PROJECT is the journal of the Department of Planning and Architecture. Now in its third year, this annual publication illustrates the breadth of work undertaken within the department. Within these pages staff, students, alumni and professional partners explore contemporary issues within teaching, research, practice, architecture, planning, transport planning and urban design.

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Preface

Image credit: Simon Spokes

In the current economic climate, there are many challenges facing universities, not least of all how to invest and expand in a period of uncertainty. The University of the West of England has set out an ambitious new programme for expansion, including an extension to the Frenchay Campus, a new exhibition centre, and most importantly for the Department of Planning and Architecture, a new studio building which was opened at the start of this academic year. It doubles the amount of space available for innovative teaching and learning in dedicated spaces, supported with state of the art technology. We believe that the environment is important for quality of life and the new building certainly enhances the experience for the one thousand students in the department. This latest edition of the journal demonstrates the vast range of activities that are taking place in the new teaching spaces, as well as innovative approaches to research.

The theme of the journal this year is health, planning and the design of the built environment. In their editorial, Hugh Barton and Marcus Grant describe the work of the WHO Collaborating Centre for Healthy Cities and Urban Policy, which has led the way in research into planning and health. This year has seen a further expansion of this activity leading to the implementation of a department-wide 'mainstreaming health' project linking research into the teaching of architecture, planning and transport. In a unique attempt to understand the work of other professionals, the research team contains a medical doctor on secondment to UWE, while a member of staff from UWE is working for the NHS in Bristol. The focus of research in the department resides firmly in sustainability, with many projects examining new approaches to sustainable futures. These include, for example, in the Centre for Sustainable Planning and Environments, a project to investigate suburban adaptation for climate change; in the Centre for Transport and Society, a project to look at carbon aware travel choice in the city-region in the world of tomorrow; and in WHO, the second edition of the book 'Shaping Neighbourhoods' was awarded a commendation in the annual RTPI Planning Awards. Much of this research is reaching out to international markets, for cross-national collaborations with colleagues in other universities elsewhere.

The success of the teaching in the department is in part measured by the National Student Survey, which showed that over 90% of students in the department were satisfied with their experience at UWE. Staff strive to maintain these high satisfaction levels, and some of the innovative projects which make the department unique are illustrated in this edition of 'Project'. This year, students have visited Paris, Rotterdam, Lyon, Manchester, Berlin and Amsterdam. They have engaged in various projects in which they have had to work together in multi-disciplinary groups, pushing at the boundaries of the subject to produce innovative and interesting work. Projects which connect the different professions are too numerous to mention, but the journal showcases the best of them. A project to connect health and architecture resulted in a public health academic 'in residence' in the studio, bringing about a new understanding of the meaning of healthy environments and how this is applied to the design of the city. Other projects around hybrid building typologies integrate the research by architects into their teaching. The inter-disciplinarity of the department is further represented within the weekly series of lectures given by invited guests.

The department remains committed to maintaining and enhancing its links with European partners through the Erasmus programmes, and 2011 has seen the exchange of more students and staff than ever before with universities in Bologna, Milan, Tours, Hannover, Paris, Nijmegen and Oradea, each one bringing experiences from which all can learn. A new project to explore the planning curriculum between European and American universities is underway, building new relationships across nations. Colleagues have presented their work at various international events during the year, including in America, Korea, Australia, Taiwan, Japan, Germany, France, Romania, Finland, China, Sweden. The department has also hosted a number of conferences over the past year in the fields of architecture, transport, planning and health, attracting many delegates and guests who share in the debate about our subject.

The department aims to maximise and build further on the reputation and quality that has been established over the past forty years, maintaining its large portfolio of programmes for postgraduates and undergraduates, taught through different methods including distance and on-line learning. The long-established short course programme will continue to produce learning materials for professionals to help them to understand the new world of low carbon environments, climate change impacts, neighbourhood planning, behavioural change, localism, healthy sustainability. We will continue to work together to persistently question and probe new approaches towards a future that we believe is right for society. ■

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Editorial: human health – the talisman for spatial planning

Hugh Barton and Marcus Grant

This edition of Project – the third in sequence – has the relationship of health and the planning and design of the built environment as a particular theme. The department has been a leading international centre for work in this field since the beginning of the century. In the past year we have tried to incorporate health more systematically into planning and architecture courses, and made plans to launch a new MSc in planning and health.

In the current context this is a radical move. For much of the twentieth century town planning and public health were in separate professional silos. The health professionals defined health as their own realm, a medicalised region, paradoxically about an individual's illness, and not the community's health. Meanwhile planners saw themselves, especially as last century progressed, concerned with protecting the environment and promoting economic vitality. Yet it was not always so. Modern town planning originated in the mid nineteenth century as a reaction to the appalling conditions, the dark satanic mills and mean diseased streets, of industrial towns. Planning was about creating healthier environments.

This theme was not entirely lost in the dark age of the twentieth century. Geddes, Mumford, Tyrwitt, Doxiadis, Dubos, Jane Jacobs and other luminaries developed a humanistic philosophy of planning that led directly to the great UN Habitat conferences and eventually to the founding of the Healthy Cities movement by the World Health Organization (WHO) in 1987. They viewed settlements as providing the human habitat, promoting happiness, health and equity. They emphasised a human ecology perspective, and thus prepared the ground for the later language of sustainability. Even the systems theorists of the sixties and seventies – McLoughlin and Odum in particular – talked in idealistic ecological terms.

But ironically at the same time the institutionalisation of the welfare state, and increased medical and environmental health specialisation, were pushing planners in a different direction. Planning in practice was becoming more technocratic and bureaucratic. It is only now since 2000 that the agenda of healthy environments has resurfaced, driven by rising concern about 'diseases of civilization', such as the obesity epidemic and growing health inequalities. In the public health arena there is now a growing recognition of the need to engage with built environment professions and the (arcane) processes of spatial planning. At the same time many planners (though few planning authorities) see that drawing explicitly on health and well-being gives a renewed normative purpose to the profession.

The Department of Planning and Architecture has been at the forefront of this movement. The key moment was back in 1997, when the WHO Collaborating Centre for Healthy Cities and Urban Policy was set up by the then dean of the Faculty of the Built Environment, Colin Fudge. The WHO Centre, staffed by planners, acted as the catalyst for the Healthy Cities movement across Europe and beyond to shift the focus of healthy cities away from simply the traditional campaigns (physical activity, smoking, drink, drugs) towards a holistic view of healthy urban environments. The WHO Centre, working with the other research centres in the department, has developed an expertise in healthy and sustainable neighbourhoods, health-integrated spatial planning and appraisal.

The seven articles here represent a sample of the wide range of activities and foci during this year. Health in relation to built environment teaching is examined, showing new initiatives in long established modules such as adding peer assisted learning our first year 'healthy sustainable communities' module, and also the more recent and innovative move to take public health into the architecture studios.

Research into pressing societal issues has always been a strength of the department's work. Three articles presented here bridge the health and sustainability divide with an exploration of the planning policy needed to create supportive housing for an ageing population; an examination of how to improve uptake of cycle to work schemes; and a demonstration of why the concept of green infrastructure is so important for a range of health and sustainable development outcomes.

Two other articles in this section arise out of the WHO Collaborating Centre's partnerships and collaborations. In Bristol, the centre has been working closely with Bristol NHS and Bristol City Council for some years, and now this is bearing fruit for all three partners with a range of outcomes making healthy urban planning a reality. Through the auspices of the strategic health authority, the centre has also been active across the South West, and this has lead to a number of successful projects. The article included here describes and action research programmes that have significantly raised the level of awareness and capacity for health impact appraisal of development proposals.

Bringing the healthier places agenda into teaching and the architecture studios

Elena Marco & Caroline Bird

1. The Cycling Factory: reconnecting with nature.

Image credit: Daniel Barclay.

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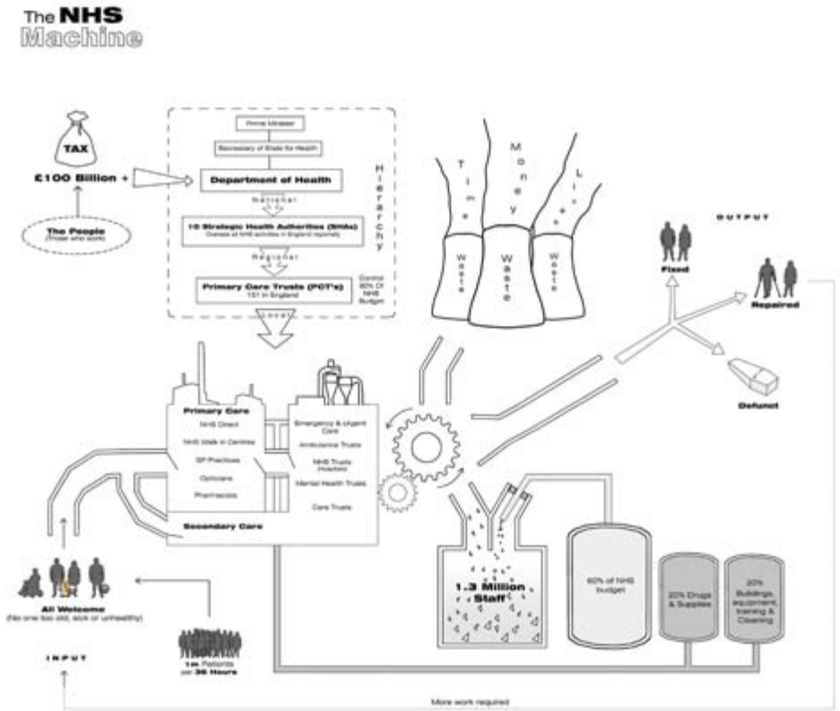
It is widely accepted that climate change, obesity, community infrastructure, air quality and noise pollution are all linked to health risks. However, evidence also shows that each is impacted on by the form of the built environment, and as such, the built environment is seen as an important 'wider determinant of health'. The professionals responsible for our built environment therefore need to understand the consequences of their actions on public health and be aware of their ability to influence the health and well being of the population. Educational institutions need to be equipped to deliver such health-aware planners, urban designers, architects, and landscape- and transport-professionals.



2. The NHS Machine.

Image credit: Luke Young.

The Commission for Architecture and the Built Environment (CABE), in their publication 'Future health: sustainable places for health and well-being' (CABE 2009), says that for good health not only do we need to modernise the healthcare system and its buildings, but also we need to promote health and wellbeing through encouraging the design of high quality, sustainable places. Health, well-being and the environment are interdependent and we need to take care to design for them together. In The Architecture of Hope (2010), the founder of the Maggie's Centres, Charles Jencks, explains the importance of reconnecting architecture with drivers based on health. This concept goes right back to the Enlightenment, when it was first proposed that good design of the built environment could do more for public health than the medical profession could. However, it is important to differentiate between the architecture of health-care and architecture for health. The first is about curing ill-health whilst the second works towards prevention. Enabling healthy lifestyles means saving health treatment costs, especially important in the context of an ageing population and squeezed healthcare budgets.

In a thought provoking report funded by NESTA titled 'Danger and Opportunity', Murray (2009) clearly identifies the spiralling costs of the country's deteriorating health and the economic benefits that incorporating health into building design could have, as well as the dangers of not acting quickly. This echoes the Wanless report to the treasury (Wanless 2002) with future scenarios of an unaffordable NHS.

There are encouraging signs in a number of schools of architecture and engineering of a shift towards placing sustainability and interdisciplinarity at the centre of their curricula (EDUCATE, 2011), with sustainability already a curriculum requirement - even though it is currently taught with a very narrow focus on environmental design and materials. There are however no similar signs regarding health.

The Education Network for Healthier Settlements established by the WHO Collaborating Centre for Healthy Cities is leading the field in bringing together educational practitioners to support the health

3. The Church of Health.

Image credit: Charles Wellingham.

4. Engulfing the MacDonald's.

Image credit: Hollie Pajak.

agenda in built environment curricula. The network has uncovered good examples in educational practice such as: live project work by student planners assessing the value of allotments for mental and physical health; adding wellbeing into local spatial planning processes; working with healthy school design; and assessing the benefits of greenspace for physical activity. A CEBE Briefing Guide on 'Bringing Public Health into Built Environment Education' (Bird and Grant, 2011) draws on this work and disseminates it to a wider audience. At Queens University in Belfast, Ellis and colleagues have successfully employed an inter-professional methodology, bringing medical and planning students together to explore the concept of healthy urban planning (Ellis 2008). However, little work has yet been done to identify ways of introducing this approach to health specifically into the architectural curriculum and the requirements of the accreditation bodies leave very little room for new topics in an already tight timetable.

At UWE, the WHO Collaborating Centre for Healthy Cities supports colleagues in making the essential links between the built environment and public health across a range of areas of study. Over the past five years there has been an increasing degree of collaboration between the WHO Collaborating Centre and architectural studio teaching. For three years, links have been made between the architecture curriculum and health through one of the design studio units in the Bachelor of Architecture (RIBA Part II). Whilst initially the design studio teaching unit aimed to develop a speciality in sustainability, it soon become apparent, thanks to the extensive research in the field of health conducted within the department, that health should become the driver for sustainability within the unit. Initially, the unit applied the appraisal methods developed in `Shaping Neighbourhoods` (Barton et al, 2010), which were devised and tested in the WHO Collaborating Centre. However, it soon become clear that the unit could go beyond the usual critique of the relationship between architectural form, materiality and environmental performance, as is often seen in Part II design studios. Responding to increasing awareness of the link between health and sustainability, the students embraced the integration of public health concepts and strategies directly into their studio work.

As part of the design unit, in 2010-11 a research project is running in parallel to the design projects, introducing health into the architectural curriculum as a major driver for sustainable design. The project, supported by CEBE, establishes a health-related cross-professional development programme for healthy urban environments, which will be disseminated across the higher education sector. In this initial pilot study, a `health practitioner in residence` is introduced into the design studio. The practitioner will make core resources available and enter into discussion with the students over the course of a semester. The students will learn about health and how they can address the issues in their designs. They will then be able to demonstrate an awareness of the links between health, architecture and sustainability.

Once the pilot study is complete and the ideas it has generated have been developed, it is expected that the scheme can be rolled out across the country, creating a new generation of health-aware architects who design healthier and more sustainable buildings as a result. ■

Barton, H., Grant, M. and Guise, R. (2010) Shaping neighbourhoods for local health and global sustainability, second edition, Routledge, London.
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Ellis, G., Morison, S. and Purdy,J. (2008). A New Concept of Interprofessional Education in Planning Programmes: Reflections on Healthy Urban Planning Project. Journal for Education in the Built Environment 3(2), 75-93.
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NESTA, London.
Wanless, D (2002). Securing our Future Health: Taking a Long-Term View. Final Report. HM Treasury, London.

Advancing the ageing agenda: planning for continuing care retirement communities

Rosalind Rogers

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More of us are living longer than ever before. Decreases in mortality in the second half of the twentieth century combined with low birth rates have resulted in a rapidly ageing population. While there are now around 10,000 centenarians, by 2050 there are expected to be around 250,000, a twenty-five fold increase (DWP 2009). This demographic change will have widespread implications for the whole of society. As the 'baby boom' generation reaches retirement, there is little doubt that preparing for our ageing population is one of our greatest challenges (CLG 2008).

As the statistics continue to mount, it is clear that the existing specialised provision of sheltered housing and residential care is no longer sufficient in terms of quality or quantity to meet the needs and expectations of the growing ageing population. In addition, domiciliary care in the community is not only being stretched through increased demand but is resulting in people living in large family homes which are unsuitable and difficult to maintain. Combined with the national budget deficit and the cuts in funding for housing, health and social care, it is clear that the way we provide for our older generations needs to change.

Continuing Care Retirement Communities (CCRCs) have long been a retirement option in the United States but have only relatively recently become popular in the United Kingdom. CCRCs provide a full spectrum of care, from independent living through to twenty four hour care, which is flexible and tailored to individual needs. CCRCs typically comprise a care home and a number of extra care dwellings, where residents can live in their own homes, as independently as possible, with the security that care is available on site as and when it is needed. The continuum of care provided ensures that residents do not need to move as their care needs increase.

Central to the CCRC concept is a range of onsite facilities such as social clubs, restaurants, swimming pools and fitness suites promoting health, well being and social interaction. CCRCs add to the overall diversity, choice and quality of the housing and care provision available and help to meet the growing demands and expectations of the new older generations, who are used to greater consumer choice. CCRCs are not the only way forward for meeting the needs of the ageing population. They are one part of a potential solution and they diversify the existing housing and care options available.

Over the past few years there has emerged a suite of government guidance across housing, health and social care sectors shaping a new national agenda for housing and care. The 'National Strategy for Housing our Ageing Society' (CLG 2008) has been at the heart of this, placing emphasis on the need for independence and opportunity in old age. CCRCs represent one manifestation of this agenda. They offer high levels of care and support in living environments that maintain and promote independence, whilst fostering the notions of 'active ageing' and 'ageing in place'.

In analysing 33 applications for CCRCs submitted in the UK it is clear that planning for these developments is a complex process. The principle issue concerns their relationship with the development plan, with 85% of cases analysed being in conflict with adopted policies. Despite this, the majority of applications have been approved, although often after a lengthy appeal or being 'called in' by the Secretary of State.

1. Site plan of Sandford Station CCRC, North Somerset, operated by St Monica Trust.

Image credit: KWL Architects, Newport.

