

Urban Design Quarterly
The Journal of the Urban
Design Group

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International:
New Town Malaysia

Viewpoints:
The London Plan
Sheffield's New Heart
Urban Design Institute?

Topic:
Devolution and
Urban Design

Case Study:
Little Somerford

Research:
Space Syntax

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urban design

UDAL NEWS

UDAL Five-Point Statement UDAL produced the following statement about its aims as part of the recent Urban Design Week

The aim of the Urban Design Alliance (UDAL) is to achieve a better quality of life through good urban design. High-quality, integrated and holistic urban design has a direct impact on some of the issues that are most important to everyone living and working in towns and cities:

Community

A sense of identity, pride, inclusion, and social equity can be achieved through involving local residents, businesses, and communities within the urban design process. UDAL has achieved this through several campaigns, including the Changing Streets campaign run by UDAL and BBC London during 2001, and Placecheck, which has so far secured £5m from the DTLR for urban regeneration in 10 UK locations. UDAL has also produced several reports to encourage practitioners in all sectors to develop active community participation. Returning Roads to Residents provides practical ways for residents to improve their local urban area; Designing Streets for People investigates the way we plan, design, manage and maintain our streets; and Better Places for Business aims to inspire developers, design professionals and local authorities into producing innovative industrial environments of the highest quality.

Safety

Safe and secure places are a high priority for us all. Collaboration between policy-makers and the professionals who design our urban places helps ensure our public realm feels safe and protected. UDAL continually campaigns to ensure well-planned open spaces that allow accessibility, traffic flow and freedom of movement without compromising personal safety.

Transport

UDAL has always recognised the difficult balance between reconciling personal freedom and

mobility with ensuring accessible, sustainable, practical and clean modes of transport. By working together with many partners within the industry, UDAL strives to provide solutions that ensure a high quality of life for all transport users.

Health and Environment

The importance of urban green spaces is not merely to provide places for recreation and relaxation. Our urban parks and green spaces enhance the environment, promote proven and tangible health benefits, increase and protect biodiversity, and provide children with healthier places to live and play. UDAL campaigns to secure adequate provision of high-quality green spaces, to ensure high standards of design skills, and to safeguard the maintenance of these places. The UDAL report Liquid Assets also focuses on that most fundamental element of healthy places: water. It provides invaluable professional guidance on how to make the most of our urban watercourses.

Living Spaces

Good urban design is not restricted to the public realm, but extends to achieving attractive, comfortable, and attainable homes. By promoting the co-operation between developers and design professionals, UDAL plays an increasingly important role in helping attain high quality housing while maintaining local distinctiveness and character. By encouraging open dialogue between designers, developers, local authorities, local communities and residents, for example through many of the events held during Urban Design Week, UDAL raises public awareness of the importance of good urban design. And by campaigning for urban design skills to be an essential component of professional training, and through events such as the UDAL Urban Design Skills Summit, we are helping equip the designers of tomorrow. #

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Urban Design Group website: www.udg.org.uk
The Resource for Urban Design Information (RUDI): www.rudi.net
UDAL website: www.udal.org.uk

CONTENTS

Cover

Sheffield City Centre
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News and events

Leader	4
Director's Column	
CABE, The first three years and the next	5
A Sense of Place, Kevin Lynch Lecture	

International

New Town Malaysia, Jon Lang	7
-----------------------------	---

Viewpoints

The London Plan, Judith Ryser	10
Sheffield's New Heart, Andrew Beard & Jeremy Till	12
An Urban Design Institute? Derek Abbott, Barry Sellers	15

Topic

Devolution and Urban Design	
Introduction, Matthew Carmona	17
England, Matt Lally	18
Northern Ireland, Mike Jenks	22
Scotland, Rob Cowan	25
Wales, John Punter	29
U. K., Matthew Carmona	32

Case Study

Little Somerford, Ian Bertram	36
-------------------------------	----

Research

Caution: Urban Design, Tim Stonor of Space Syntax	38
---	----

Book Reviews

The Good Place Guide, John Billingham & Richard Cole	40
Planning for Crime Prevention, Schneider & Kitchen	41
Utopian England, Dennis Hardy	42
Innovative Cities, James Simmie	
The Gaia Atlas of Cities, Herbert Girardet	43

Practice Index

Education Index

Endpiece

Bob Jarvis	51
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Back cover

Diary

Future issues

85 Urban Design Week

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NEWS AND EVENTS

Good Places

Members will be relieved to see that The Good Place Guide is now available which reflects the original idea by John Worthington, the contributions by many members of the group and the authors who added material and enabled it to be published. It is one of the only urban design publications to be directed at a wider group of people than just professionals and it ought to stimulate public discussion of the qualities of public places. Whether it can ride on the back of Streets of Shame by emphasising the reverse – that there are good examples of places for people – remains to be seen. The further publication of Design Guidance by the group reflects one of the other objectives of the UDG – to promote high standards of performance and interprofessional collaboration – and should give the group a much higher profile in professional circles. Tim Stonor in his article in this issue cautions us about the lack of proper understanding of urban design by some professionals which emphasises the need for such publications. It also underlines the wider need of Urban Design Skills in which the group as part of UDAL is involved at the Urban Summit. Judith Ryser's review of London's Spatial Development Strategy suggests that the ways in which urban design can be brought home to the person in the street is not fully enough acknowledged for it to receive sufficient coverage in the Strategy. The 100 places concept is surely a telling way to bring home the benefits of London becoming a better place. By involving local people in contributing to their future it could achieve both wider objectives and community fulfillment.

John Billingham

Director's Column

Last year the UDG declared that guidance was urgently needed on how developers, partnerships and local authorities should produce master plans and urban design frameworks. We said that the terminology was hopelessly confused, and too many of the current rash of master plans were ill-conceived, rushed and inadequately funded.

'The best master plans and urban design frameworks make for successful development by understanding the processes of social, economic and environmental change,' the then UDG chairman Marcus Wilshire said. 'The worst of the new generation of master plans offer no more than a seductive illusion of urban design.'

Now we have put our money where our mouth is. The UDG's book *Urban Design Guidance: urban design frameworks, development briefs and master plans* is published by Thomas Telford, publisher of the ODPM and CABE design guidance. It recognises that there is a great deal of confusion about what design guidance is, how it should be prepared, what clients expect, what services consultants offer, and what resources are required. The aim of the guide is to help people use the right tools for the job, and to use them effectively. It is addressed to everyone who plays a part in commissioning, preparing or using guidance, whether as developers, council officers, consultants, politicians or members of partnerships.

The Urban Task Force's report inspired an explosion of masterplanning activity. The problem is that too often the masterplanning label has been used without the substance. Masterplanning is often a case of giving a new name to an old-style strategy (for housing, regeneration, planning or social development, for example) to give the impression that careful consideration has been given to urban design.

Local authorities, partnerships and developers too often commission a master plan as a way of getting a

consultant to carry out analysis that they should have done themselves, and of avoiding thinking about their own vision for the place. They rarely allow the consultant the necessary time or money to do the work.

So what is a master plan? Is it a generic term for all types of urban design guidance, or should it be used in a more particular sense? We went for the latter option, identifying three main types of guidance relating to specific places: urban design frameworks (for areas), development briefs (for sites) and master plans (also for sites).

We define a master plan as a document that charts the masterplanning process and explains how a site or a series of sites will be developed, describing how the proposal will be implemented, and setting out the costs, phasing and timing of development. This kind of masterplanning is usually prepared by or on behalf of an organisation that owns the site or controls the development process.

We hope that the book's explanations and comprehensive checklist will make a real contribution to promoting more and better urban design guidance. That, in the UDG's view, is a key to higher standards of design. We now hope to work with people who use *Urban Design Guidance*, so that together we can learn from the experience and revise the guide as necessary. Do get in touch if you are interested.

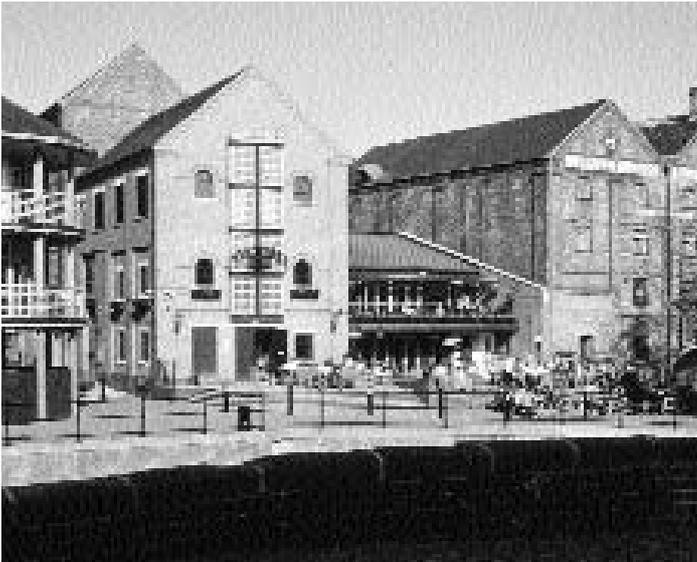
Robert Cowan

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**CABE: The First Three Years
and the Next
12 June 2002 London**

In his first official duty as UDG Chairman, Alan Stones introduced UDG Patron Les Sparks who gave this year's UDG Annual Lecture recounting the brief but eventful life of the Commission for Architecture and the Built Environment of which he is a commissioner. In spite of the power point technology failure, Les managed successfully to convey the message of CABE, set up in 1999 by the Department of Culture, Media and Sport to replace the Royal Fine Arts Commission, and to be the "champion for architecture and built environment in England". It is now sponsored by two Ministries, the DCMS and the Office of the Deputy Prime Minister (ODPM, formerly the DTLR). It has 13 commissioners chaired by Sir Stuart Lipton, a number of expert committees and a small staff.

CABE's ten year vision has two main targets:

- To inject the importance of design of the built environment into the bloodstream of the nation
- To persuade political leaders, procurers, developers and users of the built environment that good design generates economic, social and environmental benefits.

These targets reflect a number of values and relate to an understanding of urban design which goes well beyond simple aesthetics and includes *inter alia* "functionality and fitness for purpose, good value and efficiency, flexibility and sustainability".

The work of CABE is organised under six headings, though there are some overlaps: Design Review is the one activity inherited from the RFAC, where they attempt to offer positive criticism and advice on strategic projects. This is complemented by the Project Enabling programme which, through a national network of some 100 enablers gives assistance at an early stage to clients who want to improve the quality of their schemes. They try to choose generic projects which will have a wider impact. As CABE is a relatively small organisation it needs to achieve its objectives through Partnerships particularly with the public sector and regeneration organisations. They have been successful in getting the various Ministries interested and involved. A series of regional representatives and the Regional Committee ensures that there are partners throughout the country and that CABE's messages are widely disseminated. To support its work, CABE commissions research and publishes its results; one example is *The Value of Urban Design*, already reviewed in UDQ which contrasted successful urban

design examples such as Nottingham Castle Wharf (shown above) with less successful schemes in the area. Finally the Education programme which has set up the Education Foundation is aimed at raising awareness of urban design throughout the population.

As a result of its limited resources and small size, CABE has set priorities for action. It has concentrated in raising the quality of Education and Health buildings, as a vast building programme funded through PFI is about to start. It is also hoping to improve the quality of housing layouts by working with house builders. It is spreading the message that good Master Plans are needed for successful urban regeneration and that quality urban design increases the value of the product. Communicating its messages is one of the priorities of CABE.

Les Sparks acknowledged that a lot remains to be done and that there are impediments on the way. CABE's budget has more than doubled in the past year and its staff has expanded to 37, but it is still a tiny organisation with limited resources. Its future activities will continue to be focussed on those listed above. Amongst the targets is the expansion of the regional dimension and events programme; the dissemination of a tool-kit for project procurement; the publication of a best practice guidance on Design for PFI; a series of training sessions on Better Public Buildings and a digital library of best practice examples.

Should CABE now concentrate on the demand side, on ensuring that the public become more demanding? Should it deal more with people and less with places? These were some of the questions debated at the end of the talk. The role of schools and the difficulties in reaching the general public were mentioned. The achievements of such a young organisation operating in a difficult environment were praised in the concluding comments.

Sebastian Loew

**A Sense of Place
10 July 2002 London**

It was to a packed and encouragingly youthful audience that an equally youthful Edzo Bindels substituting for Adriaan Geuze presented the 2002 Kevin Lynch Memorial Lecture. Bindels chose to illustrate his theme through four case studies drawn from the work of the Adriaan Geuze practice. His basic philosophy was that all the senses must be stimulated to create a sense of place and, as his examples would show, each scheme must relate in a unique way to its location.

The first project in Amersfoort was part of the Dutch national strategy to provide a million new homes in the Netherlands during the next 20 years. The Dutch had chosen to make this provision through siting major allocations on large sites next to big cities and equivalently smaller allocations adjoining smaller cities.

The case study site, earmarked for major development is close to the city of Amersfoort south of the IJsselmeer on the featureless agricultural wasteland that typifies much of this part of the Netherlands. This topographical anonymity was further aggravated by the separation of the site from its "host" city by two major national highways. Indeed these provided the site's only unique feature. Any sense of place would clearly have to be created. The practice won the commission to prepare a master plan for part of the new area. They were required to provide for 13,000 new homes to be built by a consortium of local authorities and a group of developer/builders. They also had to co-ordinate their plan with the master plan being prepared for an adjoining area. Although their site was the most remote from Amersfoort it still had access to the main highway intersection. This provided a clue to the means of creating local identity. The routes taken by commuters would provide lines for a chain of Lynch type features that would begin to create a sense of place. A second clue

NEWS AND EVENTS



was provided by the opportunity for links, by canal, to the IJsselmeer. The development of this theme would allow the re-creation of the classic Dutch form of canal-side living. New canals meant new bridges and eighteen were provided. These had a common form but each was given an individual identity.

In contrast to the curvilinear plan form proposed by the master planners for the adjoining area the Geuze area was to be strictly rectilinear reflecting the rigid geometry of the polder landscape. To provide variety within the development and thus create distinctive places, that would match the "world of difference" marketing slogan chosen for the scheme, the proposals and designs of the eleven architects and six developers involved in implementing the development, would have to be interwoven together. To ensure this the Geuze team rejected the normal "do-the-master-plan-and-get-out" approach and chose to remain through the implementation phase. During this they coordinated workshops for developers, architects and local authority officials. To ensure variety architects were made responsible for individual house types pepper potted through out the area. Assemblies of proposals were presented in the form of simple, large scale, foam block models. These models could be changed easily or replaced if necessary. The model assemblies were appraised by teams drawn from the Geuze

team and the local authority. During appraisal items of concern were flagged and the individual designers invited to join in discussions aimed at resolving points of concern. This was initially a difficult process for the architects to come to terms with, but the local authority representatives found involvement in the process a rewarding contrast to their normal "permit stamping" role.

Distinctive house types were evolved reflecting the traditional high ceilinged Dutch merchant's house. Use of spoil from the new canals enabled the creation of car parking spaces that did not dominate the street scene. Intimate links to the water could be created and a fretted skyline established in an almost organic manner. The foam model approach enabled a variety of designs to be welded into a single unified scheme and a contemporary interpretation of canal side living was established and distinctive places created.

Overall densities were high by UK standards, up to 50 units per ha. The Dutch it seems are not as fixated by a need for gardens, indeed some plan types resulted in houses that fronted water on both sides and terraced houses were universal. Water became such a feature of the scheme that developers even offered a boat as part of the package on some houses. Certainly the creation of a distinctive place attacked every sense. Urban Design was seen by Geuze's team as a process

of continuing dialogue, having agreed an assembly of dwellings, the foam model used in earlier discussions was abandoned and a wood block model version substituted as a reference point for future discussions. Canal side shops were introduced to create nodal points as were a few places for work. Surprisingly no reference was made to schools or other community facilities being used to create a wider sense of place. However as a complement to the boat moorings there were ingenious approaches to car parking. A standard of two cars per house was applied, with a single car accommodated on site and visitors on street. By raising rear garden areas a sunken access and under-house parking provision was made.

Another example he illustrated involved the redevelopment of a site in Amsterdam's former dock area. The Borneo-Sporenburg scheme was started in 1994 with the aim of providing some of Amsterdam's requirement of 2,500 new homes. The site consisted of two redundant piers in derelict industrial surroundings. The brutally rectilinear form of the master plan was derived solely from the narrow shape of the former piers. The basic development unit was identified as being small narrow fronted houses with roof gardens, served by a long narrow street with on street parking. As in Amersfoort a number of architects were involved and their individual house types were "pepper-potted" through out the piers. In order to provide greater variety and thus create special places the decision was taken to allocate 30% of the development to self-builders. The Geuze team also sought to encourage house type designs that turned away from the traditional "looking-at" approach to viewing water to one that took its cue from Vermeer and sought to conceptualise an indirect view, where water was seen through buildings or was sensed through the use of internal reflections

and views up and out. The resulting melange of houses shown certainly illustrated a special type of place.

The final case study took us to Pasadena USA. Pasadena's proximity to Los Angeles and Hollywood was no guarantee of glamour, as the slides showed. The Geuze Team's task was to create an individual character and sense of place in this archetypical American city. It was the boulevard image that the team chose to build upon and as landscape designers it was the etiolated palm trees known as Washingtonias that they took as a theme. There was amazement at their proposal to plant them on top of pink lamp columns. Was this taking place creation just a step too far? Certainly when pink lamp columns are combined with colour shaped hedges and colourful flower boxes the traditional Pasadena boulevard was transformed into a unique location.

Edzo Bindels responded to the issue of who pays for the making of a unique image as in the Amersfoort situation, by claiming that any costs were recovered through added value. He did however agree that this involved a lot of debate with the developers.

As to their long term involvement with the implementation of the master plan, he agreed that this was unusual but the practice considered it necessary. The approach had been developed at Borneo-Sporenburg where feedback had been essential in order to steer the project to success. Of the role of the municipality at Amersfoort this had been a new and positive one for the officers and members.

Concerning the nature of the Geuze practice, he thought that their landscape architect bias within a multidisciplinary group enabled them to take a fresh and in some ways less threatening role in the development process.

Richard Cole

INTERNATIONAL

New Town Malaysia

Jon Lang reviews seven approaches to the design of a new town in Malaysia

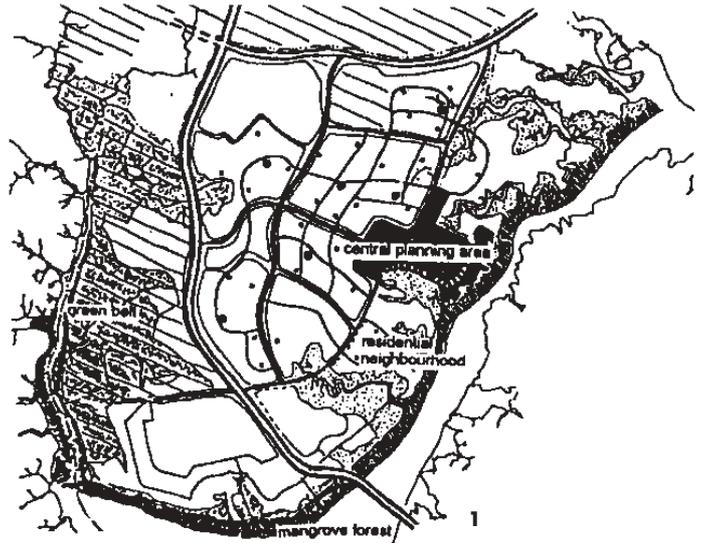
The proposal for a new town in Southern Malaysia was an integral part of the United Engineers (Malaysia) contract with the Malaysian government to build a Second Crossing Bridge across the Straits of Johor between Malaysia and Singapore. Five designs for the new town, originally to be named Bandar Baru Piai but later changed to Bandar Nusajaya, were prepared by internationally renowned consultants between 1989 and 1997. In addition to these plans, there was a sixth scheme that focused only on the central planning area of the city. A seventh proposal was prepared by students in the Masters of Urban Development and Design Program at the University of New South Wales during the northern hemisphere winter of 1998-9. What is of general interest are the urban design ideologies that shaped each proposal. They represent a spectrum of recent urban design thinking.

The reasons for the succession of designs is not clear but had to do with the Renong Corporation, the development arm of the Malaysian government, seeking a strong image that would capture the international imagination as well as the internal politics of the Corporation. The goal was certainly to seize the development opportunities provided by the new crossing and the demand for housing close to Singapore. The objective was to capture 60% of the population growth of Johor State during the two decades 1990 to 2010. It was probably also to capture a proportion of the population growth of Singapore by providing an alternative living environment to that provided in that island nation.

The site of 10,880 hectares, stretching from the Straits of Johor inland, is 80% owned by the Renong Corporation, and 20% by the Malaysian government. The Singapore-Kuala Lumpur Expressway cuts across the northwestern portion of the site. The site itself consists of undulating countryside dotted with coconut palm orchards and a number of kampungs – villages. The Straits of Johor waterfront has mangrove swamps.

The Brief

A number of objectives were specified for the design of the new town. It was to be a sustainable urban development for 250,000 people (increased to 500,000 in 1992) responsive to its tropical setting. As a privately financed new town it had to have a strong saleable image. The nature of the population to be the market was never clearly specified but casual observation of recent settlement patterns in the area suggested that the population was likely to be predominantly Chinese-Singaporean or Chinese-Malaysian rather than Malay. Thirty percent of the area was to be dedicated for housing for low-income families. The consultants were asked to focus their attention on the Central Planning Area of the city. It covers about half the site.



Top: United Engineers (Malaysia) master plan, 1989

Right: The image of the middle-income housing in the UE(M) proposal



The Proposals

The proposals have similarities but also significant differences. Different consultants sought different images for the new town as a whole, for its commercial and business districts, and residential areas. Clearly one of the debates was over the location of the city centre. Was it to be located on the Straits of Johor waterfront, in the geographic centre, or on the expressway linking Singapore to Kuala Lumpur? Another debate was over how best to organize the residential areas. Most of the designers involved chose the neighbourhood unit as the basis for residential development. Everybody advocated mixed uses!

United Engineers (Malaysia) Proposal [UE(M)]

The master plan prepared by UE(M) in 1989 was an integral

part of the Malaysia-Singapore Second Crossing Privatisation Proposal. The design goal was to create a lively, low-density city in character with the present Johor Baru conurbation. The planners sought to retain the existing kampung settlements and to preserve the mangroves and forest reserves. The plan is organized into a centre on the Straits with mixed-use residential areas inland. The waterfront has a series of man-made water features and a marina. Behind these features were to be located the central business district and cultural institutions. Rights-of-way for a potential light rail system were incorporated into the scheme.

Although the proposal (see Figure 1) was more of a land use plan than a detailed urban design scheme, it did seek to promote a 'national indigenous design' for both the waterfront and residential areas (see Figure 2).

INTERNATIONAL

Philip Cox Richardson Taylor Partners and Others [PCRT]

The proposal by PCRT, a Sydney based architectural firm, was prepared in 1994 for a future population of 480,000. The proposal (see Figure 3) suggested that the city should have two centres – one on the waterfront with a mixture of business and governmental functions and a second adjacent to the Singapore-Kuala Lumpur Expressway to consist of commercial buildings – and traditional neighbourhoods. Ease of access, a strong image and designing for liveability guided the plan. As such, emphasis was placed on an efficient internal transportation network and clear links to surrounding areas.

The image sought was a subdued global rather than an indigenous one (see Figure 4). The city was to be a modern one for a modern way of life. If anything the scheme is a garden city with strong high-density cores. The spread out nature of buildings allows for the circulation of breezes and the high level of vegetation proposed would reduce heat island effects.

