a route number - such as the A20, which passes the end of residential streets in south-east London and prevents children from crossing because there is no pedestrian phase on the traffic lights? (It was designated a 'Red Route' for which the commuters of Kent are thankful, but not residents and their children.) Or is it a route that connects a series of places - shops, schools, houses, offices, parks, industrial areas? Who was a 1960s parade of shops on the A38, blighted by traffic engineering complete with pedestrian pens, designed for? The vehicle, obviously. Is this the right priority? What would the community want if it was given real, and realistic choices?

So, what of the future? All routes and no destinations? The Urban White Paper is quite clear: "Our guiding principle is that people must come first. Our aim is to make urban living a positive experience for the many, not the few." This can be backed up by the United Nations Declarations on the Environment: "Everyone has the right to a good environment", and on Human Rights - now incorporated into the European Convention on Human Rights: "Everyone has the right to respect for ... their home and correspondence." The challenge is huge but clear: how do we turn routes back into places? To get an answer we need to reconsider what we want from our main roads. Are they arteries carrying the lifeblood of the economy? Or are they our extended homes? At the moment they are all things to all people, which they clearly cannot be. This is the primary reason that we see the conflict between people and vehicles so clearly illustrated.

## Need for change

The reality is that the public use cars and motor vehicles, generally because they are seen as the only real choice if current lifestyles are to be maintained. Equally, the public recognise that, like smoking, it is not healthy and eventually things need to change. The biggest problem is that the pace of change is too slow and the obstacles to achieving change are significant and often difficult to negotiate. Until fairly recently, the practical application of more sustainable transport policy was virtually impossible, mainly due to the policy instruments of the time, and the accepted technical framework that we could use to assess the merits of any transport scheme, and therefore our ability to deliver it.

In the wake of the Transport White Paper of 1997 we now have the first stages of a policy framework which may allow us to design for people not vehicles, to reallocate roadspace for other uses, reversing the priority that cars have over



Top: Projected growth in vehicle use to year 2025

Middle: A junction in Liverpool in 1900

Above: The same junction in 2000 - not a 'place' any longer (R Huxford)

people, and therefore to lift the quality of routes and places. We also have a growing level of public acceptance that this is the way to go, despite the short-term pain.

Accordingly, policy at all levels is maturing; but most importantly policy at local level (where the really detailed issues are decided) is still too slow in emerging, making significant changes largely undeliverable on the ground. Further change is therefore needed, directed toward the practicalities of implementation, starting with how we conceive, justify and support transport schemes and initiatives. We need to ensure that we can practicably achieve the targets set by local transport plans, green travel plans and by the huge number of sustainable travel initiatives that are emerging. The targets of these plans themselves may be realistic, and viewed in the right context, but they cannot be achieved against a background of: continued planning for traffic growth on motorways and red routes; maintenance of existing speed limits; growth in the numbers of parking spaces in towns; and continuation of the promotion of land uses that are largely car based. Policy directs that we don't do this, but every day we still do.

#### A new balance

If we are to achieve a new balance in transport modal share locally, regionally and nationally, we need to take a fundamental look at how we support and justify urban transport schemes, assessing the impact against a rounded package of criteria, not just their traffic congestion rating, as so many current traffic studies still seem to do. This requires a more inspirational approach on the part of urban designers and engineers, and a much greater degree of innovation in how we make urban environments work. Applying the 'design rules' to their best effect involves more than 'cookbook engineering', and it takes effort, technical skill and robust negotiation to achieve. We should not have to fight so hard, but until this approach becomes the norm, this is the only way to deliver forward looking, high quality urban transport environments.

TOPIC



Top: A 1960s parade of shops on the A38 blighted by engineering  
 Above: A more vibrant shopping street - but not a place to linger

We also need to recognise in the context of our main routes, that they are each a series of places, by virtue of the fact that they used to connect a series of places together before they became the A30, A38, A1306 or whatever number they have now. This means that what works in one place, which could be primarily a dual two lane carriageway through the countryside, will not work a mile up the road, when the road narrows to one lane and winds its way through a town or village centre, and where life is severed by the flow of through traffic. We need to carefully consider a whole series of issues for each segment of each route,

road or street, starting with the premise that we want to get the environment right for the purpose of the place, not necessarily to optimise the throughput of vehicles or traffic flow conditions.

We need to ensure that routes and places remain safe - specifically, safe for people. Perhaps we need to look again at safety audit methodologies and reassess the balance of risk between designing roads safely for drivers and their cars, and designing for non-road users, those people who normally make up the majority in any given location.

**Conclusion**

The principal message is this:

- Understand the real purpose that the route, street or place fulfils, and invariably the human requirement will differ from that that exists now. Challenge the technical assessments made, to ensure that they truly reflect reality, not just what worked yesterday
- Involve the people who will live with the results of your work, because with their support, 'places' will reappear - perhaps where they used to be, but definitely where they should be.

The processes that have just been described must be top-down and bottom-up - they must involve local communities. To facilitate this, a 'Routecheck' based on the Placecheck methodology should be carried out. This will help to identify 'places', and empower the local community to take ownership of their environment.

The Streatham 'Placecheck'<sup>1</sup> is a good example. Promoted by the Streatham Society it looked at the linear, 2 km town long centre in south London, through a series of public walkabouts and two public surveys, which were carried out during last year's Urban Design Week. The results are being fed into Lambeth Council's revision to the Unitary Development Plan, and their first Community Plan. All communities have a right to a reasonable quality of life; there are practical measures that can be adopted; the aim is to create sustainable economic communities, based as far as possible on local production and distribution, thus reducing unnecessary journeys and improving quality of life. And, for once, it cannot be argued that funding is a fundamental problem, it is what we collectively choose to spend it on: for every £1 we spend on the public realm, we spend £10 on the private car!

*John Hopkins*

<sup>1</sup> It can be accessed on the 'Placecheck' website, [www.placecheck.com/](http://www.placecheck.com/)  
 NB. It is intended to publish the UDAL Report in 2002, if you have any ideas, contributions, or examples of good practice, please contact Robert Huxford at the ICE.

## TOPIC

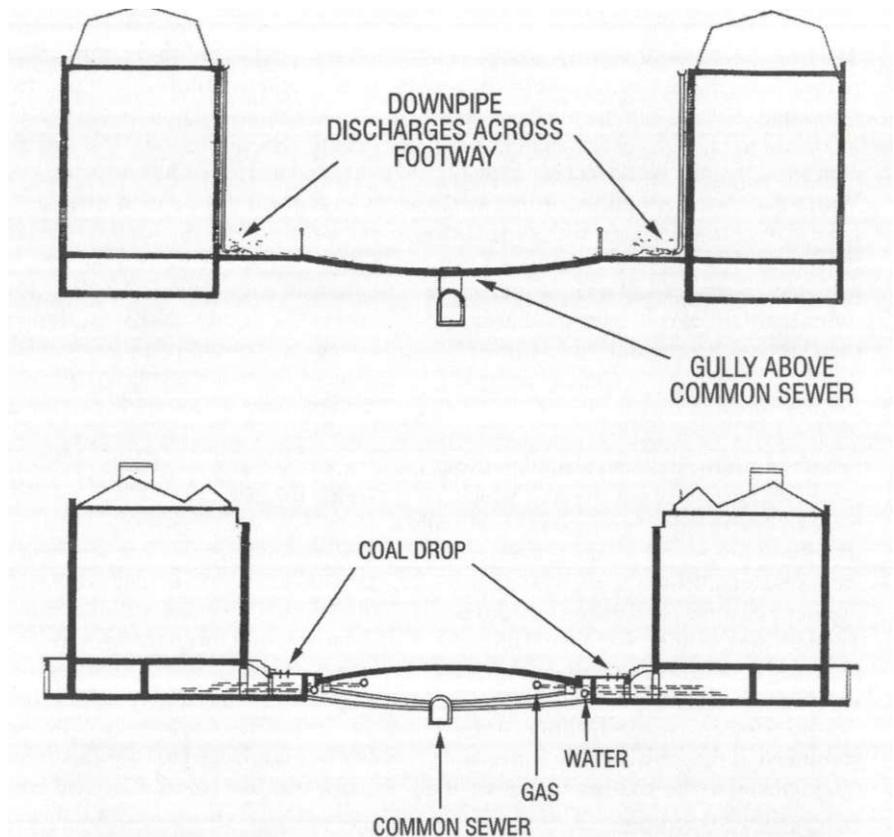
# Highway rules

David Taylor's paper draws on a discussion with Robert Huxford on how engineering design standards are often bedded in the long and forgotten past

The past ten years have seen a great sea change in our attitude to roads and streets. We are now at a point where they are no longer seen primarily for the efficient movement of cars and lorries, but as spaces in which a variety of activities can take place on an even footing. It is now clear that in order to achieve a quality streetscape all activities must be equally well catered for and encouraged. There is a great will for this change in approach, yet in bringing the theories into practice we find ourselves constantly hampered by engineering design standards. Standards based on the segregation of activities in the street and the priority of the car reflect ideas of the past. These ideas now seen as wrong, still influence our design standards and continue to dominate the layout and therefore the character of our streets. As a nation we probably have some of the most comprehensive regulations and design guidance in relation to street design. They often overlap in a variety of areas and deliver conflicting guidance. I doubt whether anyone has ever tried to list and classify them all or analyse their impact.

## Historical Background

It is easy to criticise 20th century design standards for sight lines, speed or manoeuvrability; but the deeper thinking behind these standards is rooted well in the past. There are problems that have been with us for many centuries and the first attempts at finding solutions first occurred in the late 18th. The growth of population, the spread of industry and improvements in transport at the turn of the 18th and 19th centuries brought for the first time, the possibility of streets in cities being unable to cope with the demands put upon them. At that time particular attention was focused on two functions of the street which were seen as causing the most fundamental problems. This concentration on specific issues led to longer term problems, principally the fragmented approach adopted in the 20th century which saw streets not as places but as a collection of separate functions. At the same time solutions aimed at solving one problem often came to exercise a harmful influence on all aspects of street design.



Top: A section through a 17th century street with the sewer in the centre  
 Middle: The 19th century introduced two side channels draining into the central sewer  
 Above: For the Victorians, public health was a major issue in the design of streets

## TOPIC

**Public health function**

The first specific issue was the streets' role in promoting public health and the disposal of sewage. A change in the medieval street, often laid to fall to a central channel was seen as vital in the battle against cholera. With this concern for public health we see a huge change in the design and construction of streets. The older central channels were prone to blockages and by now increasing numbers of properties were discharging their sewage directly into the central drainage sewer (now located beneath the drainage channel).

From the 1760s this was dealt with using a cambered surface of granite sets, which drained to two side channels and eventually into the main central sewer. The footways were separated from the road by these drainage channels and raised up above them by the use of kerb stones. This provided pedestrians with a suitable level of separation from the lying drainage water. The principle of care for health in a street continued in the 19th century and was fundamental to the Victorians. It was also a prime consideration when Thomas Cubitt was laying out Belgravia in the first half of the 19th century. His plans for sewers, roads and lighting had not only to be agreed but also be substantially carried out before any homes could be built. This approach certainly led to a cleaner, healthier city but it came to be seen as hampering town planning. So by the 1940s planners were arguing that the planning of cities was governed by their sewers.

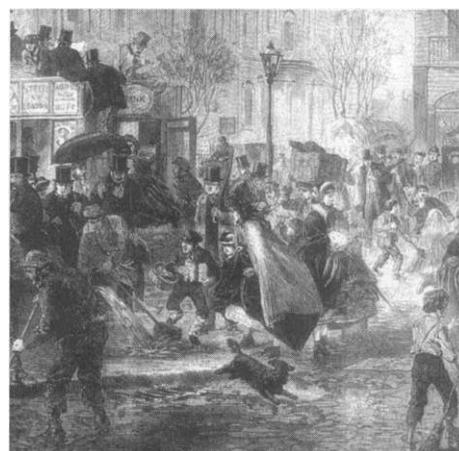
The second issue covered in mid 19th century, when urban mortality was seen as disgracefully high, was the possibility that wide and straight streets could bring fresh air and light into slum areas. Standards for 'bylaw housing' developed to give minimum road widths of 40 - 50ft for new developments. Raymond Unwin's response to this was that "roads are not regulated with regards to the requirement of traffic, ...40 - 50ft is as utterly inadequate for the main road of a town as it is excessive for the purpose of giving access to a few cottages."

So the geometry of streets defined by the practical requirements to control the physical issues of health, is now having one of the greatest influences on the streets we are designing and building in the 21st century. Most importantly the kerb has changed its role. Whilst starting as a containment device for water, the requirement for the free flow of vehicles have turned it into a medium for controlling movement. The free flowing curves of our motorway and trunk road system are constantly imposed on the urban form of cities destroying space and maintaining the dominance of the car.

**Traffic function**

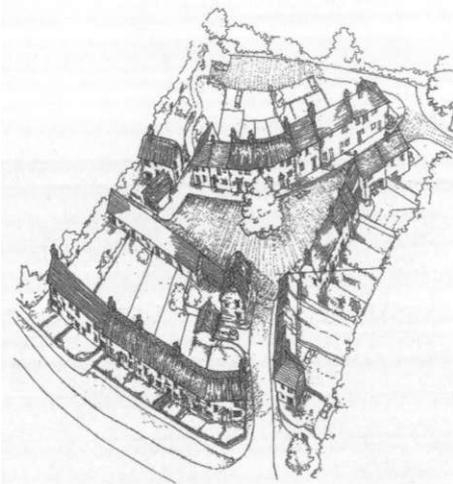
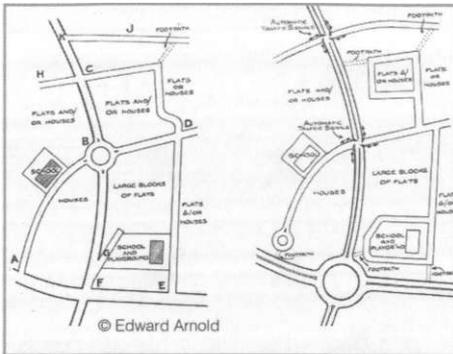
The second purpose of streets which was seen as causing particular problems from the 19th century onwards was more dominant and long lasting in its harmful effects. It is their role as conduits of movement, horse drawn at first, but from the early 20th century petrol driven. The city was compared to the human body, traffic was like blood: it needed efficient circulation to ensure a continuous flow. The term 'arterial' for main roads reflects this belief and the way in which this single function of streets came to dominate thinking. The development of suburban living was both fuelled by mobility, and in turn demanded better circulation.

