

Urban Design Quarterly
The Journal of the Urban
Design Group

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International:
Expo. 02 Switzerland

Viewpoints:
Re:Urbanism
Colour it simple (enough)

Topic:
Urban Design Week 2002

Research:
Licensing Reform

Case Study:
**Maintaining local
distinctiveness**

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urban design

UDAL NEWS

New Chair of UDAL

Martin Bacon, Director of the Civic Trust is to be the Chairman of UDAL for 2003. As the tasks are becoming increasingly demanding, UDAL Steering Committee decided that the next organisation to chair UDAL would nominate a Vice-Chairman. This would help the transition from one year to the next. In 2004 the Urban Design Group will take the UDAL chair; so for this year Marcus Wilshire, past Chairman of UDG, will be Vice-Chairman of UDAL, becoming its Chairman in 2004.

Martin Bacon feels that the priority for 2003 should be raising public awareness about urban design. If the primary purpose of Urban Design Week is to spread the word about urban design to the outside world then events must be tailored to include the public more, rather than centring on professional issues. The regional events in UDW should be made more accessible and attractive to members of the public. There should also be more emphasis on promoting UDAL's objectives in the regions through for example running events for local authorities and practitioners: a series of regional conferences showcasing the Placecheck methodology is one possibility being discussed.

The following objectives and activities are likely to be progressed this year:

Public Awareness

The objective is to make the public more educated about and aware of urban design. Projects include involving the public in activities during Urban Design Week as described above and promoting Placecheck, a rural format of which is currently being prepared. Funding is being sought for a publication covering works in progress.

Design Quality Indicators are also being investigated with CABE so that their application can be extended to cover the public realm. This work could become complementary to Placecheck.

Education

UDAL's objective is to increase the number of practitioners equipped with the appropriate skills. Projects include the promotion of urban design content in professional courses, investigation and development of CPD availability and continued involvement with CABE on Urban Design skills. An Urban Design Spring school is being organised together with Hawksmere for next April. Held at Aston University Birmingham, it will begin on a Thursday evening and last for the following two days, during which participants will work on a project.

Multi-Disciplinary Working

The objectives are to establish a culture of multi-disciplinary working. Projects include creating a database of regional contacts of UDAL member organisations: promoting regional multi-disciplinary CPD events and identifying regional champions for UDAL.

Other Projects

A Main Streets Report is being progressed with a view to publication in about March 2003.

A Letchworth Centenary Conference will be held on the 24th and 25th October 2003 with UDAL involvement. One possibility is to hold Placechecks on different types of space within Letchworth. #

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CONTENTS

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Cover

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 Courtesy V. Rose, The Civic Trust

News and events

Leader	4
Director's Column	
100 Public Spaces for London	5
UDG Eastern Region Tour	
Creating Successful 21st Century Cities	6
UDAL Week's Events: Street Life Seminar	8
Winning Back Public Spaces	
The Urban Skills Summit	10
The Urban Summit	11

International

Expo. 02 Switzerland, Judith Ryser	12
------------------------------------	----

Viewpoints

Re:Urbanism, Rob Cowan and Kelvin Campbell	14
Colour it simple (enough), Neil Parkyn	16

Topic**Urban Design Week 2002**

Introduction, Sebastian Loew	17
Designing Streets for People, Edward Chorlton	18
Urban Streets, Prof. George McLean Hazel	20
Child's Play: Urban Change for Beginners, Eileen Adams	22
Welsh Communities and Urban Design, Matthew Griffiths	24
Streets and the Community, Alexandra Rook	26
Public Realm/Public Good, John Hopkins	30
Engaging the Socially Excluded in the Environment, Judy Ling Wong	34

Research

Licensing Reform and Urban Design, Marion Roberts	36
---	----

Case Study

Maintaining local distinctiveness in urban areas, Rebecca Knight	38
--	----

Book Reviews

Ideal Cities, Ruth Eaton	40
Urban design Guidance, Rob Cowan/Urban Design	41
biopolis, Patrick Geddes and the City of Life, Volker M. Welter	
The Modern City revisited, Thomas Deckker (ed.)	42
Waterfronts in Post-Industrial Cities, Richard Marshall (ed.)	43
Also Received	

Practice Index**Education Index****Endpiece**

Angelheaded Hipsters, Bob Jarvis	51
----------------------------------	----

Back cover

Diary

Future issues

86 Suburbs
87 Healthy Cities

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NEWS AND EVENTS

A Step Change

As members of the Urban Design Group, readers of this journal are by definition, the converted. Reaching a wider population and proselytising for the cause of urban design has been one of the objectives of the group and it has never been easy. Most people have never heard of urban design and even if they have, their notion of what it means is vague. But amazingly, the situation is improving. The Urban Summit has given an opportunity for the media to focus on issues until recently only of limited concern to the wider population. "Urban Design is on the front page of the Guardian" was the delighted observation of UDQ's partner editor on seeing a reference to a website with the words urban design. There was more: a whole Guardian/English Partnerships supplement on Cities reborn, had articles which would not be out of place in UDQ and the above mentioned website had links to our own and other relevant ones. Not yet the tabloids, but progress nevertheless.

A few weeks earlier the Today programme together with CABA, ran a competition to find the worst and the best streets in England. Like other 'voting' programmes involving the audience, this one must be taken with a pinch of salt, but the fact that issues related to the quality of the public realm were being debated at 8 am on the air, is – to use the language of the Deputy Prime Minister - a step change. In early November, The Independent ran an article on the opening of a new estate in Hampshire designed following the "woonerf" concept and discussed its advantages. The article was part of the main news, not in a specialists supplement, again a major change.

These may still be isolated incidents but their accumulative effect should not be underestimated. Cultural shifts are slow and they can only occur by raising awareness. The Urban Design Skills Summit also referred to the fact that young people are interested in and involved with their environment. Our role now is to keep the momentum going and to ensure that the growing awareness results in a more demanding public and more young people wanting to become urbanists.

Sebastian Loew

Director's Column

The chancellor calling for higher standards of urban design. The deputy prime minister committing himself to new urbanism. After the Urban Summit, what is left for the UDG to campaign for? Quite a lot, actually. Yes, the Urban Summit was a great occasion. The 1,600 participants generated an impressive sense of common purpose. The government may have been given a new sense of what is possible. But no clear sense of direction emerged.

Most people were impressed by John Prescott's apparent commitment to urban issues, even if he did define the Urban Summit's remit as including 'villages and rural areas'. The big man looks visibly relieved to have had the unbearable burden of transport policy lifted from his shoulders. A failing rail service has a timetable to benchmark its pathetic failures. The success or failure of urban policy, by contrast, is harder to judge, and for the moment we are prepared to applaud the man in charge if he seems to be doing his best. If the government itself is failing to give urban affairs anything like to priority they deserve, we put the blame on Blair or Brown rather than the amiable bruiser from Hull.

Prescott told the Urban Summit of the heart-rending plea of a constituent who told him that she wanted to live where she was, but not in the conditions that she faced. It sounded very much – if not word for word – like the constituent he quoted when launching the urban white paper two years ago. Well, perhaps he does not get out much these days. It is good to hear him responding to at least one voice from the real world.

The summit opened with the familiar double act of Prescott and Rogers, each complimenting the other but saying very different things about the progress of the urban renaissance. To Prescott, the renaissance was well on its way, with living conditions improving all round and people flocking back to live in the cities. To Richard Rogers, 'our inner cities are desolate. What ever happened to the quality of life in this country? The government has

not yet shown that it understands the role of towns and cities.' He called for 'a national urban policy owned by the whole Cabinet to provide a physical framework for all other policies'.

Prescott's response was to call for a 'step change' (he used the term repeatedly, although what the change would be towards was not quite clear) and sustainable communities (again undefined). Still, his passion was infectious and no one was left in any doubt that higher-density housing was firmly on the agenda.

It was left to one of the smaller sessions, led by Richard (Lord) Best of the Joseph Rowntree Foundation, to point out that cities are not driven solely by housing. 'Job markets,' Norman Perry pointed out, 'are more fluid than housing markets.' Will our future urban regions be planned in the light of this, or will we preserve the existing urban structures, simply using high-density housing to plug the brownfield gaps left by collapsed industries? 'Better transport could help create a Randstadt in the Pennines,' suggested Professor Brian Robson of Manchester University. It would be good to see some signs that such imaginative ideas on the government's agenda.

There was probably no aspect of the Urban Design Group's concerns that was not discussed in the Urban Summit. The event will surely be seen as some sort of landmark on the long road to urban renaissance. The job now is to bring together the elements into a coherent framework for urban design. That means – among much else – filling the skills gap; integrating urban design in the reformed planning system; developing good practice in urban design guidance; and moving the debate about urban form on from the stale and easy mantras that threaten to suffocate us.

The Urban Summit may not have had as much to celebrate as some people had hoped when it was announced in the Urban White Paper. But at least it provided a bouncy springboard for the next steps. #

Robert Cowan

100 Public Spaces for London 16 October 2002, London

Starting his talk to a full Gallery, Ricky Burdett made it clear that the Mayor's Architecture and Urbanism Unit (AAU) was purely advisory and had no real power, though it had influence. He emphasised that he was not talking for the Mayor and had little idea of what the Mayor's thoughts on urban design were. Nevertheless the small team of five advisers led by Richard Rogers feel that Londoners deserve an environment of higher quality, and that the lessons of the first 12 months show that such a small team can actually have a significant impact if involved at the early stages of a project. The fact that the link between the squalor of public spaces or social and economic inequalities, and the quality of design and of the environment, is now recognised is at least an improvement.

The challenges for the AAU are to suggest new forms of living at higher densities and to make the city more liveable in order to accommodate growth, ensure there is sufficient affordable housing and make development sustainable. The tasks of the AAU are

- To improve the quality of life by promoting high quality architecture and urban design, optimise the potential of available sites and improve the public realm
- To masterplan hubs and brownfields
- To rethink the development corridors
- To make spaces for Londoners
- To change the culture
- To work together with various stakeholders

It has also had an input on the Plan for London; it has commissioned work on a few areas and it is spending more time working on the Thames Gateway, identifying sites for development and influencing the master plans for them. As part of the objective to make the city more liveable, the AAU is looking at 100 public spaces, about three per borough, where value could be added through design over a period of approximately five years. The scale of the spaces should be



both metropolitan and local, and the work would be done in collaboration with the various Greater London Authority's bodies and the London Boroughs.

At the moment the AAU is working on ten pilot sites with very different characteristics, such as Brixton Central Square, Sloane Square and Lower Marsh. In each case they visit the sites, discuss with the various stakeholders and then define the project, write the brief and help in the selection of designers. The choice of sites is at least in part based on places where things can happen as the team believes that projects achieve something whilst plans do not. What the AAU hopes to develop is a methodology to deal with the various spaces, not to design them. Funding for these schemes should come from the Road Congestion charge, which will provide a unique opportunity to improve London's environment.

Burdett then outlined their work on some of the pilots, starting with Lower Marsh which exemplifies the difficulties of dealing with an area of poor quality, yet full of potential. The role of the AAU is to raise the issues and to help rewrite a brief for the area. A second example was the Euston Road, an edge to the Congestion Charge area, the location of three main line stations and a very poor environment for pedestrians. Gillett Square on Kingsland Road was an example where the developers were keen to improve the quality of the space and where a brief will be prepared in collaboration with the Borough and the developers. Burdett mentioned some more projects and

in each case suggested that imaginative solutions had to be put forward even if they could not always be implemented; every area had potential even when at present they appeared to be terrible.

Finally Ricky Burdett emphasised the importance of working with others, the Boroughs, the communities, the developers; of understanding the procurement system and of cajoling, advising and re-directing. He also reminded the audience that all the local issues fitted in a bigger picture and asked for people to come forward with additional suggestions. A lively debate followed on a variety of the issues raised during this rather encouraging evening. #

S. Loew

UDG Eastern Region Tour of new Essex Design Guide Schemes 13th September 2002

Eighteen urban designers and planners embarked on a whole day tour organised by Elizabeth Moon, Eastern Region convenor, in appropriately warm and sunny weather. It was evident that the quality of new housing had moved forward significantly since the publication and adoption of the new Essex guide in 1997, though there are poor schemes still being approved by some District Councils that we did not see on this trip.

The earliest scheme we saw was a development of 95 houses completed in 1998 at Little Bocking Green on a site adjacent

to the Bradford Street conservation area in Braintree. Designed by Melville Dunbar Associates, the layout was based on a site brief drawn up by David Balcombe of Essex County Council which required frontages on to the nearby river flood plain, alleyway links through to Bradford Street and a mended street frontage. Though the developer was nervous about joining more than a proportion of houses together, buildings are set forward, enclosing some intimate spaces and forming a coherent street scene. A predominance of coloured rendered facades together with sympathetic building forms integrate the scheme successfully with the conservation area. The density is about 35 dwellings per hectare.

By contrast the town centre development of 48 flats on 2-4 storeys at Hart Street, Brentwood, achieves a density of 141 dwellings per hectare by means of accommodating 1.75 parking spaces per dwelling under a deck on which sits a communal garden overlooked by the perimeter housing. Based on a site brief by David Stenning and Alan Stones of Essex County Council, the Hart Street frontage is fragmented and small scale to harmonise with the existing street scene, whilst the rear frontage on to a car park at a lower level is taller and more commanding. A key street corner is marked by the tallest building in the scheme.

At Warley Hospital, Brentwood, the redundancy of a large mental hospital with well-treed grounds and splendid views over the Green Belt, whose buildings are listed, prompted the District Council to commission a design brief from Alan Stones at Essex County Council. Countryside and Crest will eventually complete 367 houses and flats at 32 dwellings per hectare with generous open space. The principles of the original brief are still apparent.



NEWS AND EVENTS

Less successful features are the housing association elements, which are let down by poor detailing and parsimonious use of materials, and the lower density area, with over-large houses crammed monotonously onto plots.

Perhaps the most successful and thoroughgoing application of Design Guide principles to date is the development of 352 dwellings at an average of 30 per hectare by six developers nearing completion at the former Black Notley Hospital near Braintree. Building forms and layout are coherent, with a linked street system encompassing a series of well enclosed spaces of strong identity, and good retention of trees and some of the better hospital buildings, all consistent with the vision of the original plan.

Finally we visited the initial phases of the eventual 2,500 dwelling expansion of Harlow at New Hall. The landowners commissioned Roger Evans Associates to design a linked, street-based master plan that would create real urban quality. The first phase is somewhat disappointing. More promising is the next phase designed by Proctor Matthews, who have given Essex building forms, a contemporary twist. Densities of 40 dwellings per hectare are being achieved, and CABE considers these projects significant in that they bring urban design flair to green field sites for the first time. It should be mentioned that building forms and layouts are also very much in line with Essex Design Guide principles.

The lessons are that the progress that has been achieved in Essex owes much to the determination to get a good design brief or master plan in place at the outset, to uncompromising negotiation, to the more open-minded approach of developers, and to the involvement of Essex County Council's urban design team. It is also encouraging that PPG3 densities are now routinely being achieved, but disappointing that there are so few examples of mixed use. #

Alan Stones



**Creating Successful
21st Century Cities
Urban Design Group
North West
26th-27th September 2002**

The UDG's North West Conference was held in the Crowne Plaza, one of Liverpool's latest new wave hotels, situated on the waterfront between the Liver Buildings and the Princes Landing Stage.

The Liverpool Vision

Chris Standish, UDG North West's convenor introduced the first day of the conference and echoed Baron Isherwood's foreword, "Liverpool is a thoroughly apt host city for this year's Urban Design Group NW conference, because it displays the potential for significant growth right here in its historic and proud heart." Rob Cowan asked why do only a few people go into the profession of Urban Design? For him Urban Design has always been about being involved in the process of physical change. Despite much urban thinking there is still 'sub-urbia' being created in the city.

With these uplifting thoughts in mind delegates embarked on a series of Liverpool urban experiences; from a spectacular Mersey Ferry Ride to view the proposed site of the Fourth Grace, 'post-riots' Festival Gardens Site, design fusion of old and new by 'Urban Splash' and 'Shed KM' and the New Rope Walks Quarter. The visits generated heated discussions.

Nigel Lee spoke enthusiastically about Liverpool's re-emergence as a vibrant place for living, learning and playing. Good urban design matters and the city is producing a City Design Guide. Baron Isherwood, asked whether iconic buildings can help urban regeneration in Liverpool, as in Bilbao. Graham Marshall gave a presentation about Liverpool Vision and asked if there were 'some dark clouds in the city'. Sir Bob Scott, Leader of Liverpool's Capital of Culture and Manchester's Commonwealth Games bids, doesn't believe in strategy but in leading with big ideas, big events and impossible ambitions. Liverpool has all the credentials; historical city, elegant architecture, World Heritage Status and a pushy, talented creative multi-cultural population. It is already a seminal centre of modern world class culture based on the impact of the Beatles and is becoming a major destination again by bringing the River Mersey back to life. Cruise Liners will return to a new entry point into the North West of England. Liverpool is pushing the new slogan 'Its Grim in the South'.

Mike Storey, Council Leader and David Henshaw, Chief Executive, Liverpool City Council highlighted how Liverpool was clearly under new leadership and management. They were proud to report that 7,700 new jobs will be created with the Paradise Street development. The city centre population has risen from 3000 to 10,000 and is expected to reach 20,000. The Paradise Street Retail project will create 1,000,000 sq ft of shopping; The Kings Dock Stadium on the waterfront will attract millions more to the edge of the Mersey. The politicians are both proud of

The Fourth Grace Competition, involving high profile architects Rogers, Foster, Alsop and Cullinan. A new cruise ship landing stage expects to attract 40 liners per year. Politicians now recognise that the public realm is the glue that binds together individual developments together; Urban Design is the method of bringing people together to regenerate the city.

Dinner with Sir Terry Farrell

Two after dinner speeches were delivered. Sir Terry Farrell, reminded us that 25 years ago urban design was still in its infancy as a distinct discipline. Considering the attention to urban design from authorities, clients, the press and educational institutions, its relevance is now indisputable. Sir Terry asked about the investment in inner city schools as the base for resettlement for real families in the urban core. Loft conversions alone will only lead to ghettos of yuppies with trendy bars lining the sanitised and re-paved streets. Peter Malone replied with a warning to all present: the people of Liverpool are watching with great interest what outsiders are doing. Be sure to properly communicate with them, not just signalling! And always remember that the resourceful scousers will be expecting mutuality in profitability.

Creating a successful city for the 21st Century

Chris Standish started the second day of the conference by asking what was next for the UDG NW. Alan Stones discussed the holistic art of urbanism vs. the fragmentation of cities and the confusion of





urban design with urban regeneration. He called for more continuity of streets, enclosure and urban design guidance. Rob Cowan reminded that 88% of development has very little urban design input. He questioned the role of planning in urban design and wondered what makes a successful urban place. There is a clear need for Liverpool to complete its Urban Design Guide and extend a welcome to careful developers. A real change in culture is needed.

Baron Isherwood from the NWDA highlighted urban spaces and buildings that he likes and dislikes. He suggested that we need to think more about the construction agenda and include urban design and architecture in the programme of the NWDA. New homes and hospitals will need to be built in the future; given that poor design is paid for by everybody, it is important to appreciate that good design equals environmental sustainability. Baron Isherwood echoed the often quoted statement "we should leave the city more beautiful than we find it."

David Rudkin of URBED asked, "why aren't there many examples of good 20th century urban design?" We need to rediscover master planning of streets, ways of turning the corner. Urban design can be like designing and building a trellis, into which an area can grow. Rudkin described how URBED are trying to rediscover the layers of Bristol by seeking out pre-railway maps. In

Temple Quay a series of Bottle Chimneys have inspired residential towers. In Brighton the urban challenge is how to weave a large supermarket into the urban framework; to this end they are tracing patterns based on the original 'saxon fields', 'lanes' and 'leakways.'

The City Centre

Rod Holmes and Kate Smart, of Grosvenor Estates, described probably the single most comprehensive masterplan for Liverpool's city centre: Paradise Street development will become the location of over one million square feet of modern shopping space and other facilities. Grosvenor have set out to give the 'Bluecoat Triangle' a distinctive character by proposing five areas or quarters. These will comprise a new 'home building market', a high fashion district, flagship stores located along a tree lined boulevard, two level shopping and leisure facilities and landmark pavilion buildings to be designed in association with Sir Terry Farrell. The success of this project will depend on managing a large team of architects so that each building gets individual attention. Community participation has been central from the start and all future consultants are expected to be involved in this process.

Before the final workshops, Karen Padmore from The Centre for Visual Environments, University of Salford, presented a very impressive fly through a City

of Liverpool Model. The conference ended with four Urban Design workshops on Regeneration led by Adam Scott, Adding Beauty to the Public Realm led by Eira Hughes, Avoiding Planning Delays led by Tony Freudmann and Iconic Design for a World Class Waterfront led by Jim Chapman. This final workshop was the most popular and probably the most heated.

A Critical Discussion

The UDG NW Conference was a very successful gathering of Urban Design professionals and it posed some serious questions about the future of the 21st Century City. The location of the conference within the Metropolis of 'Man-chester-pool' in 'Englandsnorthwest' was most appropriate.

However, some delegates asked who was this conference actually aimed at? Who was the Urban Design and Planning for? There was very little 'client-user' representation and participation in the conference. People, poverty and environmental issues did not feature very highly. For some delegates the conference represented simply a self justification for urban design. The Liverpool Architectural and Design Trust, a user led organisation, was mentioned but not actually represented.

What is needed is for Liverpool City Council, Liverpool Vision and The European Capital of Culture Bid Company to get going and produce some fully joined up urbanism. Perhaps, for the people of Liverpool, a new state of the art transport plan is much more important than a 'hollow' Fourth Grace? Unfortunately, nobody at the conference really raised these questions. Is this the challenge for the Urban Design Group North West, to facilitate a major City Wide Action Plan and Public Participation Project? The UDG NW is to be thanked and encouraged for setting this broader urban agenda here in Liverpool. #

Dr. Rob MacDonald

Urban Design Study Trips

Some UDGQ readers may already know the trials and tribulations of the planned trip to Rome: 30 people were booked on the tour but at the last minute Ryanair – true to its reputation - cancelled the flight because of a strike in Italy (which did not stop other airlines landing). All flights for the rest of the week-end were full and therefore the trip had to be cancelled. After negotiations, hotels agreed to retain only one night of payment for everyone, and a few other fixed costs had to be covered. As a result all participants lost some money not all of which they can recover from their insurers.

It is the first time that Urban Design Services has had this type of problem and we hope it will also be the last. But it means that in the future we will probably only use regular schedule airlines, with a greater capacity for flight substitutes. If we want to make group bookings with them we need to have everybody's names some two months in advance, which we rarely have. As a result the price of our tours is likely to increase. The alternative is to use other budget airlines with a better record but the risk is always there. We have always tried to keep costs to a minimum but on balance, we feel that participants will prefer to pay a bit more and avoid the problems we had with the Rome tour.

As a majority of the stranded Rome travellers asked for the trip to be rescheduled we are planning to go in early March. The exact dates and the cost are being investigated at the moment. The programme will be very similar to the cancelled one. Other participants are also welcome to join us.

In May, Alan Stones is organising a week long tour of Torino and the Piedmont. Details can be found on the back page of this issue. Later on in the year, John Billingham is planning a visit to Copenhagen where the implementation of Jan Gehl's ideas can be seen on the ground. A Cuban trip is planned for early 2004. #

Sebastian Loew

NEWS AND EVENTS

Urban Design Week Events

16th – 21st September

Street Life

**Seminar hosted By Taylor Young Urban Design
18th September**

A full house at The Centre for the Understanding of the Built Environment (CUBE) in Manchester contributed to a lively and interesting seminar focused on the planning, design and management dimensions of place making. Stephen Gleave, Managing Director of Taylor Young took the Chair for the evening.