Duany Plater-Zyberk [DP-Z]

This proposal coming out of the Singapore office of DP-Z is a New Urbanist scheme drawing inspiration from traditional Malaysian urban and architectural forms (see Figures 5 and 6). It proposed a 'vibrant interactive series of towns and [self-contained] neighbourhood units'. Each is of mixed-use with one or other use predominating. The objective was to create walkable areas with short distances between home, work and recreation and thus reduce the reliance on automobile and, in the Malaysian context, moped usage and so keep pollution levels down. Around each subdivision is a green belt giving districts a clear boundary and thus identity. A bold civic axis stretches from the Singapore-Kuala Lumpur Expressway down to the waterfront where a compact Central Business District is located. As the built up areas are compact, much of the site is parkland leaving the higher points on the site as forested areas.

Boffa-Miskell [B-M]

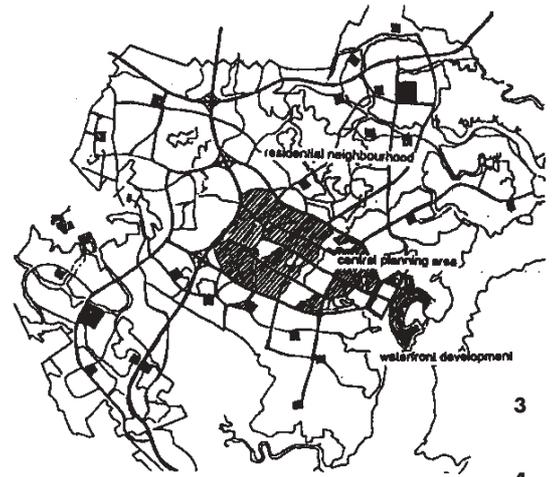
B-M is a consulting firm with an international practice based in New Zealand. It presented three options in 1997 that explored the advantages and disadvantages of different locations for the core or cores. The first option was to develop a strong centre close to the Expressway; the second was to have dual centres, one on the waterfront and the other inland, with a central boulevard linking the two. The third option (see Figure 7) was promoted. It has a smaller commercial area east of the Expressway and a more centrally located business and cultural district – a true Central Business District. This CBD has a central park and a civic square. In this third option, the waterfront is the site of residential development

Jean Paul Viguier SA D'Architecture [J-PV]

JPV is located in Paris. The firm's plan (see Figure 8) is based on the desire to capture the image of that city. The 1997 scheme consists of a grid street pattern with two strong axial roads cutting across it in an almost Deconstructivist manner. A central Parisian boulevard and pedestrian promenade dominate the plan. They are lined with major cultural buildings. Mixed uses are emphasised with specific uses in particular areas. A technology park is located west of the Singapore-Kuala Lumpur Expressway. The transportation design includes the construction of a Vehicle Automatic Leger (not described) and a light rail system. The whole central area of the plan is surrounded by a green belt beyond which are located garden city type neighbourhood units.

Hellmuth Obata & Kassabaum [HOK]

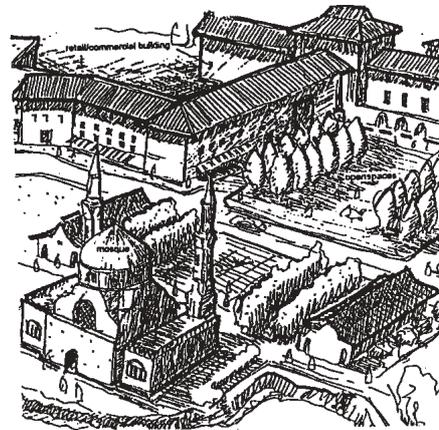
The HOK scheme of 1998 focuses on the Central Planning Area. It consists of a grid layout with the Central Business District and a recreational area down on the waterfront. A business park is proposed for the area immediately south of the Singapore-Kuala Lumpur Expressway. The design goals were to have easy automobile access



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Top: The Philip Cox Richardson Taylor and Partners master plan, 1994

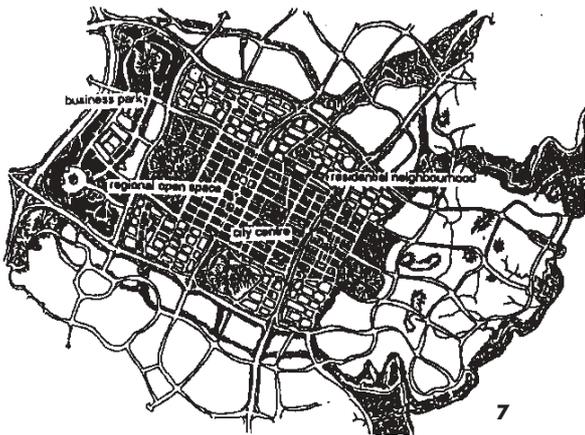
Above: The image of the CBD in the PCRT proposal

Left: The image of the institutional area core in the Duany Plater-Zyberk proposal

Bottom: The DP-Z master plan, January 1997



6



7

from the Expressway and a bold modern image for the city as seen from it. There was a desire to create a clear sense of arrival. The business park has a town centre located at the junction of an east-west boulevard through the site and a north-south axis linking the business area to the waterfront. The city would consist of dispersed buildings with much convenient surface parking (see Figure 9).

impact of breezes. High pitch roofs with large overhangs, jack roofs, and colonnades would provide protection from the sun and tropical rains while providing good ventilation.

The neighbourhood unit paradigm remains a strong one for urban designers as can be seen in five of the seven schemes. Much less is expected of it as a community unit than in the past but it does divide the city into legible units. Perhaps the greatest difference amongst the schemes proposed was in the image sought. The other major difference is in the nature of the major core areas of the city. In the year 2000, the market pressure was for the major core to be located near the Expressway and for development to spread out from there. The HOK scheme is an indicator of the way the officials of the Renong Corporation were thinking in the late 1990s.

Masters in Urban Devt and Design Program [MUDD]

The educational focus of MUDD is on the Australian and Southeast Asian urban design experience. The eight students that participated in this 1998-9 study were drawn from Australia, Indonesia, the Philippines, Singapore and the United States. After examining a number of possible directions that the city might take – eg., an automobile city, a neo-garden-ecology city, and a public transport oriented city – the team produced a fairly simple conceptual plan as the basis for the master plan (see Figure 10). A regional shopping centre was proposed for the east side of the Expressway, a civic centre in the centre of the city, and a commercial-entertainment area down on the waterfront. Some of the residential areas would be high density, mixed use while others would be low density and primarily residential. A loop light rail system with spurs would provide the essential linkages between components of the plan. A variety of image types for the architecture were explored – designing with climate in mind with the works of Otto Koenigsberger, Jimmy Lim and Ken Yeang as models were seen as the most appropriate.

The emphasis all the schemes place on making the city easily marketable reflects the optimistic political and economic tenor of the era of its various designs. By the time the MUDD group became involved, the bubble had burst. The development pace is much slower now and the Malaysian Government itself has other priorities in terms of urban development (e.g., the building of Putrajaya – the new administrative capital of the country). There is considerable competition to the potential new town from other haphazardly planned commercial facilities in the area as well as exclusive gated communities. While the market pressure for a coordinated development, such as those outlined here, is low at present, it is likely to pick up again in the future.

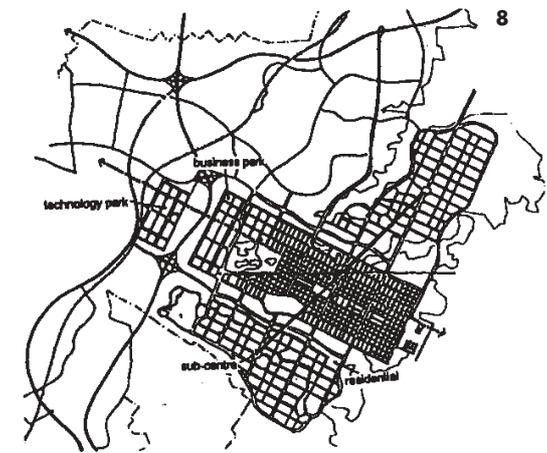
Commentary

Each scheme has its own focus of attention. All except, perhaps, the Jean-Paul Viguier scheme, recognise the requirements of a tropical climate. The United Engineers (Malaysia) scheme of 1989, for instance, is clearly related to the climatic conditions of Malaysia and the new-urbanist scheme of Duany Platter-Zyberk picks up many vernacular patterns. The density of development, the widely spaced buildings allow for the flushing

The Philip Cox Richardson Taylor and Partners' 1994 proposal has been accepted as the master plan to guide development. As the political characteristics of Malaysia evolve so the plan and the degree to which is implemented are likely to evolve too. #

Jon Lang

All the drawings have been adapted from original sources by the MUDD, UNSW students.



8

Top: The Boffa-Miskell master plan, mid-1997

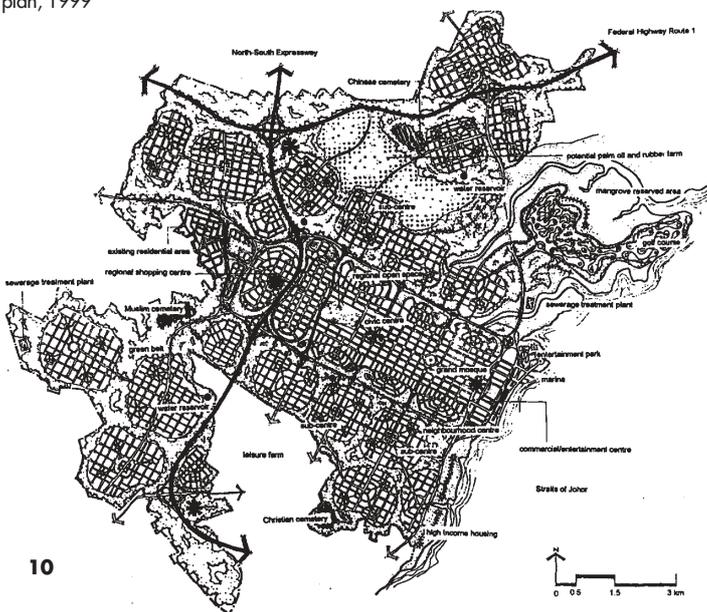
Above: Jean-Paul Viguier SA D'Architecture master plan, late-1997

Right: Hellmuth Obata & Kassabaum central area image, 1998

Bottom: The MUDD Program, UNSW master plan, 1999



9



10

VIEWPOINT

The London Plan From a Vision to a Plan?

Judith Ryser updates her earlier views reported in UDQ 80

The London Plan has reached stage 2 in June 2002 ready for the three months statutory consultation period. It has evolved into a volume of over 400 pages from the initial vision of the mayor published in May 2001. The aim of this viewpoint is to identify and discuss what has stayed put, what has changed after the first round of consultation, what has been added or taken out and why.

While a vision can be daring, futuristic or extravagant, a plan – moreover with many statutory constraints – is another matter. In the first round of consultation people were asked whether they would like public transport and roads improved in the same question. It is easy to see, therefore, why some 86% among the some thousand respondents (note: out of 7.4 million, a mere 0.001%) agreed with “London to become a sustainable world city and to accommodate growth in the economy and the population”. Londoners will wake up to the consequences of such broad or abstract questions when they have worked themselves through to reality.

The main problem was spotted at the launch of the plan despite Livingstone’s reassurances on the larger than life screen of London’s Imax. The truth is there is no Plan B! The assumptions that London’s population will grow by the size of Leeds from 7.4 to 8.5 million and jobs will increase by 363,000 (net) with more than two thirds in the business service sector by 2016 are open to challenge.

The urge to push the Strategic Development Plan through during the first administration of the mayor and GLA means few surveys were undertaken to make clear what the present situations are in a complex urban area like London. Nor was it possible to commission original research to identify the structural and particular deficiencies of London even at the strategic level. Unfortunately, aggregated trends and assumptions cannot be met with specific remedies. Not surprisingly, the statements about implementation and resources are bland and non committal as regards GLA and its various agencies. It becomes clear also, that there are few means available Londonwide to tackle its large scale problems and GLA expects the government to cover these costs. While continuously asking for greater subsidiarity and more powers the mayor does not see any contradiction in trying to get a share of the Section 106 resources. Most probably the London Boroughs will have a different view about sharing one of their few effective planning powers.

Jobs

There is a little more evidence in the draft London Plan than in the first vision. However it is mainly expressed as rates of change. Nowhere in the plan are figures given for the ‘is state’, for example the total amount of jobs now and

projected for 2016. The gain of 600,000 jobs in business services has been compensated by the loss of 600,000 manufacturing jobs over the last thirty years. Job creations and losses varied over that period with external circumstances. The global division of labour with manufacturing shifting to developing countries has been influential, as also the liberalisation of the London stock market with rapid job increases in the eighties and subsequent heavy shake outs. The current downturn of the financial markets worldwide may have a similar effect. Even if in the longer term the financial sector will recover in London – and not to forget elsewhere – such cyclical hiccups will influence the long term evolution and should be included in the projections.

What is more serious for London and the poorer, unskilled part of the population often from ethnic minorities is the continuous loss of unskilled jobs, including another 82,000 manufacturing jobs by 2016 (not quoted in the plan). This equivalent of a quarter of the job losses over the past 15 years does not exactly prove that manufacturing decline has bottomed out. Despite various interventions in the education and training situation, there is little sign that this section of the population will be able to get access to the office jobs requiring highly skilled knowledge workers in the future. The economic and social committee of the Greater London Authority raised these concerns at the hearing of the Plan and got no convincing answers.

The research into London’s economy by Ian Gordon et al. to be published in the autumn contradicts Saskia Sassen’s thesis of the need for personal services provided by this sector to the super-rich in the financial sector, omitting the substantial sector in the middle. Even today, after all the structural changes of the London economy, the financial sector represents only 16%. Business services may grow faster relative to other employment but not in absolute terms which is not shown in the Plan. The bulk of employment in London is still made up of other service sectors such as tourism and the public sector (central and local government,

health, education, the police, transport, utilities and others). Between the telephone number earners and the poor and unemployed there is a large bulk of middle class, lower and middle management employment. Many of London’s jobs are taken up by commuters who export their income and do not contribute to London’s tax base.

The biggest market of London is London itself, followed by the UK. These markets are supplied by many SMEs, although the large firms make up the bulk of employment and innovation as shown by Simmie, without which London’s economy would remain stagnant. It should be noted that until the mid nineties London has under performed the average national economy. Making an above average contribution to the national economy now (estimated at £20 billion by GLA) may not justify claiming it back towards the £100 billion capital investment needed in London’s public services according to London First.

It is difficult to see how alternative solutions such as the revival of the artisan sector in Denmark, for example, where high quality high price production are viable in a high income high cost nation could succeed here in a climate of educational polarisation and absence of status for low paid skilled manual jobs in a high cost environment.

More people, more homes?

Recently, and contrary to conventional planners’ wisdom, London’s population has been growing, not least because accommodation was produced in areas like Docklands. However, with housing output at its lowest since the war, it is difficult to see how 19,000 units per annum can accommodate the 700,000 additional population by 2016. The high housing costs are already generating forced sharing and overcrowding. This, in turn, has led to adjustments of household forecasts. Fear of loss of control hinders people to let their surplus housing. Lack of finance prevents local authorities or housing associations to reinstate empty

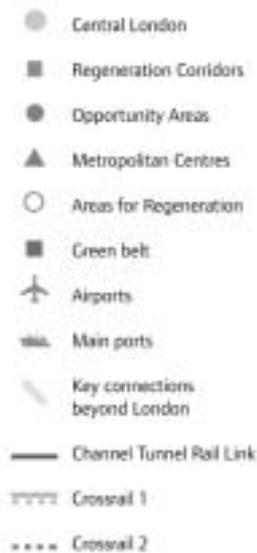
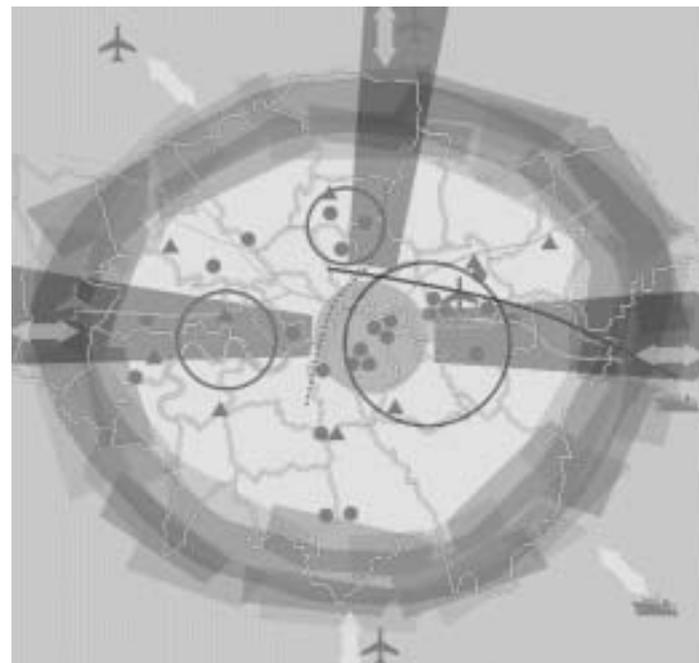


Diagram copyright GLA

properties. The attribution of the costs of brownfield decontamination creates uncertainty and delays. Planning obstacles prevent unconventional recuperation of space such as above shops or change of use.

The demand for 50% of affordable housing on site with every new development will constitute more of a hurdle than the plan seems to anticipate. In a market economy, people will make personal choices subject to their means, not the visions imposed by politicians and planners. High density mixed use and mixed tenure may be the solution in a designer's mind, but not necessarily the place where people will invest their hard earned cash. Despite social engineering, they will choose the suburbs or the countryside and defend their personal space against densification, influx of workplaces or tower blocks to protect their capital investment. This applied even to East Enders who used their discounted right to buy and sold their premises at market value to move out to Essex. It is one thing to be a young single person taking advantage of London's nightlife, it is quite another to have a young family with aspirations for the children's education and well-being. Those who choose to live in high density central areas often have second homes in the country and abroad. Listening to the ex BT techno-guru Peter Cochrane, our footloose, chaotic lives will all be run by transponders through



interconnected but temporary networks. The plan claims to deal with the impacts of technology, but no plausible knowledge seems to have been sought to explore this issue with potentially immense spatial repercussions. The deficiency of objective surveys may yet come to haunt the planners and the Plan.

The nature of the beast

The mayor claims that his Plan is not a normal structure plan. It concentrates on the role of London in the world (world city, European leader, capital city and metropolis of its region). The Plan is supposed to coordinate and integrate all the mayor's sectoral policies. The snag is that all are not yet devised and will at best be add-ons or after thoughts. Even supplementary planning guidance (in the first instance on sub-regional spatial frameworks) is foreseen at a later stage. Among cross cutting themes are design (for a compact city), London's metabolism, lifestyles and values, impact of technology and social justice. The statutory cross cutting themes are sustainable development, health and equality of opportunity. They are dealt with at the end before implementation. Alongside that, the Plan has to address specifically functional statutory sectors which are singled out separately, such as housing quantities, burial places, community services, office, manufacturing, retail

accommodation, skills provision, open spaces, the Thames, transportation infrastructure, travel and as a separate issue, congestion charging more as a money spinner than a means to curb environmental pollution. The integration of transport and spatial development (read land use) – what contemporary planning claims to be about – is confined to four pages. The numbering system of the Plan reflects the confusion of lumping together sections written by different bodies from different standpoints (originating in other sectoral policies or statutory obligations) interspersed with unrelated policies. The succinct list of contents does not refer to specific policies or data and there is no list of figures.

Despite claims to the contrary, the Plan is supposed to propose a Spatial Development Strategy. For that purpose, London has been subdivided into new territorial entities. Like the subject matters, these are not mutually exclusive either. Most interestingly, a new division into administrative sub-regions follows the boundaries of the Skills Council areas. Conveniently, this pools the City of London with East London which is given priority. Whether the Corporation is happy to be cheek by jowl with Canary Wharf would be fascinating to investigate. Unlike in the first vision, the suburbs are given some more attention. Areas of opportunity are enumerated rather conventionally as in any

other structure plan. Inherited from LPAC's days the traditional West End and City of London are called the Central Activities Zone. It is surrounded by the Central London sub region which excludes the City. One can only guess what negotiations went on behind closed doors to reach that carve up. Although there is still only one vision it gets rather blurred in the complexity of the various chapters and subsections, save for the population and economic growth postulate.

Good planning though would have included fall back positions, in case the expected growth does not materialise, or conversely, exceeds predictions beyond imagination. Policies enabling London's stakeholders to act from within should at least figure among the mayor's ambitions. They could focus on discrete parcels of development, with less extensive budgets, designed around achievable and strategically relevant goals, realisable within London's own means as demonstration pieces or missing links, for example. This is where the cross cutting strategy of good design could come in. Why did the draft Plan not include the laudable initiative 'Making space for Londoners' involving the advice of the mayor's Architecture and Urbanism Unit headed by Lord Rogers of Urban Task Force fame? Redesigning 100 places throughout London of different nature in different locations is a great strategic way to disseminate an idea and make it stick: good design makes a difference. These projects can be realised within a reasonable timeframe so that they will make a political impact on the whole of London. It should become an exemplar for a whole host of groups to undertake their own urban design initiative, gradually improving London's public realm. Politically, this may be more astute than grand dreams about London world city, with noisy airport, congested roads, rising crime to boot. Kick starting such realistic and useful projects would be one way to avoid the possibility of the Plan sliding into oblivion as a whole, like so many others in the past, because its ambitions were beyond credibility. #

Judith Ryser

VIEWPOINT

Sheffield's new heart: the transplant continues

Andrew Beard and Jeremy Till comment on recent changes in the city and forthcoming proposals

It is six years since Helena Webster and Peter Howard reported on the regeneration of Sheffield City Centre in UD Quarterly 60: "New Heart for Sheffield". In some respects the progress since then has been significant – restored pride in their city centre for the people of Sheffield, and increased confidence from private sector developers. But compared with some other northern cities, in particular Manchester, progress has been slow with only the public realm works and the Millennium Gallery, plus two rather ordinary office blocks, actually complete. The crucial test is whether this progress is sustainable, and whether some of the early quality can be maintained? The prospects now look encouraging.

Millennium Plans

The previous article described how the processes started with a very promising "Urban Design Framework" by Allies & Morrison in 1995, which was developed into a financially viable bid to the Millennium Commission involving a partnership between the City Council and Taylor Woodrow/Terry Farrell Partnership. The Millennium Commission eventually awarded Sheffield £20.5M towards a £41M project comprising three new public squares, a new Gallery and a 'Winter Garden'. This project, which has had to be phased over several years due to decanting and clearance issues, is nearing completion and is an undoubted success, both with the public and external critics.

The public realm works were the first component, designed by the Council's in-house design team, Sheffield Design & Property. The centrepiece is the remodelled Peace Gardens, which was completed in time for the City's highly successful Millennium Celebrations on the night of 31 December 1999. Deep public scepticism over the destruction of the original Peace Gardens, compounded by eco-warriors occupying some (small) trees at the beginning of the construction contract, was gradually eroded as the quality and character of the new scheme emerged. The scheme is a mixture of a garden, with water features, seating and lawns, and a harder paved 'square'. Four artists were closely involved in the detailed design (Brian Asquith – water vessels, bins and bollards; Richard Perry – stone carving; Tracey Hayes – ceramic and paving designs and Andrew Skelton – seats). The planting designs by Richard Watts are also a major contribution to the overall success.