It was clear from the research that the majority of applications were determined in a policy context that did not acknowledge the housing or care needs of older generations. While the 'National Strategy for Housing an Ageing Population' (CLG 2008) recognises the diversity of housing and care solutions needed, it is not a policy document. On the other hand Planning Policy Statement 3 (CLG 2006) is a planning document which provides an enabling framework to meet the housing needs of all sectors of society but provides no direct guidance about the provision of housing and care. At the local level the majority of development plan documents make no reference to the needs of the older generations and of the few that do, the focus is often restricted to the delivery of residential care homes. Within emerging policy documents, core strategies are beginning to acknowledge the needs of the ageing population but only a very small minority include specific policy guidance about the delivery of housing and care.

When analysing the planning applications, the average decision time extended to 20 months for those without a supportive policy context. However, where development plans recognised the needs of the older generations as separate from the general housing needs of the population as a whole, the average decision time was 13 months.

The current approach to planning for our ageing society is far from sufficient. Planners are under increasing pressure to develop and implement planning policies and development management practice which promotes new ideas and reflects changing demand (RTPI 2007). Local authorities need to move forward in framing plans for 'last time buyers'. They need to proactively identify and address the needs of the ageing population in a way that suits their local demographic profiles. Simple changes could be made to strategic housing land availability assessments to include the assessment of land suitable for

CCRCs and extra care housing. Changes could also be made to housing needs assessments, to identify the need for alternative forms of housing with care. Greater collaborative working between housing, health and social care sectors could also ensure that a more proactive approach is taken.

Until the policy context is improved, it is likely that applications will continue to come forward which are contrary to the development plan. As the ageing population becomes a growing national priority, the market needs the planning system to facilitate and ensure that new and innovative solutions can be more effectively delivered. ■

Communities and Local Government (CLG) (2008) National Strategy for Housing in an Ageing Society: Lifetime Homes, Lifetime Neighbourhoods, West Yorkshire: CLG
Communities and Local Government, (CLG) (2006) Planning Policy Statement 3 (PPS3): Housing, London: the Stationery Office
Department for Work and Pensions (DWP) (2009) Preparing for our Ageing Society: Summary of Responses, the Stationery Office, London
Royal Town Planning Institute (RTPI) (2007) Good Practice Note 8: Extra Care Housing, London: RTPI and the Department of Health

Towards healthy sustainable communities: a journey of learning, critical thought and creativity

Sarah Burgess and Ben Hockman

1. Healthy Sustainable Communities module students on the field trip to Rotterdam looking at an example of a healthy and sustainable neighbourhood in Rotterdam.

Image credit: Marcus Grant, 2010.

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Ben Hockman is a second year planning student who completed the Healthy Sustainable Communities module in 2010.

The education of the future planning, property, housing, geography, energy and climate change specialists about the influence of the built environment on health and sustainability is a fundamental component of their learning. A large part of the degree courses in these subjects are focussed on the complexity and breadth of sustainability and the exploration of what constitutes a healthy sustainable community. As an introduction to this multifarious subject area the first year module, Healthy Sustainable Communities, seeks to introduce students to the components of sustainable development and give them the opportunity to explore the complex relationships between the global ecosystem, people and place. The year-long module brings together students of planning, property, housing, geography, energy and climate change, taking them 'on a journey from the theory of sustainable development and healthy settings to experiments with practical implementation' (Grant, 2010). Throughout the module the

2. Students undertaking a site analysis of the Harry Stoke site on which they develop proposals for a healthy sustainable community.

Image credit: Marcus Grant, 2010.

emphasis is on participatory learning, seeking to engage students in the topic and emphasising the need for individual thought, research and motivation.

The module is divided into four consecutive blocks of teaching, each building on the previous one. The first block starts with core principles and concepts, such as sustainable development, systems theory and the ecosystem approach, and this forms the background to block two, which seeks to deconstruct sustainability and health. Blocks three and four, in the second semester, apply the principles and analysis from the first semester through a practical project in which students design a new healthy and sustainable community. A self-guided site visit to three Bristol suburbs and a week-long residential field trip to Rotterdam allow students to evaluate real environments and analyse their positive and negative aspects.

The weekly class is divided into a lecture and a workshop session. The workshops provide an opportunity for students to explore concepts covered in the lecture and encourages them to investigate and question different theories and their application. These lectures are complemented with a significant amount of self-directed study and group work, particularly in the first half of the module. This level of independent and group working within and outside of the classes requires critical thinking and exploration, but also a high level of dedication and motivation from the students. The realisation by students that this module is about active learning is one of the most important aspects that they need to manage.

The second half of the module is much more focussed on independent work, with students having time during the class session to work on and discuss the development of their ideas for their coursework submission. After a volley of theories, concepts and behaviours over the first semester, this second half of the module is when students are able to develop and test their understanding of what constitutes a healthy sustainable community in relation to a real site. The field trip to Rotterdam also spurs much debate amongst the students as they are able to experience first-hand the principles and concepts that they have been studying (Figure 1).

The student-focussed nature of the lectures and coursework requires evaluation and analysis, problem-solving and reflection. The application of case studies allows students to experience a deeper level of learning. These methods enable learning to be long lasting, and equips students with skills that will be invaluable in their future professions. The scope of the module is such that students are actively encouraged to focus on a particular theme or issue throughout the year. In this way, students have the opportunity to be inspired by and engage with the subject area; to find their area of personal interest; to pursue that interest; and to integrate the interest into their coursework. The opportunity to work with students on different courses is also a useful insight into the roles and activities of different disciplines, as well as the valuable experience of group work.

The integrative approach used in Healthy Sustainable Communities immerses students in key concepts and theories critical to their future careers. Students are supported and guided throughout the year by a team of four tutors, helping them to understand complex fields of enquiry and encourage creativity and critical thinking. One of the biggest challenges is in synthesising all the ongoing research and best practice which is introduced through the module into a clearly presented proposal with a legible narrative. This offers the opportunity to develop expertise in new theory or practice; knowledge that makes good grounding for work further into the degree course. The comparison of the coursework proposals for a real site with typical and ongoing development for the same or similar sites enables a deeper understanding of the barriers to sustainable development in the world of practice. (Figure 2).

The introduction of the Peer-Assisted Learning (PAL) scheme provides an informal forum in which students can explore the themes and topics covered in lectures and wider reading to get to grips with the concepts and applying them to their own experiences. As there are constant developments in the field and many of these relate to quite emotive subjects, discussion at the PAL sessions can often become very animated. By linking these issues back to the module content, another means for students to relate the theory to current development practice is provided.

There are so many interrelated issues to get to grips with in the Healthy Sustainable Communities module. As such, wholehearted engagement from students is certainly a pre-requisite to success. Knowledge and skills acquired or enhanced through the Healthy Sustainable Communities module come to the fore in subsequent modules across the range of degree courses involved, but crucially, they equip students with the invaluable skills that are needed to create healthy and sustainable places of the future.

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The role of green infrastructure in improving health and well-being

Danielle Sinnett and Louise King

1. Examples of green infrastructure: waterway, Worcester.

Image credit: Nick Smith, 2010.

2. Examples of green infrastructure. ecology park at Greenwich Millennium Village.

Image credit: Katie Williams, 2006.

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Green infrastructure has received increasing attention in recent years as one way of addressing a number of the challenges facing urban populations. The term, green infrastructure, includes street trees, green spaces, country parks, allotments, sports pitches and cemeteries as well as waterways and green corridors. This paper provides an overview of the evidence for the role of green infrastructure in improving health and well-being.

Green infrastructure can improve the aesthetic appeal and liveability of an area. It can increase social capital through the provision of recreation opportunities and act as a focal point for communities (Benedict and McMahon, 2003; Younger et al., 2008). Green spaces enable social interaction and promote social cohesion and place attachment (Benedict and McMahon, 2003; Peters et al., 2010).

Green infrastructure provides a location for outdoor learning for children living in urban environments who may have limited access to the countryside. Outdoor play and learning can result in increased confidence, social skills, creativity, balance and co-ordination (Fjørtoft, 2001; Stephenson, 2003; The Countryside Agency, 2005). Children taking part in outdoor learning have also been reported to be more aware of environmental systems and issues (The Countryside Agency, 2005).

Green infrastructure can support physical activity by giving local residents somewhere to take part in exercise and provide a traffic-free route through urban areas. Coombes et al. (2010) found that those living in closer to green spaces were more likely to both use them and engage in the recommended level of physical activity and less likely to be overweight than those living further away. In addition, scenes with attractive green features had positive affect on the impact of physical activity, in terms of blood pressure, self esteem, mood and attention span, compared with those that were non-green or unpleasant (Pretty et al., 2005, Hartig et al., 2003).

Vegetation removes pollutants from the air, thereby improving air quality (Nowak et al., 2006). Trees are more effective than other types of vegetation and their efficacy varies between species, age and planting design. Using a 10 x 10 km area of the proposed East London Green Grid, Tiwary et al. (2009) estimated that 90 tonnes of particulate matter could be removed from the air each year; this equated to two deaths and two hospital admissions being avoided per year.

Green infrastructure can also play an important role in reducing some of the other impacts of climate change in our urban environments. The heat stored by buildings, roads and paved surfaces is released during the evening and at night, resulting in warmer air and surface temperatures in urban areas compared with non-urban areas. Under current climate change predictions this 'urban heat island effect'

3. Examples of green infrastructure: footpath, Great Notley.

Image credit: Katie Williams, 2006.

4. Examples of green infrastructure: street trees, Lansdowne Road.

Image credit: Katie Williams, 2006.

is likely to be exacerbated in the future. These impervious surfaces also increase the risk of flooding and pollutant transport during rainfall events. Vegetated surfaces, including green roofs, reduce surface temperatures through evapotranspiration as well as the intensity of run-off or stormwater drainage. Gill et al. (2007) estimated that increasing green cover by 10% in Manchester would result in a 2.5 °C decrease in surface temperature and a 4.9% reduction in the run-off by the 2080s, with green roofs making the largest contribution in high-density residential areas. Large trees can also provide shade to reduce the risks of UV exposure and heat stress (Greater London Authority, 2008).

In order to realise these benefits, however, green infrastructure must be properly planned, designed and maintained. There is contradictory evidence describing the relationship between physical activity and access to green space which may be due to differences in perceived as opposed to measured availability. For example, in areas where there may be relatively high levels of green space in terms of land area or distance it may be underused because of indifferent maintenance, poor quality or concerns over personal safety (Jones et al., 2009). Green infrastructure should fit with the characteristics of the surrounding neighbourhood and should be accessible in terms of its location, links with other amenities, design and the way it is perceived by the local community. The form that green infrastructure takes, for example its scale, the type and mix of vegetation and its integration with the neighbourhood, will need to be considered alongside other factors such as the availability of funding, maintenance costs, risks from invasive species and health and safety concerns. Those designing and planning green infrastructure will need to relate these considerations to the broad range of objectives for its creation and protection, for example health and wellbeing, biodiversity and climate change mitigation to ensure that it is truly multifunctional. ■

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The cycle to work scheme: an insight into participation and cycling levels

Fiona Steven

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Cycling has been identified by recent UK governments as offering significant benefits to personal health and making a contribution to reducing traffic congestion. As part of a broader programme to promote cycling, both as a recreational activity and mode of transport, the Labour government introduced the cycle to work scheme in the 1999 Finance Act.

This programme, a type of financial incentive, was created with a view to changing travel behaviour, helping to reduce the negative environmental consequences of driving a car and encourage a more active and healthy lifestyle. The scheme reduces the purchase price of a new bicycle to employees of organisations participating and, working with the basic economic law of supply and demand, anticipates that as the cost of bicycles fall so the number sold will increase. Because cycling can replace car journeys it is also expected to lead to a decrease in car use.

Cycling has many health benefits and there is evidence that new cyclists covering short distances can reduce their risk of death, mainly through a reduction in disease, by up to 22%. Cavill (2007), reports that people who cycle to work experience a 39% lower rate of mortality compared with those who do not, and that cycling can yield many of the same health benefits as a specific training programme.

The negative consequences of the increased use of private cars are well documented. Traffic congestion is estimated to cost the UK approximately £20 billion each year and private cars are a significant source of carbon dioxide emissions. These emissions are known to cause the greenhouse effect and thus contribute to the worldwide phenomenon of climate change.

Initial research for this study during 2009 and 2010 found little or no evidence of monitoring or evaluation of the cycle to work scheme. The data discussed in this paper was collected using a web-based quantitative questionnaire with samples being taken from local authorities in the south-west England. Completed questionnaires were received from 248 cycle to work scheme participants and 101 non-participants.

Analysis of the questionnaires revealed that both gender and distance influence the propensity to participate in the scheme. Males are nearly three times more likely to participate; than females and those living between 2-5 miles from work are five times more likely to participate, similarly those living between 5-10 miles from work are three times more likely to participate.

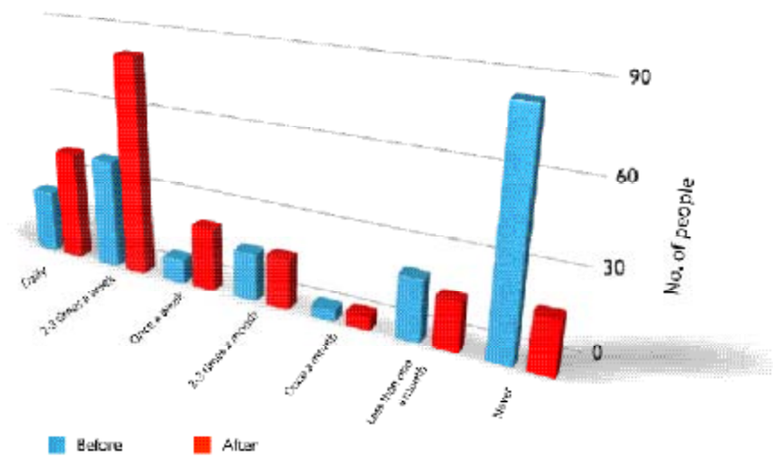
33%	There were financial savings on the cost of a new bike and I wanted to start cycling to work
28%	I was already cycling to work and needed a new bike
20%	There were financial savings on the cost of a new bike
8%	I wanted to start cycling to work
6%	I wanted to replace my old bike
4%	I like the idea of a 'bargain' but I didn't have any real intention of cycling to work

1. Reason for participation.

As the scheme is a type of financial incentive, it was important to establish how significant this financial benefit was. In total 57% of scheme participants cited the financial element as the main trigger for participation, although 4% did admit they had no real intention of cycling to work (see figure 1).

Non-participants were asked to reveal their central reason for not joining the scheme, with 28% stating distance from work. Interestingly, only 3% felt that the financial benefits were not enough to warrant joining the scheme.

A key goal of this study was to establish whether the cycle to work scheme has increased levels of cycling to work. In order to establish this, participants were asked to state their pre- and post- scheme cycling levels, which are shown in figure 2. A Wilcoxon Signed Rank Test was carried out and revealed a statistically significant increase in the levels of cycling to work following participation in the cycle to work scheme, $z = -9.194$, $p = < .001$, with a medium/large effect size ($r = .40$).



2. Pre and post scheme aggregate cycling levels.

A more detailed analysis of cycling levels was then carried out which revealed that, since joining the scheme, 29% of scheme participants are new cyclists, 23% cycle more often, 46% cycle the same amount, with only 2% cycling less. Therefore, in their broadest sense, these results indicate that, since the introduction of the cycle to work scheme, cycling to work has increased.

To conclude, the financial savings on the cost of new bicycle have stimulated some participation in the scheme and participation clearly has had a role in individual decisions to cycle to work. However, whether it is the sole motivator is doubtful. Obviously to cycle a person needs a bicycle but the decision to use it is dependent on a number of other motivations, perceptions and interventions. However the cycle to work scheme has much to offer on an individual basis in encouraging a more active and healthy lifestyle. Cyclists can themselves directly profit from the health benefits of cycling. Perhaps it is now appropriate to change the approach to the marketing of the cycle to work scheme to give to greater emphasis to the health benefits of cycling?

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Health triage in development management

Marcus Grant, Angela Raffle and Stephen Hewitt

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Stephen Hewitt is a specialist professional planner (health improvement) in the Healthy Urban Team at Bristol City Council. He is Co-leader of the RTPI Healthy Communities Group, chair of Creating: Excellence (SW) and was previously the chief executive of the Hartcliffe and Withywood Community Partnership in south Bristol.

Recognising that urban form can affect people's health is a first step; knowing how to act on that knowledge is quite another matter. Through their director of public health, the health authority in Bristol is starting to engage with a wide range of city development processes in novel ways.

Since 2007, a unique collaboration between the WHO Healthy Cities Collaborating Centre, Bristol City Council and NHS Bristol is spawning new approaches to urban planning and development management. This includes using health impact assessment as an inclusive and participatory process to alert communities and regeneration officers to the health opportunities inherent in good urban design. Other approaches also include high level policy and partnership building around issues such as transport, food and planning policy. Working within the Bristol Partnership, establishing a healthy city group, has been important in testing new ideas and establishing new working practices. Sitting within this rich seam of planning and health policy collaboration, this paper reports on a specific project namely exploring the potential of a health triage process for development management.

For a over decade now, a number of reports have been implicating the built environment as a contributor to health risk leading to a raft of diseases resulting from lack of physical activity, social isolation, poor diets and chronic levels of mental stress (Braubach and Grant, 2010). Incidence of resultant diseases, such as, obesity, type 2 diabetes, stokes, respiratory problems and cardiovascular morbidity is rising, as is the corresponding NHS bill. Built environment responses coming from those dealing with design and planning of new settlements, although useful for evaluating innovative approaches, will always be marginal in terms of making a significant health impact. By far the majority of the population live in existing towns and cities, these are in a constant state of flux, and it is this incremental change that needs to be captured for health benefit (RCEP, 2007; Butland, 2007).