Managing complexities

Jane Ellis, Nottingham's City Centre Manager, opened by stating her passion for cities and city life. Nottingham City Centre continues to be a vibrant destination for retail and evening social life. It is perceived as a city with an overtly 'cosmopolitan' urban culture. She asked why 'continentalise' our cities? The elusive sense of place is what makes them different. In regenerating and enhancing urban places we need to get the basics right: clean, safe, active and attractive were cited as key cornerstones of successful places. Within this context Jane posed a number of questions:

- *What is the product?* Why is the place special and what does it offer and to whom?
- *Planned or unplanned?* Planning has an important role but not everything can be planned/ designed for. Cities are about spontaneity.
- *Regulation or deregulation?* Managers are often deal makers and brokers of change. Flexibility is important but regulation can ensure interests are respected.
- *Manage or negotiate?* Conflict is inevitable and should be used positively. A manager should aim to manage competing interests rather than negotiate conflict.
- *What are expectations?* Why do people use places and what do they want from them? Why do people come back and more importantly, why don't they come back?

As revenue finance is harder to come by than capital funding she suggests looking to the American model of Business Improvement Districts to secure additional revenue streams. The tool kit for managing a successful place includes both legislation and regulation but also common sense. Faith in the value added by well designed and maintained places is important.

Challenges facing a Unique Leisure Destination

Tim Brown, Head of Development plans for Blackpool Borough Council stated that whilst Blackpool still retains the title of Britain's most visited seaside resort, numbers have dropped from an estimated 16 million to 11 million per annum since the 1990s, and it has lost its position as Lancashire's premier shopping centre. One key obstacle to redressing this decline comes from competing demands on the town centre.

Town centre regeneration depends on the 'shared ownership' of the streets by several groups. Yet at night, and increasingly during the day, it is seen as the preserve of the young clubber and drinker, while other groups are alienated and intimidated. Through best practice the local authority seeks to resolve conflicts. But planning policies cannot change the established uses of space, nor can they control large pubs or even family leisure facilities evolving into nightclubs. Imaginative, large scale improvements to the public realm in order to create a unique shopping and leisure experience might improve the image of the town. But to what extent civic design can influence established patterns of behaviour remains in doubt.

Town centre management practices seem to offer the most realistic solution to the conflicts. Public / private partnerships may also suggest possibilities of self-regulation. Regulating standards of behaviour, particularly drinking,



may seem draconian, but given the need to broaden the appeal of the place, it may be necessary.

Designing for safer places

Stephen Kearney, Architectural Liaison Officer for Greater Manchester Police discussed the crime implications of design decisions and the role of design in helping to create safer streets. Examples of bad practice illustrated the factors that result in increased levels of crime and perceptions of crime. These negative factors could be overcome by designing out crime at an early stage in the design process. Encouraging 'ownership' of the public realm was highlighted as an important component of the process. This was somewhat easier in the 'street where we live' than in the town centre. Since busy places are invariably safer places, designers should appreciate the importance of mix, density and intensity of land uses. 'Fortress Britain' should be avoided. The key message was that public spaces will only be successful if they are designed to be sympathetic, accessible, fear free and economically viable.

The Design Process: Overcoming Barriers

Irena Bauman, Director of Bauman Lyons Architects in Leeds focused on the flaws in the design process of the public

realm. This was illustrated using the example of a bus shelter in Manchester Road, Bradford. She argued that the modern UK city follows the model of the 'Reactive City' rather than the 'Proactive City':

- 90% of decisions are made by a minority: generally white, middle-aged, middle-class men.
- Form follows profit on the best return basis.
- The 10% of the city which is not driven by profit, the public realm, is in the hands of unimaginative and regulations-obsessed highways engineers.
- The planning system is reactive, granting permission for adequate rather than excellent schemes and not securing quality of development.
- Building professionals remain divided in terms of their education, culture and practice.
- There is a gulf between theory and practice: practitioners have no incentive to seek the sophisticated research that exists.

Irena insisted that Highway Engineers need to be engaged with but their Briefs are usually 'bricks' which define everything and are not open to new ideas. In the case of the bus shelter, every aspect of the brief was challenged. A more open ended brief, a 'sponge' was called for, which allowed a greater range of experimentation. The design process is further complicated by the number of people included in the decision making process, by contractual complexities and different funding bodies.

Conclusion

Responsive, thoughtful and creative approaches to planning, design and management are called in order to create more vital and vibrant places. The complexity of the city provides differing social and physical challenges from place to place. People friendly places should be a common theme. #

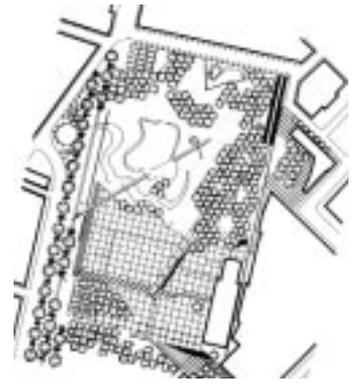
Andrew Clarke

Winning Back Public Space 17th September, London

Jan Gehl gave this year's UDAL lecture to a crowded gathering at the RICS in London on the Tuesday of Urban Design Week. His views are already well known from his three publications - the last being *New City Spaces*, published in 2000 - and also from a contribution to UDAQ 83 using the same title as the talk. He trailed the coverage of this last book through the guise of describing what he would not be talking about. He referred to the traditional city of the meeting place, the invaded city destroyed by the freedom for the car, the abandoned city in the States where there are more holes in the fabric for parking than fabric, and the reconquered city such as Copenhagen where the virtue of public life has been recognised.

Some cities have public space strategies such as Barcelona, Freiburg, Lyon and Strasbourg - but this approach is not general enough. All cities have traffic departments, statistics and parking counts but facts about people are rarely available. More roads equal more traffic but take out roads - such as in the States due to earthquakes or public resistance and the city still functions and provides better conditions for cyclists and pedestrians. Gehl referred specifically to Copenhagen where the city centre had changed in small increments over a forty year period. What was a shopping centre had become a meeting place. There had been no master plan and it started in one street, Stroget, which was pedestrianised in 1962. There are now eighteen squares in the city centre which were previously used for parking. This was effected by 2% of parking being removed each year over a forty year period, enabling people to adjust to those changes.

A square invites people to stop - a street tends to encourage movement - but this becomes slower in a square. The opportunity to survey the changes in the use of the city was particularly important in Copenhagen, as this information helped future projects to be achieved. There is now seven



times more space for pedestrians than existed in the 1960s. But people had to learn how to use the city - they said the outdoor use of space could only happen in Italy - it is now more Italian than Italian cities! Outdoor life starts in March and they are trying to extend it to Christmas.

Gehl emphasised that there is more to walking than walking, it is the key to quality in cities. There are now conferences on walking. Walking is not voluntary in the civilised city but stopping and sitting are optional activities. People sitting are watching the world go by - the cappuccino is just a pretext - most people are watching others, not drinking. He demonstrated his analysis of necessary, optional and resultant activities and how these affected the achievement of a good or poor environment. This type of analysis is used in making proposals for new public spaces. In a number of studies in Edinburgh, Melbourne and Adelaide he advocates undertaking surveys of public space at least every five years - as a tool for developing strategies for walking and public life. The surveys involve recording pedestrian traffic on weekdays and weekends both in winter and summer, and also recording stationary activities at those times. He quoted Ralph Erskine: "To be a good architect you must love people." He concluded by referring to three approaches to winning back public space. The usual practice is to consider the buildings first, then the spaces, then the life. A better way is first the life, then the spaces, and finally the buildings, but the best practice is to consider life, spaces and buildings simultaneously with thoughtfulness and care. #

John Billingham

Top: Nottingham's Canal basin at Castle Wharf, a lively focus in the city centre.

Middle: Exchange Square in Manchester busy by day and thronged by night

Bottom: Imaginative design creates a new landmark. Bauman Lyons bus shelter, Manchester Rd., Bradford.

NEWS AND EVENTS

**The Urban Skills Summit
London, 17th September 2002**

Earlier this summer and as a follow up to the Urban Design Skills Working Group's report, CABE commissioned the Urban Design Alliance to undertake research on two subjects: how to attract young people into the built environment design professions, and whether post-graduate courses in urban design should be accredited or certified. Robert Cowan and Sebastian Loew undertook the research which involved reviewing existing literature and consulting a variety of stakeholders, and drafted two papers with specific recommendations for action. The papers were debated at a whole-day meeting hosted by the Institution of Civil Engineers in London. Over 50 people attended and the day was chaired by Prof. John Punter.

The morning was mostly devoted to the first paper dealing with young people, but the more general issue of skills deficit was also a subject of debate. Meredith Evans (Borough of Telford and Wrekin) and Kelvin Campbell (Urban Initiatives) set the scene by putting the point of view of the employers. Two speakers, Eileen Adams (see also pp. 22-24) and Catherine Williamson, with substantial practical and research experience in working with young people and the built environment, confirmed some of the paper's findings: young people use and enjoy the city but don't call it the 'built environment', which can be taught and used as a vehicle for various subjects in the National Curriculum; teachers need resources to help them as they are very stretched; there must be a long term commitment; the professions have a poor image. "Young people think planning is boring, architecture is elitist and they don't know what urban design is" (Eileen Adams). A lively debate followed with many comments, suggestions and examples of good practice from the floor. At the end of the morning session Kelvin Campbell advocated the creation of undergraduate courses in 'urbanism'. John Punter suggested that if it was to attract youngsters it would have to be renamed something like 'geography and urban design'.

The afternoon session started with three presentations on current practice in postgraduate urban design courses. Bob Jarvis's contribution is reproduced in this issue's Endpiece. Two contrasting approaches were presented by Colin Fournier from the Bartlett School of Architecture and Tim Brindley from De Montfort University; one compared the urban designer to the general practitioner in medicine, the other to the musician in an orchestra, in order to illustrate the generalist vs. specialist issue, but both emphasised the problems of teaching urban design in one year. Marcus Wilshere from the floor reinforced this last point by suggesting that "much of a postgraduate course is remedial training".

The next session considered the possibility of accrediting courses, a subject which was seen as threatening by academics. Mike Biddulph, Kathryn Firth and Michael Hebbert were all against it, though in a more or less nuanced way. Biddulph presented a Validation Template for Urban Design courses, prepared by the group that he chairs for the Centre for Education in the Built Environment (CEBE). Firth warned of the danger of "boxing ourselves in" through accreditation and suggested that the issue should be revisited in a few years. Hebbert emphasised the role of the Civil Engineer and suggested that UDAL was the right vehicle for bringing the professions together, not accreditation of courses.

An animated debate followed around the second paper's recommendations; additional points were made to reinforce the importance of urban design and the difficulties surrounding the provision of courses. Jon Rouse of CABE then joined the meeting. He lamented the lack of progress in the creation of Regional Centres of Excellence, mentioned the importance design will have within the new planning system and the need to improve the skills of current practitioners who are not urban designers. He also recognised that accreditation was not a high priority at present.

The following are the recommendations put forward by the two research papers, and modified following the meeting.

On accreditation

1. The professional institutes should increase their collaboration and evolve a working definition of urban design tasks
2. The professional institutes should encourage academic institutions to increase the number of inter-disciplinary qualifications
3. The academic institutions should develop more inter-disciplinary projects and courses.
4. A comprehensive on-line directory of urban design courses should be created with detailed information on the courses' characteristics
5. Further research should be undertaken, particularly on the role of CPD in the training of urban designers

On attracting young people to the built environment professions:

1. Professional institutes should collaborate more with each other, with the Department for Education and Skills, with the academic institutions, and with the schools and voluntary organisations in order to promote the built environment industry as a whole, capitalising on the attraction of urban life.
2. Universities should increase their collaboration with local schools, employers and voluntary organisations, and use national events to promote the built environment disciplines.
3. The DfES should recognise the value of the built environment as a vehicle for teaching the national curriculum. More resources need to be put into helping teachers developing related programmes
4. The work of voluntary organisations needs to be disseminated, coordinated and given greater encouragement. CABE should make information about the various projects and

resources available on a website, which should be interactive in order to put people with similar interests in touch with each other.

5. All sectors of the industry – professions, universities, schools, employers, voluntary groups and government departments – need to collaborate more. The Construction Industry Training Board is potentially a good model for this, but its work needs expanding.
6. Further research is needed to monitor the success of different initiatives in attracting applicants to built environment courses.

The debate and the papers need to be followed up with action on several fronts. The priorities are likely to be inter-professional collaboration, CPD and getting the Department for Education and Science actively involved. Another issue that is likely to be on the agenda is the development of a common foundation course for all the built environment professions. UDAL intends to continue its collaboration with CABE in order to reduce the skills deficit. A first Urban Design Spring School is being planned for April and it is likely to become an annual event. #

Sebastian Loew

**Legibilities: Place, Identity
and Design in the 21st
Century City**

A conference in Bristol on 4th April 2003 will examine how making cities legible by integrating information, art, identity and movement systems can enhance people's understanding, experience and enjoyment of a place.

The conference is a joint initiative of Bristol Cultural Development Partnership, University of Bristol and University of the West of England. Keynote speaker is Joseph Rykwert, Professor of Architecture Emeritus at the University of Pennsylvania.

For more information, please contact Melanie Kelly at blcmail@btopenworld.com.

The Urban Summit Birmingham 31st October-1st November

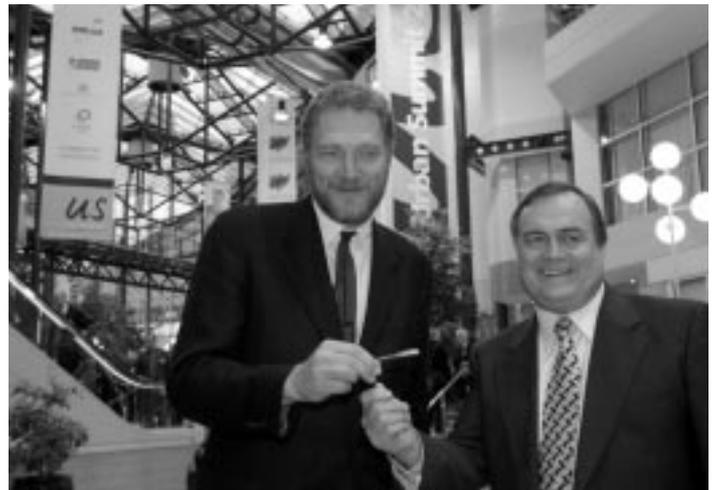
For months, the Urban Summit (US) had been discussed with a mixture of anticipation and fear of disappointment. Comments in the professional press suggested that urban design had been sidelined and that many people would be staying away. The good news are that the Summit took place, that it was big (over 1500 delegates) and that it was addressed by the Prime Minister (by video), his Deputy and the Chancellor, all of whom mentioned the importance of the quality of public space and its design. The not so good news is that John Prescott's speech seemed to be somewhat removed from reality such as when he mentioned that tens of thousands of people were moving into our cities or when he listed a series of improvements that had taken place.

The DPM repeatedly used the expression 'sustainable communities' like a mantra, without convincing that he really knew what it meant, particularly as he said it was what the Americans call "new urbanism". This was one of the leitmotifs of the conference and the crucial role of community involvement in the urban renaissance was discussed in many of the sessions. Another recurrent subject was the design of urban spaces and the quality of the public realm. Lord Rogers, in contrast to John Prescott, declared that all was not well with our cities and as a result "the middle income majority leave city centres to find clean air, better schools and a decent environment to bring up children". And the point was made that the poor left behind, also required and deserved better designed neighbourhoods. In the plenary sessions these issues were amplified, elaborated and discussed from different points of views. The host city, Birmingham, was heralded as a glowing example of renaissance in which design had played an important role. A third theme of the Summit was the need for collaboration and partnerships at all levels, between professionals, between sectors, between levels of governments or departments, between communities

and authorities. All partners had a role to play and responsibilities, and barriers between stakeholders needed to be eliminated.

During the bulk of the US (John Norquist, the Mayor of Milwaukee, seen on bottom picture with Deputy Prime Minister John Prescott, thanked the organisers for having chosen the acronym of his country for the summit!) several sessions were taking place simultaneously and it was frustrating not to be able to attend more than one at a time, since many dealt with matters of interest. The 'How Do We Develop the Right Skills' Session dealt with matters closely related to the Urban Design Skills Summit, reported on page 10. The difficulties in collaborating with communities was partly the result of the skills deficit on both sides of the divide. The 'silo' mentality of the professions was a problem for which no easy solutions were advanced, though a common foundation year for built environment courses seemed a good idea. Chris Brown's suggestion that all the professional institutes should be abolished and replaced by an Institute of Urbanists seem to scare the RTPi's representative in the audience. The creation of Centres of Excellence heralded in the Urban Task Force report as a way of broadening the skills base, had not materialised, though there was some hope that Advantage West Midlands would be launching theirs very soon. The skills deficit was also mentioned in other sessions and was one of the important issues listed in the Summit's conclusion.

At the beginning of the "Designing Successful Towns and Cities" session, Paul Finch presented a series of video clips with comments by a variety of people from Tom Bloxham to tenants on a Manchester estate. This gave the tone to the session which was both critical and upbeat. It indicated the barriers existing to achieve the necessary improvements but at the same time showed how with vision and imagination, it could be done. The same themes reappeared: give people what they want, move away from bureaucratic narrow mindedness, widen the skills base.



The work of entrepreneurs like Wayne Hemingway and Tom Bloxham, the painstaking dedication of Irena Bauman to have a bus stop design accepted (see p.8), the transformation of Gateshead and Birmingham, were given as examples of what could be done. It was also suggested that other countries were able to create more successful and sustainable cities, partly because they accepted higher densities which in turn allowed for better services. The need to increase densities, also mentioned by John Prescott, and the correlation with quality design in order to avoid past mistakes, was another recurrent theme in this and other sessions.

The PM's comments on fixed penalties, chewing gum and spray-paint made the tabloid headlines. The importance of managing and maintaining urban spaces was a further subject of debate in more than one session and in particular in the one dealing with Town and City Centres. Also discussed in this session was the need to foster and capitalise upon the particular identity of a town

centre and like elsewhere, the need for cooperation and for vision was repeated.

It is impossible to describe here all the 28 sessions and over 20 fringe meetings, several of which dealt with issues of concern to urban designers. Was it worthwhile? The answer must be yes: even if politicians used the summit for spinning their policies, even if there was sometimes too much self satisfaction, the majority of the delegates must have left the summit stimulated and more optimistic than when they arrived. The sheer mix of people from various backgrounds and geographical regions, the enthusiasm of some of the presenters and the presence of the government higher echelons, were very encouraging. Words such as leadership, vision, 'can-do culture', positive planning, collaboration, commitment, joined-up thinking, must have resonated in many people's minds as they left Birmingham. Let us hope that they will not have forgotten them by the time they arrive back home. #

Sebastian Loew

INTERNATIONAL

EXPO 02, Switzerland

By Judith Ryser

By the time this article goes to print, everything described in it will have vanished: buildings, temporary structures, pieces of art, lighting installations, even gardens and landscapes. Swiss National Exhibitions take place for each generation to see at least once. Their aim is to give Swiss citizens the opportunity to get acquainted with their country, its various nations and cultures and to reflect on its future. Unlike the British 'universal' exhibitions – be it 1851 or 1951 – which displayed British achievements to the nation and the world at large, the Swiss National Exhibitions are becoming increasingly introvert and immaterial. Even at the 1964 Exhibition there was not a single cuckoo clock in sight. Nevertheless, pavilions were organised thematically dealing with industry, agriculture, education or regional cultures on a single site on the shores of Lake Geneva. This time there were no flags, no yodel and no alphorn. This radical, quite self-critical and un-ingoistic approach did not please everyone. Local authority participation and sponsorship were slow to materialise.

Not the Millennium Dome

Though not planned as a millennium event, it is irresistible to compare the Swiss Expo.02 with the Millennium Dome in London. Both were supposed to be temporary; both had artistic directors who walked out under the weight of bureaucracy. Most likely, the Expo.02 will also need some government bailing out. Where they differ is in scale, locational choice, sustainability, design, treatment of themes and entertainment, popularity and effect on visitors. In Switzerland, it would be inconceivable not to get good food and drink and a broad variety of free shows. Also, Expo.02 did not require any massive infrastructure investment, nor was it going to impose drastic changes on the local environment.

Albeit without initial merit or foresight, Expo.02 was decentralised onto various sites. It took place in four different locations on the shores of the towns of Yverdon, Neuchatel, Bienne and Morat, situated on three lakes in the West of the country, linked by canals since Roman times. What could have become a logistic nightmare attracted many visitors to a rather unknown region with beautiful landscapes of vineyards, water and mountain panoramas. A mobile 'site', a refurbished gravel barge hosting a series of events, created the link between the 'arte-plages' (arts beaches) which were also connected by catamarans and the railway. The limited parking spaces were never full as people used public transport instead.

The Four Sites

Each site dealt with a different theme: Power & Freedom; Instant & Eternity; Nature & Artifice; Me & the Universe. Meaning and Motion was the theme on the barge. Masterplans, key structures and the landscaping were the

outcome of design competitions which gave the opportunity to many Swiss and foreign designers to contribute original ideas.

In Bienne, Coop Himmelblau designed three towers, symbols of power, on a mesh-covered floating piazza on the lake. In one, electronic music was responding to sounds of the surrounding nature or noises made by visitors, the other was filled with Swiss flags borrowed from where they usually hang; the third could be climbed to get a view of the arte-plage and the high bridge linking the floating exhibition island to the other parts.

Conceived by Multipack, a French design consultancy, a floating platform accommodated three gigantic pebbles filled with air under which exhibitions and performances took place in Neuchatel. Colourful artificial reeds which reflected light at night surrounded the installations and the piers linking the various areas.

Yverdon presented the most poetic design. Visitors could disappear into a cloud on the lake designed by Diller & Scofidio from New York. 30,000 jets produced vapour on a steel structure accessed by ramps of glass slates. The design consortium Extasia including West 8 from Rotterdam and a range of Swiss architects used mainly timber recycled from the intense storm of a few years back. It evolved from its raw state of tree trunks to cut, planed and even painted elements under which the exhibitions were housed. Much of the walkways were covered with timber surrounded by grass, sand and pebbled surfaces. Artificial hills made of tree trunks covered with soil and flowers provided the setting for the open air shows.

While these three sites were somewhat cut off from their respective cities and their artistic events, Jean Nouvel integrated his winning design entirely into the medieval town of Morat. The way Jean Nouvel and his Swiss co-designers GIMM dealt with time took the locals by surprise. Morat represented 'eternity' into which they incorporated many ephemeral elements. Temporary steel stairs leading to the city walls hosted spaces of displaced people

showing how Swiss abroad and foreigners in Switzerland transpose their memories and identities. Portacabins scattered throughout the city accommodated exhibition ware, a disused wharf was allocated to the military and security theme and vaulted rusting metal containers were dedicated to religious exhibits. Shows and children games were placed inside a timber stack and gravel heaps. A totally blacked out space made visitors rely entirely on their senses. An existing park was transformed into the garden of violence and farming in miniature figured at the gate of the city. The most striking feature was Nouvel's monolith. This gigantic rusty steel cube equivalent of a 12 storey building was floating on the lake and could only be accessed by solar energy powered barges. Inside it displayed Louis Brown's circular panorama of the bloody battle between the Swiss confederates and Charles the Bold of 1476, painted at the end of the 19th century, rediscovered and restored for the occasion. It was stunning to compare the landscape of the panorama with to-day's landscape of the battle at the level below on the way to a cyberspace presentation of contemporary Switzerland with its idiosyncrasies and contradictions.