It is now a well loved focus of the city centre, with the fountains becoming an unofficial lido in hot weather, the lawns a favourite lunchtime sandwich spot, and the area above the perimeter balustrade a popular meeting point for some of Sheffield's East European immigrants. The Peace Gardens have also sparked the refurbishment of several surrounding buildings, including the creation of new city centre flats and a café bar.

Less spectacular, but perhaps equally significant contributions to the city centre renaissance have been the new square in front of the Town Hall, and the repaving of Surrey Street. In both of these, the area of street for pedestrians has been substantially increased at the expense of roadways, and high quality natural paving materials have been used throughout. This has successfully linked the main shopping thoroughfare of Fargate (already paved in setts but cluttered by poor quality public art) with the Peace Gardens. For the pedestrian, the city centre is at last beginning to feel a bit more interconnected.

The second part of the Millennium Project has been equally successful, and plays an important part in repairing the damaged 'grain' of the city centre. The approach to the city centre from the railway and bus stations had previously been an obstacle course: a traffic-filled junction outside the station, a steep climb up the hill, a dual carriageway road only navigable through unpleasant underpasses, and then the massive Town Hall Extension (eggbox) blocking the way to the city centre.

Much of this has now changed. There isn't a lot you can do about hills in Sheffield, but the dual carriageway and 'eggbox' have now gone. In their place is a normal two-lane road with pedestrian-friendly crossings, and the welcoming elevation of the Millennium Galleries with a greatly enlarged pedestrian forecourt and pavement café. Pringle Richards Sharratt were selected for the project by competitive interview, and their first major project has put the practice firmly on the map.

The Galleries opened early in 2001, and within 6 months they had already met their first year visitor target. The building is actually a series of galleries, including the relocated Ruskin Gallery housing the Guild of St George collection, a Craft Gallery, a Sheffield metalwork collection and a large temporary exhibition space that is linked to the Victorian and Albert Museum. This has already received two successful exhibitions from them, as well as other important international touring exhibitions.

This is a stately, high quality building with good detailing and fine materials, and is in the tradition of the fine 19th century civic galleries.

The Galleries also perform an important access function for the city centre. A pedestrian route runs through it, part of the route from the station to the centre, and escalators and a lift transport people up part of the hillside, linking soon into the Winter Garden and hence to the Peace Gardens or Tudor Square.

However, the centrepiece of the whole Millennium Project is likely to be the Winter Garden, nearing completion and due to open in late autumn of this year. This is a stunning structure 75m long by 23m wide, rising to 20m high in the centre. Constructed of massive glulam spruce arches and glass, it has also been designed by Pringle Richard Sharratt and Buro Happold. Not only will it be a public space open 18 hours a day and filled with temperate plants, but it will provide links between Tudor Square, the Millennium Galleries and the Peace Gardens. Already it has captured the imagination of Sheffielders, who have been avidly watching and photographing its construction from the Peace Gardens.

Commercial Components

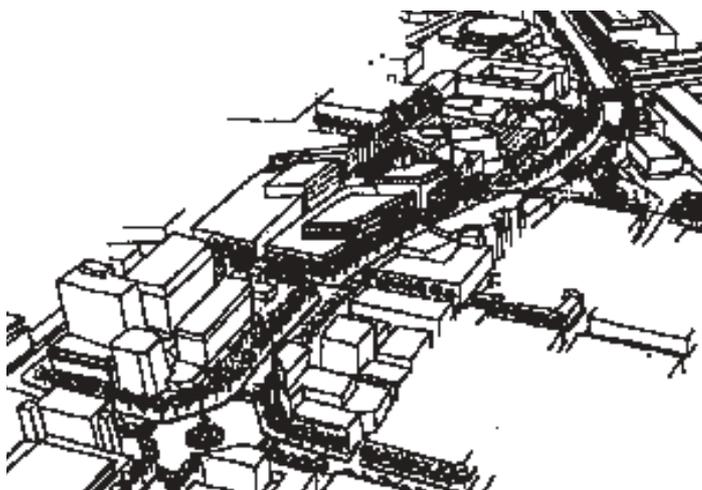
An office block funded through the PFI has turned out to be the only part of the commercial development in which Taylor Woodrow were involved. Furthermore, Terry Farrell was replaced as architect by HLM, who designed Howden House, providing new accommodation for Council staff (to replace the 'eggbox') as well as an innovative Council 'One-Stop Shop'. As an advert for design quality through the PFI, the building is not a huge success, externally having the appearance of a typical spec office block. The One-Stop Shop (First Point), however, is housed in an attractive atrium and has been very successful: it is extremely popular with the public for the improved service that it provides. Phase 2, alongside Howden House, and in a similar style by HLM, was developed by L & R Properties, who were brought in to replace Taylor Woodrow.

Right: Masterplan of second Millennium bid 1995 by Terry Farrell & Partners

Below: Peace Gardens

Lower: Millennium Galleries from Arundel Gate side

Bottom: Part of Koetter, Kim Masterplan showing Arundel Gate bracelet



With the demolition of the 'eggbox' over the winter of 2001/2002, there is now an enormous hole in the centre of the Heart of the City Project, and for several years the future form and use of this part of the site has been unclear. At last, plans are emerging, and are eagerly awaited by the public.

Sheffield One

Richard Rogers published his report, 'Towards an Urban Renaissance', in 1999, long after the commencement of the Heart of the City Project. One of his proposals was the establishment of freestanding Urban Regeneration Companies, and Sheffield City Council was quick off the mark to bid for one. 'Sheffield One' became the third Urban Regeneration Company in England in February 2000. The Company is a partnership between Sheffield City Council, Yorkshire Forward and English Partnerships, and Alison Nimmo was recruited from the Manchester City centre regeneration project (Manchester Millennium) to lead a small team, partly seconded from the City Council team that set up the Heart of the City Project.

Sheffield One has taken responsibility for all the development projects within the inner ring road that circles the city centre, an area of about a square mile. Since it was established, it has continued to lead the Heart of the City Project, as well as initiating a number of other major projects.

One of its first actions was to commission a new city centre masterplan. This was intended to be a strategic, economic plan, as well as a new physical framework. A number of high profile teams were shortlisted, including Richard Rogers Partnership, and their preliminary proposals were put on display to the public. The successful team were Koetter Kim & Associates – the London office of the North American practice.

The brief for the masterplan emphasised commercial viability above all, and the plan delivered by Koetter Kim appears to have delivered a robust structure for economic development but failed

at the level of providing a cohesive or forward-looking design framework. In particular, Koetter Kim missed an opportunity to exploit what is particular about Sheffield – its topography, the connection with the landscape beyond and the hybrid nature of the city centre. Instead the design offered vague promises of scale, connectivity and urban grain – all terms that might be applied to any Eurocentric city. What is needed in any masterplan is an identification of the specific conditions and spirit of the city at stake and then provides a vision that clearly expresses what sets that city apart. Without this vision, every city succumbs to the homogenising tendencies of globalisation manifested through bland corporate modernism.

However, the understated nature of the Koetter Kim masterplan leaves room for future designers to catch Sheffield's specific spirit, as long as the City Council and Sheffield One are as insistent in stating their vision for the future urban environment as they have been in stating their desire for economic sustainability. Indeed the key may lie in the word sustainability, which is made up of three strands – economic, social and environmental. Thus far the first two aspects have been addressed; it now remains to be seen whether environmental sustainability through high quality design can also be achieved.

The first site to test the skills of the designers is the highly sensitive and crucial 'eggbox' site, which is adjacent to the Town Hall, the only Grade 1 listed building in the city centre, and forms the fourth side of the newly created Peace Gardens. This site has assumed particular relevance with the demolition of the eggbox suddenly opening up views to the hills beyond, an extraordinary conflation of nature and dense urbanism that is unique to Sheffield. Already there are public demands for these views to be retained, a heady but probably unrealistic vision. The site was identified in the original Allies and Morrison plan as holding the key to restoring the urban grain of the city centre. They proposed that the original urban design pattern should be

VIEWPOINT



Top: Overall view showing new retail quarter and its connection to other parts of the city centre

Below: New curved street linking Barkers Pool to the new development

re-created where possible, restoring the continuity of the original Norfolk Street at the back of the Town Hall. In addition, there should be 'streets' at right angles, that would provide those magnificent views out across the Sheaf Valley as well as direct routes from the city centre to Hallam University and the rail station. The various plans produced by Terry Farrell and Koetter Kim, unfortunately never fully realised this potential.

So the fact that the recently selected developer for the commercial site (CTP St James) have engaged Allies & Morrison as their masterplan architects is both a strange irony and an exciting prospect. No detailed proposals have yet emerged, but it is anticipated that it will comprise a mixture of offices and some residential uses. The quality of their original proposals for Sheffield, together with their track record in locations such as Brindleyplace in Birmingham bodes well for the future.

Within this commercial development is a separate proposal for a new hotel between the Town Hall and the Winter Garden. McDonald Hotels have been selected for this site, and have engaged Weintraub Associates as architects. Their initial design created a flurry of protest from the public when an unflattering perspective was published in the local paper. Indeed, it demonstrated little sensitivity towards its neighbours, but the building is currently being redesigned in association with the masterplan architects. Hopefully, it will achieve the quality that the site demands. There is also an opportunity to extend the public realm out through the ground floor of the development, thereby maintaining at least a promise of the views beyond.

New Retail Quarter

Another major project that Sheffield One have been spearheading is a major retail development which is intended to reinforce the centre of gravity of the city centre around the Barkers

Pool/Town Hall and repair some of the substantial economic damage done to city centre retailing twelve years ago by Meadowhall Shopping Centre.

At last it seems that enlightened developers are moving on from their love affair with shopping malls (assisted by a fair bit of encouragement from heavyweight national planning guidance). Since the Heart of the City Project, the most dramatic change to Sheffield City centre has been a boom in apartment building. Ten years ago you would have been ridiculed for suggesting that buyers would now be scrabbling for £100-200,000 flats, but it has become a reality and helped create new confidence in the city. Crucially, developers now see Sheffield as a good place to invest.

So when Sheffield One advertised the opportunity to carry out a major new retail development in association with the John Lewis Partnership, who wished to expand their successful Sheffield store, they were in the enviable position of being able to choose between three international developers, all with excellent track records. They established an advisory panel with Bob Allies and Kevin Murray, and subsequently selected Hammerson plc (developers of the Oracle in Reading and West Quay in Southampton) with Building Design Partnership as their consultants. The unique aspect of their proposal, which undoubtedly attracted the jurors, was the decision to abandon the mall concept and instead build a series of detached blocks. Effectively, this development will create a new piece of the city centre with individual buildings (by different architects) set in high quality public realm. This demonstrates a real shift by developers, and the Sheffield project will be looked on with real interest from other cities.

This is an ambitious scheme, comprising 750,000 sq ft of retail space with apartments and leisure uses. It will involve some challenging land assembly work, backed by English Partnerships and CPO powers,

VIEWPOINT

together with the relocation of the Central Fire Station, a hotel and the existing John Lewis store. The planning application is likely to be submitted in early 2003, with construction starting in early 2005.

Some detailed plans and perspectives have now been released, and these confirm that the development could do much to increase the permeability of the city centre for pedestrians, with new streets, galleria and crescents. The developer has plans to use a series of architects for the different blocks, potentially creating a retail version of the Brindley Place office development. An interesting and encouraging prospect.

Future Plans

In addition to these two major projects, there are a number of other smaller schemes at various stages of development. These include the conversion of the listed former Education Department offices in a mixed-use scheme, refurbishment of the City (concert) Hall by Penoyre and Prasad, an 'e-campus' office development on the site of the bus station, and redevelopment of the station forecourt and traffic islands to plans by EDAW. At the same time, the City Council has commissioned Gillespies to prepare an Urban Design Compendium. The intention is that this will be much more than a lowest common denominator set of design guidelines, but that the compendium should set aspirations for high quality design which establishes a vision of the urban environment specific to Sheffield.

On its past record, and even in the current buoyant property market, all these developments may take Sheffield decades rather than years. But perhaps 'steady but sure' is the best way to achieve durable urban landscapes of quality? #

*Andrew Beard and
Jeremy Till*

This article has been written in Andrew Beard's personal capacity and does not represent the views of the City Council.

The Urban Design Institute Debate

Rob Cowan's Viewpoint 'Do we need an Urban Design Institute?' (UDQ Spring 2002) sought responses about the future of the UDG – to continue as it is or become a formal Institute. So far there has been limited reaction but Barry Sellers and Derek Abbott have contributed some initial views. We welcome further responses about this critical issue. Some aspects of these responses will be raised at the Urban Design Skills seminar on September 17th which will be reported in the next issue.

Response by Derek Abbott

Rob Cowan's pieces in UDQ 82 and 83 suggest that much serious thought is being given as to whether or not UDG should become a professional institute. Of course it's easy to understand the pressures within UDG to achieve professional status, but is this the purpose for which UDG was created 25 years ago? Surely what makes the UDG unique is that it's a multi-disciplinary umbrella organisation, bringing together all those involved with and concerned about urban design in the broadest possible context.

If we follow the example of Conservation Officers who disbanded their informal association (ACO) in order to become IHBC (Institute of Historic Building Conservation), UDG would no longer be the much needed catalyst for ALL the environmental professions that it is now. Therefore it must be unwise to change radically what is the inherent nature of UDG.

Perhaps we should look at history for inspiration in realising visionary urban design. In any case it's timely that all UDG members should be invited to debate this issue now.

Derek Abbott

Response from Barry Sellers

Rob Cowan's paper provides a useful introduction to this thorny issue by setting out some of the parameters that help to define urban design and what the arguments are in favour and against a move towards institute status. It also throws some light on the practice of urban design and urban design education.

The development of courses in urban design arose, I believe, out of the failings of architecture and planning courses to adequately address three-dimensional spatial design in the context of urban settings, the lack of consideration for designing the public realm particularly in terms of meeting the needs of people, and the complex process of knitting together a number of threads of design-related aspects of the built environment that overlapped various professional areas.

Urban design is an internationally recognised field of expertise. It is taught as a subject area primarily at postgraduate level internationally. It is recognised as a specific expertise through Government publications. It is recognised as a field of expertise that is required by both public authorities and private practices alike. Urban design practice therefore is partially defined, albeit rather loosely sometimes, through job specifications. Job specifications set out what urban designers

are expected to do, in terms of types of work, professional competences, etc.. There is therefore an expectation from the public that urban design considerations in the development, management and maintenance of the built environment are properly being addressed.

What is the most appropriate organisation to look after the interests of practising urban designers, and the work that they carry out? Should there therefore be an ethical code of conduct? Should there be a range of areas of professional competence? What is the most appropriate organisation to ensure that urban design issues are properly being addressed? What is the most appropriate organisation to set out a common agenda for key curricula as part of urban design courses? Should there be accreditation of urban design courses as the IHBC does for conservation courses? Should those undertaking professional qualifications in urban design and working as urban designers have recognition of their status? Is a person with a first degree in say Geography, and a post graduate MA in urban design disadvantaged in the job market because they may not have qualifications recognised by the RTPI, RIBA, etc in their place of work that enable them to become members of those institutes? Who will speak on behalf of urban design interests to Government bodies and other organisations? Who does the Government look to for a statement about urban design issues? Who does the Government invite to represent the interests of urban design?

The Urban Design Group was formed in 1978, by a 'group of professionals' who came together to share information and discuss

VIEWPOINT



matters of mutual interest that they felt were not being addressed by the established professional bodies. It was registered as a charity in 1982. It has never been incorporated as a company, unlike its sister organisation Urban Design Services Ltd. It was included as a professional body into the Urban Design Alliance (UDAL) in 1997, an umbrella organisation bringing together various professional bodies to work together in the interests of urban design. The other bodies, apart from the Civic Trust and the Urban Design Group have been incorporated as Institutes. The Civic Trust stands apart from all the others insofar as it represents the interests of thousands of different local amenity societies whose members consist of lay members of the public as well as people representing a plethora of professional organisations.

The formation of the UDG coincided with changes in the structure of planning and architectural courses at undergraduate level. The need to consider urban design matters was also taken up by the universities. The first urban design courses were set up in the UK over 25 years ago. The Joint Centre for Urban Design at Oxford Brookes University was established in 1972. With the UDG being founded in 1978 next year, 2003, marks the 25th anniversary of its formation. Over this period urban design as a discipline and field of expertise has grown and it has been given recognition by successive governments over the last ten years. It is now centre-stage as part of the Urban Design Alliance.

Indeed as a professional discipline it has come of age. Its recognition has also enabled urban design matters to move up the political ladder.

What's in a name?

Should the Urban Design Group's legal status be more than a registered charity? If so then how does the Department of Trade and Industry view the term 'Group'? Is the UDG a business? I would argue it is a business insofar as it has an office, produces publications and employs people directly. It also has a sister organisation Urban Design Services Ltd., which is a registered business. In the Department of Trade and Industry's guidelines on business names the term Group implies that there are a number of businesses or companies under one ownership. If the name clearly shows that the business is to promote the interests of a group of individuals, then the name will normally be accepted. Certainly upon formation the UDG was a group of individuals. But, things have moved on. It includes in its membership practices, local authorities, and other organisations as well as individuals. Should another name be sought? If so then the DTI has prescribed words, which imply business pre-eminence or representative status. These are, Association, Authority, Board, Council, Federation, Institute, Institution and Society. These words and the word 'Group' require prior approval of the Secretary of State for Trade and Industry before their use in a business name.

The discipline of urban design

It is generally recognised that urban design is the 'glue' that welds together a number of elements of related professional fields. Yet it is important to recognise what each professional area, and the organisation representing it, can bring to urban design, as urban design can bring to other organisations. This mutual relationship and reciprocal exchange has never been more important than today in the ever-increasing dynamics of the built environment. It is important that each organisation and professional area should not deny the other the need to constantly examine itself as part of this positioning within the environmental field. The existence of an Urban Design Institute, (should one be considered), should therefore not be construed negatively by other professional bodies. Far from threatening or undermining their field of concern it should be viewed positively in terms of how it can inform other professional areas. More importantly it should be seen as mutually supporting those areas of the built environment where there is overlap. The discipline of urban design has evolved out of the areas of concern that overlap a number of professional areas, but which in themselves are not exclusively addressed by them. These areas have become recognised as helping to define the 'core curricula' featured in urban design courses.

The Commission for Architecture and the Built Environment's (CABE) report on urban design skills stressed the importance of joined-up thinking, collaborative working by different professions. One of the strengths of UDAL is that all of its constituent organisations are able to pull in the same direction. The Urban Design Group is at the centre but at present is not constituted in the same way as the other professional disciplines represented. The Urban Design Group needs to consider whether it should similarly be constituted as an Institute or similar such organisation. Providing it remains outward looking, engages in collaborative discussion and

debate and contains professionals from a wide range of backgrounds it need not be so different from it is now. The formation of an Institute can be construed as a better way of arranging the administration of the Urban Design Group and as an umbrella organisation for Urban Design Services Limited. With around 1200 members it is comparable in size to the Institute of Field Archaeologists, the Institute of Building Conservation and the Landscape Institute.

At present a person practising as an urban designer, with qualifications in urban design, but not recognised by other professional bodies is not subject to any professional code of conduct and may find it difficult to obtain professional insurance so important in today's society. Moreover, the public and developers are right to expect that such professionals be subject to a code of conduct and professional competence.

Moving forward

With the UDG's 25th anniversary approaching it is certainly time to take stock and find out from the members how they see the organisation developing. Certainly from time to time at various events I detect murmurings from members about how the UDG should be moving forward and give status and recognition to those qualified in urban design. Of course it is only over the last twenty-five years that graduates in urban design from universities have emerged. This trend is set to continue with greater emphasis on the need for professionals to obtain urban design skills. Job advertisements for urban designers are appearing with greater frequency, whereas 25 years ago they were unheard of. Rob Cowan is right to sound out members' opinion on this issue. Possibly a detailed questionnaire on what members' expectations are for the future would be a next step. As with any organisation it must constantly look at itself, and to move forward must make changes to adapt to the ever-changing world we live in.

Barry Sellers

Devolution and urban design



After working in Scotland between 1993 to 1995 and then returning to England, I became intrigued about how, at that time, two countries which were so close in so many ways, seemed to take such different attitudes to design. Scotland, seemingly far more positive about encouraging good design than England. Of course things have come on in leaps and bounds in England since then, a process which has also sparked a new concern about urban design in other parts of the United Kingdom.

The fact that this new concern has coincided with a hugely significant series of events in the governance of the British Isles through the devolution of power from Westminster to the governments/assemblies in Scotland, Northern Ireland and Wales may be purely coincidental. It has nevertheless delivered a surfeit of policy and guidance (UK-wide), and provides us with a good excuse to compare practice and to see if devolution is really resulting in a divergence of practice, or if the same messages are being packaged in slightly different formats across the UK.

The topic is discussed across five articles, the first four (arranged in alphabetical order – England, Northern Ireland, Scotland and Wales) written by people who have been intimately involved in different ways with the preparation of national guidance in the parts of the UK that they discuss. The final chapter takes an overview of the situation in the UK and takes stock of practice in 2002.

Matthew Carmona

England

Matt Lally assesses the impact of recent publications and the role of the Regional Development Agencies

Policies, advice and initiatives at national, regional and local level exert a complex series of influences on the shaping of the English urban landscape. In many quarters the command-control culture of the post-war reconstruction years lives on.

Occasionally, individuals, teams and communities are liberated to create places of beauty and delight. But all too often the combined effect of the 'dictats from on high' (in the form of planning policy guidance notes, or rigid nationally-determined standards, for instance) have suppressed creativity and reinforced compartmentalised thinking.

Much of this is changing. There is an undeniable trend towards greater devolution in urban governance and encouragement for the creation of more locally-responsive design solutions. Stronger regions, new mayoral political systems and greater financial freedoms for local authorities are changing the power balance. The benefits of masterplanning are being widely promoted. Government-backed encouragement for place-making to be founded on real community empowerment signals support for a more bottom-up approach. It is worth first reflecting on how far we have come.

National policy

Huge progress has been made in convincing government departments, agencies and other institutions that urban design has a pivotal role to play in helping to overcome deep-seated urban problems. Remember the days that Circular 22/80 stressed that design considerations "should not form the basis of planning decisions"? They are thankfully long gone – replaced with a Government view that "good design should be the aim of all those involved in the development process and should be encouraged everywhere" (PPG 1).

Acute concern for low quality of life in many urban areas – with ailing schools, rising crime, poor quality housing, congestion and pollution – combined with development pressure on greenfield land and the need to provide for massive household growth in existing urban areas have shaped a new set of priorities.

The emerging policy agenda can be traced back to John Gummer's administration of the DoE in the mid 1990s, which started a process given fresh impetus in 1999 by the work of the Urban Task Force. Many of the Task Force's ambitious recommendations for action became embedded in the urban white paper 'Our Towns and Cities: the future,' published in the following year. Others didn't, leading to the well-publicised disenchantment of some of its members that things haven't moved far or fast enough.

The scale of the challenge is vast. In England, some 215,000 new homes are needed every year for the next twenty years. Whereas the rate of completions continues to rise, we are still way of the mark with only 130,000 built last year. Government policies to arrest this trend are not yet biting. Despite targets to build at 30 – 50 homes per hectare, average densities for England have not yet climbed above 25 – less than the original Garden Suburbs.