During the 19th century the problem with traffic was mostly its quantity. The advent and spread of the motor car accentuated the existing problem by vastly increasing the number of vehicles on the roads, and added a new dimension in speed and safety. The most determined effort to confront the problems was made in the years after the Second World War, which addressed the problem with the large scale and radical solutions known to us all. The principal aim of planners in the 60s was the same as ours today, to improve the quality of urban streets and places. But their solution was diametrically opposed for it involved the segregation of function, in particular the segregation of vehicles and pedestrians which has been so damaging to our towns and cities. With the emphasis on fast



Top: Traffic congestion was already a problem in Victorian London

Above: The free-flowing curves of motorways are imposed on the urban form



Top: Post-war solutions(right) segregated functions and pedestrians from vehicles. New approaches attempt to connect (left) from H. Alker Tripp's *Town Planning and Road Traffic*, Published by Edward Arnold

Middle: Abbotsbury, Dorset - the extension reflects the informality of the existing village

Above: The Holly Street Estate, Hackney, is being rebuilt on the original street pattern

movement of cars, safety was a prominent consideration. The priority however was not given to people on the street but to the smooth and rapid flow of traffic. The planning acts of the early 20th century define that the geometry of sight lines and stopping distances for cars can influence the built form. At the detailed level, junctions and crossings become designed to incorporate the minimum impact on traffic flow. Pedestrian convenience is sacrificed to safety, entirely secondary to that of the motorist

The idea that traffic is best left separate for as long as possible, that its inevitable interface with people can be controlled by a defined hierarchy of roads and that ensuring the smooth flow of traffic is more important than making life easy for the pedestrian still lie at the heart of present day road classification and design standards. Sight lines at junctions are a good example: 4.5m set backs are designed to ensure that motor vehicles do not need to stop when the road is clear. The traffic can flow freely. But in residential areas the resulting highway form with its generous curves and wide splays dictates the overall layout, preventing the creation of people friendly places. Our response has been to reduce speed limits and now to promote home zones. But because of a lack of standards, we have huge difficulties in establishing these unless they are in existing streets.

If the ideas behind these standards worked and encouraged new thinking in our cities then we might accept them more easily, but they do not. Traffic does not flow freely, its segregation still produces isolated places, cut off from the movement which should bring life, junctions designed for cars produce horrible spaces for pedestrians, many streets don't work. The ideas are dying but their standards live on.

#### A holistic approach

With hindsight we can see why the brave new traffic planners of the post war years, failed in many places. We can move away from segregation as the answer to the problems of the motor vehicle and from a

view of street as ways of keeping traffic flowing. We can return to a holistic view, no longer defining streets by traffic capacity and their role in the distribution hierarchy, but acknowledging the full range of their purpose.

We are at the start of a process of change in getting that balance right. But now is a critical time because the infrastructure we are building today will be fixed for the future. UDAL's recent publications are refreshing in promoting a change in attitude. But even with the multitude of design guides now available, our current engineering design standards still continue to hinder creative new approaches. It is not easy for today's traffic or utilities engineer with their own specific regulations and standards to follow, to work with others to produce a street that works as more than an effective highway or service route. The growth in legislation for streets is immense and the problems these rules present to the designer are compounded when we aim to generate streets with a mixture and balance of uses.

#### Conclusions

Two points to conclude: first is the need for a greater definition of the nature of a street, early in any dialogue on design by relating it to the historical context of places. Two examples from *Places, Streets and Movement*, Abbotsbury, Dorset and Holly Street in London are very different places with a good deal of the street character defined by engineering. Both gave a very creative response using existing standards but elsewhere we are finding standard solutions to rule book type. The second point is that we need a much greater change in our engineering design rules to set the standards for newer ways of living in the future. #

David Taylor

# Transport Development Areas - Where are we now?

PeterHine and Katy Gal report on their research on transport interchanges

## The evolving policy context

The main thrust of PPG13 (Revised) on transport, published in March 2001, is integration within and between different types of transport, with policies for the environment, for land use planning and for education, health and wealth creation. The main objectives of the guidance are to integrate planning and transport at the national, strategic and local level so as to:

- promote more sustainable transport choices for both people and moving freight
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling
- reduce the need to travel, especially by car

The basic principles behind the delivery of these objectives involve 'getting it right' with regard to location, choice of access, design and layout and implementation

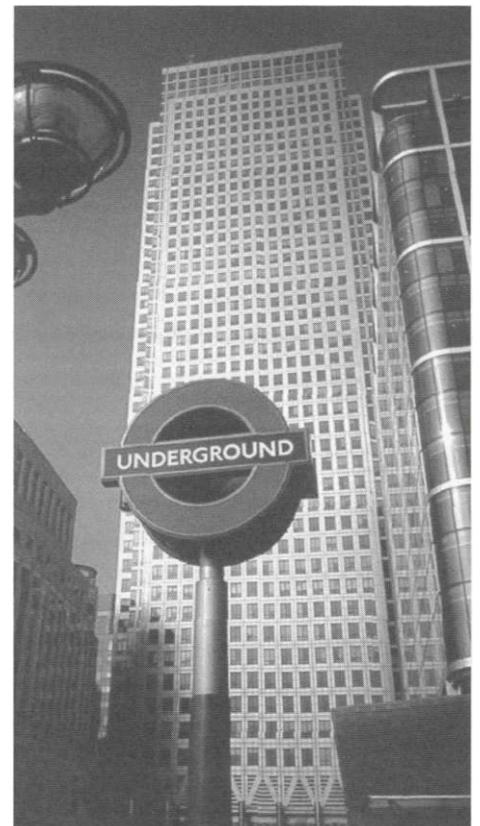
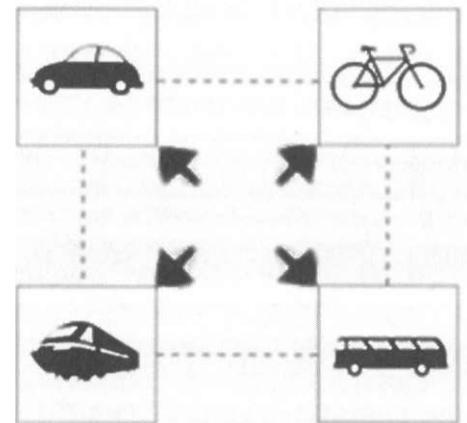
## Transport Interchanges

Planning policies will have much to do with the ability of local authorities and other stakeholders to 'get it right', but so too will the management of travel demand. Transport interchanges will be one of the most important aspects of managing demand. PPG13 regards quick, easy and safe interchange as being essential to integration between different modes of transport. The guidance advises that local authorities should promote more sustainable travel choices by ensuring that the design, layout and access arrangements of interchanges and surrounding development are safe and convenient, thereby maximising the walking and cycling catchment population for public transport services, and that interchanges are well related to travel generating uses. With regard to the last point, PPG13 (Revised) strongly advocates the accommodation of higher density and/or more intensive land uses at locations which are highly accessible by public transport, walking and cycling.

## National Planning Policy Guidelines - NPPG17 Transport and Planning

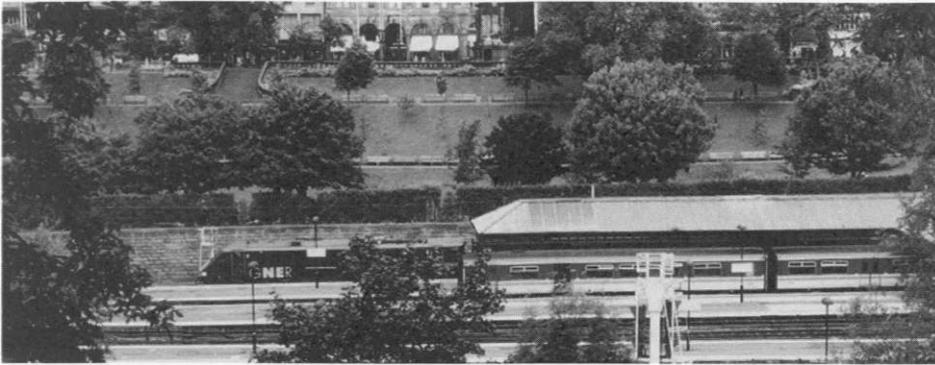
The general policy context for NPPG17 is broadly the same as that for PPG 13 (Revised). The Guidelines note that land use planning can contribute to achieving the Government's broad policy objectives for integrated transport and land use planning through reducing the need to travel by regulating the pattern of land uses in relation to each other and to transport facilities; enabling people to access local facilities over local networks by short walking or cycling trips, in turn contributing to social inclusion; supporting provision of high quality public transport access to development, in order to persuade motorists that public transport is more attractive to them than car use; and supporting the management of motorised travel to enable it to undertake its essential role effectively.

It is noted that particular attention should be given to interchange between routes at nodal junctions. Sites at major nodes on the rail and bus networks should be considered favourably for urban development and regeneration, with priority given to ease of pedestrian movement from the public transport facilities to the development.



Top: Transport interchange logo

Above: Canary Wharf underground station



Train crossing an urban area

### Transport Development Areas (TDAs) and the Transport Perspective

TDAs represent an approach to integrated land use and transport planning designed to facilitate the attainment of more sustainable patterns of development, primarily by the promotion of higher density and/or more intensive land uses around highly accessible nodal points and interchanges which are well served by walking, cycling and public transport.

A TDA might therefore have all or some of the following characteristics:

- well served by public transport
- easily accessible on foot or by bicycle
- suitable for high quality, mixed use developments
- capable of sustaining high density land uses eg apartments, flats, office buildings
- capable of allowing more intensive land uses ie maximising space utilisation
- capable of providing accessibility by public transport to facilities and services by all sections of the community (promotes social inclusion)
- appropriate to a wide range of urban circumstances ie not just applicable to large cities
- providing a clear focus for transport plan scheme funding
- where appropriate, capable of providing financial support for local transport objectives

### Urban design and the public realm

A number of research issues are related to TDAs. These include:

- the role of TDAs relative to sustainability and urban regeneration
- the inter-relationship between increased densities and scale
- the importance of character and conservation matters
- involving the community
- creating or making places
- the significance of long term urban management

### Developers and the market place

Research revealed that the topics of most concern to the market were related to the relevance of the TDA approach in securing development objectives in a more timely, effective and cost efficient manner; whether or not it could improve, from the developer's perspective, the overall balance sheet of costs and benefits; and what advantages might accrue from adoption of the TDA approach, in terms of the operationalisation of major integrated land use/transport developments.

### Where to next?

The original research into TDAs, commissioned by the RICS (with the

considerable support of the then DETR) was carried out by Symonds Group, Weatherall Green and Smith and gal.com. The team examined the concept of TDAs as a means of securing higher density development around public transport nodes, and the likely benefits of the formal introduction of the TDA approach into the land use and transport planning system. The Final Research Report was published in July 2000 and PPG13 (revised) published in March 2001 notes that:

"The concept of Transport Development Areas (TDAs) may provide a mechanism to help integrate development and transport objectives in highly accessible locations, for instance by bringing all parties together around a shared vision."

An interim guide introducing the TDA approach and explaining how it can be successfully integrated into the planning system has now been produced. The complete 'Guide to Good Practice for TDAs' is due to be published in late 2001/early 2002. It will include detailed case studies, illustrations of good practice and appropriate methodologies for the implementation of the TDA Approach.

### Conclusion

The TDAs can offer universal and long-term benefits by creating a 'virtuous circle' of integration between land use and transport planning, encouraging more sustainable development and the transfer to sustainable modes, and establishing a focus for spatial development frameworks. It needs commitment by all stakeholders and a combination of long-term thinking with acting now. #

*Peter Hine and Katy Gal*

# Opportunities for Residential Development

Patrick Clarke comments on the preparation of "Better Places to Live"

Llewelyn-Davies was commissioned by CABI and the DTLR to prepare a companion guide to the revised PPG3 on housing. The resulting publication is *Better Places to Live*.

PPG3 is a watershed in that it brings urban design centre stage after over 20 years in the doldrums. It does so by requiring that the following issues be taken into account in the design of housing developments:

- an efficient use of land
- access to local facilities and public transport
- safety and security
- social inclusion
- more attractive living environments

These issues are closely inter-related and addressing them requires a change in attitude that will get away from what is the 'default' position or current practice.

To achieve a more efficient and sustainable use of land, PPG3 makes recommendations on density, encouraging 30-50 dwellings per hectare (dph) in general, avoiding densities of less than 30 dph net, and achieving more than 50 dph in schemes well served by public transport and local facilities. In addition it recommends providing an average of 1.5 parking spaces per dwelling or less. Recent examples of good practice show that these densities can be obtained whilst achieving high quality environments, and these need to be emulated. Meanwhile typical current practice in mass housing development offers layouts poorly connected by culs-de-sac, a townscape dominated by roads, traffic related furniture and signage and no sense of place, and a public realm that is neither safe nor secure particularly when estates are surrounded by fences.

