

Urban Design Quarterly  
The Journal of the Urban  
Design Group

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Topic:  
**Suburbia**

Viewpoints:  
**Holistic Housing**  
**Re:Urbanism**

Research:  
**Movement Corridors**

Case Study:  
**Yorkshire Forward**

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# urban design

# UDAL NEWS

## Urban Design Week 2003

This will be held from September 15th to 21st. The theme for the UDAL Conference has been proposed as the next generation of urban designers – Tomorrows People – a focus on people rather than places.

Newcastle/Gateshead could be a possible location working in conjunction with the University.

## Design Champions

Each RDA has been asked to nominate Design Champions for their area by April 2003. UDAL will be investigating how professional bodies can support these champions and what UDAL's role can be. The UDAL objective of setting up interdisciplinary events in the regions could dovetail with this initiative.

## Micro Initiatives

UDAL projects on micro initiatives carried out by small self supporting groups such as *Designing Streets for People* can have a major impact in catalysing other actions. A design manual on urban streets may follow. The street excellence model seems to be gathering momentum as a means of coordinating street management.

## Research Project

UDAL is examining possible topics for a research study which could look at a one stop shop for people who commission urban design or could examine the business case for urban design.

## Skills

Ideas being considered include:

- Commissioning CPD courses across the professions
- Foundation Courses in Urban Design for all environmental courses
- Core resources in urban design teaching

## UDAL Urban Design School

This event planned to be held in Birmingham over a three day period in April has been postponed. It is now hoped to organise it for the Autumn this year.

## 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.

## Prescott's Programme

UDAL has welcomed the deputy prime minister's action programme *Sustainable Communities: Building for the Future* because of the Government's commitment to linking housing with regeneration, transport and public services, and to its recognition that good urban design is a key to making successful places.

UDAL welcomed the £41 million promised to drive up the quality of skills and urban design as it has consistently made the case for urban design to be an essential element in the training of a wide range of professionals. Too many decisions shaping the urban environment are made by people working in isolation, who understand little beyond their narrow specialisms about how to make villages, towns and cities work for people.

UDAL will work with the government in promoting collaboration between professions, and in making the work of the specialists directly relevant to the lives of the people whose environments they are shaping.

UDAL supports the Government's intention to deliver its programme at a regional level. It offers to help promote the essential collaboration between different professionals regionally to target action effectively where it is most needed.

## UDAL web site:

[www.udal.org.uk](http://www.udal.org.uk)

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Urban Design Group Website: [www.udg.org.uk](http://www.udg.org.uk)  
The Resource for Urban Design Information (RUDI): [www.rudi.net](http://www.rudi.net)  
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## Errata

The review of the Liverpool Conference - Creating Successful 21st Century Cities which appeared in UDQ 85 pages 6-7 was credited to Dr Rob MacDonald. However the original text was prepared by Dr Rob MacDonald, Dr Athanassios Migos and Professor Mads Gaardboe. The photos are the copyright of Dr Athanassios Migos.

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Newhall neighbourhood, Harlow, looking towards the neighbourhood centre. By Roger Evans Associates

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## NEWS AND EVENTS

# Care in the Communities?

The government's "Sustainable Communities" announcement has a major impact on the south east and it appears, so far, to have been accompanied by an astonishing lack of detail in the technical press. Only if people delve more deeply will they find some of the information about the large amounts of housing identified for particular areas. This may have something to do with the government not wanting to make it clear that the only way their programme can be realised involves large amounts of greenfield land - whatever their brownfield objectives or achievements may be. It was always clear that potential existed for expansion of the Milton Keynes area and to see it and other growth points as a proper part of a sub regional strategy is fundamental.

The Milton Keynes and South Midlands Study Area includes an additional 370,000 dwellings by 2031 and covers major expansion at Milton Keynes, Northampton, Corby, Kettering, Bedford, Luton, Aylesbury Vale and some other locations. It will require major investment in transport and social provision using special agencies to be able to deliver what is planned.

Nevertheless it is part of a bold statement but so far without the benefits of the longer term strategy of the Dutch Vinex programme referred to by John Worthington in this issue.

The research pages by UCE emphasise the need for urban form and urban design to be considered at the earliest possible stages and this is desperately needed in the Milton Keynes and South Midlands area as well as in the other major growth points. The government are to be commended for recognising the need for urban design skills and making a significant amount of funding available to develop the skills of urban design. They will certainly be needed to achieve a successful form of development in all the "Sustainable Communities" that are proposed as well as in those parts of the country where the built framework is likely to be downsized.

*John Billingham*

## Director's Column

Urban designers have never been in greater demand, yet many young professionals are finding it difficult to get the sort of job they want.

Drawing and graphic presentation is often an important issue. Take a recent example of someone who wrote to the UDG for advice. Originally a planner, she had since taken an urban design course. She applied for a job as an urban designer in private practice. To the practice, it turned out, an urban designer was someone who could produce detailed site drawings. 'You are not an urban designer,' the interviewer told her. 'You are a planner.' Ouch.

Our correspondent commented: 'In my present office I see urban design work being given to an architect or landscape architect who can produce the required drawings, but who has no training in urban design and very little understanding. It's really frustrating.'

What can she do? Take another university course - in landscape architecture, perhaps - to learn some of the necessary skills? Take a course in graphics, so as to be able to produce convincing presentations? Find a job as a policy-type urban designer, writing design policy and guidance (and drawing the occasional simple diagram)? Accept that she is, after all, a planner?

The role of drawing is at the heart of it. Does the urban designer need specialist graphic design skills so as to be able to present his or her urban design thinking in the familiar graphic language of urban design frameworks, development briefs and the rest? Or are the drawings needed as a means of giving instructions to the people who will develop the project in its later stages?

Or are the drawing skills an aspect of something much more than communicating? Are they, in fact, essential to the creative process of design - of experimenting on paper with the

possibilities of manipulating two- and three-dimensional space?

The answer is that it depends on the person and the circumstances. There are roles for every sort of urban designer. Unfortunately there is a great deal of confusion about what skills are needed where, and who is best able to provide them.

Take a typical master plan. The coloured plans look very professional. Are they the work of a talented designer whose well-founded, highly creative, intuitive leaps have been refined through an iterative process into a solution that will prove to be workable and robust? Or are they the work of someone with a computer graphics programme who has slotted in and coloured up some standard diagrams of perimeter blocks and a few other favourites from the urban designer's box of tricks?

The difference may not at first be apparent on the printed page. But whereas the first plan may be a real contribution to making a successful place, the value of the second may lie solely in convincing the client that the brief has been fulfilled and that it is time to pay the fee.

These are issues that the UDG is grappling with. UDAL's Urban Design Skills Summit last year gave the thumbs down to the idea of accrediting post-graduate urban design courses. But we still need to provide guidance to local authorities, consultants, professionals, students and many others who ask: what is an urban designer?

There is no simple answer. The health of urban design depends on us spelling out what skills are needed in what circumstances, and how a potential employer or client can tell who has them. #

*Robert Cowan*



**Tall Buildings: What is the 21st Century vision for London? UDAL/UDG/IHBC/RICS Conference, 25 Nov 2002**

This conference was timely. A new generation of tall buildings is hitting the capital, the 600ft Swiss Re Tower (the gherkin) is nearly complete, the 600ft Heron Tower has just been given the go-ahead after a public inquiry and the application for the 1000ft London Bridge Tower has just been called in. The Mayor's Draft London Plan is urging the promotion of additional tall buildings in the capital and also the protection of certain views including all viewing corridors identified in RPG3A but with the highly controversial exception of the view from King Henry VIII's Mound, Richmond Park. A House of Commons Select Committee has recently published a report on Tall Buildings.

Chairman Alan Stones launched the conference by flagging up some of the issues addressed in the Select Committee's report: Are tall buildings necessary or are they just expressions of developers' virility? Are tall and thin buildings preferred to the short and fat? What is the impact of tall buildings on the London Underground – and on views above ground? What can be done to prevent tall buildings from 'hitting' the ground and sky 'badly'? Are there likely to be new tall residential buildings? And what is being done to improve evacuation and safety procedures?

Some of these issues were taken up in the key note speech given by Peter Wynne Rees, Director of Planning at the City Corporation. Cities need tall buildings for various reasons. In Hong Kong and Manhattan there is no alternative but to build tall because space is constrained. London is more spread out but the Square Mile is at the hub of a radial transport system and there is a logic in building high on a hub. Tall buildings do not necessarily make a city a world city. Frankfurt has allowed buildings taller than those in London but they are empty. By contrast the Square Mile thrives and a new generation of tall buildings is taking root. Objectors to the Heron Tower who lopped TPO trees next to Somerset House in order to reveal a view of St Pauls Cathedral that would be marred by the development should be reprimanded.

Rowan Moore of the Evening Standard spoke on a similar theme. Some say that tall buildings are essential in the 21st century but they are no longer heroic feats of engineering; the heroism is now in micro-engineering. The Petronas Towers in KL may be a grand nationalistic gesture but generally tall buildings are for wannabee cities. Swiss Re and Heron seem to confirm the trend that big banks want 1 million sq ft of floorspace on a single site, however since 9/11 this may no longer be the case. The Square Mile looks better with Swiss Re than without it but Heron is "not an amazing piece of

architecture". Architects are generally giving more attention to appearance and cladding but tall buildings are still hitting the ground badly in London, unlike in New York.

Paul Velluet of English Heritage (London Division) felt that tall buildings had some part to play in the vision of urbanism but that they were not essential. The Millennium Tower would have had a massive overarching impact if allowed. English Heritage did not object to its replacement, the Swiss Re, and it saw good examples of high rise in the Economist Building and Millbank Tower, both now listed. The London Eye has an impressive quality of design and intricacy of detail. Heron should have been lower (and hence fatter); Broadgate is a worthy example of high density that is not high rise.

Ricky Burdett, Director of the Cities Programme at the LSE and a member of the Mayor's Architecture and Urbanism Unit, was most concerned about the way in which tall buildings hit both the ground and the sky. London has an organic and anarchic structure, sprawling and multi-centred around numerous transport nodes. Tall buildings have hit this structure badly while in Paris and Berlin they have been sensibly concentrated into districts on the fringe. London needs to accommodate another 400,000 households by 2016 without encroaching onto the Green Belt and open spaces. Existing clusters of tall buildings need to be consolidated and more positive planning tools are required.

Rosemarie McQueen of Westminster City Council (WCC) launched her talk with an attack on the keynote speaker: the lopped trees next to Somerset House did not have TPOs. She then rose to the challenge of the last speaker and demonstrated that WCC had already introduced those "more positive planning tools". In the aftermath of LPAC's policy document of the late 90s which had urged London Boroughs to identify areas where tall buildings could be accommodated, WCC commissioned a study which did just that. It identified such areas through a sieving of the constraints,

e.g. conservation areas and viewing corridors, and of the opportunities, e.g. areas close to existing clusters and underground stations. WCC is very proud of its heritage; there had been a few disasters, vis. Hilton, Knightsbridge Barracks, Marsham Street, but all had been allowed by higher authorities against WCC's recommendations.

After the lunch break Paul Finch, Deputy Chairman of CABE and Editorial Director of the AJ, was determined to prevent the audience from taking a siesta and he made his talk 'What's the fuss all about – deliberately controversial. Tall buildings are like any other buildings except taller. Why should the viewing corridor from King Henry VIII's Mound in Richmond Park be protected when St Paul's is not visible for 85% of the year? Why shouldn't the Heron Tower stick out from the dome of St Paul's seen from Somerset House when one of the Barbican Towers (now listed) sticks out of the same dome in the view from across the Millennium Bridge? The audience was stunned. (I subsequently wrote to the speaker and pointed out to him that according to Met Office records St Paul's is visible from King Henry VIII's Mound on 73% of the days of the year and he has replied that he actually supports the protection of this view, so don't be alarmed!).

John Worthington of DEGW and UDG Patron talked about the changing London, its changing functions and the need to manage the change, tall buildings being one element of the management agenda. Like other speakers before him he drew comparison with Paris and Frankfurt but he also discussed both Dublin and Rotterdam which had been the subject of tall building policy studies undertaken by DEGW. In essence the pressure for commercial high rise is predictable and can be controlled in terms of both location and design. However, the pressure for residential high rise is not so predictable and it could occur almost anywhere.

Paul Burgess, Director of the British Land Corporation, devoted much of his talk to statistics about take-up and vacancy rates in the central

## NEWS AND EVENTS

London office market and there was little, if any, mention of tall buildings. Professor Geoff Marsh of London Residential Research filled the gap left by the last speaker. He was part of the team that had undertaken the recent LPAC study on tall buildings in London where his remit had been to respond to the question of whether London's economy would suffer if there were a lack of tall buildings. He indicated there was no evidence to show a loss of tenants to Frankfurt. There is a projected demand for an additional 81 million sq ft of commercial floorspace to accommodate the 400,000 extra office jobs predicted for the next 20 years. Even so it is far from clear that this floorspace has to be accommodated in tall buildings – and this is confirmed in the Select Committee's report. It seems that the main argument for a tall building is the Toad of Toad Hall mentality, namely vanity. However, this does not apply to residential high rise; here the demand for Montevetro-type developments could be on the increase.

Will Pank from Faber Maunsell added the very necessary engineering dimension to the conference. Do tall buildings offer advantages over the Broadgate-type groundscraper development in terms of sustainability and energy efficiency? His practice has recently undertaken a study of tall building sustainability for the City of London. The study has revealed that tall buildings in London have a poor record in terms of energy efficiency compared with those in other European cities. There is scope for improvement. In addition it is more cost-effective to refurbish tall buildings than to demolish and rebuild them as the costs of demolition and disposal are high.

The final speaker, Ken Yeang, was expected to develop further the argument for tall building sustainability and to illustrate his talk with slides of some of his unique 'bio-climatic skyscrapers' in Malaysia, for which he has become famous. Unfortunately, however, there was a technological hitch, namely an incompatibility between his powerpoint and the conference projector. As a result there was no presentation, nor address, and the

UDG will have to invite him again for another occasion. To make up for this, there is a review of his latest book 'Re-inventing the Skyscraper' in this same issue of the journal.

The conclusion of the conference was that the pressure for tall buildings in London is set to continue, that there is no proven need for commercial high rise other than vanity, that there is a need for more residential high rise, and that London Boroughs need to brace themselves for the new pressures with more positive planning controls in terms of both location and design following the WCC example.

My own views are first that the London Boroughs should be made aware of a considerable body of work that was carried out by the GLC in the late 60s identifying areas of London that are sensitive to tall buildings or where a more flexible or positive approach is possible and secondly that the protected view from King Henry VIII's Mound should be re-instated.

The omission of King Henry's view was clearly the work of the Mayor himself who wants to allow tall buildings on the Bishopsgate Goodyard site in the backcloth of St Pauls within the viewing corridor. This will turn the tables on the Secretary of State's decision to refuse tall buildings on the Liverpool Street Station site in 1979 so that this same backcloth could be preserved (the upshot of which was the groundscraper Broadgate development). I was at the Liverpool Street Station public inquiry in 1976, as was the Chairman Alan Stones. We do not have short memories.

In winding up the conference the Chairman noted that very little, if anything at all, was said about the vulnerability of tall buildings to terrorist attacks and about the evacability of such buildings and the concerns of insurance companies. It seems there are some things we would rather forget. #

*Tim Catchpole*

### Urban Design and Regeneration in Hastings 20 Nov 2002, London

Three speakers gave a full review of the process and proposals leading towards a masterplan for Hastings and Bexhill. Barry Shaw, Chief Executive of the Kent Architecture Centre spoke first explaining the purpose and role of the Kent Architecture Centre (KAC). He referred to their work in the wider area including regeneration proposals in Margate and stressed the benefits of urban designers leading redevelopment teams. He felt that the main problem with Hastings was its inaccessibility thus making transport the underlying issue. Hastings is a relatively deprived area as although the South-East has 16% of the national GDP, the town contains 20% of the most deprived areas of the UK. Barry Shaw considered that since the original over-designed dual carriageway by-pass proposal had been rejected, the discussion concerning Hastings and Bexhill's transport infrastructure should be technical rather than political.

Carolyn Lwin, Head of Regeneration at Hastings Borough Council, looked beyond Hastings and contacted Barry Shaw at the Kent Architecture Centre. Together they worked up some concepts, and eventually came up with the idea of designing a linear community. This concept would link Hastings with Bexhill with a new transport infrastructure consisting of a new Metro service along the existing rail network with five new stations: Glyne Gap, Bulverhythe, Marina and Ivy House on the coastal line, and Wiling on the London line. The project would provide new sustainable neighbourhoods on unused brownfield land around these stations, and in July 2002, the Government agreed to designate it as one of five Millennium Communities, with funds allocated to assist project delivery.

The main objective of this concept is to link Hastings and Bexhill by improving their relationship with each other and with the sea, beach, and surrounding countryside. Within the proposed infrastructure the key ideas are, 'Country and Sea Avenues', a new

university centre in Hastings and an arts quarter in Saint Leonards, a 'beach community' at Bulverhythe, a countryside park at Pebsham between the two towns, and a hill based community based around a new station at Upper Wiling.

Roger Zogolovitch Architect and Developer had been commissioned together with MBM Arquitectes, Barcelona to produce a Masterplan for the overall area. Roger Zogolovitch described this work and stressed the need to generate a *single vision* to crystallise the concept and ideas inherent in the project. He portrayed the vision of the two communities (which are in separate local authority areas) as two half oranges facing the sea. Located far south of the M25 in the fine High Weald landscape designated as an Area of Outstanding Natural Beauty, approaching Hastings one gets the sense of entering a 'forgotten land'. He developed this vision of Hastings and Bexhill as a figure of eight or a bow tie; with the Sea and Country Avenues knitting the two towns together, providing a better choice of transport options and relieving the severe congestion along the single road which connects the two towns. Now that the by-pass is history, how can the proposed links for Hastings and Bexhill work? The first priority must be to relate these two seaside towns via their beach, which means regenerating the seafront from Hastings to Bexhill, and removing heavy goods traffic from the A259 South Coast Trunk Road which passes through Hastings and Bexhill adding to the congestion.

In general these ideas seem excellent, but surely the proposed linear hill community centred on the New Wiling Station is out of scale and far too intrusive on the fine gently rolling hilly landscape, in which it is proposed it should be located. However Roger Zogolovitch concluded that his vision is a flexible framework for diverse activities and zones.

Questions raised following the talk included the following: Concern that any future housing should be within the existing urban area, and that the Country Avenue should not result in pressure for business parks within the AONB whose boundary

sits tightly up to the northern edge of Hastings; Concern as to how the proposed transport infrastructure would be implemented and why there does not appear to be a pedestrian link between the two towns? What about empty buildings? And surely the revitalisation of Hastings needs more detailed studies?

The event was well attended, lively and a topical issue because the whole problem of regenerating historic seaside resorts is a major issue facing creative planners, architects, and urban designers today. After a long period of decline Hastings and Bexhill are being totally revitalised thanks to Local Authorities, Government, and the community working together, and backed by substantial resources being allocated to a range of major projects. #

*Derek Abbott and  
John Templeton*

#### **Centralisation versus Dispersal 4 Dec 2002, London**

Professor Michael Breheny's talk at the Gallery dealt fundamentally with the housing crisis, that he feels, is being ignored. People don't want to know because they don't want more housing near them.

Breheny concentrated on population projections and showed the gap between the current provision of dwellings and the needs. Nationally the backlog is of about 1 million and we need 50,000 more dwellings per annum than we actually build. Locally, in those small towns that refuse to accept the need for new houses, the decline in household size could mean the gradual death of the community. Measures to reduce the growth in the number of separate households include keeping students at home, stopping immigration altogether and undersupplying housing (which is what happens at present). Measures to increase the number of available dwellings without building new ones, include living over the shop, changes to the VAT system to encourage conversions, but their effect would not be sufficient to close the gap.

The uneven geographical distribution of housing need was the other subject dealt with by Breheny. The greatest demand for new housing is precisely in the NIMBY areas, the home counties, and not in those areas where brown fields abound. And if the underprovision of housing continues the consequences are all negative; prices are likely to rise, people may be forced to share when they would prefer not to, the shortage of key workers will threaten the economy and more people will be forced into renting either in the squalid private sector or in the underprovided public one.

Breheny believes in the urban renaissance and the compact city, but he does not believe that brown fields are sufficient to cope with the need. Therefore he advocates addressing the need to build on green fields head on, instead of ignoring it as a taboo subject. He recognises that there are no votes in housing but plenty in defending green fields, but wants to change this. Questions from the floor interrupted Professor Breheny's flow and indicated that not everybody was convinced by his argument. Unfortunately, time ran out before he could explain his ideas about decentralisation and give his alternative view of how to develop the green fields, some of which he sketched out in a chapter of Echenique and Saint's *Cities for the New Millennium* (see review in UDQ 83). #

*Sebastian Loew*

Sadly Michael Breheny died in February at the early age of 54. His contribution to research work will be greatly missed.

#### **Making Cities Liveable Conference**

14/15 May 2003, Burslem - Stoke on Trent. The list of speakers includes:- Dr Jan Gehl, Jon Rouse, Judy Ling Wong, Rt Hon Frank Dobson MP, John Edwards, Kevin Murray, Trevor Beattie

Tickets are £155 plus VAT including Conference lunch & refreshments. For further details contact Marco Forgiore on 020 7350 5206 or email marcof@i.org.uk.



#### **Re:Urbanism, a Challenge to the Urban Summit 15 Jan 2003, London**

Kelvin Campbell and Rob Cowan presented their views on the urban condition at a meeting at The Gallery. The document was a contribution to the government's Urban Summit. Inspired by their 'Cities Design Forgot' and Rob Cowan's 'Connected City', they evoke the notion of 're:urbanism' to influence the government's promised follow up actions of its urban summit, as well as CABE's and UDAL's programmes. Optimistically they focus on large cities and towns. Their credo is deliberately provocative to break the cycle of what they consider professional detachment. They obtained 30 responses to their thought provoking pamphlet and over 90 professionals signed up to their deliberately evocative ideas of changes needed in practice, process and policies to achieve urban renaissance. Their presentation to the UDG took the shape of a lively debate with the audience engaging in a running commentary. The outcome could form a basis for a 'Charter of urbanism'.

The authors identified ten ills which victimise cities. They are: specialisms, the planning system, 'bigness', quick fixes, unchallenged truths, rulebooks, one-eyed environmentalism, unenlightened clients, lost streets and the 'wow' factor. In their view,

even the two most influential 'anti-city' theories or ideologies of the 20th century, Ebenezer Howard's garden city and Le Corbusier's radiant city were neither garden suburbs nor radiant parkscapes but physical settings with urban qualities despite their aversion of the city of streets and mixed uses. First used in 1880 in the UK, the notion of urbanism equated with modern thought. Now Campbell and Cowan want to go beyond the American New Urbanism with its urban villages, home zones and gated communities. For them, urban design has to stop being a 'polyfilla' profession, perpetuating, for example, the ills of old 'new towns' in the guise of high density places like Docklands. Instead of extreme rationalism they want to introduce a new philosophy to guide practice and education of urban design which focuses on beauty, sensitivity, flexibility and, most of all, a clear vision of a good city. However, the audience wanted to know what the basis of a designed city actually is. For some our cities are a conglomerate of slow evolution over time with isolated sporadic planned parts and current in-fill thinking on brown sites. Others are not sure whether cities grow organically or mechanically, and others still propose to rediscover beauty where it has been eliminated, sometimes even by urban designers, such as culverted rivers or indeterminate spaces brought back to order.