Under the current planning system there is no statutory requirement for the local planning authority to consult with the health authority, unlike the requirements to consult, for example, the Highways Agency, Environment Agency, English Heritage and Natural England on relevant applications.

And so with the offer of a planning student placement this project was born. A distant goal would be for a system that captures all urban change, screens it against potential health effects and then supports beneficial health outcomes whilst mitigating foreseen adverse impacts. A first stage towards this ambitious goal was to assess the potential of a health triage system for planning applications. Planning applications come in an all shapes and sizes and in our work we have calculated that 370 planning applications are currently submitted to Bristol City Council in an average month (compared to 450 per month during a more buoyant property market in 2007).

Triage comes from the French verb trier, meaning to separate, sort, sift or select. The process has been developed in medicine to determining the priority of patients' treatments based on an assessment of the severity of their condition. The process serves to ration patient treatment efficiently in a situation where resources are limited. The application to health and development management is analogous. With a plethora of planning applications each month, the questions to pose are:

- How many planning applications might have an adverse health impact or offer an opportunity for health improvement?
- Is it possible to sift applications and distinguish their relevance to health?
- What approaches could be used to respond to applications within a context of limited resources?

The initial research, carried out in summer 2010, went a long way towards providing answers. This was supported by very valuable work by Mark Richards, a planning student, on an agency placement. Using wider determinants of health model, samples from the applications were assessed for potential risk to public health; including physical activity, health inequalities and diet.

The outcome was a categorisation of applications according to health risk *(Richards, 2010 - see figure 1).*

Use class	Average no of applications per month		
	Total	With minor potential health implications	With significant potential health implications (major developments)
C3 - House and flat development	122.8	26.0	8.0
C3 - Flat conversions	27.6	26.0	1.6
A1-A5 – Retail and other services	21.7	5.5	0.25
B1 – Offices, light industrial	10.25	2.5	1.2
B2/B8 – Industry and warehousing	6.1	2.3	0.5
C1, C2, C2A & C4 – Non housing residential uses	2.5	1.0	0.7
D1/D2 – Non-residential institutions, leisure	9.7	5.1	0.8
Other	169.7	0	0
TOTAL	370.4	68.4	13.1

1: Table showing the number and types of application per month.

Having obtained a good understanding of the number and type of applications per month, the research team carried out further analysis, looking in more detail at the nature of the applications with the greatest potential health impact. Based on that analysis, a potential schema for policy analysis was devised. This would see the following categories of development to be routinely referred to NHS Bristol for consultation:

- Major residential (10 or more dwellings) and non-residential developments involving 1,000m2 of floor space and above
- All major transport and highway infrastructure projects
- Proposals that would result in the loss of public open space
- All applications for the establishment of A5 (food and drink) uses

This would result in approximately 13 applications per month being referred to the NHS Bristol, of which about ten will be residential.

A full policy would also need to include that:

- NHS Bristol should be involved in pre-application discussions on all 'super major' development proposals (100+ homes or 10,000+ sq m of floorspace) and major developments as appropriate;
- NHS Bristol should hold regular surgeries (weekly or fortnightly) in the planning offices (Brunel House) that allow case officers to consult them on a range of applications and have a dialogue about particular applications. This would help develop understanding, relationships and partnership working.

PDF cover image of report: Figure 2: Agency report: Involving Bristol PCT in development management

In order for the public health team at NHS Bristol to respond within limited resources, it was assumed that a number of standard letter responses for those categories of development that pose only minor health implications would be prepared. For developments with significant health implications identified by NHS Bristol, a detailed assessment would be required. Ideally this would request that the applicant carries out a full health impact assessment.

To date the work has led to a draft protocol being drawn up between Bristol City Council and NHS Bristol providing a framework for implementing the proposed new procedures. In the light of the reorganisation of the NHS, and the publication of the Localism Bill, this is now to be reviewed and amended before being brought forward for adoption. As part of the capacity building that would be required to instigate such a system of planning application scrutiny, NHS Bristol has set up a healthy spatial planning sub-group consisting of eight officers and community health workers from neighbourhood public health teams across Bristol.

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Developing Capacity and Capability in Health Impact Assessment across the South West of England

Paul Pilkington, Marcus Grant, Sarah Burgess

1. Participants getting to grips with designing a healthy settlement.

Image credit:?

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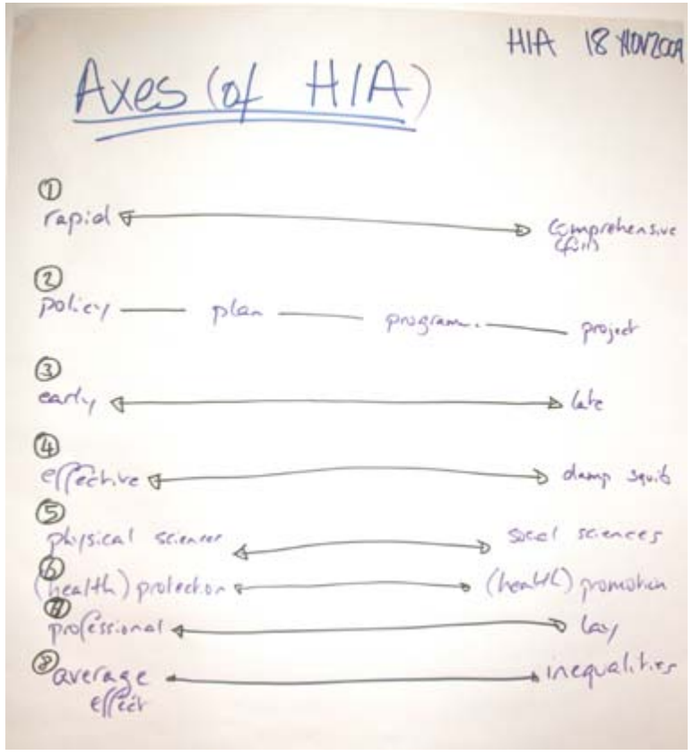
We know that the design of our settlements can have profound impacts on the health of local people and the health of the planet. Experience and evidence shows that both strategic urban form, such as the location of uses, transport and resource infrastructure, and also a myriad of detailed urban design considerations, such as building orientation, public realm design and street trees, all contribute to, or detract from, a 'healthy' outcome.

Health impact assessment is a process by which positive and negative health impacts of planning proposals can be assessed, with a view to maximising health benefits and minimising disbenefits.



2. Health impact assessment activity landscape for the southwest. Includes training work, policy development as well as stand-alone impact assessments.

Image credit:

This article reports on an exciting regional programme of work arising from the WHO Collaborating Centre. In 2009, the Collaborating Centre was approached by the strategic regional health authority in the face of plans for long term housing growth across the South West, plans which include new settlements, urban extensions and 'growth arcs' in existing conurbations. Progress has slowed due to the recession and details are subject to uncertainty due to withdrawal of the regional spatial strategy. This has taken an edge off the urgency but not the importance of this work.

Proposals can undergo various statutory and non-statutory impact assessments, focusing on sustainability, environmental impacts or equality. Aspects of health can be found implicitly in many of these assessments and explicitly in a few. Within the focus of proposed major regeneration, town extensions and growth areas, the South West already has exemplary examples of health impact assessment processes, such as the HIA processes applied to the Sherford Valley proposal (South Hams District Council, 2007). The task is how to spread good practice - how to develop capacity and capability for health impact assessment across the South West. Proposals can undergo various statutory and non-statutory impact assessments, focusing on, for example, sustainability, environmental impacts and equality.

Our methodology was to involve stakeholders in every part of this project. As such, we started with fundamental questions, redefining what we meant by health impact assessment, and then reviewing the wide range of health impact assessment activity occurring in the region. Participants were asked what their needs were, from which the programme of building relevant training and support developed. For this project it was important not to restrict the use of the term 'health impact assessment' for any specific technique or process. It was used generically to refer to a wide variety of techniques that might have a role in resisting development proposals that would lead to unhealthy places to live, and promoting the design of places which are healthier for people and healthier for the planet. In approaching this challenge, we knew that it would be vital to develop a programme that could bring together planning and public health professionals from across the south west.

The first stage was to review the health impact assessment landscape in terms of what participants understood, what their experiences were and what type of work had been undertaken (Figure 1). Twenty five participants attended a workshop in autumn 2009 as part of this stage, which also included didactic training in the basic concepts delivered by a close associate of the collaborating centre, Ben Cave.

Health impact assessments show a wide variation in a number of essential parameters. A framework was required in order to start to identify good practice and compare like with like. Using the participants' experiences, several axis were developed to help define and start a typology (Figure2).

The programme also involved the development of web-based resources for the southwest, including the establishment of an on-line health impact assessment repository. This is a searchable web based support tool to deliver case studies, of both good and bad examples, to those wanting see examples of what works and what does not.

The next stage, a workshop attended by 43 participants during summer 2010, was based on the deconstruction of a celebrated good example, the Sherford Valley HIA (Cave et al, 2007). Using large aerial photos of the site, participants first got to grips with the spatial determinants of health through having to prepare a schematic design for a new development and then having to carry out a rapid health impact scoping of another group's efforts (Figure 3). This was followed by learning to use a critical appraisal tool (Winge Fredsgaard, Cave and Bond, 2009) to identify strengths and weaknesses in the published health impact assessment of Sherford Valley. Supported by the authors of the assessment and the local planning officer, valuable insights were obtained and lessons learned.

The final stage of the participatory learning was a workshop in spring 2011 where 45 participants were introduced to the Spectrum health assessment appraisal tool (Barton and Grant, 2008) on a 'live' proposal. The proposal was for a large urban development to the south of Exeter. The process allowed for the participants to both review the proposal against health criteria and also to feed back potential improvements and options for better health outcomes to the site promoters, designers and local planners.

The series of workshops was well-received by participants from both planning and public health backgrounds, who valued the opportunity to learn more about health impact assessment in an environment of shared learning. The application of health impact assessment tools to real life case studies, and the grounding of the learning in practical examples from both participants and workshop facilitators, was widely valued.

This project and its design are typical of how the WHO Collaborating Centre approaches issues of concern and real world problems. Through using an empirical action research approach, project outcomes add value though teaching and stakeholder support and provide useful additions to research though co-generation of knowledge. ■

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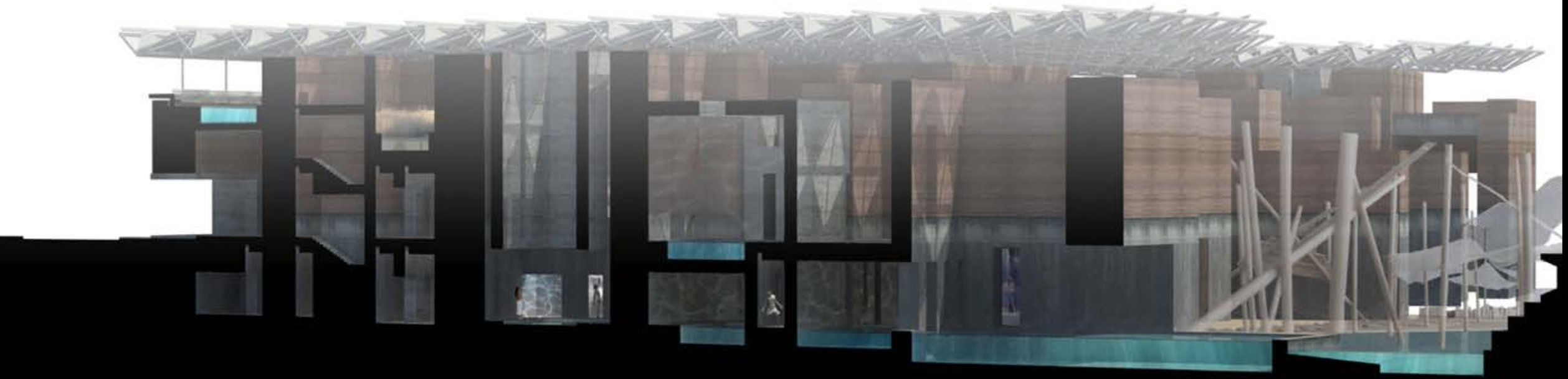
PROJECTS ■

Selected student work from the design studio

A chance to reclaim urban bathing

The project hybridises conventional leisure facilities, sites of consumption and traditional places of bathing in relation to a number of cultures. This hybrid programme is created through ideas of ritual. The building fuses the past, present and future through the rediscovery and re-imagination of ritual practices associated with bathing. Rituals strip the user of his or her public persona and allow people to form new identities and social interactions through the shared experience of bathing. The building reinforces this detachment from the familiar, isolating the facilities and their users from the city. The scale of temperature of the waters within the various pools suggests the emergence of ritual through time and pace, creating different rhythms within the inhabitants and the building.



A moment's grace

What is the role of spirituality in holistic mental health, and can a serene and calming architecture nurture the management of stress and the healing process? By building locally focused health care facilities in church buildings or on sites within the Church of England's significant UK land bank, a mutually beneficial partnership can be arranged to place holistic wellbeing at the centre of communities. This responds to the coalition government's 'Big Society' reforms and gives a new income and lease of life to these vital heritage buildings, ensuring their survival through diversification and increasing their capacity for community outreach. This project speculates on a prototype for this manifesto in the grounds of St. Laurence's church in Stroud. The scheme articulates an architecture of serenity through exploring the qualities of natural light, building on its ability to calm the soul, and creating a moment of grace in our everyday lives.

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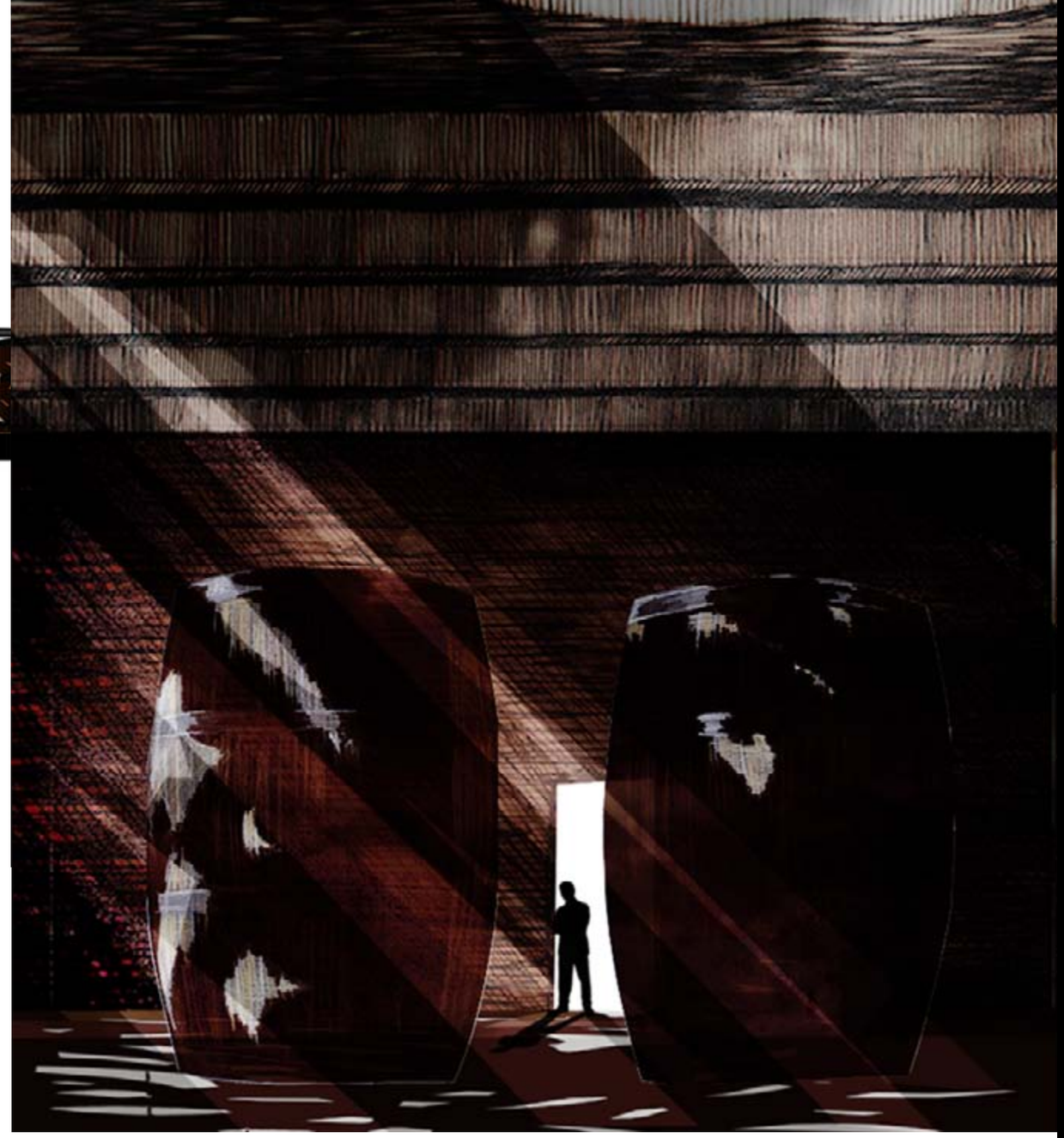
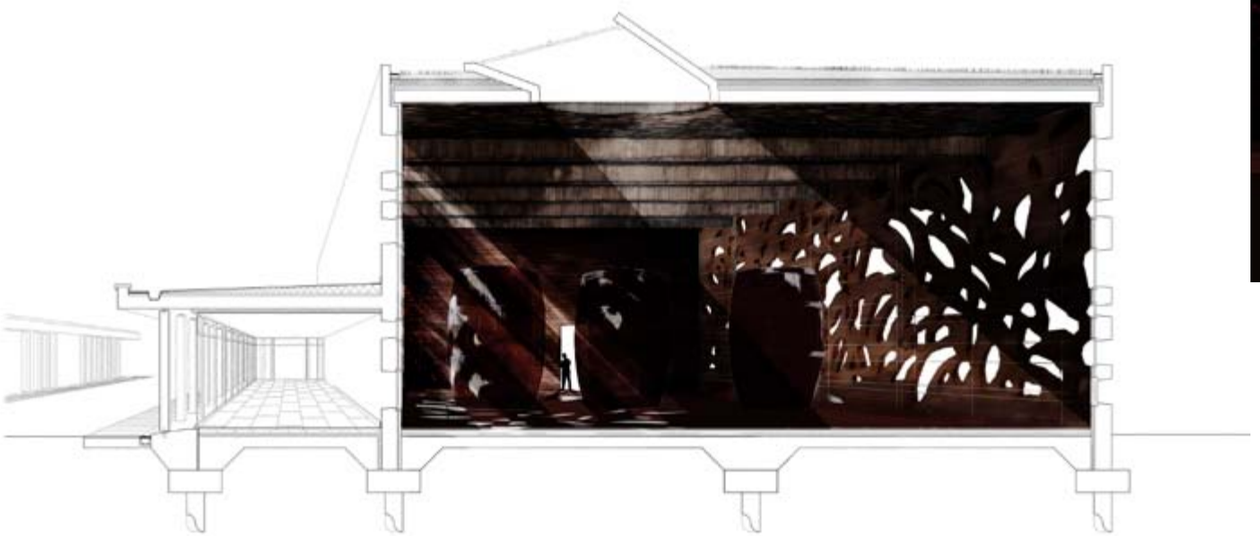
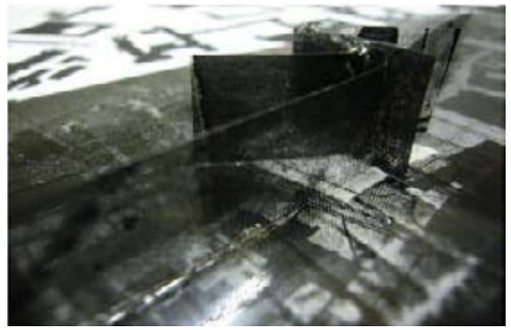
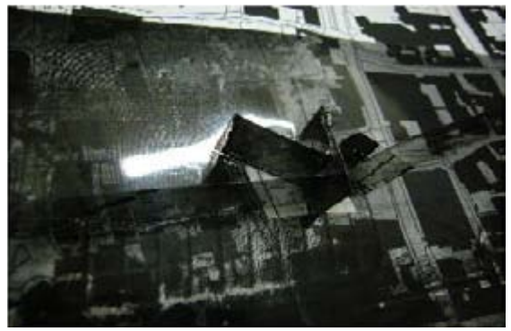