## Attributes of successful housing

The purpose of *Better Places to Live* is to interpret the Policy Guidance in the context of *By Design*, and promote deeper thought from those involved in the production of residential environments. On the basis of the research undertaken on existing practice, the attributes of successful housing can be summarised as being:

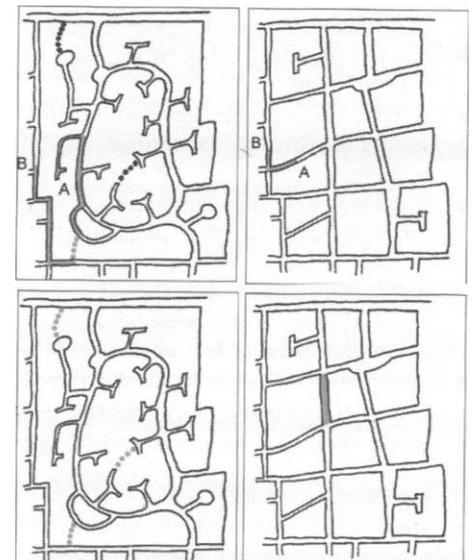
- a movement framework which is safe, direct and attractive to all users
- a rich mix of housing opportunities
- a sense of neighbourhood and community ownership
- a coherent structure of buildings, spaces, landscape and routes for movement
- street layout and design which is appropriate to use and context
- attractive and clearly defined public and private spaces
- convenient and unobtrusive car parking
- a safe and secure environment
- well planned homes which provide space and functionality
- housing which is robust and adaptable to changing requirements
- an environment which can be well maintained over the long-term
- housing designed to minimise resource consumption
- well considered detailing of buildings and spaces

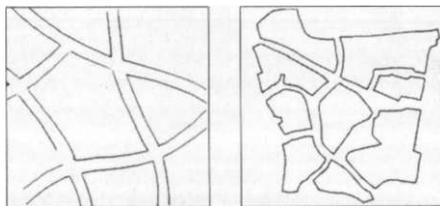
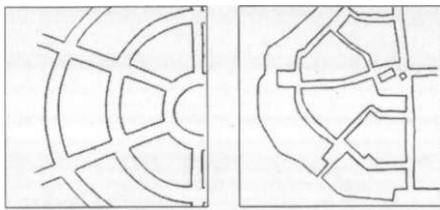
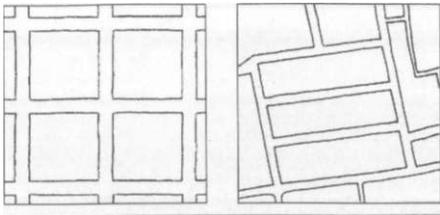


Top: Housing which meets planning and highway standards but wastes space

Above: Streets have a multiplicity of functions - here we have a well integrated space

Below: Creating connections - cul de sacs create long, convoluted routes for pedestrians; connected grids are more legible and direct





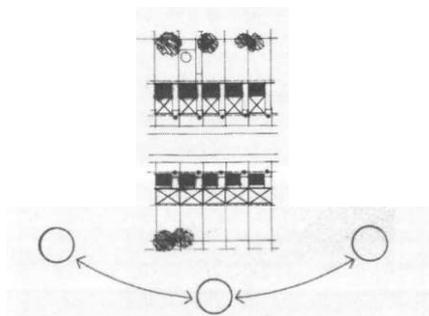
**Case studies**

The report analyses thirteen case studies<sup>1</sup> ranging from suburbia (20dw/ha) to urban (100 dw/ha) and from historic to contemporary ones. The objective is to learn from these and draw transferable lessons that can lead to housing developments that are not for 'everywhere and anywhere'. The research first looked at the context of the schemes, such as the walking distance between the sites and open space, shops or public transport; or how the scheme responds to the existing landform and built form. It then considered the movement framework, how the scheme helps the interconnections, how the carriageway is integrated with spatial considerations. The housing mix in terms of size, type, affordability and accessibility as well as the successful integration of the various types, were the next issues analysed, together with the provision of community facilities.

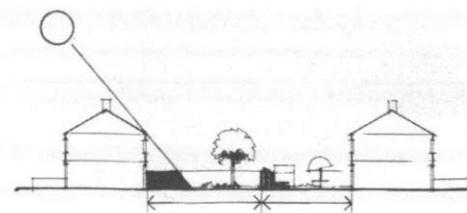
The other considerations were related to the thoroughness of the design, from the general layout of the schemes, through the space in and around the home, to the detail of the design. Concerns included orientation and the advantageous use of sunlight, the location of parking, the positioning of buildings on the site, the design of corners, the way that dwellings overlook play spaces, the quality of the landscape and how public open space helps achieving urban design objectives. The list is much longer.

Above: Perimeter blocks  
 Top - regular blocks, Jesmond, Newcastle  
 Middle - concentric blocks, Poundbury, Dorset  
 Bottom - irregular blocks, Thorley Lane, Bishops Stratford

Left: Solar orientation is an important consideration in housing and urban design



Kitchen location      Living room location



- The case studies are:
- Thorley Lane, Bishops Stortford
  - Stanstead Road, Lewisham, London
  - Poundbury, Dorchester
  - Canning Street, Liverpool
  - Highsett, Cambridge
  - Jesmond, Newcastle-upon-Tyne
  - Friars Quay, Norwich
  - Rolls Crescent, Hulme, Manchester
  - Greenland Passage, Southwark, London
  - Iseldon Village, Islington, London
  - Deansgate Quay, Manchester
  - Webster's Yard, Kendal

**Conclusions**

Better Places to Live must not be seen as a detailed manual. Its purpose is to prompt better thinking and it cannot be a substitute for good and integrated design skills. It encourages an understanding of broad principles, the focusing on outcomes, and the recognition that in aiming to achieve good design there are necessary trade-offs. Ultimately the objective is to create places which work well in the round. #

*Patrick Clarke*

# Living Rivers - Liquid Assets

Kiri Walker advocates a sustainable approach to Scotland's rivers

## Background

Environmental improvements in Scotland have historically been secured by the Scottish Environment Protection Agency (SEPA) through regulation, but new initiatives and partnerships with external organisations are enabling non-statutory opportunities for environmental gain. The Habitat Enhancement Initiative (HEI) extends such opportunities to rivers and their catchments.

Through HEI, SEPA has been promoting the sustainable management of Scotland's watercourses - raising awareness, providing guidance material and encouraging action. Local groups and organisations have been encouraged to implement projects that promote good management. Individuals, local communities and statutory agencies are all responsible for ensuring that our rivers systems are sensitively managed.

In Scotland, despite water being a vital resource for transport, tourism, recreation, power and food, many rivers and burns have been constrained, degraded, hidden behind concrete and buried in pipes. This is largely a result of historical activities. In the 1800s watercourses in towns and villages were considered an important part of the sewer system. Open sewers ran directly into the nearest burn, dirty water and household rubbish were regularly thrown into the street where it would be washed away into the river system. Watercourses were considered to spread disease and subsequently buried in pipes.

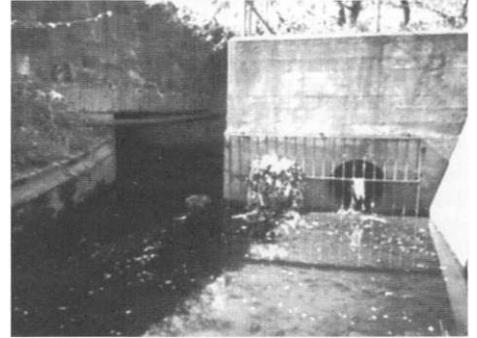
To increase the drainage of both agricultural land and towns, burns and rivers were straightened and deepened. This interference led to the need for flood embankments. Flood problems were dealt with at a local level and with limited understanding of rivers and their catchments. As urbanisation increased, greenfield sites were replaced with concrete buildings and tarmac roads, thus preventing infiltration of water into the soil and increasing the flow of water into the river system. High river flows and new flooding problems, exacerbated by urban areas expanding into natural floodplains, led to further deepening and straightening of watercourses, new flood banks being created and rivers being buried in concrete channels (culverts).

The resulting system of underground drains, reinforced river banks, concrete channels and grills and fences, requires ongoing maintenance and brings little benefit to the community. However, recognition of the value of Scotland's watercourses and an improved understanding of the river system is now encouraging improved river management and new techniques to protect and enhance rivers and burns.

## A Community Resource

Scotland's rivers and burns are a tangible resource, providing food and water, but they also add value to the environment. Watercourses are a frequent focus for recreational activity such as fishing, walking and canoeing; their amenity value also extends to the local landscape.

In city parks, business parks and housing developments water features are common and waterfront properties are highly marketable. Rivers and burns can enhance and encourage pedestrian routes in both rural and urban areas. They also have a role to play in education. Wildlife around watercourses, where sensitive management is undertaken, can be particularly rich and



Top: Watercourse or sewer? Culverting and connection problems

Above: A restored river combines cycle- and footpaths



The water environment offers possibilities for education and leisure



Typical urban stream with concrete reinforced banks

relatively easy to observe. Children and adults can find out about the habitat, birds, insects and mammals associated with their local burn. It is essential, therefore, that watercourses are recognised as an important part of the environment to be managed sensitively, not only for the benefit of the associated wildlife but also for the benefit of the local community.

#### **Protection and Enhancement of Watercourses**

There are many opportunities to ensure that we not only protect our rivers and burns, but also that we enhance modified river habitats to improve the environment. Restoration and enhancement projects need to be undertaken with great care and specialist advice.

Rivers that have been over-straightened and over-deepened may require the banks to be re-profiled and the habitat to be restored to create a more natural channel. Gentle bank gradients improve access for wildlife and can be safer exit routes for people. Where space is restricted and the profile of the watercourse needs to be controlled, natural forms of bank protection such as willow spiling and other kinds of vegetation can sometimes be utilised. In-stream structures can be used but expert advice is essential to ensure success.

Maintenance and management of river systems play an important role. Conventional vegetation control can damage wildlife habitats, reduce the attractiveness of the watercourse and reduce bank stabilisation. Traditional

techniques, such as coppicing and pollarding, and reduced cutting frequencies of bankside vegetation can minimise environmental damage.

In new developments, rivers are not always in need of enhancement or restoration; rather existing watercourses may have good physical structure and quality that should be retained. It is important, in such circumstances to protect both the physical features and the water quality and to minimise changes in flow that may occur as a result of changes in land-use. Flooding is a key issue in any new development. Emphasis is now being placed on the avoidance of development on the floodplain and on opportunities for using it and associated habitats as areas of open space. Soft engineering solutions such as natural flood meadows should be implemented where possible.

In order to maximise the benefits to wildlife and humans it is important to maintain the good water quality of the river or burn. There are techniques to improve the quality of surface water entering the watercourse: referred to as sustainable urban drainage systems (SUDS), they not only remove some of the but also help to mitigate flood risk. Furthermore, many of the softer engineering options can add to the wildlife and amenity value of the local area.

#### **Community Involvement**

Many of the schemes we hear about are large-scale projects that have attracted funding from major grant providers. Such schemes are important demonstration sites

and contribute significantly to biodiversity and the community, but there is much that can be achieved at a local level by small groups and individuals.

Local authorities are being encouraged to incorporate river management into local plans. Guidance on maintenance of the river system can be provided to relevant staff to ensure sensitive operations and management. Control on development can ensure a sustainable approach is adopted. However, the responsibility for good management also falls on local communities and individuals. Everyday activities such as washing the car, disposing of oil and paints, washing wheelie bins, disposing of litter and garden rubbish, can all have an impact on the river environment.

Individuals can act at community level and encourage involvement by other people. Organised litter clean ups immediately improve the appearance of watercourses and can encourage greater interest in the environment. It is important for interested parties to help inform others of the value of the river system. Individuals are encouraged to develop ideas with local interest groups, through their Local Biodiversity Action Plan and Local Agenda 21 officers.

#### **Conclusions**

The management of Scotland's rivers and their catchments does not just lie with statutory agencies and government bodies, but also with the individual. There is much that can be done to safeguard river environments and to enhance them for the benefit of wildlife and the enjoyment of people. Rivers are not purely habitat for insects, birds and mammals; they also have a human habitat value and consequently should not be ignored. Watercourses should be retained wherever possible and managed to provide the maximum practicable benefit for the people and wildlife of local communities. #

*Kiri Walker*

Paper Presented by Joanne Lambert, Scottish Environment Protection Agency

## CASE STUDY

# Stratford-on-Avon Design Guide

The Stratford-on-Avon District Design Guide is a hybrid. It draws on several fields and disciplines in order to take the built environment itself as a design resource.

## Local distinctiveness

Stratford-on-Avon District Council's decision to produce a design guide came about in part as a response to the Department of the Environment's Design Initiative that began in 1994. The increased emphasis on design that emerged in Quality in Town and Country and later in the revised PPG 1 provided the impetus to commit resources to a design guide. Underlying that response was the realisation that the District, as an attractive and accessible rural area, was under enormous pressure for development. The District includes no major urban areas. The main centres are the historical market towns of Stratford-upon-Avon, Alcester, Henley-in-Arden, Shipston-on-Stour and Southam. Most of the towns have small but active commercial and industrial areas. There is little in the way of stereotypical brownfield land and little obvious need for regeneration. The relatively small amount of commercial and industrial land in the District is actively used but still under pressure for conversion to residential use. The main perceived threat was bad, standardised design. The majority of proposals coming forward for new development were the all too familiar housebuilder suburban 'estate' of detached houses.

A consensus of members and officers saw a principal aim of any guidance to be retention of the distinctive character and qualities of the towns and villages in the District. It was agreed that the main objective of the guide should be to help secure designs that are local, sustainable and equitable. The character of the district, though apparently uniform in the context of the country as a whole, is surprisingly diverse in detail. Awareness of the diversity of the landscape, and the settlements within in it, was heightened by the Warwickshire Landscapes Guidelines, published in 1993, produced jointly by Warwickshire County Council and the Countryside Commission. The Character Map of England show that Stratford-on-Avon District lies at the confluence of five distinct character areas each with different characteristic settlement types and principal building materials. The diversity presented a challenge: with more than 120 settlements in five character areas, the District is far too large and diverse to have contemplated making any kind of comprehensive account of its character for the purposes of design guidance.