Sustainability

Several aspects are worth retaining from Expo.02 and its vast range of often thought provoking exhibitions. Contrary to exhibitions which are stranded with white elephants such as oversized stadia or a plastic dome, the organisers of Expo.02 had a deliberate strategy to reinstate the shores of the lakes for normal everyday use. To that end they used recyclable or biodegradable materials, even cardboard furniture in the temporary system built hotels. The structures could either be dismantled and reutilised elsewhere, akin to Nick Grimshaw's Seville Expo pavilion (in theory as it is still awaiting resurrection in North London). Some materials and structures had already been recycled from previous exhibitions, thus establishing a distinct design style. Everything will be available at a final auction. Rumours have it that the Saudis are interested in re-erecting the cloud



somewhere in the desert. The very elegant double skinned timber sphere, the 'palais de l'équilibre' which housed the theme of sustainability, is earmarked as a congress venue, despite the difficulty of adapting such structures to new uses. After their initial resistance and objections, many locals are now keen on the new landscapes and envisage to retain some of the installations.

Sponsorship

Another lesson is the imaginative use of sponsorship. To give just one example. A multinational Swiss based pharmaceutical company sponsored a pavilion called the garden of Eden, symbolising a place of order and harmony. It dealt with five widespread diseases and possible cures through changing lifestyles and, of course, medication. The design of the pavilion was didactic as well as technologically advanced and aesthetically pleasing. Visitors passed hologram figures which discussed the five diseases and cures, stepped onto a mezzanine from where they were reflected on a mirror core above the tree of knowledge which they approached through a sequence of scientific explanations about illness, health and taking responsibility for oneself. None of the company sponsored pavilions referred directly to their products or services. Even their logos were almost invisible. The Swiss oil association teamed up with the confederation of the timber industry



From top to bottom:

Jean Nouvel's floating Monolith in Morat, accessible by sun-powered barge.

Neuchatel's food pavilion loosely enclosed and landscaped, with wheelchair access.

Yverdon's landscaped site with recycled timber and differentiated treatment of the ground.

Bienne Quay with Himmelblau's towers in the back

to deal with sustainability. A large food retailer sponsored 'manna' which showed 360 species of Swiss apples and the creepy-crawlies needed in good soil for organic farming. Instead of hard selling, the impact of their investment was due to the creative content and the design quality of their pavilions.

Crowd Management

Although queues were unavoidable with 20,000 daily visitors on each site, great efforts were put into signing and information on the duration of the queue with preview glimpses. Many pavilions were semi-transparent so that visitors gained some insight from the queue. Entertainers tried to amuse the public and children were provided with opportunities to play. However, a lot more thought and ideas need to go into accommodating large crowds and make them an active part of such shows. For many it was not just a way of getting to see the largest amount of exhibits but also to have a great day out often with family and friends. The design of the open spaces and the entertainment provided ample opportunities for relaxation and fun. For those who wanted entertainment only, it was possible to turn up in the late afternoon at a reduced price, get some idea of the exhibits and use the restaurants, discos and theatres on the illuminated sites in the evening.

It is difficult to evaluate the success or otherwise of such an event. It seems that those who came were taken by the beauty of the sites and the way they were made to reflect rather than to consume. Many stayed away as a matter of principle, objecting to spending tax payers' money on a frivolous, expensive and in their view environmentally damaging Expo, instead of behaving in a more frugal manner more appropriate to current difficult times. But all this is relative. Why shouldn't a rich country invest in some collective fun and introspection once in a while and give a large amount of artists and designers the opportunity to display their talents? #

Judith Ryser



VIEWPOINT

Re:Urbanism

A new book written by Kelvin Campbell and Rob Cowan was launched at the Urban Summit. It calls for a new way of thinking about cities, teaching about them and shaping them.

Re:Urbanism is a provocative document and not everyone will agree with everything in it. UDAQ will be publishing excerpts from the book in this and the next few issues as a way to provoking debate amongst readers. Letters will be considered for publication. In this issue we include an introductory excerpt on this page and part of a chapter on specialisms in the next.

Cities are victims of outdated thinking. Narrow reductionist thought processes linger under the influence of pseudo-sciences, drawing from past philosophies that have little relevance today.

When modernism failed to create acceptable urbanism, the conservation movement discovered meaning in old places. Old ways of thinking could not make new places, but they could fill in the gaps in old ones. Nowadays we are very good indeed at filling gaps. Only when we are faced with more gap than meaning does the lack of new thinking become embarrassingly apparent.

The UK's urban design movement itself originated in an attempt to bridge a gap. The danger is that it will become nothing more than a Polyfilla profession, providing yet one more member of the team to fill the gap made obvious by the shifting agendas.

Urban design is not and never should be a niche profession. Urban designers are selling themselves short. Whatever they may decide to do to ensure that urban design skills are recognised, they must insist that urban design is the mainstream. They will find natural collaborators in the small but growing number of other professionals – including the more enlightened architects, planners, highway and traffic engineers, landscape architects, surveyors and conservationists – who, like the activists of the Urban Design Alliance, find common cause in urbanism.

Until then, urban design thinking – as reflected in urban design education, practice and debate – will continue in its attempt to apply sticking plasters to the planning system. The first aid team is enthusiastic, but blind to the possibility of a cure. Like post-modern design, which sought a new humanism but had its roots firmly in modernism, mainstream urban design is too often limited to gestures. It has not yet learned how to deal adequately with complex urban environments: the instinct is still to act as though the aim were to create a piece of a new town or develop a large site. The language of new-town planning may have been replaced with a new language of urban design, but many of the habits of thought are still the same.

The Congress for New Urbanism in the USA has written its own new charter for cities and towns. In the UK we need to go beyond what Michael Sorkin has called a 'softer form of

new town thinking dressed up in neo-traditional garb'. Urban villages, home zones and gated communities risk tackling specific problems by trying not to be part of a city.

Too often the issues are presented as a battle of architectural styles: the neo-urbanist, traditional urbanism of Leon Krier; or the modernist, post-urbanism of Rem Koolhaas. That false polarity neatly diverts the discussion up a fetid cul-de-sac of architectural introspection, in isolation from any possible collective view.

Rationalism, scientific reasoning and abstract thought have let us down. In the words of Vaclav Havel: 'The era of absolutist reason is drawing to a close. It is high time to draw conclusions from that fact.'

We need a new philosophy to guide practice and education in how to make great cities for the twenty-first century. Until then we will continue to make do with nothing more than patching up what we have or slavishly reproducing past forms. Without a philosophy to underpin good urbanism, the government will be frustrated in its attempts to implement its other social, economic and environmental policies. The failed national transport policy stands as a warning. There can be no basis on which to plan our cities if we do not know what we want from them.



Cities are victims of specialisms.

Good urbanism needs urbanists with cities in their blood. Too many young people have their instinctive understanding of what makes cities tick drained out of them in the process of training in built environment specialisms. The processes, institutions and agencies of urban professionals must be reviewed and fundamentally restructured.

Put an architect, a planner, an engineer, a surveyor and a landscape architect around a table. Do they now provide a rounded view? No, usually they provide five specialist views. Each specialism is sustained by its own language, its value system and its institute.

The Urban Design Alliance is becoming an effective voice for those who want to see the disciplines learning to share the common ground. But natural collaborators are still rare. Too many professionals simply conform to type.

Architects learn the increasingly specialised business of designing buildings. Highway engineers learn how to make the traffic flow. Planners may profess to be the generalists in the team, uniquely skilled in forging collaborations, but too often they are merely specialists in operating the planning system. Landscape architects resent being limited by their specialised role, but they rarely get the chance to think more widely. Surveyors engage in whatever specialism suits their particular niche.

Despite the fact that all of these people are shaping our towns and cities, few will receive any training in how complex urban places work.

Imagine if the medical profession trained its members to be specialists first. Some would become brain surgeons; some ear, nose and throat specialists; some paediatricians. A few would go on to do further training in the basics of physiology. Such people would be able to make the proud claim that,

for example, they were not only expert in brain surgery, but that they also understood how the blood circulated and what lungs were for. The idea is crazy, of course. Such a profession would have dead bodies on its hands. But that is how the UK's built environment professions are trained. We have dead places.

The built environment professions have become collections of increasingly specialised specialists. Such specialisms are essential, but their practitioners fail to collaborate and their professional groupings make less and less sense.

Urban design, with few exceptions, is a postgraduate course for the committed few. The starting point of urban design training is flawed. Professionals trained in a particular narrow viewpoint, some over a period of six years, are expected fundamentally to change their view of the world. Urban design training tries to retrofit architects and planners, drilled in anti-urban traditions, as good urbanists. The hard disk has been corrupted even before the programme can be loaded.

Post-graduate urban design courses operate as little more than extensions to planning or architecture courses. Where both professions are being taught in one institution, the various departments squabble about whether urban design is a planning issue or an architectural one.

Trying to turn school leavers into specialists is the wrong way to train built environment professionals. Instead we need undergraduate courses in urbanism that will broaden the students' interest into a real understanding of how cities change and are changed, and what they mean for the people who plan, manage, design, celebrate and live in them. On such a foundation we could train specialists who could work with other specialists and in the real world.

Other European countries use the term 'urbanist' to describe what in the UK are called both town planners and urban designers. These countries do not put the

accreditation of specialist courses in the hands of the built environment professions: the state has a larger role in that, and the universities have greater autonomy in deciding what and how they teach.

The boundaries of the built environment professions have their origins in history. They were always at least to some extent accidental and arbitrary. It is difficult to move those boundaries once they have been set, however much changes in professional practice and social, economic and technical conditions may seem to demand it. So the professions compete with each other for territory: for any areas of work that more than one profession sees as part of its own specialism.

Where do the respective roles of planner, architect, urban designer, engineer, landscape architect and surveyor begin and end? An individual professional these days is likely to have a range of skills (based on his or her education, interests and experience) that conforms hardly at all to the remit of a single profession. The architect may be a brilliant designer of commercial buildings or highly skilled at masterplanning large sites, but the label alone is not a guarantee of either. How do you define architecture? The design of buildings? Tell that to the dozen types of specialist who may be part of the team designing a building of any significant size. As for the planner, whatever the RTPI becomes after its forthcoming reinvention of itself, the new profession is unlikely to be defined any longer by the statutory planning system. Planners have a wide range of skills and experience, and even now you can not tell by the label 'planner' what you are getting. Nor does the knowledge that someone is a highway engineer tell you a great deal these days about that person's professional attitudes and experience (which is, as it happens, a change for the better).

For an urban designer, the world of professional labels is even more uncertain. Urban design is a

professional skill, but it is also something else as well: the collaborative, multi-disciplinary process that all the professions constituting the Urban Design Alliance (among others) are involved in. Urban design is never going to look like one of the traditional built environment professions. But with luck none of the others is likely to look that way for very long either.

The working relationships between professionals who manage the complex processes of urban change can no longer be understood in terms of simple stereotypes.

A child could detect the whiff of professions that have passed their sell-by dates. They do, in fact. Bright seventeen-year-olds who enjoy urban lifestyles, who buy brands marketed as urban this or urban that, and who choose to live and study in cities, also choose not to study subjects relating to the built environment. Fewer and fewer young people are attracted by the prospect of joining professions that seem not only to lack glamour, status and good pay, but also to make little sense in relation to what is going on in the urban world around them.

Maps of the distribution of galaxies show our world at the centre of the known universe. The reason is simple: our most powerful telescopes can see more or less the same distance in every direction. So it is with the built environment professions. Professionals of each kind see all around them fellow professionals of their own particular brand. They speak the same professional language and meet each other at professional conferences. They read the same professional magazines, each of which offers a comfortingly parochial professional view.

At the outer reaches of their consciousness they glimpse professionals of other sorts: weird, semi-alien species whose world-views are impossible to comprehend. They look away, muttering to themselves. 'Thank God we're normal.' #

VIEWPOINT

Colour it simple (enough)

Neil Parkyn gives a different view of the current state of Urban Design

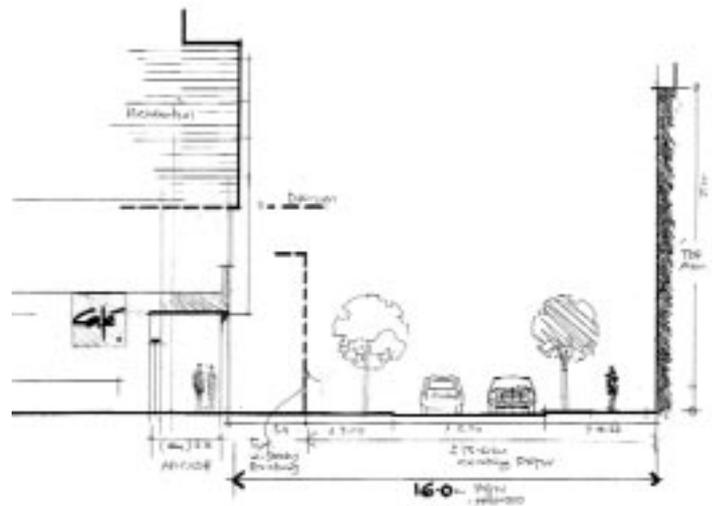
Call it age, pique, plain cussedness or the outcome of a thousand cuts from someone else's Guidelines, but am I alone in bemoaning the demise of Good Old Urban Design? Time was, not beyond living memory at least, when self-professed urban designers could wield a triumphant Magic Marker, swish-swash across some white plains of "butchers" paper and yet still find the time for a project review conducted amidst the breadsticks and Capri panoramas of some local Italian?

Today our first love is certainly less of a minority activity. Well, you have to admit that even this otherwise disappointingly timid government has decreed that Urban Design is "important" and "necessary" to our continuing presence on the planet; manuals, guides and good advice strike older practitioners such as me with a volley of scatter shots, bullet points and well intentioned volleys of truisms, all of which can be scavenged from the urban battlefield and beaten into platitudes if not ploughshares. On a bright morning, in the right company, Urban Design seems urgent and exciting.

Yet where is the wisdom underneath? If the subject – or is it actually a cluster of subjects? – can be packaged up into easily digested caplets for oral consumption by postgraduate students of almost any previous discipline, interest or level of competence, and degrees duly offered to those who satisfy the course requirements, then we are back down to the level of diversion and entertainment. Harmless as such, but scarcely a professional discipline which can justifiably command the respect surrounding high-level medicine, complex law or the design and implementation of a major building.

So why do urban designers dumb themselves down? Why are standards of thinking and execution so lamentably low? The convenient, pat answer is that clients are unwilling to pay to have the job done properly, that they believe you can buy a town centre study for the price of a mid-range Audi and are prepared to tell elected members that they have had the study duly done, so that the Urban Design box on some Best Value checklist can then be ticked. "Urban Design is something we give the student placements to do", boasted to me a director of one of the largest and brightest multidiscipline consultancies in Britain.

Once Urban Design comes to be regarded as some sort of universal unguent to sooth the path of the development industry and of the more bullish public agencies, then its value and stature are inevitably diminished. There are times when I see yet another scappily drawn built form axonometric, with shadowed trees which would do credit to Respigi's Pines of Rome, and silently despair of the impression this must make on intelligent punters. But why



should I have the right to inwardly grieve? After all, almost anyone of presentable appearance, reasonable social skills and the right postgraduate paperwork can claim to be an Urban Designer, be they prospective "tailors of the urban fabric", "pastry cooks of the urban crust" or "carpenters of the urban grain." Take your pick. It's rather harder to be admitted as a competent hairdresser.

Lest my basket fill with sour grapes, I remain unfashionably optimistic about the prospects for Urban Design in this country, but firstly we need to step up the skill levels of those entering a career in this sphere. Conventional drawing and visualisation skills are certainly useful, but then I recall that Kevin Lynch, one of the greatest urban designers ever, was hardly a prodigy with the pencil and paper, so nothing new there. What is far more germane is the sense of curiosity which makes a prospective urban designer keep his or her eyes wide open, trying to judge for themselves why some places seem to work well and, conversely, others to fail.

I long to meet more young'uns who have learnt to estimate the width of an urban street and its cross sectional proportion with an easy confidence, know what a desire line is when they see one drawn by pedestrians or can sum up what's motoring about a town centre from a brief acquaintance. These are skills which don't seem to get passed on these days, for all the arrows and edges inscribed onto innocent site plans by eager young hands. I am pretty sure that most real-life clients would not wish to cuddle up to an urban "node" or actively celebrate some other aspect of urban design arcana so beloved of the academics and professionals, but they do want to know what needs doing with their site or to their town centre, what other towns are up to and what makes their own special.

So there's the challenge for us crusties. Pass it on, keep the faith and be sure that the eye is bright and the (drawing) fist firm. After all, this is what has got us up – and still does – all those inhospitable mornings. #

Neil Parkyn

TOPIC

Urban Design Week 2002



Civic Trust
Institution of Civil Engineers
Institution of Highways & Transportation
Landscape Institute

Urban Design Alliance

Royal Institute of British Architects
Royal Institution of Chartered Surveyors
Royal Town Planning Institute
Urban Design Group



Street Life was the theme of this year's Urban Design Week, as usual organised by the Urban Design Alliance. For the fifth year a full programme of diverse events was organised in various parts of the country, from visits to competitions and workshops to lectures. A few of these are reported elsewhere in this issue, including the Annual Lecture given by Jan Gehl to a packed audience at the Royal Institution of Chartered Surveyors. The week was launched at Leighton House in London where Tom McNulty, the Under Secretary, ODPM, endorsed the activities of the alliance. During the evening, most of those present gave their support to UDAL's Five Point Statement printed in our previous issue, by signing a giant board.

For the annual conference, UDAL went to Cardiff, a city where urban renaissance has been gathering momentum recently and where CABE's sister organisation, the Design Commission for Wales, has just been set up. The timing and the location were suitable to discuss a number of questions set by the conference organisers around the issue of *Street Life*, possibly encompassed by one of them: "Is the reality of our urban life *Coronation Street* or *Mean Streets*?". After the introduction by UDAL's Chairman, Tim Gale, Richard Parnaby outlined the challenges faced by the Design Commission he chairs. The main papers followed and most of them are reproduced hereafter.

A number of key themes recurred throughout: the importance of understanding how people use streets; the need to redress the balance in the allocation of space for people and space for vehicles; the importance of understanding the process of producing the urban realm, financing it and managing it; the need for community involvement in a much more sophisticated way than we have until now; and the fundamental role of the environment in the education and well being of children.

This last point may be a clue for next year's urban design week which will take place under that chairmanship of the Civic Trust; it may be the right time to get out of the conference hall and into the public realm together with the next generation of urbanists.

Sebastian Loew

Designing Streets for People

Edward Chorlton presents the result of the UDAL sponsored inquiry on the way streets are designed, managed and maintained.

A city built over 2000 years ago – Pompeii – was designed for people: it had shops, cafes, theatres, a civil forum, a stock exchange, fountains, temples, saunas, brothels, all the elements of a modern city. The detailing of its streets design begs the question of whether we have progressed much since then.

UDAL's *Designing Street for People* investigated the way we plan, design, manage and maintain our streets. It suggests improvements which reflect current thinking in community empowerment, social inclusion, sustainability, urban renaissance and integrated transport and land use planning. The first question asked was whether our cities are fit for the purpose or whether too many streets are dominated by self interest, lack of pride and indifference. The inquiry team consulted widely on these matters: it took written evidence and listened to presentations from a number of experts and interested parties.

The first issue identified was that a distinction should be made between roads – designed for motor vehicles – and streets – designed for people –, a distinction ignored by all the rules, regulations, and available guidance, all dominated by vehicles. Another perceived problem was the skills and knowledge shortage, closely linked to out of date attitudes and a lack of integration between the various professions involved. As a result, no one owns the street or has sole responsibility for it, people feel powerless to make improvements and become fatalistic.

Several problems identified were seen as interacting in a complex and uncoordinated fashion: only 20% of people are happy with urban life; pressure on the countryside is increasing as are the demand for limited space in urban areas and the dependence on the private car. A symptom of an underlying disease is the forests of signs on our streets, placed without any consideration of place, context or function, but with a blind obedience to regulations. An analysis of the legislation shows that too many individuals have the right to intervene on the streets, and that too many pieces of equipment can be erected on or buried in them. The legislation is confusing and disparate and leads to complex management or the lack of it. Professionals with different backgrounds, are faced with an avalanche of rules with objectives that do not always coincide. Too many single interest solutions lead to wasted resources, lack of local distinctiveness and streets that do not respond to people's needs.

What can be done?

First of all we must recognise that not all streets are the same: residential streets require tranquillity and safety whilst town centres require bustle and variety. The Design Streets for People report includes proposals under four headings:

- Give people ownership
- Change management techniques
- Review legislation, rights and funding
- Provide the skills

To give people ownership means first making someone, an individual or a group, responsible for the overall improvement and management of the neighbourhood; a central point of contact is needed for all those who act upon our streets. It requires involving the community in the identification of

problems and opportunities (for instance using the Placecheck methodology), and encouraging street partnerships. Community involvement is not achieved easily: it needs careful work and honesty, and it requires a commitment to act, for instance through street agreements.

Management Techniques

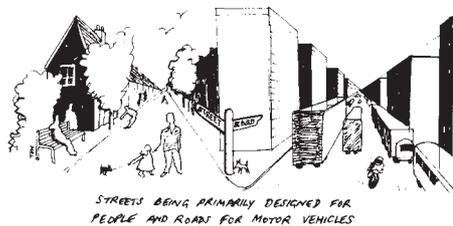
To change management techniques the report puts forward the Street Excellence Model (see UDQ 81 pp. 21-23). In addition it suggests implementing a Public Realm Strategy integrating the various plans that have an effect on a street, and adopting a Street Management Code together with quality design guidance. Design codes can enable the integration of buildings and streets, giving them a distinctive and harmonious look (cf. Berlin). Management codes would help everyone know what can be done on a particular street, how and when. Furthermore those professionals in charge of design need to better understand the fears, needs or desires of people, through links to other disciplines such as sociology and psychology. And they need more evidence on the effects of their actions in order to adapt them to each local circumstance.

Legislation and Funding

The review of the legislation needs to balance the 'right of way' with the 'right of place'; at the moment the latter is neglected. We do have the right of passage, but not the right to remain, play or bide. Unless we address this problem, our future is one of relentless movement, and streets which are drive-throughs and not destinations. Additionally current legislation is too complex: it needs consolidating and simplifying. Signage needs to be re-thought on basic principles, to increase clarity and reduce clutter. Similarly utilities –responsible for much of the clutter and damage to our streets – must be forced to carry out their work in such a way that it minimises the cost to society rather than only minimising their own business' costs.



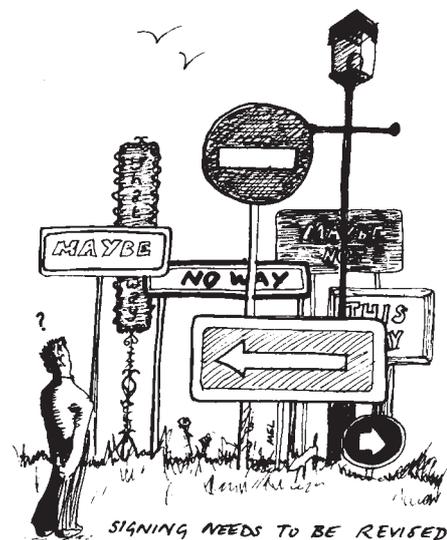
Above: Pedestrian crossing in traffic calmed Pompeii



Left: Streets are for people, roads are for vehicles (courtesy C. Nesbitt).