## NEWS AND EVENTS

The proposed value system raised the most heated responses. Whose values have to be adopted, do they have to emerge from existing cities and their inhabitants, or are they imposed in reality by developers, landowners, those with power and control? The scale of urban design was equally scrutinised. Is urban design simply an attribute of large scale developments incorporated in masterplans, or can buildings generate urban quality on their own? How prescriptive should urban design principles be or would talent and understanding of the complex workings of cities suffice? Some rules were considered useful but they had to be weighed against demands for deregulation from developers and excessive security claims by users. Is poor urban design the fault of planners who impair architectural design, that of engineers who overdesign roads, or of politicians who aim at shot gun deliveries?

The discussion on urban design education rehearsed the arguments of vested interests of both educational and professional institutions, entrenched practices and the difficulties to turn them round. Was urban design to be a generalism or a specialism based on a broad foundation course for all the building professions?. Old thinking and the dichotomy between learning processes and vocational skill acquisition of temporary use, the idea of urban design accreditation as an aim of more secure employment were all invoked again without reaching any conclusion. Liberalism was considered fraught with problems while restricted practices would stultify innovation and new thinking about the public realm. Education without a value system was seen as unrealistic, thus the educational process needed to know whether it was driven by economic values, or the values of the population which often do not coincide with those of the professionals. If the value system is there to make good places, it has not been very successful over the last decade or two. The scale factor was also revisited. At the small scale local values should prevail. However, not everything can be run by focus groups and at

the city scale the professionals should be in charge. Finally, the public interest had to come into this equation, but while people agree that cars should not destroy the planet in the long run they want to own and use them for the time being, and that includes urban designers.

The most intractable contradiction of the debate remained the need to operate at the city scale, while dividing urban interventions into handleable parcels. According to 're:urbanism' urban designers have to understand complex connections throughout the urban fabric while being sensitive to context and resources at the local level as a prerequisite of their intervention. This principle runs contrary to current practices of developers who assemble land into large scale developments for which they seem unable to get either political or popular consent despite deferring to the latest urban design credos. An illustration is the concept of mixed development, dear to urban designers which managed to find its way even into government policy. In reality, mixed use projects proposed on sites like Kings Cross or Elephant and Castle may not necessarily develop into a genuine mixed use urban fabric as different user groups tend to convert such schemes into self-contained parts, separated from each other with little or no public realm among them. Increasingly, these parts are gated and locked and the public spaces between them are not accessible to all at all times.

The authors of re:urbanism acknowledge that during the last hundred years, suburbs sprawled despite urban design and compact cities were disliked. For them, time has come to make cities work. Instead of new green papers action plans need to derive from public debate. The problem with plans, even action plans, area action plans, sustainable plans and any other currently fashionable plans is that they are a far cry from reality. Implementation remains the key, but can urban designers become the janitors? #

*Judith Ryser*



### London Walking Plan 19 February 2003 London

Steve Worrall from Transport for London presented the Draft Walking Plan for London at the Gallery in February. This follows on from the Mayor's vision to make London one of the world's most walking friendly cities by 2015. There are 7 million daily walking trips, 80% under a mile and surprisingly cars account for 20% of trips under 500 metres. Strong arguments in favour of walking are: no cost, healthy activity, space efficiency and safety. The objectives of the plan include improving coordination, promoting walking, better street conditions, improving developments and interchanges and improving safety plus improving performance management. The budget for this is significant - £16.8 million for area-based schemes in 2003/4. A new organisation - the London Walking Partnership is to be responsible for delivering much of this and their role is to develop guidance, set local targets and identify steps toward achieving the vision. Actions include Walking maps, a Walkability Index - in which Jan Gehl is involved as an advisor. The importance of different agencies working together was stressed. A chart showing objectives, measures and outcomes and an analysis of an individual objective with performance indicators were illustrated. These demonstrated the complexities of analysing performance and one hopes that this doesn't get in the way of getting things on the ground. The discussion expressed the concern about what action would

occur and whether leaving it to the Boroughs to implement schemes would work - e.g Trafalgar Square where Westminster had been opposed to the closure. Brian Richards quoted his experience in Kensington and Chelsea where he had tried to get pavements widened - unsuccessful because the car is considered king. TfL needed to find ways to get the Boroughs to do something - perhaps special prototype grants might get things moving to test ideas. The relationship between the separate road plan and the walking plan was self evident as could be seen in Shoreditch where a previously one way road scheme had become two way and better facilities for pedestrians had been included. It appeared that the final Walking Plan would include examples of good practice - but how many would be from this country? One couldn't help comparing London to places like Hamburg and Munich where there were well designed, fashionable places to walk although this idea needed to be balanced by safety at night. One conclusion of a visit to Barcelona is that none of the barriers and railings controlling pedestrian movement, so beloved by UK engineers, exist there without any apparent undue effects on pedestrian safety - although Kensington and Chelsea now have a programme to remove some barriers. The mayor's vision is a tall order indeed but it affects everybody, is fundamental to urban design objectives and there is much that can be done to improve London's walking environment. #

*John Billingham*

## LETTERS

**Visual Damage**

I always enjoy reading UDQ and issue 85 was no exception. However I have to say that I begin to read this and other journals on urban design with an increasing feeling of unease. I travel regularly throughout this country – rural areas, small towns, large towns and cities. Am I the only person to be utterly horrified by the visual damage which has been wrought by the introduction of the hideous wheelie bin in residential and commercial areas?

Is there any point in discussing the finer points of architectural and urban design when the reality of many people's lives is a squalid bin (or several) in every front garden or – worse still – on the pavement? This is not the case just on bin collection day but every day for those householders who have nowhere else to store their bins. Burrell Road in Ipswich (photo) illustrates what happens when a local authority imposes these bins on residents who have no front gardens and rear access.

Are we fiddling while Rome burns? And who will join me in a national campaign to rid the country of these monstrosities? #

*Ann Petherick*

**Play Facilities**

As a play development worker involved in working with children on the design and provision of facilities for children in an inner city setting, I was interested in the point of view expressed by Eileen

Adams in her article (Childs play: urban change for beginners, winter 2003), which was forwarded to me by a colleague.

Eileen's introduction gave a good explanation of the role and value of play in life of the child and she points out that the process of learning is cumulative and experiential. She goes on to say that the starting point of learning is how the environment is experienced, what sense is made of it, the response and how the child is able to impact on the environment. I would like to point out that this is what adventure playgrounds are for...

A good adventure playground attempts to create as many environmental possibilities as possible and contains a supply of 'loose parts' or materials which are available to the children to modify those environments.

Engagement with these components is freely chosen, personally directed and intrinsically motivated – at the child's discretion and as many times and as many variations as is needed. Activities such as digging and damming water courses, camp building and the modification and redesign of major structures can become enormous projects which can take over a whole site and last all summer holiday. The German 'construction playgrounds' actually develop as shanty towns where each group of children have a patch on which they can build using the huge amounts of scrap wood available as Berlin is rebuilt. On one of these sites I saw children building a two storey house with a pitched roof and timber shingles – wow. On another site in south London, the children created a beach, bringing shells and other things collected on the shore from home – all on a Sunday when the site was closed! Quite a surprise for the playworkers when they returned to work the next week.

It goes without saying that most children do not have access to a playspace which is free from hazard and accessible at all, let alone an environment in which they can build and modify. The effects of play deprivation are comprehensively discussed in Bob Hughes'

'evolutionary playwork' (Routledge 2000) and he shows that children's ability to learn will be reduced as well as their experience of the world.

What I'm arguing for, then is the provision in the urban environment of dedicated children's spaces, secure, free from hazard and looked after and supported by workers who are able to facilitate the children's activities. I don't think that the school environment is necessarily most suitable for this, just as the play environment is not the most suitable for education. You would be surprised how many urban developments forget about children altogether. I'm sure that none of the designers who read your publication would do that, now, would they. #

*Simon Rix  
Play Development Worker  
Haringey Play Association*

**Re:Urbanism**

The welcome appearance of Kelvin Campbell and Robert Cowan's *Re:urbanism* is timely and thought-provoking, as shown by the recent lively discussion at the UDQ. It is a comprehensive guide to a better profession and a better urban environment. My only objection is one of scale. It dismisses smaller towns, although, to be fair, it never defines what it means by 'smaller'.

In its second paragraph it says, Others are looking after our smaller towns (and villages). – my brackets. The 'city' is the main subject of this book, and by implication that of urban designers and urbanists. The question of who should be looking after our smaller towns is not addressed.

And yet the authors deal enthusiastically and intelligently with the need to revive the 'street'. Look at any small town's high street on a Saturday – it may not be 24 hour urbanism, but urbanism it certainly is, with all its commercial, social and cultural complexity. Look again at the many festivals and events held in these high streets when they become the social heart of the town, and often of the surrounding villages too. Sometimes, with luck,

the high street is 'looked after' by a town centre manager. I would argue that urbanists must be involved too, to help enrich this culture and enhance the sense of place. Above all they should be providing a body of knowledge and enlightened opinion to improve political and funding policies for our small towns.

**Small town problems**

Today in the UK the smaller town is in dire straits. It is being called upon to help solve the nation's housing shortage. Some populations are being expanded by 50%, with no expanded town programme, and little extra expertise or resource provision. It is far more dependent on, and threatened by the car than inner-city areas. Here the problem of the car is not the congestion it creates, but its facility to travel quickly and comfortably to out-of-town or city shopping centres. Because of small populations and low densities public transport is uneconomic, and inadequate despite subsidies. To help combat this many of these town centres have been ripped apart by ring roads to improve car access, and tarmaced over to provide more and more car parking. Most of them now need a healing period – attended, hopefully, by urbanists trained to deal with the situation.

Many city workers now live in these towns, putting up with dreadful, expensive commuting, to live in a 'real' place. Some of them have leap-frogged the banality of the suburbs. Now they find expansion is bringing the banality to them, and the town centre is either struggling to survive, or has given up the struggle. Is the only future left to our small towns that of discrete, dormitory suburbs, with continuously reducing commercial and cultural activity?

Local authorities would have difficulty dealing with this situation at the best of times. Currently with many of them in the red, with reduced technical staff and budgets, some still struggling to adjust to the privatisation of services, with single-issue community groups reducing their leeway, with very little leverage for bargaining about the form and

detail of incoming investment, and with regional reforms unresolved, their task is nigh on impossible.

This is a real and growing problem. Some towns are trying to deal with it through town centre management, but by its very nature (currently) this can only treat part of the problem. Whether 'urbanists' yet have the required skills, or the resources are available to hire them is doubtful.

Perhaps the reason for the authors' avoidance of the small town is related to Reyner Banham's definition of urban design – urban situations about half a mile square, implying something embedded in a larger urban mass, rather than a complete urban entity. Such a half a mile square site would give a worthwhile fee to an 'urban designer'. Unfortunately small towns tend to offer much, much smaller sites, and often problems that do not even need design solutions. Funding is a hassle. Fees are lower. Job prospects are fewer. Small towns may not, therefore, be a good context for the current urban design profession to practice in. Re:urbanism calls for changes in the education and role of the profession, and perhaps its re-naming. These changes must respond to the needs of small towns, as well as cities. (And, some would argue that this redirection should pay more attention to the suburbs too.)

There is a possible conflict here for the professional. Arguably, the definition of 'urban designer' tends towards processes with a top-down approach, with designers controlling the process to achieve their own visions. On the other hand, town centre management suggests a consensus approach, achieving the best compromise solution to suit the needs of all parties. Neither approach, on its own, provides a reliable key to good urban places in small towns. What is needed is urbanists with design and management skills, and a detailed working knowledge of the urban environment, urban economics, sociology, culture, ecology, landscape, services, transport, fund raising etc.

They should be urbanists, not Polyfilla professionals but ones who can use their skills, including

design, to manage complex change, produce relationships that work, environments that are civilised, and places that are stimulating and beautiful.

#### Education

Having, hopefully, established the need for small towns to be kept within the remit of the changing profession, a word about education – and scale, again.

Re:urbanism calls for urban studies to form the foundation of education for the built environment professions, and decries the bolt-on nature of current urban design courses. How such a major reversal could be achieved is difficult to understand, given the entrenched attitudes of some academic and professional establishments. It would need re-organisation on a grand scale, at a time when university funding is sparse. To start the process it may be better to concentrate on one semester-long element to be included early on in appropriate courses. It would be far easier to persuade schools and professional bodies to incorporate this within the curriculum. For example in an architecture degree course, the second semester of the first year, or thereabout, could be devoted to an urban study. It could include analytical mapping, proposals for urban improvement, it should include a community workshop, and it would be backed up by appropriate lecture courses. Where possible it would be shared by other built environment courses, with multi-disciplinary teamwork encouraged.

Arguably such a project would be best sited in a small town. Students would then have a far better chance to begin to understand the whole range of complex relationships between the built environment and society. Making a detailed study of a small town gives the opportunity for students to develop an holistic approach early on in their academic career, giving a solid foundation for even more complex work later.

Small towns are important! #

*Philip Stringer*

## VIEWPOINT

# Holistic Housing

**Wayne and Gerardine Hemingway describe the way they influenced a volume builder to alter the standard approach to housing development**

It has been two and a half years since we criticised Wimpey in the National Press for the 'Wimpeyfication' of Britain.

In January, Phase 1 of The Staitths South Bank, the project that led directly from our criticism of the massive housing industry went on sale. There were over 700 enquiries for one hundred and fifty three units of predominantly affordable housing and apartments set in a human friendly environment by the Tyne in Dunstan, Gateshead and those released were sold in days with queues starting two days before the release date! Whilst there has been significant local and national media coverage of the project we believe that the Staitths is selling because we have got more right than most housing developments in recent times. This may seem big headed but there has been an attention to detail and an incredible amount of hours put into this project by a large team of people who have been committed to producing an affordable housing development that added to our landscape.

It was very easy for me to criticise house builders for giving us soulless, identikit, red brick rabbit hutches but incredibly challenging to change the system. It's a system that works for the housebuilder in that it generates acceptable profits, it results in speedy return on capital and it's easy. Repetition is easy for everyone involved in the process from the employee of the homebuilder to the labourers. What is more it sells. With a housing shortage and blind desire by a big enough minority of the population to own their 'castle' it worked for enough consumers to keep the housebuilders busy.

So what are we getting right with the Staitths? Firstly we have tapped into a will from the housebuilder to move on. Wimpey, like some of the other big boys had been building some more adventurous stuff at the upper end and were now open to try and produce something more forward thinking with their affordable production. Whilst not being 'pushovers' and remaining true to their margin requirements they have been open to change.

Another major factor is having a local council who care. Gateshead Metropolitan Borough Council was already proving to be a model for other local councils. This is a council that has given its inhabitants and the region nationally and internationally important and feted public architecture and facilities in terms of the Stirling Prize winning Millennium Bridge, the Baltic Mills art development and the Sage National Music Academy. Arguably these are the three most important aspects of the Newcastle/Gateshead bid for the 2008 European City of Culture and have made it the favourite to win the bid.

In all our meetings with the council, from talking about refuse collection through public transport, parking, cycle routes and adoption of infrastructure, it's not been a case of going home at 4.30 p.m. Gateshead Council have been part of the design process, rather than being rigid and saying 'no' there is a culture of trying to come up with innovative solutions and a commitment to trying new ways. The council was instrumental in working our streetscape ideas into a format that allowed them to obtain Britain's first new build 'Home



Top: Terraces in Amsterdam showing excellent use of form and materials

Above: Waterfront apartments in Malmö

Below: The Staiths, site location before development



Zone' grant on behalf of the Staiths development.

With a willing client and a dynamic council our ideas about what makes a desirable affordable housing scheme had a fertile bed on which to grow.

### Family Friendly Developments

A few years ago when we sold our fashion company Red or Dead we took the kids out of school and travelled. In Australia and especially northern Europe we kept coming across examples of housing developments that we as a family could quite happily live in and which added visually interesting aspects to the environment rather than detracting from it. In Malmö and Melbourne we found family friendly developments, where human interaction, child play and the visual environment were placed far higher up the pecking order than the car. Again in Malmö and on Spornberg Island in Amsterdam we found affordable housing solutions that were visually stimulating and allowed the resident to recognise and describe their house by virtue of its individuality. We found attention to detail in matching downpipe to window frames and coordinated street furniture that was lacking in the UK. Using this inspiration and the good aspects of the environments that we grew up with in N. E. Lancashire (the small gardens of our houses backing into communal 'recs' – spaces for kids to play and residents to get together) and using the knowledge we had gained from building our own family home, we set about coming up with a vision for a large scale, people friendly affordable housing development.

### The Staiths

The Staiths South Bank is a 700-unit development on the banks of the Tyne, on a brown field site formerly the site of the Garden Festival in the late 80s and prior to that used for heavy industry such as coke. It is 11 hectares of which some is given over to wetland habitat and a salt marsh. The area where housing is allowed has

been developed at a density of 63 dwellings per hectare.

The vision was for an affordable housing development where people came first, where the car didn't get in the way, where children could play in relative safety and were stimulated to play, where residents could interact with their neighbours if they so chose to, where you could cycle, walk, where you could recognise and describe your own front door, where the buyer had choice. We wanted a development that made the residents feel good to return to, rather than just a development that contained a 'refuge', their house, that they had invested their financial lives in.

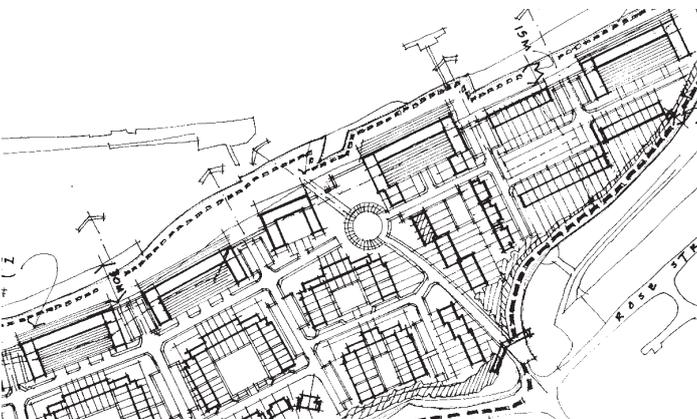
Our vision was for every tiny aspect to be pored over, tested and researched wherever possible. The vision quickly became a crusade. The sale of Red or Dead had released us from money chasing, we were free to put our effort into projects that stimulated us and the Staiths began to dominate our lives.

To bring such a large-scale project to fruition and to attempt to reach the degree of change that we desired we would need a team who were equally committed. Wimpey introduced us to the talented and hard working Jane and Mark Massey of IDP and their team who in turn brought in Gordon Mungal of Ove Arup and Gerry Kemp of Glen Kemp Landscaping. It sounds like the 'Magnificent Seven' but with these, Gateshead Council, Wimpey and the marketing and research team Cool Blue we were saddled up and ready to roll.

As a result of underground obstruction the only section of the site suitable for piling is the strip along the riverbank. Here six storey apartment blocks with parking under raised recreational decking are being built.

Happily the restrictions on piling have enabled us to turn our attention to what many in planning influence don't want people to live in, but the majority of Titchmarsh and garden centre loving British people do want, houses with gardens. We have designed south facing, U shaped, groups of 15 to 20 houses containing half a dozen

## VIEWPOINT



Top: Axonometric of central part of development

Middle: Waterfront development

Bottom: Layout of central section of site

different home types (which the purchaser can have further choice over by selecting different interior layouts) all with a garden, a shed and individual access to a communal pocket park that all contain communal 'free' barbecues and contain some of the following: play areas, contemplation areas, 5 a-side, short tennis. The pocket parks are accessed via your own back garden or via a locked gate accessible only by the residents of the housing backing into each park. You get a degree of 'gated' security without it being a 'gated community' per se.

This is an updated and 'designed' version of the 'recs' that we were brought up with and this concept is proving very popular with early purchasers. This design along with the landscaping outside the fronts of the housing that is taking Home Zone thinking further than before has obvious implications on car parking and car ownership number. (Working with Gateshead MBC we received the largest grant for a new build Home Zone thus far).

There is only 1 parking permit allowed per household, and in many cases you can't overlook your car. This has proven very unpopular with crime prevention officers who advise us that if we do not have individual drives we are inviting car crime and that when the local criminals get away with car crime they will come back and commit more personal forms of crime. We have withstood their pressure and believe in not thinking the worst and will probably use the Community Warden Scheme to give some form of protection. The feedback from customers has backed our thinking up, with potential purchasers agreeing with our view that overseeing your kids, contact with neighbours and the visual amenity of car free vistas is preferable. Our biggest concern is the one car parking permit per household, and the landscaping of the home zone areas into true seating and play areas in the streets will be the key to preventing residents from risking a parking ticket and sticking their second car anywhere.

Whilst the scheme will eventually house over 2000 people we have decided not to have a bus route through the development as this would compromise the relative

vehicle free aspect and instead designed in walkways and cut throughs that ensure that everyone is within 400 metres of the existing bus route that skirts the site. Similarly our policy of no resident having individual refuse collection and all refuse having to be placed in recycling points will reduce the impact of refuse collection lorries. In future phases we are hoping to introduce delivery drop off facilities to further dampen vehicle impact on the development. Throughout the development there is an emphasis on walking and cycling, with view and access corridors to the Tyne and to Britain's largest wooden heritage structure that gives the development its name, The Dunston Staiths. We are working with the council and Sustrans in upgrading and reinstating walkways and cycle ways, both into the city centre and to the Baltic Quays and the Millennium Bridge. Apart from the design of the houses every piece of street furniture will be carefully designed, infrastructure such as electricity sub-stations are to be artistically clad in projects we have instigated with Northern Arts and local artists and crafts people.

### Community Involvement

By looking at every aspect in detail and involving the local community and all the organisations that contribute to a community the housing development is becoming part of the local community before residents move in. With hard work and the will of a number of key parties, something that is for most, the largest investment they will make in their lives and after marriage and kids, their biggest commitment can become more than just a 'roof overhead'. The extra effort we have all put into sourcing of materials and the developments we have asked suppliers to undertake has kept pricing relatively affordable and is allowing Wimpey to make acceptable profits. The speed of sales increases return on capital and hopefully we are contributing to shareholder value by making Wimpey synonymous with innovation and not synonymous with amorphous anonymity. #

Wayne and Gerardine Hemingway

## Re:Urbanism, Part 2

This is the second of four summaries of the major arguments contained in the book written by Kelvin Campbell and Rob Cowan. See also the report of the talk to the UDG (page 7) and a letter concerning the issues (page 9).

### Cities are victims of the planning system

We need to find a new confidence in the planning process, firmly based on understanding how cities work. The current planning system needs to be radically restructured to support an approach to urban design based on the physical structure of the whole city region. The new planning will have a town or city plan at its heart, supported by detailed design frameworks for districts, quarters, neighbourhoods and corridors.