## Responding to diversity: settlements as a design resource

One immediate response was to try to take a different view of design guidance (as far as wider expectations might permit). Rather than see the source of guidance as the written document, why not use the settlements themselves? The guide should be a finger pointing to the many solutions to design problems that have been tried out in the various specific situations within the District and that contribute to its character. Such an approach was reinforced by a desire to move away from a purely visual Townscape approach to design guidance, and acknowledge that amongst many other things, patterns of occupation and movement are essential to character and quality. The desire was to see settlements not as catalogues of characteristic forms but to focus on patterns and associations of elements. The interest should not be isolated small scale details but the way features go together to form the small and large scale structure of a settlement - within which any intervention must be made.

## Combining views

The strategy adopted was to take advantage of the fact that enormous amounts of work and intelligence have gone into investigating and understanding human settlements. It also involved recognising that different ways of describing settlements are not necessarily mutually exclusive. A strategy of multiple description that combines methods, might give rise to a view of settlements with more depth and utility in the job of design guidance. Combining so-called lay and professional views was one of the first steps taken. The District-wide design guide should provide a general body of guidance produced by officers to be complemented by more specific Village Design Statements (VDS) produced by local communities. To that end the Council promoted and facilitated the production of VDSs by providing procedural advice and help in putting them forward for adoption as Supplementary Planning Guidance.

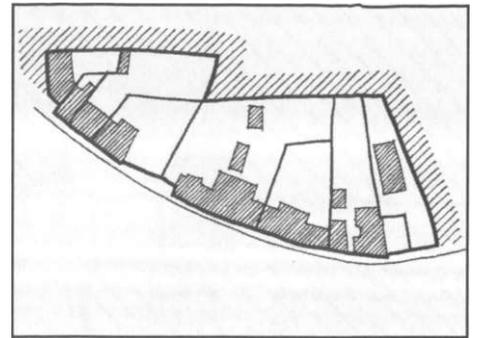
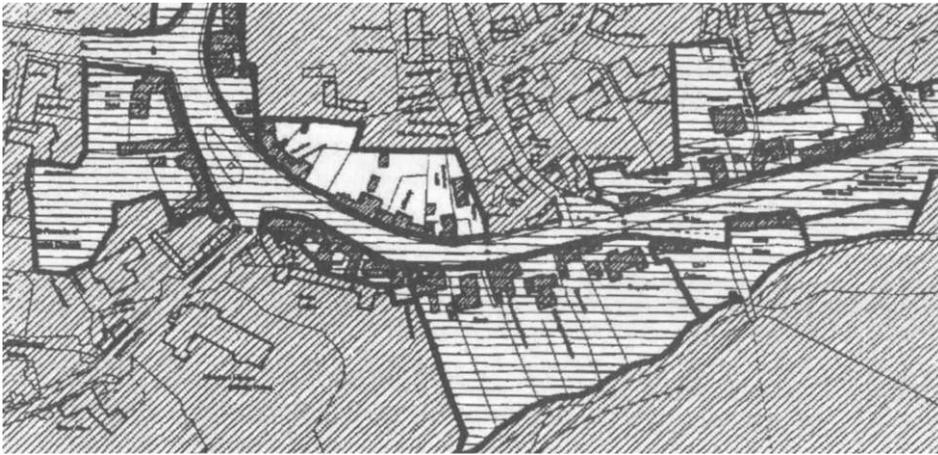
A core body of concepts and methods used in putting together the District guide came from the field of urban morphology. One idea in particular underpins the guide both in terms of the structure of the document and the method it puts forward: the idea of levels of scale. Implied by the notion that all elements of the built environment are both part of something bigger and made up of parts, this concept provides a framework for analysis and understanding. The levels correspond to generic entities related in a sequence of part-to-whole: the street/block pattern; streets (seen as the highway and the plots it serves, together); plot series and highways; plots; buildings; details and materials.

As set out in the guide, the levels draw together ideas implied in concepts such as grain (e.g. as found in *By Design*), and explicit in urban tissue as used by N.J. Habraken, *tessuto urbano* by Italian typologists or the plan-unit of Conzenian geographical urban morphology. In characterising a place the aim is to identify the range of characteristic types at each level and characteristic associations of types at different levels. For the purpose of setting out specific points of guidance, using levels of scale makes it possible to make fairly simple statements about a given level and still remain conscious of the other levels. The combination of statements at different levels then begins to account for the diversity and subtlety of form evident in so many settlements.

The landscape character assessment of the District contained in the Warwickshire Landscapes Guidelines was used as a base from which to integrate assessment of



## CASE STUDY



Left and above: A plot series in the context of the street and in isolation. Different arrangements of plots suit different positions within a settlement

landscapes and settlements. It soon became clear that urban morphological analysis and the character-based approach to landscape assessment shared several common concepts and methods. Both take a similar approach to different areas of the environment, one predominantly planted the other predominantly built. Taken together they form a complementary view of the broader human environment. The other component views incorporated in the strategy of multiple description were simplified versions of space syntax, movement analysis, and Lynchian perceptual analysis. Reductively, the urban morphological view (complemented by landscape assessment) provides detail of physical structure, space syntax of movement through the structure and Lynchian of the human response to moving through the structure in various ways.

#### Streets or blocks?

Adopting an urban morphological perspective brought into play an awareness of the process by which settlements are built up and transformed. It is clear that the unit of development and character is the street (seen not just as the public highway but the public highway and the private

plots it serves). This conception points directly to what are by now commonly held ideas of good urban design such as clear definition of public and private space, maintaining front-to-front relations of plots across a street and back-to-back relation across a block. Taking the street (highway with plots either side) as the compositional element, as opposed to the block or perimeter block, reinforces the positive principles of urban design more effectively and brings out other issues the perimeter block conception does not raise. The perimeter block idea leaves open the question of the hierarchy, identity and character of the individual streets that serve the different sides of the block - given a position within a network of streets with different character.

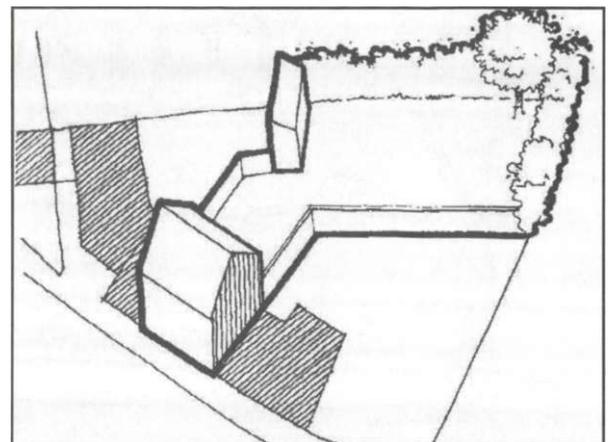
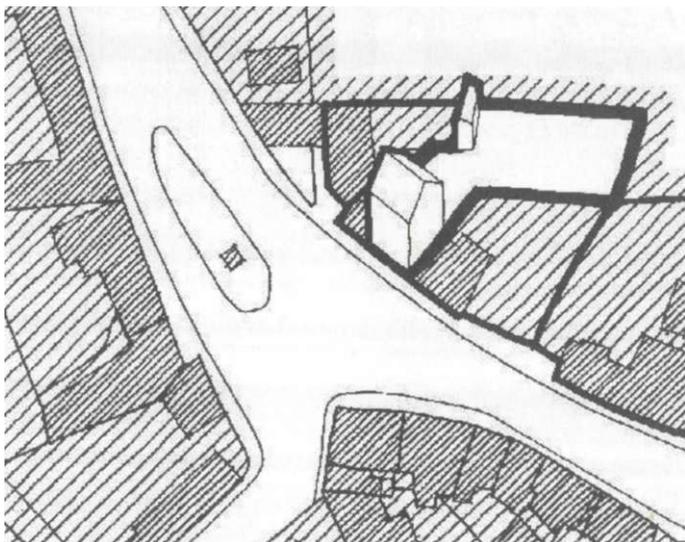
#### Local distinctiveness and innovation

By a narrow, literal interpretation, the Stratford-on-Avon District Design Guide might be construed as limiting design to a replication of previous types and solutions. It is a tired and tiring argument but not one that has been put forward since publication. The Guide has been welcomed by local architects and communities alike. Like most, Stratford's Guide encourages

innovation but has been most successful in refusing bad designs. On the basis of appeal decisions, the guide has been very successful. With regard to local distinctiveness, the guide acknowledges that contemporary designs can be very local and traditional designs very alien. But while the task of balancing local distinctiveness and innovation would appear exciting and challenging, few people come forward to tackle it. Any experience with design guidance (which must include design manifestos) underscores their fundamental weakness. People inclined to take them literally will do so whatever camp, style or fashion the guide professes. Getting the users of any guide or manifesto to understand the principles and allow for a variety of interpretations, while still holding to the principles, cannot be accomplished by the written word or image alone. The success of a guide or manifesto is dependent on continued active use and the energy and enthusiasm of those who use it. If the guide can be used as a tool to enlighten and enthuse people, all the better.

Guides don't build buildings, people build buildings. #

Karl Kropf



Left and above: A plot in the context of the street and the plot in isolation, highlighting the internal arrangement of its component parts

RESEARCH: MIKE BIDDULPH ET AL.

# The Urban Village: an obituary?

## Introduction

The Urban Village idea has been around since 1990, and it is a concept that has often been used during the subsequent decade by development professionals, including urban designers. This brief article reviews the results of some recent research which considers how the concept has evolved over the decade, and also whether the urban village vision has been matched by development 'realities'.

## Why did the urban village concept arise?

The urban village concept was produced as a reaction of a development elite to perceived problems with urban development and planning, and in particular themes common to urban design such as dissatisfaction with environments resulting from zoning and also the bland characteristics of speculative housing. This reaction was fuelled by the Prince of Wales, but the flame was carried forward by a range of development professionals who endorsed these wider held concerns, including property developers, house builders, planners, architects, urban designers and even the odd bank. This Urban Villages Group toured the country and tried to understand places that 'work', planning history was selectively raided to unearth and reinvigorate the rather tarnished neighbourhood concept, whilst reviews of more recent thinking about sustainability and urban design were also done to explore what else might be used to give shape to their concept. This resulted in development principles being written down whilst the forum also spelt out the process necessary for building the urban village.

## How did the idea get disseminated

Following the publications, the members of the Urban Villages Forum promoted their concept. As a result of widening interest the Urban Villages Forum was established in 1993. In addition development interests in the Group formed the Urban Villages Company in an attempt to profit from the vision and also turn the vision into a new-build reality. The company lasted until 1995 when the Group started, instead, to support other types of development that had an urban village flavour. It did this by endorsing actual developments (Poundbury and Crown Street were often referred to), promoting the concept to local authorities and development agencies, becoming involved in emerging policy debates such as the work of the Urban Task Force, and also lobbying Government to get their concept included in Planning Policy Guidance, where it subsequently appeared as a term in PPG1.

## Tensions

The loose nature of the urban village concept has meant that different people have thought that it is a good idea for a variety of reasons, but ultimately this has also led to a number of tensions as priorities between actors have varied. This can roughly be illustrated by suggesting that the ideal urban village would be slightly different for different interests, and that these interests have become more or less evident during the time of the Forum:

- Aesthetic or historicist interest - The Prince of Wales has always promoted a concern for the art of building places, and was originally keen to endorse the historicist vision of Poundbury as a model for urban village schemes. This has been something that others have been less keen to do.
- New build neighbourhood - The commercial property development interests were keen to be involved with the development of a new-build urban village on either a green- or brownfield site. Involvement with the Forum has been regarded as a way in which this more commercial of motivations might have been realised. It wasn't.
- Urban renewal - Following the failure of the property development interests to get their new build scheme off the ground, an interest in urban renewal emerged. The urban village became regarded as an appropriate vision to apply to the regeneration of run down inner (or outer) city areas.

This evolving vision of where urban villages might ultimately be developed and what form they might take has resulted in changes in the membership of the Forum over the years, with the property development interests in particular becoming less involved.

In addition, however, following the introduction of urban villages into Planning Policy Guidance the concept has been 'read' in a variety of ways by local actors, and urban village principles have been 'shoehorned' into being responsive to a range of local circumstances. This process has been partially endorsed by the Urban Villages Forum who have been looking to demonstrate the practical value of their ideas by being able to refer to actual schemes. It has also been reinforced by a weakening 'ownership' of the concept by the Urban Village Forum. Because the concept and the term have been successfully disseminated the term has also been borrowed as a badge for a range of development situations, including house builder schemes that share little in common with the urban village idea.

RESEARCH: MIKE BIDDULPH ET AL.

### Urban Villages in Practice

As a result of a national survey, 55 developments termed 'urban villages' have been identified. The schemes demonstrate a great variety of characteristics with schemes of different sizes being presented as urban villages, with sizes varying from just over one hectare (Attercliffe in Sheffield) to nearly 300 hectares (Swanpool in Lincoln). Projected populations of these developments also range vastly from 160 to 15,000 with a fairly even distribution in between. This has led us to conclude that there is not much consistency in how the urban village idea is being adopted by development professionals and subsequently used in development practice.