Below left: A forest of signs is a symptom of an underlying disease (courtesy C. Nesbitt).

Below: Streets need a Management Code as well as a Design Code.



Funding is another important issue that needs addressing; there is substantial maintenance backlog and over the next 15 years major expenditure will be needed. The funding mechanisms need simplifying; at the moment there are too many small sources of funds, which add to the complication and the waste. New sources of revenue funding need to be found, particularly since the PFI may not be offering value for money. Business Improvement Districts, Residential Improvement Districts or Community Improvement Districts may be some of the models that can be tried in order to encourage the community to invest in their own environment. Finally, if good urban design was recognised as a Best Value Indicator, it would encourage Local Authorities to take a greater interest in it.

Skills Provision

The last heading of the report deals with skills and suggest the setting up of an MBA in ‘urban street management’ aimed at engineers, planners, landscape architects, surveyors and all other professionals involved, in order to bring together their knowledge and skills base and apply it to the management of urban streets. Additionally the report points out the need to improve ‘Streetcrafts’ and suggests the creation of modern apprenticeships to deliver street masons and paviors.

To conclude, we cannot fail future generations by not properly planning for the future. The *Designing Streets for People* report gives us the tools to achieve streets that are liveable, attractive and enjoyable, providing a dramatic improvement to our quality of life. #

Edward Chorlton



The *Designing Streets for People 2002 Report* can be obtained from the Institution of Civil Engineers, 1 Great George Street, London SW1P 3AA.

Urban Streets

Prof. George McLean Hazel discusses the role of streets as the living rooms of the community.

“I will return to Jerusalem, my holy city, and live there. It will be known as the faithful city...Once again old men and women, so old that they use a stick when they walk, will be sitting in the city squares. And the streets will again be full of boys and girls playing.”

Zechariah, 520 BC

Exchange Space

Why do we live in towns and cities? An image of a street café shows people sitting not facing each other but all looking in the same direction. Watching people passing by is one of the main attractions of such a place. It is also one of the many different levels of exchange that take place in the city. Therefore we need to maximise “exchange space” to make a successful city. And as people spend money but cars don’t, we need to reallocate street space in order to give pedestrians more exchange space.

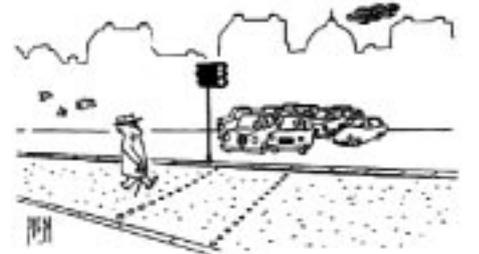
At the moment, in many of our towns, streets are designed to facilitate the movement of cars; the pedestrian is hardly considered. This needs to change and can be changed: Edinburgh for instance has successfully reintroduced zebra crossings and traffic lights controlled on demand, and is doubling the space allocated to pedestrians on some streets. But change is threatening and must be implemented gradually in order to gain the support of all stakeholders such as the shopkeepers and the public in general. So the Royal Mile in Edinburgh was at first closed to traffic for a three day festival; as people enjoyed it and saw the advantages of the closure, this could be extended gradually. Life in the street developed with entertainers occupying the space and people coming to watch them, and each other. At the same time the turnover in the shops increased dramatically, obviously pleasing the shopkeepers. The lesson drawn from this and other examples is that it is better to start small and allow the project to develop, even in non-conventional ways.

An additional feature of exchange spaces is that people need seats; people want to sit down either because they are tired or because they want to watch the world go by. Once rested and revitalised, they may spend more money; it is therefore to everybody’s advantage to provide them with places to sit.

Movement Space

The principle behind transport policies is to move the maximum number of people and goods in the minimum space. Unfortunately many transport professionals have confused this with moving the maximum number of vehicles, which is not at all the same thing. In Edinburgh, statistics showed that 50% of the population travel to work in the city centre by car and 50% by bus. The decision was therefore taken to re-allocate road space in the same proportion; half for the bus and half for the private car. This could be shown to be equitable and not “anti-car”.

The same principles can be applied to residential areas. D. Appleyard’s study of a San Francisco neighbourhood in the 1960s already showed the





Top left: people-watching at a café

Left: a change in priorities is needed.

Bottom left: People enjoying the Royal Mile closed to traffic.

Above: redistribution of road space to correspond to volume of people travelling.

Right: Attention to detail is not always what it should be.

Bottom: people need clear explanations.



relationship between traffic levels and sociability: the lower the level of traffic, the more people had contact with neighbours and felt part of a community. And yet, far too often communities are cut off by unnecessarily wide and heavy trafficked roads.

The tasks are therefore first to define a neighbourhood and its hub, then to enrich this neighbourhood and maximise its internal efficiency, thus helping to develop its identity, and finally to build a strong street life.

Key issues

In order to achieve the above mentioned tasks certain basic rules need to be followed. First of all the reasons for proposed changes must be made clear: people often think that you are deliberately making life more difficult for them, and there are plenty of examples that reinforce that point of view. Second, attention to detail in the implementation of schemes is often lacking, therefore diminishing the overall quality. As an example, the success of a public space can be enhanced by the introduction of points of interest such as water features or changes of level and textures, carefully thought out and detailed. Good practice can often be found more easily in other countries where quality control seems higher not just in the design of public spaces but also in their management and maintenance. Inspiration can be found in a number of places which are not just good in urban design terms but economically successful: Brisbane's South Bank and Boston's Quincy Market and Faneuil Hall are two of them.

Organisations are as resistant to change as the rest of society, and this applies to local authorities, where there is often reluctance to adopt new practices. In order to change the culture of the organisation, the presence of champions can make all the difference. #

George McLean Hazel

Child's Play: Urban Change for Beginners

Eileen Adams focuses on the experience of 5-18 year olds in environmental design studies

Process

The title, 'Child's play' establishes a relationship between learning and play. Children learn through play. We all do. For children, play embodies the serious business of learning. The learning is self-motivated and self-directed. It involves children making sense of their experience, making meanings about the world they inhabit. It involves them in exploration, investigation and sometimes, there is an element of risk. High-level skills and capabilities are developed. Exploring how things look or how they work, and taking them apart (analysis), putting them back together (synthesis), making judgements (critique), seeing new relationships or alternatives, learning to shape and control their environment, planning ahead and problem solving (design activity), making choices, making decisions and making things happen (implementation). These are the kinds of skills involved in environmental design education, primarily concerned with dealing with change.

These skills and capabilities are developed through learning and through practice. A key message that I wish to convey is that young people do not necessarily learn from kits and packs, competitions, award schemes and one-off projects. They learn through cumulative experience and through practice which extends their experience of the environment, and which deepens their knowledge and understanding of how we shape and control it and which gives them opportunities to use the codes and conventions we use to visualise, plan, communicate and test ideas and proposals for change. It is particularly important for educators to understand how young people are able to see themselves as agents of change, and that they can support them to deal with the experience confidently, creatively and responsibly.

Projects

Many thousands of projects and programmes in schools and other educational settings have been developed over the past quarter of a century. In the research for the book, *Changing Places*, we looked at documentation on over 200 projects, but had to settle for 20 case studies. We found that the examples of young people's participation in environmental change fell into certain categories:

- Local agenda 21 groups and youth forums
- Children as researchers
- Local plans and urban development plans
- Urban regeneration schemes
- Art / design courses in schools and other centres
- School grounds developments.

The approaches taken in the first four groups are generally derived from practices in the adult world, such as committee meetings, with agendas and voting, or consultation using market-research type approaches, or surveys using geographical and social science techniques.

Drawing, photography, the use of computers and three-dimensional media are used to develop perception, critical skills, design capability and communication skills. Sometimes, young people's ideas are realised in school grounds or small-scale neighbourhood projects.



Examples of young people's work.

Illustrations from Eileen Adams (2002) *Breaking Boundaries*, courtesy of Kent Architectural Centre.

Partnerships

Young people do not manage all this themselves. They do it through developing working relationships with teachers and environmental designers in a variety of educational settings. Much of the innovatory work in schools in relation to built environment education has resulted from partnerships between professionals working together: teachers, architects, planners, landscape architects and artists. They can help young people gain access to information. They can help them learn the codes and conventions to embody knowledge of environmental design. They can provide opportunities for young people to become involved in live projects and to experience at first hand the systems that influence environmental change, with the resulting excitements and frustrations that this entails. They can motivate young people to want to be involved in the experience of environmental change and can help them develop the necessary confidence and competencies to enable them to do this.

The learning experience does not follow the traditional pattern of transmission and regurgitation of information and testing to see if you have remembered what you have been told. It relies more on a generative model, where children and adults share experience of the environment, reflect on it, and critique it to see the need or opportunity for change. They then form hypotheses and proposals for change, which they test out, to anticipate the possible impact of their ideas.

Education for participation

Roger Hart has adapted the ladder of participation developed by Sherry Arnstein (1969) in relation to adult participation for projects with children. At the lower end are manipulation, decoration and tokenism, where adults use the efforts of young people as a gloss, for photo opportunities and PR work, pretending that they have listened to their ideas. At higher levels of collaboration and participation, the young people initiate and direct projects and 'take a

lead role in conceptualising ideas and proposals, identifying opportunities and problems and formulating strategies for action, the process supported by adults' (Hart 1997).

All levels of participation have some educational value. Not all projects and opportunities will permit the same degree of engagement. Children cannot suddenly be involved in ways that demand high levels of skill without having had opportunities to gain experience and develop some measure of confidence and competence. What is learned from one experience needs to be reinvested in subsequent studies. The effect is cumulative and long-term, where young people are able to develop the capabilities required for participation.

Design education in schools has developed from technical education focused primarily on product design, locked into study of material technology and production processes. Built environment education has developed from models established by geography and rural studies. It has yet to be seen whether its current incarnation, Education for Sustainable Development, sub section Citizenship, will accommodate environmental design studies effectively.

There needs to be a perceptual shift to create a broader view of both design and built environment education, to incorporate cultural concerns and address issues of how we choose to live. Built environment education should include consideration of processes and systems, and be concerned with transformation, adaptation, connections and synergies. It should be primarily concerned with the experience of dealing with change and will require approaches to learning and teaching that are based on generation of new knowledge, skills and capabilities.

As an educator, I am interested in what young people learn – in order to understand, to think and to take action – and I am interested in *how* they learn to do these things. I am interested in *why* they learn, and what they use their

learning *for*. The starting points are how they *experience* their environment, how they are able to *make sense* of it, how they *respond* to it, what it *means* to them and how they are able to *impact* upon it. I am particularly interested in how they see themselves as *agents* of change and how they are able to deal with the process of change confidently, creatively and responsibly.

Practice and policy

I believe that the strategies developed from the experience of working with young people can transfer to other settings and support adults' participation in environmental change. We need to adopt more of an action research model to support the development of education for participation. To create a supportive context for education for participation to flourish and enable young people to be involved in the process of environmental change, we need to recognise the value of the work that has already been done in projects and programmes in schools and centres over the past twenty-five years. There needs to be a higher public profile and stronger voice for built environment education in schools and clear strategies for development. This is not only the responsibility of schools or teachers. It requires concerted and collaborative effort by national organisations, government agencies and other players in the field of urban design and education. In establishing education for participation in schools, the main problems are:

- Clarifying the place of architecture, planning and landscape design in the school curriculum and embedding these within teaching programmes and examination systems.
- Identifying appropriate teachers who will have responsibility for built environment education and creating a critical mass of teachers who are competent and confident to support learning in this area in both primary and secondary schools. This will require new initiatives in pre-service and in-service education.

TOPIC

Welsh Communities and Urban Design

Matthew Griffiths reflects on how people in Wales can be empowered as actors in shaping the places where they live and work.



- Repositioning built environment education in the curriculum and creating new educational management structures to accommodate it satisfactorily.
- Establishing partnerships between teachers and environmental designers, between schools and organisations to support long-term development.

All this implies the need for change in what we accept as the school curriculum, in what we understand as learning environments, in methods of learning and teaching and in professional roles. It implies different approaches to the notion of life-long learning. It implies a view of access to cultural experience and social inclusion that does not treat people as audience or consumers, but as critics and collaborators.

Young people need to see themselves as active players in the scene, where they are able to influence the appearance, feel and meaning of our towns and cities. Built environment education offers new perceptions and ways of seeing the world, making meanings and creating our environment anew. It enables young people to visualise possibilities for environmental change and make them real. #

Eileen Adams

References

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- Adams E. & Ingram S. 1998 *Changing Places*, The Children's Society.

This paper is based on the experience of the Civic Trust for Wales in working with associated amenity groups. The Trust's perspective, while partial, reflects the viewpoint of a significant and active constituency.

Perhaps our starting point should be *design* rather than urban design. We should at least qualify the use of the word "urban" in a Welsh context where there has been no "urban renaissance" debate; the Welsh Assembly Government (WAG) has not focused on urban design issues in its planning documents. It is, however, seeking to promote design within the planning system, both through its *Planning policy Wales* and in its new Technical Advice Note on Design (TAN). "Urban design" is missing from the index of *Planning policy Wales*, although the recent planning consultation paper *Delivering for Wales* signaled opportunities for the range of urban design tools to be deployed in the making of future plans.

Wales is not a heavily urbanised country. It is historically a nation of small towns, and very few villages; large urban areas are confined to the southeastern and northeastern fringes. An (urban) design agenda in Wales must be relevant not just to ambitious city centres and waterfront regeneration zones, but to ordinary streets and neighbourhoods. It will need to respond to the small-scale opportunity, as well as to supply master plans for tourist honey pots.

Historic background

A positive context is set by aspects of our historical experience, as well as by some notable schemes from the last two decades. Caernarfon is one of a series of bastide towns master planned in the 13th and 14th centuries. Unfortunately we Welsh were excluded from residence for two hundred years. A few centuries later, industrialisation brought planned settlements such as Tremadog, Morriston and Llandudno. Portmeirion and Cwmbran New Town, in very different ways, are successful and innovative case studies in master planning communities.

Racing ahead, we can identify some imaginative schemes for area regeneration: Swansea Marina (1982) recently matched by the revival of the city's Castle Square; in Cardiff, the "café quarter" at Mill Lane, and the projects around Cardiff Bay. Barry has its own waterfront zone, where successful structural layout and landscaping is now being complemented, for better or worse, by the volume house builders. Caerphilly's town centre renewal won a Civic Trust Centre Vision award for the development of a new shopping precinct in the shadow of Gilbert de Clare's vast castle.

Policy and constraints

The WAG is promoting a consensual approach to planning policy making, and its environment minister, Sue Essex, a professional planner, has launched a Design Initiative which has led to the establishment of a Welsh Design Commission, and the new Design TAN. Meanwhile, *Planning policy Wales* (March 2002) emphasises the role of design in promoting local distinctiveness and social inclusion; it requires clear policies for design in unitary development plans and supplementary documents, and demands design statements alongside all planning applications.



Above: Cardiff Bay successful regeneration (photo courtesy of Civic Trust for Wales)



Left: Barry's waterfront zone (photo courtesy of Glamorgan Council)

Below: Naval Dockyard, Pembroke Docks (photo courtesy of Pembrokeshire C.C.)



However, some issues will need to be overcome if a successful and participatory urban design agenda is to be implemented. Local authority professionals face worsening resource constraints and recognise a lack of professional skills. Sometimes projects are confused by multiple goals and professional compartmentalisation. Cash and cultural restraints hinder the development of community participation.

These problems are not universal. Some authorities have taken advantage of larger regeneration initiatives to unlock cash for urban design. There have been successes in uniting conservation and urban design initiatives. Larger councils, such as Cardiff, have brought professionals together within urban design teams and make active use of a range of urban design tools, while in Pembrokeshire the Quality Pembrokeshire Unit includes an urban designer, planner, project manager, landscapist, building conservationist and ecologist. This group has produced a public realm design guide for the county.

Community empowerment

The capacity of local authorities to engage with and deliver an urban design agenda is one side of a more complex equation. We need to consider how communities and organisation within the voluntary sector can be empowered to articulate their aspirations for better places and to work with professionals to bring these about. Civic societies registered with the Civic Trust for Wales expressed strong views about the need for the planning system to become much more accessible to the public and to communities. Alongside professional thinking about methodologies of participation, we need a laity literate in design issues.

National cultural policy is relevant here. How far does it prioritise design and built environment education? Comparisons between policy and practice in Scotland and Wales may be valid. In Scotland design has been approached as part of a wider National Cultural Strategy and placed alongside other cultural expressions, as part of the fabric of social and communal life,

TOPIC

Streets and the Community

A. Rook considers the changing uses of the street, and how we can help people to make changes to their locality.

within a democratic vision that places conservation, architecture and urban design at the heart of public policy. A key role is allotted to the school curriculum.

In Wales, a new cultural policy, *Creative future* offers a holistic vision of cultural life that, to quote the culture minister, “cannot be parceled up separately from the rest of living. Rather it infuses everything...” It goes on to express an ambition for joined up thinking in which language, landscape and the built environment are recognised alongside the arts, media and sport, and suggests that there could be a new focus on design in children’s education and lifelong learning.

But most of this document audits present activities rather than sets out an agenda that will make a difference. There are no proposals to give design or built environment education a place in the sun within the school curriculum. Design education needs to be recognised as a cultural entitlement for children and addressed in the context of lifelong learning if we are to create the civic awareness that takes a direct and proprietorial interest in the public realm and the built environment. A start could be made by exploiting the many opportunities to draw on the built environment as a learning resource, and to offer teachers materials capable of adding richness to existing schemes of work. At the other end of the scale, there might be an architecture and design centre, physical or virtual; in the mean time the web is there to be exploited. There is another agenda to be thought through for adults, and this is something that the Civic Trust for Wales, regards as an urgent priority.

There is also the need to make sure that everyday places, especially in a nation that is economically weak, and has appallingly high indices of child poverty, get the benefits of creative urban design. Education for empowerment is a theme that politicians, professionals and the voluntary sector can come together to make real. The creation of places of humanity and purpose in which to live and work and play should be a shared and collective aspiration that is part and parcel of a sustainable, an inclusive and a confident Wales. #

Matthew Griffiths

Introduction

A 1920s black and white photograph of East End children frolicking in the wake of a water cart shows something that you would not see today. I will return to this because it is children who suffer most from having their freedom of movement curtailed. What do we value from those past images and why do we think the present, with much self-evident progress, has also been a period of loss? Something of that loss is encapsulated in the changing use of the street.

The growth in information technology, the relative space and comfort of our homes, and smaller families, have all contributed to a reduction in a vibrant street life. We live our lives much more indoors; driving to the gym and running on a treadmill, sums up the absurdity of our lifestyle. The multiplicity of self-policing uses of the street celebrated by Jane Jacobs, have dwindled. When Dickens walked from Camden Town to the Strand, a huge range of activities went on before his eyes: buying and selling, mending and minding, cajoling, hassling, bribing, courting, procuring, and simply meeting people. While our streets may not be as hectic and eclectic, they are still a theatre in which everyone can play a part. Shopping as retail therapy is accompanied by the pleasure of people-watching and the thrill of chance encounters.

Community Involvement

The General Household Survey, published in June this year by the Office for National Statistics, included for the first time the concept of social capital developed by Robert Putnam in America. Five aspects of social capital or community involvement are tested: civic engagement, neighbourliness, social networks, and people’s perceptions of their neighbourhood. Of the nearly 8000 respondents, there was a surprisingly high percentage of people (73%) who believed their neighbours looked out for each other; over 70% had received a favour or granted one to a neighbour in the last six months. Social connectedness is a much stronger predictor of perceived quality of life than income or education. Similarly personal happiness is much more to do with social networks and trust.

Community is a much devalued concept. Perhaps one way to avoid the nostalgia and romantic sense of togetherness is to adopt Gerald Fug’s definition in *City Making*, as a capacity to live in a world composed of different people without explosive tension, to be able to interact with unfamiliar strangers and not see them as a mob, to foster negotiation rather than neighbourliness. Streets can also be places of protest and rioting. They can become no-go areas and territorial. One has only to think of Belfast and the kerbs demarcated red white and blue, or green and orange (depending on whether you are in the Shankhill or Falls Rd.)- a sort of ethnic double yellow line.

We have a lot of concern about obesity affecting 30% of the adult population and increasingly, children. Our way of life is much more sedentary and we increasingly communicate remotely instead of over the fence or in the street. The antithesis to this might be seen in the rising demand for places to meet, the crowds gathering in the pubs, and spilling out into the street. This may not compensate for the absence of community engagement in home streets but it sets up a stark contrast between city centre and residential suburbs.



Top: 1920's image of children playing in the street

Middle: people reclaim the streets in Norwich

Bottom: Pigeon beware! A residential street in East Finchley is not a place to gather or to play.



Roads vs. streets

The original meaning of road was 'a riding, or 'a journey'. It is about movement and implies a destination. The dictionary defines a road as 'a track with an artificial surface used a means of communication between one place and another'. A street originally meant a paved way and came to be defined as a 'properly constructed metalled road in a town with buildings on one or both sides'. Roads convey an image of movement, of travelling, of getting from one place to another, whereas a street is a place with a fixed locality. Roads are for cars; streets for people. The idiomatic phrases "going on the road" and "going on the street" mean quite different things. That streets are people places is illustrated by the list of activities social historians such as Mayhew catalogued: street crier, street arab, street sweeper, street walker.

Roads and streets are the public realm and therefore essentially democratic, the place we can engage with others on neutral territory, on equal terms. That is why people take to the streets to capture opinion. Rather less formal than statistical surveys, we use what we call 'Street Talking' to try and engage people who would not come to more formal consultative events, or the dreaded public meeting. A similar activity for involving local people, is having a 'walkabout' of the study area. It provides the opportunity not only to point out problem areas but to highlight those things that local people value and are proud of.

Examples

Some years ago we ran a consultation in Kings Langley in Hertfordshire, again tasked with getting beyond the 'usual suspects' of white, middle-aged, often middle-class, mainly women who turn out to meetings. We walked the village with a group of young people, who showed us their favourite places, and made a video of what these places meant to them. When it was shown, others in the village began to appreciate places they had regarded as an eyesore, or a waste of space. They were

TOPIC

also surprised that many of the things they complained about such as dumping and litter and dog fouling, were also things which children and young people were exasperated by.

Another benefit of the project was that it put a name to the faces. Instead of seeing a group of noisy young people on the street, perceived as potentially hostile or threatening, they began to recognise individuals. Working on housing estates I've often been intrigued by people's very different experience of living in essentially the same environment. Once you start being open to encounters and saying hello to neighbours, a sense of community is felt. In contrast, those we spoke to who felt the estate to be a threatening place, had very few social networks there. Familiarity might breed contempt but it doesn't generally breed fear.

'Outreach', to so-called hard-to-reach groups often takes place on the street and in the evening. As part of a consultation for a NM pilot, we were tasked with talking to the disenfranchised, including street drinkers, using and recovering drug addicts, young people excluded from school, people who were homeless or had mental health problems. While this initially feels quite intimidating I'm always pleasantly surprised actually how easy it is. People are longing to talk, have much to say that is observant, sometimes poignant, often blatantly obvious.