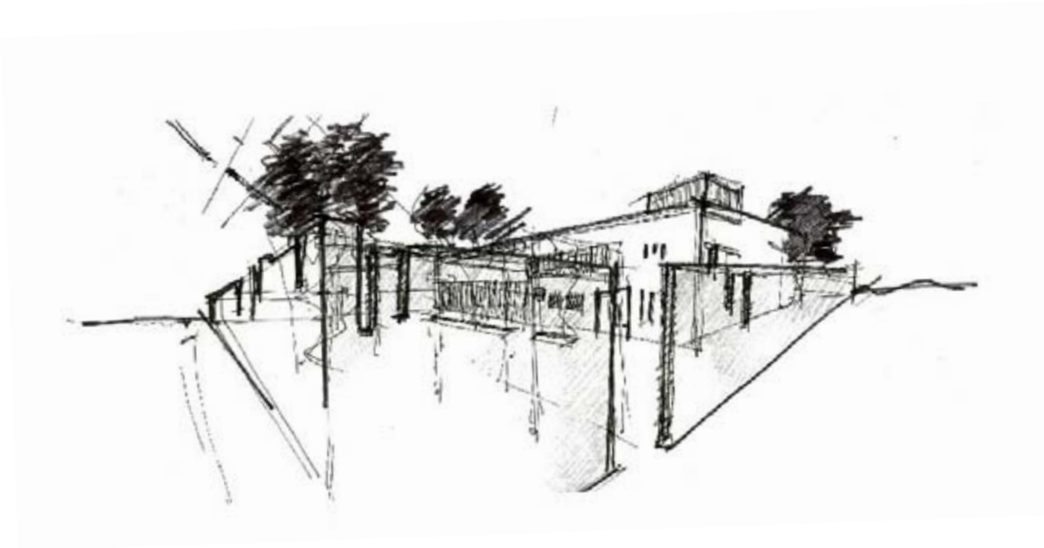


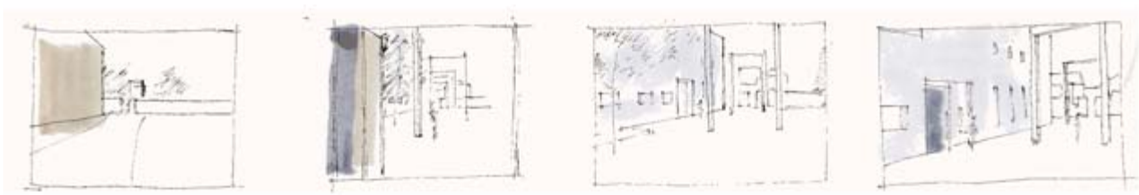
Apples: health, happiness and cider

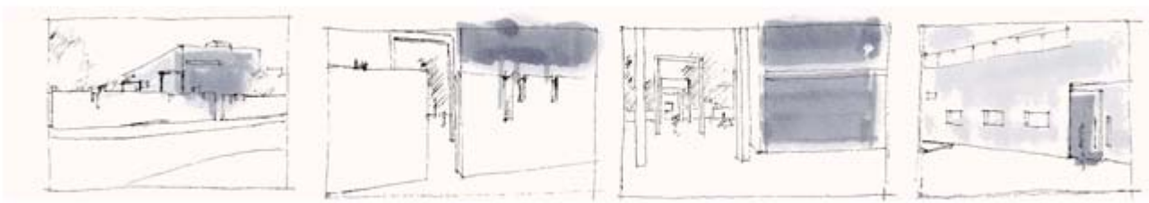
This project aims to re-energise community through the creation of a facility for cider making and a shared orchard. Gloucestershire was once famous for cider and perry production. The city of Gloucester was full of allotment gardens for people to grow their own produce. Today, the presence of allotments and orchards has significantly declined, levels of healthy eating and physical activity are low, and the majority of food is sourced from supermarkets. My master plan reinstates orchards along the river Severn and introduces 'grow zones' throughout the city. This building forms the hub for the master plan and brings production together with facilities for education about these practices.

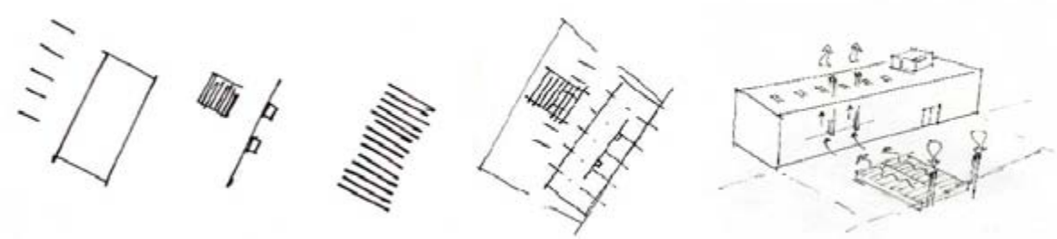






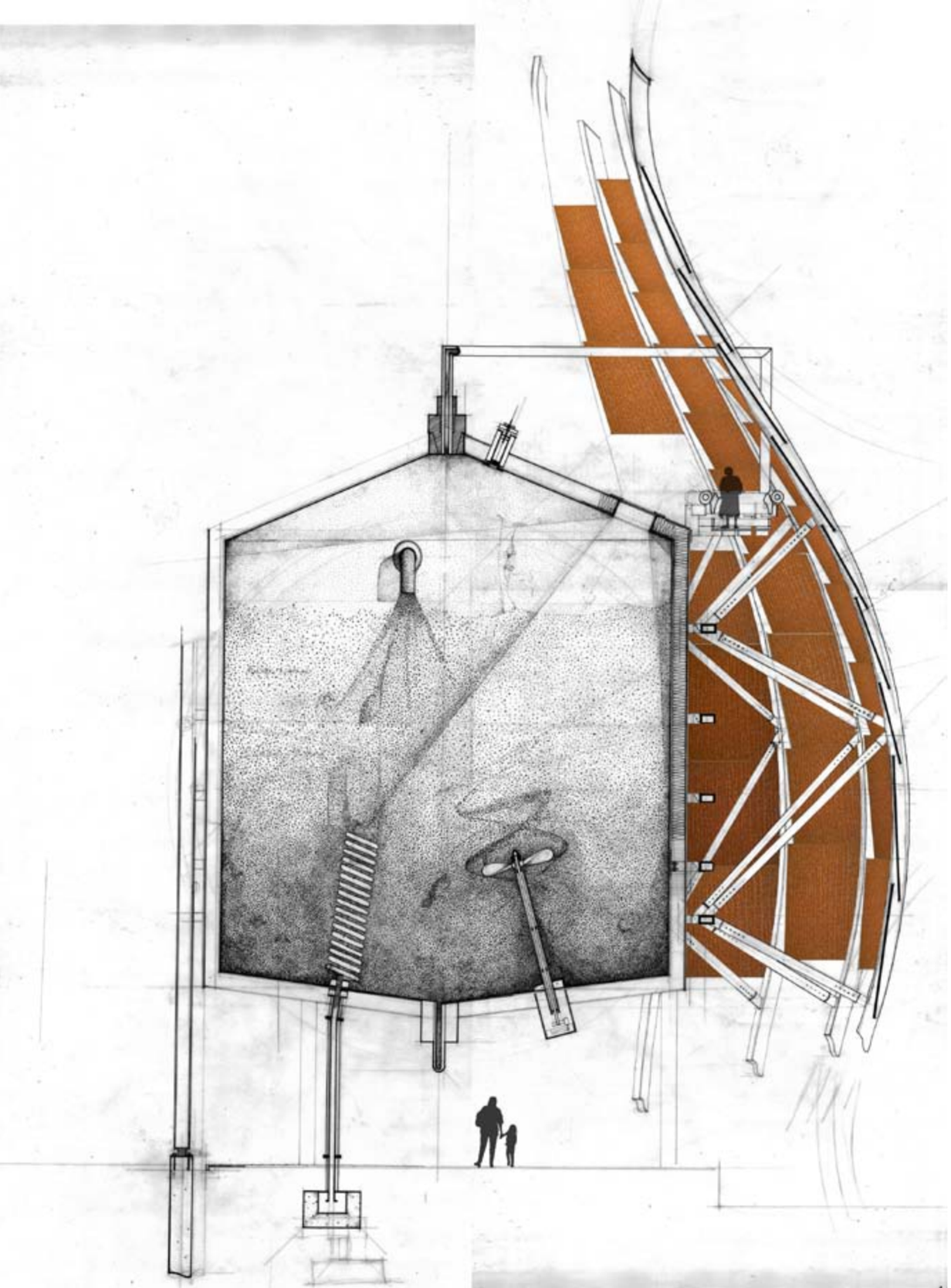


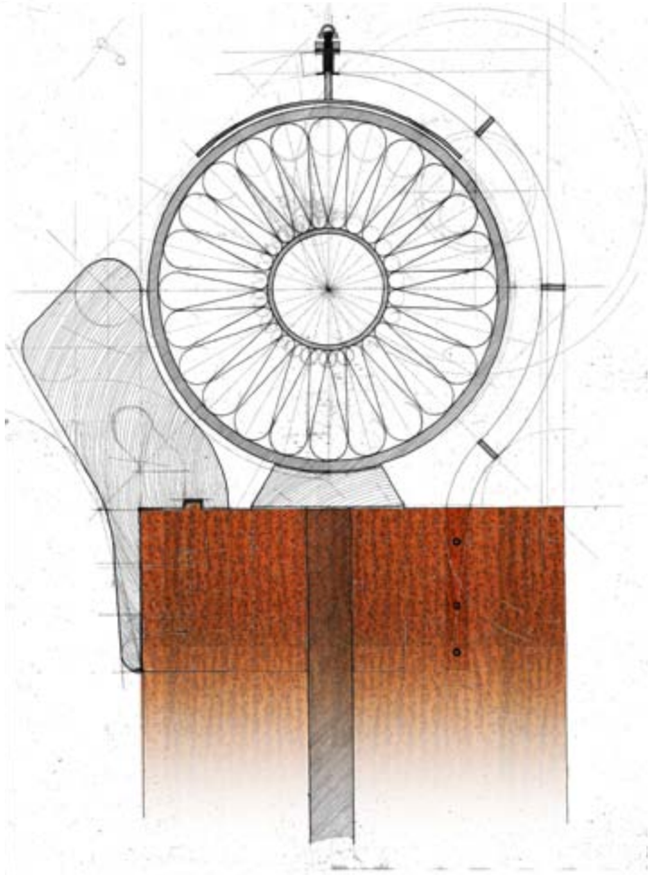




The shades of meaning

The project is a literature museum for Gloucester. The scheme creates a modern priory / scriptorium where there is a clear differentiation between the inner working of the priory and the external life of the 'apostolate'. Originally the priories were designed to prepare the initiate for the life of contemplation. This project re-captures these practices in which the spiritual life becomes the essential means to experiencing life. The building follows a rigorous set of rules, such us using the dimensions of Gloucester cathedral's nave, and 'inflicts' a rigorous aesthetic when designing the spaces within the building. Natural light plays an essential role as it is as takes the visitor on a journey from impurity (darkness) to purity (lightness); from passion to restraint. The severe and disciplined nature of the building is taken further in the detailing of its servicing; simple, austere and hardworking.





The matter of energy

The project presents an exceptional and radical exploration of the need for renewable energy through handling waste. Through combining the creation of an anaerobic digester and an educational facility in a sensitive heritage site, the scheme explores the idea of mitigating polar opposites. Sited in the grounds of Llanthony Priory in Gloucester the architectural programme empathises with the self-containment and self-sufficiency that were part of priory life, proposing a brief in which food waste is turned into energy. Materials used are symptomatic of the ambiguous and ambivalent environmental ideas that are fundamental to the design. Corten steel on the elevation of the education facility and large screens facing the priory, reflects, through its surface decay, the diminished ebb and flow of industrial trade and commerce that once was. At the same time the decay and oxidisation of its surface achieves the polar opposite; it protects itself, metaphorically reflecting the future aspiration of the canal's re-use and prosperity from its regeneration.

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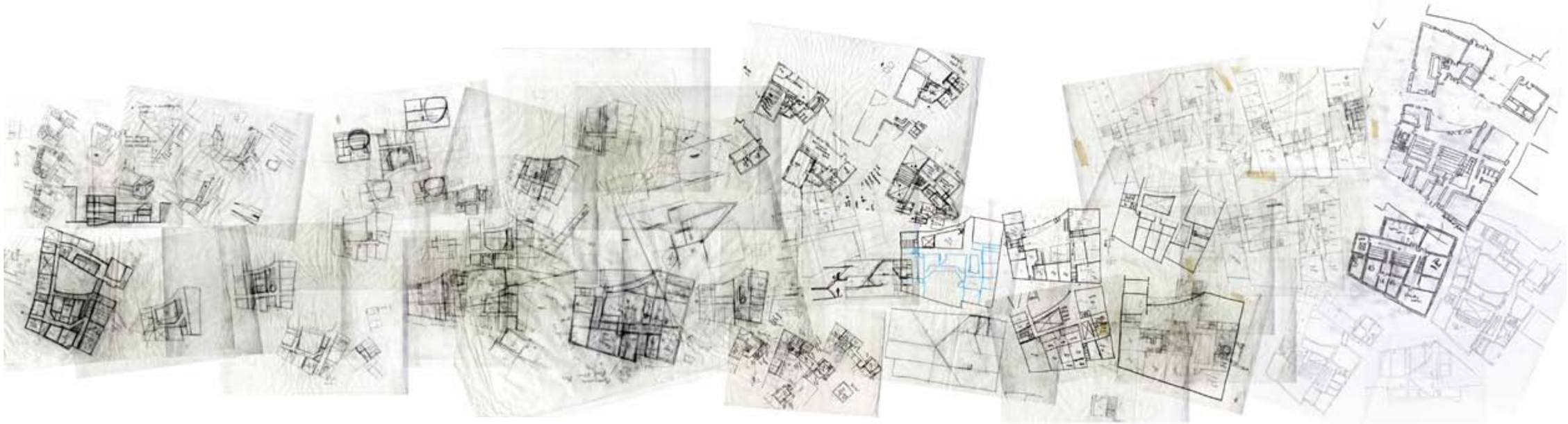
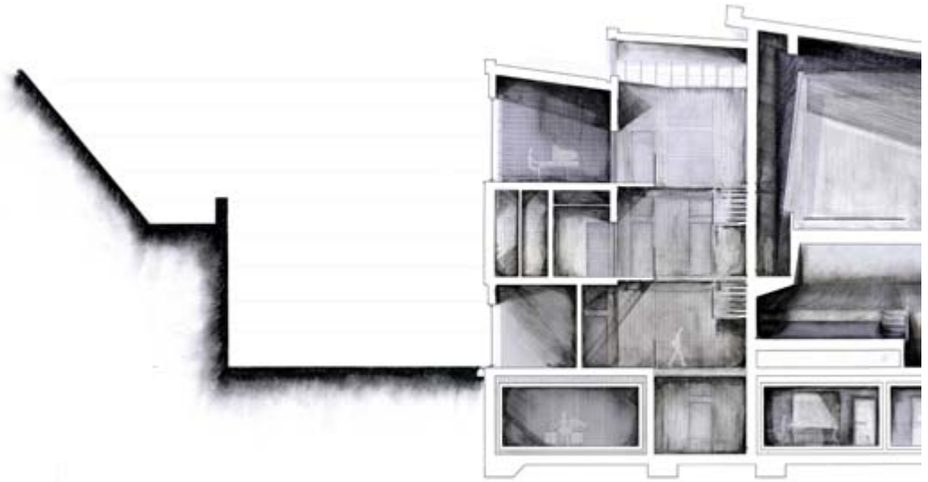
Salisbury forum

There is a concern with the 2010 Localism bill that a lack of resources will have a negative impact on architectural design quality. Salisbury forum aims to assist the local government by providing an environment where neighbourhood-level planning can develop, bringing the community, public and private sectors together. In exchange for their time and expertise in this discourse, professionals are offered lower letting rates. A mixed programme of retail, tourism and community facilities increases the involvement of the community. The forum is surrounded by a continuous ramp, bringing the street inside the building and encouraging informal interaction between diverse groups of people. The ramp culminates in a viewing tower that attracts people from the centre of Salisbury and provides expansive views of the city.