### Do urban villages exist?

The urban village is a loose, almost anecdotal conceptualisation bringing together a wide range of ideas and associations (principles of urban design, principles of sustainable development, neighbourhood concepts etc). This allows for a wide degree of flexibility on the part of those people who use the concept, whilst notions of what the concept might mean remain contested. The Urban Village Forum unsuccessfully tries to control the use of the concept (defining schemes that might be referred to as an Urban Village) whilst the concept has also evolved as the Urban Village Forum has changed its form and membership. The concept is vague and that is what makes it applicable in a variety of situations. This also makes it both useful and useless. Useful because it has some value in wider planning discourses allowing people to legitimate developments. Useless as a fixed model that can be applied in different situations

### Fixing and unfixing an idea

There is a desire both to fix the concept and to make it local and contingent. Fixing the concept has resulted from attempts to unite actors and provide a common voice, but also attempts to make the concept exclusive and say what might be included or excluded from urban village schemes. Fixing the concept also gives it some value in planning discourse where some consensus exists about the development principles that characterise urban villages. The Urban Village books are a good example of this. Making the concept local and contingent has resulted from the institutionalisation of the concept and the extent to which actors have had a vested interest in the concept and its practical application. The 'search' for urban villages has led to a significant loosening of



Top: Hulme High Street, Manchester, a high street in name only

Middle: Poundbury, Dorset and Above: Silvertown, East London. Two projects which have shared the title "urban village" but which are very different in form and character

definitions as the concept has been confronted by localities. The term has also become a badge seen as a shorthand for getting resources and consents to develop. The promotion of the urban village concept is therefore one of negotiation between the generic and the specific.

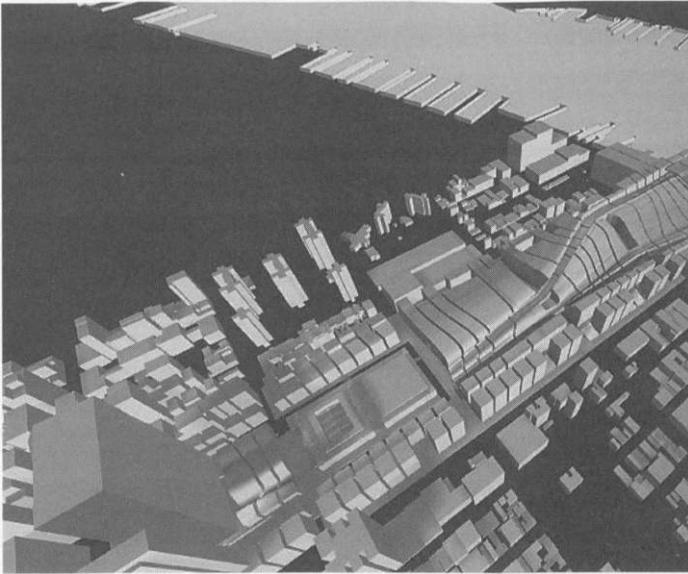
### Anything mixed use becomes an urban village

Urban villages seem to exhibit a fair degree of variety. However, justifications for calling developments 'urban villages' are

broadly similar (mixed use, sustainable, community-building etc.). This reflects the textualised nature of planning work and the tension between this, built form and lived experience. Planning is an attempt to define discursive objects and deal with them (or categorise them). The process of naming a development an 'urban village' lends it some stability and therefore a deeper legitimacy within the discourse of planning regardless of its form or what it is actually like to live there. #

Mike Biddulph, Malcolm Tait and Bridget Franklin

## BOOK REVIEWS



**New York**  
**Alan Balfour**  
**Wiley Academy £15**

It is impossible to review a book about New York without considering the events of September 11. We think of New York as the apotheosis of 20th century urban living. It encompasses every facet of humanity. Its built form reflects that: from the war-zone of South Bronx with its 'bombed out' buildings and its derelict people to the symbols of corporate and political power, smart, exclusive, hard-faced and touching the sky. The war-zone has moved. Ground Zero is now at Battery Park. The bonfire of the vanities has taken place. We love New York - its buzz, its life, its sheer vitality. It is an object of intense desire. The layers of the city are exposed like tripledecker sandwiches. Yet so much is unseen. The anonymity of the city is enhanced by its ordered grid. Not the small villages of Hampstead or Montmartre, but pulses of intense activity along formulated routes, neighbourhood main streets, that signify much of the American psyche - a puritanical structure topped by an overdose of freedom of expression. The adaptation of the grid to different uses over time from housing to industry to commerce testifies to the robustness of this structure. What Alan Balfour's book does is to explore this dichotomy. The sober grid provides a base for a range of different schemes - some built,

some dreams - which are continuing the changing face of the city.

Balfour sets the scene with a series of essays, each dealing with a different aspect either abstract or locational. The emergence of the city form is explained: "...the virtual reality of a grid over thousands of miles of undeveloped heartland, which it subdivided to structure the commercial, education, and civic order of the community..." was set out with marble stakes. The marvel of Central Park designed in homage to Joseph Paxton's Crystal Palace and Birkenhead Park, was Olmstead's vision. He foresaw "a park situated at the precise central point of the city of two million..." surrounded by a wall of development as high as the Great Wall of China. Not many people with that width of vision around today. His essay on icons tells us of the ambition, greed and technical wizardry of reaching for the skies - as the renaissance princes had done in Bologna or San Gimignano. The omission of the World Trade Centre as the icon of 'greed-is-good Gecko' is poignant. So we gaze longingly at the spires of the Empire State, the Woolworth and Chrysler Buildings - not the crude stubs of the WTC.

The second part of the book comprises a catalogue of examples of different building types. Many of these are crass, heavy handed and boring. But occasionally we gain glimpses of

humour and delight. Cesar Pelli's Carnegie Hall Tower, Christian de Portzamparc's LVMH Tower and, juxtaposed with Frederick Fishers PST Contemporary Art Centre, Beyer Blinder Belle's refurbishment of Ellis Island's Museum of Immigration. This catalogue is interrupted by contributions on key components in the regeneration of the city over the last few years. Essays on 42nd Street, the re-imagining of the city which has seen the authorities insisting on making architectural design sensitive to community context rather than purchase price, and New York's public realm and 'quality of life' initiatives that are taking the hard skin of the industrial and dockside edges of the island and softening them with new parks and access points.

The final part of the book comprises a series of projects and 'dreams'. The latter is most interesting with models and concepts of new forms of urban design. In particular the dreams of the West Side and IFFCA sites are fascinating. Van Berkel, Peter Eisenman, Thorn Mayne all point the way that urban design could move. We should study these closely. Urban design in New York rejects the cosiness of a responsive environment. Instead we have the urban design of movement and connection; of functional integration at all levels that demands new architectural forms and spaces; and a multi-layered seemingly fragmented structure that both follows and guides the flow of space. This artificial geography is so different from the World Trade Centre. Perhaps this complexity is what we need to think about. From Ground Zero a new form of urban design might emerge. #

Jon Rowland

**Managing the Brief for Better Design**  
**Alastair Blyth and John Worthington**  
**Spon Press, 2001 £32**

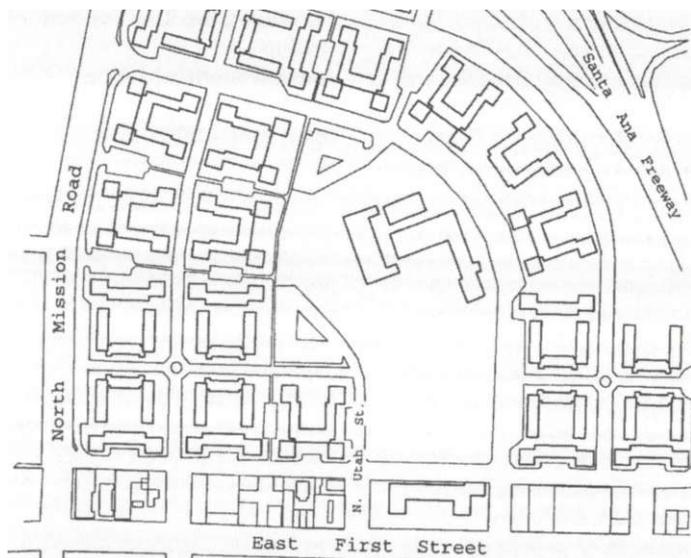
Architectural projects frequently get criticised not necessarily because of their design but because they are the wrong building in the wrong place; or because they are addressing the wrong problem. The same applies to urban design: a public space - however pleasant in itself - may fail to attract people because it is in the wrong place. The mistakes originate in a poorly thought out brief, one that has not involved the right stakeholders, where the needs of the client(s) have not been understood. This is the problem being addressed by Blyth and Worthington in this book. Their aim is to offer a methodology for the preparation of briefs. They dealing with issues such as the client identifying needs, taking into account of potential change and clearly communicating these needs to the design team.

The book separates the briefing process from the brief as a product. The former starts well before the brief is prepared, and lasts until the project is completed, evaluated and the information fed back to the client and design teams. A number of case studies dealing with different situations are analysed. Other writers, all with direct expertise of the particular example, contribute to this part. A number of model briefs - urban, strategic, project, fit-out and furniture - are also offered. The final part of the book is mainly a primer, a kind of check list for a successful briefing process.

All of this is very serious, very methodical and very worthy. There are no examples directly relevant to urban design but no doubt lessons can be learnt for any kind of situation or project. But the format and style of the book is more reminiscent of texts for MBA students and it may not attract the readers that might most benefit from it. #

Sebastian Loew

## BOOK REVIEWS



**The Provisional City: Los Angeles Stories of Architecture and Urbanism**

**Dana Cuff**  
MIT Press £27.50

Dana Cuff's book is a scholarly work on the production of urban space. She analyses discontinuous destruction and large-scale redevelopment in Los Angeles over the 20th century. She chose housing because it occupies the major part of American cities. She selected five schemes which were redeveloped as large continuous and homogeneous areas motivated by racial segregation, social exclusion and economic stratification. She attributes the existence of what she calls 'convulsive space' not so much to persistent urban problems as to the nature of property, real estate finance, the force of the state in the city and the recurrent attraction of big plans to developers, public agencies and not least architects in charge of masterplans.

Her thesis of the 'provisional city' is that nothing stands still. The very transformation of the fine grain urban fabric of the beginning of the 20th century, either designed or spontaneously developed, required the production of sites, either from what was designated as slums, or on green fields. This meant the obliteration of the past in physical as well as social terms. However, the very scale of these new sites makes them vulnerable to further large-scale change, as Cuff demonstrates in her conclusion. During the period she examines, the development mechanisms did

not differ essentially between the provision of public housing and mass private development for low income workers (in Los Angeles mainly in the defence industry) produced with public subsidies. Public housing, replacing more often than not, spuriously defined 'substandard' housing, was unable to fulfil the low income housing need stemming from the return of war veterans, migrant workers and immigrants. Even inhabitants of temporary 'quonset huts' in the Rodger Young Village wanted to stay there permanently, not unlike the popular post-war timber structures in London or transformed railway carriages in the West country.

When private real estate interests amalgamated into the 'construction industry', they claimed to produce cheaper housing while generating much needed employment in the building sector. Cuff sees that as the death of public housing illustrated by the political negotiations for the Chavez Ravine site which displaced existing residents and produced a sports stadium instead of desperately needed low cost housing. She acknowledges the increasing influence of public protests and delaying tactics by interest groups with environmental aims, together with resistance by local residents and neighbours. However, when describing the negotiation process initiated by 'new urbanists' who aim to develop the largest site in America - Playa Vista earmarked for over 50,000 dwellings at \$6-8 billion development cost - she shows that transience does not

only apply to the built environment but also to the partially acquired victories of ever changing stakeholders.

She does not condemn large-scale developments outright. In her view they are needed to innovate and experiment with Utopian ideas. There she speaks as an architect and defends the profession which she sees under threat. She, on the other hand, puts responsibilities to create and preserve the public realm firmly onto architects, even if this means deceiving clients, 'realtors' and prospective users during the development process.

Perhaps it is time to go full circle and return to Europe from where the American inter-war housing architects imported their inspirations and examine whether the development process Cuff describes, which destroys the urban past and makes the future more unstable, applies to our urban fabric as well. For one, Europe and the UK in particular, do not benefit from the immense scale of America's land reserves. Even the decried sixties and seventies urban renewal interventions have never reached the destructive amplitude of what makes up the Provisional City of Los Angeles. Post-modern New Urbanism has reached our shores too. With similar pretty drawings, it evokes idealised images of the past to assist in pacifying the agents against change unwilling to accommodate the contested housing targets of the government.

Cuff's main lesson concerns the responsibility of the design professionals who should be more than vague mediators between conflicting stakeholders. Quite the reverse, they should use their power of design in creating public realm through planning and participation mechanisms in three ways. Their proposals have to resist the corrosive process of contentious development which means that their formal and conceptual design concepts have to withstand incremental and individual demands. Secondly, their designs have to be clear and easily understood by the recipients. Last but not least, a contentious proposal needs visionary quality to prevent politicised development

from compromising the physical outcome. Moreover, these visionary proposals have to give priority to the public interest above local demands. Thus, architecture of sporadic urbanism will not be out of control as long as the management of discontinuity is in the gift of talented and morally committed architects and urbanists. #

Judith Ryser

**The City Cultures Reader**  
**Malcolm Miles, Tim Hall and**  
**Iain Borden (eds)**  
2000, Routledge £19.99

A difficult task: a book review has to say something positive about the work being reviewed. There it goes: some of the articles included in this collection are interesting, refreshing, stimulating, occasionally challenging. That part having been accomplished, the *raison d'être* of such a publication must be seriously questioned. Some 60 different texts originally published between 1960 and 1998 (with two earlier exceptions) have been assembled here, grouped in three parts and twelve sections according to some rationale which is hardly worth debating as the editors acknowledge that "in many cases, it is difficult to categorise a text, and several could have fitted equally well into two or three of the sections"... Many famous authors and some less well known ones are included but no information is given about any of them - no biographies, no clarification of their discipline and no context to the excerpt published. The editors' introductions to each section are not much more illuminating; in one of them the 20th century city is more or less summarised as a polarity between Le Corbusier and Jane Jacobs. And although there is a list of recommended further reading (fat chance!), there is no bibliography and no notes to the majority of the texts.