Children and streets

The social historians Iona and Peter Opie in their classic *Children's games in Streets and Play grounds* 1969, note that children have always been in trouble over the places they congregate or play in. It is ironic that we have come to fear people on the streets rather than feeling safer because there are people on the streets. This brings me back to the image of boys in the streets of the East End. The 'stranger danger' fears of parents are often cited as a reason for confining children to home and conveying them everywhere by car. In fact abductions have not increased in 60 years. Indecent offending actually dropped in the

ten years between 1988 and 1998. The number of children between the ages of 5-16 who were murdered also decreased in that period, from 4 to 3 in a million. Not much comfort if it happens to your child, but the risk needs to be kept in proportion.

The writer HE Bates noted in the 1940s that "there is no doubt that the WWI and the coming of the motorcar killed forever the playing of street games in this country." 100 years ago there were 8000 cars in the UK, now there are over 24 million and rising. The car has effectively become a weapon of mass destruction. In the last 20 years 200 000 children were killed or seriously injured- 2/3 while walking or cycling. In 2000, 135 children died and 4000 were seriously injured. Accidents are class related: children in social class 5 are five times more likely to die in a road accident than children from social class 1.

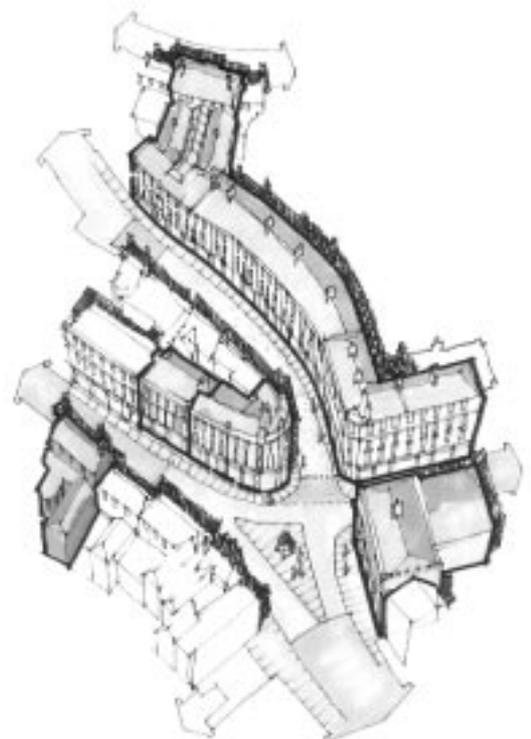
Taming the car is essential if children are to develop the freedom, confidence and ability to explore the city again. Ironically 18-20% of the traffic on the road at 8.50 am is attributed to the school run. In the last 10 years journeys to school by car have nearly doubled-from 16% to 30%. In 1971 80% of 7-8 yr olds were allowed to walk to school; by 1990 this had dropped to 9%. However, if I want to convince you to walk to school, I would present the accident statistics rather differently: child fatalities actually dropped between 1979-1998, from 10 to 3 per 100k.

Fear for one's children safety from the threat of traffic contribute to the emptiness of our streets. The curb on children's development and ability to access the enormous resource the city holds is severe. Without time by themselves, they cannot develop crucial cognitive and social skills. Unsupervised play is essential for the development of relationships and independence. The Opies warn us that, 'if children are given the idea that they cannot enjoy themselves without being provided with the proper equipment, we need blame only ourselves when we produce a generation who have lost their dignity, who are ever dissatisfied and who descend for their sport to the excitement of rioting, pilfering or vandalism'.



Above: A poorly designed blocked road becomes a wasteland

Below: A thoughtful design can reclaim road space for different activities





Top and middle: Busy streets are safer streets. Market day in Walsall and in Bromley.

Bottom: Children used to be able to play unsupervised in the streets.

Anecdotal evidence from Walk to School days illustrate how much less stressful it is than driving; walking encourages conversation and confidences. The alternative of public transport also has community benefits as it involves the child in negotiating their way, managing their time, taking personal responsibility, and making judgements about risk.

Some years ago I undertook a study with Rob Wheway on the nature of play on the new HAT estates. These had been master planned on the premise that a communal open space was a bad thing, roads were for access and parking on and that children would be confined to 50 sq. m. back gardens. Our video observation showed that children were noticeable by their absence from back gardens. They spent less than 20 minutes in the few play areas there were and the majority of their time outdoors was spent in circling the streets, meeting on corners, playing ball games in the road or making skate board ramps, because the play areas were cluttered with fixed equipment.

Home Zones

The advent of Home Zones is a small chink in the armour of the road lobby and also the risk adverse health and safety industry. Research has shown that people living in quieter streets knew three times as many of their neighbours. Home Zones are likely to contribute to greater social cohesion and community involvement, both in the process of designing them and in their end use. Unfortunately, those I have seen are wanting in the quality of their urban design.

We need to reclaim some of the space occupied by roads for community activity, so children can grow up in a much more stimulating outdoor environment that provides the backdrop to the all important ability to be with others. None of this is new; we just go on choosing to ignore it. #

A. Rook

Public Realm/Public Good

John Hopkins draws lessons from America

There is no better way to achieve a high quality public realm than through carefully planned, public investment. The measure of successful planning for public investment in the public realm, is a sustained private market reaction - private investment in developing housing, offices, shops, and other uses that support and are supported by community life. This paper describes how successful urban spaces have been created in Boston, New York, and Portland, Oregon, how they were funded, and are managed and maintained. These very different cities share, to differing degrees, a belief in a common future expressed through investment in the public realm, a recognition that civilised, community life requires a well-designed, well-funded, well-managed and well maintained urban environment.

Boston

Boston has continually found ways of developing parks and open space systems, and its public realm since the founding of Boston Common in 1640 by colonial decree. Commonwealth Avenue, Boston Public Gardens and the Common form a part of Frederick Law Olmsted's extraordinary Emerald Necklace for the Board of Park Commissioners in 1878. It extended the Back Bay development through an ingenious system of flood protection, drainage and other essential infrastructure requirements, which combined with a connected open space system linking downtown Boston with the new development areas.

It is hard to believe that the Back Bay area of Boston was a sewage filled basin. It was platted on behalf of the newly created Commonwealth of Massachusetts Commission on Public Lands with central east-west axis of Commonwealth Avenue laid out in the style of a tree-lined, French boulevard. Commonwealth Avenue is 80m wide and, therefore, large enough to have a genuine park-like feel. The blocks were auctioned off with deed restrictions and public laws regulating land-use and construction, and by the time the Back Bay development was complete in 1886, the publicly funded venture had made a profit of £2.24 million.

Boston Public Gardens are axially aligned with Commonwealth Avenue. They were laid out in the 1850s as the Boston Botanical Gardens. It is a quintessentially Victorian-style public garden, completely enclosed by ornamental railings and gates and maintained to a very high standard. It is a passive garden for walking and taking delight in the horticultural displays.

Boston Common is the oldest park in the United States and remains the most public of places in Boston, open and without gates or railings. It is used and viewed as the citizen's place of play and protest. Its heavy use can make it look slightly shabby. Even so, it is much loved.

Boston City Hall Plaza. In 1961, IM Pei produced a master plan for the comprehensive redevelopment of the downtown, based around the proposed Government Centre. Whilst successful in macro-urban design terms - it attracted 20,000 new jobs and prompted private investment in surrounding areas - it was unsuccessful in its provision of civic space. Boston City Hall and Plaza is a reminder of the deterministic and misguided approach to the design of civic open space of the early 1960s. It is suitable only as a setting for the equally monumental City Hall. It is a classic example of a single-use, single-purpose, large-scale redevelopment project

that does not provide for or generate the mix of uses and users required of the best urban spaces.

The Pei master plan also called for the preservation of the old market/warehouses Faneuil Hall and Quincy Market. This project is a classic example of private sector entrepreneurialism harnessing public sector support to create privately-owned public open spaces supported by retail and commercial space. It also provides a link from the City Hall to the waterfront of Boston Harbour.

Originally a railway line, Southwest Corridor Park was proposed as an expressway giving access to downtown Boston. Vigorous protest against the highway resulted in a £515 million transportation project that saw the existing commuter rail and the old elevated Orange Line combined in an underground tunnel with the public park on top. The park provides a wonderful walk and cycleway to the downtown, a series of open spaces for the revitalised, densely populated South End, and cross-links between those communities previously separated by the railway. The design responds to the character and needs of the local neighbourhoods. The community is directly involved in the management and maintenance of the park.

On the opposite side of the harbour is East Boston Piers Park. Completed in 1995, it is an example of what can be achieved in terms of design, management and maintenance in what was considered to be a 'tough' neighbourhood. In 1999 it looked as though it had just been opened - little wear and tear (despite evident heavy use) and no graffiti or vandalism. The Park is 2.63ha in total and is predominantly passive except for the children's play area and the Community Boating Facility at the harbour's edge. The park promenade extends 183m along the original pier with its rehabilitated granite seawalls. The Community Boating Facility and jetty provides subsidised sailing lessons and boat trips on the harbour. The park is used fully throughout the day by old, young and middle-aged. Maintenance is carried out to



very high standards and events and festivals are organised by residents and the Park Manager throughout the year. Plans are being progressed to extend the park and provide active recreational facilities.

Post Office Square, in the heart of the Financial District of Boston, is an extraordinary story of the dedication of a group of businessmen, the support of successive Mayors and of environmental and community groups in achieving a well-designed, well-managed park on the site of what was an ugly, four-storey, concrete car park. In brief, the above ground, multi-storey car park was demolished, and a new seven-storey one built underground with 1400 spaces and a park on top. Financing was entirely private and very complex. With its café, fountains, artworks, trees, grass and distinctive planting, the almost 0.8Ha Post Office Square is extremely popular. It truly is an 'open space', completely open to the public, funded, maintained and operated to exceptionally high standards at no public cost. Indeed, as the debts are paid over time, net profits will revert to the City Council for investment in other city open spaces.



Top: View of Commonwealth Avenue linking to the Public Gardens and Boston Common

Left: Boston's Post Office Square replaced a four-storey concrete car park.

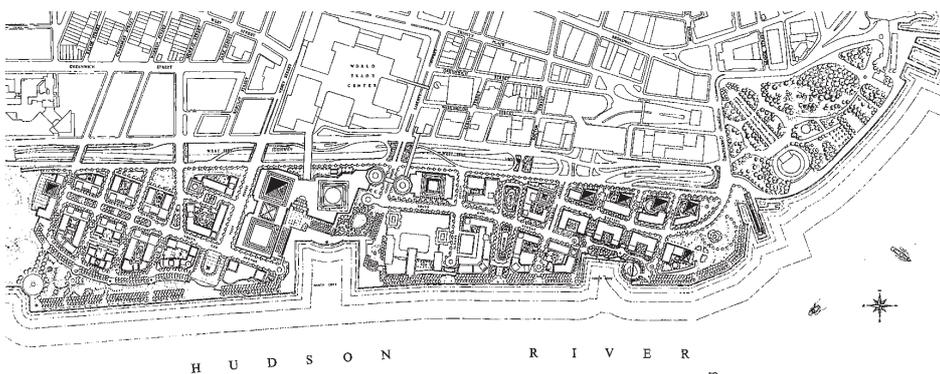
Above: Boston City Hall plaza, uncomfortable and perceived unsafe, remains unused

Below: Plan of Battery Park City adjacent to the World Trade Centre.

New York's Hudson River Park

The Hudson River Park will stretch for 5 miles along the western Hudson River edge of Manhattan from its southern tip, including the 1.5 mile stretch of Battery Park City. The Governor of New York State and the Mayor of New York City consulted for over two years with government, business, unions, environmental, community and civic groups in agreeing design guidelines and financing mechanisms. Capital, management and maintenance costs will be funded through revenues from privately developed facilities such as restaurants, cafés and kiosks; sports and entertainment/education. Two parts are already built and contributing revenue to the Park: Chelsea Piers and Battery Park City.

Chelsea Piers was completed 1996 by private-sector entrepreneurs. The facilities include a Sports Centre and a sports



TOPIC

medicine centre operated by a New York hospital. The building on Pier 61 houses two ice-rinks with seating for 1600. Pier 62 has two regulation-sized roller skating rinks and a public park at the end, which is paid for and maintained by the developer. And on Pier 59 a multi-level, high-tech, golf driving range.

Battery Park City's planning history predates the River Park Concept Plan yet it forms an important link along the west side of Manhattan. It is a prime example of publicly primed, private investment that has achieved an entirely new neighbourhood, and a high quality public realm for New Yorkers. It is successful in design terms because it is an extension of the urban grain, fabric and character of Manhattan. It has also provided funding for the design, implementation, management and maintenance of the magnificent riverside esplanade and series of well-designed public parks and open spaces. The 1.5-mile Esplanade was a key feature of the overall urban design philosophy and the first open space built. It is a masterpiece of simple, appropriate and robust urban landscape design a seamless addition to the riverside environment that is so subtle and accommodating that it feels like it has always been there.

South Cove Park is an exquisite landscape completed in 1988 that recreates - through abstract composition - the look, feel and atmosphere of the pristine Hudson river edge and floodplain, with rocks and salt-tolerant grasses and shrubs, and glades of Gleditsia trees set in meandering paths. Overlaying that, is the human cultural imprint of the riverside walk, a timber pier, and a beautiful metal look-out.

Nelson A. Rockefeller Park is an example of a carefully programmed and designed park that provides a good landscape structure, a variety of uses, and a variety of landscape experiences. At 3ha it is the largest park within Battery Park City and was completed in 1992 following a User Survey and Community Needs Analysis which concluded that an intensively managed, multi-use approach could fit in

with the commonly desired pastoral setting. As a consequence, school sports were excluded; numerical targets for sports pitches were agreed, as were relative proportions of hard and soft landscape, and the provision of full-time recreation staff to manage the park's facilities. The large central lawn can accommodate different ball games and uses at different times.

Management and maintenance

The parks and the Esplanade are managed and maintained by the Battery Parks City Parks Conservancy, a private, non-profit organisation. Funding comes from: the Battery Park City Authority; commercial and residential developers; and, residents who are currently charged £180/year.

Portland, Oregon

Portland is extraordinary in that it has created a non-partisan regional political and allied planning system that has enabled it to achieve, through extensive public consultation, an agreed plan for growth to 2040. In 1973 the State Legislature passed Senate Bill 100 which was the start of land-use planning in Oregon. It mandated citizen participation and confirmed land-use planning as the only rational way to protect land and plan for future growth.

In 1978, an elected Metro Regional Government covering three counties and twenty-four cities - including that of Portland - was established by public vote. Its Regional Urban Growth Goals and Objectives were adopted in September 1991 but were perceived not to be specific enough. Metro embarked on the Region 2040 planning process to develop specific policies about land-use and transportation planning.

Well before, in 1959, the Lloyd Center was opened two miles from downtown Portland. It was the nation's largest out of town retail mall and it resulted in a 50% decrease in sales at the largest downtown store. This spurred business, civic and



Top: New York's Battery Park City with housing in the background.

Middle: Nelson A. Rockefeller Park, the largest park within Battery Park City, New York.

Bottom: Pioneer Courthouse Square in central Portland is a focus for civic life.

political leaders to act to maintain the downtown. In 1960 it was decided to align a peripheral freeway that physically encircled and defined downtown Portland. It not only provided a variety of access points into the downtown area, it also allowed the removal of the riverside highway and implementation of the Tom McCall Riverside Park in its place, linking it back with the downtown. There is a series of public open spaces within the Portland Centre, three of which are classic designs of the period by Lawrence Halprin.

One of the key urban design changes was the creation of two Transit Malls for buses. These were designed primarily for pedestrians with wide footpaths, narrow carriageways, high quality paving, trees, seats, co-ordinated street furniture, sculptures and signage. As a result, sidewalk cafés sprang up, shops oriented themselves to the street and private development of additional office and retail space took place.

Pioneer Courthouse Square has been built as a focus for civic life. It is an archetype for a city square. It has a large, multi-use central area backed by a stepped, informal amphitheatre, plenty of places to sit, a flower stall and ubiquitous Starbucks; but it also has plenty of other stalls selling food; and you can play chess there. Sponsored bricks part paid for the scheme.

Region 2040 – Concepts for Growth

A Metro Regional Growth Conference was held in 1992 where it became clear that the Region could grow by expanding the urban growth boundary or through increased densities. A third option - growth within the UGB but also in several targeted small towns outside the UGB - also emerged. Critically, all wetlands, floodplains and land over 25% slope was designated as non-buildable and, therefore, as open space or parkland. This gave rise to an over-arching Greenbelts and Urban Reserves plan, which effectively promoted a regional open space system as a framework for urban development. In all, four development scenarios were modelled, each one

generated through professional, technical studies and illustrated. The study recognised that choosing was largely a question of optimising people's values. The categories of analysis established were: land use, transportation, air quality, employment, social stability, housing and water, sewer and storm water provision. The recommended alternative contained two maps: the 2040 Growth Concept map that was intended for adoption; and the Analysis of Growth Concept map which illustrated how the concept could look. Significant recommendations included:

- A 5,665ha expansion to the Urban Growth Boundary with separately identified urban reserves for the future
- A recommended average density for new single-family homes of 16 units per hectare with 20% designated as row-houses or duplexes, and with a ratio of 62% to 32% single- to multi-family development
- 52% of housing to be in neighbourhoods followed by 33% in corridors and station communities; and 8% in city, regional and town centres
- Intensification of land use within existing urban areas
- Open space to be 14% of the urban land area
- One third of buildable land to mixed-use and two thirds single use
- The majority of new jobs to be in centres, along corridors and in main streets all well-served by transit

It recognised that neighbouring cities would grow significantly and supported this with three key concepts:

- Separation of cities by rural reserves to alleviate transportation problems and to enhance community identity
- A strong balance between jobs and housing - the better the balance the more trips remain local

- The 'green corridor' highway through rural reserves would not give access to farms and forest land, thus protecting it.

In May 1995, Metro successfully put a £90 million bond measure to the electorate in order to fund acquisition of 2,428ha of regional parks and open spaces inside or near the regional Urban Growth Boundaries; a series of local park projects; and key pieces of land to complete the 140 mile regional loop trail based on a Frederick Law Olmsted concept of one hundred years earlier.

Conclusions

Each and every one of us wants to live in an attractive, vibrant, safe, well-designed, well-managed and well-maintained environment. It enhances our sense of community, belonging and civic pride. The public realm is a public good deserving of public funding. We should seek ways of recouping investment in the public realm by both the public and private sectors. Only then will we be able to justify greater expenditure on high quality, durable schemes using natural materials, high quality street furniture and fittings. We must also find mechanisms for ensuring adequate expenditure on the everyday management and maintenance of the public realm.

The following are some pre-requisites for achieving a high quality public realm:

- Political leadership and support.
- Community involvement and support.
- National, regional and local landscape/townscape policies, strategies and frameworks.
- Good briefing, design and standards of implementation.
- High standards of management and maintenance.
- Adequate, secured, continuing revenue funding. #

John Hopkins

Engaging the Socially Excluded in the Environment

Judy Ling Wong FRSA. OBE suggests a different approach to community engagement

To dream for real

Once upon a time, somewhere back in your past, many of you dreamed of becoming an architect, or a landscape designer. For those of you who are from the privileged classes, your dream merged with reality. As long as you had reasonable ability and put personal effort into it, you had a good chance of succeeding. Socially excluded people are simply unable to dream for real. Their reality is that most of their wishes cannot come true. They have the forgetfulness of despair - their wishes have long fallen off the normal list which most of us carry around in our heads. Not only do they not aspire to professions, their life experience tells them no one is interested in them. Many socially excluded people do lead ordered lives, but at the price of moving within a very limited social space. They have low expectations. They seem to have no opinions about many life concerns and to be unmotivated to transform their life circumstances. Many of them are disabled emotionally, spiritually, practically, and culturally. They are not consultable. What do they need in order that they too can dream for real?

A few stories

Not long ago I was visiting a lovely nature study centre in the middle of a park. A group of wildly excited school children were there. They were both white and ethnic minority children around nine years old. I asked the teacher what they were so excited about. She answered, "Oh, they have just been told that there are two ducks on the pond, and most of them have never seen a live duck before. These children live mainly on a council estate within walking distance. However, with all the parental concerns about child abuse, none of them are allowed to play beyond the street where they live. They have never been here, and after today, I am afraid none of them will be able or be allowed to find their way back."

A colleague of mine, who is now a well-known environmental consultant, grew up in a bleak urban area. She told me that the first tree she ever saw was in the pavement. Although since then she has seen many wild areas of the world, she is nevertheless left with this doubt "Was the tree or was the pavement there first?"

A young Vietnamese woman told me that, before she was 21, her village had been burnt down six times. Each time they went into the jungle, returned and rebuilt their village. Here, among our ethnic communities, are people who know all about spaces, with valuable building and craft skills. But, we never ask them what they know. Imagine this community let loose on self-build!

A taxi driver, taking me to a conference venue in Bath, announced gleefully that at last he is going to retire and leave. He told me that the Council had poured money continuously into the central tourist areas but that just a couple of miles beyond it, where he lives it is really deprived. For him, the City Council has no interest in what people like him want.

Coming to this conference I noticed no one balked at being surrounded by the Greco-Roman features of the neo-classical buildings of the civic centre of Cardiff. No one went around complaining of feeling like they were in Italy or Greece instead of the capital of Wales. The fact is that over time,

multicultural elements are absorbed into our overall consciousness. So, a challenge - why not consider culture specific features in our urban or rural landscape to mark the contemporary makeup of our multicultural society?

A local authority rang us up because Asian teenagers had newly been regularly using one of the local green spaces to play football. Local white residents complained that they had "taken over".

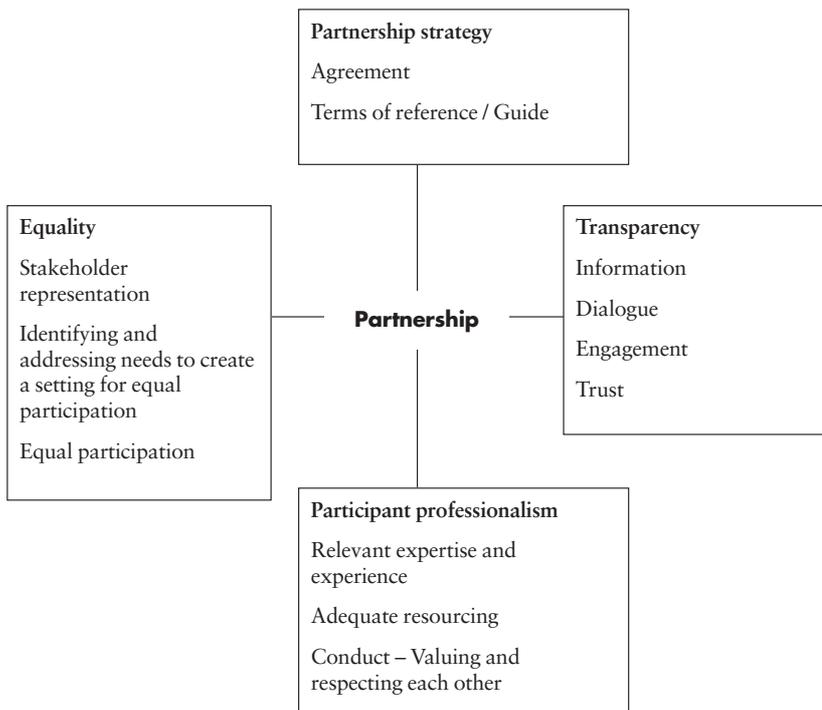
The Gateway Project in Wales enables a broad range of disadvantaged and socially excluded groups to visit and enjoy historic gardens. Their extensive list of participants is a revelation - the partially sighted, children with terminal cancer, carers, teenage mothers with their babies, the elderly, those with learning difficulties, a range of disabilities including those in wheelchairs, ethnic minority groups, schoolchildren from deprived inner city areas, those who are mentally ill, women's groups, people with arthritis...