Gloucester music and dance factory

My proposal for the Gloucester music and dance factory, based on analysing the cultural offer within Gloucester, aspires to bring an identity to the submerged creative energies of the city. Through providing education in a range of formats, the scheme aims to strengthen pathways into music and dance. The facility, part of a wider master plan for the city centre, is designed to bring together a diverse range of people, forming a creative environment to meet, talk and play, nourishing collaboration and networking. The layout of the new building responds to the design principles of the Blackfriars quarter contained within the Local Plan and design codes. Elevations front directly onto the main street whilst spatial configurations of accommodation are designed to enhance the historic character of the area by restoring the inner backspaces. This contributes to the interpretation of the site as a place of production and industry.

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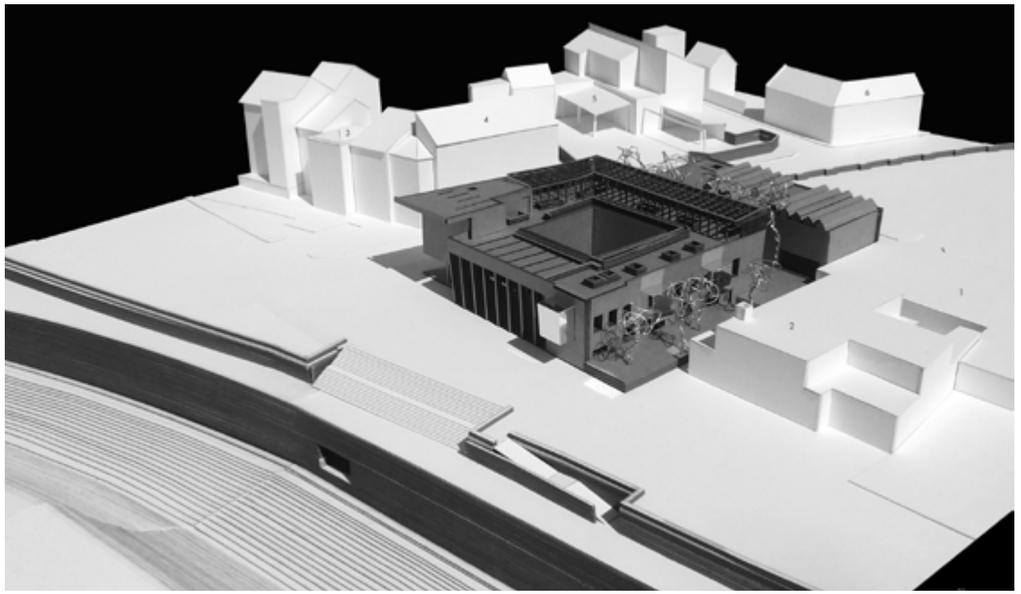

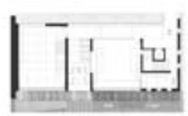

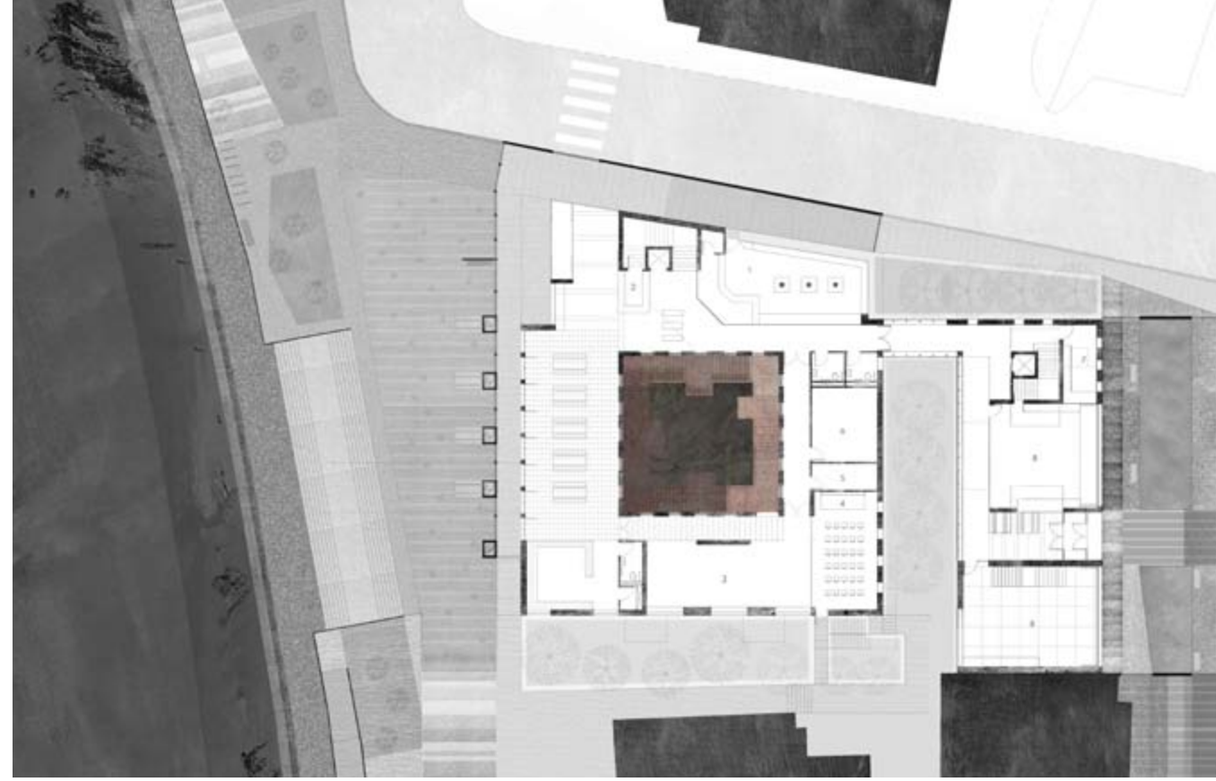

Gloucester siltworks

This mixed-use building, located in Gloucester, was designed to fulfil two principal aims: to reconnect the city with the river Severn, re-establishing the river as a dynamic part of the city's history and physical form; and to provide an education centre with an emphasis on the creative industries. The concept, arrived at through the careful analysis of Gloucester's history and context, reinstates the historic urban grain to re-establish the city-river link. This link includes providing an exterior exhibition space which is designed to act as a physical record of the rhythms of the river's large tidal range by admitting floodwaters. The ephemeral nature of this void is reinterpreted throughout the interior spaces, inhabited by creative industries, by exploring the reflectivity of surfaces and the manner in which building elements can be dematerialised.

SELECTION ■

Articles by lecturers, researchers, students, alumni and professional partners

Development management: exemplifying localism pre-localism…?

Nick Croft and Adam Sheppard

1. Operational development commenced following planning application approval.

Image credit: Nick Croft, 2009.

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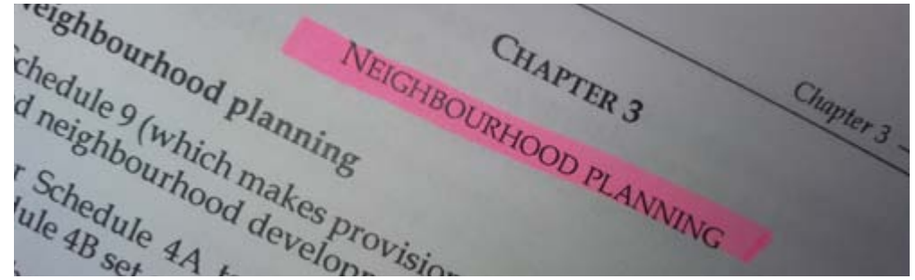
Spatial planning in England and Wales was formally introduced by the Labour government in 2004 . It was not until five years later that a consultation paper, 'Development management: Pro-active planning from pre-application to delivery' (CLG, 2009), was published that sought to explicate the delivery mechanism for this new approach - tacit recognition that implementing the objectives of spatial planning had largely been overlooked since their inception.



2. The Localism Bill: power to neighbourhood planning.

Image credit: Nick Croft, 2011.

The paper was couched in positive terms, key objectives being: promoting visions by facilitating development opportunities through coordinating public and private interests; shaping neighbourhoods by influencing proposals; using responsive processes that are transparent and inclusive; and taking a positive approach to solving problems to meet locally agreed targets. The language and intentions of development management thus move away from the 'reactive and cautious approach' (CLG, 2009:8 & 13) that embodied the regulatory based development control process of determining planning applications based on land-use issues (colloquially referred to as 'DC') (Image 1).

The development management concept demands a facilitatory approach with an emphasis upon delivery and outcomes, rather than just outputs. It was defined by the former Labour government as:
'a positive and proactive approach to shaping, considering, determining and delivering development proposals. It is led by the local planning authority, working closely with those proposing developments and other stakeholders. It is undertaken in the spirit of partnership and inclusiveness, and supports the delivery of key priorities and outcomes.' (CLG, 2009:7).

Whilst the development management approach sought to put planning and planners at the heart of delivery, this was initially seen as a matter of embracing 'soft' (culture) change rather than instigating 'hard' (regulatory) measures, and the Planning Advisory Service was largely tasked with championing the transition from controlling development to managing it. However, development management's intangible conception combined with a requirement to deliver elements beyond the scope of planning control hindered widespread local authority uptake, the significance of the development management function often being overlooked, a victim of its regulatory past.

The engagement of the local community is a 'key factor' in the development management approach (CLG, 2009:23) and although the consultation paper has not been progressed following the May 2010 general election, the coalition Government's Localism Bill (December 2010) represents a further shift toward proactive community involvement (Image 2).

The Government's vision for planning, indicated in the bill, retains the plan-led approach and envisages an elevated role for communities in determining what happens in their neighbourhood: enabling the creation of neighbourhood plans; delivery of small scale developments; instigating referendums on local issues; and designation of Neighbourhood Development Orders where specific developments, or types of development, have deemed consent (CLG, 2011).

With communities taking 'centre stage in the reformed system', localism will be at the heart of planning (BIS, 2010:24). Localism signals a shift in approach from top down policy and target driven systems of governance to bottom up arrangements with communities themselves driving policy/strategy formulation and elements of the decision making process. The willing participation of local people has been recognised by many governments as critical to the protection of environmental assets (Pretty and Ward, 2001:214). It would seem that the Conservative Party (2010:1) reached a similar conclusion: 'communities should be given the greatest possible opportunity to have their say and the greatest possible degree of control... to overcome tensions between development and conservation'. The limits as to what is possible remain

3. Community engagement: collaborative planning required across all sectors.

Image credit: Nick Croft, 2010.

undefined but the notion of creating social capital, centring on the idea that there is value in networks and reciprocal action (Woolcock, 2001), is the concept on which the Government's view of localism appears to have been founded. Localism seeks 'to build social capital' through organisers of community action binding society together (Lord Wei, 2010, quoted in Ramesh, 2010). High levels of social capital can result in collective activity and mutual benefit (Putnam 1993, Pretty, 2003). However, not all forms of social capital are positive and in some situations it can be divisive (Putnam, 2001).

The public's awareness and involvement in the decisions that affect their environment has never been greater and the planning system has provided a vehicle through which people can voice their concerns. Conversely, the active involvement of communities in positively running their neighbourhoods has often elicited questions about the time and effort required, particularly where personal gain is not foremost (Ashley, 2010) (Image 4).

These challenges are likely to intensify as the localism agenda becomes entwined within the planning system. The strategy shift from regulation to facilitation (initially raised under Labour) embraces new methodological approaches for supporting delivery and this challenges those working in planning implementation. Is it possible to deliver a proactive multi-faceted service reflecting community engagement, collaborative planning, and local decision making whilst still adhering to the regulatory elements required to deliver effective statutory decision making? It is notable that the Institute for Public Policy Research identifies five key foundations of Localism without which devolving decision-making power in England is likely to be 'seriously flawed' (IPPR, 2010:1). Many of the activities associated with development management can support these foundations, although in taking localism forward planners will have to further redefine their roles and work ever more closely with communities. An important test will be achieving positive community engagement to realise development, rather than involvement motivated by a desire to preserve the status quo. Despite these challenges, the key intentions of localism have strong parallels to those previously outlined by the Labour government for development management and as such this conceptual approach remains valid within the new agenda (Image 3).

Although elements such as funding remain challenging and complex, if local authorities and their communities are provided with the freedom and flexibility they require, the facilitatory role envisiaged for development management could finaly begin to fullfill its potential across a wider audience. The

4. Neighbourhood planning will leave less playtime for those that choose to get involved.

Image credit: Nick Croft, 2008.

spirit of partnership and inclusiveness that underpins the conceptual approach envisioned by Labour highlights its contemporary relevance, making it well placed to support the ambitions of the coalition Government, exemplifying localism pre-localism. ■

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Growth points: lessons and warnings from history

Adam Sheppard and Nick Smith

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Nick Smith is a senior lecturer within the Department of Planning and Architecture and Programme Leader for the Master of Planning award. Nick provides input to a variety of undergraduate programmes across the department and currently leads two modules that focus on national and regional spatial planning, and the delivery of infrastructure at all spatial scales. He is chartered planner and an active member of the Royal Town Planning Institute.

Six years ago Kate Barker identified a critical shortfall in the supply of homes (Barker, 2004). Wide ranging measures were subsequently introduced by the Labour administration, with each contributing towards the wider political goal of ensuring decent homes for all. The growth point agenda was launched in 2006 for those English planning authorities wishing to accept additional housing growth as part of their strategies for promoting economic development and regeneration (CLG, 2008, 2006). The growth points were intended to become leading lights in the delivery of large-scale development. Funds were provided to each growth point with relatively few strings, allowing the host team to prioritise their spending as appropriate. This flexibility has enabled a wide range of projects to be brought forward, with many being associated with the delivery of infrastructure, housing and economic growth. By way of a response to the economic challenges of the last couple of years, the growth points were also seen as being critical in helping to kick-start and sustain a recovery, even though, in some cases, growth targets had to be reviewed and down-graded. After a series of budget cuts to each of the host teams, funding for the growth point programme finally came to a close with the launch of the £1billion Regional Growth Fund (RGF) by the Deputy Prime Minister, Nick Clegg, on the 29th June 2010.

This fund, which will operate between 2011 and 2013, has been introduced to support sustainable economic growth and private sector job creation. Combined with the newly formed Local Enterprise Partnerships (LEP) , these mechanisms represent a significant component within the coalition government's strategy to stimulate economic growth and development across the country. Although not intrinsically linked to one another, LEPs are expected to be the primary coordinator of RGF bids. The task facing LEPs is significant and the RGF will be a vital stimulus for new growth and development over the project plan period.

In addition to their shared aim of growth simulation, the conceptual approach behind LEPs and the RGF is similar to that of the growth point project in that it is based upon an inherent flexibility and freedom with regards to the implementation of local growth and development strategies. This is in accordance with the wider principles of localism that are at the heart of the current changes to the systems of governance in the United Kingdom.

From the perspective of the emerging LEP and the RGF there are certainly lessons to be taken from the growth point project. Research undertaken by the University of the West of England indicates that the lack of financial ring-fencing was greatly appreciated by local authorities, enabling them to create flexible and divergent strategies to simulate growth in their areas (Sheppard and Smith, 2010). Money was invested in infrastructure provision, developing the robustness and progress of local plan-making, appointing specialist staff (such as project managers), enabling site remediation and engaging with a variety of partnership programmes to secure investment and bring development sites forward. In addition, the inherent flexibility associated with the growth point project ensured that whilst the economic downturn stymied progress, authorities and their partners were able to reposition themselves and evolve their growth strategies to respond to the circumstances. Partnership working was central to the growth point programme, with a number of local authorities creating local delivery vehicles to drive forward growth. These arrangements enabled a range of traditional implementation barriers to be overcome through effective resource allocation, inter-departmental and cross-organisational coordination and project management (Dorey, 2005).