It is difficult to understand how the texts were selected: one of the great post-modern philosophers - Roland Barthes - gets one and a half page; Gaston Bachelard one page; Henri Lefebvre, three; but in the same section Heinz Paetzold (don't ask) gets fifteen. Furthermore

his article is one of the very few that includes illustrations even though they are hardly related to the text. One complete article from the Independent on Sunday is included. There are no plans, no maps, no drawings; what is the point of an article from Archigram with no illustrations? Many excerpts make no sense without them.

The generous interpretation of the motivation behind this book is that it is trying to entice the reader to go for the full texts, a sort of appetiser. The more realistic one may be that academics and publishers realise that students no longer buy or even read whole books. So rather than lecturers having to photocopy selected articles, the selection is pre-cooked and prewrapped. It is the fast-food approach to reading, but just like fast-food, or like listening to 'the best of Mozart' on Classic FM, it is not very nourishing either for the body or the soul. 'Readers' have been multiplying lately; some have been better than this abysmal one but in general, they are not the best way of approaching a subject, culture in particular! They allow readers to pretend they know an authors work, when they don't. #

*Sebastian Loew*

**The Colour of Cities  
An International Perspective  
Lois Swirloff  
Mc.Graw-Hill, 2000, US\$69.95**

We are confused by colour. It is at once simple and extremely complicated, embraced by all the sciences as well as the arts. Attempts to write about it demand careful judgement as to how much of each to include to achieve a reasonable balance. Cities also present problems of balance, they are similarly unstable. To attempt to combine the two is a daunting task; to attempt to derive conclusions relating colour choices to geographical phenomena is extraordinarily ambitious. If, as the author of his book suggests "colour preferences in the world differ among its human population, as...manifested by their culture or traditions, they may have been initiated originally as a direct response to the pervasive effects of light over time in global locales."

Thus local colour palettes may originate not as the conscious choices of architectural aesthetics but deeply embedded in, and thus reflecting, the psyche of citizens.

In many ways *The Colour of Cities* is an attractive book. It is profusely illustrated with over 300 photographs many of them of exceptional quality. As a former student of Josef Albers, member of the Faculty at Harvard and Professor Emeritus at UCLA, Lois Swirloff has acquired a reputation as the author of *Dimensional Colour* (1988). *The Colour of Cities* is about her quest to find and record city colour which "began with travel, and in time, as I applied my painter's eye top the camera, the role of colour in urban dimensions crystallized." But as the publisher informs, this "is more than a picture-book, for the author has developed a design science of the urban environment". Precisely what is meant by the words 'design science' is not clear, but we might assume that it derives from the approach to urban design by Kevin Lynch, referred to as one of the author's sources. In her introduction she sets out her theme: "character is perceived more readily in architectural style and urban form, than by colour...As city form represents conceptual order...city colour shapes perceptual experience. A sense of colour...may be culture's least recognized, but most direct, visual signature."

The thesis that the perception and use of colour is rooted in the geophysical, determined in large part by how colours originate - and are altered by the angle of the sun's rays, of variable intensity "from the direct beam of the equatorial regions to the angular glow of cities nearer the poles", raises as many questions as it purports to answer. It is introduced somewhat tentatively with such statements as: "environmental light may prove to be a formative condition". The thesis is backed by an appendix giving the global positions of the cities selected, from Stockholm to the north to Barbados in the south, following a selection of colour images grouped together as a basis for comparison. But it is far from easy to draw any useful conclusions from these when we

realise that they are all in the Northern Hemisphere, and all, except Mexico and Barbados, well outside the tropics. About half of the illustrations are of Italy, about forty of Mexico, thirty of Japan and the rest divided among other countries. As though to compensate for the limited geographical range and to emphasise the effects of light and shade, the photographs are almost consistently dark, and the theme is underlined by some of the chapter headings: *Urban Spaces*, *Cities of Light*, *Regions of Light*, and *Country in Shadow*: Japan. Japan is represented by a dozen shadowy pictures of Kyoto temples, a few street scenes and - a rather surprising additions - three pictures of modern buildings, which seem out of place in spite of the comment that a new generation of architects has expressed "sensibilities as refined and subtle as their traditions."

It is with the colours of streets, urban spaces, details of surfaces and the rich displays of markets that the author seems most comfortable, indulging her painterly eye with the delights of what she calls 'vernacular places'. Most of the pictures are left to speak for themselves, without detailed captions; in the absence of these there is some difficulty in relating the images to the text, which occasionally reads like a guide book. It also contains some unfortunate errors, such as the statement that Venice is founded upon pilasters, the Tudor-style of Inigo Jones and the fact that Wren designed St Paul's Cathedral in 1750.

The imbalance persists in the vernacular examples: among some forty images of Venice, there is none of the islands which provide graphic example of changing colour preferences and controls. The nearby island of Murano which embodies many of the material colours of Venice itself, is beginning to be threatened by those of the new brilliant paints, which in Murano have almost completely eclipsed the subtle traditional colours. One may approve or disapprove but it seems perverse to ignore them if other modern examples are included. Their exclusion is a way of avoiding complexities and



controversies that inevitably arise over the subject of colour. Could this also explain the author's apparent avoidance of other published sources on colour and the environment? The most obvious of these is the work of Jean-Philippe Lenclos who was initially inspired by the muted colours of Japanese design, noting that they were derived as much from physical geography as from 'human geography'. The detailed design method that he has developed together with his wife Dominique has earned the description, *The Geography of Colour*. In addition there are several other sources of environmental colour, published under such titles as *Colour for Architecture*, *Colour in Townscape*, *The Colour of the City* and *Colourscape*. Lois Swirloff's quoted sources, Mumford, Rudofsky and Lynch, are exemplary but they are not colour sources.

The aims of this book are confused. On one level it can be seen as a record of the author's travels; at another it vacillates between explanations of the built evidence which she approaches in generally architectural terms - in spite of her stated reservations - and the geophysical hypothesis. Since the latter cannot be proved, she has to depend upon occasional pictures of land, sea and sky, and some of natural materials - albeit not systematically presented. This is a pity because her skills, background and exceptional sensitivity to colour gave promise of a significant approach to this important and neglected subject.

*Michael Lancaster*

# Prize Letter

Dear Sirs,

I am a postgraduate student at UCL and have throughout my degree specialised in Urban Design. I continue to do so in my diploma year. I am writing as a new student member having just delved eagerly into my first copy of the Quarterly. I was glancing through the book review section when chanced upon the review of *Everyday Urbanism (1999)* by John Chase et al.

I have to admit that nothing has made me laugh out loud like that on the Monday morning commute before. I read the review through, repeatedly savouring the thought of attempting to work some of the Los Angelino proposals into a project. Billboard Plaza and doggie-drinking fountains seem to be quite interesting.

Also, having that day dispensed with an analysis based on the Pattern Language, I am more than willing to listen to any remotely cogent attack (be it right or probably wrong) on Christopher Alexander's so-bizarre-he-should-be-sectioned Pattern Language.

The review stated that the editors would be able to give away the spare review copy, and I knew at once that access to a document such as this could give my designs an edge if I knew about "A Curmudgeon's Guide to the Wide World of Trash". I admit that proposing a story-telling bus shelter or, even worse, a drive-in brothel could potentially create awkward situations in presentations and crit reviews, but I would be willing to give it a go.

Yours sincerely,

Matthew May

Ed. Note: a copy review will be sent to Matthew

**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  
70 Cowcross Street, London EC1M6DG  
Tel/Fax: 020 7250 0872**

## PRACTICE INDEX

**Acanthus Ferguson Mann**  
Royal Colonnade, 18 Gt George Street,  
Bristol BS1 5RH  
Tel: 0117 929 9293  
Fax: 0117 929 9295  
Email: george@fergusonmann.co.uk  
Website: www.acanthisusfm.co.uk  
Contact: George Ferguson

Specialisms: Registered architects and urban designers. Masterplanning, new buildings, historic buildings, urban renewal, feasibility studies, exhibition design and inspiration.

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1 Price Street, Birkenhead  
Wirral C443 24Z  
Tel: 0151 647 5511  
Fax: 0151 666 2195  
Email: ainsley.gommon@virgin.net  
Website:  
www.ainsleygommonarchitects.co.uk

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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.

**Arup Scotland**  
Scotstoun House, South Queensferry,  
Edinburgh EH304SE  
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Fax: 0131 331 3730  
Email: arup.edinburgh@arup.com  
Website: www.arup.com  
Contact: Gavin Dunnett

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

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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.

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77 Kings Road, London SW3 4NX  
Tel: 020 7376 7525  
Fax: 0207376 5773  
Email: info@michaelaukett.com  
Website: 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.

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2 Great Eastern Wharf,  
Parkgate Road, London SW11 4NT  
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Fax: 020 7978 6720  
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Contact: Nicholas Sweet

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Architects Designers Planners  
Landscape Architects  
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Warrington Cheshire WA2 8QZ  
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Fax: 01925 414814  
Email: aslwarrington@dial.pipex.com  
Also in London Cardiff & Glasgow  
Contact: Andy Smith

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**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 MLI Paul Townsend BSc (Hons) CEng MICE MCITMIHT

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**  
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Warrington WA2 OXP  
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.

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Calcot, Reading, Berks RG31 7BW  
Tel: 0118 9430000  
Fax: 0118 9430001  
Email: masterplanning@reading.bartonwillmore.co.uk  
Contact: Clive Rand DipTP DipLA MRTPL MLI Chris Odgers BA(Hons) DIPUP DipUD MRTPI

Specialisms: Urban design from concept through to implementation. Complex and sensitive sites, comprehensive and innovative Design Guides, Urban Regeneration, Brownfield sites, and Major urban expansions.

**Alan Baxter & Associates**  
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Fax: 020 7250 3022  
Contact: Alan Baxter FISTRICTE 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.

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Architecture and Urban Design  
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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 IA

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**  
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Hook, Hampshire RG27 9TP  
Tel: 01256 766673  
Fax: 01256 768490  
Email: savery@bell-cornwell.co.uk  
Website: www.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 DipLA ALI

Specialisms: Landscape architects with specialisms including urban design, urban regeneration and environmental planning throughout the UK and overseas. Quality assured practice.

**bennett urban planning**

One America Street  
 London SE1 ONE  
 Tel: 020 7208 2082  
 Fax: 020 7208 2023  
 Email: mlowndes@tpbennett.co.uk  
 Contact: Mike Lowndes

Specialisms: Development planning, urban design, conservation and masterplanning - making places and adding value through creative, intelligent, progressive, dynamic and joyful exploration.

**Biscoe & Stanton Architects**

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 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; experienced in existing buildings and new construction.

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Areen House 282 King Street,  
 London W6 OSJ  
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 Fax: 020 8563 9176  
 Email: arlett@blampied.co.uk  
 Website: 222.blampied.co.uk  
 Contact: Clive Naylor

Specialisms: Architectural masterplanning, urban design tourism, education, commercial expertise United Kingdom and Overseas.

**Chris Blandford Associates**

1 LaGare  
 51 Surrey Row, London SE1 OBZ  
 Tel: 020 7928 8611  
 Fax: 020 7928 1181  
 Email: cbalondon@diai.pipex.com  
 Website: www.chris-blandford-assoc.com  
 Contact: Chris Blandford and Robert Howard  
 Also at Uckfield

Specialisms: Landscape architecture, environmental assessment, ecology, urban renewal, development economics, town planning, historic landscapes, conservation of cultural heritage.

**Trevor Bridge Associates**

7-9 St Michaels Square  
 Ashton-under-Lyne, Lanes OL6 6LF  
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 Fax: 0161 343 3513  
 Email: info@tbridgea.co.uk  
 Contact: Trevor Bridge Dip LA  
 DAFFB MI Hort/MLI

Specialisms: Landscape Architecture, Urban Design, Environmental Planning, Ecology, expert witness. Landscape for housing, industry, urban renewal, environmental improvement, visual impact assessment, masterplanning and implementation.

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 45 Notting Hill Gate, London W11 3 BP  
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 Fax: 020 7309 0906  
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 Contact: Kevin McGovern BA (Hons) Dip TP MRTPIAMTS

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.

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 Fax: 020 7462 6342  
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 Contact: Paul Vanner

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 Contact: Marie Burns BA (Hons) MAUD DipLA MLIMIHT FRSA or Stephen Nice BA (Hons) AAAUD Dip LD MLI MIHT

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 Fax: 01792 863895  
 Email: carlisle@carlisdaviesnorth.com  
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 Tel: 0161 832 9460  
 Fax: 0161 8390424  
 Email: jmc@chapmanrobinson.co.uk

Specialisms: Involved in the regeneration of Manchester, acting as design team leader for a multi-discipline team implementing the public realm, and advising the City of Liverpool on Urban Design. The practice specialises in Urban Design and Regeneration projects, alongside the conventional architectural services.

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 Email: info@ckcarchitects.com  
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AADipCons ARB RIBA RTPIIHBC

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Contact: Lora Nicolaou

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

**DNA Consultancy Ltd**

121 Newton Road  
Great Malvern Worcs. WR14 1PE  
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Fax: 07092117995  
Email: newey@globalnet.co.uk  
Website: www.marknewey.co.uk  
Contact: Mark Newey

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Fax: 01793 512436  
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Contact: Les Durrant

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

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25 Achilles Rd London NW6 1DZ  
Tel/Fax: 020 7794 9097  
Email: jpe@EardleyLandscape.co.uk  
Website: www.EardleyLandscape.co.uk  
Contact: Jim Eardley BA BLA FU

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**Eaton Waygood Associates**

8 High Street  
Stockport, Cheshire SK1 1EG  
Tel: 0161 4761060  
Fax: 0161 476 1120  
Email: terryeaton@madasafish.com  
Contact: Terry Eaton BA (Hons) Dip LD

Specialisms: Environmental artists concerned with the fusion of art and public space in urban regeneration including sculpture, lighting and landscape architecture.