But it is much more than bricks and mortar. Nothing less than the complete reversal of the anti-urban English attitude, simmering for the last 100 years, is required to make the urban renaissance a reality. As Jeremy Paxman puts it in his study of 'The English', "If England is to avoid the fate of becoming one vast suburb in which there may, perhaps, be a few national parks surviving, it has to develop the art of urban living." This means overcoming the deeply rooted prejudices that "the apartment is either for the rich, somewhere to stay while sojourning in town, or places where the poor are dumped, on vast soulless estates. Rich and poor differ in their expectations, but they share the same ambition. It is a house and a garden. Not all Englishmen can live in a castle. But they all want their moats and drawbridges."

In places these attitudes are shifting. In many English towns and cities young people are jumping at the chance to live in the funky downtown, rather than the sleepy suburb.

But there are stark geographic disparities. Whereas the urban renaissance could be said to be taking hold throughout much of the South-East and in the centres of the largest 'core' cities, which continue to make impressive strides forward, elsewhere this is less evident. The out-worn economic base and low environmental quality of much of the urban fringe and in many smaller towns provides a much more difficult starting point.

There is much to be done before many of these areas can be said to be truly regenerated – and much more than better housing. It is about jobs and training, transport infrastructure, parks, safety, childcare and play facilities. If families are to be attracted to the inner areas it is the social infrastructure, in particular the quality of schooling, which requires most attention. More creative, fully-integrated solutions are required.

How supportive is the policy framework in providing the foundations more sustainable patterns of development and places of lasting quality?

Top: Elegant new urban housing at 'The Point', Bristol.
Architects: Feilden Clegg Bradley

Middle: The Newcastle-Gateshead Millennium Bridge provides a stunning symbol of regeneration that is fundamentally shifting the geography of the two cities

Bottom: La Ramblas, Palma, Mallorca integrating street, landscape, architectural design and art



Existing layers of policy

At a national level, the array of policies provides an overly-complex package, but the overall spirit is favourable. The planning system provides the principal means to encourage good design – with PPG 1 establishing the concept as “the relationship between different buildings; the relationship between buildings and the streets, squares, parks, waterways and other spaces which make up the public domain; the nature and quality of the public domain itself; the relationship of one part of a village, town or city with other parts; and the patterns of movement and activity which are thereby established: in short, the complex relationships between all the elements of built and unbuilt space.”



Other planning policy guidance notes – particularly those that have recently been updated – emphasise the need to make these relationships work in relation to key thematic policy areas. PPG3 makes a clarion call for high quality housing development and PPG6 advocates better designed town centres and retail development. PPG13 sets out how transport infrastructure should be fully-integrated with urban form and land use arrangements and PPG 15 establishes how our design heritage should be safeguarded in ways to aid regeneration. Regional Planning Guidance emphasises key design-related matters of regional significance.



A range of supplementary guidance then serves to back all this up with more detailed design advice. ‘By Design – Urban Design in the Planning System’, published by CABE and the then DETR is the first amongst equals as far as urban design is concerned. As a companion guide to PPG 1, it provides a neat exposition of process-related advice on the range of ways that urban design can be adopted as part of the planning system. Sitting alongside this, although without the formal status, the Urban Design Compendium, conceived as a sister document and published by English Partnerships and the Housing Corporation, concentrates on the product of urban design – that is to say the physical properties that go to make well-designed urban areas.

TOPIC

Two other supplementary publications have helped shape contemporary English urban design practice. Firstly, the excellent 'Places, Streets and Movement' has helped bend highway engineering towards a more integrated approach. Although regrettably the DETR shied from wholly replacing the outmoded DB32, favouring instead the more informal 'companion guide' status, it has nonetheless been extremely influential. More recently, 'Better places to live', again a companion guide – this time to PPG3 – advises on best practice in housing design and, with reference to a range of case studies, clearly demonstrates how high urban design quality and high density can go hand-in-hand.

Stepping down a scale, the Development Plan provides the main means for determining urban design frameworks on a city or town-wide basis. The best contain a range of topic-based and site-specific policies intended to actively promote high quality urban development.

But the Development Plan is a blunt tool, often outdated and frankly rather dull. Rather than providing real vision to fire the imagination of local communities and prospective developers as to what can be achieved, all too often they are two-dimensional zoning plans backed by bland statements of intent.

Stronger role for masterplanning

Thankfully, many of these shortcomings are well-recognised. Reforms heralded in last year's Planning Green Paper constitute a major shake-up of the whole planning system and the way that it embraces urban design.

The stated aim is to "simplify the complex hierarchical system." A more devolved approach is set out. Structure plans are to be abolished and Regional Planning Guidance is to be replaced with 'Regional Spatial Strategies.' Potentially, (if Mr Prescott has his way) the regions are set to assume much greater power – with the new Spatial Strategies prepared under the auspices of directly elected regional government where this has public support. Should this not be supported it is unclear how non-elected bodies would be kept in check.

Local plans are to make way for slimmed-down criteria-based 'Local Development Frameworks'. These will provide the overall context for 'Action Plans' – taking the form of masterplans (urban design or development frameworks for those that do not like the whiff of elitism), design statements or site development briefs – which will be relied upon to show in positive terms how local areas are to be improved. The neighbourhood level of operation (where most urban designers already earn their crust) is therefore set to become increasingly significant. Adopting these outputs as Supplementary Planning Guidance will become even more important to serve as the basis for development control, funding and delivery.

Top: Neighbourhood planning and re-design in practice: Clapham Park New Deal for Communities project, London

Bottom: Ladbroke Green, London – multi-use, mixed tenure and innovative environmental design, including photovoltaics, CHP and sustainable urban drainage



Considered in tandem with the experimental shift that some Councils are starting to take towards neighbourhood-based committees, things start to look very interesting indeed. How will the new axis of power operate in practice between centre, region, town/city and neighbourhood – especially where there may be widely different political agendas?

More pragmatically, will the system be able to cope with these new pressures and skill requirements? Demand for urban design skills is surely set to intensify as greater emphasis is placed on action plans, collaboratively worked up with full community involvement. Without a significant increase in resources and a major retraining programme best practice, especially with already over-stretched local authorities, is likely to remain extremely patchy.

So who is to push forward the urban design agenda – and deliver results on-the-ground?

A range of initiatives

Politically it is primarily now the Office of the Deputy Prime Minister at the helm at national level – although much of the responsibility for implementing the Task Force recommendations has fallen on CABE – a small dedicated team with a relatively small budget that relies on a network of consultants to help spread its influence. CABE's role is to review the design quality of every major project in the country, including master plans, and to lobby for high standards. It also proactively works alongside local authorities and others in an advisory and 'project enabling' role. As a campaigning, and sometimes politely critical body, it encourages the design of better public buildings – notably hospitals and schools – and keeps a close eye on housing quality. Regionally, it is helping to fund a series of Architectural Centres aimed at promoting best practice.

Also operating nationwide is English Heritage, an advocate of good urban design, whose conservation focus is sometimes at loggerheads with the CABE view of life. Meanwhile, English Partnerships (EP) – although still the only urban regeneration agency operating nationally – has yet to emerge with an entirely clear remit following a major organisational review earlier this year. Perhaps this reflects its struggle in recent years to reconcile the English Estates crinkly tin shed legacy on the one hand with its role in publishing best practice advice and actively pursuing design excellence via the Millennium Village programme, for example, on the other.

The Regional Development Agencies are now the driving force for implementing projects of regional significance. Interestingly, each is beginning to express its own 'personality.' Some are clearly giving urban design a major push, such as Yorkshire Forward setting up 'Town Teams' (with some rather quirky results) or the South West RDA seeking to innovate in sustainable design and renewable energy technology. Others though are pursuing the trad' economic development agenda of their predecessors with little design recognition or priority.

Other key players include the Urban Regeneration Companies, seeking to make strategic changes in several core cities and larger towns, and the Prince's Foundation, which continues to form partnerships in pursuit of exemplar 'urban extensions' (with EP) or regeneration schemes.

Where funding permits and there is the political will, individual local authorities continue to trumpet the urban design agenda, some – such as Leicester City Council – more than others. Much of the most forward-thinking work though is being undertaken by housing associations such as the Peabody Trust, which has developed an immense reputation as a leading exponent of innovative environmental thinking – with projects such as Ladbroke Green and BedZed.

But exciting sustainable urban solutions such as these remain the exception, rather than the rule. Whilst some housebuilders and other developers are keen to promote a quality brand, others are locked in the supply-driven culture of the 1970s.

From policy to practice

It seems we are at a critical point in trying to find the best means to fit best practice urban design thinking aimed at promoting sustainable development and devolved urban governance. Power is being pushed down to the local level – but the strings tied back to the centre are firmly held. The national policy framework is broadly supportive – but the means of delivery often overly bureaucratic (resulting, for instance, in massive 'under-spending' in the New Deal for Communities programme).

Central government can also be frustratingly inconsistent in practicing what it preaches. With Government and lottery support, some fantastic, unabashedly modern buildings have begun to grace the skylines of many English cities. Yet the favoured procurement routes for many new major civic facilities (PFI and design and build, for instance) are often not geared to creating lasting buildings of quality.

The reality on the ground is that design excellence is often not coming through. We have still to develop what the management gurus would have us call the 'shared mental model' of threading the quality design imperative through all aspects of public life. It is a long-term programme that requires consistent drive – and will take some time before we are able to truly evaluate the results of recent political and policy changes. One thing is for sure, good design, worked up with the full involvement of local communities, does not come quickly. Quality, speed and innovation cannot be achieved in equal measure.

A new orthodoxy?

What is in evidence is that through much of the policy guidance – from national to local level – a common language has begun to be spoken, a lexicon of urbanism that is hardly new, but whereas once it was heard on the fringes, now it is almost universally acknowledged as received wisdom and promoted with evangelical fervour by officialdom. It is a language of streets, squares, mixed use and perimeter blocks that owes much to the unswerving doggedness of the Oxford Brookes Joint Centre for Urban Design team through the dark years for urban design of the 1980s, and of course to Jacobs, Lynch, Alexander et al that blazed the trail.

A new orthodoxy – a new zeitgeist perhaps – or just words? If this is a new orthodoxy, how can we tell it will be as 'right' as the tower blocks and inner ring roads of the 1960s were 'wrong'?

The answer must be in greater devolution – in giving communities real power to shape their own environments – whilst giving clear strategic direction to avoid NIMBY excesses. It must also be in the evolution of the urban design process – a more sophisticated approach that focuses and where possible measures the sustainability outcomes of design intervention – whether those are reduced CO₂ emissions or improved liveability. Power to the people and save the planet – haven't we been here before? #

Northern Ireland

Mike Jenks describes the background to the policy document – ‘Creating Places’ – and how it is being used

In January 1996, Malcolm Moss MP the Minister for the Environment for Northern Ireland announced a new policy on sustainability and quality in new housing developments. This became known as the Quality Initiative, with the specific aim to promote the importance of good design and quality in the built environment. It was a design-led approach that placed an obligation on the Departments concerned with Planning and Roads to secure a higher quality of layout, design and landscaping in housing development.

Up to that time, the design guidance (published in 1988) was a typical roads-based document that followed Cheshire County Council’s guide published in 1976. The Northern Ireland guide defined road types, and specified standards for each that were rigidly applied. The result was the widespread use of cul-de-sac developments by private sector developers, with little regard either to the quality of design or to the setting in which they were located. While private development was poor, there were models of good design in the public sector, produced by the Housing Executive. Nevertheless, prospective purchasers and developers were keen to disassociate themselves from the image of public sector housing provision.

A need for change was clear. In common with the UK as a whole, Northern Ireland was faced with changes in household formation and demand for new homes. In addition the population was growing with a 2.98% increase between 1981 and 1991. At the same time there was an outward migration of population from Belfast (minus 11.15%). In this context, it was the reassessment of development land around Belfast, and the predicted need for 9,000 new homes that triggered the Quality Initiative. Large tracts of land were being released for development around Belfast, and master plans and design frameworks were prepared. These set out the urban design principles for sustainability and quality for particular sites on the edge of Belfast. It was quickly recognised that the desired quality could not be achieved with the old 1988 design guide, and a commission was set for the production of new guidance supported by a training programme. The intention was to enable Belfast to realise a better quality of development with the release of peripheral land, and to improve development across the Province as a whole.

The period during which the new guidance was produced (1996-2000) saw a number of changes in the governance of the Province. In 1996, responsibility rested jointly with the Planning Service and Roads Service, both within the Department of the Environment for Northern Ireland (DoENI). DoENI is a Central Government Department, taking responsibility for 26 District Councils, and it has its own statutory powers. Both the Planning and Roads Services are Executive Agencies, and produce key strategy and policy documents. These include a Regional Strategic Framework, a Regional Transportation Strategy, statutory Planning Policy Statements (PPS, equivalent to PPGs in England), Development Plans and Supplementary Planning Guidance.

Devolution, granted on 2 December 1999, meant the setting up of the Northern Ireland Assembly, and changes to the Government Departments. At this time the Roads Service was moved from DoENI to the Department for Regional Development (DRD). The impact of this separation remains to be seen, but it runs counter to one of the key purposes behind the new guidance – namely to integrate the requirements of planning and highways to achieve better design.

The starting point in 1996 was, however, common and agreed, very much in line with the thinking of the UK Government as a whole. It built on existing

UK guidance such as Design Bulletin 32 and its supplement, relevant Planning Policy Guidance Notes, and a range of other national material such as the Urban Task Force report and other local authority guidance. Nevertheless, the aim was to make the guide uniquely Northern Ireland’s own, and the DoENI’s overall position was clear.

The key concepts for good urban design were fundamental, and the importance of sustainable development was recognised. The definition of urban design left little to chance, adopting that used in PPG1 in England.

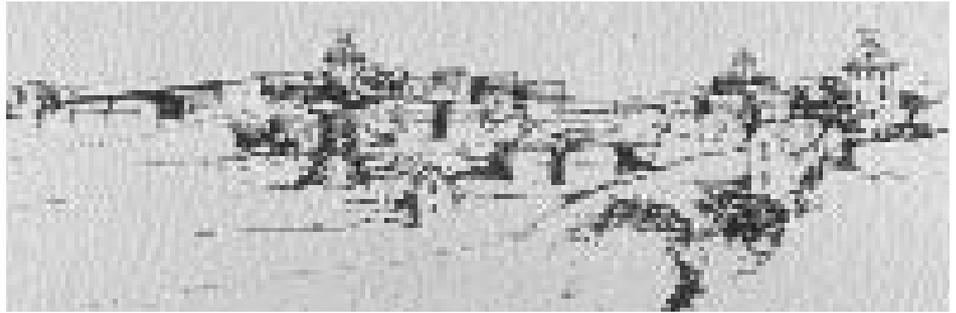
A new approach?

One of the first issues to be raised in preparing the new guidance was the need for a ‘culture shift’ within the Planning and Roads Services, especially at District level. Both Departments had their own paradigms and standards, for example, quite proper concerns with the overall form of developments, and with road safety. There was little cross-referencing of applications from private developers, and this opened the door for the private sector to play one Department off against the other. Many took advantage, and the results were all too plain to see in poor quality development.

The 1988 guidance defined road types and specified standards, and these could, and frequently were, applied rigidly. The aim for the new guide was to move away from a ‘rulebook’ towards guidance that would be flexible in application, encourage the use of professional judgement, and that would empower officers to make decisions taking both quality and safety into account. To achieve this there needed to be a mutual understanding of each area of responsibility, and for all involved to be familiar with what quality and sustainability in the built environment meant. In addition, developers also needed to be involved and to understand the benefits of providing a better quality environment.

The guide itself set out to reinforce some well-established principles, especially relating to urban design and achieving

Right: 3D representations are now required for planning permission. Source: Iain Stewart, Architect



vitality, where possible with a mix of uses. The approach was holistic and process-oriented, following the stages of design. The emphasis was on designing the residential environment as a totality, integrating it with the surroundings, and making sure that patterns of movement were an integral part of the place in which people lived. The aim was to give as many examples of good practice that were relevant to the Northern Ireland context as possible, and to avoid giving standard solutions. The ideas were tested through a consultation document produced in 1997. It was circulated widely within the Province and responses were received from around 40 public and private sector organisations, as well as a number of private individuals and pressure groups. It was generally well received, but there was an underlying demand for more guidance on the overall approach to design. This required an extension to the original brief, and caused a delay. Work recommenced in 1999 and new guidance was published in 2000.

Achieving quality and sustainability

The results of the work undertaken between the announcement of the Quality Initiative and the publication of new guidance were considerable. The Department had put in place a range of instruments to give every chance of helping them achieve improvements to the quality of new development. The new design guide was accompanied by a free publication, sponsored by the Departments, Housing Executive and Construction Employers Federation. This included a general discussion about design concepts and quality, and showed some worked examples. The guidance was given statutory backing by a Planning Policy Statement, setting out the Department's policy, namely that planning permission would only be granted where it is demonstrated that the proposal will create a quality and sustainable residential environment. A training programme underpinned the documentation. In particular, the programme included intensive workshops for Planning and Roads 'champions' in each District – the staff to whom reference could be made, and

who would be able to pass on their understanding of quality issues to others.

The design guide is a substantial document, running to 172 pages with 185 photographs, over 100 diagrams and 15 tables. New requirements were placed on developers with the aim of getting them to include wider considerations into the process of design, rather than rely on stock drawing board solutions. These included the production of a site analysis and 3D representations to accompany any planning application. In addition, the idea of producing 'design concept statements' was promoted, and advice was given about employing good designers. For larger schemes 'concept master plans', traffic and environmental impact assessments could also be required.

Local context

The guidance stresses the importance of local identity and care was taken to ensure that the majority of illustrative material (some 80%) was drawn from best practice in Northern Ireland. As the guidance covers the whole of the Province with its rich, varied and locally distinctive landscape and townscape, the guide sets out the process for ensuring each unique location is respected. To achieve this, there is a requirement to submit more information than in the past that nevertheless, should not exceed that which any developer who pursues quality in design would normally need to produce. The first section of the guide is devoted to consideration of the setting, site and overall design strategies. Here, evidence that a scheme respects the local setting is needed through reference to landscape character and a visual impact assessment that considers townscape and movement patterns, built form and land uses. An analysis of the site requires information on its unique history, flora and fauna, landform and microclimate. From these analyses, guidance is given on overall strategic design. To be granted planning permission, the onus is placed on developers to demonstrate the quality and sustainability of their designs, and how the design reflects local identity. They will have to present: an appraisal of the site and its setting; a concept plan indicating layout with sketches and a

concept statement; three-dimensional representations of the design; and a 1/500 layout plan with sections and elevations.

While the first section of the guide, and the requirements for analysis set the local context, the second section gives more generic advice. Nevertheless, in giving guidance on the main elements of design such as layout and movement it draws heavily on local good practice. The third section gives detailed design information and standards. Advances were made in this section to ensure that there are few prescriptive standards, and that guidance is flexibly applied. It is recognised that to achieve quality a balance will have to be struck between competing objectives. Some of the numerical standards for roads are expressed with an implied tolerance, being 'around' a specified value, to enable quality to be achieved, and local context to be respected. For example, the number of houses served in relation to a particular category of road has such a tolerance. This, combined with the guidance to ensure that roads are networked and target speeds reduced, ensures that with good design, road areas can be kept to a minimum. The Department gives developers a further opportunity to relax more precise standards, provided they can establish a clear case about achieving quality.

Does it work?

With so much in place, it is reasonable to ask whether it has worked. While too early to see results on the ground, there are a number of anecdotal indications of change. At the most basic, the design guide was sold out within one month of publication and was reprinted, perhaps unsurprisingly given its status as Supplementary Planning Guidance. But some of the more interesting indications happened during the process of its production, and following the release of the consultation draft guide.

During this time there was an inquiry into the release of land surrounding Belfast as part of its Urban Area Plan. The potential of this land to accommodate some 6,000 new homes provided a valuable opportunity for private developers.

TOPIC

Schemes were prepared much as usual and were presented to the inquiry. However, it soon became apparent to developers that the schemes were being tested against the new (draft) guidance, and poor quality designs were not being accepted. Architects benefited from a rush to secure their services to design schemes of a higher quality to stand a chance of approval.

At much the same time, schemes that were presented to the Districts for roads and planning approval were being assessed more rigorously with quality in mind. The door previously left open that enabled developers to play off Departments against each other was being closed, as schemes were referred from the Roads Service to Planning for advice on quality, even when the layouts conformed in the strictest sense to road standards.

Conclusion

Producing guidance that brings together requirements of planning and highways is notoriously difficult. The current national guidance in DB32 is biased towards roads, and its supplement, while bringing in other considerations, does not integrate all the issues together. The Northern Ireland design guide, while attempting to integrate most of the issues, is still no guarantor of quality. It has many of the problems implicit within most guidance.

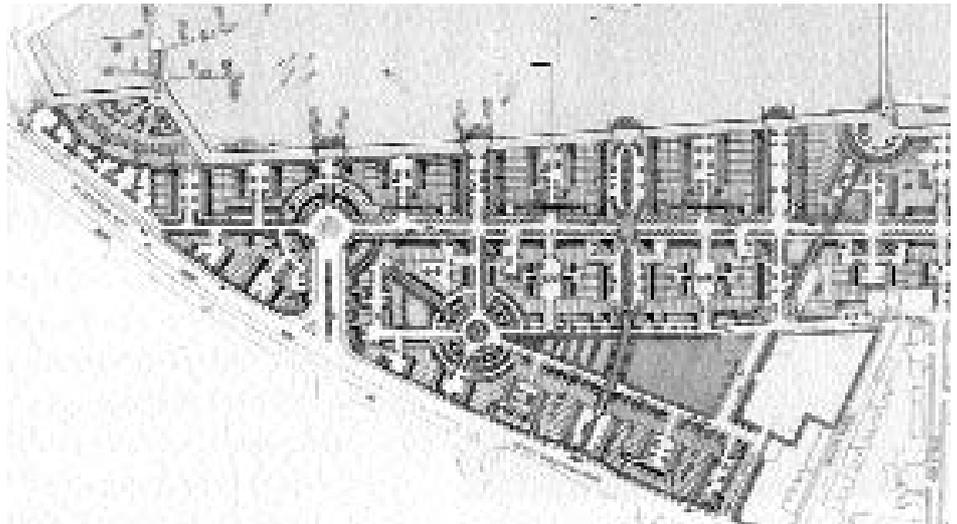
First, it presents an image as well as presenting underlying standards. Messages within the guide for higher densities, and the encouragement of walking and cycling were backed up with as many appropriate local examples as possible, but the range was limited. The image was chosen to move practice forward, but only to the extent that was considered achievable.

Yet, the image disguises some of the more radical standards in the UK. The issue of road safety has always dominated the debate about housing layout, requiring standards for road widths, visibility splays, and junctions, predicated on design speeds and flows of traffic. These standards are at the heart of DB32 and, while there is little empirical evidence for them, are at a point beyond which most highway authorities are

Top: The need to design inter-connecting street layouts is stressed in the guidance. The example is West Silvertown Urban Village by Tibbalds Monro Architects

Middle: A new development on the edge of Carnlough – an urban form fitting into the rural landscape

Bottom: High-density apartments integrated with existing terraced housing in Londonderry



Scotland

Rob Cowan examines the development of design policy by the Scottish Executive

reluctant to go. Yet some of the standards in the Northern Ireland guide are a relaxation of national standards, allowing roads to be less dominating, and for streets to be tree-lined (normally almost impossible because of visibility requirements).