There is, however, an unavoidable consequence of the conceptual approach embodied in the growth point project that is now being progressed through LEPs and the RGF and with reduced control, oversight, feedback and monitoring some unexpected results can arise. In some instances the locations that secured growth point status did not respond to the receipt of funds in the anticipated manner and whilst the diverse range of approaches was broadly welcomed, in some cases questions could be asked as to whether the money was used in the most effective manner to secure the delivery of the desired growth.

Notwithstanding the limitations, examples of best practice can certainly be taken from the growth point project with, for example, locations such as Shrewsbury using relatively modest amounts of money to unlock sites and achieve demonstrable and successful growth as a direct result of the programme. Such examples demonstrate the potential of a flexible approach to local growth strategies and demonstrate the potential of the RGF. It is perhaps only unfortunate that the finances available through the RGF are so limited. ■

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Climate proofing the UK's suburbs

Katie Williams

1. In suburbia.

Image credit: Morag Lindsay.

Professor Katie Williams is director of the Centre for Sustainable Planning and Environments. She is an urban theorist, planner and urban designer. Her research has addressed some key contemporary debates in sustainable urbanism including: urban adaptation to climate change, sustainable communities, sustainable behaviour and the built environment, sustainable urban form and the compact city. Katie4.Williams@uwe.ac.uk

This article reports on an ongoing research project called SNACC: Suburban Neighbourhood Adaptation for a Changing Climate. The Project is funded by the Engineering and Physical Sciences Research Council (EPSRC) as part of the Government's 'Living With Environmental Change Programme'. The project is a partnership between three universities (UWE, Heriot Watt and Oxford Brookes) and three local authorities (Oxford, Bristol and Stockport). For further information see www.snacc-research.org and www.ukcip-arcc.org

There is now a growing acceptance that the built environment is an essential part of a sustainable future. It will need to adapt to reduce energy use and CO2 emissions, and also to be resilient and fit for the changes in climate that are now inevitable. To achieve this, there has been concerted attention on how to build new zero-carbon homes, commercial and public buildings, sustainable infrastructure, and new settlements. However, there has been far less attention on how to adapt existing buildings, neighbourhoods and cities to mitigate further climate change and to remain liveable for their inhabitants. This omission has been recognised in some quarters, and there is now a number of research and practical activities aimed at understanding better the processes and outcomes of building retrofitting, and of neighbourhood and urban adaptation. Yet, the level of progress in adaptation on the ground is incredibly slow, with very few examples of completed building projects or neighbourhood design schemes in the UK.

This is problematic given the projected changes in climate in the UK which will cause considerable stress to both the built environment and the population in the future. The main changes are increased summer temperatures, leading to heat stress and heat waves. There will also be far less rain in the summer months, but more in the winter, perhaps leading to increases in flooding. There may also be more storms. These changes will happen irrespective of any mitigation actions that are taken now.

These changes will affect everyone, and people's exposure will be determined, partly, by where they live. In the UK, over 80% of the population lives in suburban areas, so it is clear that the suburbs will need to adapt to be both liveable in future climatic conditions, and to play their part in reducing further climate change. Yet very little attention has been paid to whether suburban adaptation is feasible, or to which adaptation options may be acceptable to the different people and organisations involved in delivering them (e.g. home owners, landlords, local authorities, utility companies). Even less attention has been paid to how these changes might be brought about, and this is a significant problem as suburbs have been characterised historically by relatively slow, incremental and small scale changes in their physical fabric.

A research project currently underway within the department is addressing this issue. The SNACC (Suburban Neighbourhood Adaptation for a Changing Climate) project is trying to determine the best adaptation options for the UK's suburbs. Our approach assumes that the best solutions will be the adaptation and mitigation strategies that score highly on three tests:

- Technical performance: How well does the adaptation or mitigation measure work? This will be measured in terms of a number of outcomes, such as how much energy does it save? How much cooling does it provide? How effective is it in reducing flooding?

- Practicality: How easily could the measure be implemented? This is measured in terms of, for example, scale and costs, and behavioural or policy changes required for it to work.

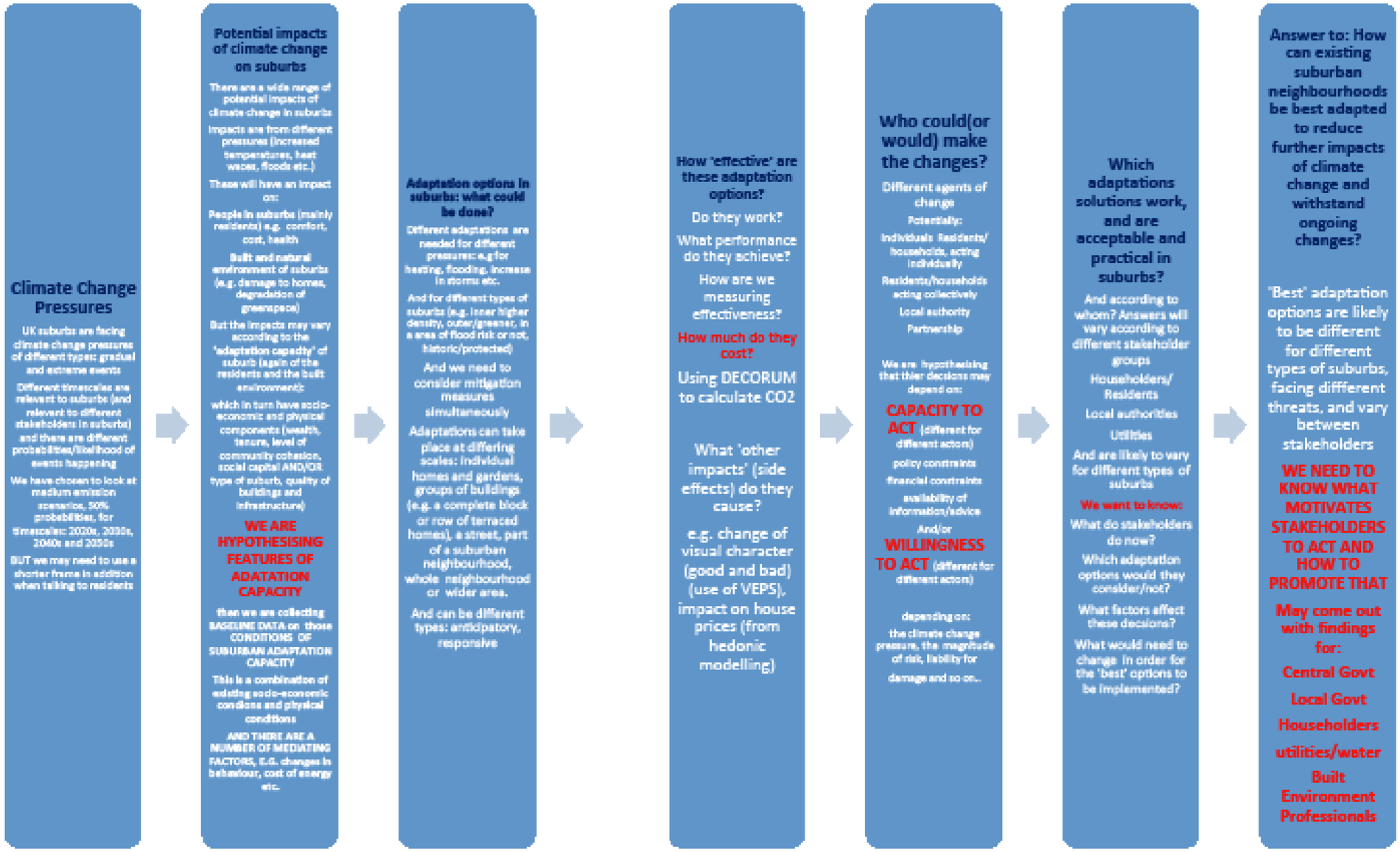
- Acceptability: How do the key stakeholders involved in implementing the measure view it?. For example, how do they feel about the impact of the measure on house prices or its visual impact?

We are undertaking the research in three cities: Oxford, Bristol and Stockport. Our methods test the technical performance of a number of adaptation strategies (individually and in combination) in case study suburbs using modelling and visualisation techniques. We are then investigating the practicality and acceptability of these different options with stakeholders through workshops and focus groups.

Although this sounds rather complicated, we are seeking to find out something quite simple. Our starting point is the understanding that suburbs, more than urban centres, tend to be co-produced over time through processes of autonomous adaptations (i.e. things done by private householders for their own benefit), planned adaptations (undertaken by public bodies for the public good) and also, though more rarely, through communal activities. Autonomous adaptations can be actions like planting trees in gardens to increase shading, installing domestic rain-water systems and micro-generation measures. Planned adaptations include measures such as providing green infrastructure, adding (sustainable) water features and providing resilient transport infrastructure. Communal action can deliver things like community water harvesting systems.

We want to know which of these sorts of measures actually work in climate proofing the UK's suburbs, and which are the most likely to be implemented, and why. We also want to understand what may be stopping neighbourhoods from adapting. This research is timely because, although suburban change may be relatively slow, it is important that we do not exacerbate existing unsustainable trends. Research

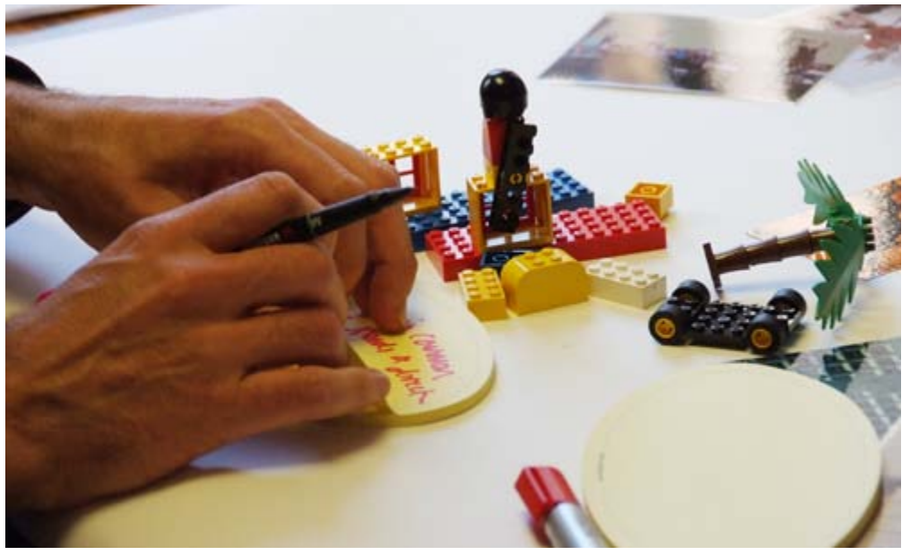
has shown that a range of incremental modifications in suburban areas usually have significant impacts on built form over 20-30 year periods. The UK's suburbs are currently required to accommodate another 2.5 million people by 2025, and this gives scope for considerable re-design. Local authorities also have a duty to protect residents from the effects of climate change, and may need to consider measures like sustainable urban drainage systems to avoid flooding. Householders are also continually adapting their homes and gardens: adding drives, extensions and conservatories and changing their patterns of planting, paving and so on. The research proposed here seeks to establish how to maximise the opportunities that this inevitable change offers to deliver suburbs that are livable and resilient to climate change. ■



2. SNACC project working rationale.

Exemplifying student and staff collaboration: digging and delving in the department's first sandpit research event

Nick Croft



1. Props were used to encourage creative thought and overcome communication barriers.

Image credit: Simon Spokes, 2009

Nick Croft is a senior lecturer in the Department of Planning and Architecture at UWE working primarily on distance and blended learning programmes. He is also a practising planner in his role as team leader for regeneration at Gloucestershire County Council. Nick.Croft@uwe.ac.uk

In 2003 the Engineering and Physical Sciences Research Council (EPSRC) arranged an event 'to look at issues in creative, multidisciplinary ways' (Jones, 2006:16) through the use of an intensive brainstorming process. This platform was used to investigate experiences and explore solutions, even though the outcomes were 'perhaps idealistically utopian' (ibid.). The event was called a sandpit, defined as 'a place for adventurous, playful solution construction', used as a way of exploring issues in 'creative, multidisciplinary ways' (ibid.). It is an 'intensive discussion forum... where free-thinking is encouraged in order to delve deeper into problems' (Wilkinson, 2006:212). The University of the West of England's (UWE) Department of Planning and Architecture's first sandpit was convened in October 2009.

This paper explores how staff and students worked together in an innovative, participatory environment to resolve the pedagogic issue of student isolation on asynchronous distance learning programmes. The research was funded by the Centre for Education in the Built Environment (CEBE).

An essential element of an EPSRC sandpit is a 'multidisciplinary mix of participants... to drive lateral thinking and radical approaches to addressing particular research challenges' (EPSRC, n.d.). It is divided into the following stages: defining the session's scope; explaining terminology to a diverse range of

2. Visually stimulating image cards were provided.

Image credit: Simon Spokes, 2009

people; sharing understanding of the problem; engaging in small group discussions focused on the given issue; and capturing outputs (ibid.).

Our event mirrored the main principles and stages of the EPSRC approach but resource constraints necessitated a bespoke mini-session. The differences being that it was tightly time-constrained (one hour as opposed to a number of days); and participants were not seeking funding for their ideas (although a buffet lunch and material for product design students' portfolios encouraged participation). The event was advertised using posters displayed around the campus and by word of mouth. Thirteen staff and six students with a range of experience and professional backgrounds came together to 'dig and delve' in this facilitated time constrained setting (Croft et al. 2010a:20).

The objectives of the event were 'to address the dimensions of isolation experienced by students on distance learning courses at the university; and to investigate possible and innovative solutions to overcome these dimensions and enhance the learning environment' (Croft et al. 2010b:13). We envisioned a collaborative form of inquiry, but noting that many of the participants had never met previously we sought to overcome possible communication barriers by providing physical props: image cards; coloured pens; sticky notelets; small building bricks; and coloured modelling clay, which participants used or discarded as they felt appropriate (see image 1).

Brandt & Grunnet (2000:1) suggest that 'in user centered design it is important to be creative and be able to explore the context of use and the artefact from new perspectives in collaboration with users'. The intention was to create a rich visual and sensory environment to stimulate creative thought through sharing the experience. Consequently, the room was pre-prepared to assist participant engagement: tables were set out in an informal 'cabaret' layout and large template sheets were posted on the walls to capture each group's working.

To maintain impetus and focus the event was closely managed by a lead facilitator. A contextual presentation set the scene with the session then comprising four activities: understanding and exploring a dimension of isolation; proposing conceptual solutions; selecting solutions to work-up detail; and identifying common threads. The whole session lasted just under one hour, with between ten to fifteen minutes for each of the four activities.

3. Creating an 'isolation cloud' on pre-prepared templates using image cards and sticky notelets.

Image credit: Simon Spokes, 2009

A brief plenary session introduced participants to the basic objectives of the research and a description of the elements, derived from an earlier stage of primary research, that we wanted them to address. Although parameters were defined this was done so as not to constrain the creative potential for solutions. Five self-allocating groups with an anchor person were formed around the tables, each covering a different element. Using pre-prepared poster templates participants were asked to create an 'isolation cloud' by selecting from image cards provided (see image 2).

Sticky notelets were used for descriptive text, encouraged to capture the essence of the meaning for recording purposes once the session was completed (see image 3).

From the initial brainstorming we sought some basic conceptual solutions from each group to overcome the identified 'cloud' issues. As previously, group thinking was encapsulated via images and text on pre-prepared templates attached to the walls. Participants were then asked to work up two or three of their concept cluster solutions in more detail, thinking in particular about the implementation mechanisms required for their 'big idea' to work in practice. Again, pre-prepared wall poster templates were used to capture outcomes.

A number of useful big ideas were generated including the notion of accreting a community over time through: generating footprints across the material; leaving buried treasure for students to find; and creating social presence/awareness through humanisation of the material. At the end of the session a further plenary activity invited groups to outline their ideas, with commonalities identified to provide further areas for investigation. Potential solutions were subsequently tested for feasibility, usefulness

4. (Left & right). Sharing ideas: students and staff engaged in cross disciplinary discussion.

Image credit: Simon Spokes, 2009

and potential to be applied to distance learning courses using a questionnaire survey of UWE distance learning students.

Sandpits have widely been found to offer benefits, including approaching issues from a different perspective, generating ideas in a short timeframe and providing a stimulating environment to foster creative thought (Materials Research Centre, 2010). Our sandpit bore out these benefits - the varied membership provided valuable multi-disciplinary experience, successfully engaging different thought processes that viewed problems from perspectives that would not otherwise have been applied (see images 4 and 5).

Follow-up feedback found that attendees 'enjoyed the event a lot', noting that it 'demonstrated how much can be achieved in a short time', and that 'it was a real success'. However, despite the success that we and others have had using this format, some believe that sandpit language infantilises the research community (Docherty, in Corbyn, 2009). Notwithstanding this view, for our purposes the results were impressive, culminating in a CEBE working paper and published refereed article (Croft et al. 2010b). Solutions are now being integrated into the university's MA Spatial Planning programme. ■

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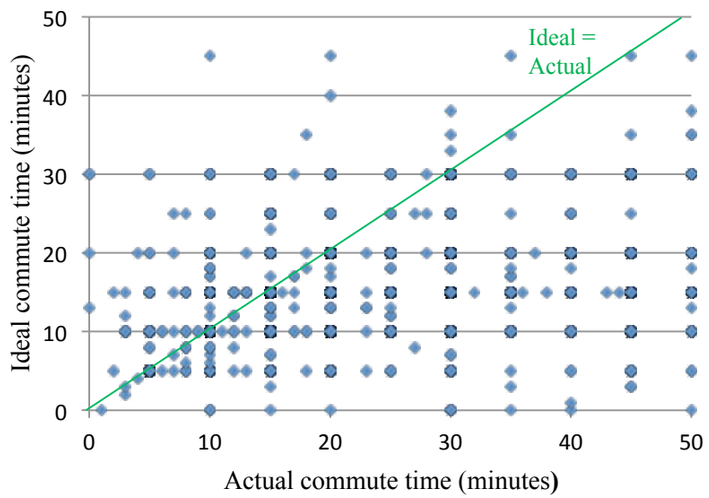
Who wants to commute more and why?