The planning system is not working for cities. We have a development control system, not a development planning system. Generally planning is reactive rather than proactive. When it does manage to be take the initiative, it has to justify itself by creating special policy areas, as if to make clear that this is the exception not the rule.

The planning system is tortuously quasi-legal, doing its best to avoid any basis in physical design. It does not look to urban structure, except where a new road scheme is proposed. It can not deal with parts of a city beyond thinking of each part as a large site. It fails to give a vision of a place except through words. A development plan 'map' does little more than define policy areas or constraints. The system is geared for thinking about new towns, where places can be neatly zoned into discrete areas. The planning system can not deal with complexity.

No matter what immediate changes are made to help the planning system work better, the problems lie deep in the anti-city origins of modern town planning. They are at the heart of the Town and Country Planning Act (no mention of city there). Like the Windows interface on a personal computer, the planning function sits on top of a flawed and outdated operating system. In recent years, what we know as urban design has been adopted as the friendly interface to the planning system. That has been a big step forward. Further progress depends on changing the operating system.

The conservation movement has for many years been the real defender of good urbanism. The local authority's urban designer is often the conservation officer, or at least part of the conservation section. In practice, though, the philosophies of conservation and modern town planning have been in opposition to each other. This fundamental conflict is one the planning system must come to terms with if it is to evolve.

The government's current proposals for reforming the planning system amount to tinkering with the mechanics rather than facing up to the need for fundamental change. Today plans are called 'spatial development strategies' in the hope of distancing them the failures of the past. There is very little 'spatial' in them, though. They are still words with abstract diagrams.

With planning having lost confidence in its ability to get to grips with its physical dimension, mixed use has been adopted as the panacea. The new orthodoxy is that land uses should no longer be neatly packaged in specific locations: the local centre, the business park, the housing estate. Instead, the idea is to mix the uses up, regardless of context, and regardless of the interdependencies and viability of certain uses. Too often the result is not integrated, mixed-use places but isolated, mixed-use projects.

Viable mixes of uses are a consequence of a whole series of factors, most of which relate to a combination of urban intensity and accessibility. These include the density of development; the nature of its urban grain; the ability of buildings to adapt to alternative uses; ownerships and tenures; and, most important of all, the connections through and within the area.

Mixed use is not something that can be specified. It is something that happens when the conditions are right. Yet however often planners gaily colour in an area on a plan as 'mixed-use development', they rarely concern themselves with helping to create the social, economic and market conditions that will support it.

Rather than being scared of physical planning because of previous failures, we need to invest a new confidence in the process: this time, rooted in a clear understanding about how cities work. The first step is to understand the overall structure of a city region and its component parts – the district, quarter, neighbourhood and corridor – and how they fit together to make beautiful and successful places.

### Cities are victims of bigness

We need to discover the lost art of subdivision. Areas where significant change is expected, and large sites are due for development, should be planned with public infrastructure as integrated extensions or repairs of the city's physical fabric. Such a planning framework will treat those



## VIEWPOINT

areas and sites as parts of the town or city, not stand-alone sites, allowing them to be developed in smaller increments than is usual. We must make a city of a thousand designers.

Bigness is a recurring theme in many urban projects: big sites that need big solutions; big buildings that need big developers; and big pictures that need big walls. Our fascination lies in their sheer scale and bravado, in their ambition and in their failure. These are the projects that hold our cities to ransom. In their bigness they prevent positive things happening at a smaller scale. They are the fire that sucks the oxygen out of the room. Surely we know that giantism is often the final stage of total decline?

Beyond a certain scale, architecture acquires the properties of bigness. The best reason to broach Bigness is the one given by the climbers of Mount Everest: 'because it is there'.

These days, big projects get big architecture. A fevered debate about the merits of tall buildings is currently helping to deflect us from the real issues. The proposed new towers are manifestations of 'bigness' in all its forms: the megastructure, the hype and the ego. The protagonists, confident in the power of flagship development, forget that flagships sink quickest.

We must think of cities in a different timeframe from architecture: centuries rather than decades. The structures of the city must survive independently of its buildings. 'Big architecture' imposes an architectural timeframe on the urban structure, frustrating the city's potential to develop the kind of emergent, higher-order behaviour that Jane Jacobs celebrated.

An inability to see beyond the big picture can create a proposal for a development scheme that only a handful of major developers are capable of delivering. The result is that such projects rarely happen. Often they are delayed to the next economic cycle. Occasionally a major project slips through, but the rest are doomed to endless redesign. Yet still too many of those

who instigate and fund development feel at ease only if they can draw a firm red line round a large development site.

The recent debacle over London's Elephant and Castle is as good an example as any. The 1960s-built megastructure had failed. When megastructures fail, they fail disastrously. The council's proposed solution: replace it with an even larger megastructure. This one would have a level of complexity that depended on everything significant happening together, rather than taking an incremental, fine-grain approach. After months of preparatory work, the plan unravelled.

A big site should be treated as a piece of town rather than a conventional development site. Places like Kings Cross, Stratford and Greenwich peninsula in London are big enough to change the shape and operation of entire parts of the city. They are big enough to create their own internal world. Yet the planning system treats each almost as though it were an infill site in a local town centre – a small site so strongly predetermined by its context that it requires very little to guide its design.

Many of the large housing projects recently completed or underway on the Thames, for example, have not been planned within a new urban structure for the area. The disconnected blobs of development are as foreign to one another as they are to their surroundings. Although they are supposed to be publicly accessible, their entrances are often gated and their internal roads are designed to feel private. This is the realm of the CCTV camera, that gloomy emblem of urban dysfunction. Connections to the surrounding road network are kept to a minimum. The developments turn their backs on their neighbours or build buffers between them. The developer, offering exclusivity, has excluded urbanity.

Good urbanism depends on planning such large sites as seamless parts of the city, laying out streets and spaces as essential public infrastructure.

**Cities are victims of quick fixes**

Cities are the dynamic products of processes of social, economic and technological change over long periods. Focusing solely on short-term measures to tackle failure misses the big picture on which success depends. We need far-sighted visions backed by forward planning, investing in actions today that will set the framework for long-term change.

Living cities simmer like pots of porridge. Who knows where the next bubble will burst? Contrary to the impression given by many a master plan, the aim of planning is not to visualise – and then achieve – a permanent end state. Every place is always changing, either for the better or for the worse. (Not that it is always be clear at the time whether the change is for good or ill: and different people may have different views on the matter.) Unless we accept that fact, we will succeed neither in managing decline in the places where that is appropriate, nor in supporting success in the places where there is the most potential for that.

Successful cities may evolve slowly, but decline can come fast. That is no excuse for focusing only on a short-term view. The anti-urban landscape is shaped by funding regimes favouring quick fixes, and by the breathless timetables of political expediency and opportunism.

We hear the mantra: 'outputs, outputs, outputs.' The aim is investment at all costs. The cost is bad urbanism.

Competing cities must understand the threats they face but resist the temptation unthinkingly to mimic the competition. If the threat to the city is an out-of-town shopping centre, the answer is not to turn the city centre into something similar but to fight back by offering something very different: a more welcoming and friendlier place with good, mixed-use urbanism.

The long-term success of cities depends on infrastructure investment that may bear fruit only in 25 years or more. But these days there seems to be little faith in forward planning on any large

scale. The pressure is always to deliver quickly. The immediate outputs are ticked off and the regeneration circus moves on.

Run-down areas and sites are automatically identified as zones of change. That gives them status in the system, demanding investment and priority. But we need to ask whether they automatically require fixing because they are run-down, and whether in striving for equity we are being fair to other places which could benefit from that investment. An obsession with neatness may be preventing us from recognising that many such areas offer new ventures the first rung on the economic ladder. Sometimes turning a blind eye or managing the process of decline may be more appropriate.

Everyone is agreed: as much development as possible should be directed to sites that have been built on before – the brownfield sites. But as well as asking if a site has been used previously, we should be asking two further questions. Does this site have what it takes to become a successful urban place? If not, are we willing to invest in it sufficiently to create that potential?

Beneath many brownfields is a greenfield waiting to get out. The disused airfield is – let's face it – a field. The isolation hospital is, well, isolated. As for the brownfield site in an urban setting, why has it become available for development? Probably its previous use became redundant, having failed to adapt to today's conditions, perhaps compounded – as with many brownfield sites – by poor access.

No brownfield site is beyond reclamation and reuse – at a price. But to make continuous, successful urbanism out of them needs something more than the run-of-the-mill skills of site development that are usually applied in such places.

If our development policy is to build on failure, we need some credible evidence that we are capable of creating the conditions for success this time round. #

*Kelvin Campbell and  
Rob Cowan*

# Suburbia: A Challenge to Prejudice?



**Can we really ignore 86% of our nation's living space? Is Suburbia so hostile to the principles of good urban design that it is beyond redemption? Or is it that the suburbs are so fixed and unchangeable that they are beyond the pale. The quintet of papers that follow present some answers to these questions and explore approaches to the problem of creating identity at the edge of our cities.**

**Christine Carr suggests in her review of the morphology of the suburbs that they are not immutable and will naturally evolve. Not always in ways that are positive, it seems. There are tensions in introducing change and skill will be needed to find the best route. Martin Crookston shows how the principle established in the Rogers Report can guide us in the "retrofitting" and "resurrection" of the problem area of "Corporation Suburbia".**

**We are not alone in having to deal with the legacy of the "Suburban Dream" - in Cleveland Terry Schwarz and his urban design colleagues have been seeking ways of revitalising the "middle aged" suburbs of "middle America". A challenge that closely follows the problems of the northern part of the UK as they are working in a climate of falling property values and the tensions of owners trapped in a potential spiral of decline. Can urban design restore confidence in these areas? In the Netherlands and Australia John Worthington finds evidence of an emerging network society without a single focus. Truly a challenge to the traditional desire to create a sense of identity but it's that sense of identity and a feeling of "neighbourhood" that Roger Evans seeks to create in Harlow.**

**Yes, the suburbs will always be with us. City life changes, new opportunities develop and locations fall from grace in the league table of demand. What of the demands of sustainability and the contrasting needs of the over heated south and the neglected fringe estates of our industrial heritage? Can we rise to the challenge for as the government concluded, ".....The urban renaissance will count for little unless suburban problems are recognized, addressed and resolved...."**

**Richard Cole**

# Processes and Issues Surrounding Suburban Environments

Christine Carr highlights the processes ongoing in suburban environments and the issues and tensions that arise in those areas.

Suburbs are of undeniable importance in England, both in numerical and psychological terms, both of which may be attributed to the fact that, despite its recent rise to prominence, there is no real tradition in England of city-centre living. Drawing primarily on the findings of research into early twentieth-century English suburbs<sup>1</sup>, this article aims to highlight the processes ongoing in suburban environments, and highlight issues and tensions that arise from these.

## Definitional concerns

Suburbs are variously described according to the socio-economic characteristics of their residents and / or by their form and function, with varying degrees of emphasis placed upon each of these aspects. Commentators frequently draw attention to the middle-class character of suburbs, although this is highly debatable; indeed, much literature on English suburbs relates to municipal suburbia, more closely associated with the working classes<sup>2</sup>. The issue of class is therefore a highly contested one. Similarly, suburban forms are extremely varied, ranging from low-density residential areas of bespoke detached houses, through areas of speculatively-built houses, to municipal estates. No simple definition can adequately reflect the variations that exist within English suburbia.

Nonetheless, when talking about suburbs, it is almost automatic to conjure up a mental picture of a certain kind of environment. Broadly speaking, a 'suburb' is synonymous with a group of houses, built at low- to medium-densities (say, up to 30 houses per hectare), each of which is set in its own garden. Moreover, there is usually an assumption that houses within a particular development will be broadly similar in terms of their size and style. There is also an assumption that limited services will be provided within the development, and residents will commute to work.

## The importance of the English suburb

Just as there is no clear definition of 'suburb', no official dataset exists to delimit the boundaries of suburbs from urban or rural environments. It is difficult to quantify the importance of suburbs, therefore; in order to do so, we have to look at proxy measures, such as the numbers of dwellings of those types most closely associated with suburban areas, taken here to be detached and semi-detached dwellings. Across the United Kingdom, these two dwelling types account for over fifty per cent of all dwellings. Figures vary significantly between regions, however, from a low of twenty-two per cent within London, rising to a high of seventy per cent in the East Midlands<sup>3</sup>.

These figures provide only a very crude measure of suburbanisation; many of these houses are located in environments that readers – or their residents – might more properly identify as being either rural or urban. Conversely, the exclusion of terraces undoubtedly leads to an underestimation of suburbia's importance within the U. K. – London's suburbs, for example, contain a higher than anticipated proportion of terraced housing. Moreover, suburban corporation / council housing, which is widespread throughout the country, is characterised by short terraces, each of four to six dwelling units. Suburbs are thus extensive. Perhaps more significant than these numbers,

however, are three facts that, in combination, point to the important role suburban developments will continue to play in meeting the nation's housing requirements.

First is the fact that the UK has a poor tradition of replacing older housing. It has been estimated that, since 1850, 25 million new dwellings have been added to the housing stock, but only 4 million have been lost. Sixty-three per cent of extant British housing was built before 1971; this includes forty-eight per cent of the stock of detached housing and seventy per cent of semi-detached housing<sup>4</sup>. In other words, much of our housing stock is old, and aging.

Second, while some regions (such as the North West) have housing surpluses which manifest themselves in areas of low-demand and unpopular housing, overall the picture for the country is one of demand increasingly outstripping supply. Current housing starts<sup>5</sup> are at their lowest level (excluding war years) since 1924, yet household projections suggest that an additional 3.8 million households will have formed between 1996 and 2021. This suggests that, in all probability, there will be absolute shortages of housing in the future. The implications are clear; the majority of our existing housing stock will have to be retained for the foreseeable future. Demolition of older properties should only occur if careful thought is given to how it is to be replaced and households will be accommodated.

The third fact relates to people's aspirations. Homeowners, especially those with children, attach importance to 'suburban' environments, to houses with gardens<sup>6</sup>. In other words, the success of certain city-living initiatives notwithstanding, a majority of the population aspire to a home in the suburbs.

Thus, suburban housing forms are pervasive and desired, and are set to remain a dominant housing form for the foreseeable future.



### Changing suburbs

Suburbs are not immutable. Rather they are affected by a range of evolutionary processes. This is true both in terms of the styles and layouts that have been adopted by developers over the last century and the processes by which houses, once constructed, are altered over time. While it is true that suburban housing has proved to be remarkable durable, with houses surviving beyond their original design life, it is nonetheless subject to change. There are various explanations for this, including the shifting of policy environments over time, the need to maintain and improve existing housing stock (either because owners choose to individualise their properties or because they seek to maintain the value of their investment), and through a desire to capitalise upon investment potential more generally.



### The creation of new dwellings

Two overlapping areas of concern are identifiable with regard to the creation of new dwellings: those that relate to the townscape aspects of suburban development, whether of entirely new areas or of infill, and those that relate more broadly to the current policy agenda, which advocates increasing residential densities.

It is self-evident that the greatest impact a suburb can have upon the landscape occurs at the time of its original construction. This determines the character of the townscape at its inception and also sets morphological constraints as to the types of physical change that will be possible in years to come.



Under certain circumstances issues surrounding townscape value and the sustainability agenda may come into conflict with one another, as an example from Stockport illustrates. An examination of planning policies, as expressed in various iterations of the borough's Unitary Development Plan (both draft and adopted) and Supplementary Planning Guidance indicates that the LPA have been, and continue to be, supportive of certain types of intensification. Most noticeably, it has encouraged living over the shops initiatives and subdivisions of large detached houses to create flats; over the last decade support for suburban infill has been more cautious, however. Concern for the latter has broadened over time from being confined to specific areas in the borough to being a more generic area of policy concern.

Low density areas such as in Bramhall, Stockport, are valued by local planners. On the face of it, such areas offer the potential for the insertion of houses in the existing morphological frame, but this would be to the detriment of the existing townscape character. Such tensions are not new, although the manner in which they are articulated is changing as broader policy concerns likewise change.

While the LPA was in the process of putting together the first draft of its UDP in 1991, the Metropolitan Borough of Stockport conducted a survey of residential areas, including Bramhall, in

Typical inter-war houses also illustrating changes made to porches, windows and front gardens.

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order to identify those that were deemed to be of ‘spacious character and landscape’, a response to concerns being expressed about the consequences of infill in such areas. While these concerns were primarily articulated in terms of the need to protect the townscape, the underlying root of disquiet appears to have been how best to ensure the continuing attraction of inward investment into not just Stockport, but into the Manchester conurbation more widely. Infilling in these areas was seen to pose a threat to their attractiveness to the kinds of business leaders who would move into the area in conjunction with any new or relocating companies.

Attention to an area’s attractiveness – which is related to so-called ‘liveability’ and quality of life concerns – is now providing tensions with wider sustainability issues. Current planning policy, as set out in PPG3: Housing (2000), advocates the reuse of urban land and the use of higher building densities than has been the case over the last eighty-odd years. PPG3 (2000) recommends a minimum density of 30 houses per hectare.

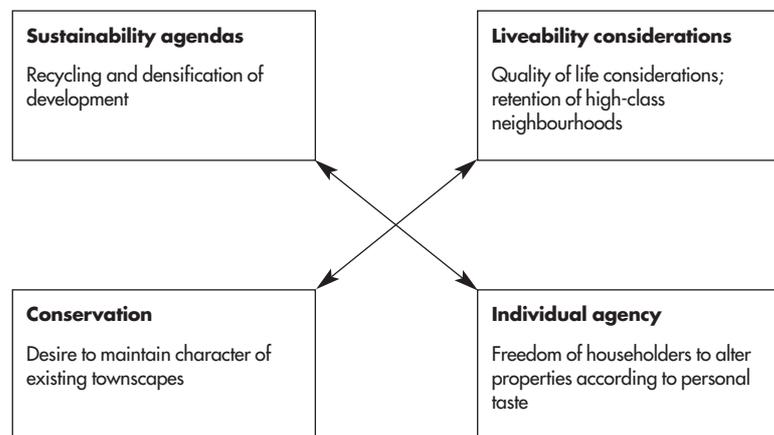
In 2001, overall density of residential development in England was 25 dwellings per hectare. This overall figure masks the reality that, driven by economic and land availability constraints, the 30 houses per hectare minimum was already being achieved in certain areas, including parts of Stockport, long before PPG3: Housing (2000) came into force. This is significant as the densities at which developments were originally constructed has implications for the ability of such areas to absorb additional dwellings at a later date. Housing areas laid out at such densities have individual plots that are usually too small to accommodate additional dwelling units. In other words, experience suggests that where houses are built at even the lowest densities deemed acceptable in the current iteration of PPG3 future infill will be precluded. It will be impractical to come back to such areas to increase residential densities at a later date.

Figure 1: The nature and agents of suburban change

Scale of development / change	Agents of change	Principal concerns of agents
Creation of new housing estates/ areas	Property developers and housebuilders	<ul style="list-style-type: none"> <li>Land availability</li> <li>Market demand</li> <li>Maximising investment returns</li> </ul>
	Planners / Policy makers	<ul style="list-style-type: none"> <li>Meeting national and regional housing targets</li> <li>Meeting brownfield / sustainability targets</li> <li>Ensuring form of development is acceptable</li> </ul>
Infill or rebuilding within existing residential areas	Property developers and individual householders acting as developers	<ul style="list-style-type: none"> <li>Land availability / suitability of site for infilling in terms of size, configuration and access</li> <li>Market demand</li> <li>Maximising investment returns</li> </ul>
	Planners / policy makers	<ul style="list-style-type: none"> <li>Meeting brownfield / sustainability targets</li> <li>Townscape concerns</li> </ul>
Micro-scale changes to individual properties (including gardens)	Individual property owners	<ul style="list-style-type: none"> <li>Desire to maintain or improve property (either according to the whim of the householder, or to maintain / maximise property's value). Tenure may act as constraining factor.</li> </ul>
	Planners / policy makers	<ul style="list-style-type: none"> <li>Townscape concerns (as implemented through designation of Conservation Areas, use of Article 4 directives, Supplementary Planning Guidance etc)</li> </ul>

Decreasing scale of change.  
 Increasing freedom of individual.  
 Increasing importance of individual agency.

Figure 2: Tensions within suburban development and change agendas



It should be recognised that, even at densities lower than 30 houses per hectare, it may be hard to incorporate houses into existing layouts. In order to create plots of adequate dimensions, it is sometimes necessary to bring parts of neighbouring plots together. This generally requires the co-operation of neighbours, and developments may be put on hold for years until either one of the neighbours moves or has a change of heart.

In the case of lower density suburbs, where plots are larger, teamwork becomes less of a consideration as individual householders have plots that are large enough to accommodate one or more new dwellings.

Although undoubtedly tenure is a barrier to infill, empirical data suggests that it is not a major constraint. One reason for this is that owner-occupiers (covenants and leases notwithstanding) have the greatest freedoms for changing their properties, and levels of owner-occupation are highest in detached- and semi-detached properties.

### Changes at the micro-scale

While changes involving the submission of planning applications (be these related to infilling, or the construction of garages and extensions) have been found to occur most frequently in lower-density areas, the converse is true with regard to smaller changes<sup>8</sup>. That is to say, the smaller types of change – including the replacement of windows and doors, and paving over of front gardens – are most apparent in higher-density suburbs. Not only do more piecemeal changes occur in higher-density areas, but the impact of these changes on the streetscape, both individually and cumulatively, is more pronounced than is the case where such changes are hidden from view by high hedges or large gardens. Indeed, the very prominence of the changes in higher-density suburbs may lead to an increase in the incidence of changes, as residents follow the examples set by their neighbours. Contagion is also increased where groups of very similar houses are situated together. Such replication of elevations is most common

in areas of speculatively built terraced and semi-detached houses, but is rare in areas of large, frequently bespoke, detached houses<sup>9</sup>.

Changes to properties are affected, again, by a range of factors. Plot size and configuration is a major determinant upon the construction of extensions just as it is with infill. Those changes that do not alter the footprint of the house will be affected by the durability of the original house and the priority attached by residents to its maintenance and improvement, as well as the aspirations and tastes of owners. Minor changes are relatively cheap to implement, and therefore are not particularly sensitive to household income, another reason why they occur in higher density, lower cost, housing. Having said that, in areas of negative equity and abandonment, even minor maintenance and improvement tasks may well be ignored by property owners, as, in extreme cases, the cost of changes (e.g. to windows) will exceed the value of the properties in question.

### Agents of change and issues arising

The degree and level of control exerted by different groups varies according to the scale of development being undertaken, with planners and business interests exerting the most influence where developments are largest, and individuals where developments are smallest (figure 1). Moreover, the principal concerns of these various agents, and the tools available to them to facilitate or constrain change, varies according to the types of development being undertaken. At all levels of change, however, tensions exist (figure 2). It is necessary for urban designers – along with anyone else with an interest in the built environment – to understand the kinds of issues and dilemmas raised by these changes. Even more challenging is the task of negotiating paths through them, finding compromises that are acceptable to most, if not all, groups and individuals concerned. #

*Christine M H Carr*

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- <sup>3</sup>Office of National Statistics (ONS), *Regional Trends*. Available at: [www.statistics.gov.uk/StatBase](http://www.statistics.gov.uk/StatBase)
- <sup>4</sup>ONS, *Type of dwelling: by construction date, 1998-99: Social Trends 30*, Available at: [www.statistics.gov.uk/StatBase](http://www.statistics.gov.uk/StatBase)
- <sup>5</sup>Planning 11 January 2002) 'New housing at lowest level since 1924' p1
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- <sup>8</sup>Whitehand and Carr, 2001, op. cit.
- <sup>9</sup>Ibid

# Calling Suburbia: Richard Rogers has a Plan for You...

Martin Crookston examines how the principles of the Urban Task Force report can be applied equally to developments in suburban locations.