Second, there is the approach. Guidance can be prescriptive (such as 'new urbanism' guidance), or non-prescriptive, enabling and flexible. The former probably can determine quality but largely within its own terms. The latter allows for experimentation and good designers to produce high quality, but the risk is that it will equally enable bad design to occur. The Northern Ireland design guide takes the non-prescriptive route. It gives numerous examples, pictures and plans of good practice, and enables designs to be reached by a process of negotiation over quality with the local authority. However, it depends on the understanding of developers, and that they draw the messages intended from the guide. Of the few new schemes drawn up after the guide's publication, there is a distinct chance that these designs will be different, but almost as bad as the old. Getting it right will then rest on the local authority staff, and their ability to 'hold the line'.

Third, there is the need for training. This has been taken seriously by Northern Ireland, and has involved many officers throughout the Province. Presentations have also been made to employers groups, to bring the message more directly to developers.

So will it work? If there had only been the single document – the design guide alone – the answer would be most probably not. Experience has shown that since the pioneering Essex Design Guide in 1973, both the highest quality, and the worst, can result within the same guidance and standards. Northern Ireland has a document that can give quality a better chance of being achieved in the hands of a good designer. But in providing supporting documentation for a forceful Planning Policy Statement, an integrated training scheme for officers, and some public awareness presentations, it may have tipped the balance in favour of the achievement of higher quality and more sustainable development. #

Mike Jenks

'Where are the conservation areas of tomorrow?' asked Sam Galbraith when he was planning minister in Scotland. The question sums up the Scottish Executive's determination to use the planning system to improve standards of design in a country with magnificent countryside and a great tradition of urbanism.

Designing Places: a policy statement for Scotland, the design guide published by the Scottish Executive in 2001, is the first wholly devoted to designing places in Scotland. It sets out the policy context for important areas of planning policy, design guidance, professional practice, and education and training. It is a material consideration in decisions on planning applications and appeals. The statement's themes will be developed in further documents with more detailed, operational guidance, and the Scottish Executive intends to amend National Planning Policy Guideline 1: The Planning System in the light of comments on it.

Designing Places focuses on development at every scale. Its aim is, in the words of Lewis Macdonald MSP, then deputy minister for transport and planning, 'to demystify urban design' – urban design being defined as 'the collaborative process of shaping the setting for life in cities, towns, villages and rural areas'. At one extreme, the sensitive siting and design of single houses in the countryside can help support and revitalise rural communities without undermining the distinctive qualities of the countryside. At the other end, Scotland's cities challenge us to find forms of sustainable development that will renew urban life.

The Scottish Executive recognises that creating successful and sustainable places will depend on a shift in attitudes, expectations and practices about the design of cities, towns, villages and the countryside. *Designing Places* calls for:

- Decision-makers who understand the role of design in delivering sustainable development.
- Developers, landowners, investors and public bodies who recognise the commercial and economic value of good design.
- Effective collaboration between disciplines, and between professionals, local communities and others in the planning and urban design process.
- Development plans with effective design policies, and the use of urban design frameworks, development briefs and master plans to provide planning and design guidance.
- Developers submitting design statements with planning applications, explaining the design principles on which the development proposal is based.
- A high level of awareness and skills in local authorities, including skilled urban designers, development controllers committed to raising design standards and who, along with councillors, understand the impact of their decisions.
- A stronger urban design element in built environment professional education.
- Better urban design education in continuous professional development programmes.
- Greater commitment to higher standards of design among public bodies.

None of those is a new idea, but having them in a government policy document is a major step forward in the process of achieving them in Scotland.

Designing Places points to Scotland's enormously rich tradition of urban design which goes back to the medieval period – at St Andrews, for example. This tradition reached European importance in the mid-eighteenth century.

TOPIC

Many of Scotland's smaller towns and villages were built as new towns, or extended in planned settlements. Landowners created many planned rural settlements in a drive for improvement. The New Town of Edinburgh is probably Europe's best example of neoclassical town planning. Scotland's tenement tradition is proving unexpectedly robust, and today's designers are finding new ways of interpreting it. The best of these patterns of development are seen today as models of successful urban design for the 21st century.

The guide notes that the most successful places – the ones that flourish socially and economically – tend to have certain qualities in common. First, they have a distinct identity. Second, their spaces are safe and pleasant. Third, they are easy to move around, especially on foot. Fourth, visitors feel a sense of welcome.

Places that have been successful for a long time, or that are likely to continue to be successful, may well have another quality, which may not be immediately apparent: they adapt easily to changing circumstances. Finally, places that are successful in the long term, and which contribute to the wider quality of life, will prove to make good use of scarce resources. They are sustainable.

Those six qualities – identity, safe and pleasant spaces, ease of movement, a sense of welcome, adaptability, and good use of resources – are at the heart of good design for urban and rural development. *Designing Places* goes on to identify some specific opportunities for achieving urban design qualities through shaping the form of development. It groups them under six headings: opportunities for creating a sense of identity; opportunities for creating safe and pleasant spaces; opportunities for creating easier movement; opportunities for creating a sense of welcome; opportunities for making a place adaptable; and opportunities for making good use of resources. The document goes on to explain how the planning system can be used to influence development to create those qualities.

Scotland's architecture policy

Shortly before the publication of *Designing Places*, Scotland's government published its architecture policy. This follows the example of a number of European and Scandinavian countries, though in England there seems to be no enthusiasm for such a document. In Scotland, though, rediscovering itself after the re-creation of its national assembly, there was a strong feeling that a specific policy was needed to underline the commitment to high standards of architecture, and the importance of architecture in defining and celebrating the national identity.

In the words of the Scottish Executive's earlier framework document on *The Development of a Policy on Architecture for Scotland*: 'The architecture and buildings of our towns, cities and rural settlements are a repository of our common culture and heritage, they provide continuity and a unique sense of history and tradition.... The challenge for our architecture today is to fuse what is still vital in local tradition with the best in our increasingly global civilisation, to marry them in new ways that meet our modern needs and aspirations.' The architecture policy helped to set the stage for *Designing Places*, which focused more specifically on how the planning system could be used to support better place-making.

The next job is to develop the advice in *Designing Places* with more detailed guidance, set in the context of Scotland's policy and guidance. Planning in Scotland is a devolved matter. The overall management of the system is a responsibility of the Scottish Executive. The main legislation is the *Town and Country Planning (Scotland) Act 1997*.

National Guidelines

National Planning Policy Guidelines (NPPGs) provide statements of Scottish Executive policy on nationally important land use and other planning matters, supported where appropriate by a locational framework. Statements of Scottish Executive policy contained in

Top: Focusing on skills: students at Mackintosh's Glasgow School of Art

Middle: Scotland's urban tradition provides rich inspiration

Bottom: Catching them young: the New Parliament Visitor Centre in Edinburgh

NPPGs may be material considerations to be taken into account in development plan preparation and development control. *Designing Places* itself has the same status as a NPPG.

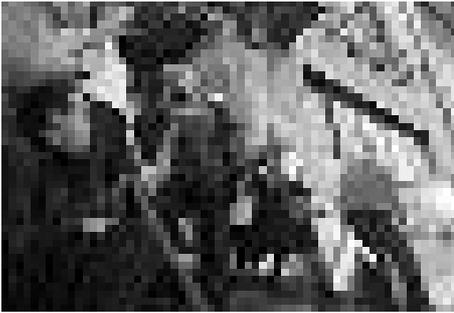
NPPG1 (revised in 2000) sets out the key principles of land use planning in Scotland and the Executive's priorities for guiding policy and decision-making towards the goal of sustainable development. This makes it clear that design is a material consideration in determining planning applications. A council may refuse an application, and defend the refusal at appeal, solely on design grounds.

Scottish Ministers have recently announced their conclusions on the Review of Strategic Planning. These included a commitment to rename NPPGs as Scottish Planning Policies, which makes the status of the documents absolutely clear.

Planning Advice Notes

Planning Advice Notes (PANs) provide advice on good practice and other relevant information. Urban design issues are covered in various notes. PAN 36: *Siting and Design of New Housing in the Countryside* (1991) discusses how to develop in harmony with the landscape. PAN 39: *Farm and Forestry Buildings* (1993) includes advice on siting and design. PAN 44: *Fitting New Housing Development into the Landscape* (1994) incorporates design advice and analysis techniques with a worked example. PAN 46: *Planning for Crime Prevention* (1994) covers such design issues as lighting, landscaping, subways, walls and fences, security shutters and CCTV.

PAN 52: *Planning and Small Towns* (1997) includes discussion of sense of place and townscape. PAN 57: *Transport and Planning* (1999) includes issues such as integrated transport and land use planning. PAN 59: *Improving Town Centres* (1999) discusses how 'to promote lively, vibrant and viable town centres that provide a quality urban environment'. PAN 61: *Planning and Sustainable Urban Drainage Systems* (2001) focuses on what is also an urban design issue.



Housing design

The first new PAN developing the advice of *Designing Places* will be on housing design. It is currently being prepared and due to be published early in 2003. It is too early to say exactly what its content will be, but its aim is clear.

We can build on the general aspirations for urban design in Scotland set out in *Designing Places* to show how the design of housing can contribute to the quality of life that is experienced both at the small scale of the home and at the wider scale of the neighbourhood. At each scale successful design can make housing that is (in the terms of *Designing Places*) distinctive, safe and pleasant, easy to get to and move around, welcoming, adaptable and resource-efficient.

The first job of housing design guidance is to underline that, by explaining that there can be a direct relationship between the form of development – in terms of such aspects as its layout, massing, scale, density and landscape – and the quality of life it offers.

We can point to forms of development that are likely to achieve those qualities (and provide case studies of places where they have been achieved), though no development can have all the qualities in equal measure. Often a particular quality will be attainable only at the cost of others. The layout that provides the most solar gain in the interests of resource-efficiency, for example, may not enclose space in a way that makes pleasant streets. We need a process for deciding what the appropriate balance is in the particular circumstances. The planning system should facilitate that process.

The housing PAN's advice needs to be relevant to a variety of contexts. At one extreme, developers are building housing in the centres of Scotland's cities, next to historic buildings, for young people committed to city living and enthusiastic about modern design. They may use talented architects, and they may find themselves negotiating with local authority planners who have

a deep understanding of urban design, and who are skilled at drafting urban design frameworks and development briefs.

At another extreme, developers are building housing for people who aspire to a suburban lifestyle and have a clear idea of what sort of house is likely to be a safe investment. These developers may rely on their standard designs, and they may find themselves negotiating with planners who have little understanding of design issues, and no experience of drafting or using design guidance.

The advice, rather than being prescriptive about what should be built, should show what is possible and how the planning system can facilitate the best feasible design in each of many different circumstances.

To achieve this, we have to consider what factors influence housing design and what effect they have. The table sets out some factors and their effects. The job of a PAN on housing design is to show how housing design can be influenced through each of those factors. It can also suggest appropriate action – by central and local government, design professionals and developers, among others – to raise design standards.

In summary, the PAN on housing design will explain:

- The importance of design at the small scale of the home.
- The importance of design at the wider scale of the neighbourhood.
- The importance of design for the social, economic and environmental conditions of people in the future and in other places.
- The direct relationship between the form of development and the quality of life it offers.
- How the planning process can help to shape the appropriate form for each particular situation.
- The specific roles of central and local government, design professionals and developers, among others, in raising design standards.

TOPIC

Top: Graham Square,
Glasgow

Bottom: Waterfront
housing at Irvine
Harbourside



Copies of *Designing Places* are available free of charge from Donna McLean, Planning Division, 2H, Victoria Quay, Edinburgh EH6 6QQ, telephone 0131-244 7066 or email planningdivision@scotland.gsi.gov.uk

The Challenge

Comments made at a conference on housing design organised by Glasgow's architecture and planning centre the Lighthouse in May showed that *Designing Places* has been very well received by people who care about these matters. The challenge now is to reach the people who make day-to-day decisions that shape the environment, but who have little idea that they are, in effect, Scotland's urban designers.

For some Scottish local authorities, *Designing Places* tells them what they already know, and provides them with some encouragement that improving design standards is now a national priority. For others, the Scottish Executive's guidance gives them something to aspire to, and may help them think about how they can provide the design skills needed to meet the challenge.

Changing attitudes towards design, and developing skills where they barely exist, will be a slow process. In the meantime, the Scottish Executive has given a convincing lead, and further, more detailed guidance should gradually spread the message. Planners, developers, housebuilders and councillors are among the target audiences. Regarding the teaching of urban design in Scottish universities, a *Designing Places Award* will help to find out to what extent this goes on. To be presented by the Scottish Executive in association with the Lighthouse in February 2003, the award will recognise excellence in student urban design work carried out as part of a planning course.

Some of Scotland's current development is of a dismal standard of design. But there are plenty of contemporary examples of really exciting Scottish design that is creating urbanism as successful as anywhere in the UK. The long campaign to raise standards more widely, even in places where no one would even think to expect good design, is well underway. #

Rob Cowan

Wales

John Punter outlines the way design philosophy is developing as part of the Assembly's identity

The Welsh context for urban design is largely similar to that in England, though it would be fair to say that the advances in British Central Government thinking of the last seven years have had less impact on Wales than any other region of the United Kingdom. For example, the 'Urban Renaissance,' and its design-led visions for an urban future, have not played a direct role in policy development. Regeneration has focused more directly on notions of directly tackling social disadvantage and exclusion, and retaining or attracting employment. Nonetheless sustainable development, affordable housing and public transport have all been high on the political agenda, and these are important components of progressive urban design thinking.

The Welsh planning system mirrors the English system with the exception that its new generation of development plans are in preparation rather than adopted (because of more recent local government reorganisation). Partly for this reason the Welsh Green Paper on planning is much less radical than its English equivalent, and proposes to merely streamline the emerging plans, and improve their consultative base, a very sensible idea in the circumstances. There have been important debates about giving more weight to supplementary design guidance to support a more strategic emphasis in the plan itself, but this remains unresolved. The Green Paper proposes to use masterplans, neighbourhood or village plans, development briefs and design statements to manage areas subject to major change within the framework of the plan, providing some elements of a hierarchy of design guidance. This seems a very practical solution, but the key issues are the quality of policy and guidance, the level of design skill available to local authorities, and the determination of mayors and councillors to seek higher design standards. All these are problematic issues across Wales, even in the major cities.

Design Initiatives

There has been a design campaign underway in Wales since 1999 with the formation of Academi as the Welsh equivalent of the inter-professional Urban Design Alliance in England, but with a wider interest in the arts and design and a broader membership. Academi members contributed to a campaign for a Welsh Design Commission, spearheaded by the Institute for Welsh Affairs. The Assembly planners established a Design Steering Group to rewrite the brief references to design in Planning Guidance Wales (a consolidated volume of guidance notes), to contribute to a new Technical Advice Note on design, and to consider broader design issues, including that of a national Design Commission. This brought together all the national environmental and amenity groups as well as the design professionals, and helped to shape consensus as to how design could be better promoted in Wales. These three initiatives will be discussed in order of delivery.

Design Commission for Wales

A Welsh Design Commission was established in April 2002. The Minister gave it a quite distinct set of objectives that closely mesh with the Assembly's political agenda. These emphasise the importance of ensuring sustainability as a key component of design, making design initiatives more socially inclusive, and ensuring that they address everyday living environments as well as prestige projects. The Design Commission for Wales was established in April 2002 under the Chairmanship of Richard Parnaby, a past President of the Royal Society of Welsh Architects and the leader of the RTPI/RIBA undergraduate

course at the University of West of England. With six Directors drawn from the different design professions, academia and development, it has a modest budget of £100,000 per annum to staff and accommodate itself. Its first task is to appoint a chief executive officer and to prioritise the many roles it could perform, deciding where it might achieve the most in a relatively short time period. On the agenda are issues of improving procurement practices, supporting more design training for local authorities, promoting more public debate about design, creating an Architecture Centre or an alternative focus for design knowledge and expertise, and inputting into the National Curriculum to improve design awareness amongst school children. There is also the question of whether the Commission should establish a design review committee to assist local authorities and local communities in improving the design of major developments across the country.

New Technical Advice Note

The rewriting of the TAN 12, undertaken by a design-trained local planning officer on part-time secondment, involved two rounds of consultation with interested parties, and has distilled the essence of recent English guidance and explored the priorities for Welsh planning practice. The 47 page guidance note was released in September of this year and is a much more complete statement on design matters than ever existed before. It is very broad in its scope and tries to be comprehensive. Its definition of design is "the relationship between all elements of the built and natural environment" and its key design objectives are to achieve sustainable solutions, enhance the context, promote innovation and flexibility for change, create a quality public realm, and better access and choice for all.

The guidance identifies 16 design issues and deals with them one by one rather than grouping them into logical combinations like landscape, townscape, movement and layout, energy efficiency, public realm and design details. As a result the guidance

TOPIC

rather lacks the linkages and the coherent, sequential appraisal processes that say the Urban Design Compendium has developed for larger scale developments, or the DoE(NI) Creating Places has developed for residential development. This has much to do with the resources that were available to support the project, and this will always put Wales at a disadvantage. Certainly the most practical approach to Welsh design advice would be to adopt the most relevant English design guidance (the whole of By Design for example) and then work on the special issues that are important to Wales like landscape design (an Achilles heel of English guidance). Are political imperatives overriding practical necessities?

Nonetheless, there is a welcome emphasis in the document upon design as a process, and upon the priority to be given to issues of sustainability and to thorough site and context appraisal. Pre-application design advice is stressed alongside the importance of public consultation, and the utility of design statements from applicants. There is a clear statement that poor design is grounds for refusal of a planning application, and local authorities are encouraged to be proactive in design with the use of a range of supplementary guidance. There is also a useful checklist of requirements for illustrating the design dimension of a planning application largely derived from CABE. This highlights the value of selective adoption of the most relevant English advice.

The WDA's pursuit of better design

A third initiative has been undertaken by the Welsh Development Agency to raise the standards of design in the projects it promotes and partners. It has sought to produce a design manifesto for the Agency, and to define a variety of ways in which its working practices might prioritise good design as an integral part of more sustainable economic regeneration. Wide consultation has been undertaken and Agency personnel have been closely engaged with consultants in defining the recommendations, which are now out for public comment. The strategy includes the appointment of a Design Advisor and Panel to vet major projects, particularly at their formative stage, and the encouragement of project officers to become design champions, supported by design consultants as necessary.

Much work has been done recently to improve design procurement, and the next challenge is how to ensure that design quality is incorporated more successfully into land disposal and development partnership arrangements. This is no easy task in an almost invariably difficult development market, where profit margins are narrow.

Finally, the Agency's design initiative needs to be married with its sustainable development programme in order to link up with issues like biodiversity and ecologically sensitive development, and to ensure that development is appropriately located, always the starting point for good design. From now on implementation will be a question of changing hearts and minds within the Agency.

Is there a Welsh urban design?

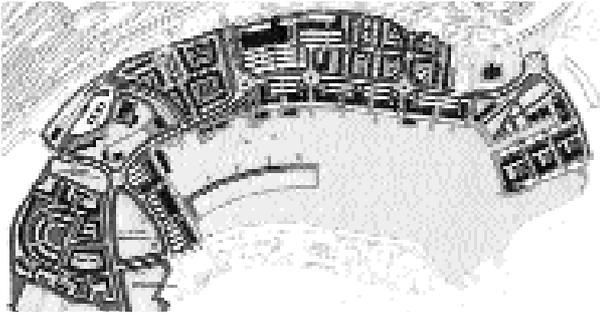
By and large policy makers and practitioners have been content to adopt working definitions of design that are similar to those that have emerged in English design guidance. If Welsh urban design has a different emphasis from that in other parts of the UK it will be in its necessary marriage with landscape design. All Welsh cities and large towns are remarkable for their landscape settings, and for the visibility of open countryside or the sea from most parts of the built up area. Often the inter-penetration of town and country is a special asset to be carefully preserved, but also more widely appreciated through judicious investment in the public realm or appropriate development on the margins of the green spaces.

The major urban design problem is the urban edge where town meets country, and where the vast white sheds of retail, distribution and industry/business rapidly undermine both the coherence of urban form and the amenity of the countryside. This is especially problematic in the valley towns. Often these urban edges are areas of high landscape and biodiversity value where extra care with siting and landscape design is vitally necessary. Green field housing development, almost invariably using lower/middle market English layouts and built forms, are equally problematic, not least because they are often divorced from these new employment areas. Here sustainable development principles must be the starting point for integrated settlement design, and compact, public transport-served development the norm. This would be a useful topic for new national guidance, perhaps with a checklist of considerations by which each application could be carefully assessed and, if necessary, refused. Relatively precise sub-regional development strategies, and the closer integration of land use and transport planning, are vital in the congested and highly constrained areas of north east and especially south east Wales.

It would be nice to think that the Countryside Council for Wales's more ecologically inclined LANDMAP analyses of the rural landscape could be used to deliver better large scale urban design in such contexts (and around the edges of many small towns). The potential is certainly there to make it a platform for more ecologically sustainable development, and to link this to new thinking about walkable, public transport served, neighbourhood design. This is a particular challenge to cross professional and cross agency working in Wales, and to the management (and wider accessibility) of comprehensive, GIS-based data of ecological, hydrological and cultural factors.

Delivering better design

The nub of the design issue in Wales is whether developers can be persuaded to take the extra risk to invest in higher quality development. This depends entirely upon the economics of development and the perceived market for its products (what new owners and occupiers want in terms of design quality). In many parts of Wales values are so low and margins are so tight that simply getting development on the ground is an achievement. On certain



Left: The Waterfront, Barry where a Development Framework has provided a basis for site by site design briefing, but where thus far the built forms have been disappointing.

Middle: Lloyd George Avenue housing in Cardiff Bay, where the external treatment received additional study.

Bottom: Delicate infill development in the centre of Conwy where the WDA assisted an extension to Cambrian College.



development climate. Recent events in Swansea surrounding the new shopping development, which blocks one of the city's most important and historic streets, and demolishes (but promises to rebuild in a new internal location!) one of its more interesting building facades, raise questions as to whether even the most basic urban design principles (and their centrality to economic prosperity) are understood by city councillors. This and similar controversies robbed Wales of one of its most design-committed planning officers. Some of the same design questions are about to be asked in central Cardiff, but on a much larger scale.

But there have been significant design successes in Wales that provide a platform for progress. The town centres of Wrexham (which has been well conserved, extensively pedestrianised and positively reinforced by new retail investment) and Caerphilly (new shopping and public realm improvements) are both design and economic revitalisation success stories. Smaller centres like Narberth and Haverfordwest in the south west and Conwy and Caernarfon in the north have excellent examples of careful conservation and sensitive infill. St. David's has a fine new gateway/visitor centre which encourages visitors to leave their cars and walk into the town, and Llanelli has a vast new coastal park and sea front with excellent public art and amenities.

One fact is abundantly clear. Wales is a small country with limited financial resources and a good deal of ground to make up in terms of economic prosperity. To be more successful in promoting quality urban and landscape design will require a concerted, collaborative effort across both the design and land professions, much of it on a voluntary basis, alongside a high level of political commitment from the Assembly and local government. It will demand a new understanding of development realities and ways of procuring better urban design and architecture, and stronger partnerships between public and private sectors that have more transparent design and development decision making. A major task for the Design Commission for Wales is to facilitate this dialogue, and to bring the different actors together on a regular basis to exchange views and experiences, and thereby formulate new pathways to design success. #

John Punter

projects the WDA can play a very positive role as a champion of good design acting as a development partner, using its grant regimes and its site preparation and disposal programmes. The example of Barry Waterfront provides some salutary lessons in what can and cannot be achieved when developers perceive a location to be capable of accommodating only their most basic products.