The Sheffield Ramblers, worked with working class primary school age children from council estates who have never walked on grass, their daily track being from the concrete of the estates to the tarmac of their schools.

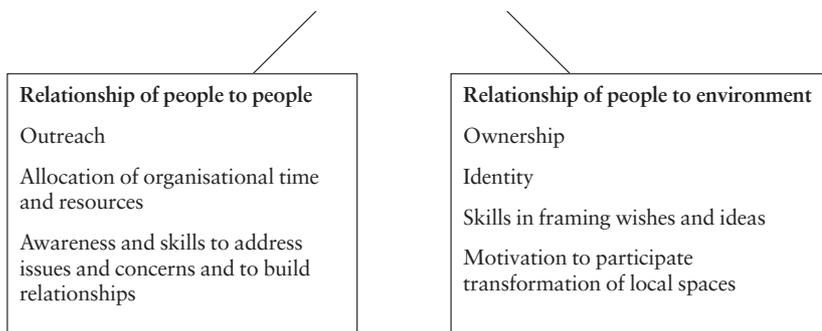
A friend came to me telling me that the local authority is trying to improve the environment of their council estate. Asked by the Council, what he would like, he answered "I know I want things to be better, but I really cannot tell you what to do".

A young people's group, coming back from a first visit to the countryside, was fired up with greening their local environment, because they loved how "the wonderful green of the countryside just went on and on, forever" and they wanted some of it where they live.

These stories point to unfulfilled potential, lack of contact with nature, neglect, lack of vision and understanding of the mechanisms of social exclusion.



Creating a climate within which participation can take place



Top: Developing partnerships demands patience and commitment.

Above: The right climate needs to be established well before participation exercises start.

What do we need to do ?

We have now arrived at a time when, positively, the landscape professions recognise the need for consultation to inform and shape the designed environment. But, in relation to socially excluded groups, consultation only when something is about to be done to an environment, is often too late. Over and over again groups are found to be unconsultable, yielding limited and low quality information. This is where local authorities and local professionals have a crucial role to play. There is a vital forerunning piece of work to be done - building and maintaining of an ongoing relationship to take socially excluded groups through the stages to meaningful consultation:

- Outreaching without an immediate agenda, expressing a caring attitude and a commitment to building an ongoing relationship with socially excluded groups.
- Nurturing interest, re-awakening lost agendas, and creating a sense of possibility - the most demanding developmental work of all. Here often the crunch point is the commitment of senior management to training professionals to work effectively with socially excluded groups and to resource them to imaginatively create programmes of activities which are relevant to the group they are working with.
- Identifying, creating and resourcing opportunities for action - recognising the enormous significance of successful small scale first projects paving the way for progressive capacity building.
- Capacity building and networking - implementing an enjoyable programme of awareness and skills, e.g. visits to a range of interesting examples of good practice, putting a group in touch with the appropriate expertise and facilitating the relationship between a group and a professional.

RESEARCH

Licensing Reform and Urban Design

Marion Roberts evaluates the effects of licensing laws on four European city centres

To dream for real, people need to :

- Have a sense of their own potential through acquiring knowledge and skills.
- Have a sense of possibility and personal power through having connections to networks of expertise and power.
- Have access to a critical minimum amount of resources to take action and gain experience.
- Have faith that they are included in society's future plans.

Beyond consultation to partnership

Working together involves learning for both sides. For example, alongside consulting client groups, professionals need to build their ability to read the messages which bleak environments have shouted at residents for years in order to set the comments in context. Partnerships around the public space agenda demands enormous patience and commitment, as it takes time to absorb the many different sectoral concerns which feed into it.

The diagram is intellectually obvious, but in order to be effective, it needs to be specifically expanded to address the many complexities which I hope the stories illustrated. Those who acquire the awareness and skills to work with socially excluded groups will know that there is no set formula but you have truly arrived when in any scenario, you find that "The situation always tells me what to do, loud and clear!" One last word - fun is inevitable in any community project when you are doing it right. Make an essential contribution to society, to a vitally needed social cohesion, and enjoy yourselves. #

Judy Ling Wong

NB. BEN is established to enable full ethnic environmental participation. It uses the word "black" symbolically, recognising that the black communities are the most visible of all ethnic groups. We work with black, white and other ethnic communities.

Introduction

This study was carried out by the Central Cities Institute at the University of Westminster and was commissioned by the Institute for Alcohol Studies (IAS). It was prompted by concerns over the Government's proposed reforms to licensing legislation, the Alcohol and Entertainment Licensing Bill, recently announced in the Queen's Speech. The IAS had been perturbed by Ministerial statements that seemed to suggest that permitting round the clock drinking would usher in a 'continental style' of alcohol consumption into British culture. From the point of view of urban design, it should be noted that this stance had been promoted by the protagonists for the '24-hour city' who had argued in the early 1990's that extending licensing hours would help to encourage a wider use of town centres throughout the whole of the day and facilitate a café culture.

Aim of study

The aim of the study was to examine more closely the management of the public realm in central city areas in continental Europe, with particular regard to the problems commonly associated with alcohol consumption. The assumption that extended opening hours have beneficial effects was tested with regard to their urban managerial and physical context in sample locations. Examples of effective practice in particular cities that could inform developments in England and Wales were highlighted as a positive contribution to the legislative process.

Case Study Areas

Four case study areas in northern Europe were identified. Each area was located in the centre of a capital city in beer drinking northern Europe and was chosen on the basis that it is a mixed-use entertainment district with a residential population. Each area, perhaps not coincidentally, had a strong, historic urban form that was capable of regeneration. Underpinning the choices was a philosophy that the sustainability of mixed use central city areas is a desirable goal for twenty-first century cities. The case study areas were:

- Soho and Covent Garden (the 'West End Stress Area') in Westminster, London
- Temple Bar, Dublin
- Nyhavn, Copenhagen
- Hackescher Markt, Spandauer Vorstadt, Mitte District, Berlin

Temple Bar and Copenhagen were particularly interesting: Temple Bar, because it had been regenerated incorporating the ideas of Jane Jacobs and Copenhagen because of the pedestrianisation programme, documented by Jan Gehl. It should be noted that Nyhavn is a micro-district within Copenhagen city centre, and the problems that have been associated with its concentration of cafes and restaurants do not apply to Copenhagen city centre as a whole.

The research team was interdisciplinary and in addition to urban design, specialists in planning and entertainment law collaborated in the project. All the members of the research team visited each case study area. Interviews were conducted with relevant officers and agencies. The urban design aspects of the study were explored by plotting drinking establishments in each area and preparing figure ground plans and street sections of key parts of each neighbourhood. A literature review of both academic articles and of the Irish, Danish, German, and English press was also carried out. Unsurprisingly, we found that licensing and urban management regimes are complex and at times contradictory.



Street sections
(left to right): Berlin –
Oranienburgerstrasse;
Copenhagen – Nyhavn;
London – Old Compton St;
Dublin – Essex Street East.

Top: Residential
courtyards in the
Hackescher Höfe are
gated off for residents
only after 10pm. This one
has an art gallery.

Above: Old Compton
Street, Soho at night.

Clash between Entertainment and Other Uses

All four areas had similar problems caused by a concentration of bars, nightclubs and restaurants, especially in relation to noise, crowds, litter and social disorder. Each locale had experienced a conflict between entertainment and residential interests. In Temple Bar and Soho/Covent Garden these problems were acute, whereas in the Spandauer Vorstadt and especially in Nyhavn environmental and planning controls reduced these conflicts, but nowhere were they completely effective. The 'West End Stress Area' in London was unique in terms of its size and the number of visitors which passed through it each night.

Extended Hours not the Solution

We concluded that relaxing licensing hours alone was not sufficient to change a drinking culture. If one aspect of the regulation of licensed premises is changed, others must also be reviewed as they function in a complicated interrelation. Hours themselves are not the most important issue; it is how licenses and licensed premises are controlled, managed and regulated that is critical. To this extent the proposed licensing reform bill is over optimistic. Extending hours alone will not create the solution to the current problems experienced in many British towns and cities of excessive noise and disorder, nor will it create a different drinking culture.

Importance of Holistic View

In Ireland, Denmark and Germany innovative solutions have been adopted for the management of mixed use areas. These include planning and environmental regulations which limit the size and concentration of premises, pro-active policing which works with licensees and managers to promote responsible stewardship, strong noise control measures, voluntary associations of licensees working to improve waste management and cleaning, speedy and effective sanctions against breaches of licensing controls, positive policies towards pavement seating and licensing stakeholder forums where different interest groups can meet. All of these might serve as examples of best practice to alleviate the problems associated with the nighttime economy in England and Wales.

Observations relevant to Urban Design

In addition to a conflict of uses, other aspects of our study are highly relevant to urban design. The narrowness of the streets in Temple Bar and the eastern portion of Soho contribute to the problems of accommodating the large numbers of pedestrians who emerge, inebriated, from bars and clubs in the early hours of the morning. The urban morphology of mainland European blocks can also assist in protecting residents, especially when, as in Copenhagen and the Hackescher Höfe in Berlin, inner residential courtyards can be physically gated at night. Noise in the street emerged as a contentious issue, with British environmental protection legislation falling far behind our mainland European counterparts, although it should be noted, in Berlin exceptional licenses relating to beer gardens, undermined their stricter controls. Aspects of the building regulations also support our culture of vertical drinking. This is apparent in our assumed 'occupancy ratio' of three persons to one square metre of floor space in clubs and bars which exceeds the Danish regulations by 50%, meaning that by Danish standards, our licensed premises are overcrowded even when operating normally.

Conclusions: Problems with Proposed Legislation

On the basis of our study we are concerned that the Bill currently passing through Parliament does not give local authorities sufficient controls over the concentrations of licensed premises within their jurisdiction. Evidence from mainland Europe suggests that the most liveable city centres, such as Copenhagen's, have more regulation rather than less. We have major concerns about a continuation of the clash between entertainment and other uses; consequent problems with noise and disorder; the resourcing of local authorities such that they can deal with the challenge of implementing new licensing arrangements and the weakness of our current environmental legislation. From an urban design point of view, we are concerned that the current move towards de-regulating drinking will undermine attempts to establish vibrant and liveable mixed use neighbourhoods in the centres of British towns and cities. We would urge readers of this article to raise the issue of over-concentration with their MPs in order to amend the Bill before it becomes law. #

CASE STUDY

Maintaining local distinctiveness in urban areas

Rebecca Knight describes the development of character assessment for Oxford

'Character assessment at all scales provides a promising new methodology. It will allow us to understand the historic environment better as a totality, and in better integration with the natural environment.' Power of Place (2000)

Although now a well used tool in rural areas, character assessment in urban areas has been slow off the mark. The importance of assessing townscape character has recently been brought to light in publications such as 'By Design' which describes the first of the seven objectives of Urban Design as

"To provide character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture."

In order to respond to, and reinforce, locally distinctive patterns of development, townscape and culture, we must first identify and understand what these are.

Good Practice in Urban Character Assessment

Winchester City and its Setting

In 1998 Hampshire County Council, in partnership with the Hampshire Gardens Trust, the Hampshire Wildlife Trust, Winchester Preservation Trust, Winchester City Council and the former Countryside Commission, employed consultants to undertake a seamless townscape and landscape assessment of the city of Winchester and its setting, and to develop an holistic characterisation methodology. The study identified landscape and townscape characteristics and attributes of the city and defined those characteristics that are essential to the historic fabric of the city, its setting and approaches, and its relationship with the wider countryside.

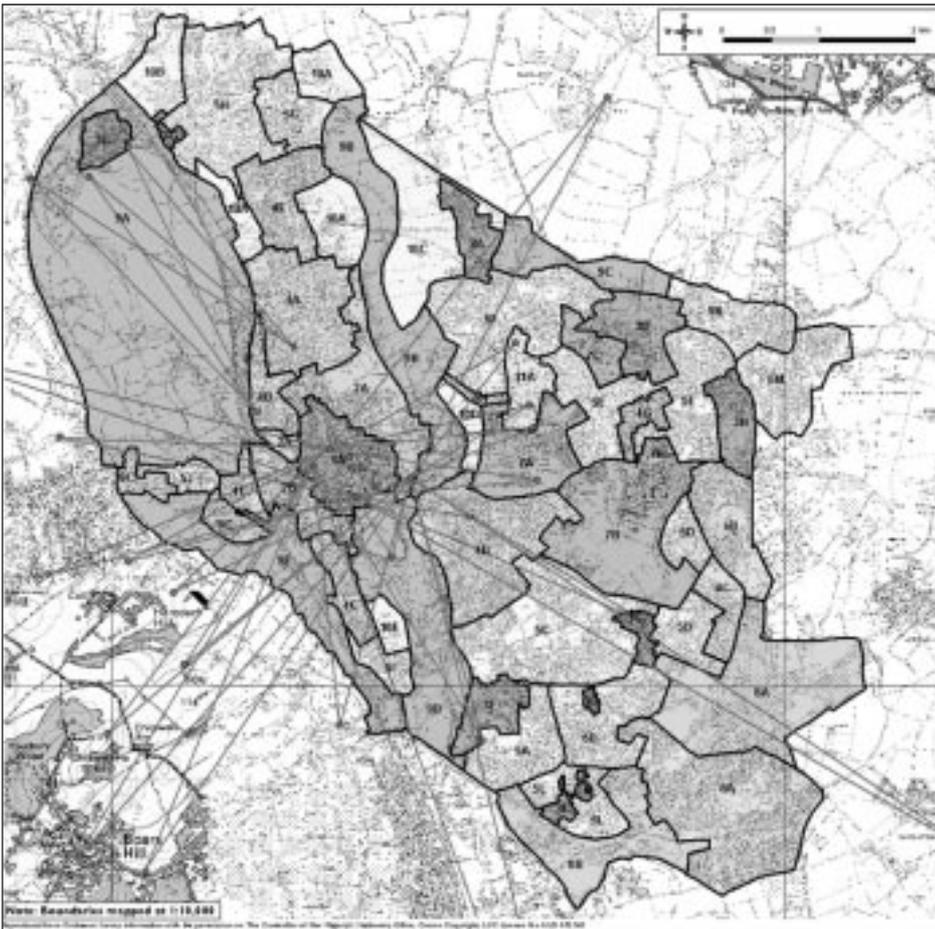
This was a pioneering study as it applied the character assessment approach to both rural and urban areas. The study showed that Winchester's distinct sense of place is formed by the rich characteristics of the townscapes and landscapes of the city, and their inter-relationships. It also illustrated how the whole is greater than the sum of its parts. For this reason it is considered vital that any proposals are assessed in the context of the whole city and its setting.

Oxford City in its Landscape Setting

In 2001, the Countryside Agency, in partnership with Oxford City Council, commissioned a character assessment of the whole of Oxford City and its setting, in recognition of the importance of the city's landscape and townscape and the changes that it faces. This study took the Winchester work forward, building on and refining the methodology, to ensure the outputs would assist in securing the long-term protection and enhancement of the historic urban environment.

Land Use Consultants led the study with support from Oxford Archaeology and the Rural Community Council for Berkshire. The study took a two tier approach, classifying the landscape of the whole of Oxford and its setting into character types and character areas at 1:25,000 followed by a classification of the urban area within the administrative boundary at a scale of 1:10,000. The classification within the city was based on underlying physical influences, land use, historic evolution and cultural influences. The analysis of each character area provided information on underlying physical characteristics, street and block pattern, 3D



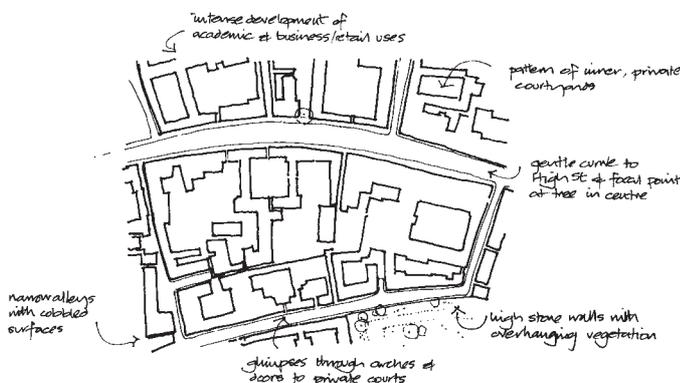


Top left: Street proportions make an important contribution to townscape character.

Bottom left: Characteristics such as 3D massing, enclosure and visual sequences were recorded for each area.

Above: 'Character areas' within Oxford - identification of important 'viewcones' into and out of the town or city is important in conserving and enhancing these views.

Right: Diagram showing spatial morphology of the Historic Core.



massing (the scale and density of buildings), enclosure and street proportions, roofscape and skyline, characteristic building materials and boundaries, scale and distribution of open space and its interaction with built form, presence of visible historic components, habitats and biodiversity, land use, culture and vitality, views and visual sequences.

The study also identified important views (towards the city's 'dreaming spires') to ensure that these are conserved and enhanced in the future by, for example, planning the location and design of new buildings and/or managing tree planting.

Potential Uses of Urban Character Assessment

The Character Assessment of Oxford in its Landscape Setting has been embraced by Oxford City Council as they review their Local Plan. The work will be used to support development control decisions and judgements on aesthetic and design considerations and as a framework for more detailed urban design strategies, public realm strategies, greenspace strategies, urban tree strategies and Conservation Area Appraisals.

It is hoped that the assessment will also be used at a more local level, by residents and community groups, to promote local distinctiveness around Oxford and may be used as a framework for initiatives such as 'Placecheck'. Placecheck is a simple and powerful tool to identify the positive and negative qualities of a place, and can be easily used by both professionals and local residents.

Character assessment is proving to be an invaluable tool for informing and guiding new development in urban areas. It may be used to demonstrate the potential effects of a proposed development on the surrounding townscape and to support evidence at Public Inquiry.

BOOK REVIEWS

The Need for a Methodology

There is currently no consistency or widely accepted methodology for the way in which character appraisals of urban areas are undertaken. Best practice should be established as soon as possible and disseminated widely across the relevant professional disciplines.

A meeting was organised by the Countryside Agency to present the results of the Oxford study to an audience of landscape architects, architects, planners and urban designers to encourage discussion around the subject of character assessment in urban areas. Four clear messages emerged:

- (i) Many different disciplines are already undertaking character appraisals in the urban context, but there is no consistent use of terminology or methodology. Practitioners would find it helpful to have a stand-alone methodology for character appraisal of urban areas that draws on experience from recent studies. It should be presented as a 'tool kit', as character assessments always need to be tailored to individual places.
- (ii) The enormous amount of work on character assessment and local distinctiveness undertaken in the rural context by the Countryside Agency and Scottish Natural Heritage could form a starting point for developing a methodology for character assessment in the urban context.
- (iii) An agreed methodology for character appraisal of urban areas would be extremely valuable in standardising approaches used as part of landscape and visual impact assessment, highways appraisals, Conservation Area appraisals, urban design strategies and 'Placecheck'. This is critical if character appraisal is to support expert evidence at Public Inquiries.
- (iv) It would be valuable to develop a national classification of our towns and cities, parallel to the Countryside Agency's 'Countryside Character Initiative', to identify urban types at the National level. It could form a consistent national framework for more local assessments of individual towns and cities and their settings. #

Rebecca Knight



**Ideal Cities
Utopianism and the (un)built
environment
Ruth Eaton, 2002
Thames & Hudson £39.95**

Utopia, an exhibition on utopian thought was shown at the Bibliothèque Nationale de France in 2000 and then travelled to New York. *Ideal Cities* is not the catalogue of that exhibition but seems to be closely related to it as many of the exhibits are reproduced in the beautifully illustrated book, which would make a very attractive Christmas present. The text aims to be a chronological history of the search for the ideal city form, but becomes by necessity, a more general history of ideas about city form, in the style of the Kostof books from the same publishers. Indeed the author occasionally strays from the subject to encompass wider themes.

The ideal city model, often drawn, described and discussed but never built, always implies a criticism of the status quo – mostly considered to be chaotic or simply unsatisfactory. It is also an attempt to bring order and to tame nature. As a result, the ideal city form is almost always based on rigid geometry, with either the circle reflecting the universe or the grid in a square, the preferred design.

The history starts in Babylon, continues in classic antiquity and in the Middle Ages, makes a detour through the Middle East and China, and really explodes in the Renaissance. Until then, the search for an ideal city is closely related to a religious or cosmological view of the world, a longing for a Paradise lost or a New Jerusalem. In the

15th Century the role of the architect evolves into an increasingly intellectual one and the city becomes an objective space worthy of analysis. The search for an ideal order permeates the arts, and urban design is part of this search, but it is also influenced by technological change, not least in warfare. Thus one of the few ideal models built in 1593, Palma Nova, "fulfilled most successfully... typically utopian criteria: protection from the outside world and a certain hermeticism regarding time and space" (p.60). By then Thomas More's *Utopia* had been published, offering an ideal society model rather than a specific design. Nevertheless Moore describes the physical characteristics of his ideal towns.

Eaton's history continues by travelling to the New World where the colonial masters "civilised" the natives and controlled nature through urban development. With the Enlightenment, the search for utopia changed from backward looking to faith in progress and the future, but the advent of the Industrial Revolution divided the utopians in two camps; those believing that technological change would result in the ideal society, and those who wanted to return to a pre-industrial paradise, a split that

continued into the 20th Century. A substantial chapter is devoted to the last hundred years during which utopian ideas led to authoritarian regimes and inhumane environments, even in cases where the motives were decent: "instead of the inconvenience of filth and confusion, we have now got the boredom of hygiene... Just miles upon mile of organized nowhere, and nobody feeling he is "somebody living somewhere" (A. van Eyck quoted p.218). The link between the ideal city and the control of society is made throughout the book and is nowhere clearer than in this last period.

Readers will not find much that is new in this text; its interest lies in the grouping of themes, the links between various currents of ideas, and the wonderful illustrations. #

Sebastian Loew

Urban Design Guidance
Rob Cowan/Urban Design
Group Thomas Telford,
£25.00

Now that urban design has moved from the margins to the mainstream of government policy, the new role for the Urban Design Group is becoming clearer. Advocacy has given way to instruction, promotion to research. The success of advocacy however has exposed some of the unresolved rituals of urban design practice. One such ritual has been an accepted process for urban design guidance. Whilst we use words like 'framework' or 'masterplan' in a loose and somewhat cavalier manner, we seem to understand what we mean (although a recent brief calling for a 'masterplan framework' left me somewhat bemused). The move from this rather Olympian elitism to the spit and sawdust of the local authority planning process has meant that although we all use the same words and phrases we do not necessarily understand each other. We are a profession divided by a common language. This publication is very well timed and its importance is summed up

in the first few pages where a series of definitions not only clarify the different forms of guidance, but also show their relationship. It gives useful distinctions between Frameworks, Design Briefs and Masterplans. This takes in the more visionary overview of the Urban Design Framework, where the layers of an area are uncovered and explored, to the more focused and financially detailed requirements of the Masterplan that are required to deliver and implement a project.