The 'Urban Task Force' set up by John Prescott under architect Richard Rogers put its report in to the Deputy Prime Minister during June 1999. The focus of press attention was very much on the messages for the declining industrial cities, the brownfield land, and the signs of revival in city centres like Manchester, Leeds and London Docklands.

But it's very important to recognise that a debate about British cities can't simply be about the inner areas. The approach of the Urban Task Force isn't just a way of looking at existing and older towns even though some commentators have suggested that a missing element in the Rogers approach has been in relation to that very important part of Britain in which so many of us live: the Suburbs.

It's fundamental that the principles (see table right) of good urban design, set out in the Task Force report, shouldn't just apply in Ancoats, or Limehouse, or even Chelsea. They should also apply to thinking about the suburbs. If they are the principles that we need for a quality environment, then suburban development too should aim at similar objectives.

## A Suburban People

About half the population of Britain lives in 'the suburbs', as defined by Paul Oliver in his delightful book 'Dunroamin: the Suburban Semi and its Enemies'. So what goes on there matters: to the people who live there, of course; but also to issues like how much new 'greenfield' land we are going to build on, and indeed to the wider future of our urban life. That means that John Prescott's 'Urban Renaissance' should be trying to get the best out of the existing suburbs too. We should certainly stop treating the suburbs as 'A Bad Thing'. This has been a recurrent theme of Britain's discussion of housing and town planning for a hundred years, Ian Davis in *Dunroamin* recalls: '...On my first day in a school of architecture I handed my tutor the usual form indicating name, age and home address: Hillside Drive, Edgware, Middlesex. He read my form and gave me a probing stare, followed by: 'I take it that you live in one of Edgware's semi-detached houses?' My affirmative prompted the observation that I should make early plans to move to a more civilised address, such as Camden Town....'

Wrapped up in genuine concerns (loss of farmland, longer travel, and so on) there has been a lot of architectural and social snobbery about suburbia, which makes it hard to reassess with an open mind. Paul Oliver again, '...Professional designers found it impossible to accept the reality that *Dunroamin* represents not escape but arrival, not status-seeking so much as achievement, not anomie but neighbourliness, not isolation but identification, not anonymity but individuality. They, and the majority of their successors today, have not been prepared to consider that the buildings in their original form, and the ways in which they were extended and modified, have been expressive of the changing values within *Dunroamin* – but seldom of dissatisfaction with it.'

## Celebrate the strengths, repair the weaknesses

Well, we should indeed celebrate, enjoy and renew the Suburbs. Many British suburbs are amongst the country's most popular and successful urban forms. They exist in dozens of varieties, and they have adapted and changed over time. Houses have sprouted porches, or garages with granny-flats above, or conservatories; streets and gardens have softened with maturing trees and

## The Urban Task Force Principles

The '10 principles for Urban Design' in Chapter 2 of the Report are, in summary:

### Respect Site and Setting

Design from a basis of understanding, don't import standard solutions and pattern-book layouts.

### Respect Context & Character

Not slavish reproduction, but understand local vernacular styles, conditions and skills.

### Create a real Public Realm

This is vital: there must be a hierarchy of spaces; buildings must relate to them; otherwise we just get SLOAP- the 'Space Left Over After Planning'

### Plan at a 'People' scale

Make walking easy – keep the scale and the 'grain' quite small; link up easier routes in existing places; improve the balance between pedestrian and car

### Use Land Efficiently

Look for intensity; relate development logically to transport and community services; stop panicking about density.

### Mix Activities

Accept that most modern activities can co-exist, and design out problems; but look for genuine interactions, not a tokenistic 'mix'.

### Mix Tenures

Avoid single tenure, build in rent / sale flexibility at block, street, neighbourhood levels

### Build Durably

Adaptable flexible models – learn for example from our Georgian past, the Dutch present

### Build to High Quality

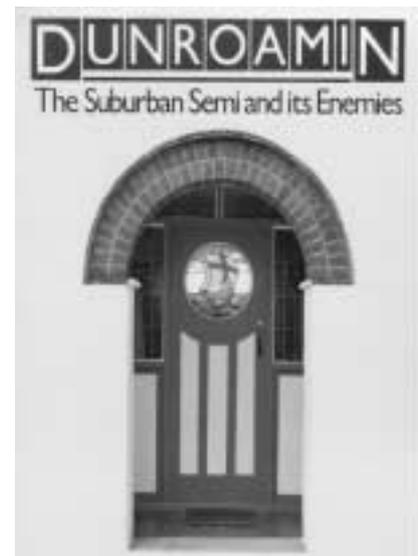
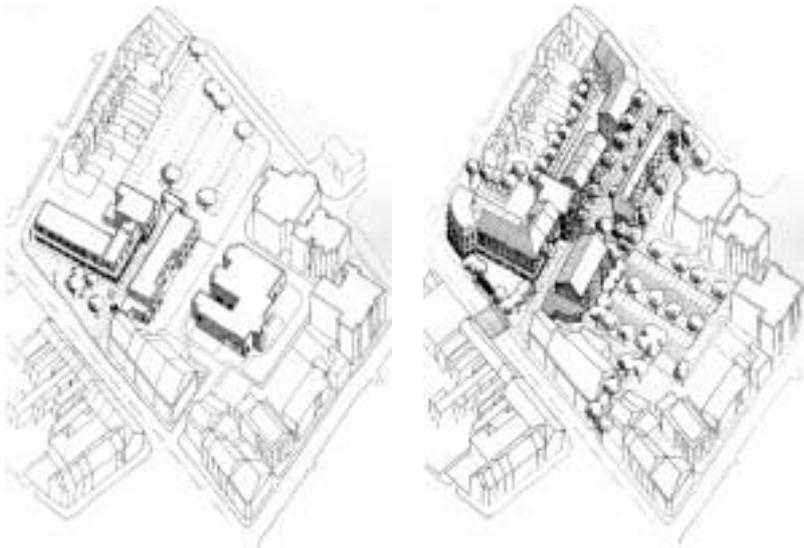
Durable in a second sense – built to last, not a one-shot 30-year life

### Respect the Environment

All development has some impact: minimise it, maximise sustainability.

Left: Example from Sustainable Residential Quality Study by Llewelyn-Davies et al. showing how local centres can be strengthened

Below: Dunroamin symbol – book by Paul Oliver



shrubs; sometimes subdivision has allowed the same stock to meet new markets, such as starter flats or student housing. But some parts of suburbia have not adapted. They have slipped gently from being 'places of choice' to 'places of rejection'. Areas all over the country – London examples might be Southall, or Acton, maybe even Stanmore – were built as the desirable new suburb for one generation, yet have shown a tendency to be rejected by the next. An indefinable feeling of decline sets in, and the area is soon 'not what it was'

This rejection isn't just a problem for the particular area. We are too short of urban land to treat places like paper tissues: use once and then throw away. Suburbs that are on the slide – and those that might be starting to slip – will benefit, socially and environmentally, from being analysed and rethought against urban design principles. There are a number of ways that we think this can be done.

#### 'Retrofitting'

The first approach is what we might call 'retrofitting': looking at some of the existing suburbs (sometimes the fading 20s ones, but possibly also postwar examples), and redesigning their local shopping parades to provide them with the better local services that they never

quite got. They would be retrofitted at these focal points, around improving public transport, places where housing densities might be increased, and new sorts of residents (younger people, singles, flat-sharers) attracted. The aim would not be major reconstruction or 'building in back gardens' – it would be looking for extra potential where it would help breathe new life into areas. The Government Office for the South East commissioned the Llewelyn-Davies planning consultancy to apply their 'Sustainable Residential Quality' approach illustratively to three towns in the region. Their study shows how an existing local centre could be strengthened in just this way.

#### Restructuring

The 'retrofit' thinking points to another thing that some of the suburbs need – which is restructuring. They aren't necessarily life-expired yet: though some of them may soon be. Sir Peter Hall, one of the Urban Task Force members, wrote in 1989 that; '*... the suburbs will not last for ever. In the late 1980s, they are between 50 and 70 years old. Not all were well built; not all have been well maintained. The cost of maintaining them will surely rise, and their owners may not be able to meet it. Some may well degenerate into new slums, and*

*the question of clearance and rebuilding will then loom large...*' (London 2001)

Even if things aren't as serious as that, in many cases, the issue is often one of outdated structure. One of the things suburbia is often criticised for is its formlessness, its endless monotony, its lack of a 'sense of place'. This can be overdone – but it does reflect one of the truths, which is that quite a few of our suburbs were laid out without any 'hierarchy' of place: so there is no real local centre, and the places that are not just housing are little more than feeble shopping parades. A major outer suburban area like North Sheffield, for instance, contains some 20,000 houses – say 40,000 people; but it has no focus where those 40,000 people might meet or spend money and time, just a series (over 20) of depressing and failing strips of shops, dotted about. For anything other than chips or a hairdo, it's the city centre or Meadowhall. Yet a 'real' town of 40,000 people would have a core of shops, services, and leisure; plus a few viable local parades; plus a recognisable clustering of activity and intensity around these central places. Their re-planning needs to 'start at the centre': not mimicking what Central Sheffield offers, but creating reasonably attractive centres at each level, and then thinking out what the rest of the area's structure will be as change comes to these areas in future – as it will.

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**Relearning (from Dunroamin?)**

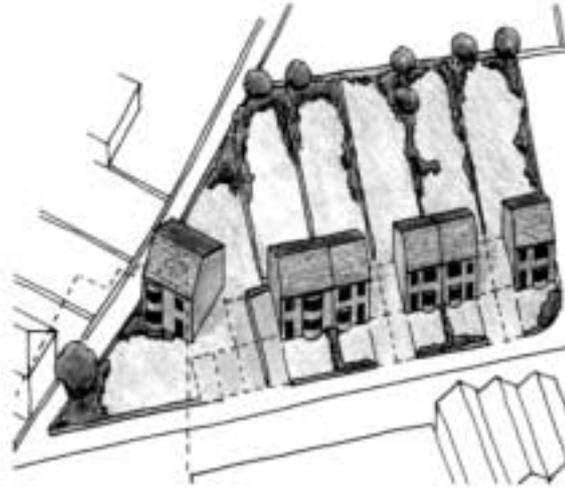
Another vital concern for the Rogers Task Force has been the waste of land - and thus the unnecessary use of new 'greenfield' land. Suburbia's image is of unmitigated wasteful sprawl. But even here, we can do better than present practice without being at all radical. Look at what the housing density figures tell us. Dunroamin's classic inter-war 'Semi-D' suburbs were built at around 10-12 houses per acre (25-30 per hectare). This contrasted with perhaps 30 to the acre (75 per hectare) in the towns people were leaving, and perhaps 50-60 houses to the acre in the little terraces of Hulme or Stepney. So people were getting a very different product, without doubt. But look at the postwar suburbs:

Government figures record that 60% of recent British housing (early 90s) was built at less than 8 houses per acre (20 per hectare). So even a return to pre-war suburban practice would save us land on a big scale. And we can do better than that, by intelligent use of good urban design, by less clumsy highway requirements on our estate roads, and by throwing away the town planners' density standards.

**'Rethinking' within the plot**

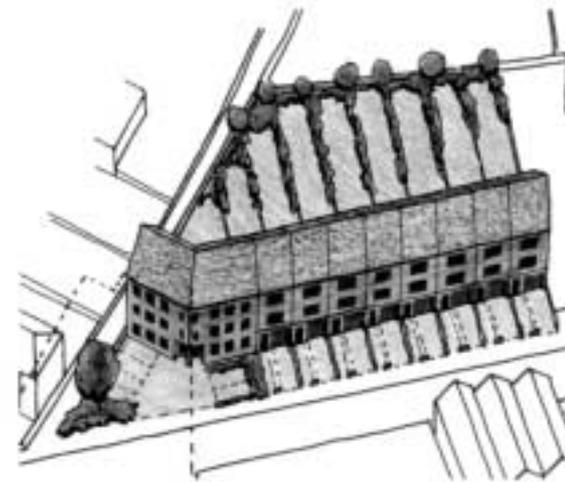
Britain's suburbs are very varied, and very adaptable. Some of the older suburbs are now so far embedded in the towns and cities that we've forgotten they ever were suburbs. But Holloway, in North London was a suburb once (it's why Mr. Pooter - in the 'Diary of a Nobody' - lived there). It shows an interesting variant on the 'suburban' form, that we might also learn from.

Each biggish house occupies a lot of its plot, leaving a small back garden and an even smaller front one. The density looks quite low - 12 to 15 houses per acre, not very different from 30's Dunroamin. But the feel is very different - much more 'urban'. And so is the potential: these are big houses, with a lot of space, and a lot of rooms. With 7 or 8 habitable rooms each, they contain twice the number of rooms,



Examples of three design concepts from Sustainable Residential Quality Study showing ways to increase housing density.

Suburban houses in an edge of town centre setting. Front garden parking giving harsh car dominated environment. Density and parking policies mean only 6 houses and 14 parking spaces.



Urban Framework. Street frontage, good surveillance of the street. Site potential increased to 14 houses and flats with one parking space per unit.



Car Free Urbanism. Quality environment without town cramming. No car parking but public transport close by. Site potential increased to 32 houses and flats.



Left: Suburban  
Community Planning in  
action.

and so in a busy city probably twice the number of people, than an inter-war semi street will house. (They had to – think of the servants the Pooters needed). What this suggests is that as suburbia changes, it can draw on these models too: so that in places where transport and services are good (like in Holloway, like near the local centres and transport nodes of outer suburbia)- we can build in this slightly more urban, but still very English, way. This will help to create activity and intensity of use, at the same time as saving land and energy.

### ‘Recycling’

So far, the problems and solutions that we have been discussing are about the physical nature and form of suburbia. We also need to think about ‘recycling’ the suburbs, in the sense of their ability to look after themselves. For many suburban areas, especially the comfortably-off districts, this isn’t an issue. But the care and maintenance of many suburban areas, before they approach the threshold of rejection, definitely is an issue for urban policy and management, as shown by a recent study (by the Civic Trust and Arup) for the Joseph Rowntree housing research charity. The study observed ‘significant stress, with deteriorating community facilities, declining local centres, car domination and monotone housing that does not reflect population and social change’. They argue for careful intervention, working with local communities, and their suggestions included:

- local authorities to develop positive community-based programmes for their suburban areas;
- suburban ‘parish councils’ with local fund-raising powers for community development purposes; and
- close involvement of the voluntary sector, in helping communities build up creative thinking about suburban renewal.

The Rowntree study emphasises the need for gradualism rather than any sort of ‘big bang’ approach. Suburbia may not generally be in a state of crisis like parts of the Inner City, but that doesn’t mean that all is well; or, just as important, that we shouldn’t be acting carefully and thoughtfully now to head off incipient problems. We may be able to spot the problems, but we haven’t necessarily got the tools (the organisations) to solve them at local level.

### ‘Resurrection’

Some of the most difficult problems in the suburbs – and the most complex mix of physical and social problems – are emerging in what Dr. Richard Turkington of UCE has called ‘Corporation suburbia’. He has looked in great detail at Liverpool’s leafy inter-war estate at Morris Green. Similar things are happening in Manchester’s Wythenshawe (designed by one of the country’s then most eminent architect-planners)- North Sheffield, and indeed all over the big Council estates put up outside the industrial towns before and just after the war. For the first time ever, there is a surplus of social housing.

Tenants can pick and choose, where once they needed to wait on ‘The List’ and accumulate ‘points’ for years. Individual houses stay unlet (‘voids’) for months; certain streets start to show clusters of empty boarded homes; a spiral of decay sets in, and only the desperate, or the anti-social, accept offers in such streets; Councils start to consider demolitions; a litter of vacant sites adds to the impression of decline. All familiar from the inner city; all now starting to affect suburbia. These are areas which, only a generation ago, were home to the respectable and upwardly-mobile working-class; now, older tenants shake their heads and would gladly support the Council in no matter how severe a behaviour and eviction policy. Drastic solutions are now being canvassed: over 50% clearance and rebuild in Edinburgh’s Craigmillar; a mixture of demolition and transfer of stock to Housing Associations and private

developers in Morris Green; major restructuring in Sheffield. Some lessons are clear – a mixture of tenures is essential, at all but the most local level, and never again must we build in a way that allows the sort of area stigma to emerge that is affecting some of these areas. Others less so: what is social housing now for? who is it to house? how have we ended in this almost-American position of the ‘housing of last resort’, where only losers rent, despite a long tradition of decent and well-built estates for ‘ordinary families’? Dr. Turkington’s conclusion for Norris Green is that ‘...*only radical physical and social restructuring can prevent it from further decline and an uncertain future....*’. The need is indeed for a resurrection in many of these cases – coming back from the very nearly dead.

### And finally...

So the Rogers Task Force is full of messages for the half of Britain that is suburban. Making them more structured, more like towns, yes; but doing it in a way that reflects the peculiar balance between Town and Country that the English so like about their best suburbia. Going with the grain wherever we can; but being prepared too to accept the need for major change in some cases: provided always that the next ‘solution’ doesn’t just contain the seeds of another failure, and that it is based on thoughtful application of urban design principles, and on community involvement. Our suburbs really do matter to our ‘urban’ debate, and we cannot go on just taking them for granted or regarding them as the boring bits that will look after themselves.

This will take real attention and skill, pointedly put in this last word from Paul Oliver: ‘...*Dunroamin is not a bran-tub offering easy prizes for any designer who dips into it. The lessons that are to be found there are not so casually learned....*’. #

Martin Crookston

# Reclaiming the Suburbs: A View from the USA

Terry Schwarz describes initiatives being taken in Northern Ohio to improve suburban neighbourhoods.

A house in the suburbs is the embodiment of the American dream. Suburbs have always been seen as a way to escape the ills of the city. In the suburbs, you can be the king of your own single-family detached castle, far away from the noisy, dirty, crowded, and crime-ridden city. American tax laws and transportation planning practices have consistently supported and encouraged suburban patterns of development and today, more than 40% of the U.S. population lives in the suburbs.<sup>1</sup>

Although suburbs remain the housing location of choice for many Americans, there is an increasing sense of urgency about suburban decline and the onset of a 'post-suburban era.' This apparent disparity stems from the fact that the suburbs are not a homogeneous entity and, while some suburbs are indeed facing dramatic decline, others are experiencing explosive growth. What separates a successful suburb from an endangered one is largely a factor of the age, location, and housing configuration.

Housing in the newest suburbs is always in demand. Even metropolitan regions with little or no population growth have seen considerable increases in housing starts, as families continue to move to newer dwellings farther away from the urban core. Decentralised employment centres, an extensive freeway system, and low-priced gasoline make it easy and convenient for people to live at increasingly large distances from the central city. Even so, the oldest inner-ring suburbs appear to be holding their own. The early suburb-building era, dating from the mid-19th to the early 20th century, was a highpoint in American architecture and urban design. Suburbs of this era, including Forest Hills, New York, Shaker Heights, Ohio, and Riverside, Illinois, are beautiful communities with substantial architecture, gracious tree-lined streets, ample park facilities, compact, walkable commercial areas, and excellent public transit. These suburbs have retained much of their appeal to contemporary homebuyers and continue to inspire reinvestment.

The most vulnerable suburbs are sandwiched between the old and the new. These 'middle aged' suburbs (built in the post-World War II period from the late 1940s through the 1960s) lack the aesthetic appeal and cachet of their more historic older neighbours. And they cannot compete effectively with newer versions of suburban living being built at the periphery, where houses are larger, garages are attached, and gated cul-de-sacs provide a sense of security—all features that are demanded by many of today's suburban homebuyers. As the post-war suburbs creep toward obsolescence, the factors that put these communities most at risk include population mobility, aging housing stock, changes in housing preferences, and the lack of any sort of competitive edge in the regional market place.

Population mobility remains high in the U.S. Between 1985 and 1990, 52% of metropolitan residents moved. This level of mobility creates the need for a steady supply of replacement residents.<sup>2</sup> Unfortunately, demand for housing in the post-war suburbs is typically low because these are no longer seen as desirable, particularly for households with the means to live elsewhere.

Housing in the post-war suburbs is reaching a critical transition point. These houses were originally built quickly and inexpensively. As they pass the fifty-year mark, many will require substantial reinvestment to keep them from falling into ruin. Reinvestment, however, can be a shaky proposition as the housing is in low demand on the resale market and the funds invested are rarely recouped when the house is sold. As a result, many people move

without upgrading, or even adequately maintaining their homes. Because of deferred maintenance and the lack of upgrades, post-war houses typically attract buyers with lower incomes than the previous owners. The new owners have fewer resources to devote to their homes and, as this cycle repeats itself, the decline of a neighbourhood can rapidly ensue.<sup>3</sup>

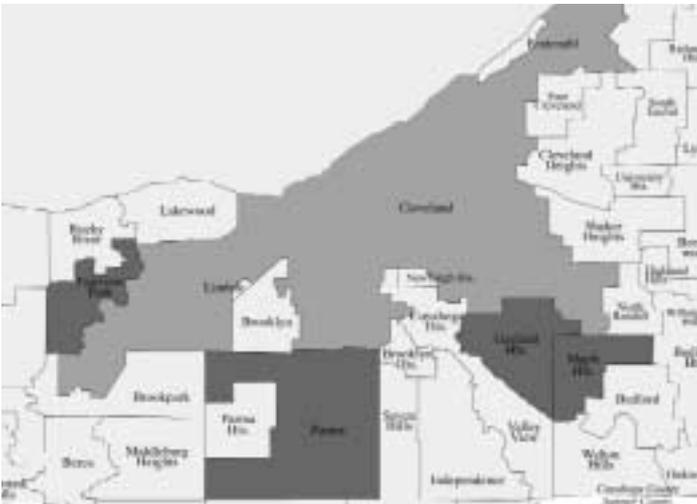
Given the current dynamics of suburban housing markets, a major policy debate is shaping up around the issue of what to do with communities that are being left behind. With a few notable exceptions, American cities lack effective forms of regional governance, so market forces are often the only determining factor in what housing gets built and where. So the debate amounts to whether scarce state and federal resources should be devoted to renewing the most vulnerable suburbs, or whether these places should be left to decline, eventually reaching a point that makes wholesale land clearance and redevelopment by the private sector economically feasible.

## The First Suburbs Consortium

Are the post-war suburbs worth saving? From an environmental standpoint, a policy of allowing entire communities to decline with the intention of widespread demolition and redevelopment is troubling. Enormous landfills would be needed to contain the waste materials generated by this level of suburban renewal. From a social standpoint, simply abandoning these older communities seems both callous and sad. To an outsider, all post-war suburbs may look the same, but each has its own unique history, culture, and pattern of development. This is not to say that selective demolition and redevelopment is out of the question. In fact, this strategy is essential to producing a greater variety of housing options. But to throw away entire communities and start from scratch would be politically untenable and morally objectionable, not to mention very costly.