But even in the most favoured development areas good design cannot be taken for granted. The experience of Cardiff Bay Development Corporation showed how difficult it was to ensure consistent urban design quality even with an expert design panel, sophisticated design strategies, numerous design briefs and a competent control authority. More recent developments have not showed an upward curve in design quality, particularly in housing design, despite significantly higher densities and a more favourable

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UK

Matthew Carmona gives an overview of the situation and takes stock of current practice

This issue examines how urban design policy at the 'national' level is developing in the different parts of the UK, and through comparison, considers how, if at all, practice is diverging. The four preceding articles have contributed to the first part of this objective. This final article briefly addresses the second part.

In many respects the move to devolve power from Westminster to the Scottish Parliament and Welsh and Northern Irish Assemblies should have impacted on planning (through which national urban design policy is usually defined) far less than other parts of the devolved agenda. This is because Scotland and Northern Ireland have – in theory at least – always had different planning systems to England, with their own guidance and policy priorities. Wales was the odd one out in this respect. Although it had its own system of circulars, more often than not Welsh PPGs and Circulars were identical to the English ones and were simply published jointly by the Department of Environment (DoE) and Welsh Office.

In practice, the wording of Scottish and Northern Irish guidance often bore a striking resemblance to their English counterparts, and policy priorities were rarely very different. England has remained – in planning policy terms at least – untouched by devolution, as the DoE and its successors (DETR, DTLR, ODPM) remain England only in their remit.

Across the UK the various statutory arrangements for planning (and therefore urban design policy) remain much the same, with national government (now in its various devolved forms) retaining a pre-eminent role in establishing and delivering policy. As the planning process remains hugely centralized in each of the constituent parts of the UK, the resulting policy carries huge weight (the first material consideration amongst many), and its publication remains a significant event.

It is of course true that many of the guides and policy statements discussed in the previous articles remain generalised in their nature, and in need of intelligent and systematic interpretation locally if they are to have any significant impact. Nevertheless, the mere fact that all parts of the UK are now singing from the same hymn sheet as regards the importance of urban design is a first important point to make. Because of the influence of national guidance, that is a great victory, and was certainly not always the case.

Scotland – leading the way

After the anti-planning, anti-urban design, and frankly anti-urban 1980s, Scottish guidance was the first to emerge with a more pro-design agenda, and in many respects showed a way forward. Thus Rob Cowan refers in his article to the sequence of Planning Advice Notes that began to emerge from 1991 onwards, and in which design was increasingly identified as a significant issue; this at a time when those working in England and Wales had little more than over-regimented roads standards and seven short paragraphs in an annex to PPG1.

Noticeably, the first few guidance notes in Scotland concentrated on design in rural settings, including the still excellent 'PAN44: Fitting New Housing Development into the Landscape' (guidance in Northern Ireland at the time showed a similar bias, for example, in 'A Planning Strategy for Rural Northern Ireland'). This was perhaps unsurprising when the same market-led suburban housing estates were being repeated ad infinitum across the UK, estates that were particularly incongruous in the beautiful Scottish countryside. The legacy

of this longer commitment to good contemporary design (particularly architectural design) is clear to see for all who visit the country, although unfortunately Scotland like the rest of the UK has its fair share of recent (mainly out of town) 'howlers'.

With its national policy statements on architecture and urban design Scotland is again showing the way forward. Not because the guidance is necessarily in itself any better than that issued in the rest of the UK, but because the perceived (if as Rob Cowan informs us, not actual) status of 'national policy', as opposed to 'national planning policy' moves architectural and particularly urban design closer to where it should belong, as an overarching set of objectives and disciplines to inform the full range of national and local government responsibilities. If, for example, the case for better urban design could more convincingly infuse the narrow minds and yet relatively deep pockets of the various transport/highways ministries and departments across national and local government in the UK, then the urban design agenda expanded upon in the various planning policy documents might stand a better chance of being delivered.

England – setting the pace

Of course, having the status of a national policy statement does not necessarily imply more effective delivery of better urban design, unless first the commitment to its delivery exists across government departments. In England such a national policy on architecture has recently been rejected on the grounds that it would represent an unwelcome diversion of attention (Building Design, 28 June 2002, p6).

However, if Scotland has led the way, then England has certainly been setting the recent pace, at least in so far as the sheer quantity of initiatives is concerned, and as regards the explicitly urban design, as opposed to architectural or rural design agenda. Thus both John Punter and Mike Jenks refer in their articles on guidance in Wales and Northern Ireland to the importance of relatively small countries being able to

Right: Design statements made for England, Northern Ireland, Scotland and Wales respectively.

borrow ideas from their larger neighbour (England), but also to the importance of adapting these ideas to the local context.

In his discussion of developing policy in England, Matt Lally argues that the change of emphasis on design in England has been in large part driven by a gradual realisation that to be more sustainable in delivering social and economic objectives, development needs to be of a higher quality. In this regard an acceptance has gradually spread across the UK, driven on by the work of the Urban Task Force (whose remit was restricted to England, but whose influence has been UK-wide), that you really do pay for what you get. The argument goes that investment in the social and economic infrastructure of the country is complemented and reinforced by investment in the environmental infrastructure.

Acceptance of this key message is particularly noticeable in the efforts of key regeneration agencies in England and Wales to take on board the urban design agenda. Thus English Partnerships part-funded the Urban Design Compendium and a range of other design/mixed use initiatives throughout the late 1990s, a move now being reflected in Wales by the Welsh Development Agency. The importance of this acceptance of the value that urban design can add is in the potential of these agencies to fund much needed exemplars. In England, the innovative 'Millennium Villages' programme supported by English Partnerships is helping to persuade sceptical minds about what is possible. In Scotland, Glasgow's Crown Street project has long played a similar role.

In England, the use by some of the Regional Development Agencies (RDAs) of urban design as a vehicle for regeneration illustrates that the lessons increasingly accepted at the national level are filtering their way down (as well as up from a small number of well known local authorities). This regional dimension of the devolution of power and resources and its impact on design justifies examination in its own right (perhaps a future issue of UDQ). The influential work of CABE and the seemingly inexhaustible range of initiatives that they are either directly responsible for or add their weight to is also helping to make the case for better urban design where it counts,

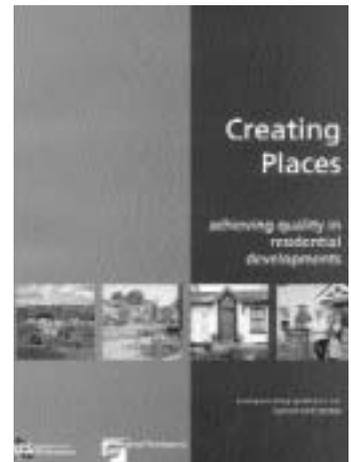
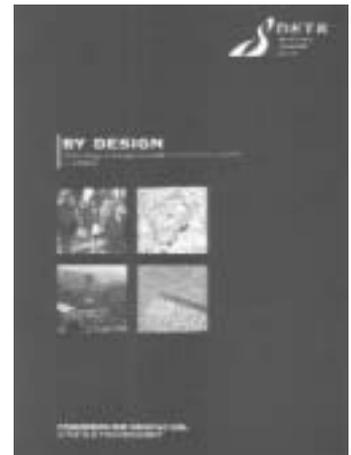
amongst key decision-makers – public and private. The other parts of the UK would certainly benefit from similarly dynamic design commissions (in the CABE rather than old RFAC mould) to help drive their design agendas forward. Wales are now moving forward on this front.

Wales and N. Ireland – sustainability

The recent Welsh (TAN 12) and Northern Irish (Creating Places) guidance distinguish themselves through an explicit and more detailed linkage between environmental sustainability and urban design. Thus the importance of landscape, land form and ecology in particular, as well as energy efficiency, represent major themes; the former to be respected and enhanced and the latter to be achieved through good urban (and architectural) design.

This more profound emphasis on the natural environment as both a generator of design solutions, and as an important constraint reflects the predominantly rural nature of these two contexts. In Wales, the Countryside Council for Wales had taken a lead on this issue in their Design Note series, in which sustainability and landscape are taken as key departure points for design. In Northern Ireland, the pressure for single houses in the countryside represented the key concern. Landscape is a dimension that has also been emphasised over the years in Scottish guidance, but as John Punter observes, it still remains to be adequately dealt with in England, despite the valuable work of the Countryside Agency.

'Creating Places' also distinguishes itself by beneficially linking highways design requirements directly to the wider urban design agenda through the inclusion of detailed 'official' advice on both together in one document. For unknown reasons, these have always been separated in English advice, and although 'Better Places to Live, By Design' the companion guide to PPG3 does a good job in bringing some of these issues together, 'Design Bulletin 32' and the 'Design Manual for Roads and Bridges' remain the official guidance on road design, and remain locked into a geometric, vehicle flow dominated vision of urban form.



TOPIC

Bringing highways issues together with other urban design concerns as a fundamental contributor to the quality of urban space (both new and existing) represents an important lesson seemingly yet to be learnt. In Northern Ireland, the guidance was prepared jointly for the Planning and Roads Services, even though these services are in different government departments. To deliver better urban design this represents an important demonstration of joint working, and is surely the way to go. It is hoped that the new PAN on housing design in Scotland will take a leaf out of that book.

Variations on a theme

Significantly, the various 'official' definitions of urban design adopted in three of the four constituent parts of the UK are the same (or are at least variations on a theme), and based on that contained in England's PPG1 (see TAN 12 in Wales, and PPS1 in Northern Ireland). The exception is Scotland, where the policy document succinctly defines urban design as "the collaborative process of shaping the setting for life in cities, towns, villages and rural areas". More important than definitions, however, are the various objectives for urban design and the design/planning processes advocated in policy.

Taking the four key sources of national guidance on urban design discussed in the preceding articles (see table) it is possible to examine the extent to which each – in general, rather than in particular – covers the ground. The table reveals that despite the different emphases discussed above, it is clear that the guides, in their different ways and language, cover similar agendas. They all broadly support:

- The need for more sustainable – particularly adaptable – forms of development
- The need for more distinctive and legible environments
- The need for a high quality, safe and secure public realm, usually linked to a diverse mix of uses
- The need to ensure good access for all, particularly for pedestrians.

In process terms, the English, Scottish and Welsh guides also cover much the same ground, although with varying degrees of comprehensiveness, concentrating largely on the role of urban design within the land use planning process. 'Creating Places', on the other hand, with its particular focus on housing, resembles more closely a residential design guide, with very detailed discussion of all the key elements of housing design – landscape, open space, facilities, dwellings, pedestrian routes, public transport, roads, parking, detailed design, etc. It therefore includes much less on the planning process which for obvious historical reasons is even more centralised in Northern Ireland than in the rest of the UK.

The analysis reveals that there is still a considerable borrowing of concepts between the different parts of the UK, which in design terms has beneficially manifested itself both in a renewed emphasis on urban design per se, and in many of the constituent concepts and processes. On the process side, the review of the planning system in England has also informed the concurrent review in Wales, and will no doubt influence the ongoing process of reform in Scotland (and hopefully vice versa). Thus the greater emphasis on pro-active local planning through action plans in the form of masterplans, development frameworks and briefs will hopefully carve out an important and permanent place for urban design at the centre of the statutory planning process.

What has changed?

It seems then that the constituent parts of the UK, despite being legislatively more autonomous, carry on learning and borrowing ideas from each other. This is surely healthy, particularly when those concepts are informed by the particular priorities and aspirations of each part of the UK, as has been noticeably more the case post-devolution than before. Inevitably this has resulted in some divergence in practice that devolution seems to have amplified, particularly between England and Scotland, but has also delivered a remarkable new consensus (at least in policy) about the importance of urban design, and what that implies.

Unfortunately, not all is rosy in the garden as a number of seemingly UK-wide problems still persist. Most are inherent in our collective embrace in the recent past of all things market-led and the failure to consider the consequences. Problems include:

- Procurement routes – both public and private – that are still not geared to quality
- Inconsistent, and often poor practice at the local level
- A national urban design skills shortage
- A tendency to conveniently forget the 'quality' agenda when other issues raise their heads i.e. employment, housing demand, etc.
- Differential land values and demand in parts of the UK that make the delivery of better design more difficult in some areas than others
- A tendency to still separate the highways function from planning
- The meanness of public sector investment in the public realm, including its transport infrastructure and its management and maintenance
- The increasing globalisation of design influences that is effecting all parts of the UK
- The lack of local political will and vision to embrace the urban design agenda
- The lack of vision in the development community and the tendency to always play it safe.

Thus, although policy is increasingly articulating a quality agenda, that is little guarantee that good urban design will be delivered. National guidance in all parts of the UK remains reasonably non-prescriptive and therefore (quite rightly) will only ever represent a starting point for delivery. In all cases it needs creatively interpreting by public and private stakeholders alike for every locality and for every development opportunity. Therefore, although on the face of it many of the increasingly 'universal' concepts of urban design now outlined in Scottish, Welsh, Northern Irish and English guidance seem to converge, it is how they are interpreted locally that will determine whether each of the constituent parts of the UK will make the concepts their own. #

Matthew Carmona

	ENGLAND: By Design (2000)	N. IRELAND: Creating Places (2000)	SCOTLAND: Designing Places (2001)	WALES: TAN12: Design (2002)
Sustainable design	<ul style="list-style-type: none"> • adaptability 	<ul style="list-style-type: none"> • quality and sustainability in the overall layout, in the form and detailed design of the buildings, and the space around 	<ul style="list-style-type: none"> • opportunities for making good use of resources • opportunities for making a place adaptable 	<ul style="list-style-type: none"> • achieving sustainable design solutions • designing for change
Urban form and character	<ul style="list-style-type: none"> • character • continuity and enclosure • legibility 	<ul style="list-style-type: none"> • a distinctive overall sense of place that takes into account the characteristics of the site and its setting • An appropriate use of trees and other plants 	<ul style="list-style-type: none"> • creating a sense of identity • creating a sense of welcome 	<ul style="list-style-type: none"> • sustaining or enhancing character • promoting legible development • promoting innovative design
Public realm	<ul style="list-style-type: none"> • quality of the public realm • diversity 	<ul style="list-style-type: none"> • A feeling of security and sense of vitality in all parts of the layout • a visually attractive human scale in each of the places created within the development 	<ul style="list-style-type: none"> • creating safe and pleasant spaces 	<ul style="list-style-type: none"> • promoting a successful relationship between public and private space • promoting high quality in the public realm • promoting quality, choice and variety
Movement and connection	<ul style="list-style-type: none"> • ease of movement 	<ul style="list-style-type: none"> • A movement pattern that supports walking and cycling, incorporates traffic calming and that provides convenient access to public transport 	<ul style="list-style-type: none"> • creating easier movement 	<ul style="list-style-type: none"> • ensuring ease of access for all
Design Process (key themes only)	<ul style="list-style-type: none"> • understanding the context • the development plan • supplementary planning guidance • development control • proactive management • collaboration • developing the right skills • design initiatives • monitoring and review • information requirements 	<ul style="list-style-type: none"> • design skills • consultations • respecting the local setting • responding to the site • developing a design concept • specialist advice • information requirements 	<ul style="list-style-type: none"> • setting a framework for design (context appraisal, policy review, vision statement, feasibility appraisal, planning and design principles, the development process) • collaboration • the development plan • planning and design guidance • development control • design skills 	<ul style="list-style-type: none"> • collaboration • early and continued consideration of design • a pro active planning system • improved design skills • designing in context • unitary development plans • supplementary planning guidance • development control • information requirements

Table above: National design conceptualisations

CASE STUDY

Little Somerford

Ian Bertram describes the process behind work on a Village Design Statement

It is common in planning policy documents to see statements requiring new development to be "in keeping" or to be "in context". Almost without fail however, these same documents give no guidance on how those tests can be met usually resulting in extended arguments and unwanted appeals. This article briefly describes one project that attempted to address this problem in a creative and workable way.

Little Somerford is a village of about 200 people in north Wiltshire, close to the town of Malmesbury. In September 2001 Mark Ellerby and I were jointly appointed to advise residents in the village on the preparation of a Village Design Statement (VDS) and a parallel Conservation Area statement. Village Design Statements were pioneered by the then Countryside Commission (now the Countryside Agency). They are not design guides and do not contain detailed design requirements for specific sites. Instead they describe the distinctive character of a village and its surrounding countryside and set down design *principles* based on that distinctive local character. The guidance they contain applies at all levels from the domestic extension to the large development. Most importantly they are prepared by the local community.

Our role was to facilitate the process of producing a VDS for Little Somerford. The steering group had already consulted widely in the village and were well on the way to producing a draft statement. The key task therefore was to act as mentors for the group and to help in guiding the process through the planning system to secure for the villagers the protection of village character they wanted, while satisfying the procedural requirements of the local planning authority for the production of the VDS. In particular the planning authority (North Wiltshire District Council) had an extensive checklist of requirements that any Supplementary Planning Guidance had to meet.

While Little Somerford is a village typical of the area, it is nevertheless a unique place and we needed to know why. At an early stage the steering group had defined "character areas" in the village. We also tried to adapt Cullen's 'Notation' from the late 1960s. We were unhappy however that both these approaches led to *describing* the village not *analysing* it. Without understanding we felt unable to move beyond the normal vague, "keeping in context" type of statement.

Several members of the team were already familiar with the work of Christopher Alexander in particular "A Pattern Language"¹. A chance remark from one of the team (none of us can remember who) about the pattern of development in the village, took us back to his work, this time to "A New Theory of Urban Design"² and some extracts from his latest work, "The Nature of Order"³. In "The Nature Of Order" Alexander seems to be searching for a more universal theory, but we concentrated on his concept of 'wholeness' and the need for the design process to operate at levels above and beneath the current one. Without getting involved in the grand theory this seemed to us to be about the way buildings should relate to each other to create a composition in space, but also how that composition needs to be placed in relation to other compositions (called 'centers' by Alexander) to create a greater whole (or center) and to the internal structure of that building as a series of smaller components (or centers) in other words the familiar Alexander territory of placing windows, doors and entrances.

We found that we could not directly apply Alexander's patterns to our problem, since we were not looking at a specific development proposal but in effect trying to develop our own 'pattern' book. We therefore asked ourselves what patterns were at work in producing the place we knew as Little Somerford. After some false starts we found an answer in the process of growth of the village from a series of distinct farmsteads. These are clearly present on maps through to the 1950s, but are now



partially buried under later suburban style housing. Looking at the historic process of development we saw how the village had developed through a process of agglomeration of farms and their associated buildings and workers' cottages. Each farm would originally have had a farmhouse at its centre with smaller buildings, some agricultural, others residential, disposed around them at varying angles but all generally related to the main house as the focus. Over the years, new buildings would have been added and then modified to satisfy the requirements of the time. These groups grew in size, eventually merging, but usually leaving small paddocks or other open space between them that allow their distinct identity to be retained. These building groups, which we called 'clusters', are the characteristic pattern of development in the village.

This is not a unique idea by any means. Perhaps the earliest example is Camillo Sitte, from the preface to the first edition:⁴

"It seemed appropriate then, to examine a number of lovely old plazas and whole urban layouts – seeking out the bases of their beauty, in the hope that if properly understood these would comprise a sum total of principles which, when followed, would lead to similar admirable effects."

Top Left: Typical side lane leading off The Street to fields

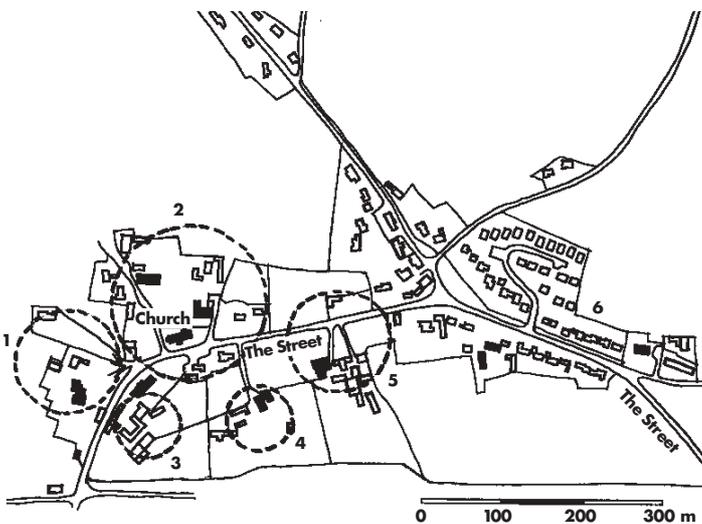
Below Left: View back to village from open fields

Below: General form of village, with listed buildings shown in black

- 1 Pound House cluster
- 2 Church cluster
- 3 Church Farm cluster
- 4 Somerford House cluster
- 5 Manor Farm cluster
- 6 Modern Development

Top Right: Church Farm on The Street with side lane leading to fields

Bottom Right: Open fronted modern development on The Street which extends further back totalling 35 houses.



Sharp's book "The Anatomy of the Village"⁵ published in 1946 had a similar aim:

"A study of the principles of design, whether they were conscious or unconscious, which have given our English villages their beauty, their charm and their character, may well elucidate principles that will be useful in our new building"

Stuart Brand in "How Buildings Learn"⁶ describes the process of evolution most successful buildings follow over the years while an obscure booklet called "Village Plans"⁷, published in 1982 by Shire Publications Ltd, contains a typology of village plan forms and how they came about. There are many studies of individual buildings showing the process of incremental change and addition, several referenced in Brand's book.

Sitte and Sharp were of course looking for general principles, as indeed is Alexander. We however were looking for an explanation of why Little Somerford has taken the form it has. The concept of "clusters" appeared to provide that explanation. It gave us a tool to explain why a suburban estate constructed in the village in the 1970s was not 'in keeping'. We could point to the repetitive nature of the plots and their distribution, to the lack of variety in the size and orientation of the houses and to the

repetitive placement of each house on its plot. These could all have been identified before, in fact they were, but as judgements of quality, which if included in the VDS would have been extremely sensitive in a community of 200 people. We could also see similar features in other smaller modern developments around the village where identical or near identical houses were constructed side by side. The concept also provided a rationale for the retention of the small paddocks and open spaces in the village not just as visual breaks but a record of the historic development of the village.

So, in the end the instinctive reaction to those modern schemes, that they were somehow "not in keeping", proved capable of analysis and definition. Having gained the understanding of the process we drafted a precise definition of a 'cluster' and were able to draft policies for the VDS in a form that satisfied the local planning authority because they used the familiar structure of criteria based Local Plan policies.⁸

North Wiltshire District Council has now adopted the VDS as Supplementary Planning Guidance. The first planning application using the guidance it contains is eagerly awaited. #

Ian Bertram

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- ² Alexander et al, *A New Theory of Urban Design*, Oxford University Press, 1987
- ³ www.patternlanguage.com
- ⁴ Sitte, Camillo, trans Collins, G R and Collins C C, *City Planning according to Artistic Principles*, Phaidon Press, 1965
- ⁵ Sharp, Thomas, *The Anatomy of the Village*, Penguin Books, 1946
- ⁶ Brand, Stewart, *How Buildings Learn*, Phoenix, 1994.
- ⁷ Roberts, Brian K., *Village Plans*. Shire Publications Ltd, 1982
- ⁸ Extracts from the VDS and other material can be found on www.ibanda.biz as a case study.

RESEARCH

Caution: Urban Design

Tim Stonor reflects on the research work of Space Syntax which suggests that many professionals do not appreciate the consequences of physical design decisions

The recent criticism of development proposals at London Bridge and Blackfriars stations by the Thameslink 2000 planning inspector will be widely discussed for the importance it places on the quality of urban design as a key factor in strategic decision-making. Urban practitioners and media commentators have seen David Ward's comments as a milestone for urban design, the importance of the Thameslink decision reflecting the unequalled status of urban design within national and local government. The Urban Summit at the end of October could be the forum in which the importance of urban design is properly recognised alongside the complementary portfolios of social, economic and environmental policy.