Thomas Calvert and Erel Avineri



1. Ideal against actual commute times.

Thomas Calvert is a first year PhD student looking at pedestrians' subjective experience of motor traffic. He completed an MSc in Transport Planning at UWE in 2009. Between these two periods of study he worked on a knowledge transfer partnership titled 'Road Danger Reduction' looking at an alternative approach to road safety. Thomas2.Calvert@uwe.ac.uk

Erel Avineri is a reader in travel behaviour and a member of the Centre for Transport & Society at UWE. He applies concepts and theories from behavioural sciences to explore what influences our travel behaviour, how to predict travel behaviour and how to design measures to change behaviour. Erel.Avineri@uwe.ac.uk

Historically it has been assumed that travel is a derived demand: getting from one place to another is largely seen as a negative or useless experience that we undergo purely in order to reach our destination. However a body of work has developed in recent years which has suggested that there can be positive elements within our experience of travel itself. A study was conducted to see whether positive elements could be found in people's experience of their commute specifically.

The first stage of research involved secondary data analysis of a large dataset from a survey conducted in San Francisco (Redmond & Mokhtarian, 2001). This survey included asking respondents their actual commute time and their ideal commute time. These two variables can be seen, plotted against each other in graph 1. What is surprising is that 13% of the 1305 respondents fall above the diagonal line; their ideal commute was longer then their actual commute, seeming to indicate that they wanted a longer commute time than they normally experienced. What could be said about this group who wanted a longer commute was a central question in our study.

The demographic characteristics of the dataset respondents who wanted to commute for longer were examined and compared with those who did not. It appeared that there were no significant demographic differences: those who wished for a longer commute were no more likely to be older or younger, male or female etc. However, what can be said about the group who wished for longer commutes is that they both had statistically significantly shorter actual commutes and wanted to commute for longer than those who did not.

It was hypothesised that some people may set an ideal commute time according to a reference point. Rather than aiming for an ideal commute of zero minutes, they may, (perhaps subconsciously), have settled for an ideal commute that was related to both previous commuting experience and how long they felt others commuted for. For example, someone with a two hour commute imagining a half hour commute might be more happy about the idea than someone with a forty minute commute imagining a change to a half hour commute. Evidence supporting this theory was that the longer someone's actual commute time was, the slightly longer their ideal commute time tended to be.

One possible reason that people may want longer commutes is that they find elements within the journey that are enjoyable or useful. There are a number of such elements feasible. One idea is that the commute acts as transition time between one situation or role and another. In other words, the period spent travelling can be used to switch psychologically from being, for instance, a parent, to being a manager at work. The commute can also be valued as time spent alone or time out. In addition, those commuting by cycle or on foot can value the commute as exercise. Some respondents from Bristol who wished to commute longer than they did, reported that they did so because it would enable them to take more exercise.

Another possible advantage of time spent commuting is that it can be used as time for planning out the day or thinking things through. This was a popular theme within interviews conducted as part of the study. Interviewees related that their commutes were used for brainstorming, praying, daydreaming and reviewing the day. One of the most positive commute elements reported by interviewees was that in the lives of those who spend most of the day in the office and at home, the commute can also be an opportunity to 'see a bit of the world'. This aspect was popular with drivers who commuted through countryside but also with those who walked through a city or town on their way to work.

Another feature noted in the analysis of the San Francisco dataset was that ideal commutes of between ten and twenty minutes were much more popular (58% of respondents) than ideal commutes of less than ten minutes (only 11%). This would look surprising from the traditional paradigm about travel: that people always seek to minimise it. Reasons for why commutes of ten to twenty minutes were popular were investigated in the primary questionnaire research. This research indicated that while people felt a commute of over twenty minutes was a waste of time, they also felt that less than ten minutes would not leave enough time for transition and relaxation.

Overall there was strong evidence from the research that there are specific positives to be found within commuting which are easily identified by commuters. In fact some interviewees found no problem in talking for twenty five minutes about the positives they found in their commute. There is sometimes a sense that these positives are found as part of a process of making the best out of a bad situation and our research did not examine the undeniably common negative aspects of commuting. Nevertheless, the positive aspects of commuting are there to be found. ■

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Looking back to see the future: the role of Lyon's historic neighbourhoods in communication of the city's image

Sasha Berezina

1. Veux Lyon - banks of the river Saône originally occupied by the Italian quarter.

Image credit: Sasha Berezina

Sasha Berezina has just completed her second year on the part time MA Town and Country Planning. She holds a Russian equivalent BA (Hons) in Tourism and Community Enabling from South Urals State University. She has a particular interest in the conservation function of planning, especially in relation to the 20th century heritage.

In March 2010, the students of the town and country planning course undertook a week long residential field trip to Lyon in France as part of the Strategic Planning and Policy Making module. Amongst other experiences, it was an opportunity to explore the way specific aspects of urban morphology, such as built heritage, may contribute to achieving the goal of placing Lyon amongst the biggest and best city-regions in Europe by focusing on place-marketing and physical regeneration, as well as contributing to the creation of the collective identity of this remarkable city.

By the end of the last century, the ideas of globalisation, market-led development and economic competitiveness of cities led to Lyon rethinking its role not only within the country, but also within Europe. On the whole, it was not a new challenge for a merchant metropolis like Lyon. The city had always been a place of entrepreneurs, open to different influences, to some extent due to being geographically positioned close to the borders with Italy and Switzerland. Thus the pragmatism of accumulating an assortment of assets and the 'selling' of itself to the wider market seems to have been rooted deeply in the city's spirit. This was supported by a new planning system in France that introduced a series of new opportunities, policy agendas and institutional reforms.

2. Traboules - hundreds of hidden passageways weave through the old quarters of Lyon.

Image credit: Sasha Berezina

The transformation undertaken by Lyon to emerge from the industrial crisis of the 1980s perfectly illustrates the ability of cities to look to the past to find the strengths of the present and future. The ONLYLYON brand, developed by 12 economic and institutional stakeholders from the Lyon region, recognised the benefits of reorienting the city towards its heritage in order to make it not only a tourist destination, but also a dynamic and resourceful European metropolis. It rediscovered and drew attention back to its historic neighbourhoods and trades enabling the city to experience an economic revival. It appears that the success of ONLYLYON has largely depended upon the management and communication of the city's image. With the built heritage being one of the main assets, the practice of conservation in Lyon was approached in a more holistic way by connecting it with wider societal and political forces. Lyon's image operates as an overarching concept that covers a multitude of stakeholders and audiences. But with the startling broadness of stories and symbols on offer, can this image create in the minds of all individuals who encounter the city the sense that they are dealing with an entity, with one thing, which they could have a relationship with?

Indeed, in order to achieve validity and competitiveness of the messages being communicated, the attempts to create a consistent image for diverse cities like Lyon demand treatment of the place as the whole entity. However, as Avrami (2009) points out, 'collective memories are rarely singular; rather they are precarious amalgamations of multiple narratives over time'. So on the one hand there is the integrity of the city as a whole, and on the other hand there is recognition that the true urban distinctiveness will always be multi-faceted. Kavaratzis (2004) suggests that the city takes its form, content and meaning in peoples' minds through 'associating the place with 'stories' about the place not by simply adding them next to the name or trying to imply them by isolating beautiful images of the place. The 'stories' need

3. Villeurbanne Gratte-Ciel town hall, 64 metres high and white in colour, surrounded by Villeurbanne skyscrapers.

Image credit: Sasha Berezina

to be built in the place and afterwards communicated to all audiences.' Lyon's neighbourhoods are full of these stories - like geological layers - each has its own time-line identity, its own physical expression, and its own symbolic value. So how does the city go about recognising the true voices – of the many individuals and consequently the elements of the townscape – that contribute to such narratives?

One of the oldest, and possibly the most treasured, heritage assets of Lyon is a type of passageway called traboules located in one of Europe's most extensive Renaissance quarters, Vieux Lyon. Neighbourhood renewal here occurred in the 1960s. Back then these houses were neglected and unfit for occupancy, confronted by urban development projects calling for their destruction or disfiguration to free space for new housing. The sheer age of the buildings demanded their protection, and in 1964 Vieux Lyon became France's first 'protected sector' (similar to the British conservation area). Since then, two thirds of the buildings have been restored to their former glory, housing units have been improved, and social balance has been preserved in the neighbourhood. The City of Lyon showed a differentiated approach to dealing with the sensitive issue of ownership, usage and management of these places. They had adapted to the local circumstances and decided that it was necessary to reach an agreement with the owners and find a mutually satisfactory solution. A right-of-passage agreement for courtyards and traboules was adopted in July 1990 by the city council of Lyon and by the council of the Greater Lyon Urban Community.

Away from the city centre one finds a different type of historical neighbourhood. Villeurbanne Gratte-Ciel is a classical example of a modernist utopian style social housing project built in the 1930s. Hugely innovative for its time, it provided modern amenities to low-rent housing for migrants. Cultural diversity and harmony of coexistence reported to be one of the most attractive factors in the current quarter. A 1960s synagogue building welcomes the Jewish population that settled in this district in the last quarter of the 20th century. At the same time, the neighbourhood received and accommodated migrants immediately after the independence wars in North Africa. The place is full of life and well looked after by the local authority. The Modernist language lives up to its self-proclaimed aspiration of being universal – the place still has the power to amaze a visitor some 80 years later. But what's more important, can this type of heritage give us answers to critical modern questions? Perhaps we can learn about the balance in the context of contemporary urban living?

All over Europe post-industrial places like Lyon, in their pursuit of a brighter future, are changing with dynamics unseen before. The velocity of these processes is high. There is an economic potential to be realised from the portmanteau nature of Lyonnais heritage, and the input of conservation management towards convergence of local urban economies, social cohesion and consolidation of multi-cultural societies cannot be underestimated. By offering a diverse environment that is managed with good understanding of historicity and hybridity of its built heritage, Lyon goes from strength to strength gradually emerging as a driving force in the remaking of new Europe. ■

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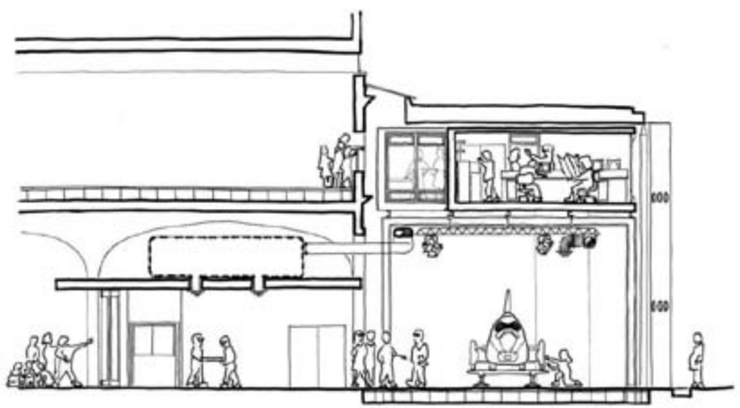
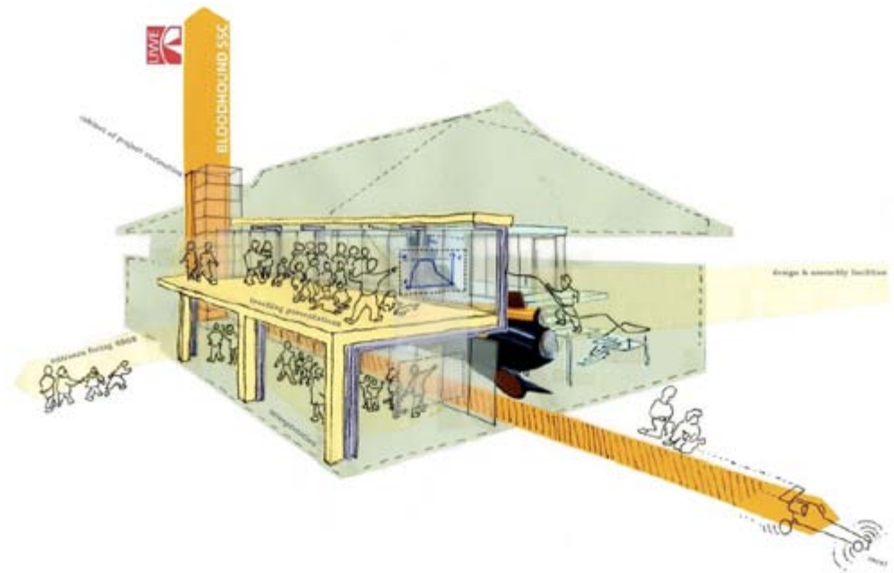
In the slipstream of a punk engineer

James Burch



1. Scheme 06 – cross-section

Image credit: James Burch



2. Scheme 11a – collaged cut-away view.

Image credit: James Burch

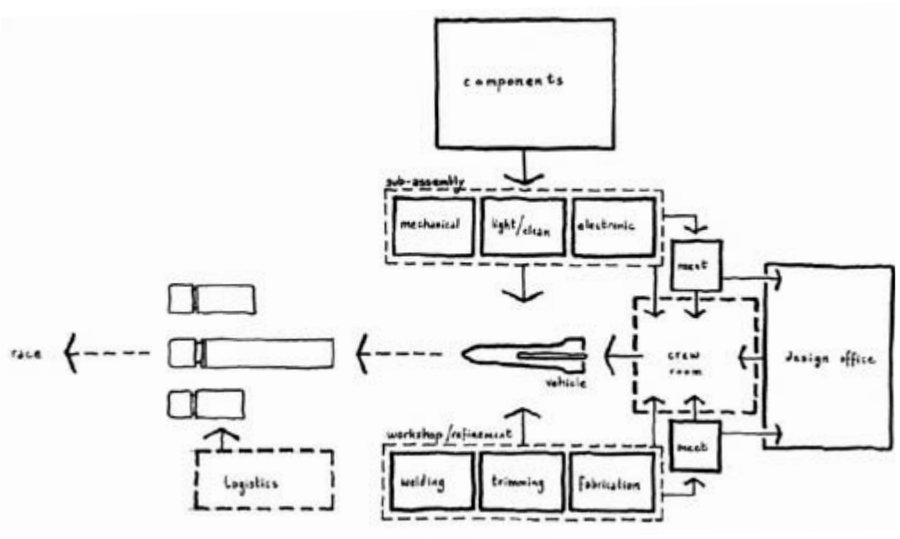
James Burch is an architect and senior lecturer at the department where he leads the first year design studio. Since June 2008 he has been working with on the Bloodhound project for and on behalf of UWE's Faculty of Environment and Technology. James.Burch@uwe.ac.uk

UWE, early spring 2009, in the late-Friday twilight of an anonymous 'B' Block office the design team discusses the point at which a racing vehicle is liveried. They settle back in their chairs to consider the aesthetic loss carried through at this moment; when the car shell, a carbon composite sheath, its undulating reinforcement-web tracing the aerodynamics of its shape-resolution, is obscured by the endorsements necessary for its financial existence. This reverie breaks, conversation turns to the architect in the corner and the pragmatic search for a workshop within which some such mournful transformation might, one day, be affected.

In his book Designing Engineers (1994), Louis Bucciarelli draws a distinction between the engineered object and the 'object-worlds' within which this artefact is conceived. As design, the engineered object is complete, clear in purpose but mute in explanation of its workings; whereas object-worlds, the technical subcultures that relate this engineered object to those that design it, precede this finished state. Bucciarelli argues that these object-worlds are essentially social and comprise the 'fundamental … norms and practices of the subculture of the firm where the object serves as icon' (ibid 20). Contributors to a design – be they clients, designers or managers – understand the 'object-as-icon' in accordance with their different professional schoolings and use their 'own dialect, system of symbols, metaphors and models, instruments and craft sensitivities' (Bucciarelli, 1988, p163) to form a responding object-world. Commonplace object-icons follow established precedent and their reciprocal object-worlds follow pre-established professional practice. But what if the icon-as-object is unique and the premise by which it is to be developed extreme? This article looks at one such icon, Bloodhound SSC, and offers a sketch of how the unusual ethos of this project affects aspects of the object-worlds that engineers and their architect create in the development of this object.