The First Suburbs Consortium, a group of 14 suburbs surrounding the City of Cleveland, Ohio, is attempting to address

Below left: Early suburbs

Below right: Post war  
homogeneous suburbsBottom left: Map showing  
member cities of the First  
Suburbs ConsortiumBottom right: Designs for  
renovating one of the  
house prototypes to  
provide more  
accommodation and  
responding to the street  
frontage

these issues. Because the individual municipalities that make up the Consortium are much smaller than Cleveland and have, for the most part, experienced a milder and more gradual kind of decline, they cannot readily tap into the federal and state resources available to Cleveland for large-scale redevelopment. And, unlike newer, outer ring communities, the First Suburbs have little vacant land for development, so they have few opportunities to attract the new housing and businesses needed to shore up their declining tax bases.

Unwilling to simply watch and wait while the physical condition and economic health of their communities slowly but steadily deteriorate, elected officials and staff from the First Suburbs have united to gain support for their common concerns and to lobby for resources to help reverse the decline. Recently, the Consortium commissioned a housing initiative to look at ways to revive inner-ring suburban housing and neighbourhoods. The initiative intentionally disregards

municipal boundaries in a collaborative effort stimulate new demand for housing throughout the inner-ring. A specific focus of the initiative was the post-war 'bungalow.' (In the U.S., the term 'bungalow' is used to describe a modest, single-storey house built between 1945-1970.) The primary goal was to attract new residents to inner-ring housing that has lost its original market niche.

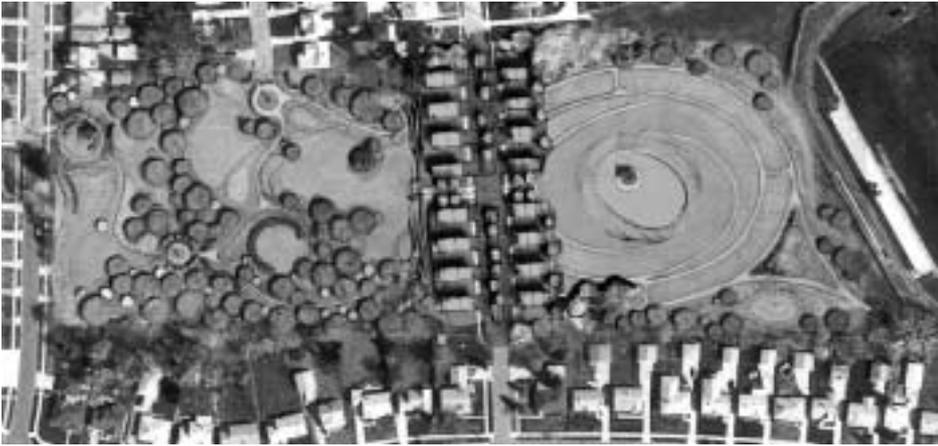
One point was clear from the beginning. It is not possible, or even advantageous, to force the development patterns and housing types found in newer suburbs on inner-ring neighbourhoods. The lots in traditional inner-ring neighbourhoods are too small to accommodate the sprawling houses being built in newer suburbs. And increasing lot sizes through selective demolition would undermine one of the best qualities of inner-ring neighbourhoods—their compact, walkable, pedestrian-friendly pattern of development. Instead of imposing the values and characteristics of newer suburbs

on the inner-ring, the housing initiative sought to increase the flexibility of individual housing units so they will appeal to a broader market. Originally, these homes were designed to accommodate the needs of the traditional nuclear family—a household type that has declined relative to the overall population and whose members are now choosing places other than the inner-ring to make their homes. By increasing the flexibility of these houses through design changes, they are more likely to attract a wider range of prospective residents, including single parent families, elderly empty nesters, professionals seeking to operate home-based businesses, and other non-traditional household types. Proposed housing improvements include opening up floor plans to create larger, more fluid living spaces, adding small extensions and porches to increase the size of these houses while preserving the architectural rhythm of the neighbourhood, and upgrading kitchens and baths, and enhancing the exterior appearance—or kerb appeal.

## TOPIC



Top left: Typical street in Garfield Heights



### Improving neighbourhood conditions

The housing initiative also addressed neighbourhood conditions and proposed many quality of life improvements to increase the market appeal of each community. Most significantly, perhaps, was an effort to accommodate new residential construction on infill sites in each neighbourhood. New construction is important for post-war neighbourhoods as a way to reduce the monotony of block after block of virtually identical houses and to increase the variety of housing in order to attract a more diverse residential population. New construction generates excitement in older suburbs. It gives current residents more confidence in their neighbourhood, often leading them to reinvest in their existing homes. In some

of the neighbourhoods, new residential development will require the selective acquisition and demolition of a small number of existing houses. In other neighbourhoods, new housing can be accommodated on underutilised open space, such as the large green space in the suburb of Garfield Heights, illustrated above. The neighbourhood design concept proposes that the park be divided in two and reconfigured to accommodate 16 new town houses on a central parkway. Each of the residential neighbourhoods in the housing initiative is adjacent to a retail area. The neighbourhood design concepts demonstrate ways of improving the integration of residential and retail uses through landscaping and pedestrian amenities, such as crosswalks and

Middle and bottom: Possible future form of Crudele Park in Garfield Heights where the existing park is divided into two and reconfigured to provide 16 new town houses on a central parkway

streetscape improvements. In some cases, where the retail areas are actually a detriment to nearby housing, the neighbourhood plans propose landscape buffers and modifications to the street grid in order to protect residents from the adverse impacts of adjacent large-scale, auto-oriented retail uses.

The plans for each neighbourhood also look at increasing the quantity and quality of parks and recreational amenities available to residents. The plans propose small parks in neighbourhoods where they are lacking, and link residents to a regional green space network via designated bike routes and enhanced pedestrian connections. The plans attempt to capture every bit of unused open space, including vacant lots, traffic circles, and freeway interchanges, and convert them into landscaped features for each neighbourhood.

Implementation efforts are now underway; phasing plans and funding tools are being created to bring the housing designs and the neighbourhood plans to life. The Cleveland First Suburbs Housing Initiative may serve as a model for reinvigorating inner-ring suburbs throughout the country, although an essential question remains: can any design improvement, short of full-scale redevelopment, cause these places to recapture their former appeal, or will efforts to improve inner-ring communities merely slow an inevitable and unstoppable cycle of suburban decline and urban sprawl? Heroic efforts are needed to reverse the outward migration of residents and resources and to nurture a new breed of 'suburban pioneer' to repopulate and revitalise the inner-ring. #

*Terry Schwarz*

### References

- <sup>1</sup>US Census, 2000.
- <sup>2</sup>The Brookings Institution, *Valuing America's First Suburbs: A Policy Agenda for Older Suburbs in the Midwest*, 2002.
- <sup>3</sup>William Lucy and David Phillips, *Confronting Suburban Decline: Strategic Planning for Metropolitan Renewal*, Island Press, 2000.

# Urbanism on the Edge: Giving Meaning to Sprawl

John Worthington draws on recent experience in the Netherlands and Australia to reach conclusions for an urban design agenda to meet the needs of the 21st Century.

Peripheral development has never seemed as exciting a design prospect as the challenge of infilling, or regenerating, the fabric of the existing urban structure. The very word sub-urban, or ex-urban – conjures up images of a world outside the remit of urban designers. Asked to provide a commentary on the Dutch housing programme, which is rapidly emerging at the periphery of many of those cities, made me reflect on the thrust of DEGWS development planning work over the last five years. A portfolio of work which has increasingly been focussed on the city fringe.

In Copenhagen, we have been advising the Danish Government on the rationalisation of the Government administrative office building stock, with a core of accommodation close to the central parliament, and three administrative clusters at the periphery, linked by an excellent public transport system. In Dublin, in a city region growing at the rate of 1,000 new inhabitants a week, the focus of our work has been the expansion of existing towns such as Swords, an airport location adjacent to the new Dublin-Belfast motorway and earmarked for metro connection. In Australia, a country of 19 million, with 8 million located in the two conurbations of Sydney and Melbourne, the challenge is to find meaning for the commuter towns growing like topsy in the urban hinterland. Fringe localities in metropolitan conurbations, which are still being driven by the model of a single Central Business District, fed from its suburbs.

It is in the Netherlands where I have experienced the clearest vision of the twenty first century city. Edge and periphery have become blurred into a networked city<sup>1</sup>, the Randstad, composed of four historical cores; Amsterdam, Utrecht, Rotterdam and the Hague, with an emerging fifth, Schiphol 'airport city'. This dispersed world ranking city of 6.5 million population is, as Professor Dirk Frieling<sup>2</sup> so elegantly expresses it, 'not high density land use but a low density city'. The challenge is to recognise Holland's 'sprawl', or Melbourne's 'burbs', as the fabric of a new network city, and find a fresh paradigm for its expression. Can the established Urban Design theory of placemaking, founded on the work of Gordon Cullen, Krier and Tibbalds, be transposed to the periphery? Are the centralist models of urban form still valid? Is placemaking in a placeless world primarily about physical form and visual appreciation, or more about the meaning forms, space and functions transmit?

## Network Cities

The heart of the Netherlands, due to its man made qualities and network of waterways, has grown up as a collection of fiercely proud and independent cities which, to counteract the hostile sea, have worked together. Today, the Randstad, or Delta Metropolis,<sup>3</sup> is a conurbation of 6.5 million inhabitants, comparable with Paris or London, but taking up over five times the land area. It is made up of 12 communities of over 100,000 people, dominated by the four major cities and one 'inner city' airport, Schiphol. Within the conurbation, as with Paris or London, it has distinctive 'quarters'; Amsterdam, for finance and culture; Utrecht, for learning and media; the Hague, for government and Rotterdam/Delft for work and learning. Though separated by distance, they are close in convenience and time. The highway becomes 'main street', inter city rail 'the metro' and it is effectively 40-50 minutes between any two nodes within the city.

The Randstad provides probably the most articulated example of a phenomenon which we can now recognise across Europe and globally – the networked city. The economic hub of mainland Europe with improved rail, road and air connections, is becoming an increasingly overlapped, integrated and networked community. Copenhagen/Malmö, with the new Oresund Bridge, is a networked community of 3.5 million people; Helsinki and its three surrounding communities, a network of nearly 2 million people and the Ruhrgebiet (Düsseldorf, Duisburg, Cologne, Essen) a conurbation of 10 million people. In the UK, if we were to follow the logic of collaboration and competition, and invest in infrastructure which integrates across historical boundaries, I could envision a networked community from Liverpool to Hull and Sheffield to Leeds that would be of sufficient critical mass to compete with any of the emerging European networked communities. European regionalism is breaking down the barriers of centralised political capitals, to support the emergence of economic clusters that have critical mass and a strong expertise to become the dynamos of a 'New Europe'. To achieve the union, however, will require a new way of thinking that can dismantle the barriers of historical rivalry, old geographical constraints, political boundaries and ingrained perceptions, whilst retaining the best of the past.

The model of the network city provides a new paradigm, a dispersed urban conurbation with many centres, reduced centrality, a network of convenient and connected public and private transport and non hierarchical structures. The challenge for urbanists is considerable in re-evaluating how we perceive the city; the expression of continuity between places; the balance between public realm and semi public space and a reaffirmation of what makes place. By focussing on recent experience in the Netherlands and Australia<sup>4</sup>, I aim to set out issues and draw some conclusions for an urban design agenda to meet the 21st Century.

## TOPIC

Right: The Randstad network city, including Rotterdam, The Hague, Amsterdam and Utrecht, and the inner city of Schiphol.

### The Netherlands – Dis-Urbanisation

In the Netherlands, with its strong tradition of public housing, the boundaries between architecture, urbanism and landscape have always been blurred. From the early nineteen twenties, housing layouts were synonymous with city planning. This tradition continues, strengthened by the majority of land being in municipal ownership. The change has been, with the impact of the new information and communication technology, that we no longer need to work, play and support ourselves where we live. The CIAM (Team 10) model<sup>5</sup> of the neatly zoned self-sufficient community is largely irrelevant. New drivers are required to create identity and vitality. The Netherlands is finely tuned to this debate, supported by government subsidies for design competitions, publications and exhibitions. Publications such as *Post Ex Subdis-Urban Fragmentations*, a collection of essays edited by GUST<sup>6</sup>, address the phenomena of sprawl and the challenges of ‘designing contemporary cityscapes’. Whilst the work of MVRDV, both in print and built form<sup>7</sup>, explores the outcomes of a new sort of place-making which draws on a close understanding of ‘programme’, content and function.

The most insightful commentators on the emerging condition are Maarten Hajer, a planner and political scientist, and Arnold Reijndorp, an urban sociologist and independent researcher. Their essay *In Search of New Public Domain*<sup>8</sup>, describes the placeless world that characterises an emerging urban landscape of the disintegrated city and sets the agenda for a new language. They set out an agenda which requires a new perspective that recognises the need to produce both place and ‘non place’. They describe place as a consumer commodity and the urban field as an archipelago of enclaves. The authors recognise the difference between public spaces; the ‘Urban Realm’, owned and controlled by the city, and the ‘Urban Domain’, or semi-public space, that is privately owned and managed, but used as a public space (the retail mall, art gallery, airport or stadium). This public domain is not so much a place as an experience. The



Above left: Leidsche Rijn, Utrecht. Masterplan for a Vinex site

Above: West 8 scheme for the 70 ha. local park

Left: Langerak by KCAP a montage of different solutions within an urban framework

Below: Ypenburg near the Hague designed by MVRDV providing diversity within a regulated framework





essay argues that currently these emerging nodes fail through over-functionalisation, a lack of authenticity and insufficient diversity within a dominant culture. The challenge for urbanists, they argue, is to provide 'more friction, please', a looser fit of functions and opportunity for connectivity between different sub-cultures within a dominant theme. It is heartening that Dutch urbanists and sociologists are embracing the phenomena of periphery as a key component of our future cities.

The Netherlands is a country of paradox; creative tension between centralist strategic planning and local city implementation, urban and rural, rationalism and romanticism, liberalism and conservatism. It is full of contrast, diversity and contradiction on a small area of land.

Setting the national spatial agenda happens on a ten year cycle, with the National Policy Document on Spatial Planning<sup>9</sup>. The fourth document, published in 1990, set an agenda for strengthening the Netherlands's competitive position in the European arena, by focussing on the quality of space and environment. The 1990s saw an unprecedented public investment in infrastructure (roads, rail and airports) and major residential construction. The National Government, through its VINEX programme, identified 26 locations associated with existing communities for one million new homes to be constructed by 2015. The Government, reviewing the outcomes ten years later in the introduction to their fifth report Making Space, Sharing Space, recognised its strengths to be the clarity of concepts and incentives, and financial assistance for municipalities to rapidly create tangible results. Its failings were perceived to be its lack of criteria to control quality, inflexibility of process and inadequate safeguards for controlling development in rural areas. The fifth report (2000-2020) addresses the new knowledge economy and the networked city within the networked region<sup>10</sup>.

'Business processes are becoming dispersed spatially within the Netherlands.....The growing competition and costs of knowledge development render increased co-operation between business and

institutes necessary. More and more people are working with other people and with information; fewer and fewer people are required for physical production. As a result, all the elements of communication are becoming more important, and the economy is increasingly taking on the character of a network economy, at both the international and regional scales.'

The Fifth Report recognises that to meet these needs and overcome the lack of space and diminishing car accessibility in cities 'more and more businesses are moving to the urban periphery or locating along infrastructure routes'. The report concludes 'the development into a network society is evidenced spatially by the emergence of urban networks; no longer is everything centred around one city or one conurbation. Instead, various centres are developing and citizens are zig-zagging across greater distances based on their individual choices and desires.' The report proposes the Delta Metropolis as the key hub, with sub networks around Groningen, the regions of Twente, Arnhem-Nijmegen, Breda-Tilburg-T' Bosch-Eindhoven and Maastricht. Under the direction of Jo Coenen, the State Architect, the debate on the future form and character of the Delta Metropolis has already begun.

#### **Leidsche Rijn, Utrecht – A Vinex Location**

Of all the expansion schemes proposed in the 1990 fourth report, Leidsche Rijn at the edge of Utrecht and abutting the villages of Vleuten and De Meern, was the largest. A 2,500 hectare site, for 30,000 dwelling units and a population of 100,000, supported by 220 hectares of industrial land, 700,000 square metres of office space and a 300 hectare park. Planning began in 1994, and construction on the first house in 1998, with the Papendorp business area beginning on site in 1999. Today, 200,000 square metres of houses have been completed and the form of a new community can be recognised.

The master plan by Riek Bakker aimed to provide compactness, sustainability and identity<sup>11</sup>: 'Compactness', by linking back to Utrecht with a green bridge over the A2

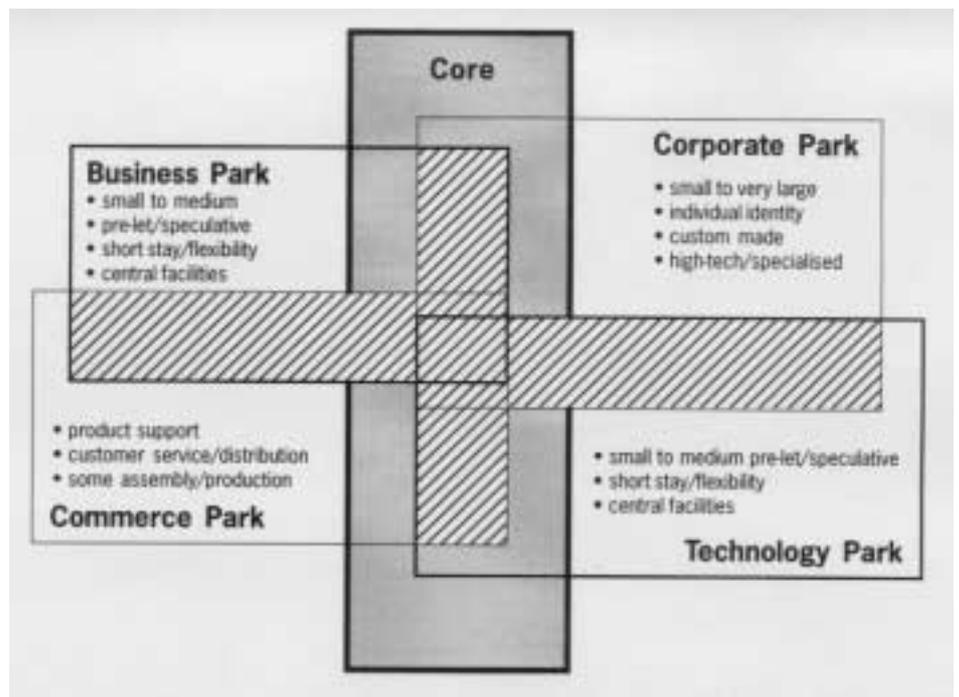
motorway and a light rail system; 'sustainability', through providing a robust planning framework that can respond to changing circumstances and 'identity' through reinforcing the sense of building in an historical rural landscape (see figure). West 8 competition's winning scheme for the focal park proposes an enclosed 70 hectare urban park within a larger 300 hectare recreation zone (see figure). The urban park, as with the Forbidden City or Kremlin, is set apart from its surroundings and creates identity through contrast. The natural and artificial elements will be managed by a 'curator' and provide 'a cherished, secluded and introvert retreat within a continually growing metropolitan web'; a pointer to the city park of the twenty first century.

Two of the developments – Langerak by KCAP and Kleuten-De Meern and Vleuterweide by VHP, both aim to use the quality of the existing waterways, integrated with the old elements. Both aim to create identity within a framework and neighbourhood typology. In VHP area there are five areas breaking down into distinct groupings of between 50 – 1,000 dwellings. Each area will have a distinct character e.g. 'the De Scheg neighbourhood will consist of 25 'fields', the Strip will consist of 10 'woonerven' (traffic calmed enclaves)...the houses in the Langs de Heycop area will be arranged in five 'green chambers'. KCAP area will consist of 1,600 dwellings at an average density of 36 dwellings per hectare. The complete plan is a montage of different solutions within an urban framework (see figure) and controlled by plot development guidelines.

At Ypenburg, another Vinex location near the Hague, MVRDV have explored the theme of diversity within a regulated framework<sup>12</sup> (see figure). Maximising the water body they provide an archipelago of lifestyles. With the simplest of elements they have created diversity by shuffling plots and changing colour and texture. The architecture is stripped down to the minimum, following the Rem Koolhaas dictum 'no money, no detail'. It is the ultimate of contrast and diversity with no fronts and backs, no beginning and end. Identity is created through the ambiguity of paradox.

## TOPIC

Below: Concept diagram and masterplan for Papendorp, business district of Leidsche Rijn, Utrecht



With Donald van Danzig of OMA as master planner, DEG W were responsible for the development brief for Papendorp, the business district of the Leidsche Rijn. The strategy was to focus on its unique features compared with Utrecht central area<sup>7</sup>. Being a green field site, it could provide for speedy development, ease of access and a variety of building typologies to reflect changing ways of working. However, unlike the central area which, with its old and new building stock and close proximity to the station and city shops and restaurants, it cannot provide the same level of variety, transport accessibility and economic diversity. The model for Papendorp was a mixture of business areas, ranging from corporate headquarters in a parkland setting, to commerce and technology parks associated with a mixed use high density core (see figures). The weakness of Leidsche Rijn, like so many of the other Vinex developments, has been its disassociation with the existing urban core. To achieve the building programme of 1 million homes in 20 years, the solution was to choose 'green field' sites. The result, which is now becoming clear at Utrecht, is a low density 'no man's land' between the central core and the new developments, breaking the continuity of urban grain from core to fringe.

### Life in the Burbs

Australia celebrates the outdoor life and the 'freedom' of suburbia. Much of DEG W's development briefing work, whether it is the work, learning or transport environment, is located at the periphery<sup>14</sup>. The common theme is finding meaning and identity in a faceless world. Building on work we had undertaken with Total Identity for Utrecht Central Area<sup>15</sup>, we are developing a model to help communities define their values and envision an identity. Through assessing the resources, concerns and historical associations of the area, through the use of words and images (references) we build up a matrix of the themes (ambitions) and values (expectations) of the community. This is then supported by a typology of accommodation types (tenure, space type and amenity) that reflect different user profiles. Our experience is that these are both valuable tools in establishing the character of place and then helping to structure the appropriate building response. The outcome is less about elegant patterns on paper (plan making) and more about establishing community values and a framework within which meaningful designs can thrive (community building).

### New Agendas

The Netherlands, with its ambitious urban programme and desire to innovate, is providing a beacon for a 'new urbanism'. The way forward is far from clear. However, within a cacophony of approaches some pointers can be recognised. Firstly, that the framing of urban problems will be less about defining alternatives (it is either this or that) but more about accommodating alternatives (both this and that) by celebrating paradox. Secondly, to ensure authenticity, rather than the themed Disneyesque environment of the retail mall, we should search for a dominant culture, around which sub cultures can flourish. Precision in function, with no space for the unprogrammed, reduces spontaneity and the opportunity to create a lived-world of places, 'giving pace, variety and orientation to man'.<sup>16</sup> Finally, master plans as blueprints are being superseded by frameworks that set infrastructures, typologies and value systems within which a programme of built projects and events can unfold. The periphery offers a challenging canvas for urbanists. #

*John Worthington*

# Redefining suburbs: Newhall, Harlow

Roger Evans describes the approach taken to create a real neighbourhood through a master plan, design codes and a high quality public realm.