Fifty years after the post-war highpoint of town planning, urban design is in the spotlight. For its many theorists, advocates, and exponents, this is a long-awaited opportunity to demonstrate how urban design can make a material difference to the social, economic and environmental sustainability of towns and cities. A key question, however, and the subject of this article, is: can we be confident in existing urban design skills to deliver the benefits that are claimed, and meet the expectations that have been raised?

With a portfolio of around 50 urban design projects a year, many of which involve assisting other designers in the formulation of urban design strategies, Space Syntax has been afforded a unique perspective on urban design. I would like to draw from our experience and present a number of observations on current practice. These reflect what I believe to be several core issues that the urban design community must address if it is to justify its re-found status.

The history of urban regeneration in the UK is littered with unsung failure, in particular much of the 20th century social housing programme. We are much better at praising limited or infrequent, significant success than exploring our mistakes; more inclined to judge a marginal scheme on its cleanly swept opening day than three years into its dreary existence. Despite our professed interest in community consultation, we continue – mainly in private – to blame failure on the occupants, those who fund our work and those who deliver schemes that are quite unlike the concepts we evolved.

We have much then to learn but our ability to do so is impeded because many of our analytic research skills and design techniques are poor. The reasons for past failure continue to elude us. We either do not know how to look for the cause of design malfunction, or we prefer not to. Instead, we blame what we can see – materials, styles, occupiers, initiators. Why should this be?

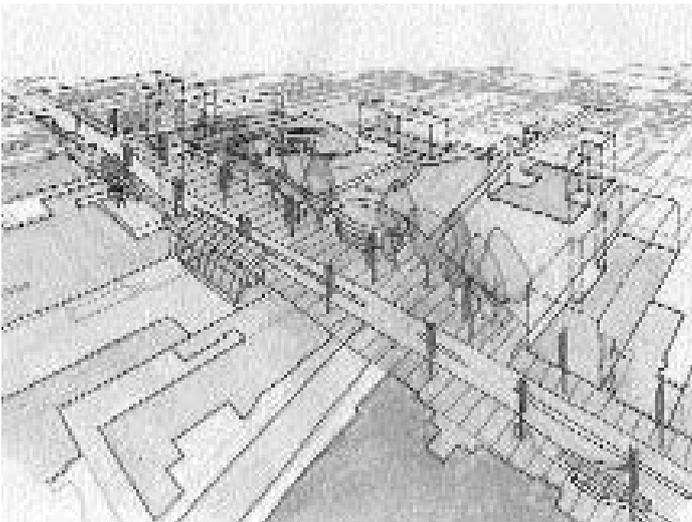
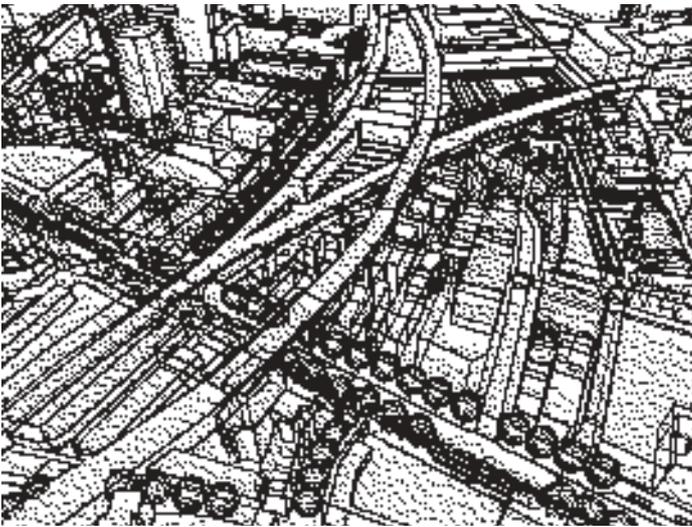
To begin with, much urban design training, guidance and practice continues to prioritise form over function. It stresses the benefits of surface – high quality materials – lighting and texture over the equally important issues of programme, policy and context. This is not to say that issues of form are not important. But we would argue that the intrinsic properties of the urban physical environment are much less important than their consequential functionality – how each combines with other objects to form a social environment. We do this perhaps because it is materials that are selected, costed, delivered and assembled. Yet the real value of these objects is not in themselves but in the living scenarios they create, influencing movement, co-presence and interaction. Such scenarios are not the stuff of conventional spreadsheets. They are emergent phenomena, events that affect, and are affected by, the environments in which they occur. They involve issues of social, economic, environmental and political content that require urban designers to adopt positions and necessitate our engagement in the dynamic of urbanity, not the static, bounded area of the page on which we draw. They also challenge us to be consistent in our approach, despite the inevitable inconsistencies that stem from the different demands of our clients and of the subsequent contractual/financial arrangements that constrain our activities.

In our experience, there does not appear to be a consistent approach from urban designers. We are not thinking of a consistent design approach but rather a consistent professional/methodological approach. For example, we have recently worked with Firm A on the design of a mixed-use scheme including a tall building (Scheme A). We were brought into the team by our property developer client to help generate a ground level strategy, both spatial and programmatic. This involved a study of the local urban context. We developed an understanding of how the design scheme could beneficially impact that context. We are currently working with Firm B on a project (Scheme B) adjacent to another building proposal by Firm A (Scheme C). Scheme C has had no apparent ground level study, and has been criticised as such by planners as well as now by us.

The decision on whether or not to undertake a ground level study for Scheme C appears not to have been made by Firm A, but by the client. For Firm A, urban design appears to be an optional "bolt on" service. This is not an isolated instance. Working regularly with many architect/urban design practices, and following the course of projects in the press, we are struck by how frequently designers are ignorant of how potent they might be if they were to harness the true social, economic and environmental value of urban design. To us, urban design appears to be led by circumstances. It is not guiding them in a consistently powerful way.

I believe the need for a consistent approach is the challenge of any profession and – if urban design wants to be properly recognised as a profession – its exponents have a responsibility to establish codes of design practice. They should be part of a mandatory due diligence process, i.e. beyond the recommendatory level of recent urban design guidance. We should develop these codes before regulatory authorities require us to. They need not be complex. Our experience of undertaking very simple analytic exercises – movement observations, land use studies, building height and volumetric analyses, visibility studies – then assembling this information in an easy-to-read/easy-to-retrieve format, is that it facilitates the creative process by sparking design ideas. It also serves as a resource to test ideas against. It is not a prescriptive methodology but rather a creative one. We find it liberates design thinking.

It may be tempting to dismiss such an approach as "tick-box" design but I believe that urban design can learn from other disciplines that benefit from careful methodological guidance. Take the pharmaceutical industry, for example. Processes governing the production and trialing of new drugs are strictly laid out. Why? Because the risks of unregulated practice do not

**Top: Context.**

Prince's Circus, London. Public space design to connect Covent Garden with the British Museum reactivating a local economy that has been blighted by insensitive transport engineering.

Middle: Permeability.

Brixton town centre. Proposal for major new urban development within a spatially integrated and activated network of pedestrian connections as quantified through Space Syntax analysis.

Bottom: Movement.

Greet's Green, Sandwell. Managed traffic environment, vehicles co-existing at slow speeds with pedestrians, avoiding risks of pedestrian-only 'enclave' planning.

just jeopardise business, they also expose the general public. Is this not also true of urban design? Indeed, are urban designers not currently claiming a similar level of importance for the discipline? Is not that importance being simultaneously thrust upon them?

But can urban design take it? Before concluding that, at present, it can't, I would like to take three of the central planks of urban design – context, permeability and movement design – to illustrate our concern that urban design lacks the skill base to deliver on the current challenge.

Context

One of the most common requests that my Space Syntax colleagues and I make of other designers is to see the context of an urban scheme. It is surprising to us that, given all that has been said and written about the importance of understanding context, so many designers spend such little time analysing their site boundaries. Scales are chosen so that the site fills the printed page. No doubt this is to provide the clearest picture of the material change proposed. What seems to be poorly understood is the nature of social, economic and environmental change that will also take place, not only on the site but also in the neighbouring context. "We printed a large-scale plan because we knew you were going to be here" is a statement that says it all to us.

Permeability

It is difficult to discuss urban design without mentioning the 'p' word. Planners and designers make great play out of the importance of making connections/linkages. Accessibility is seen as a means to encourage movement and make places safe. Yet, many of the housing and cultural projects dating from town planning's last high point are being removed and remodelled because they are too permeable. The South Bank Centre was, and still is, permeable. Odham's Walk in Covent Garden was highly permeable, yet today much of its permeability has been removed through gating. The problem these schemes share, and the problem of so many design schemes – including schemes on the boards today – is that they have/had the wrong kind of permeability. First, they were insufficiently integrated, second insufficiently structured and third, insufficiently activated by building entrances.

Urban design scholars and cognoscenti may understand this, but our experience at Space Syntax suggests it is not at all comprehended in the field of "masterplanning". We see scheme after scheme presented by designers proposing the benefits of permeability, but failing to grasp the fundamental difference between useful connections that have the spatial potential for activity and poor links that would be little used. Or, showing three or four connections on the – often incorrect – assumption that this is better than one or two.

In our experience, "permeability" as a design device is as likely to be misused as used adeptly because it is an unquantified term. The much more useful, empirical measure of spatial integration is, however, harder to intuit. It is also restricted in its availability to academic researchers – notably at the Bartlett and Oxford Brookes in the UK – and a handful of professional firms around the world. This situation will improve slowly for as long as urban designers and our clients are prepared to accept the risks of proceeding with a loose, unquantified, unspecified evaluation methodology.

Movement design

Our concern over the continued promotion of permeability has been reinforced through Professor Bill Hillier's much publicised, if inadequately reported, research into housing layout and crime. This has highlighted the

RESEARCH

perils of designing for access (i.e. making areas permeable) but without natural use (i.e. making routes that are not spatially integrated and activated by building fronts). In other words, the experience of blank-walled, poorly-used connections is not simply unpleasant; it is unsafe. More than this, his work has shown that some of the most vulnerable layouts are those that have pedestrian-only connections. In its rigorous and transparent way the work highlights a major risk in removing vehicles from residential environments. This is a risk that, we believe, should be better known within the urban design community and should be placed alongside other risks – road traffic accidents, for example – when formally developing and assessing development plans.

But, again, we see many schemes advocating the removal of vehicles from urban environments. Designers seem to appreciate the road safety risks created by the presence of vehicles but, by contrast, they do not seem aware of the crime risks of removing them. Just as eating too much is unhealthy, so is eating too little. A design scheme risk assessment exercise is incomplete for as long as designers fail to consider the inherent dangers in removing the natural surveillance that vehicles can provide. We believe that, if these risks are understood, then they can be addressed through the exploration of mitigatory design solutions.

It would seem that many of the problems of practice stem from the nature of urban design education and an imbalance between too much teaching that focuses on materiality and too little teaching that prepares students for the consequences of their physical design decisions. Likewise, professionals claiming that urban design is "something to get into" risk damaging the careful platform that the small number of skilled advocates has built. The problem, however, will be that this small number will not be able to handle the increasing volumes of work that urban design's new status will create. I believe that this issue is central to the paradox. Can urban design accept the laurels it is being offered and continue to deliver? Or, should it withdraw, to prepare itself – through extensive research and training – to become a profession that can justify this new status?

We remain concerned that the unregulated appliance of urban design's fundamental toolkit – context, permeability and movement design – may carry with it such significant risks as to undo any of their potential merits. But, more than that, our concern is that this should happen at a moment when urban design has been thrust to the "centre stage" of national planning and urban policy debate. Will it stand there and deliver the lines it has been given by others? Or, will it make the part its own? #

Tim Stonor

BOOK REVIEWS



**Good Place Guide –
Urban Design in Britain and Ireland
John Billingham & Richard Cole
Batsford 2002 £12.99**

At long last, the Good Place Guide, a long standing project of the Urban Design Group, is with us. Bringing so many schemes together into one book is an arduous task and the millennium boost may have helped. Originally planned in the mini-format of the Ellipsis city guides of recent architecture, the Good Place Guide benefits from its larger size. It no longer fits into a shirt pocket. However, it can still usefully travel in a glove compartment. Most places outside London are aimed to be seen per region: eight geographic units in England, Scotland and the whole of Ireland. Regrettably, this requires a car, in contrast to the most chosen good places where cars are banned.

Judging from the book – its content as well as its presentation – it was worth waiting for. The editors John Billingham and Richard Cole have managed to give an impressive overview of the collective contribution of Urban Design Group members to the improvement of the British public realm over more than a generation. John Worthington's foreword and the introduction by the editors dwell on the history of urban design in Britain and put the 'good places' into context. Given the amount of space available for each scheme, more visual context would be welcome. Plans with different snapshots might have been useful, especially of long canal or seafront walks or places connected with each other. Also, it would have been interesting to show the 'before' as well as the 'after' state of some places to illustrate the role of urban design as the Urban Design Group understands it.

Common features run through the selected places. They are pedestrianised and covered with paving stones. Many have bollards and other devices against freedom of movement. Even when parading as art and running across continuous floor designs, 'cattle ranks' remain intrusive obstacles (Teignmouth 5.30). Few user friendly benches appear among the street furniture and people have to contend with hard

blocks (Glasgow 9.10, Waterford 10.26, Milton Keynes 4.6), steps (London Westminster Cathedral 1.52, National Theatre 1.32), low curbs (Newton Abbot 5.22), or their own heels (Fareham 4.4). When there is choice people prefer comfort (Hamilton 9.18) or grass (Sheffield 8.22) or they have to pay for seats either in cafes or to enter controlled areas. Art features in a number of places. Often it has anecdotal connections (Hull 8.8) explained in the book, but not necessarily obvious to unsuspecting visitors.

Mixed uses around these good places are favoured, but mixing hard and soft surfaces is another matter. There seems to be a strict segregation between public parks (not included in the book) and 'good places' where greenery consists of the odd tree in a tub or in a preservation cage, except for the exotic landscaping of Bournemouth Square (5.4). It surprises somewhat that in a country in awe of the 'noble savage' green and soft areas have all but vanished from the urban landscape, except for Sheffield's peace garden (8.22) and Dublin Castle (10.20). Elsewhere it is with pride that grassy banks have been replaced by York stone (Wakefield 8.28) or are put into cages (Preston 7.26). In a country where the sky is often grey, the public realm could do with some colour spots, other than safely out of the way hanging baskets.

The overall impression of the pictures in the book is one of a hard townscape for a hard society. Many places are designed to walk through (Windsor Station 4.20, Durham centre 8.6, Birmingham Gas Street Basin 6.12), not to

linger (Milton Keynes 4.6, Oxford 4.10, London Broadgate 1.4, Christopher Place 1.40). From the photographs it is clear that no amount of paving is bringing a place to life. It is the people who use the public realm, walk through it, queue up in it, stay put in cafes or for art performances who make a place 'good'. Design can at best act as a catalyst.

It is sad, therefore, that so many places are shown in sterile photographs, beloved by architects and, it seems, also by urban designers, without people in the way of design. Moreover such pictures figure in each section. Even Birmingham's Centenary Square and most of the villages are empty. The weather may play a part, although many illustrations without people were taken under a blue sky. Another reason may be that these places are not popular. From my own experience, Liverpool's Albert Docks are bleak most of the time with many shops closed and few visitors other than those of the Tate. It remains to be seen whether the great urban design effort in Wigan (7.34) will manage to turn this market square round into a more prosperous place.

It is perhaps laudable to show the places how they are most of the time, such as Temple Bar Square in Dublin (10.16), Castlefield in Manchester (7.08) or Bolton (7.4) in the rain or under heavy grey clouds. This reality means that it may not be enough to declare that streets are public (Poundbury 5.14) or that Britain is turning into a café society. Instead urban designers should make more of a case that sheltered spaces with public functions such as shopping malls (8.14, 9.19) and especially whole villages (Portmeirion), should be open to the public without restrictions. Neither they nor entirely private places (Leeds 8.12) should figure in a good place guide.

Some ideas are worthy of retention. They include the glass canopy in York (8.32) to provide shelter for people queuing, the management organisation in Whitehaven (7.32) to secure the quality of the good place in the long term, the complex 'functional' street masts in Dublin's Smithfield

(10.20) providing light, heat, reflectors and other communication tools; the extension of the inward looking shopping centre in Milton Keynes outwards (4.6) and the successful addition of public realm to an old masterplan (4.8).

The variety of schemes in terms of size, age, function, complexity and location will provide inspiration and make the Guide a useful tool for both designers and users of the public realm. The best among them should convince local authorities and private sponsors to value urban design at its deserved level and to continue to improve the public realm which is what makes cities liveable after all. A future edition will no doubt show what progress is possible for civic space from a good start. Hopefully I will not have to regret my failure to invest in a paving stone merchant.

Judith Ryser

**Planning for Crime Prevention
Schneider & Kitchen
Routledge £65.00**

As potential victims of crime we are all entitled to voice opinions about how to reduce the harms that might be inflicted upon us as individuals and in the communities in which we live and work. There are many interesting developments taking place in the public and official mind to reduce crime: sophistication in analysis is replacing the narrow punishment mentality that for too long has addressed complex social and psychological issues. Restorative justice schemes in Northern Ireland, the institution in individual prisons regimes of cognitive behavioural treatment programmes, and the shadow Home Secretary lecturing on the neighbourly society, are indicative of new, potentially effective approaches tackling crime.

I teach Criminology to Access to university students at a college of further education. These students are from various backgrounds: political refugees, to single parents. None of them are naive, all have worked and many have had quite harrowing experiences:

often at the hands of state sponsored crime, with several existing on the margins of society in 'sink estates' as the 'underclass'. The insights they bring to the course indicate they have not closed their minds to investigating the most commonly perceived factor in reducing the quality of life: crime. On the contrary they are eager to explore 'why' crime and to personally contribute to future initiatives to reduce it. Some of these students will use their life experiences to benefit the agencies they will eventually work for, be they social services, probation or the police.

Richard H. Schneider, Associate Professor of Urban and Regional Planning at the College of Design, Construction and Planning, University of Florida, and Ted Kitchen, Professor of Planning and Urban Regeneration at Sheffield Hallam University, have produced in their 'Planning for Crime Prevention: a Transatlantic Perspective', sound professional and humanistic arguments to involve key players in the development of shared common space to create safer environments that respect the needs of all.

Throughout their work is a powerful argument for involvement. Convincing planners to become active in applying their own professional skills for crime reduction interventions in a manner that earns the respect of others because their solutions are innovative, outward looking and effective. And, as importantly, involve those who will daily use the space of the planners' dreams. This important work, published by Routledge, aims to push the boundaries of much staid thinking. Serious investigators of crime who reject the tabloid mentalities and the easy fix of political vested interest – locking people up reaches in a dramatic way the politicians audience – in favour of more sophisticated insights into what can be done to minimise opportunities for crime, will find this book of great interest. Planners who previously may not have thought their profession as

having any linkage in the crime chain are asked to consider how public spaces promote and encourage opportunities for anti-social acts. In this way planners are to be encouraged and involved in designing safe places to give back to communities a sense of safety and civility.

The authors assemble convincing evidence that many crimes are opportunistic and therefore preventable, and planning strategies purposefully pursued by decision makers might compensate what individuals lack in empathy and emotional intelligence towards others. Because criminology is eclectic it enables specialists in other fields to have inputs and to share their professional expertise on what is after all a concern for us all: the reduction of crime and of subsequent harms.

The Foreword, by Richard M. Titus of the National Institute of Justice, suggests those who create the environments in which we live, work, play and travel, too often seem to be minimally conscious of how their work can affect the safety of those who use these environments – and offenders do complain if they fall victims of crime. Schneider and Kitchen move considerably this little heard debate into the realms where decisions are made. The everyday occurrence of crime is petty and mindless, and committed by members of the community as much within their own localities, as in those of others. Community is as much concrete and pavement as the individuals operating in those spaces and both have impacts and relations within a wider context. Planners in this book are instrumental in being able to determine what will and what will not be a safer place: the case study of Hulme in Manchester undertaken by Ted Kitchen, makes these points in great detail. The issue here is how to become involved in influential decision making.

This can be done by encouraging planners, other professionals and interested parties, to take seriously in effective collaborations, the

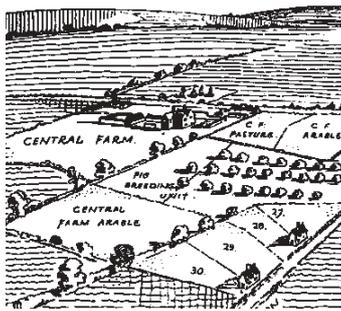
BOOK REVIEWS

relationships between crime prevention and the design of the built environment. The authors urge '...planners and others concerned with the urban environment (need to) take more of a role in policy making and application processes ...'

Support for such collaboration comes in a Home Office paper, 'Not Rocket Science? Problem Solving and Crime Reduction' Research Series Paper 6, July 2000 by Tim Read and Nick Tilley. They outline, amongst others, the following factors, which obstruct problem solving: limitations in data sharing, inadequate use of specialists and expertise and exclusive focus on low level problems. Their antithesis: methods to disseminate good practice and findings, and units of specialists, would be embraced by the two authors on the basis of their following comment: 'we would assert that the relationships between planning activities, crime prevention and the design of the built environment have not registered as major concerns of planners and indeed typically do not feature very highly on planning education curricula'. An investigative article in the Sunday Times of March 24th, 2002, by Charlotte Metcalfe, 'Knives, drugs and gang rapes are normal in the alien nation', quotes a teenager on a south London council estate: 'Look at this place, it's a dump How can you make yourself around this? You can't make your principles around this so you become your environment'.

This book, like criminology itself, is eclectic in the sense it urges a broad proposition not a series of 'recipes' in a 'cookbook'. Rather it offers an approach that addresses people's real concerns by offering dialogue, professional input and a strong desire to push the evidential base to ensure the approach and methodology they are espousing become a beneficial orthodoxy. In this way this book should also find itself as standard reading for students and academics of Criminology as well as on the planning curricula.

Richard Lyon



Utopian England Community Experiments 1900-1945

**Dennis Hardy E & F N Spon
2000 £22.99**

This book is an articulate reference to the various quests for perfection that were pursued in the first 45 years of this century. It examines the basis for utopias from Milton to More to Owen, Ruskin and Morris and reflects on the different influences of this century including the effect of world wars, industrialisation and unemployment. The love of the land led to many experiments following on from the Chartist movement including the Salvation Army's colony in Essex, the Land Settlement Association and the pacifist movement.

Cities in the Sun sets garden city ideas against the poor conditions in the cities and gives substantial coverage to Howard's role in publicising and putting such projects into practice. Other people such as Quakers also became involved but had limited success in pursuing their objectives within the Welwyn community. Reference is made to the MARS group plan for London which was certainly utopian but had little influence on what happened.

The Art of Community describes the formation of Guilds and describes in detail Ashbee's move to Chipping Campden. Whilst initially successful it declined over the years although Robert Welch continued the tradition at a later date. Eric Gill similarly established smaller sized communities at Ditchling, in Wales and eventually in Buckinghamshire. Dartington Hall had related aims but Hardy feels that the arts and social objectives did not meet on equal terms. Sacred Places includes references to Buckfast Abbey, Whiteway in Gloucestershire and Ashton Keynes in the Cotswolds. The Politics of Nowhere describes

the experiments of Edward Carpenter in Sheffield and the influence of Guild Socialism and bodies such as the National Homecroft Association which had the objective of settling unemployed men and families on land to grow their own food.