How Frameworks, Briefs and Masterplans fit into the local plan process is set out in a clear and understandable way. Guidance can have Supplementary Planning Guidance status, but like all additions to legal documents the discontinuities are often fudged. The issue is whether Supplementary Planning Guidance is a good enough vehicle for urban design guidance, or whether such guidance should be fully embedded into the local plan and be the progenitor for the visionary aspect so missing in our current planning process. My view is that urban design guidance in the form of Frameworks, Briefs and Masterplans can help set the agenda for the local plan rather than just illustrating it.

This publication also explores Design Codes and Statements identified as extensions of briefs or Masterplans where a degree of prescription is required. They should be more fully integrated into the design guides that many local authorities have as development control tools. But guidance needs to go hand in hand with a change in the development control process. Application procedures that continue the adversarial environment implicit in our planning process needs to change. This issue could have usefully been explored in this publication. How can local authorities accommodate urban design guidance? Most councils are ill-equipped in terms of skills and resources. If we are to use guidance to help us move to a more appropriate design

brokering process and to raise the quality of planning applications, new application procedures need to be explored.

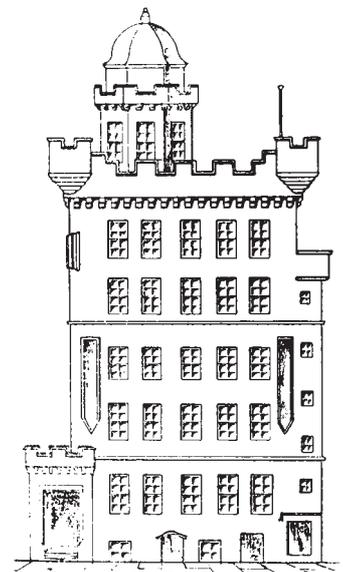
The other aspect that could have an impact is the quality and nature of the design team. Urban Design Guidance requires an integrated approach. Flexibility is the key. A Framework is a dynamic concept that should be robust enough to deal with market and other changes. We are starting to include urban designers, landscape architects, property and other specialists in many frameworks and Masterplans. Bringing on board a range of people, both professional – like artists, gender specialists, social anthropologists – and community – including developers and landowners – can help. As the Guidance suggests: "the quality of the public involvement will play a major part in determining the usefulness of the guidance."

The book is usefully set out as a series of checklists. These range from the mundane, such as what is the purpose of any guidance, to items on programming and appraisals. In this way we explore the various components of the guidance process from vision documents, policy review, site appraisal to feasibility and risk. It is interesting how important the diagrams that accompany guidance have become. Urban design drawings encapsulate enormous amounts of information. Illustrations in this publication demonstrate that arrows, circles and hatching take on new meanings. The language we use for urban design diagrams is as fuzzy as the glossary of terms. Each designer's work reflects an individuality that is both exciting and confusing.

This publication is a useful addition to the toolbox of guidance and complements the current stable of government advice. It almost overcomes the impenetrability of the publishers' format, and the illustrations help a lot. Nevertheless the question remains. Do the procurers of such guidance, the local authorities, developers,

landowners, and communities have the skills and resources, if not to carry out the tasks set out in the checklists, then to manage consultants to carry out such guidance? This guide certainly helps that management process – but it also reinforces the need for design abilities to help envision, to encapsulate information, to layer data, to make it accessible and to make it look good. #

Jon Rowland



biopolis
Patrick Geddes and the City
of Life
Volker M. Welter, 2002
MIT Press, £27.50

Unlike other books on Geddes, *biopolis* is not a biography but an examination of Geddes' ideas, bearing in mind his initial discipline – biology – which informed his lifelong concern with evolution and ecology. Welter, a lecturer in Architectural History at the University of Reading, also explores Geddes' interest in the Greek concept of 'polis', the city as a cultural and spiritual phenomenon.

In the foreword by Ian Boyd Whyte, Geddes is described as a polymath difficult to understand; this is why Welter's reassessment of Geddes' work is timely and relevant to the current challenges of planning and urban design. In his introduction, Welter explains

BOOK REVIEWS

how Geddes's famous analytical triad, Place-Folk-Work, corresponds to the geographical, historical and spiritual aspects of the city. He considered that the third, spiritual aspect had so far been neglected and therefore decided to make the biological and the spiritual aspects of planning, the two main themes of his book. Eight chapters take us through a detailed analysis of the influences and theories that formed Geddes's exceptionally holistic approach to city planning, urban design, architecture, sociology and conservation. Only in a later chapter, the author describes specific schemes inspired by Geddes, whose ideas received much greater recognition in continental Europe than in Britain.

biopolis rightly emphasises that Geddes's education under Thomas Huxley encouraged him to think and see organically, as a field naturalist, go beyond the mainly rational and materialist thinking of Marx and Darwin, and ultimately move towards linking science and religion. Unlike Marx, Geddes held that man should not attempt to rise above nature, but to adapt himself to his environment through work. In *Pioneers of British Planning*, Helen Meller criticised Geddes for his non-political stance, but accepted that he compensated for this by his acute powers of observation. Later, suffering from temporary blindness, Geddes evolved a tactile thinking device, a diagram to create thought structures related to planning, such as Folk-Work-Place and his notation for life Acts-Deeds-Facts-Thoughts. Welter stretches Geddes's concern with individuals rather than with the Marxist's notion of class. The influence of Plato and Kropotkin on Geddes are also mentioned.

It is Geddes's fascinating interpretation of the valley section that shows both his idealistic and scientific approaches towards resolving the town and country conflict. His concern with the hill-top 'polis' led him to compare Edinburgh and Athens, and to establish his Outlook Tower just below the former city's castle:

visitors to it descended through floors devoted to Edinburgh, Scotland, language and the world. As a result Geddes is credited with the idea of introducing the concept of 'region' into the emerging discipline of planning.

The second part of the book covers the city and history, metaphysical aspects of urban design, the city and spirituality and finally, the temple of the city and its cultural acropolis. Surprisingly Welter presents Bruno Taut's highly formal and even megalomaniac plan for the city crown, as having similarities with Geddes's acropolis. Otherwise Geddes's concern for history was practical as exemplified in his work involving conservative surgery. Much less well known and possibly speculative is the link Welter claims Geddes had with some fascinating but eccentric secular or quasi-religious temple projects between 1880 and 1920. The best known examples in Britain are Townsend's Horniman Museum and his Whitechapel Art Gallery. Geddes also worked with Frank Mears on the Hebrew University and Great Hall at Mount Scopus in Jerusalem, illustrating his ideas on a cultural acropolis.

The epilogue to this complex book suggests that Geddes's concept of region, history and spirituality could well have been the genesis of the CIAM 8 'Core of the city' concept in 1951. Even though biopolis is not easy to read, and not without repetitions, it reminds us how farsighted Geddes was. His vision, enthusiasm and energy make him as relevant to today's urban designers, planners and architects as he was a century ago. #

Derek Abbott



The Modern City Revisited
Thomas Deckker (ed.)
£27.50

This book acts as a reflection and record of the *The Modern City Revisited* conference held in March 1999. Each chapter, of which there are ten, is the product of a different author with each reflecting the individual's interest and passion. In total the book is the culmination of the work of twelve authors which creates both the book's strength and weakness, diversity. Personally the diversity inherent in such a collection is positive especially if the reader views the works as a spring board for further research rather than a definitive review of each subject.

Issues addressed not only jump between different periods of modern history but assorted geographical locations and political structures with each chapter representing a different corner to turn as one progresses through the modern city. Many of the issues addressed in their historical context have clear lessons today for individuals and groups working within the city and as such *The Modern City Revisited* would be a useful and enjoyable read for many involved in the built environment.

At the outset Michael Sorkin cites Le Corbusier's famous sketch of the 'City of Three Million' as a recurring image at the 1999 conference, which is unsurprising at any such event and no doubt the case, but he omits to highlight another theme that clearly runs through most of the book, that of the importance of civic leadership and political game playing in urban planning.

Most chapters in each of the book's three parts (alternative visions, vision versus reality, and

the decline of modernism) allude or directly note the power of political will in realising urban planning proposals and nowhere is it more clearly highlighted than in John Allen's text on 'Lubetkin and Peterlee'. In itself this relatively short review adds a significant contribution to the history of 'what happened?' in the British New Towns programme (1946) and lessons drawn have significant bearing on today's programme for urban renaissance. Lubetkin and Peterlee highlight the complexities of achieving local ownership/ civic leadership and as Allan rightly quotes on Peterlee: 'There was no easier town to imagine as a visual and social unity, both because of the site and because of the miners. But it was denied. Whenever we were faced with a technical objection we answered it; but official sabotage we couldn't match. Honestly, even when I speak about it now, it aches'. Lubetkin's statement acts as the key to Deckker's book and still highlights a fundamental question.

The strength of this particular section does however highlight one of the book's weaknesses. Several chapters focus on historical dating and placing of events and actions rather than on why they occurred. This may lead to slow reading, even though most pieces present an intriguing snapshot of the modern city in history in various parts of the world. Catherine Cooke's 'Cities of Socialism' and Deckker's 'Brasilia' provide especially exciting reviews and provide significant food for thought.

As a whole *The Modern City Revisited* is a densely written document that attempts to cover concepts, proposals, events,

changes and disappointments that could never be completely given justice in one single book. But this is no bad thing! The work acts as a taster rather than definitive text and one seriously interested in learning more about the history and development of the modern city will be stimulated to look through the bibliographies and go further. The snapshot nature of the work will however cause problems for a new reader in the field of architecture and urban planning since it requires a reasonable background knowledge of recent history in urban development.

Overall Deckker has successfully tied together a series of disparate and sometimes opposing texts into one useful and enjoyable book to read. #

David Chapman

Waterfronts in Post-Industrial Cities
Edited by Richard Marshall
Spon Press
£35.00

Not Baltimore and Boston again, surely? No, Bilbao, Havana, Las Palmas de Gran Canaria and Shanghai. A new generation of cities which have not hitherto been covered in any publication on waterfront redevelopment of note to date.

This book has been put together by Richard Marshall, Assistant Professor in Urban Design at the Graduate School of Design at Harvard, who in 1999 was involved in the organisation of a conference on 'Waterfronts in Post-Industrial Cities' hosted in Boston. Eight cities were represented at this conference. Four of them were first generation waterfront redevelopment cities, namely Amsterdam, Genoa, Sydney and Vancouver. The other four are the second generation cities mentioned above.

The book is made up of four themes or 'meditations'. A comparison of two cities by the author frames the context of



each meditation and a series of reflective essays follow each city comparison.

The first theme is 'Connection to the Waterfront' where the author provides a comparison of waterfront developments in Vancouver and Sydney. In the latter, as in many cities, the connectivity of the physical fabric with the water suffered from the insertion of roads between the city and harbour, and there is the issue of connecting through, under or over such large elements of infrastructure. The reflective essay is by Rinio Bruttomesso, Professor of Urban Design at the School of Architecture in Venice; it focuses on complexity (rather than connectivity) and the need for the plurality of functions to make waterfront redevelopment a success.

In the second theme, 'Remaking the Image of the City', the author deals with relationships between the renewal strategies in two of the second generation cities, namely Bilbao and Shanghai, and their river waterfronts. In both cities the waterfront has become the stage for a new expression of city aspirations, a new identity, and the quality of the waterfront environment is crucial. The reflective essays come from Martin Millspaugh on the subject of (you can not exclude it) Baltimore (he was in charge of redevelopment there from 1965 to 85) and from Alfonso Vegara with a further view on Bilbao, now famous for its Guggenheim Museum and Calatrava bridge.

In the third theme, 'Modern Ports and Historic Cities', the author looks at the issue of the conflict between port functions and urban development, particularly waterfront housing, and whether and how these two separate functions can co-exist. He does so by comparing Genoa, a case of enlightened relationships between the Port Authority and Municipality, and Las Palmas de Gran Canaria which is somewhat more the norm. The reflective essay looks at port and city relations in San Francisco and (you can not exclude it) Boston and is compiled by the author in association with Anne Cook from the former city and Alden Raine from the latter.

The final theme is 'Waterfronts, Development and World Heritage Cities'. Here the author looks at the balancing act between preservation and new development on the waterfronts of two heritage cities, namely Havana (already listed as a World Heritage City by UNESCO) and Amsterdam (about to be listed). Havana, being second generation, has not yet been prone to the commercial development pressures which have already beset Amsterdam and so many others of the first generation, and yet it is a city desperately in need of maintenance, repair and modernisation. The reflective essays come from Barry Shaw of LDDC fame about London Docklands and Alex Krieger from Harvard about Boston.

This book is a useful addition to the plethora of literature on waterfront redevelopment that has accumulated over the years. In presentational terms it is not in the same class as 'The New Waterfront' by Breen and Rigby (the *locus classicus* of waterfront literature) but it does well to highlight the stories of four cities not hitherto covered, comparing them with those of the well-established breed. #

Tim Catchpole

Also Received

The UDAQ has received the following two books which have not been fully reviewed as they are considered to be of marginal interest to most readers.

Times Square Roulette: Remaking the City Icon
Lynne Sagalyn
MIT Press
£41.50

Large tome about the recent transformation of Times Square, the Piccadilly Circus of New York, a process which has taken 20 years including public controversy, non-stop litigation and seemingly interminable delays, but which has culminated in a successful outcome during the Giuliani era. The author is based at the Columbia University Graduate School of Business. 620 pages, copious illustrations. #

Modernity and Community: Architecture in the Islamic World
Thames & Hudson
£16.95

This book provides details and illustrations of the winners of the Aga Khan Awards for Architecture in 2001. The awards – for excellence in Islamic architecture – were begun in 1977 and have been presented every three years since, the 2001 awards being the eighth round to date. The winning schemes include refurbishment projects in Iran, a social centre in Turkey, a children's village in Jordan and an eco-hotel in Malaysia. Charles Correa has written the foreword and Kenneth Frampton the introduction. Neatly produced, well illustrated. #

Tim Catchpole

PRACTICE INDEX

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 EC1M 6DG
Tel: 020 7250 0892
Fax: 020 7250 0872

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

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

Ainsley Gommon Architects
 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

Specialisms: Architecture, Urban Design, Masterplanning and Landscape Architecture, conservation of historic buildings, community projects and environmental improvements.

Allen Pyke Associates
 Urban Design, Landscape Architecture, Environmental Consultancy
 The Factory 2 Acre Road,
 Kingston upon Thames Surrey KT2 6EF
 Tel: 020 8549 3434
 Fax: 020 8547 1075
 Email: info@allenpyke.co.uk
 Contact: Duncan Ecob

Profile: innovative responsive committed competitive. Process: strategy framework masterplan implement. Priorities: people spaces movement culture. Places: regenerate infill extend create

Arup Scotland
 Scotstoun House, South Queensferry,
 Edinburgh EH30 4SE
 Tel: 0131 331 1999
 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.

Atkins plc
 Woodcote Grove, Ashley Road
 Epsom, Surrey KT18 5BW
 Tel: 01372 726140
 Fax: 01372 740055
 Email: atkinsinfo@atkinsglobal.com
 Contact: Nicola Hamill (BA Hons)
 MAUD MLI

Specialisms: Multi-disciplinary practice of urban planners, landscape designers, transport planners, urban designers, architects and environmental planners, specialising in master plans, development frameworks and concepts, development briefs, environmental assessment, environmental improvements, town centre renewal, traffic management and contaminated land.

Michael Aukett Architects
 Atlantic Court
 77 Kings Road, London SW3 4NX
 Tel: 020 7376 7525
 Fax: 020 7376 5773
 Email: mail@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.

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

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

Austin-Smith:Lord
 Architects Designers Planners
 Landscape Architects
 5-6 Bowood Court Calver Road
 Warrington Cheshire WA2 8QZ
 Tel: 01925 654441
 Fax: 01925 414814
 Email: aslwarrington@dial.pipex.com
 Also in London Cardiff & Glasgow
 Contact: Andy Smith

Specialisms: Multi-disciplinary national practice with a specialist urban design unit backed by the landscape and core architectural units. Wide range and scale of projects providing briefing, concept development, masterplanning, design guidance, implementation and management.

Babtie Group
 School Green, Shinfield,
 Reading, Berks. RG2 9XG
 Tel: 0118 988 1555
 Fax: 0118 988 1666
 Email: urban.design@babtie.com
 Contact: Bettina Kirkham Dip TP BLD MLI
 Paul Townsend BSc (Hons)
 CEng MICE MCIT MIHT

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

James Barr Chartered Surveyors & Planning Consultants
 1-7 Princes Street, Manchester M2 4DF
 Tel: 0161 839 8839
 Fax: 0161 839 8840
 Email: amitchell@jamesbarr.co.uk
 Contact: Alan Mitchell
 Also in Glasgow Tel: 0141 300 800
 contact Graeme Hill and London
 Tel: 020 7462 6940 contact: Simon
 Chapman

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.

Barton Willmore Partnership
 Beansheaf Farmhouse, Bourne Close,
 Calcot, Reading, Berks RG31 7BW
 Tel: 0118 9430000
 Fax: 0118 9430001
 Email: masterplanning@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
 Consulting Engineers
 75 Cowcross Street, London EC1M 6EL
 Tel: 020 7250 1555
 Fax: 020 7250 3022
 Email: abaxter@alanbaxter.co.uk
 Website: www.alanbaxter.co.uk
 Contact: Alan Baxter FStructE
 MICE MConsE

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

The Beckett Company
 Architecture and Urban Design
 Beauchamp Lodge
 73 Coten End, Warwick CV34 4NU
 Tel: 01926 490220
 Fax: 01926 490660
 Email:
 beckett.architecture@btinternet.com
 Contact: Roger Beckett D.Arch, Dip TP,
 Dip Urban Design or Sarah Grierson BA
 Hons, Dip LA

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

The Bell Cornwell Partnership
 Oakview House, Station Road
 Hook, Hampshire RG27 9TP
 Tel: 01256 766673
 Fax: 01256 768490
 Email: 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
 Studio 2, 10 Bowling Green Lane
 London EC1R 0BQ
 Tel: 020 7490 7919
 Fax: 020 7490 7929
 Email: mail@biscoestanton.co.uk
 Contact: Henry Shepherd

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

Blampied & Partners Ltd.
 Areen House 282 King Street,
 London W6 OSJ
 Tel: 020 8563 9175
 Fax: 020 8563 9176
 Email: yvette.newton@blampied.co.uk
 Website: www.blampied.co.uk
 Contact: Clive Naylor

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

Chris Blandford Associates
 1 La Gare
 51 Surrey Row, London SE1 0BZ
 Tel: 020 7928 8611
 Fax: 020 7928 1181
 Email: pbonds@cba.uk.net
 Website: www.chris-blandford-assoc.com
 Contact: Chris Blandford and Philip Bonds
 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, Lancs OL6 6LF
Tel: 0161 308 3765
Fax: 0161 343 3513
Email: info@tbridgea.co.uk
Contact: Trevor Bridge Dip LA
DA FFB MI Hort 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.

Broadway Malyan Architects

3 Weybridge Business Park
Weybridge, Surrey KT15 2BW
Tel: 01932 845599
Fax: 01932 856206
Email: d.moore@broadwaymalyan.com
Website: www.broadwaymalyan.com
Contact: David Moore

Specialisms: A multi-disciplinary practice providing the highest quality services in masterplanning, urban regeneration and funding. Planning, architecture, landscaping, interior design and sustainable/energy efficient design. We also have offices in London, Reading, Southampton, Manchester, Lisbon, Madrid and Warsaw.

Brock Carmichael Architects

Federation House, Hope Street, Liverpool L1 9BS
Tel: 0151 709 1087
Fax: 0151 709 6418
Email: cosser.m@brockcarmichael.co.uk
Contact: Michael Cosser

Specialisms: Masterplans and development briefs. Mixed-use and brownfield regeneration projects. Design in historic and sensitive settings. Integrated environmental and landscape design skills via BCA Landscape.

Colin Buchanan & Partners

Newcombe House,
45 Notting Hill Gate, London W11 3 PB
Tel: 020 7309 7000
Fax: 020 7309 0906
Email: cbp@cbuchanan.co.uk
Contact: Kevin McGovern BA (Hons) Dip TP MRTPI AMTS

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

Building Design Partnership

PO Box 4WD 16 Gresse St
London W1A 4WD
Tel: 020 7462 8000
Fax: 020 7462 6342
Email: rg-saxon@bdp.co.uk
Contact: Richard Saxon BArch (Hons) (L'pool) MCD MBIM RIBA

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

B3 Burgess Partnership Limited

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

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

Burns + Nice

70 Cowcross Street
London EC1M 6EJ
Tel: 020 7253 0808
Fax: 020 7253 0909
Email: bn@burnsnice.com
Website: www.burnsnice.com
Contact: Marie Burns BA (Hons) MAUD DipLA MLI MIHT FRSA or Stephen Nice BA (Hons) MAUD Dip LD MLI MIHT

Specialisms: Urban design, landscape architecture, environmental and transport planning. Masterplanning, design and public consultation for community led regeneration including town centres, public open space, transport, infrastructure and commercial development projects.

Burrell Foley Fischer

York Central, 70-78 York Way
London N1 9AG
Tel: 020 7713 5333
Fax: 020 7713 5444
Email: mail@bff-architects.co.uk
Website: www.bff-architects.co.uk
Contact: John Burrell MA AADip RIBA FRSA

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

Business Location Services Ltd

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

Specialisms: BLS provides a multi-disciplinary approach to town planning, urban regeneration, grant funding, economic development and property consultancy.

Philip Cave Associates

5 Dryden Street Covent Garden
London WC2E 9NW
Tel: 020 7829 8340
Fax: 020 7240 5800
Email: principal@philipcave.com
Website: www.philipcave.com
Contact: Philip Cave BSc Hons MA (LD) MLI

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

CDN Planning Ltd

77 Herbert Street,
Pontardawe, Swansea SA8 4ED
Tel: 01792 830238
Fax: 01792 863895
Email: cdnplanning@btopenworld.com
Website: www.cdnplanning.com
Contact: Kedrick Davies DipTP DipUD(Dist) MRTPI

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

Chapman Robinson Architects Ltd

Commercial Wharf 6 Commercial St,
Manchester MP15 4PZ
Tel: 0161 832 9460
Fax: 0161 839 0424
Email: cra@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.

Chapman Taylor

96 Kensington High Street
London W8 4SG
Tel: +44 (0)20 7371 3000
Fax: +44 (0)20 7371 1949
Email: ctlondon@chapmantaylor.com
Website: www.chapmantaylor.com
Contact: Adrian Griffiths and Paul Truman

Specialisms: Chapman Taylor are an international firm of architects and urban designers specialising in mixed use city centre regeneration projects throughout Europe.

Civic Design Partnership

22 Sussex Street
London SW1V 4RW
Tel: 020 7233 7419
Fax: 020 7931 8431
Contact: Peter J. Heath Architect and Town Planner

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

CIVIX

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

Specialisms: Urban design, development planning and project management devising town centre appraisals, urban design frameworks, site development briefs, design guide-lines, masterplans and management strategies for implementation.

Clarke Klein & Chaudhuri Architects

5 Dryden Street, London WC2E 9NW
Tel: 020 7829 8460
Fax: 020 7240 5600
Email: info@ckcarchitects.com
Contact: Wendy Clarke

Specialisms: Small design-led practice focusing on custom solutions for architectural, planning or urban design projects. Emphasis on research and detailed briefings to explore the potential for appropriate and innovative urban design proposals.

Richard Coleman Consultancy

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

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

Colvin & Moggridge

6 Seymour Place, London W1H 6BU
Tel: 020 7724 2417
Fax: 020 7724 2757
Email: london@colmog.co.uk
Contact: Martin Bhatia (London) / Michael Ibbotson (Glos) 01367 860225

Specialisms: Long established practice of landscape architects with expertise in full range and complexity of projects including planning and design of public and private space in towns and cities.