Towns and cities have for millennia grown by creating sub-urban districts. The villa suburbana on the seven hills of Rome were opened up for the masses departing the historic centre. Fortified Roman colonia such as Cologne expanded by walled faubourg areas within 1,000m of the core. Paris grew suburban accretions within successive rings of fortification up to the middle of the nineteenth century with extremities 5 km from Ile de la Cité. Many European cities laid out Renaissance gridiron patterns to accommodate new housing such as the Friedrichstadt and Dorotheenstadt districts of Berlin which line a grand avenue which connected the old town, Altstadt, to the countryside. It is commonplace for our most treasured cities to have grown by absorbing surrounding villages, as did Vienna, areas which were subsequently subject to medieval regeneration. Closer to home, the Covent Garden district was originally a suburban redevelopment of a convent's vegetable garden. The port cities of northern Europe bolted on suburban growth by extending canal systems such as at Copenhagen and Goteborg.

The garden city suburbs of Ebenezer Howard and Patrick Geddes promoted this romance of the suburb while insisting that they were self-sufficient communities in their own right and not dependent upon the urban core. Frederick Law Olmsted's development of Back Bay, Boston, is a city extension and street-car suburb of the late 19th and early 20th centuries and essentially a model for the new urbanists.

As the 20th century progressed city planning seems to have lost the plot of what creates good suburbia where the term is today a shorthand for low, uniform density of low-rise detached housing; poorly served by public transport and neither containing or contained by large areas of natural environment. 'Suburban' has come to mean un-hip (or so far out it's in). I suggest that the term suburban is no longer relevant to urban design issues. The historical examples to which I refer have generally all created high quality urban form, some of such high quality that they no longer match our current definition of 'suburban'.

## The Harlow Context

Sir Frederick Gibberd conceived Harlow new town as a series of neighbourhoods of 6 – 10,000 people with a range of amenities at the centre of the neighbourhood. The neighbourhoods are separated by 'green wedges' and are connected to the town centre core by public transport and cycle corridors. Newhall is a new neighbourhood within that structure; it will have amenities and some employment at its heart and will be distinct as a neighbourhood contained by a clear landscape structure. Many of the anticipated population of 6,000 people will be present during the day for work or leisure, all will be responsible to a large degree for the management of their environment.

Housing developers, by and large, have built out our local plans, whether as new greenfield neighbourhoods or as urban extensions. This role for housing is nothing new. Many of our most treasured towns and cities were originally developed as residential areas – think of Georgian housing at Bath, of English villages and market towns or just about any holiday village or town destination. If these are the places where we choose to spend our precious leisure, why can't we live like this all the time? Would you spend a fortnight's holiday on a volume builder's estate? Well no; as the American urbanist Kevin Lynch noted 'We have the means of producing an enjoyable environment for everyone. It need not be saved for vacations but can be achieved in our everyday world'.

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## TOPIC

I would suggest that this notion is that part of the urban design agenda that informed PPG3. Good design, social mix, walkable neighbourhoods, efficient use of land, lifestyle, places for people – all these terms are used in that document. PPG3 boils down to one thing, making legible, or recognisable, places e.g. a hamlet, a village, a market town or a neighbourhood quarter. Furthermore, these places, the very same ones we choose to visit on holiday, tend to be built at higher densities than housing of recent decades. For years the planning system laboured under the notion that low density produced high quality environments. The truth is that not only do higher densities raise values by building more square metres of floor space per hectare, but the value per square metre is likely to be higher as interesting and liveable places result: design is key.

### The creation of Newhall

The intention at Newhall has been to create a real neighbourhood where people will enjoy living (and working). The development is, unusually, being managed by the land-owners through a specially founded company, New Hall Projects Ltd, to ensure the long term stewardship of the land and the development. Harlow District Council has been a key player in the planning and design of the neighbourhood from the outset. With a planned population of about 6,000 people, the concept of the neighbourhood is not just a matter of design but also one of delivery. It is being designed and built by many architects and developers. There are mistakes and compromises alongside the showpieces; it's not a stage set built with a historical pattern book. The master plan has applied some fundamental urban design principles which are translated into land parcel briefs through design codes. The master plan effectively creates 'location' within which individual architects can explore suitable responses. The principles applied by the master plan are:

- Conserve natural assets
- Create a legible street structure
- Focal points within the plan
- Define streetscapes and character areas
- Develop housing typologies for locations
- Local distinctiveness
- Housing mix

### Conserve natural assets

Higher density development places greater significance on retained trees, woodland or green spaces. Established vegetation provides a maturity to new development without which a generation of young children could grow up without seeing a full-grown tree. Land retained as parkland enables high-density, high value development along its edges.

### Create a legible street structure

The street structure generates the form of the plan. Streets should be first and foremost designed as a safe, convenient and pleasant public realm. Linkages to surroundings should be maximised. There should be a logical hierarchy of streets from mews to quiet lanes, avenues and a 'high street' for larger developments. This hierarchy of use should be considered before any classification based on local highway standards.

### Locate public focal points within the plan

Within the street structure will be appropriate locations for major and minor public spaces. A main square or central green would be located at the intersection of the most important routes; quieter courts and small informal squares would be located at the intersections of the minor routes. Imagine parachuting in to any historic village or town on earth; it would be possible to instinctively find one's way to the centre of the settlement, yet this universal 'legibility' is often missing from much new development.



### Define streetscapes and character areas

Consistency and quality in the design and detailing of the public realm throughout a scheme is essential. Local authorities have for the past few years been able to designate 20mph zones without recourse to central government. Over the last 18 months 'Home Zone' legislation has brought further scope to street design that promotes walking and cycling. Newhall's master plan preceded both pieces of legislation but has subsequently been adopted as a 20 mph zone. Informal courts or small squares (technically pedestrian tables) are created at street junctions. These are the places at which pedestrians want to cross and walking takes priority over driving at these locations. Some squares have trees at their centre, all are intended to provide sitting and informal play space, and motorists must proceed with caution. A tree in the middle of the road ahead is usually enough to convey the message.

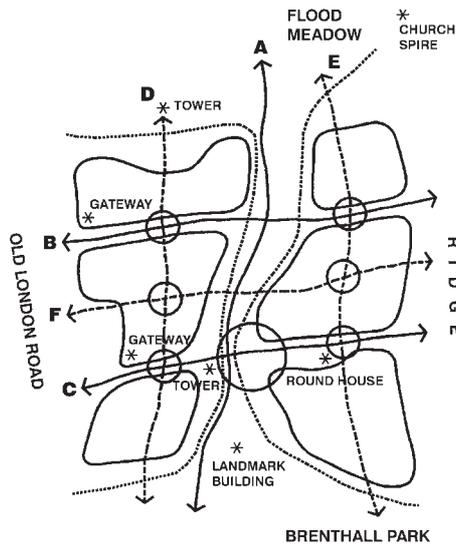
I think it makes little sense to try and reduce car ownership through a reduction in the provision of car parking. People will continue to own cars and the issue is not one of ownership but of usage. If the layout favours walking and cycling and if public transport is good, then more people may leave their cars at home. That still leaves the issue of where to park them. At Newhall we are working to realistic levels of car ownership and are using various tactics for accommodating parking. On-plot parking is generally hidden from view but we are also providing a significant amount of street parking. The rule of thumb is that the street environment can absorb a fair amount of parking if it is in small groups. Kerb lines follow buildings lines to either side and are not therefore parallel. This creates wider parts to the street that facilitates parking but does not look like an empty car park or over-wide street when empty.

Top left: Newhall location plan

Right: Sketch showing main lines of movement and character areas within the new neighbourhood

Middle: Detail of Phase 1 masterplan

Bottom: Bird's eye view looking across part of Phase 1 toward the neighbourhood centre



Pavements and squares at junctions are surfaced in bound gravel, denoting pedestrian use. The gravel is separated from tarmac street surfaces by granite-sett details. Street trees are owned by the Residents' Association, but all other parts of the street are adopted. Spare telecom ducts are being laid at all street junctions to accommodate future technology.

**Develop housing typologies for appropriate locations**

Within the planned layout of streets, squares and parkland there will be different character areas, each suitable for different house types. Three or four storey town houses might be appropriate close to the pavement along a 'high street', while similar height buildings capable of turning a corner could be required at major street intersections. At the centre of a neighbourhood one would expect to find the highest density of dwellings and this might be achieved by apartments. Away from the main streets a mix of detached and linked dwellings may be appropriate; although less formal than town houses, the density may be comparable or higher.

Each dwelling is unique by virtue of its location and need not therefore be subject to elevational 'add-ons' in a forlorn attempt to make a house look distinctive.

**Local distinctiveness**

I would argue that local distinctiveness is better achieved through colour and materials palettes derived from a careful study of local buildings than a copying of local architectural features. We worked with the artist Tom Porter at Newhall who prepared palettes based on the soils and materials of the area. Separate palettes were produced for walls, roofs, floorscape and door / window elements. The palettes are being applied across all development parcels to provide cohesion across different architectural approaches.

TOPIC

Top: Land parcel 1A apartments. Density 70 dwellings/ha. Architect REA

Middle right: Land parcel 1B townhouses illustrating flexible live/work accommodation on the ground floor. Density 45 dwellings/ha. Architect Proctor and Matthews

Bottom: Land parcel 1D with landmark "Sun Mill" addressing the main square. Density 44 dwellings/ha. Architect PCKO

Middle left: Phase 1 masterplan showing early phases of development

**Housing mix and live-work accommodation**

Towns and villages have historically provided a rich social mix with, for example, large detached houses found next to a terrace of cottages. We accept this in a village because the setting is likely to be of high quality and the size of accommodation more likely to be indicative of stages in life than social order. There is no reason why such a mix is not appropriate in new development. Indeed, it provides choice, and makes for a richer street scene.

**Density**

Higher densities should not be achieved by simply moving houses closer together; new house types need to be developed for certain sites and greater care and attention needs to be paid to issues such as overlooking. Old standards defined minimum distances between houses. Such problems can be solved more creatively and providing that all design issues have been adequately addressed, a numerical measurement of density is unhelpful. Design a scheme that is truly relevant to its context and then measure the density. Density measured as dwellings / hectare has been given greater importance by PPG3 yet is really a poor indicator of density compared to floorspace / hectare.

**Housing typologies**

Alternative housing typologies to those generally applied by the house building industry are being explored such as: Live work units; Courtyard blocks; Courtyard houses; Mews return frontages.

**Delivery**

The project has tested several methods of delivery. The first land parcel (1A) of 100 dwellings was offered to a design / tender competition. Six developers were selected from a long list of 40 expressions of interest and invited to tender. The choice of architect was left to the developer. Bids were first rated according to sample designs submitted



before tenders were opened. The general level of design submission was ordinary with most developers proposing to recycle fairly standard designs. The industry perceived the project as more risky than a site with fewer constraints and some major house builders withdrew from the process. The selected developer, Barratt, ultimately felt compelled to use a more standard product on half the parcel to reduce exposure.

For the second land parcel (1B) of 80 dwellings a design / tender competition was again held but this time architects were first approved by the Newhall team. The winning entry came from Copthorn with Proctor and Matthews architects. This scheme is now on site and will deliver a density of about 45 dwellings per hectare in a mixed-use scheme including apartments, town houses, detached houses and live-work units. Copthorn have let it be known that city investors have not been keen to back an innovative scheme of this nature when they can invest in 'standard' schemes.

It was felt that there was a better prospect of ensuring high design standards if a concept design scheme was produced before the involvement of a developer. A commissioned architectural competition was therefore held for the third land parcel (1D) of 80 dwellings with three practices, Jestico + Whiles, Allford Hall Monaghan Morris and PCKO selected from a long list of ten firms. The competition was won by PCKO and the developer ultimately selected to undertake the development was CALA Homes in a joint venture with New Hall Projects Ltd. Construction began at the start of the year.

It has been decided to pursue the route of commissioning architects for parcels before agreeing land sales to developers and design work is underway on the next parcels. We are confident that the master plan and design codes are able to co-ordinate and create the places we want while promoting innovative architecture. With the first three parcels committed, we are now reducing the size of architectural parcels in order to achieve a finer grain development. It is possible that some

developers may take on a single development comprising designs by different architects. Design codes are applied by the legal agreement which accompanies the land sale. Once concept designs have been agreed, the land owner requires that drawings are approved by ourselves prior to planning and building regulation applications. Those requirements are not there to monitor individual architects but rather to ensure that developers don't depart from agreed architectural intentions between concept and construction. Even then, it has become common practice in the house building industry to depart from agreed plans on site, often with no more than a foreman's instruction. We have been faced in many cases with the choice of enforcing the legal agreement and causing severe disruption to purchasers and occupiers or letting some mistakes stand.

All this takes time and a great deal of perseverance. It requires close working with the planning and engineering officers and a very large number of site meetings with the developer's team and subcontractors. Compared to running a single architectural project where there is a clear relationship between client and contractor, implementing a master plan through design codes and legal agreements through developers and their own teams is like using a joystick which is attached to controls with long lengths of elastic; there is some control but it's not always responsive. As each parcel completes a piece of the master plan jigsaw puzzle it will take another two years and the completion of the third parcel to establish a legible place; as with a jigsaw, a few pieces need to be in place before the picture becomes clear.

#### Land and development values

Densities at Newhall for the early parcels are 35, 44 and 78 dwellings / hectare (dph) for different character areas compared to 31 dph for a nearby development. Selling prices at Newhall, expressed as £ / sq. m.) are significantly higher than for neighbouring schemes although it must be acknowledged that

construction costs are also higher. Land prices have certainly not suffered due to the design approach and associated codes. There must surely be a lesson here for public sector land-owners too.

The following conclusions can be drawn:

- **The master plan is crucial**  
The master plan creates confidence and certainty, not just with the local authority but also with the different developers who may be developing on adjacent land parcels within a single plan. It is the master plan that can create location and a real sense of place.
- **Design codes can speed consents**  
Design codes are the 'working drawings' of master plans. They ensure that all the parts fit together into a coherent whole. The codes are devised and agreed with the local authority with the result that individual detailed planning applications complying with the codes can be processed speedily.
- **Start early – design takes time**  
The problem with innovative schemes is that regulators such as highway adoption authorities work from manuals of 'standards'. It takes time to get everyone on board – district, county, planners and highway engineers. The land owner persevered here but many house-builders would have felt obliged to take the simplest route to an approval by following set standards.
- **A high quality public realm is essential**  
People paying a premium for town houses on smaller plots will expect to see a high quality public realm outside their front door.

The real product of urban design is the places made and the life opportunities opened up. Places need time to evolve; whatever the merits of the architecture, it is ultimately the quality of life that can be lived there that is the true measure of success. #

*Roger Evans*

## RESEARCH

# Movement corridors, urban form and urban design

David Chapman, Ian Dickins, Andrew Dixon, Peter Larkham and Dick Pratt describe work on the recent INTERREG-IIc project 'Corridesign'.

This project explored issues of trans-national spatial development and dynamics in a series of 'corridors' within the North-West Metropolitan Area of Europe. It also provided the opportunity to review the nature of urban development affecting those corridors.

The project's formal objectives were to:

- promote multi-modality in the corridors, improving the inter-connectivity of road/rail;
- improve the spatial organisation of the corridors, enhancing competitiveness and quality of life;
- promote synergies between spatial, infrastructure, economic and environment policy;
- promote synergy between 'corridor' policies at European, national, regional and local levels;
- promote public/private partnership in plan-making, policy implementation, enhancing multi-modality, promoting competitiveness, sustainable mobility and ecological quality;
- Promote better cross-border relations; and
- produce building-blocks for a spatial vision for the North-West Metropolitan Area.

The project's lead partner was the University of Delft, with selected corridors being studied by teams at the Universities of Leuven, Lille, Dortmund, UCL, LSE (later University of Bristol) and UCE. Details of the project are forthcoming in a theme issue of the *Journal of Transport Geography* and in publications from the University of Delft Press.

It is plain that a number of these research objectives are common to the general themes of contemporary urban design. The UCE team discussed the urban design and development aspects of the project on a number of occasions, but these issues represented only a small part of the final project report. This text allows some discussion of our findings on these issues.

First, there is the issue that urban design can and should be – but frequently is not – seen at a range of scales. Most publications review processes and places at relatively micro-scales (plots, streets, neighbourhoods, quarters). Even thinkers such as Calthorpe (1994), developing micro-scale concepts such as the 'transit-oriented development', have been arguable rather less successful at applications at regional and trans-national scales. This issue of scales mirrors a contemporary debate in the study of urban form more generally (Moudon, 2002). This project allowed a macro-level view: a national region, with its trans-national linkages. In the current economic and political climate, such links form possibly the most significant engines for growth. Traditional urban hierarchies and networks may well be overtaken by new growth-poles in these 'corridors'. Yet the concept of 'corridors' is anathema to most stakeholders interviewed in this research (Chapman et al., 2000), and the fragmented nature of UK governance and planning tends to reinforce this restricted view (Chapman et al., forthcoming).

The project suggested four elements of inter-regional corridors, which may be defined as:

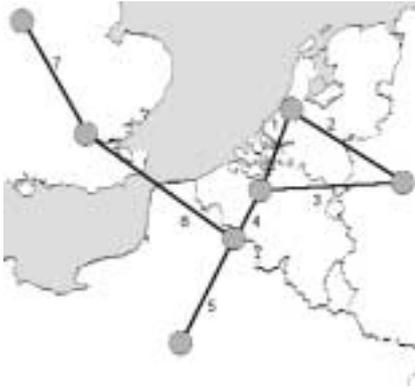
- bundles of transport infrastructure – road, rail, water and air – for local, national and trans-national journeys. Movement along these axes defines the corridor;
- axes of economic development. Economic growth may spread along a corridor, following lines of efficient transport accessibility, such as motorways;
- axes of urbanisation, which may themselves be consequences of economic development along the corridor or a result of regional/national decision-making; or
- an area of governance, the fact or desirability of which may be derived from the existence of the other three (after Trip, 2000).

Secondly, in the light of the inter-war spread of ribbon development, 'corridors' are usually seen in the UK as phenomena to be resisted (as the fate of plans for linear settlement forms in the UK generally demonstrates). The traditional view, of a close bunching of infrastructure, has also led to arguments that traffic accidents would either rise or be more serious (reviewed in Rosmuller and van der Heijden, 2002). Yet the corridor studied by the UCE team, the swathe of land south of the M42 in the English Midlands and north of the M25 around London, turns out to be structured around a complex matrix of braids of physical infrastructure. However, this matrix is also bounded by two major conurbations which function as 'movement barriers': the conurbations of Birmingham and London (although this was refuted in UK responses to the European Spatial Development Perspective). Patterns of movement and use are changing according to perceptions of this barrier effect: movement from the NW may cross the Pennines to Hull; SE/NW traffic may by-pass the West Midlands by using the M1/A50; otherwise the A14 to the east-coast Ports, and the A34 to Southampton, outweigh the supposed convenience of the Channel Tunnel link via London.

Thirdly, policy may change both in response to, and in attempts to control, such pressures. For example the construction of the M40 through rural Oxfordshire, to relieve the M6/M1 to London, was designated a low-growth area; yet there is, clearly, urban/suburban growth in the towns adjoining its junctions. Likewise the Chiltern rail line (Birmingham to London Marylebone) was originally a short-distance line, but now actively attracts London-bound commuters from the metropolitan West Midlands and south Warwickshire, making use of new park-and-ride 'parkway' stations. To the north and east of Birmingham the 'M6 toll' motorway by-pass was originally a high-speed toll route around the congested conurbation. As built, it will now have 7 junctions, sought by local planning authorities to facilitate local development, but which will inevitably increase short-haul traffic. This decentralised, and to some extent unplanned, urban growth, and the mixing of long- and short-haul traffic whether by road or rail, inevitably compromises the functioning of the corridor. This issue may also raise significant challenges for recent proposals for substantial additional growth at Milton Keynes, which is located on the main road and rail route through the corridor (ODPM, 2003). New urban development, located because of good infrastructure links, may then prejudice the functioning of those links.

Fourthly, any corridor is not restricted to movement in one direction. Significant trends of movement, economic development and urbanisation are developing east-west across the corridor's lengthwise braids, producing a

The seven corridors

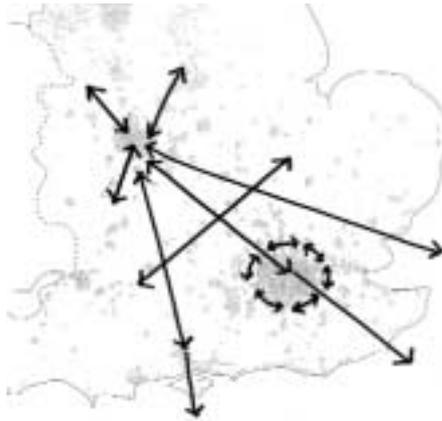


much more complex pattern. The routes Oxford-Milton Keynes-Cambridge, and Oxford-Northampton-Peterborough, are becoming more heavily used. New clusters of space uses are emerging. These are clearly represented in, and set to be developed and sustained by, the working-out of the ODPM's proposals for the south of England (ODPM, 2003). This is related to the trans-national movement patterns, as the severity of London as a barrier produces orbital and diversionary routes to by-pass it. And the trans-national movement is vital for the economic competitiveness of the region: it cannot be diminished nor moved without significant adverse side-effects.

In terms of urban form and design, this study clearly demonstrates that past, current (and, it seems, future) policies produce development patterns that increase the need to travel through their decentralised locations. Although environmental designations have, to an extent, constrained urbanisation, there is a complex web of passenger and goods movement through and across this complex network, breaking down traditional hierarchies. Current proposals may also break down designations such as green belts, with pressures for linear economic development (and, probably, consequent urbanisation). New pressures are also emerging, for example between Birmingham and Worcester, and along the Birmingham-Coventry-Rugby axis, where ever-increasing pressure for new infrastructure (new runway, West Coast mainline widening, etc) may well be followed by further urban development.

If the increased needs for mobility is allowed to continue, then new urban forms will need to pay much greater heed to higher-density public transport than is the case at present. The likely need for more multi-modal interchanges, including land-using features such as park-and-ride facilities, will increase. Congestion charging in urban centres may dictate the location of such features immediately outside the charge zone. But an alternative could be to consider more active ways of transforming the many mono-use

Transport flows in central England



areas into much higher-value mixed-use areas, for example by diversifying uses in business and retail parks, peripheral estates, and by releasing agricultural land for strategic new integrated mixed-use developments.

Fifthly, the compact city concept pales into insignificance under the weight of recent and proposed urbanisation in this region. A new form of sprawl is occurring, fuelled partly (in this trans-regional corridor) by evident north-south inequalities. Housing targets set by regional and national bodies cannot be met, in much of this region, from brownfield sites. Yet there is, so far, little evidence that new designs for new suburbs are high-density, highly-supplied by public transport, or otherwise sustainable.