**EDAW Planning**

1 Lindsey Street London EC1A 9HP  
also at Glasgow and Colmar, France  
Tel: 020 7674 0700  
Fax: 020 76740799  
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**

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Leamington Spa Warwicks 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 377030  
Fax: 01865 377050  
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 inception through to implementation and management.

**Terry Farrell and Partners**

7 Hatton Street London NW8 8PL  
Tel: 020 7258 3433  
Fax: 020 7723 7059  
Email: tfarrell@terryfarrell.co.uk  
Website: www.terryfarrell.com  
Contact: Maggie Jones

Specialisms: Architectural, urban design, planning and masterplanning services. New buildings, refurbishment, conference/exhibition centres, art galleries, museums, studios, theatres and visitor attractions: offices, retail, housing, industry, railway infrastructure and development.

**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.

**Faulks Perry Culey and Rech**

Lockington Hall, Lockington,  
Derby DE74 2RH  
Tel: 01509 672772  
Fax: 01509 674565  
Email: fpcr@compuserve.com  
Website: www.fpcr.co.uk  
Contact: Tim Jackson

Specialisms: Integrated design and environmental practice of architects, landscape architects, urban designers and ecologists. Specialists in masterplanning, urban and mixed use regeneration, development frameworks, EIA's and public inquiries. 45 years experience of working extensively throughout the UK and overseas.

**FIRA Landscape Ltd.**

Jewellery Business Centre,  
95 Spencer Street, Birmingham B18 6DA  
Tel: 0121 533 1033  
Fax: 0121 523 1034  
Email: ptland@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.

**Fitzroy Robinson Ltd**

46 Portland Place, London W1N 3DG  
Tel: 020 7636 8033  
Fax: 0207580 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.

**4D Landscape Design**

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

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.

**Framework Architecture and Urban Design**

140 Burton Road  
Lincoln LN1 3LW  
Tel: 01522 535383  
Fax: 01522 535363  
Email: fworkarch@yahoo.co.uk  
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.

**Gillespies**

Environment by Design  
GLASGOW Tel: 0141 332 6742  
Fax: 0141 332 3538  
Email: mail.glasgow@gillespies.co.uk  
Contact: Brian M Evans  
MANCHESTER Tel: 0161 928 7715  
Fax: 0161 927 7680  
Email: manchester@gillespies.co.uk  
Contact: Fraser Teal  
OXFORD Tel: 01865 326789  
Fax: 01865 327070  
Email: oxford@gillespies.co.uk  
Contact: Paul F Taylor

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

**GMW Partnership**

PO Box 1613, 239 Kensington High Street, London W8 6SL  
Tel: 020 7937 8020  
Fax: 020 79375815  
Email: info@gmwp.co.uk  
Website: www.gmw-architects.com  
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 and design management skills relevant to project partnering, framework agreements and multi-disciplinary teamwork.

**Greater London Consultants**

127 Beulah Road,  
Thornon 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 Group Ltd**

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

Specialisms: Award winning urban design consultancy, integrating planning, transport and environment. Full development cycle covering feasibility, concept, design and implementation.

**Halpern Partnership**

Leonard House, 9-15 Leonard Street,  
London EC2A4HP  
Tel: 020 7251 0781  
Fax: 020 7251 9204  
Email: gregc@thehalpernpartnership.co.uk  
Website: www.halpern.uk.com  
Contact: Greg Cooper DipTP DipUD  
MRTPi

Specialisms: Multi-disciplinary practice focussed on producing urban design, planning and architectural solutions for the metropolitan areas.

**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 with landscape architects, architects and ecologists, providing a comprehensive approach which adds value through innovative 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; 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  
Email: huntman@globalnet.co.uk  
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 technical reports, backed by 30 years of experience in 15 countries.

**David Huskisson Associates**

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

Specialisms: Landscape consultancy offering master planning, streetscape and urban park design, landscape design and implementation, estate restoration, environmental impact assessments and expert witness. Quality assured practice.

**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. 80 offices in 23 countries.

**Hyland Edgar Driver**

Furzehall Farm, Wickham Road,  
Fareham, Hants, P016 7JH  
Tel: 01329 826616  
Fax: 01329 826138  
Email: hed@heduk.com  
Website: www.heduk.com  
Contact: John Hyland

Specialisms: Hyland Edgar Driver offers innovative problem solving, driven by cost efficiency and sustainability, combined with imagination and coherent aesthetic of the highest quality.

**Intelligent Space**

68 Great Eastern Street, London  
EC2A 3JT  
Tel: 020 7739 9729  
Fax: 0207739 9547  
Email: eduxbury@intelligentspace.com  
Contact: Elspeth Duxbury

Specialisms: Planning analysis and support, pedestrian modelling, GIS and specialists in retail and urban masterplanning.

**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.

**KPF**

13 Langley Street, London WC2H 9JG  
Tel: 020 7836 6668  
Fax: 02074971175  
Email: mrodney@kpf.co.uk  
Website: www.kpf.co.uk  
Contact: Marjorie Rodney

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  
Email: mail@lda-peterborough.co.uk  
Contact: Robert Tregay  
Oxford Tel: 01865 887050  
Fax: 01865 887055  
Email: mail@lda-oxford.co.uk  
Contact: Roger Greenwood  
Exeter Tel 01392 411 300  
Fax: 01392 411 308  
Email: lda-exeter.co.uk

Specialisms: Urban design, urban regeneration, development masterplanning, public realm strategies and town centre appraisals, development briefing, design guidance, design enabling and community initiatives.

**Land Use Consultants**

43 Chalton Street, London NW1 1JD  
Tel: 020 7383 5784  
Fax: 0207383 4798  
Email: Luc@London.landuse.co.uk  
Website: www.landuse.co.uk  
Contact: Mark Lintell

Specialisms: Urban regeneration, landscape design, masterplanning, sustainable development, land use planning, EIA, SEA in UK and overseas. Offices in London, Glasgow, Bristol.

**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 MUIHBCIHI 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 FU

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.

**Nathaniel Lichfield  
& Partners Ltd**

14 Regent's Wharf, All Saints St  
London N1 9RL  
Tel: 020 7837 4477  
Fax: 020 7837 2277  
Email: nthompson@lichfields.co.uk  
(also Newcastle upon Tyne & Cardiff)  
Contact: Nick Thompson BA BPI MA  
(UrbDes) MRTPi

Specialisms: Independent planning consultancy, analytical and creative, masterplans, heritage/conservation studies, visual appraisal, urban regeneration, residential, town centres, sunlight/daylight studies.

**Levitt Bernstein Associates Ltd**

1 Kingsland Passage, London  
Tel: 020 7275 7676  
Fax: 020 7275 9348  
Email: post@levittbernstein.co.uk  
Website: www.levittbernstein.co.uk  
Contact: Patrick Hamill

**Arnold Linden: Chartered  
Architect**

54 Upper Montagu St, London W1H 1FP  
Tel: 020 7723 7772  
Fax: 0207723 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: Landscape architecture, urban design, public housing, health, education, heritage, sports.

**Llewelyn-Davies**

Brook House 2 Torrington Place  
London WC1E7HN  
Tel: 020 7637 0181  
Fax: 0207637 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@clamk.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 Birmingham Tel: 0121 329 7976  
 Email: J.Hammond@DLP-plc.co.uk  
 Contact: Jo Hammond

Specialisms: Specialist international masterplanning, planning, landscape architecture and urban design practice, creating value by offering a comprehensive and 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  
 Email: colindarby@lsharch.co.uk  
 Contact: 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 5U  
 Tel: 020 7377 9262  
 Fax: 0207247 7854  
 Email: mjp@mjparchitects.co.uk  
 Website: www.mjparchitects.co.uk  
 Contact: David Prichard DipArch (Lond)  
 RIBA

Specialisms: Range from major masterplans to small bespoke buildings. We have designed acclaimed contemporary buildings for historic centres of London, Cambridge, Oxford, Bristol and Durham. In Dublin, our Ballymun Regeneration masterplan won the Irish Planning Institute's Planning Achievement Award.

**Andrew Martin Associates**

Croxton's Mill Little Waltham  
 Chelmsford Essex CM3 3PJ  
 Tel: 01245 361611  
 Fax: 01245 362423  
 Email: ama@amaplanning.com  
 Website: www.amaplanning.com  
 Contact: Andrew Martin  
 Richard Hall

Specialisms: Strategic, local and masterplanning, urban design, project coordination and implementation, development briefs and detailed studies, historic buildings, conservation and urban regeneration and all forms of environmental impact assessment.

**Mason Richards Planning**

155 Aztec West Almondsbury  
 Bristol BS32 4NG  
 Tel: 01454 853000  
 Fax: 01454 858029  
 Email: planning@bristol.mrp.co.uk  
 Website: www.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 statements and plan enquiries for public and private sector.

**Tony Meadows Associates**

40-42 Newman Street London W1P 3PA  
 Tel: 020 7436 0361  
 Fax: 020 7436 0261  
 Email: tma@tma.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 PO1 9 1XP  
 Tel: 01243 774748  
 Fax: 01243 532214  
 Email: mha@miller-hughes.co.uk  
 Website: www.miller-hughes.co.uk  
 Contact: David Aplin

Specialisms: We are committed to the delivery of urban solutions which recognise cultural diversity and maximise social and economic benefits within a connected community.

**Willie Miller Urban Design & Planning**

20 Victoria Crescent Road  
 Glasgow G12 9DD  
 Tel: 0141 339 5228  
 Fax: 0141 3574642  
 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.

**MWA Partnership**

Tweskard Mews, 313 Belmont Road  
 Belfast BT4 2NE  
 Tel: 028 9076 8827  
 Fax: 028 9076 8400  
 Email: post@mwapartnership.co.uk  
 Contact: John Eggleston

Specialisms: The planning and design of the external environment from feasibility stage through to detail design, implementation and future management.

**Nicholas de Jong Associates**

39 Sydenham Villas Road, Cheltenham  
 GL52 6EE  
 Tel: 01242 511071  
 Fax: 01242 226351  
 Email: nic@dejong.uk.com  
 Website: www.dejong.uk.com  
 Contact: Nicholas de Jong

Specialisms: Landscape planning and urban design.

**NJBA Architects & Urban Designers**

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

Specialisms: Integrated landscapes, urban design, town centres and squares, strategic design and planning.

**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.

**Oldfield King**

Lone Barn Studios, Stanbridge Lane,  
 Romsey, Hants S051 0HE  
 Tel: 01794 517333  
 Fax: 01794 515517  
 Email:  
 melvyn@oldfieldkking.demon.co.uk  
 Contact: Melvyn King MA (Urban  
 Design) MSAIMCIOB 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  
 Boumemouth BH7 7DU  
 Tel: 01202 421142  
 Fax: 01202 430055  
 Email: maildesk@torplc.com  
 Contact: Terence O'Rourke  
 DipArch DipTP RIBA MRTPI

Specialisms: Town planning, masterplanning, urban design, architecture, landscape architecture, ecology and environmental assessment. Urban regeneration, town centre studies, new settlements and complex urban design problems.

**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.

**Pollard Thomas & Edwards Architects**

Diespeker Wharf 38, Graham Street,  
 London N1 8JX  
 Tel: 020 7336 7777  
 Fax: 020 7336 0770  
 Email: Stephen.cahnce@ptea.co.uk  
 www.ptea.co.uk  
 Contact: Stephen Chance

Specialisms: Masterplanners, urban designers, developers, architects, listed building and conservation area designers; specialising in inner city mixed-use high density regeneration.

**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.

**The Project Centre**

Spoffire Studios 63-71 Collier Street,  
 Kings Cross, London N1 9BE  
 Tel: 020 7841 3780  
 Fax: 020 7278 9401  
 Email: ProjectCentre@compuserve.com  
 Contact: Martin Fletcher

Specialisms: A multi-disciplinary consultancy providing with a wide range of services, including traffic management, and parking, landscape architecture/urban design, consultation, highway design, traffic signal design, road safety audits and street lighting design and planning supervisors.

**PRP Architects**

Ferry Works Summer Rd  
 Thames Ditton Surrey KT17 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 Exchange  
 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**

105/7 Princess St. Manchester M1 6DD  
 Tel: 0161 228 7721  
 Fax: 0161 236 9839  
 Email: rt@rt-landscape.co.uk  
 Contact: Pauline Randall

Specialisms: Masterplanning for new developments and settlements, infrastructure design for new developments anaurban renewal, design guides and design briefing, public participation and public inquiries.

**Random Greenway Architects**

3a Godstone Road,  
Caterham, Surrey CR3 6RE  
Tel: 01883 346 441  
Fax: 01883 346 936  
Email:  
rg@randomgreenwayarchitects.co.uk  
Contact: R Greenway

Specialisms: Architecture, planning and urban design. New build, regeneration, refurbishment and restoration.

**Anthony Reddy Associates**

The Malt House, Grand Canal Quay  
Dublin 2  
Tel: 00 353 1 670 4800  
Fax: 00 353 1 670 4801  
Email: info@anthonyreddy.com  
Website: www.anthonyreddy.com  
Contact: Tony Reddy / Brian O'Neill

Specialisms: Architecture, planning, urban design, project management. Masterplanning, Development Frameworks, Urban Regeneration, Town Centre Renewal, Residential, and Mixed Use Development.

**RMJM**

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

Specialisms: International architects and urban designers with a strong track record in the masterplanning, design and implementation of major developments and individual buildings.

**John Rose Associates**

The Old Pump House, Middlewood Road, Poynton, Cheshire SK12 1SH  
Tel: 01625 873356  
Fax: 01625 859459  
Email: admin@johnroseassociates.co.uk  
Contact: Colin Parry

Specialisms: We have an enviable record of success including: development appraisals and strategies. Development plan representation and review. Planning appeals, enforcement and negotiation. Urban design, master planning and conservation. Urban capacity studies.