The Place of Imagination examines the impact of writers such as Barrie, Grahame and Milne some being fictions of escape whereas Wells and Orwell had more direct ideas about future implications. His last chapter sums up his thoughts – that Utopia is largely a world of dreams and where it is attempted conflicts usually result. However gains do occur for individuals and there are longer term social benefits. He feels there is a need to redefine Utopia as many feel it no longer has a relevance.

Generally the book lies outside the main interests of urban designers but it is a useful reference to earlier examples of utopian communities. I would have found it more useful if it gone outside its terms of reference and provided a postscript related to post 1945 ideas. Whilst it is difficult to obtain a perspective on relatively recent events sometimes that can enable an assessment of value or relevance to be made about earlier times.

John Billingham

Innovative Cities James Simmie (editor) Spon Press 2001 £22.50

This book stems from an international research project financed by the ESRC as part of its Cities, Competitiveness and Cohesion Programme. The comparison of locational behaviour of innovative high-technology industries in five European cities: Amsterdam, Stuttgart, Milan, Paris and London forms the basis for a forthcoming in-depth study on innovation in the London metropolitan region.

Although the common conceptual and analytical framework was developed between all the participating research teams, the background and the theoretical context are relying heavily on Anglo-Saxon literature. The key inspiration remain Schumpeter's

evolutionary theories and their legacy. His evolutionary economics is based on the behaviour of small firms. This confirms his technology-push thesis to which other authors opposed their demand-pull theories. The empirical evidence presented in this book concludes that innovation is more comparable to an international systems and networking activity instead.

Schumpeter's later work on oligopolies and systematic R&D recognises the importance of public R&D institutions. They have bureaucratized innovation and even invention to some extent but made oligopolies the primary innovation generators. Another line of influence is GREMI (groupement europeen des milieux innovateurs). It propagates the idea of innovative milieux which is assumed to reduce uncertainty especially for start-up firms. Cooperative learning is brought about by employee mobility, the inter-relationship between regional suppliers and purchasers, as well as face to face contact facilitated by physical proximity.

Another concept tested in this empirical research is embeddedness, i.e. the interdependence between the development of industrial capitalism and social relations. This would explain regional socio-economic capacities and characteristics of collective activities, or the relation between agglomeration economics – sometimes translated into clusters – and innovation as a major driving force behind competitive economic growth.

The emphasis of the research project is to examine both the production of new technologies and the relationship between innovative firms and their markets. The work consists of a free contextual analysis regarding the propensity towards innovation of the five cities. The empirical part consists of interviews with firms picked from the BRIT programme (Basic Research for Industrial Technologies for Europe) and a relatively small sample of local firms (with a response rate of 37%). It is difficult to imagine how 35 firms could provide a representative picture of industrial innovation in

London. Also the BRITE firms which were chosen because they cooperate with universities naturally rated such cooperation relatively highly. The diversity of size, type and industrial profile of the selected cities is so broad that it is difficult to see how any comparison can make sense. Probably for that reason, no comparative tables are produced and the conclusions are made separately for each city.

Stuttgart remains Germany's first industrial city (main sectors are car manufacturing and engineering), while Milan is the de facto economic capital of Italy with the largest business and financial sector and a high productivity industrial sector and the greatest number of high tech employees. It also has the highest concentration of high-tech industry in Italy. Amsterdam is also the de facto capital of the Netherlands. It forms part of the Randstad with the largest population concentration of the Netherlands which aims to be the international gate to Europe. Together with Brussels, Ile-de-France ('greater Paris'), and South East England, the Randstad belongs to the first division of rentability for international plant location, while Milan belongs to the second league and Stuttgart does not figure in this race at all (according to a Price Waterhouse study). Paris the capital and, with its agglomeration, by far the largest city of France has an industrial tradition. Its high-tech share is high, attracted by the concentration of universities and research laboratories. It thus has the highest proportion of executives and professionals and middle managers of French cities.

Returning to what makes a city attract or generate innovation, the main determinants of innovative activity – besides locational aspects regarding suppliers, customers and competitors, and channels of information, knowledge and contacts – remain its physical assets. Few direct questions were asked about quality of life. However, good access internationally by air and rail and by road nationally, availability of good premises, housing, cultural activities and a pleasant environment are almost as important as access to skilled labour, customers, suppliers,

research and financial capital. This led the research to conclude that the essence of urban innovativeness is less a matter of cities providing centres of exchange and more about their role as nodes in international networks offering international production opportunities.

Specific urban assets based on knowledge spill-over are stemming from specific local sectors (localisation or milieu economies) or from urban activities in general (urbanisation, metropolitan economies). More recently, the innovative resources of large companies and corporate strategies have noticeable urban and regional repercussions, as they influence their locational choices of investment. Knowledge assets due to the global role of cities are also a determinant factor of attracting innovation, not only for world cities (London, Paris) but others such as Amsterdam and Milan. While smaller cities can still create innovative niches for themselves (Stuttgart), the research concludes that only large cities can benefit from their traditional agglomeration advantages which are being reinforced by globalisation and the growing volume and quality of information exchange. Adaptive skills and mobile labour within a risk taking culture are further characteristics of modern innovative cities.

It could be argued, therefore that the specific quality of a city influences not only the locational choices of companies but also that of their valuable human resources which may enjoy perhaps even more flexibility than firms themselves and for whom the quality of life and the environment are critical factors. There is not much cities can do about their climate, but they are responsible for the quality of their infrastructure, their built environment and their public realm. You and I may well ask ourselves where we would most like to live, should a rewarding job be on offer. Surely, among the criteria would be a pleasant, possibly beautiful and safe city with all the services at hand and good connections to the workplace, leisure activities and recreation further apart. Is this so new?

Judith Ryser

The Gaia Atlas of Cities New directions for sustainable urban living Herbert Girardet Gaia Books

When the Gaia Atlas of Cities was first published in 1992, it had a great following. Its deceptive picture book quality attracted the attention from all city dwellers in the first and the third world, literate or illiterate to whom the book was particularly directed. Its message is global though and shows that actions in wealthy cities are just as important for the health of the planet and the urban future than those in poorer countries. The Habitat City Summit gave the impetus to revise and update the book.. Sustainability has become the universal word for more responsible urban living. How to achieve it without too much deprivation is the question here.

Herbert Girardet has been a protagonist of environmental protection and what was earlier called ecological living for many years. At present, he is involved in practical applications of his global message. Ecological, energy efficient housing is being built in London to experiment with the ideas of more careful management of finite resource and, by extension, alternative lifestyles which do not have to be more restrictive but can be enjoyed by a far greater number of people over a much longer time.

Looking at the 'international' glass and steel architecture which is erected everywhere in the world, it may be inappropriate to emphasise the divide between the developed and the developing world. Of course, a lot of building in developing countries is self-built with makeshift materials. People have to provide their own shelter as nobody else would. For them "the internal city is more important, the one that you construct inside your head. That is where the edifice of possibility grows and grows without your knowledge, it is subject to no planner's control" said Hilary Mantel quoted as a guiding thought throughout the book.

The principles, reiterated by Dr. Wally N'Dow in the new foreword are the preservation of the planet

earth, the provision of shelter which is more than just a roof over the head, a more adequate distribution of ecological footprints with cities recycling more of their waste and changing their approach into one of global problem solving. Urban technology should form part of the tools which would enable cities to consume less of the three quarters of the world resources, albeit on 2% of the world's land surface. Energy supply and transportation should be revisited and made sustainable at least in the long term. This would also improve the health of the cities and its citizens. Nothing much has changed since Girardet's and others' pleas to include the needs of women when conceiving and renewing urban environments. The role of urban women has changed dramatically and cities have to adjust accordingly. The same demand of adjustment and 'urban justice' applies to children who inherit the detrimental state of existing cities. They should have a say now in their urban future and participate in it actively. Urban farming is considered one of the essential ingredients of better urban living. It would also add to better sufficiency, although it is difficult to conceive cities without broader trade of which they are the historic initiator and current motor.

A series of 'lessons' are advocated to give urban dwellers better opportunities to get involved in their urban future. Among them are bottom up decision making, dissemination of knowledge and best practice, sharing of experience and developing the ability to adapt good results from elsewhere to local circumstances.

As such books go, this Gaia Atlas is full of idealism and optimism, despite the statistics quoted in moderation, just to hammer home the point of how urgent the situation of our planet and the effects of urbanisation have become. The photographs, all taken by Girardet are a brilliant complement to a simple and easily understandable text. Hopefully, a lot of city dwellers will get access to the book which has lessons for everybody, even those from the wealthiest cities of the world.

Judith Ryser

PRACTICE INDEX

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The following pages provide a service to potential clients when they are looking for specialist professional advice on projects involving urban design and related matters and to those considering taking an urban design course.

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

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

Colin Buchanan & Partners

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

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

Building Design Partnership

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

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

B3 Burgess Partnership Limited

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

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

Burns + Nice

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

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

Burrell Foley Fischer

York Central, 70-78 York Way
London N1 9AG
Tel: 020 7713 5333
Fax: 020 7713 5444
Email: mail@bff-architects.com
Website: www.bff-architects.com
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.

Carlisle Davies & North

77 Herbert Street,
Pontardawe, Swansea SA8 4ED
Tel: 01792 830238
Fax: 01792 863895
carlisedaviesnorth@btinternet.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.

Philip Cave Associates

5 Dryden Street Covent Garden
London WC2E 9NW
Tel: 020 7829 8340
Fax: 020 7240 5800
Email: princial@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.

Chapman Robinson Architects Ltd

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

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

Chapman Taylor

364 Kensington High Street, London
W14 8NS
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
Contact: Martin Bhatia (London) /
Michael Ibbotson (Glos) 01367 860225

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

Conservation Architecture & Planning

Wey House, Standford Lane
Headley, Hants GU35 8RH
Tel: 01420 472830
Fax: 01420 477346
Email: cap@capstudios.co.uk
Contact: Jack Warshaw, BA RCH 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
Contact: Lora Nicolaou

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

DNA Consultancy Ltd

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

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

DPDS Consulting Group

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

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

Melville Dunbar Associates

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

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

Eardley Landscape Associates

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

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

Eaton Waygood Associates

8 High Street
Stockport, Cheshire SK1 1EG
Tel: 0161 476 1060
Fax: 0161 476 1120
Email:
terry@eatonwaygoodassociates.co.uk
Contact: Terry Eaton BA (Hons) Dip LD

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

EDAW Planning

1 Lindsey Street London EC1A 9HP
also at Glasgow and Colmar, France
Tel: 020 7674 0700
Fax: 020 7674 0799
Contact: Bill Hanway BA M Arch AIA or
Jason Prior BA Dip LA ALI

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

ENTEC UK Ltd

Gables House Kenilworth Road
Leamington Spa Warwick CV32 6JX
Tel: 01926 439 000
Fax: 01926 439 010
Email: marketing@entecuk.co.uk
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: urbandesign@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 McCreddie Partnership

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

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: fpcr@compuserve.com
Website: www.fpcr.co.uk
Contact: Tim Jackson

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

FIRA Landscape Ltd.

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

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

Fitzroy Robinson Ltd

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

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

4D Landscape Design

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

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

Framework Architecture and Urban Design

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

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

Gillespies

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

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

GMW Partnership

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

Specialisms: Land development appraisals. Urban planning and regeneration strategies. Formulation of development and design briefs including packaging to suit appropriate funding strategies. Master plan design studies. Architecture and design management skills relevant to project partnering, framework agreements and multi-disciplinary teamwork.

Greater London Consultants

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

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

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

Hankinson Duckett Associates

Landscape Studio, Reading Road
Lower Basildon, Reading RG8 9NE
Tel: 01491 872185
Fax: 01491 874109
Contact: Ian Hankinson Dip Arch
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: leonard@glhearn.com
Contact: David Beardmore

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

Holmes Partnership

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

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

Huntingdon Associates Ltd

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

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

David Huskisson Associates

17 Upper Grosvenor Road
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: davidwilson@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: mrodney@kpf.co.uk
Website: www.kpf.co.uk
Contact: Marjorie Rodney

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

Landscape Design Associates

17 Minster Precincts
Peterborough PE1 1XX
Tel: 01733 310471
Fax: 01733 53661
Email: mail@lda-peterborough.co.uk
Contact: Robert Tregay
Oxford Tel: 01865 887050
Fax: 01865 887055
Email: mail@lda-oxford.co.uk
Contact: Roger Greenwood
Exeter Tel 01392 411 300
Fax: 01392 411 308
Email: lda-exeter.co.uk

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

Land Use Consultants

43 Chalton Street, London NW1 1JD
Tel: 020 7383 5784
Fax: 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@derekatham.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.

Nathaniel Lichfield

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

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

Levitt Bernstein Associates Ltd

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

Arnold Linden: Chartered Architect

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

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

Livingston Eyre Associates

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

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

Llewelyn-Davies

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

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

David Lock Associates Ltd

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

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

Derek Lovejoy Partnership

8-11 Denbigh Mews, London SW1V 2HQ
Tel: 020 7828 6392
Fax: 020 7630 6958
Also in Edinburgh Tel: 0131 226 3939
and Birmingham Tel: 0121 329 7976
Email: J.Hammond@DLP-plc.co.uk
Contact: Jo Hammond

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

Lyons + Sleeman + Hoare

Nero Brewery, Cricket Green
Hartley Wintney, Hook, Hampshire
RG27 8QA
Tel: 01252 844144
Fax: 01252 844800
Email: colindarby@sharch.co.uk
Contact: Colin Darby BSc DipTP
Dip Urban Design MRTPI

Specialisms: Architecture, planning, master planning, urban design – commercial practice covering broad spectrum of work – particularly design of buildings and spaces in urban and historic contexts.

MacCormac Jamieson Prichard

9 Heneage Street,
Spitalfields, London E1 5LJ
Tel: 020 7377 9262
Fax: 020 7247 7854
Email: mjp@mjparchitects.co.uk
Website: www.mjparchitects.co.uk
Contact: David Prichard DipArch (Lond)
RIBA

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

Macgregor Smith

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

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

Andrew Martin Associates

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

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

Mason Richards Planning

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

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

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.

Murray O'Laoire Architects

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

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

MWA Partnership

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

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

Nicholas de Jong Associates

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

Specialisms: Landscape planning and urban design.

NJBA Architects & Urban Designers

4 Molesworth Place, Dublin 2
Tel: 00 353 1 678 8068
Fax: 00 353 1 678 8066
Email: njbarchitects@eircom.net
Website: http://homepage.eircom.net/~njbrady1
Contact: Noel J Brady Dip Arch
SMArchS MRIAI

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

NOVO Architects

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

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

Terence O'Rourke plc

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

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

PMP

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

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

Pollard Thomas & Edwards Architects

Diespeker Wharf 38, Graham Street,
London N1 8JX
Tel: 020 7336 7777
Fax: 020 7336 0770
Email: stephen.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: b.grimwade@rmjm.co.uk
Website: www.rmjm.com
Contact: Bill Grimwade

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

John Rose Associates

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

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

Rothermel Thomas

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

Specialisms: Urban design, conservation, historic buildings, planning, architecture. Design input in collaboration with developers/architects. Expert witness at planning inquiries.

Jon Rowland Urban Design

65 Hurst Rise Road, Oxford OX2 9HE
Tel: 01865 863642
Fax: 01865 863502
Email: jonrowland@jrud.demon.co.uk
Website: www.jrud.co.uk
Contact: Jon Rowland AADipl MA RIBA

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

RPS 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
Mike Carr BA (Hons) Dip LA All
Tel: 01793 814 800
Fax: 01793 814 818
Email: carrm@rpsplc.co.uk
Contact: Mike Carr

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

RTKL-UK Ltd

22 Torrington Place
London WC1E 7HP
Tel: 020 7306 0404
Fax: 020 7306 0405
Email: gyager@rtkl.com
Website: www.rtkl.com
Contact: Gregory A Yager

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

Scott Brownrigg & Turner

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

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

Scott Wilson

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

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

Sheils Flynn Ltd

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

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

Shepherd Epstein and Hunter

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

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

Sheppard Robson

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

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

Skidmore, Owings & Merrill Inc.

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

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

Smith Scott Mullan Associates

378 Leith Walk
Edinburgh EH7 4PF
Also: Chicago; New York; San Francisco; Washington DC; Los Angeles; Hong Kong; Sa Paulo
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 strategied, 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, Wales CF11 3BN
Tel: 01978 291161
Fax: 01978 351735
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 MCIQB FRSA

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

WynThomasGordonLewis Ltd

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

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

John Thompson and Partners

77 Cowcross Street, London EC1M 6BP
Tel: 020 7251 5135
Fax: 020 7251 5136
Email: jt@jtp.co.uk
Contact: John Thompson
MA DipArch RIBA

Specialisms: Multidisciplinary practice, working throughout the UK and Europe, specialising in architecture, urban design and masterplanning, urban regeneration, new settlements and community consultation; addressing the problems of physical, social and economic regeneration through collaborative interdisciplinary community based planning.

Tibbalds TM2

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

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

Todd Architects & Planners

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

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

Town Centres Limited

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.

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
Contact: John Tweed B Arch RIBA FRSA

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

Urban Design Futures

97c West Bow
Edinburgh EH1 2JP
Tel: 0131 226 4505
Fax: 0131 226 4515
Email: info@urbandesignfutures.co.uk
Website: www.urbandesignfutures.co.uk
Contact: Selby Richardson DipArch
DipTP MSc ARIAS MRTPI

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

Urban Initiatives

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

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

Urban Innovations

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

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

Urban Splash Projects Ltd

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

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

URBED (The Urban and Economic Development Group)

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

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

Vincent and Gorbing Ltd

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

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

West & Partners,

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

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

White Consultants

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: wtlscap@dircon.co.uk
Contact: Ms L Oliver-Whitelaw

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

Denis Wilson Partnership

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
Fax: 0117 976 3895
Contact: Richard Guise

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

Edinburgh College of Art/Heriot Watt University

School of Architecture
Lauriston Place Edinburgh EH3 9DF
Tel: 0131 221 6175/6072
Fax: 0131 221 6157/6006
Contact: Leslie Forsyth

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

University of Greenwich

School of Architecture and Landscape
Oakfield Lane Dartford DA1 2SZ
Tel: 020 8316 9100
Fax: 020 8316 9105
Contact: Philip Stringer

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

Leeds Metropolitan University

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

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

University College London

Development Planning Unit
The Bartlett 9 Endsleigh Gardens,
London 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 6024
Fax: 0191 222 6008
Contact: Dr Peter Kellest or
Dr Ali Madani-Pour

MA/Diploma in Urban Design. Joint programme in Dept of Architecture and Dept of Town and Country Planning. Full time or part time, integrating knowledge and skills from town planning, architecture, landscape.

Oxford Brookes University

Joint Centre for Urban Design
Headington Oxford OX3 0BP
Tel: 01865 483403
Fax: 01865 483298
Contact: Dr Georgia Butina
or Ian Bentley

Diploma in Urban Design 6 months full time or 18 months part time. MA in Urban Design 1 year full time or 3 years part time. MPhil/PhD by research (full time and part time).

Sheffield Hallam University

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

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

South Bank University London

Faculty of the Built Environment
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 (RTP1 accredited).

University of Strathclyde

Dept of Architecture and Building Science
Urban Design Studies Unit
131 Rottenrow Glasgow G4 0NG
Tel: 0141 552 4400 ext 3011
Fax: 0141 552 3997
Contact: Dr Hildebrand W Frey

Urban Design Studies Unit offers its Postgraduate Course in Urban Design in CPD, Diploma and MSc modes. Topics range from the influence of the city's form and structure to the design of public spaces.

University of Westminster

35 Marylebone Road, London NW1 5LS
Tel: 020 7911 5000
Fax: 020 7911 5171
Contact: Tony Lloyd-Jones or Bill Erickson

MA or Diploma Course in Urban Design for postgraduate architects, town planners, landscape architects and related disciplines. 1 year full time or 2 years part time.

ENDPIECE: BOB JARVIS

"It's a thousand pages, give or take a few, / I'll be writing more in a week or two, / I can make it longer of you like the style, / I can change it round,....."¹

Apart from the lightest of editorial touches (a strength that UDQ as a whole benefits from) the joy of writing these *Endpieces* is that they are free from the Scylla and Charybdis of the literature of urban design – the currency of newsworthiness and the formal scholarship of academic respectability. In them I have been able to experiment with writing about urban design in ways that deliberately mix autobiography, fiction and poetics with professional and academic concerns.

In my ivory tower on Wandsworth Road I have little contact with the weekly deadlines of the technical presses, but I never complain when the few press releases that I do send out about our projects are spiked or cut or misquoted – editors know best and anyone who can fill a weekly magazine from the endless routines of planning deserves respect.

I am less sure about the gatekeeping known as "anonymous peer review" in the academic journals, where I am encouraged by my academic managers to be published (these quarterly "rants" – as one of these anonymous peers described them – in UDQ don't count as an academic article). Recent responses point clearly to a homogeneity there that is dominated by the conventions of traditional social science, and mistrusts any personal expression. One piece lacked "front end theoretical emplacement" and was better seen as "reflections from the margins", wasn't grounded in an academic discipline (literary criticism and analysis didn't count) and was far too introspective. Another piece based on my PhD dissertation² (which my examiners had asked me, unusually, to rewrite in the first person) was not felt to be research at all and the reader advised: "a learned journal must be wary of a partisan account". Speculating in an insulting manner that "David Thomas" might be hoax (the spectre that haunts academic journals) another reviewer decided that in these times of "academic quality control.....the last thing contemporary urban design needs is an obscure, defunct, white male theorist"³.

This nervous staking out of academic turf might be justified if urban design was a precise science with enduring solutions. But it's not; it evolves as and develops from people's activities and attempts, uncertainties and interactions. Narratives, fictions, *poetic anthropology, existential sociology, organisational rhetoric...* there is a different version of urban design yet to be written from these softer, humanistic, creative disciplines.

Someone, somewhere may soon have to scrutinise *The Dunston Manuscript*⁴ – it's 9,000 words, written in English, about urban design: but do academic journals publish epics in free verse? We shall see.

Meanwhile I'm retraining as a poet⁵.

Bob Jarvis

¹ Lennon, J and McCartney, P 1966 Paperback Writer, Northern Songs.

² Talking about special places, Open University, Faculty of Social Science, 1994.

³ UDQ however did publish Jim Stewart's piece "What's Normal then", UDQ 82, p17

⁴ See UDQ 82, p5

⁵ South Bank University are sponsoring me to study for an MA in Creative and Transactional Writing at Brunel University.

DIARY OF EVENTS

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

Wednesday 16 October

100 Public Spaces for London

Ricky Burdett, Public Spaces Project Manager, GLA Urbanism Unit

Wednesday 20 November

Urban Design and Regeneration in Hastings

Barry Shaw, Kent Architecture Centre
Caroline Lwin, Head of Regeneration, Hastings Borough Council
Roger Zogolovitch, AZ Urban Studio

Monday 25 November

Joint UDAL/UDG/IHBC One Day Conference 'Tall Buildings' to be held at the RICS

Details: Susie email: udsl@udg.org.uk

Wednesday 4 December

Centralisation versus Dispersal

Professor Mike Breheny, University of Reading
& Christmas party
Further details & ticket form on enclosed flyer

Wednesday 15 January 2003

Title of lecture and speaker to be announced in January UDQ

STUDY TOUR

18 - 21 October 2002

Historical Urban Design Study Tour to Rome

Price: From £380 per person

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

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