During the course of the research the UCE team developed and applied some new concepts. First, we suggest that the concept of 'armature' could be more positive given the complex braided 'corridor' and the negative connotations of the very term 'corridor' (Chapman et al., 2001). The armature can be conceptualised as multi-dimensional, representing complex interactions between infrastructural, urban and institutional systems at various nodal points. It has also recently been used in other complex urban design applications (Roberts et al., 1999).

We also adapted the concepts of 'spread' and 'backwash' (from Myrdal, 1957) to these issues of urban form, location, and relationships with communications. 'Spread' effects occur when the communication system allows many points of connection. 'Backwash' effects occur when the system not only permits fewer points of connection, but also when it concentrates connectivity in the established urban centres. The use of the concepts in this way could prove a powerful tool in design assessments aimed at resisting decentralisation and promoting sustainable urban location and form.

In conclusion, 'Corridesign' has, in the West Midlands-London region, produced a strong indirect critique of urban policy, urban form and

Infrastructure and settlement



urban design. The complex settlement pattern and braided infrastructure, and the fragmented governance, have led to decades of ad hoc development and attempts to control development. Successes in one part of the corridor region merely move pressures elsewhere. What is badly needed in these 'corridor' areas is a form of governance and planning that will link urbanisation (including location, scale and form/design), industrialisation (for employment-generating land uses are becoming distanced from residences), and movement (at local, regional, national and trans-national scales). Further work is needed, but it is clear that new mechanisms for spatial planning, development, design and infrastructure implementation are required at the trans-regional scale, for it is this scale that will ultimately dictate the form and function of the most local urban neighbourhoods. #

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## CASE STUDY

# Towards Urban Renaissance

## Alan Simpson reflects on the overall objectives of the Yorkshire Forward's strategy for implementing changes in the region.

Yorkshire Forward's renaissance teams are working with local communities through recently formed Town Teams, assembled to represent amenity, business and political interests. Together we are creating long term environmental, social and economic renaissance strategies for the region's towns and cities built upon rising aspirations and enhanced skills in citizenship and civic leadership.'

The recently launched renaissance market towns initiative will sit alongside the urban renaissance programme and the three urban regeneration companies in the region to complete the trio of programmes that will regenerate our towns and cities from the smallest to the largest. Yorkshire Forward has worked with Local Authorities in the cities of Sheffield, Hull and Bradford to establish Urban Regeneration Companies (URC), three of just 14 in the country. URC's are independent business led companies that work in partnership with the public sector, and with a two-year head start, Sheffield One is setting the standard for urban regeneration in the region. Bradford and Hull are charting Sheffield's progress with interest, learning from methods and mechanisms being employed in South Yorkshire's steel city.

Sheffield's £65 million Heart of the City project was the foundation for the wider regeneration of the city, creating award-winning public spaces like the Peace Gardens and the Millennium Galleries, and a vibrant commercial centre (see UDQ 84). These will be complemented by a new retail quarter, improvements to public transport facilities, and redevelopment of the area around the City Hall.

Hull Citybuild have recently revealed the master-plan to increase the £1bn currently being invested in the city, bringing forward developments in 2003, including two key waterfront locations, offices on Island Wharf and the re-development of the Fruit Market. The Ferensway scheme is Britain's second largest urban development project, a mixed-use development that includes the first integrated transport interchange in the UK.

Bradford's bid to become European Capital of Culture 2008 revealed to thousands of people the city's industrial heritage, modern art, cultural icons, beautiful landscape and architecture. Despite the disappointment of not being short-listed the work undertaken will not be wasted, forming the basis of the transformation of the city's fortunes over the next 20 years.

In an innovative response to the Government's Urban White Paper, the other urban centres in Yorkshire and Humber are being offered the opportunity to work with some of the best architects, designers, urbanists and environmental planners in the world. Yorkshire Forward has brought together a panel of experts to work with 'town teams' made up of local residents, business people and local authorities to draw up long-term 'visions' for each town. To date, 12 towns in the region are involved in the urban renaissance programme, the latest to join are Bridlington, Castleford and Pontefract, Halifax, Rotherham, Selby and Scunthorpe.

These six towns are currently in the process of building their 'town teams', before embarking on the process of public consultation that will see them seeking the views of people from all sectors of the community. The original six towns to enter the programme, Barnsley, Doncaster, Grimsby, Wakefield, Huddersfield and Scarborough will all have completed the preparation of their master-plans by April, but it is the plan for Barnsley that has captured the imagination and hit the headlines.

The interest shown has come from the fact that Barnsley has been the subject of many a joke in the past, and the team's vision to turn the much maligned town into a walled city that will resemble a Tuscan hill town has certainly put the town back on the map.

New ideas are what the urban renaissance panel is all about, and why you will continue to hear the word 'vision' used frequently in relation to this programme. As Yorkshire Forward's chairman Sir Graham Hall is often heard to say, 'If you do what you always did, you get what you always got'.

### Barnsley

The scheme for Barnsley should have a time-span of at least 30 years, beginning with a halo that mirrors the perimeter of an inhabited wall that will develop over the years.

Specific short-term building projects have been identified to provide a confidence-building start to the process, providing a structure through which Barnsley can regenerate itself, and become again the successful, forward-looking and optimistic place it has historically been. Barnsley now faces the challenge of reinventing itself into a 21st Century Market Town. The encirclement, definition and intensification of Barnsley's urban centre into a model for a sustainable town – for a living environment that is energy efficient and can support itself, with a clear identity, in a place where which people exchange skills, good and information.

### Doncaster

Arising from the Doncaster Renaissance Charter, the master plan for the urban centre highlights a number of short, medium and long term plans. The Waterfront will locate Doncaster's Education City and a mixed-use development. Linkage to the town centre via a new market square will provide connection to the main shopping street, a new marina and a waterfront park. An Urban wall of development along the town-side of the waterfront will create a new civic circus as an arrival point.

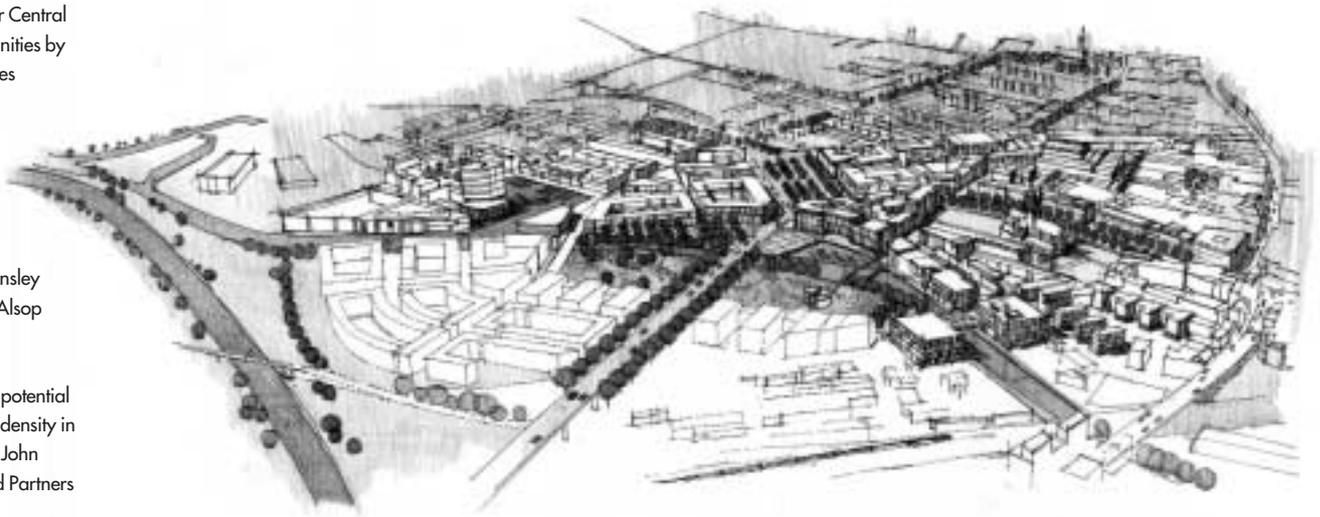
A new civic and cultural quarter in the Waterdale area is proposed, based around a new performance venue and the creation of a new public space.

### Huddersfield

A Master plan and Public Realm Strategy will explore the concept of Huddersfield as an open gallery with key open spaces 'on display', animated with uses, and able to fulfil a variety of uses. This visioning document will identify objectives providing short, medium and long-term projects, allowing early actions to be identified and implemented.

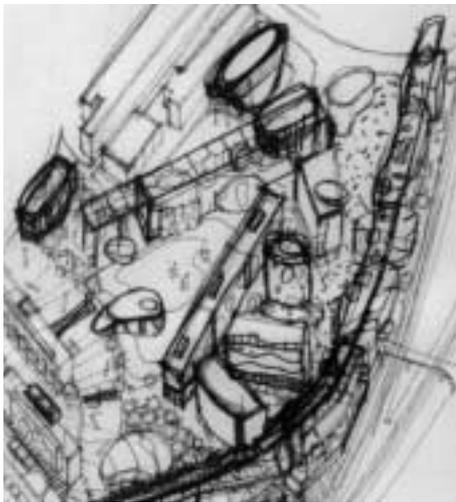
An early project will convert a large warehouse to the rear of the railway station to town centre live/work space and commercial 'innovation spaces' where companies requiring flexible workspace can expand, building upon Huddersfield's reputation as an Innovation Town. The Strategy will now be taken forward in close partnership with Kirklees Metropolitan Council prior to its presentation to a wider public audience.

Top: Doncaster Central  
Area Opportunities by  
Urban Initiatives



Below left: Barnsley  
ideas by Will Alsop

Below right:  
Scarborough, potential  
for increasing density in  
the Old Town. John  
Thompson and Partners  
and West 8.



### North East Lincolnshire and Grimsby

A detailed master plan of the town centre and docks area is underway, following a presentation with the Town Team in December. The development of the Freshney Forest concept is also progressing. A workshop with the town team is to be held in late January to explore the key themes which have to be addressed, and to build ownership of the urban design agenda across the public sector, as well as business community and development professionals. The intention is to hold a second workshop in later February, to work up more detailed themes of the emerging master plan with this group, so that ownership of principles and application is secured.

### Scarborough

Following the creation last Autumn of the Renaissance Vision and Charter for Scarborough, the Town Team is continuing to work with West 8 and John Thompson and Partners to finalise the master plan and Public Space Framework, whilst simultaneously prioritising the various elements of the Renaissance Action Plan for drawing down investment for 2003 and beyond.

The Action Plan is based on the five key elements of the Master plan:

- A new regional role: placing Scarborough at the hub of the Yorkshire Coast
- Green gateways: welcoming the visitor, enhancing the valleys and connecting communities
- The seaside string of pearls: linking the assets from North Bay to South Bay
- Streets, squares and public spaces: a qualitative change that will connect people and places and trigger investment
- The living heart: removing the blight, increasing densities, changing the image and breathing life into the town.

### Wakefield

Proposals will provide new social, economic and environmental opportunities for all. Countryside enhancement coupled with strategies for improved transportation are intended to aid the conversion of rural Wakefield District into a 'Green Heart of Urban Yorkshire' as a new destination for leisure and culture. In Wakefield City the countryside will enter the City as a green boulevard or emerald ring of densely planted, tree-lined, pedestrian and cyclist-oriented

vehicular streets around the town centre that knits the urban fabric together and eliminates the need for through-traffic to traverse the city centre. Streets within the heart of the town will be taken back into the public realm and re-orientated to people.

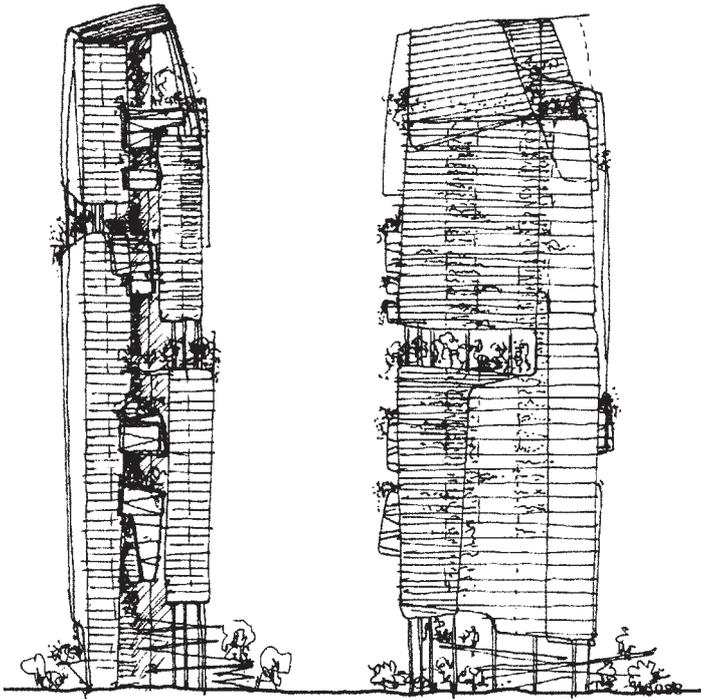
### Other Initiatives

The Renaissance Market Towns programme is a ten-year plan to develop the region's rural centres designed to give a similar level of support to the region's smaller towns and surrounding villages. Once again, 'town teams' will be guided by specialists in small town and rural regeneration to develop a vision and action plan to be translated into physical development.

Yorkshire Forward will continue to build relationships with potential joint venture partners in the property sector. Our high profile strategic development projects like the redevelopment of Barnsley town centre and major city centre developments in York and Leeds cannot be undertaken in isolation, and will need the support of innovative and high quality property developers. #

*Alan Simpson*

## BOOK REVIEWS



### Reinventing the Skyscraper – A Vertical Theory of Urban Design

Ken Yeang  
Wiley Academy, 2002  
£34.95

It was a great pity that owing to a technological hitch the UDAL/UDG conference on Tall Buildings, held in November 2002 and reviewed elsewhere in this journal, was denied the opportunity of hearing Ken Yeang's talk on Tall Buildings and Sustainability. However, disappointed delegates who felt like reclaiming their conference fees will be pleased to know that they can obtain in lieu a book which provides a fuller authoritative account of what would have been his 20-minute presentation.

The book makes an interesting postscript to the conference for two reasons. First, there was no other speaker who highlighted the potential of a tall building to become a self-contained city in the sky complete with a vertical mix of land uses, vertical transportation, vertical public realm, vertical landscaping, vertical community facilities, etc. Whereas in his earlier book, *Bioclimatic Skyscrapers* (reviewed in UDQ52, October 1994), the author focused on the vertical

ecosystem, his latest book gives a much wider coverage of all vertical elements, of which the ecosystem in Chapter 11 is merely one part.

This is not to say that the potential has not yet been realised. There are already numerous mixed use tall buildings in the USA (though not yet in the UK) with tall landscaped atria and vertical transportation systems (elevators) commanding views of the atria or the world outside rather than no views inside vertical tunnels. However, Ken Yeang is arguably the only architect who has taken the theme further and introduced a plaza on the 36th floor or a park with trees on the 49th.

In so doing, the author adds an urban design dimension. He regards most skyscrapers as dull; they are 'nothing more than a series of stacked trays piled homogeneously and vertically ... that ultimately only expeditiously satisfies the real estate developer's financial returns on his investment.' Instead, 'starting as an urban design endeavour at the outset, skyscrapers can become more humane, more communally focused and more salubriously acceptable and habitable environments for the new denser urban communities within our cities.'

The author demonstrates his point by devoting chapters of his book to the different vertical elements – land uses, public realm, landscaping, neighbourhoods, movement, ecosystems and concluding with a chapter which describes the new form of skyscraper with all elements combined. Needless to say the book is copiously illustrated with the author's fine works, some built, some proposed and some just thumbnail sketches.

My only concern about the book is that there is no mention made of the costs, as opposed to benefits, of the urban design elements. By how much will rents have to increase in order to cover the provision of plazas, parks and landscaping? Will tenants be prepared to pay such extra value-added costs? And what if the owner fails to manage and maintain the public realm (which is in effect not public unless the building is in public ownership)?

The second reason why the book makes an interesting postscript to the conference is that on page 107 there is a section drawing of a tall building proposal for Bishopsgate designed by the author. It has 66 floors (16 more than Canary Wharf Tower) which would make it by far the tallest building in Europe. Is this proposal still a goer? If so, will it be seen behind the dome of St Paul's Cathedral in the view from Richmond Park? #

*Tim Catchpole*

### Guidelines for Landscape and Visual Impact Assessment The Landscape Institute with the Institute of Environmental Management and Assessment £35.00

The title says it all: Environmental Impact Assessment (EIA) has been part of the statutory planning process since 1985 as a result of a European Union Directive, amended in 1997 which justified the second edition of this text. Landscape and visual assessment (LVA) are part of EIA and this book gives advice on how best to implement the directive. It offers a methodology for assessing the

impact of development projects, which can be adapted to specific circumstances and uses a number of case studies as examples of good practice.

In part 2, the authors acknowledge that LVA cannot rely on quantitative evaluations only and has some qualitative components; it combines objective and subjective judgements and therefore it is particularly important to take a transparent and consistent approach. The book outlines such an approach and carefully defines the terms it uses and the principles of good practice. Part 3 covers the legislative framework and the EIA process. It then follows several steps needed in a LVA, from the description of the proposed development, through how 'to avoid, reduce and where possible remedy or offset any significant negative effects on the environment arising from the proposed development', to identifying and assessing these effects. Ways of communicating the results of an assessment are offered in part 8 and methods of consultations in part 9. Throughout, the case studies are presented following the same format: their context, the details of the proposal, an analysis of the assessment and a critique, some illustrations. And there are appendices with additional material and advice.

Such a book should be a welcome partner to the various good practice guidance produced by CABE and more recently by the UDG. Yet perhaps because of its format, its wordiness, or some other reason (no author is mentioned), it seems worthy rather than stimulating. It may be very useful for those working on EIA, but it fails to inspire.

*Sebastian Loew*

### Planning for a Sustainable Future

Edited by Antonia Layard,  
Simin Davoudi and Susan Batty  
Spon Press 2001 £18.99

This book is a contribution to the debate, compiled by many planners in research practice, and other disciplines, from the Bartlett School of Planning, University College London, and other colleagues from a variety of environmental perspectives. There are 17 papers, an index and a comprehensive bibliography.

Rafts of issues are raised, but the experts generally do not have conclusions. There is no single definition of sustainability. It is a reflection of the diversity of interpretations that surround the sustainability principle and the difficulties that implementation entails. The book is in 3 parts:

- principles of sustainable development—theoretical, political, legal and policy
- contemporary debates on how to best implement in practice
- new ways that the theory of sustainable development is being put to the test.

Issues discussed are: Should we build on green or brownfield?, is it better to cycle or drive? Sustainability is more than the current quality of life, it also requires consideration of the interests of strangers in time and space, as well as ecological limits and other species. Policy issues need to resolve the redistribution of scarce and limited resources. These issues are not new, but they have become more urgent. With an increased focus on public participation, it is easier to redefine, than implement progress. A local area Agenda 21 can, and does inspire, the book assures us, but there have been failures.

The book engenders the notion that we are eye witnesses, as subjects and objects, of a break with modernity, which is freeing itself from the contours of a classical industrial society to form an industrial risk society where modern technologies are themselves the cause of risk to ecosystems.

The challenges and issues are complex. Peter Hall discusses urban densities for sustainable cities and the downside of town cramming. Others cover Housing and the psychological meanings of homes, balanced communities versus the erosion of choice; a greener agenda for provision which compares the conventional approaches with sustainably orientated transport; planning for more flexible use, users bearing more of the environmental and social costs they generate, housing improvement strategies and also conservation legislation; and waste management considerations, to combat problems of ever increasing landfill. Matthew Carmona presents a possible agenda, for urban design—concerning buildings, spaces, quarters and settlements, involving issues of; stewardship, resource efficiency, diversity and choice, resilience, pollution reduction, distinctiveness, biototic support and self sufficiency.

In the third part of the book, the theory of sustainable development is being put to the test in practice with 3 case studies—the testing of an additional 10,000 households located according to different development strategies, in Kent and Leicestershire, at the sub regional level; methods used to determine housing development thresholds for services and accessibility, applied to Gloucestershire, using catchment area analysis; and the concept of town centredness, looking at Wolverhampton.

The virtuous path towards sustainable development is set out at the end, by David Banister, balanced between Quality (vitality, secure environment, more attractive and better quality city environment) and Actions (employment opportunities, affordable housing, local services and facilities/open space). Useful boxed summaries for 'Barriers to successful implementation of sustainable development' are presented and scored, under three headings for unresolved debates on the city, the regions, and institutional and organisational debates/issues.

The material is detailed, suitable for undergrad, post grad students, and the practitioner. It is somewhat monotonously presented, as a reviewer who more easily absorbs visual material, more breaks in the text: tables, more boxes, bullets, and selected illustrations would have helped the dense text. However there is much serious investigation across a wide range of topics for the sustainability agenda. A useful primer. #

Peter Eley

### After the World Trade Center Michael Sorkin and Sharon Zukin (eds)

Routledge £16.99

September 11th and its global consequences are likely to be debated for years to come. This collection of essays is mainly about the effects on New York City; the editors are both Manhattan residents who were there when the outrage happened. They have written about their city before and here they have assembled a variety of points of view about its past and its future.

Mark Wigley's *Insecurity by Design* for instance deals with the symbolism of the twin towers: it emphasises the way that the destroyed buildings have been described as people, 'hurt', 'wounded', 'tortured' or 'dead' (death of the twins). It indicates that this was not accidental since 'at some level, an extraordinary identification with the buildings took place'. And this was in spite of their anonymous design and the panning from the architectural establishment when they were built.

Other essays deal with Manhattans's past; with previous calamities that affected it, including terrorist attacks; with ethnicity in the city; with the role of the public sector. Most of them try to draw lessons for the future and some, specifically debate what should be done with 'ground zero'. Setha M. Low returns to a subject previously discussed by the editors, the commercialisation and privatisation of public space,

and suggests that the site provides an opportunity to create a real public civic space for the post-industrial age. She would like to see a place that responds 'to the different experiences and reactions of people throughout the city', that expresses diversity and not one that is surveyed and controlled. Robert Paaswell also looks at the opportunities opened by the destruction, in terms of the transportation policies for the city. He argues that fresh thinking is needed to consider the role of Lower Manhattan, the trips its activities generated, and the infrastructure investments needed in the future to create a more pleasant environment. Equally Michael Sorkin makes suggestions for the future of the area and relates it to other parts of the city.

Michael Wallace—Pulitzer Prize winner for his *Gotham: A History of New York City to 1898*—also looks at the future in the light of past history. He argues that Lower Manhattan had lost its predominant role as financial centre a long time ago, when businesses moved to other parts of the city or out of the city altogether. He also finds that New York's economy is too reliant on the service and financial sectors. His vision for the future is a mixed use neighbourhood, with residents, light industry, retail (on the street and not as previously in a subterranean mall), in addition to some high quality office. The encouragement of manufacturing industry and the revival of port activities are suggestions that go against the current grain, but Wallace argues that they are feasible and that the money is there; what is lacking is the political will.