**Rothermel Thomas**

14-16 Cowcross St., London EC1M 6DG  
Tel: 020 7490 4255  
Fax: 020 7490 1251  
Email: inquiries@rothermelthomas.co.uk  
Contact: Anne Thomas

Specialisms: Urban design, conservation, historic buildings, planning, architecture. Design input in collaboration with developers/architects. 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  
Website: www.jrud.co.uk  
Contact: Jon Rowland AADipl MA RIBA

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

**RPS Chapman Warren**

Fairwater House, 1 High Street,  
Wroughton, Swindon SN4 9JX  
Tel: 01793 814800  
Fax: 01793 814818  
Email: carm@rpsplc.co.uk  
Website: www.rpsplc.co.uk  
Contact: Michael Carr BA (Hons) Dip LA (Dist) Dip UD

Specialisms: Urban design work includes: residential - town expansion/new settlements/urban villages, urban regeneration, business parks, education establishments, commercial and leisure.

**RPS Consultants**

71 Milton Park, Abingdon,  
Oxon OX14 4RX  
Tel: 01235 832242  
Fax: 01235 832228  
Email: ravena@rpsplc.co.uk  
Website: www.rpsplc.co.uk  
Contact: Andrew Raven BSc (Hons)  
Dip Up MRTPI

Specialisms: Part of the RPS Group, the UK's largest planning and environmental consultancy, providing urban design, masterplanning, land-use and environmental planning services throughout the UK and abroad.

**RTKL-UK Ltd**

22 Torrington Place  
London WC1E7HP  
Tel: 020 7306 0404  
Fax: 020 7306 0405  
Email: gyager@rtkl.com  
Website: www.rtkl.com  
Contact: Gregory A Yager

Specialisms: Multidisciplinary practice of urban designers, planners, architects and environmental designers with expertise in urban regeneration, mixed use development, urban residential design, master and corporate masterplanning.

**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 with the resources and ability to realise our concepts.

**Sheils Flynn Ltd**

Bank House High Street, Docking,  
Kings Lynn PE31 8NH  
Tel: 01485 518304  
Fax: 01485 518303  
Email: uk@sheilsflynn.com  
Contact: Eoghan Sheils

Specialisms: Creative urban design taken from conception to implementation. Award winning town centre regeneration schemes, urban strategies and design guidance. Specialists in community consultation and team facilitation.

**Shepherd Epstein and Hunter**

Phoenix Yard 65 King's Road  
London WC1X9LN  
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.

**Sheppard Robson**

77 Parkway  
Camden Town, London NW1 7PU  
Tel: 020 7504 1700  
Fax: 0207504 1701  
Email: peter.verity@sheppardrobson.com  
Website: www.sheppardrobson.com  
Contact: Peter Verity

Specialisms: Planners, urban designers and architects. Strategic planning, urban regeneration, development planning, town centre renewal, public realm planning, new settlement planning, tourism development. Associated offices across USA.

**Skidmore, Owings & Merrill Inc.**

30 Millbank  
London SW1P3SD  
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.

**Soltys: Brewster Consulting**

87 Glebe Street, Penarth  
Vale of Glamorgan CF64 1EF  
Tel: 029 2040 8476  
Fax: 029 2040 8482  
Email: enquiry@soltysbrewster.co.uk  
Website: www.soltysbrewster.co.uk  
Contact: Mr Simon Brewster

Specialisms: Assessment: design: planning, UK & Ireland. Expertise includes urban design, master plans, design strategied, visual impact, environmental assessment, regeneration of urban space, landscape design and project management. Award winning design and innovation.

**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.

**TACP**

10 Park Grove, Cardiff, Wales CF1 3BN  
Tel: 01978 291161  
Fax: 01978 351735  
Email: cardiff@taccp.uk.com  
Contact: Mr Gareth D West, Mrs Hilary F Morgan

Specialisms: An inter-disciplinary practice in Cardiff and Wrexham with an associated office TACP Design in Liverpool. A range of in-house disciplines and consultancy services including architecture, landscape architecture, highway design and planning, reclamation, urban design and conservation architecture, planning, quantity surveying and interior design.

**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.

**WynThomasGordonLewis Ltd**

21 Park Place  
Cardiff CF10 3DQ  
Tel: 029 2039 8681  
Fax: 029 2039 5965  
Email: glewis@wtgl.co.uk  
Contact: Gordon Lewis

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

**John Thompson and Partners**

77 Cowcross Street, London EC1M 6BP  
Tel: 020 7251 5135  
Fax: 020 7251 5136  
Email: jt@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  
RG141JL  
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 5575050  
Fax: 0131557 5064  
Email: tjtp@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 678672  
Fax: 01908 678715  
Email: st@studios.demon.co.uk  
Website: www.studios.demon.co.uk  
Contact: Stuart Turner DipArch (Oxford)  
Dip UD (PCL) RIBA

Specialisms: Architecture, urban design and environmental planning, 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 Initiatives**

35 Heddon Street London W1B 4BP  
Tel: 020 7287 3644  
Fax: 0207287 9489  
Email: m.adran@urbaninitiatives.co.uk  
Website: www.urbaninitiatives.co.uk  
Contact: Kelvin Campbell BArch  
RIBA MRTPI MCIT FRSA

Specialisms: Urban design, transportation, regeneration, development planning.

**Urban Splash Projects Ltd**

56 Wood Street Liverpool L1 4AQ  
Tel: 0151 7071493  
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 M1 5 5RF  
Tel: 0161 226 5078  
Fax: 0161 226 7307  
Email: urbed@urbed.co.uk  
Contact: David Rudlin BA MSc

Specialisms: Urban design and guidance, masterplanning, sustainability, consultation and capacity building, housing, town centres and urban regeneration.

**Vincent and Gorbing Ltd**

Sterling Court Norton Road  
Stevenage Hertfordshire SG1 2JY  
Tel: 01438 316331  
Fax: 01438 722035  
Email: urban.designers@vincent-gorbing.co.uk  
Website: www.vincent-gorbing.co.uk  
Contact: Richard Lewis BA MRTPI

Specialisms: Multi-disciplinary practice offering architecture, town planning and urban design services for private and public sector clients. Masterplanning, design statements, character assessments, development briefs, residential layouts and urban capacity exercises.

**Weintraub DeStefano + Partners**

33/34 Alfred Place  
London WC1E7DP  
Tel: 020 7637 1125  
Fax: 0207637 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: 0207403 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 78200388  
Fax: 020 7587 3839  
Email: wilscape@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.

**CORPORATE INDEX****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.

**CBAT**

The Arts and Regeneration Agency  
123 Bute Street Cardiff CF10 5AE  
Tel: 029 2048 8772  
Fax: 029 2047 2439  
Email: info@cbat.co.uk  
Contact: Wiard Sterk

Specialisms: Working with artists in urban regeneration schemes, providing advice on policy as well as practical project management.

**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.

**Island Development Committee**

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

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

**NEP Lighting Consultancy**

6 Leopold Buildings  
Upper Hedgemead Road  
Bath 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.

**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.

## EDUCATION INDEX

**University of the West of England, Bristol**

Faculty of the Built Environment  
Frenchnay Campus  
Coldharbour Lane Bristol BS16 1QY  
Tel: 0117 965 6261  
Fax: 0117 976 3895  
Contact: Richard Guise

MA/Postgraduate Diploma course in Urban Design. Part time 2 days per fortnight for 2 years, or individual programme of study. Project based course addressing urban design issues, abilities and environments.

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

School of Architecture  
Lauriston Place Edinburgh EH3 9DF  
Tel: 0131 221 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 WC1 HOED  
Tel: 020 7388 7581  
Fax: 020 73874541  
Contact: Babar Mumtaz

M Sc in Building and Urban Design in Development. Innovative, participatory and responsive design in 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 WC2A2AE  
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 Georgina Bufina  
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  
Wandsworth Road London SW8 2JZ  
Tel: 020 7815 7353  
Fax: 020 7815 7398  
Contact: Dr Bob Jarvis

PG Cert (Design and Physical Planning) a one year part-time project based urban design programme in a planning context. Includes European based project. Flexible timescale for CPD. Can be extended to PGDip or MA in town planning (RTPI accredited).

**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: BOB JARVIS

## Paradise Chambers and the lurky places

Where we shot our 8mm ten minute silent epic B-movie homage in the empty and deserted terraces around Coburg Street is now a sports wear cash and carry discount shed.

"Paradise Chambers", a pseudonym taken from a half empty block of auction rooms and offices on Baxter's Plain, just behind the Whiskey a-go-go where we'd drink weak coffee, wrote the script. The site of Paradise Chambers is now somewhere between the bus station toilets and Sainsbury's, part of the redevelopment of the Cattle Market, which moved out to a site by the by-pass. In another film "peter lee" (we'd dropped capitals by then) wrote Dave wheeled his old A35 van round and round on its empty tarmac in the evening sunshine: this one was more Godard than noir. Small time, small town *Bande a part*, waiting for life to start.

*Bande a part* has been re-released but the tidal Purfleet has been ponded back and turned into a weed choked duck pond upstream of Queen Street and a nicely rippling water surface to reflect the Customs House (now a Tourist Information Centre). I didn't, then, have the confidence to use the pieces I'd been writing, *herewhereIwasyouwhereIam*, in my undergraduate dissertation<sup>1</sup> ...but a sense of shifting time and place underlay its musing on my relentless walks around the town I'd grown up in and was now seeing tidied up and "planned".

For a few weeks in the 1980's when *Revolution* was being filmed there and King's Staithe Lane had been dressed out with plastic cobbles and shop fronts while a one sided statue of George III had been put up in King's Staithe Square : only when I saw its propping and framing at the back did the illusion dissolve. But now it's for real: public art in the niches, anchors and chains on the pavements where there used to be railway tracks. Flood protection barriers discreetly protect the retirement investments built over the dank passageways between Queen Street and South Quay.

I didn't dare look at the back lanes of Methuen Avenue (now with views of the Lynnsport and Leisure Park) where the prelude to *Tristan of the Suburbs* was sketched, or out to Bawsey ruins across the new by-pass, the scene for its car crash *liebested*. Thirty years of planned expansion and development have tidied up the "lurky places"<sup>2</sup> - the unclaimed lands to wander in, the dreamlands of the heart.

The irony is that I'm back in Lynn with my students on a project on Lynn's last great lurky places; to make the wilderness of Harding's Pits, the empty hangars of the fertiliser works and the scars of the long abandoned railway line to the Boal Quay, into a regeneration area.

Professional visions erase the space to daydream.

<sup>1</sup>Jarvis B, 1969 *The Evolution of an English Townscape*, Unpublished Special Study Department of Town and Country Planning, University of Newcastle upon Tyne, 1969.

<sup>2</sup>Stephen Willats *The Lurky Place* 1978, in *Concerning Our Present Way of Living* Whitechapel Art Gallery 1979: "the waste land is seen as a vehicle for a 'counter consciousness'...outside the norms and stereotypes everyday life."

DIARY OF EVENTS

Unless otherwise indicated, all LONDON events are held at The Gallery, 77 Cowcross Street, London EC1 at 6.30pm. All tickets purchased at the door from 6.00pm £4.00 non-members, £2.00 members, £1.00 students.

Wednesday 16 January 2002 6.30 pm  
Joint Event with the Royal Institute of Civil Engineers  
'Creating Living Streets - Why walkable communities are healthy communities'  
By Ben Plowden from the Pedestrians' Association  
Venue: ICE, 1 Great George Street, London SW 1  
Tickets: As for The Gallery

Wednesday 13 February  
Tour of GLA building (restricted to 20 members only)  
Details & Booking: UDSL01235 862554

Wednesday 27 February 6.30 pm  
Urban Design Skills  
Workshop with Matthew Carmona and Sebastian Loew

Wednesday 13 March 6.30 pm  
Urban Extensions  
By Richard de Cani, Joint Initiative Manager at the Princes Foundation

Wednesday 27 March 6.30 pm  
Reclaiming the Public Realm  
By David Taylor, Partner, Alan Baxter & Associates

April/May (To be confirmed)  
Tall Buildings - one day symposium

STUDY TOUR

19-21 April  
Study Tour to Paris  
Departing Waterloo International on 19 April, returning on 21 October. Price to include 2 nights B&B plus train from £280 per person.  
Details: UDSL 01235 862554 or email udsl@udg.org.uk

UDAL SPRING SCHOOL

26-28 April (To be confirmed)  
UDAL Spring School on Urban Design  
Details: Venue and dates to be confirmed

Updates and further events can be found on www.udg.org.uk or www.rudi.net



## April in Paris

### UDG Study Tour 19th-21th April 2002

The title is corny but the reality is worthwhile! Paris can be particularly agreeable in the Spring and this study tour will concentrate on the new open spaces that have improved the city's environment in the past ten years. All of these are on brown field land: the 'Planted Promenade' on a disused railway viaduct, the Bercy neighbourhood and park on the old wine market, the Parc Citroen on the site of a car factory, La Villette on the city's abattoirs, Seine rive Gauche on railway's airspace and disused dock land. A visit to Paris' architectural centre at the Pavillon de l'Arsenal will be included.

The trip will start on Friday morning, travelling by Eurostar; return is planned for Sunday evening but participants may wish to stay an extra day.

#### Provisional Programme

##### Friday 19 April

am Travel from London, Waterloo to Paris, Gare du Nord.  
Check in hotel.  
pm Pavillon de l'Arsenal followed by walk along the Planted Promenade.

##### Saturday 20

am Visit of Bercy and Seine-Rive Gauche  
pm Parc Citroen and La Defense (time permitting)

##### Sunday 21

am The Ourcq canal and La Villette including a number of housing schemes en route,  
pm Free and return to London.

Price to include train journey and two nights B&B hotel: £280 per UDG member sharing accommodation in a twin room