Conservation Architecture & Planning

Wey House, Standford Lane
Headley, Hants GU35 8RH
Tel: 01420 472830
Fax: 01420 477346
Email: cap@capstudios.co.uk
Contact: Jack Warshaw, BArch Dip TP AADipCons ARB RIBA RTPI IHBC

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

DEGW plc Architects & Consultants

8 Crinan St., London N1 9SQ
Tel: 020 7239 7777
Fax: 020 7278 3613
Email: general@degw.com
Website: www.degw.com
Contact: Lora Nicolaou

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

DNA Consultancy Ltd

Dulwich House
24 North Malvern Road, Malvern
Worcestershire WR14 4LT
Tel: 01684 899061
Email: newey@globalnet.co.uk
Website: www.marknewey.co.uk
Contact: Mark Newey

Specialisms: Urban design practice providing a responsive and professional service by experienced urban designers from both landscape and architectural backgrounds.

DPDS Consulting Group

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

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

Melville Dunbar Associates

The Mill House, Kings Acre, Coggeshall,
Essex CO6 1NN
Tel: 01376 562828
Email: cad@mda-arch.demon.co.uk
Contact: Alan Stones

Specialisms: Architecture, urban design, planning, master planning, new towns, new neighbourhoods, neighbourhood centres, urban regeneration, conservation studies, design guides, townscape studies, design briefs.

Eardley Landscape Associates

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 FLI

Specialisms: A landscape design practice with particular interest in the use and design of urban spaces, with particular experience of landscape and visual impact assessments, land reclamation and expert witness.

Eaton Waygood Associates

8 High Street, Stockport, Cheshire SK1 1EG
Tel: 0161 476 1060
Fax: 0161 476 1120
Email: terry@eatonwaygoodassociates.co.uk
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 7700 9500
Fax: 020 770 9599
Email: edaweuropa@edaw.com
Contact: Bill Hanway BA M Arch AIA or Jason Prior BA Dip LA ALI

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

ENTEC UK Ltd

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

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

Roger Evans Associates

59-63 High Street
Kidlington Oxford OX5 2DN
Tel: 01865 377 030
Fax: 01865 377 050
Email: urban@design@roger-evans.com
Contact: Roger Evans MA (UD) RIBA 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@tfmp.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.

Faulkner Browns

Dobson House Northumbrian Way
Newcastle upon Tyne NE1 2 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 Culley and Rech

Lockington Hall, Lockington,
Derby DE74 2RH
Tel: 01509 672772
Fax: 01509 674565
Email: timjackson@fpcr.co.uk
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 523 1033
Fax: 0121 523 1034
Email: sue.radley@fira-la.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: 020 7580 3996
Email: london@fitzroyrobinson.com
Contact: Alison Roennfeldt

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

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 7937 5815
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,
Thornton Heath, Surrey CR7 8JJ
Tel: 020 8768 1417
Fax: 020 8771 9384
Email: jpa@btinternet.com
Contact: Dr John Parker Dip Arch ARIBA
DipTP FRPI FRSA

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

Halcrow 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

The Royle Studios, 41 Wenlock Road,
London N1 7SG
Tel: 020 7251 0781
Fax: 020 7251 9204
Email: info@halpern.uk.com
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
Email: consult@hda-enviro.co.uk
Contact: Ian Hankinson Dip Arch
Moira 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: david_beardmore@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: glasgow@holmespartnership.com
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
Tunbridge 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
Email: david.wilson@hyder-con.co.uk
Contact: David Wilson

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, PO16 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: 020 7739 9547
Email: eduxbury@intelligentspace.com
Contact: Elspeth Duxbury

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

Koetter, Kim & Associates (UK) Ltd

71 Kingsway, London WC2B 6ST
Tel: 020 7404 3377
Fax: 020 7404 3388
Email: dchapman@kka.co.uk
Website: www.koetterkim.com
Contact: David Chapman

Specialisms: KKA is pre-eminent in the planning movement of new urbanism, which seeks to enhance the sense of place, historical context and cultural continuity in the city.

KPF

13 Langley Street, London WC2H 9JG
Tel: 020 7836 6668
Fax: 020 7497 1175
Email: info@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: info@lda-peterborough.co.uk
Contact: Robert Tregay
Oxford Tel: 01865 887050
Fax: 01865 887055
Email: info@lda-oxford.co.uk
Contact: Roger Greenwood
Exeter Tel 01392 411 300
Fax: 01392 411 308
Email: mail@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: 020 7383 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@lathamarchitects.co.uk
Contact: Derek Latham Dip Arch RIBA Dip TP MRTPI Dip LD MU IHBC IHI FRSA

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

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 Hammill

Specialisms: Levitt Bernstein are acknowledged leaders in the fields of urban renewal, housing and buildings for the arts and winners of many awards. Services offered include Urban Design, Master Planning, Full Architectural Service, Lottery Grant Bid Advice, Interior Design, Urban Renewal Consultancy and Landscape Design.

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.

Liz Lake Associates

William Robinson Buildings
Woodfield Terrace
Stansted Mountfitchet, Essex
CM24 8AJ
Tel: 01279 647 044
Fax: 01279 813 566
Email: office@lizlake.com
Website: www.lizlake.com
Contact: Matt Lee

Specialism: Urban fringe/brownfield sites where we can provide an holistic approach to urban design, landscape, and ecological issues to provide robust design solutions.

Arnold Linden:**Chartered Architect**

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

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

Livingston Eyre Associates

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

Specialisms: Landscape architecture, urban design, public housing, health, education, heritage, sports.

Llewelyn-Davies

Brook House 2 Torrington Place
London WC1E 7HN
Tel: 020 7637 0181
Fax: 020 7637 8740
Email: info@llewelyn-davies-ltd.com
Contact: Simon Gray

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

David Lock Associates Ltd

50 North Thirteenth Street Central Milton
Keynes Milton Keynes MK9 3BP
Tel: 01908 666276
Fax: 01908 605747
Email: dla@dlamk.co.uk
Contact: Will Cousins DipArch
DipUD RIBA

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

Derek Lovejoy Partnership

8-11 Denbigh Mews, London SW1V 2HQ
Tel: 020 7828 6392
Fax: 020 7630 6958
Also in Edinburgh Tel: 0131 226 3939
and 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, 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 5LJ
Tel: 020 7377 9262
Fax: 020 7247 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.

Macgregor Smith

The Malthouse, Sydney Buildings
Bath BA2 6BZ
Tel: 01225 464690
Fax: 01225 429962
Email: jan@macgregorsmith.co.uk
Contact: Jan Webb, Practice Manager

Specialisms: A broad based landscape/urban design practice with considerable experience of masterplanning, detail design for construction, EIA work and urban regeneration studies, with particular emphasis on high quality prestige landscape schemes.

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.masonrichardsplanning.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.

Matrix

70 Cowcross Street,
London,
EC1M 6EJ
Tel: 020 7250 3945
Fax: 020 7336 0467
Email: m.lally@matrixpartnership.co.uk
Contact: Matt Lally

Specialism: Matrix Partnership provides a fully integrated approach to urban design - combining planning, architecture and landscape. Work is focused on masterplans, regeneration strategies, development briefs, site appraisals, urban capacity studies, design guides, building codes and concept visualisations.

Tony Meadows Associates

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

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

Miller Hughes Associates Ltd

Old Post Office Mews, South Pallant,
Chichester, West Sussex PO19 1XP
Tel: 01243 774748
Fax: 01243 532214
Email: 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 357 4642
Email: mail@williemiller.com
Contact: Willie Miller Dip TP Dip UD MRTPI

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

Moore Piet + Brookes

33 Warple Mews
Warple Way London W3 ORX
Tel: 020 8735 2990
Fax: 0208 735 2991
Email: mpb@moorepietandbrookes.co.uk
Contact: Peter Piet

Specialism: Regenerating the public realm environment to enhance the quality of people's lives: strategies, masterplans, community participation, design guides, imaging and legibility. Implementation of town centre, streetscape, park, waterway, environmental and business area improvements.

Murray O'Laoire Architects

Fumbally Court, Fumbally Lane, Dublin 8
Tel: 00 353 1 453 7300
Fax: 00 353 1 453 4062
Email: mail@dublin.murrayolaoire.com
Website: www.murrayolaoire.com
Contact: Sean O'Laoire

Specialisms: TRANSFORM is Murray O'Laoire Architects' urban and design planning unit. This multi-disciplinary unit synthesises planning, urban design, architect and graphic design to produce innovative solutions in comprehensive master planning, urban regeneration, strategic planning and sustainable development.

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/~njbrady1
Contact: Noel J Brady Dip Arch SMArchS MRIAI

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.

Terence O'Rourke plc

Everdene House
Wessex Fields Deansleigh Road
Bournemouth BH7 7DU
Tel: 01202 421142
Fax: 01202 430055
Email: TOR.PLC@dial.pipex.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.chance@ptea.co.uk
Website: 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

Saffron Court
14b St Cross Street
London EC1N 8XA
Tel: 020 7421 8222
Fax: 020 7421 8199
Email: info@theprojectcentre.com
Website: www.theprojectcentre.com
Contact: Mark Templeton

Specialisms: Multi-disciplinary consultancy providing quality services including landscape architecture, urban design, urban regeneration, street lighting design, planning supervision, traffic and transportation, parking, highway design, traffic signal design and road safety audits.

PRP Architects

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

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

Quartet Design

The 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 and urban 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

Dartry Mills, Dartry Road
Dublin 6
Tel: 00 353 1 498 7000
Fax: 00 353 1 498 7001
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: london@rmjm.com
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: annethomas@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 Planning Transport & Environment

118 Southwark Street
London, SE1 OSW
Tel: 0207 928 1400
Fax: 0207 928 5631
Email: pullanc@rpsplc.co.uk
Contact: Colin Pullan
71 Milton Park, Abingdon
Oxon, OX14 4RX
Tel: 01235 838 200
Fax: 01235 838 225
Email: dixonj@rpsplc.co.uk
Contact: Jonathan Dixon
Fairwater House, 1 High St,
Wroughton, Swindon, SN4 9JX
Tel: 01793 814 800
Fax: 01793 814 818
Email: carrm@rpsplc.co.uk
Contact: Mike Carr

Part of the RPS Group providing a wide range of urban design services including masterplanning, regeneration, architecture, and environmental planning throughout the UK and Ireland

RTKL-UK Ltd

22 Torrington Place
London WC1E 7HP
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.

Scott Wilson

3 Foxcombe Court, Wyndyke Furlong,
Abingdon Oxfordshire, OX14 1DZ
Tel: 01235 849 710
Contact: Louise Thomas / Ken Jores
Email: louise.thomas@scottwilson.com

International multidisciplinary consultancy, also in London, Edinburgh, with 12 offices in UK. Integrated design services-masterplanning, urban design, landscape architecture, architecture, town and environmental planning, tourism and leisure, plus transportation, railways, airports, ports environment and cad flythrough.

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 WC1X 9LN
Tel: 020 7841 7500
Fax: 020 7841 7575
Email: architecture@seh.co.uk
Contact: George Georgiou

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

Sheppard Robson

77 Parkway
Camden Town, London NW1 7PU
Tel: 020 7504 1700
Fax: 020 7504 1701
Email: sally.upton@sheppardrobson.com
Website: www.sheppardrobson.com
Contact: Nick Spall

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

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

Smith Scott Mullan Associates

378 Leith Walk
Edinburgh EH7 4PF
Tel: 0131 555 1414
Fax: 0131 555 1448
Email: e.mullan@smith-scott-mullan.co.uk
Contact: Eugene Mullan BSc Hons Dip Arch ARIAS RIBA MSc UD

Specialisms: Architects and urban designers dedicated to producing high quality design solutions for our clients. Particular experience of working with communities in the analysis, design and improvement of their urban environment.

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 strategies, visual impact, environmental assessment, regeneration of urban space, landscape design and project management. Award winning design and innovation.

Space Syntax

11 Riverside Studios
28 Park St, London SE1 9EQ
Tel: 020 7940 0000
Fax: 020 7940 0005
Email: t.stonor@spacesyntax.com
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, CF1 3BN
Tel: 029 2022 8966
Fax: 029 2039 4776
Email: cardiff@taccp.uk.com
Contact: Gareth D West, 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

Chadsworth House
Wilmslow Road
Handforth Cheshire SK9 3HP
Tel: 01625 542200
Fax: 01625 542250
Email: stephengleave@tayloryoung.co.uk
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.

Tetlow King Group

Lone Barn Studios, Stanbridge Lane,
Romsey, Hants SO51 0HE
Tel: 01794 517333
Fax: 01794 515517
Email: melvyn@tetlowking.co.uk
Contact: Melvyn King MA (Urban Design) MSAI MCI0B 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.

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: jtplan@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

Long Lane Studios, 142-152 Long Lane,
London SE1 4BS
Tel: 020 7407 8811
Fax: 020 7407 8822
Email: tm@tibbaldstm2.co.uk
Contact: Andrew Karski BA (Hons) MSc (Econ) FRTP

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@toddarch.co.uk
Contact: Mrs Paula Gibson

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

Turnbull Jeffrey Partnership

Sandeman House 55 High Street
Edinburgh EH1 1SR
Tel: 0131 557 5050
Fax: 0131557 5064
Email: tjp@tjp.co.uk
Contact: Geoff Whitten BA(Hons) MLI,
Karen Esslemont BA(Hons) MLI Dip UD

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

Stuart Turner Associates

12 Ledbury Great Linford
Milton Keynes MK14 5DS
Tel: 01908 678672
Fax: 01908 678715
Email: st@studiost.demon.co.uk
Website: www.studiost.demon.co.uk
Contact: Stuart Turner Dip Arch (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
Email: entasis@tw-architecture.co.uk
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
Email: info@urbandesignfutures.co.uk
Website: www.urbandesignfutures.co.uk
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: 020 7287 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 Innovations

1st Floor Wellington Buildings
2 Wellington Street, Belfast BT1 6HT
Tel: 02890 435 060
Fax: 02890 321 980
Email: ui@urbaninnovations.co.uk
Contact: Tony Stevens and Agnes Brown

Urban Innovations provides specialised urban and building design services to a limited range of top quality clients who need confidential, creative and lateral thinking applied to their projects. The partnership provides not only feasibility studies and assists in site assembly for complex projects but also provides full architectural services for major projects. The breadth of service provided includes keen commercial awareness, which is essential to achieving creative solutions and for balancing design quality with market requirements.

Urban Practitioners

70 Cowcross Street, London EC1M 6EJ
Tel: 020 7253 2223
Fax: 020 7253 2227
Email: antony.rifkin@towncentres.ltd.uk
Contact: Antony Rifkin

Specialisms: Specialist competition winning urban regeneration practice combining economic and urban design skills. Projects include W. Ealing Neighbourhood Regeneration Strategy, Plymouth East End Renewal Masterplan, Walthamstow Urban Design Strategy.

Urban Splash Projects Ltd

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

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

URBED (The Urban and Economic Development Group)

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

West & Partners

Isambard House 60 Weston Street,
London SE1 3QJ
Tel: 020 7403 1726
Fax: 020 7403 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

Studio 1 Mill Lane Studios, 10 Mill Lane
Cardiff CF10 1FL
Tel: 029 2064 0971
Fax: 029 2066 4362
Email:
sw@whiteconsultants.prestel.co.uk
Contact: Simon White MAUD Dip UD
(Dist) (Oxford Brookes) Dip LA MLI

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

Whitelaw Turkington Landscape Architects

354 Kennington Road London SE11 4LD
Tel: 020 7820 0388
Fax: 020 7587 3839
Email: post@wllondon.com
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

Windsor House
37 Windsor Street
Chertsey Surrey KT16 8AT
Tel: 01932 569566
Fax: 01932 569531
Email: leslie.rivers@deniswilson.co.uk
Contact: Les Rivers

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 Limited**

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

Specialisms: The design and manufacture of street furniture, cycle and motorcycle storage solutions and decorative architectural metalwork in cast iron, mild steel, stainless steel, concrete, timber, Duracast™ polyurethane, plastic and recycled plastic.

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 Hedgemoad 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
Frenchay Campus
Coldharbour Lane Bristol BS16 1QY
Tel: 0117 965 6261 x3206
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 6154/6006
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: Richard Hayward

MA in Urban Design for postgraduate architecture and landscape students, full time and part time with credit accumulation transfer system.

Leeds Metropolitan University

School of Art, Architecture and Design
Brunswick Terrace Leeds LS2 8BU
Tel: 0113 283 2600
Fax: 0113 283 3190
Contact: Edwin Knighton

Master of Arts in Urban Design consists of 1 year full time or 2 years part time or individual programme of study. Shorter programmes lead to Post Graduate Diploma/Certificate. Project based course focusing on the creation of sustainable environments through interdisciplinary design.

University College London

Development Planning Unit
The Bartlett 9 Endsleigh Gardens,
London WC1H 0ED
Tel: 020 7388 7581
Fax: 020 7387 4541
Contact: Babar Mumtaz

M Sc in Building and Urban Design in Development. Innovative, participatory and responsive 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 WC2A 2AE
Tel: 0207 955 6828
Fax: 0207 955 7697
Contact: Michelle Langan

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

University of Newcastle upon Tyne

Department of Architecture
Claremont Tower, University of Newcastle
Newcastle upon Tyne NE1 7RU
Tel: 0191 222 7802
Fax: 0191 222 8811
Contact: Tim Townshend

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: Jon Cooper

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 2837
Fax: 0114 225 3179
Contact: Debbie French

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 x3106
Fax: 020 7911 5171
Contact: Marion Roberts

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

Angelheaded Hipsters

The discourse that is "urban design" is dominated by academics and professionals, speaking conventional tongues of abstraction and considered judgment. The "Urban Design Skills Summit" was no exception: agendas, syllabi and research were reported, but little was heard of the experience of learning. My paper *Milord, I am from a foreign country* partly written in the form of Allen Ginsberg's *Howl* offered a personal voice, describing those extra-curricula moments where insight transcends technical "skills" and remembers those:

who on the corner of New Conduit and Purfleet in the fading November fenlight mists at 5pm, between the Whisky-a-gogo and L'année dernier à Marienbad – wonder on this moment and everyothereveryday like it, and how the are made,

and so were sent on the last cold steam trains, unbriefed and unprepared to understand secondary shopping streets and country market towns in the snow, to seek clues in places,

to plunge into the black and white darkness of the Quayside and the bare bulb paper stacked smoke dark Bremen Line offices and urine yards and from that cut up spread to diagram the connections of the city,

whose collages and postcards of Carnaby Street and alleyways and vast tin sheds by the by-pass and cathedrals at sunset was refused a mark, except by committee,

and walked with Pete in three wild days: clear wind, cliff beating storms and fog from Blyth past boarded coffee bars and amusement halls to Shields; their report: Not Quite Summer on not quite Bredon was not the language of professional work and would get them nowhere,

who sat on the tea room hardbacked benches, turning Houghton le Spring's image map into a wondrous mind warped distorted swirl – more Revolver than Image of the City – and lay there long haired, starry eyed and laughing in the corners,

who sat all those lunchtimes eating pasties on the footsteps of war memorials, deliberately not revising because they knew even then that the real subject of planning was everyday life – even though they had no words for it,

who were told their thesis on LSD and the city would not work and went back to wander in demolition's debris behind the Jewish Cemetery, saw the tides creep up the ferry steps and the snow melting in the gutters and the market giving way to the Mart and turned all this to a secondhand theory of constant change,

whose seminar paper began with a drive-by Durham and ended strolling in a twittern in Chichester and asked who was a stranger here and who had more time than money and was stopped as being irrelevant,

but who came back to turn: those all night drives and mists and running for a bus and waiting on the corner, climbing staircases in daylight and blindfolded and with bags of shopping... each footfall, to fragments of a theory that was never written, checking each wordnormal and all the time a nightschool poet making the night roads into science fiction chanting,

who, years later, speechless at the convention, could only utter their names: Boulevards of Coma and Allées of Despair, knowing such lists could never be that sublime moment when the sun touched some magical alignment and the snow suddenly slipped across the avenue in the abandoned parklands,

who, back in their offices, confronted a babel of incomprehensible codes, everyday rhetorics and technical neologisms, listened to Dave and Chris and Keith and Andrew and Hugh and Pete talking about special places and every night and wrote it up, and wrote it again in the first person telling tales and true stories of love and money and unbuilt dreams and forgotten unnamed local government officers that still raises the question "I didn't know urban design was like that".

Bob Jarvis

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 15 January

Re:Urbanism Launch – A Challenge for the Urban Summit (book published Nov 2002)

This book/lecture is a call for change – focusing on complex urban areas as the new frontier
Rob Cowan and Kelvin Campbell

Wednesday 19 February

**Joint Event with the ICE:
A Step in the Right Direction:
The London Walking Plan**

David Rowe – Transport for London
& Speaker from Transport 2000

Wednesday 19 March

Impact of Shopping Centre Renewal

Roger Evans – Roger Evans Associates &
Andrew Ogg, British Council of Shopping Centres

Wednesday 16 April

Paddington Basin – Talk and Site Visit

Graham King – City of Westminster
Meet at Paddington Station at 6.30pm

STUDY TOURS

March 2003

**Historical Urban Design
Study Tour to Rome**

Further details and booking form in UDQ

Details: UDSL 01235 833797 or email udsl@udg.org.uk

24 May – 1 June 2003

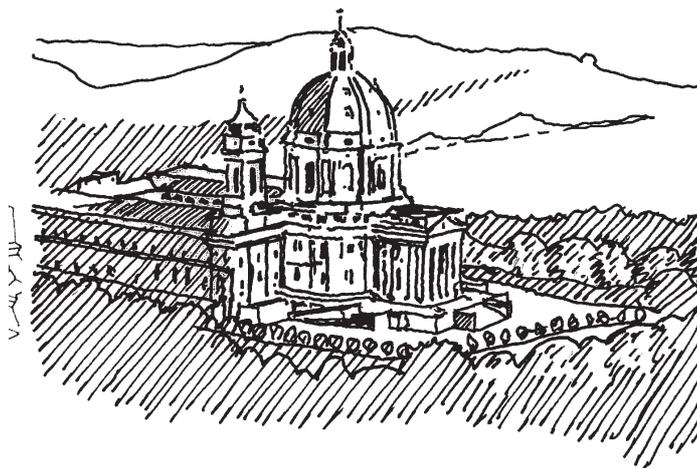
**Study Tour to Piedmont
Piedmont: Turin, the Langhe
and Ligurian hill towns**

Price: £575

Contact: Alan Stones 01376 562828

More information on this page, right.

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



Urban Design Group Study Tour to Piedmont

24th May—1st June 2003

Turin is a city with a Roman history and a baroque plan. Its surroundings include the royal palace of Stupinigi, Juvarra's baroque pilgrimage church of Superga and the pioneering modern Fiat factory of the 1920s at Lingotto converted by Renzo Piano into a concert venue, conference and exhibition centre.

We shall also be visiting a group of medieval planned towns in the Langhe area: Asti, Alba, Bra and Mondovi. The tour concludes with the stunning Ligurian hill towns of Baiardo, Apricale, Dolceaqua and Triora.

The price of £575 includes rail travel from London, coach travel to the hill towns and eight nights' accommodation in tourist class hotels. Further information is available from Alan Stones, Fullerthorne, Church Street, Kelvedon, Essex CO5 9AH, phone 01376 571351 or e mail alanstones@fullerthorne.fsnet.co.uk