There are few illustrations in this thought provoking book. Though not specifically an urban design text, its interest lies in the width and depth of the debate that the attack on the Twin Towers has provoked in relation to the most urban of contemporary cities. Unfortunately the shortlist of competition entrants recently announced, a series of high rise architectural ego-trips, has no connection with this debate. #

Sebastian Loew

## BOOK REVIEWS

**Great City Parks****Alan Tate****Spon Press 2001 £49.50**

This is a book on a selection of urban parks within a city's boundary. The narrative illustrates 20 case studies, which are from the USA and Europe – big cities predominate. These are analysed under the headings of History (time of designation, reasons for building, and subsequent development); Planning and Design (location in the city, shape, size and landform); Management and Usage (who appoints them, how views are canvassed, how funded, and patterns of use); Plans for the Park, and Conclusions.

The author did this research because he was designing for Hong Kong's New Territories, and needed better documentation. He spoke to authorities on landscape, consulted the standard works on Parks and visited examples. He selected those which allowed free admission, chose significant examples of park planning and design, and also those which maintained a balance between differing sizes, ages, and a wide range of characteristics.

It documents a wide range, and gives a great deal of interesting information.

Each park is dimensioned in acres and hectares. It's amazing how small they can be: Paley Park, 53rd Street, New York, 1967, a tenth of an acre), and the Village of Yorkville Park Toronto from 1974, and can work satisfactorily; to the largest-Stanley Park Vancouver 1000 acres (a trapped wilderness), and two park systems-the Amsterdamse Bos, Amsterdam, from the 1850's, (2310 acres), and the Minneapolis Park System (6500 acres). This sets the order of play for the text.

There's a good blend of new parks including Freeway Park Seattle, a roof garden over a transport route, Parc de Bercy Paris, with 2 other recent ones, and Landshaftspark Duisberg Nord, one good way with dealing with the industrial heritage), and the old (the 1840's Paxton's Birkenhead in Merseyside, Grant Park Chicago, Prospect Park Brooklyn NY, Tiergarten Berlin. The

pictures are immensely satisfying, sculpture, steps, water, colours. I wonder that this 'rurality' can really exist in urban areas. The book has Parc de Buttes Chaumont Paris, which I'd known from 'The Parks and Gardens of Paris', 1890 by Robinson, and I visited, in the 1970's, which was very neglected. Now its magical according to this book. It's a good example of reuse of an old Quarry.

The book has a good blend of neat diagrams, site plans and attractive and well taken photographs, (some are coloured –stunning aerials, with little 'set piece' details in black and white). grouped all together on the page as a supporting narrative, so that one's perception of each Park is easily assimilated.

Lastly the author reflects at the end of the book on his study on some of the current issues and trends relating to parks, which cover the benefits of travelling to them on foot, the 'sustainable discussion', 'faithful restoration', conservation, 'successful parks', 'park event-driven/business management regimes', use by ethnic minorities in large groups, etc. All of which are universal tests for the environment as a whole, and will continue to test the park as a concept for the future.

A good piece of work, well researched and well produced. Very topical too, these are Good Places (see the recent excellent UDG Guide) indeed, with fewer buildings, but consist of all forms of display and invention made of other materials, and nature in the raw. When is a park not a place? #

Peter Eley

**Above right: Santana Road in San Jose will provide hundreds of housing units above retail development**



**Greyfields into Goldfields: Dead Malls become living neighbourhoods**  
**S. Sobel, E. Greenberg and S. Bodzin**  
**Published by: Congress for New Urbanism 2002.**  
**Available through website [www.cnu.org](http://www.cnu.org)**

It is a sobering thought that one of the key players in out-of-town shopping centres such as Bluewater Park, Lend-Lease, should provide the prologue for this book. The message is stark. Malls have been dying since the late 1980s.

*'The heyday of the great suburban mall is over. Regional shopping centres will live on. In fact the larger so called 'future malls', embedded on main drags near the most prosperous bedroom communities with top tenant line-ups, should thrive. But...many tired, also-ran centres in secondary locations are doomed.'*

The demise of department stores and the rise of on-line shopping is not helping. We seem to consider the idea of reinforcing our failing centres with additional shopping floorspace in the same way that we planned for the continuation of 'real jobs' when the metal-bashing or mining industries died. The issue of what to do with under performing town and out-of-town centres is timely, with the Secretary of State refusing major projects such as the renewal of Bracknell's town centre. Have our

retail developers moved on from the standard jurassic mall to something more relevant to our urban fabric? The mind-set has yet to be changed. However, in the US the opportunities for change are being explored, and with them – courtesy of new thinking by the New Urbanists – new forms of retail masterplans for mixed-use centres are emerging.

This new approach is the result of changing market demand, overvalued land and a perceptual shift back towards streets and squares. Issues such as fragmented ownership, changes in leaseholder patterns, poor local authority and private sector skills are identified. Twelve case studies are examined. The key messages that emerge involve:

- 'stopping the cycle of obsolescence and start building durable neighbourhoods'
- property advisers and developers 'must break out of the single-use development model'
- sophisticated redevelopment strategies rather than conversions are required
- local needs such as housing, public space and neighbourhood retail need to be addressed.

CNU principles for a more traditional approach using the town centre as a model are presented. These include such exhortations as establishing a

street pattern, re-orienting activity to face the street, linking with surrounding communities and creating a fine grain of connecting streets that provide a more comfortable experience not solely geared to shopping.

Black and white illustrations take us through 12 case studies, describing the challenges and highlights, forms of consultation and stakeholder roles. It is a useful 'catalogue' of proposals that shows how CNU has been moving from residential development to include other complex urban components. If developers of failed shopping centres read this book they might save themselves, and all of us, time, money and pain. #

*Jon Rowland*

**Working Capital  
Life and Labour in  
Contemporary London  
Nick Buck, Ian Gordon, Peter  
Hall, Michael Harloe and  
Mark Kleinman  
Routledge 2002 £70.00**

Amidst myths, paucity of facts and political spin 'Working Capital' is compulsory reading for anyone with a genuine interest in London and its future. A short review cannot do justice to the differentiated arguments and empirical verification presented in over 400 pages of this scholarly book. It is based on ESRC financed research by five experienced academics in association with a team of young researchers (Belinda Brown, Karen O'Reilly, Gareth Potts, Laura Smethurst and Jo Sparkes) who carried out much of the field work. Approached from a city region perspective and spanning over 20 years the research encompasses Greater London and the Outer Metropolitan Area (OMA) with an estimated population of 12.8 million in 2000. It addresses three questions relevant to both urban research and policy making in the context of globalisation: can economic success only occur at the cost of social cohesion? Would such success be sustainable or self-destruct by creating social maelstrom? Or could new network governance reconcile urban competitiveness with social

cohesion by regulating systems across the public private and voluntary sectors?

Building on a rich existing literature, the research methodology links broad trends at the macro level derived from secondary data and quantitative statistical sources (without the benefit of the 2000 census data) to life and business at the local level on London. The latter was revealed from extensive qualitative interviews with residents, businesses, educators and the public sector in eight localities, ranging from Reading in the West to Dartford in the East with, more or less along the Thames.

Both recent urban policy and urban research are using the new concepts of competitiveness, social cohesion and governance, arguably akin to the old notions of economic, social and political performance. By discussing recent research and studying both regional quantitative trends and local qualitative change the research was able to dispel many unchallenged 'truths' about London, for example that it is the most globalised city on earth, most economically competitive and, as a result, deeply polarised with a growing underclass. The diversity and complexity of London presents a more subtle story. In order to confront theory with evidence the researchers divided the key concepts into measurable entities.

Competitiveness, the dominant factor, is understood as growth, productivity (in terms of earnings) and export success. The researchers argue that London's economy and labour market as a whole determine London's competitiveness which is only just at par with other major European cities, despite employment growth over two business cycles. Productivity is difficult to assess in the service sector which has grown while manufacturing has declined continuously (to 5% employment). Earnings levels and export propensity of service trades and publishing/printing are double those of the rest of the UK. Strikingly, 74% of exports go to the UK and only 9% to Europe and 17% to the rest of the world, despite the international financial services (16%

of London's economy) which supply more third parties than Tokyo and New York. Thus economically, London is more of a capital than a world city. Why firms locate in London may have more to do with firm-internal characteristics than agglomeration economies, although they have a positive impact despite high costs. The latter also affect the available pool of skilled flexible labour to which Londoners could make a better contribution through improved education. Clustering does not seem to increase cohesion among businesses whose links are more diffuse with suppliers and markets.

The more diffuse concept of social cohesion includes notions of social exclusion and social capital and is examined in terms of inequality, connectedness and social order. The researchers stress the tenuous relation between competitiveness and social exclusion or polarisation. Inequality is expressed by much more than London's share of the really affluent and more than its share of the poor. Ethnic minorities (29% non white in 2000) have also increased in London with distinct areas of concentration for different groups. The inelastic public housing market contributes to persistent pockets of deprivation in Inner London. Rising levels of unemployment and non employment due to national recessions and industrial decline have cumulative effects on long established sources of labour market inequality. It is these circular processes which reinforce deprivation at the level of individuals, households and neighbourhoods.

In terms of governance, these trends are supported in some areas by local level strategies deliberately attracting more affluent residents from whom the weaker existing population is expected to benefit. Others try to balance economic and social requirements from within seemingly with less success. Governance was aimed to implement labour's modernisation agenda expected to work through partnerships and networks. Besides improving service delivery it was to constitute an effective vehicle to deliver local aspects of competitiveness and social cohesion. However, having lost

powers to other bodies and resources, local government remains weak. In more affluent areas it is arguable whether there is a need to foster competitiveness and cohesion and in more deprived areas the main demand is for improved services. The research concludes that for political reasons London governance is bound to remain fragmented.

It is true that planners who would greatly benefit from the book tend to focus more on physical spatial aspects of cities instead of its people than sociologists and economists whose conceptual frameworks are abstract and arguably a-spatial. Besides its economic and social dynamic, London has also a long standing physical fabric which must have an influence on London's future. Property is seen at the most in terms of housing tenure not a commodity market. Infrastructure and physical characteristics of areas influence people's locational choice as well as good schools or personal safety. While the area studies reflect many spatial locational strategies of individuals, especially owner occupiers who operate in a much more flexible environment and move (on average every seven years) with physical criteria in mind their emphasis is on social characteristics. Many specific aspects of Inner London including those which attract tourists are also missing, although they constitute a part of London's competitiveness. The concluding agenda for cities focuses on socio-economic processes from which the physical dimension is almost absent.

It would be unfair though to criticise such a comprehensive piece of work for having left out certain aspects. Nevertheless, an executive summary could have guided decision makers. In terms of readers other than researchers who, moreover, are perhaps unfamiliar with London, the book could have done with a little more 'is-state' (in the absence of an annual abstract of London), use more explicit captions of tables, shown a London region map at a larger scale with more names of places and perhaps, dare one say it, even some pictures of the case study areas. #

*Judith Ryser*

## PRACTICE INDEX

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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**

Scotsoun 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: asl@warrington.dial.pipex.com  
Contact: Andy Smith  
Also in London Cardiff & Glasgow

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.

**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

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  
70 Cowcross Street, London EC1M 6EJ  
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@bfinternet.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 AUI

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 0NE  
Tel: 020 7208 2082  
Fax: 020 7208 2023  
Email: mlowndes@pbennett.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 0SJ  
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 3PB  
Tel: 020 7309 7000  
Fax: 020 7309 0906  
Email: cbp@cbuchanan.co.uk  
Contact: Kevin McGovern BA (Hons) Dip  
TP MRTPI AMTS

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

**Building Design Partnership**

PO Box 4WD 16 Gresse 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@btpopenworld.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 Taylor**

96 Kensington High Street  
London W8 4SG  
Tel: 020 7371 3000  
Fax: 020 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  
Contacts: 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.

**Conroy Crowe Kelly Architects**

65 Merrion Square, Dublin 2, Ireland  
Tel: 00 353 1 661 3990  
Fax: 00 353 1 676 5715  
Email: info@cck.ie  
Website: www.cck.ie  
Contact: Clare Burke B Arch MSc UD MRIAI  
David Wright Dip Arch (Hons) Dip  
UD MRIAI

Specialisms: Architecture, urban design, masterplanning, town village studies, urban frameworks. The practice advocates the design of mixed used residential developments with a strong identity and sense of place

**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: Inicolaou@degw.co.uk  
Website: www.degw.co.uk  
Contact: Lara Nicolao

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

## NEWS AND EVENTS

**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 Devides 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.

**Eaton Waygood Associates**

8 High Street, Stockport, Cheshire SK1 1EG  
Tel: 0161 476 1060  
Fax: 0161 476 1120  
Email: terry@eatonwaygood  
associates.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 Ltd**

Commercial Wharf, 6 Commercial St,  
Manchester M15 4PZ  
Tel: 0161 832 9460  
Fax: 0161 839 0424  
Email: cra@chapmanrobinson.co.uk  
Website: www.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.

**EDAW Planning**

1 Lindsey Street London EC1A 9HP  
also at Glasgow and Colmar, France  
Tel: 020 7700 9500  
Fax: 020 770 9599  
Email: edaweurope@edaw.com  
Contact: Bill Hanway BA M Arch AIA or  
Jason Prior BA Dip LA All

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 Warwicks 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: design@rogerevans.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@fmfp.co.uk  
Contact: Donald McCreadie

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

**Terry Farrell and Partners**

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

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

**FaulknerBrowns**

Dobson House Northumbrian Way  
Newcastle upon Tyne NE12 0QW  
Tel: 0191 268 3007  
Fax: 0191 268 5227  
Email: info@faulknerbrowns.co.uk  
Contact: Andrew Macdonald BA(Hons) Dip Arch (Dist) RIBA

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

**Faulks Perry Culley and Rech**

Lockington Hall, Lockington,  
Derby DE74 2RH  
Tel: 01509 672772  
Fax: 01509 674565  
Email: fimjackson@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: 4DL@4DL.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 Architects**

PO Box 1613, 239 Kensington High Street,  
London W8 6SL  
Tel: 020 7937 8020  
Fax: 020 7937 5815  
Email: info@gmw.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 FRTP 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\_b 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.

**Hepher Dixon**

100 Temple Chambers, Temple Avenue  
London, EC4Y 0HP  
Tel: 0207 353 0202  
Fax: 0207 353 1818  
Email: david.maddox@hepherdixon.co.uk  
Website: www.hepherdixon.co.uk

Specialisms: Helper Dixon offers a full range of town planning and urban design services. These include housing capacity studies, masterplan work and development briefs.

**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 MLI 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 8470  
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@dclamk.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.

## NEWS AND EVENTS

**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.masonrichards  
planning.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 planning enquiries for public and private sector.

**Matrix Partnership**

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.

**Mono Consultants**

32-34 Great Titchfield Street  
London W1W 8BG  
Tel: 020 7462 6940  
Fax: 020 7462 6941  
Contact: Simon Chapman  
Email: simon.chapman@  
monoconsultants.com

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.

**Moore Piet + Brookes**

33 Warple Mews  
Warple Way London W3 0RX  
Tel: 020 8735 2990  
Fax: 0208 735 2991  
Email: mpb@moorepietandbrookes.co.uk  
Contact: Peter Piet

Specialisms: 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 design and planning unit. This multi-disciplinary unit synthesises planning, urban design, architecture and graphic design to produce innovative solutions in comprehensive master planning, urban regeneration, strategic planning and sustainable development.

**MWA Partnership**

Twesard 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 Mearad Street, 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  
 Email: louise.thomas@scottwilson.com  
 Contact: Louise Thomas / Ken Jores

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  
 Contact: Roger Kallman  
 Also Chicago, New York, Washington, San Francisco, LA, Hong Kong

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 OHE  
 Tel: 01794 517333  
 Fax: 01794 515517  
 Email: melvyn@tetlowking.co.uk  
 Contact: Melvyn King MA (Urban Design) MSAI MCIOB FRSA

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

**WynThomasGordonLewis Ltd**

21 Park Place  
 Cardiff CF10 3DG  
 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**

70 Cowcross Street, London EC1M 6EJ  
 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) FRTPi

Specialisms: Multi-disciplinary practice of architects, planners, urban designers, landscape designers, tourism specialists and interior architects. The firm provides consultancy services to institutional, public sector and corporate clients.

## NEWS AND EVENTS

**Todd Architects & Planners**

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

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

**Turnbull Jeffrey Partnership**

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

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

**Stuart Turner Associates**

12 Ledbury Great Linford  
 Milton Keynes MK14 5DS  
 Tel: 01908 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@tnw-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 BT16HT  
 Tel: 028 9043 5060  
 Fax: 028 9032 1980  
 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)**

10 Little Lever Street  
 Manchester M1 1HR  
 Tel: 0161 200 5500  
 Email: urbed@urbed.co.uk  
 Contact: David Rudlin BA MSc  
 Website: www.urbed.com  
 Also at:  
 19 Store Street, London WC1E 7DH  
 Tel: 020 7436 8050

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

**Vincent and Goring Ltd**

Sterling Court Norton Road  
 Stevenage Hertfordshire SG1 2JY  
 Tel: 01438 316331  
 Fax: 01438 722035  
 Email: urban.designers@vincent-goring.co.uk  
 Website: www.vincent-goring.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@wflondon.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 Hedgemead Road  
 Bath BA1 5NY  
 Tel: 01225 338 937  
 Fax: 01225 338 937  
 Email: NEP\_lighting@compuserve.com  
 Contact: Nigel Pollard

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

**St George North London Ltd**

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

Specialisms: London's leading residential developer.

## EDUCATION INDEX

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

Faculty of the Built Environment  
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

## Wandering

When you've been trained for years to see places in a particular way, to address your versions of it to particular audiences, to use a certain vocabulary, to focus on some things and not mention others, whether you are a travel agent or an urban designer, it might be necessary, or it might be traumatic (or irrelevant as I suspect some believe) to see places from other perspectives, to read what these invaders of 'our' (self claimed in xenophobia) intellectual and professional territory of 'place' have to say. Especially when, as the two cases here do, they start not from any 'problem' or 'brief' but set off on arbitrary and random paths and tell their own and others stories. Which is just why they should be in 'our' literature, to subvert and challenge the professional norms.

Whether urban designers need to read a 'demented magus of the sentence, the de Quincey of contemporary English letters, who can outgun virtually any writer in England' (to elide the quotes on the jacket of London Orbital, Iain Sinclair's latest book) even his publishers clearly doubt, for I am still waiting for the review copy to arrive. But having recommended the M25 for inclusion in The Good Places Guide and put Sinclair's earlier novel Downriver in my reading list for Myths and Narratives of the City for the third year planners, how could I resist something as crazy as a walk round the M25 – anti clockwise. London Orbital starts as an attempt to escape from the pervasive and dominating manipulations of place and language that produced the Millennium Dome, by tracing the outer rim 'the point where London loses it, gives up its ghosts' (p3). Sinclair and his fellow artist/walkers have no truck with the hypocrisy they unravel in the ring of urban design projects along their way - regeneration and Best Value, shady land fill deals and hospital development sell outs, this road to Bluewater lined with fake heritage pennants and CCTV Cameras. Their heroes are the last archivists of empty sanatoria, the greasy snack stop proprietors and graffiti writers, and the hermit of Shepperton, JG Ballard, who in Concrete Island (1974) had already imagined this landscape of alienation.

Forced Entertainment's perambulations documented in The Travels was structured only by chance – a series of travels to unlikely streets and sites taken at random from A-Z's : a landscape of encounters outside seedy hotels and cheap theme parks out of season, a lone woman on Rape Lane at midnight, a stationers shop on Story Street. The actors/reporters have no choice other than to follow the trail : 'if you don't say yes there is nothing to tell' and The Travels grows out of the conversations and memories and meetings these arbitrary but poetic destinations unravel.

If only we would listen.

Bob Jarvis

<sup>1</sup>Iain Sinclair (2002) London Orbital : A Walk round the M25 Granta, London, ( ISBN 1 86207 547 6, £25)

<sup>2</sup>Forced Entertainment (2002) The Travels Performance piece at various venues, Autumn 2002. For details contact Forced Entertainment on 01 14 279 8997 or www.forced.co.uk

## DIARY OF EVENTS

Unless otherwise indicated, all LONDON events are held at The Gallery, 70 Cowcross Street, London EC1 at 6.30pm. All tickets purchased at the door from 6.00pm £4.00 non-members, £2.00 members, £1.00 students.

### Wednesday 16 April

#### Paddington Basin – Talk and Site Visit

Graham King – City of Westminster  
Meet at left luggage area, Paddington Station at 6.30pm

### Wednesday 14 May

#### AGM @ 5.00pm

Followed at 6.30pm by  
'Solar Urbanism'  
Bill Dunster from BedZed Development

### Wednesday 11 June

Kevin Lynch Memorial Lecture  
**Our Cities: Image, Rhetoric and Reality**  
David Lunts, Office of the Deputy Prime Minister

### Friday 11 July

Annual Urban Design Lecture  
**The Ecological Design of Large Buildings and Sites**  
Dr Ken Yeang, Hamzah & Yeang, Malaysia

## STUDY TOURS

### 24 May – 1 June 2003

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

Price: £575  
Contact: Alan Stones 01376 562828

Updates and further events can be found on [www.udg.org.uk](http://www.udg.org.uk)

## OTHER CONFERENCES

### 14/15 May 2003

#### Making Cities Liveable Conference Burslem - Stoke on Trent

The list of speakers includes:- Dr Jan Gehl, Jon Rouse, Judy Ling Wong, Rt Hon Frank Dobson MP, John Edwards, Kevin Murray, Trevor Beattie  
Tickets are £155 plus VAT including Conference lunch & refreshments. For further details contact Marco Forgiione on 020 7350 5206 or email [marcof@li.org.uk](mailto:marcof@li.org.uk).



## Study Trip to Copenhagen

Provisional dates:

Thursday 11 September to Sunday 14 September

Denmark has for many years attracted urban designers because of its high standards of design. After the war Copenhagen's finger plan provided a growth strategy for new suburban areas and the recent extensive pedestrianisation in the city centre has been developed over a forty year period. The Tivoli Gardens which are open mid April to mid September add a unique feature to the city. The new Oresund link connects the city to Malmo providing a new subregional dimension and the Orestad neighbourhood near the airport is opening up for science, business and educational developments. Louisiana is a well established museum and new extensions to two major galleries and a new Museum of Modern Art combine exciting architecture and high quality exhibitions.

John Billingham will be leading this study trip. It is hoped to arrange introductory talks on the development of the city as well as the pedestrianisation work and to explore the city centre, docklands and regeneration work and suburban developments. The following is an outline of a provisional programme.

### Thursday 11 September

Early departure from London  
General walk around centre and dockland. Talk about City Development

### Friday 12 September

Talk about pedestrianisation and walk around city centre  
Tours by boat. Tivoli Gardens in the evening

### Saturday 13 September

Visit to suburban development possibly including work by Utzon.  
End visit at Louisiana Museum

### Sunday 14 September

Opportunity to visit city museums or possible trip to Malmo  
Evening flight to London

The cost of the study tour is expected to be in the region of £420 sharing a twin room. Firm arrangements will not be available until about June but people who are interested in taking part are asked to let Susie Turnbull know as soon as possible on [udsl@udg.org.uk](mailto:udsl@udg.org.uk) so that an indication of potential numbers can be obtained.