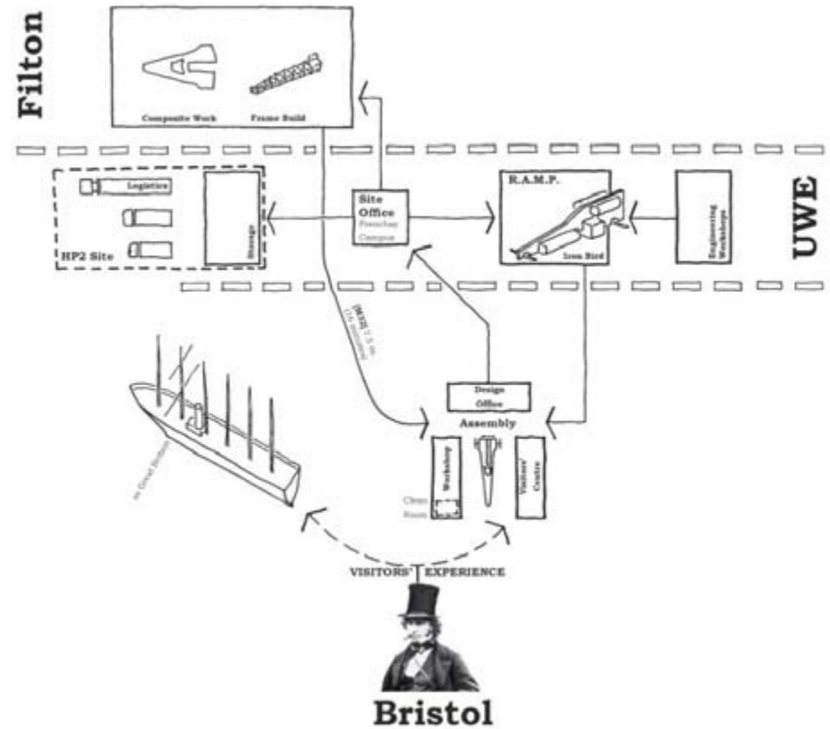
Bloodhound SSC is the fourth project in 30 years that Richard Noble has undertaken to break the world land speed record. This time the aim is to design and construct a car that will travel at 1000 miles per hour (some 237mph faster than his previous successful attempt in 1997) an iconic barrier that, as a declared aim of the project, will enthuse UK school children to study science and engineering. Noble's autobiography (Noble and Tremayne, 1998) paints a picture of each of these previous attempts as anti-establishment in nature. The book describes the founding premise – the bespoke-designed pursuit of speed – as a provocatively unreasonable engineering aim achieved via a business model that abhors city finance as 'dealing with people who don't understand . . . Anybody can be a wheeler-dealer.' (ibid p128). Further, the projects proceed via mutual business contracts (sponsorship in the form of expertise and manufacture in return for image rights and access) while being founded on massed-fan participation (the Mach 1 and 1K supporters clubs). This radical approach is encapsulated by Noble's castigation of traditional management theory, which he sees as 'a guy at the top spend[ing] a tremendous amount of time fiddling around, making decisions and controlling this tall pyramid' (ibid p249) and his own opposing ethos:

"Now, if you imagine squashing that tall pyramid down so it's flat, with one guy in the middle and others fanning out on either side of him, you have the flat pyramid operation, and you deliberately set the thing up so that team members are properly empowered and make their own decisions (ibid p250)."



3. Scheme 04 – diagram of the engineering organization.

Image credit: James Burch



4. Scheme 09 – geography of assembly.

Image credit: James Burch

It follows that Noble's projects do not usually employ a Chief Engineer but instead apportion engineering systems – 'object-worlds' – to individuals who manage this goal while continuously communicating any progress to their peers (ibid p251). Thus an engineering sub-culture is formed that can be seen as an a-hierarchical organisation of self-motivated creativity buoyed by a large fan base and undertaken, in Noble's words "for the hell of it" (ibid p120). This could be described as 'punk engineering'.

How, then, might we sketch out the operation of this constellation of object-worlds (Bucciarelli, 1988), set within a punk engineering milieu and controlled by the Bloodhound car-as-icon? And, in particular, how has the architect's object-world been formed within this constellation? For the architect the car is two things. It stands as un-built icon for the complex and inter-related object-worlds of assembly specialists, design engineers, logistics planners and system analysts – all of whom need to be set within spatial relationships if the object is to materialise. Moreover, the car stands separately as the iconic centre of an educational programme. Indeed, this is the perceived reason that the public will wish to visit the project's headquarters – to view an (ironically static) educational icon that can never be touched by, yet must enthuse, the public. This contradictory nature poses problems for site selection where cheap industrial space, suitable for engineers, is expensive to renovate and enervate for children's access while promising education space is too cramped and expensive for engineering use.

In a sponsorship-led project all is contingent. As a sponsorship in kind offered by an institution with charitable status (UWE) the architect's own appointment to the project has conditional limits on time, availability and scope of work. However, the architect also offers the project a repeatable service analysing possible buildings across the industrial periphery of Bristol and beyond. Here architectural space analysis directly affects the object-world of the design engineer. The architect and engineer converse around different geographies of manufacture, assembly, education and participation; each new building option expands or limits the possible ways of manufacturing and assembling the vehicle. The contingent economics of space affect the design engineer's object-world while the architect's object-world of development controls impinge on the speed of the punk engineer. ■

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Filmic space

Matthew Hynam

1. transition space, Interstate 110 Los Angeles.

Image credit: Mathew Hynam

Matthew Hynam is a partner at Bath-based architecture practice Studio KAH and a student on the MA Architecture programme. His MA project comprised an investigation into the relationship between film and architecture, and the techniques involved in realising a design project through filmic techniques.

The essay describes my MA Architecture dissertation which constitutes part of my ongoing investigation into the film-architecture praxis – in particular, the possibility of using filmic transitions to read and intervene in space while transitioning, providing urban designers with a transition palette to structure space for an increasingly mobile society.

This exploration began in 2006 while undertaking the 'Film/Architecture/Narrative' studio on the Bachelor of Architecture degree at the University of the West of England. The studio, run by Jonathan Mosley and Lee Stickells, opened my eyes to the possibility of using film and filmic processes to explore how we move through space. Since completing the degree my interest has not subsided and by undertaking this MA, once again with Jonathan Mosley, I have discovered that while there has been much investigation into film's relationship to architecture, most have considered film as a contaminant of the design process rather than the prevalence of research that examines the way film portrays architecture.

Our time spent in transit has grown substantially as our urban centres have expanded and technology has made us more mobile. However, while the space through which we transition has expanded, the tools and perspectives from which we design our cities have stayed relatively unchanged for centuries and have largely focused on space from a static viewpoint. The terms 'transition space' and 'transitioning space' refer to the space through which we move to get from one destination to the next. It is possible to consider nearly all space in this way as one person's destination is likely to be en route to another's destination. This static perspective can be seen in the majority of urban design approaches, including masterplans, sections, elevations and even 3D models, and allows space to be observed outside of time and movement, providing the viewer with a paused snapshot of space, an abstraction of reality.

However, our actual view of transitioning space is not static - it is mobile and viewed in a continuous light as a stream of juxtaposing and collaging layers. Although the static approach appears to have become the default design setting, a wide range of theorists such as Walter Benjamin, Guy Debord, Gordon Cullen, Colin Rowe and Juhani Pallasmaa have advocated that we explore space from a transitioning perspective. Techniques these theorists have sought to employ include the psychogeographer's 'derive', which examines how a person might drop their motives and be drawn by the attraction of the terrain, to those who have advocated a more phenomenological view of transition space, in particular those who have examined how our senses are exposed to it constantly juxtaposing and collaging around us.

With our ability to transition continuing to expand, urban designers need to consider how we can read and intervene within these transition spaces. This has led me to investigate further the theories of those who have advocated exploring space from a transitioning perspective and combine this with my existing knowledge of using film as a design tool. The intention of this study is to explore the possibility of using filmic processes to structure the space through which we transition.

In order to understand the potential of film as a means to explore transition space it is first necessary to understand the effect it has on us as viewers and how the streaming of still frames at a rate of 24 per second can fool our eyes into seeing a persistence of vision and furthermore stimulate our mind into believing we are part of a 'filmic space'. Combine this experience with the film editing process and suddenly the film maker has the power to restructure space for our senses to transition; it is this very editing process that could provide urban designers with the means to intervene and design in space from a transitioning perspective and become part of the process rather than merely static observers.

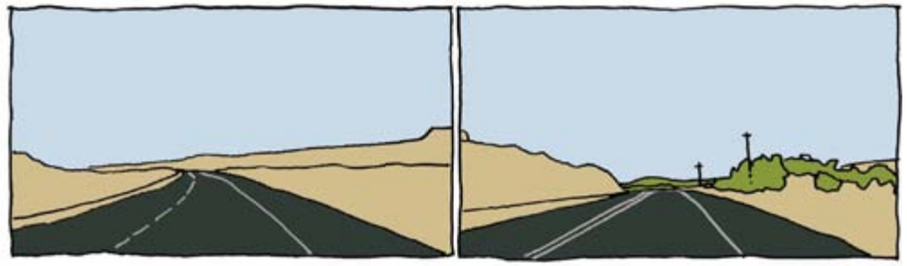
> 'The process of viewing a film turns the viewer into a bodiless observer, the illusory cinematic space gives the viewer back his/her body, as the experiential haptic and motor space provides powerful kinaesthetic experiences. A film is viewed with the muscles and skin as much as by the eyes.'
>
> (Benjamin, 2008)

Parallel to the expansion of transition space, filmic processes have become ever more prevalent in our day to day lives. So much so that according to Stephan Doesinger they have even begun to impact upon the way we transition through space.

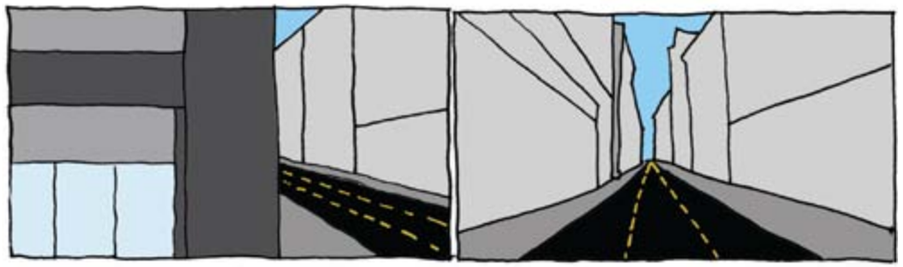
> 'People journey continuously back and forth, and in so doing construct memories, which become an internalised, often unconscious filmic process of capturing and editing. We are all the time making mental movies, and this in a sense is how we consume the city.'
>
> (Doesinger, 1998)

It appears that we already have the skills to read space filmicly; what is needed is a transition palette which can draw upon those abilities. In creating the transition palette it was necessary to focus this study upon the filmic mechanism that film makers use to transition scenes, the filmic transition. Beyond the mechanical process of splicing and overlapping film there is a large array of filmic transitions, including cuts and fades, special effects and pre-production pans and zooms, which play as an important a role in how film is read as the frames that sit on either side of them. The filmic transition not only allows a director to structure and control the ethereal stream of space and narrative that occurs within the frame but, because it sits outside of the frame in the realm of filmic syntax, it is universal in meaning and not specific to an individual scene or narrative. Thus the filmic transition's ability to structure the ethereal delivery of frames while remaining detached gives it unique properties that could be used to alter the way we perceive the transitioning of space; this results in the production of new sequences of space structured by cinematic thinking.

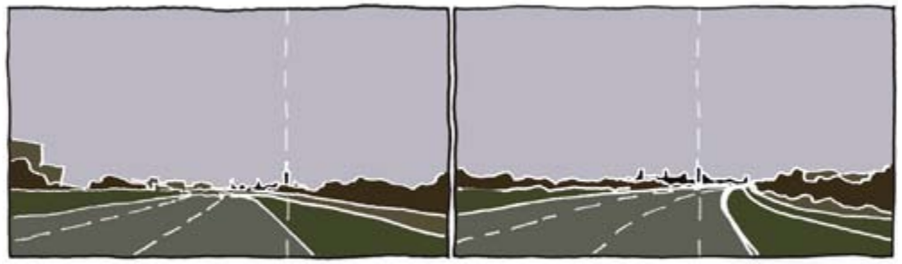
The United States was selected as the backdrop for gathering suitable filmic material to conduct this exploration of transition space, largely due to its rapid growth within the same era as film, as well as it being synonymous as film's adopted home. The resulting footage, captured while journeying from San Francisco to New York, yielded a wide range of transition space typologies which have subsequently been



desert and road appearance of vegetation and telecommunications



close up shot cut I line deep shot



tower and skyline road curve facilitates pan

examined for structural similarities with filmic transitions in order to find their metaphorical equivalents. The findings of this exploration of transition space suggested that there are many metaphorical similarities between filmic transitions and spatial transitions. The analysis has inspired the author to create a palette of filmic transitions for urban designers. The ambition of the transition palette is that it opens their eyes to the possibility of using filmic processes to explore transition space and becomes an additional tool to shape our cities from a much needed mobile perspective. ■

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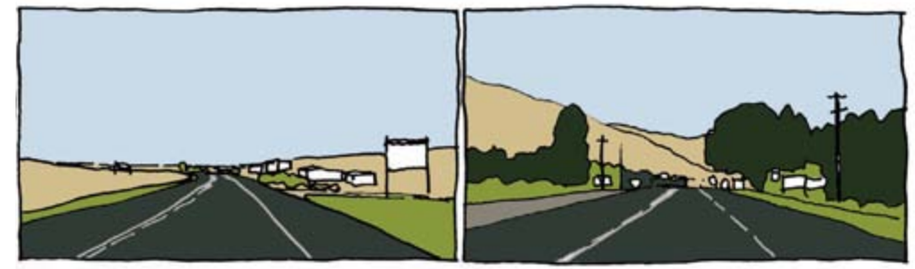
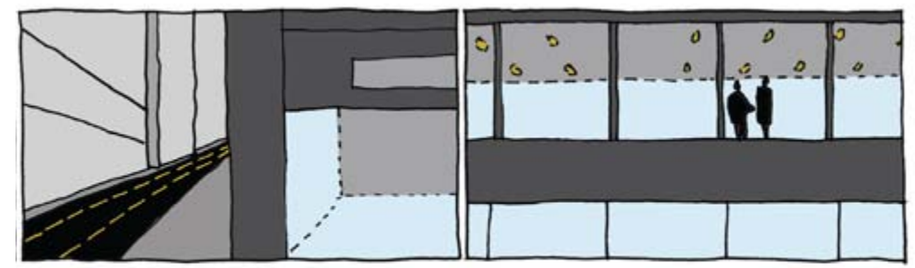


signage, barns, temporary structures permanent structures irrigation

2. Filmic dissolves within transition space were characterised by the gradual overlapping or infestation of one space with another where one set of elements built to a crescendo and another set dissolved away.

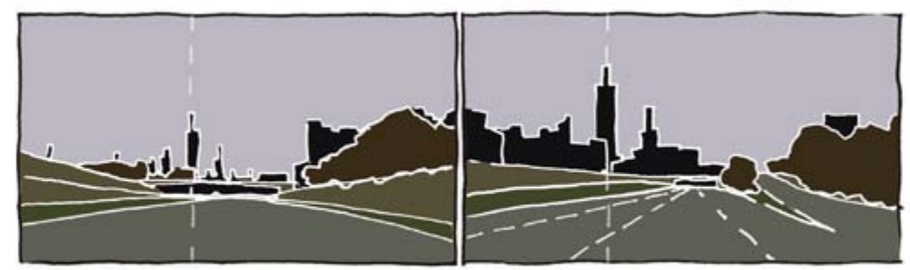
Image credit: Hynam, M; Kashdan-Brown. J



cut I line close up horizontal cut

3. The most common filmic transition, the cut was defined within transition space as the point where two different spaces with different spatial qualities are displaced, through transitioning, by a strong line or edge.

Image credit: Hynam, M; Kashdan-Brown. J



tower and skyline continue to pan

4. The filmic pan was found when approaching large vertical elements, such as skyscrapers, from a curving path thus giving the impression that the vertical element was panning back and forth across the screen.

Image credit: Hynam, M; Kashdan-Brown. J

5. (Below). Captured footage, Las Vegas strip, spatial fade to black.

Image credit: Mathew Hynam, 2009.

Cemeteries and campsites: valuing visual data in planning and architecture research

Katie McClymont and Rachel Sara

1. Floral tributes, Blackley Cemetery, Manchester.

Image credit: Katie McClymont

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Dr Rachel Sara is a senior lecturer in architecture at UWE, where she leads the Design Research group; a research group that explores research about, for and through design. This informs the teaching of a master's module of the same name. She also runs the third year design studio. Rachel.Sara@uwe.ac.uk

This paper discusses the ways in which visual material can be used as data rather than the subject of research investigations. Most standard accounts of visual methodology assume that visual material is something to be studied rather than created: found images rather than something produced by the researcher (see for example Pink 2001 and Rose 2006). Within the built environment, there seems to be little discussion about research which produces visual material as its evidence. Images are commonly used in discussions of place, space and built form, but lack a significant reflexive dimension (Prosser 2008).

We present (visual) data from two research projects: an exploration of the role of cemeteries in cities, and a study of the socio-spatial relationships of the campsite. Both projects produced photographs as part of a broader portfolio of research methods including interviews and observation.

2. Looking beyond, Blackley Cemetery, Manchester.

Image credit: Katie McClymont

These two photographs (1 & 2) were taken in Blackley Cemetery in Manchester as part of a wider project mentioned above. They are two of several hundred photographs which Katie McClymont has taken over the past twelve months. Having only visited each cemetery once, the representation of it is fixed in a particular season and with particular weather conditions. By capturing these specific times and settings, the photographs freeze an ever changing and developing location, and it is this frozen material which then becomes material for analysis. This consideration is secondary to issues of the photographer/researcher as creator of data. Both images illustrate issues which are considered relevant to the project. The first photograph, displaying a memorial tree in a part of the cemetery for the scattering of ashes, illustrates the contrast between the natural and the artificial. Outside the border of the bed for the tree, filled with silk and plastic flowers placed in remembrance of loved ones, grow semi-wild snowdrops. There is not the scope in this paper to discuss ideas of 'nature' in landscape and memorial spaces (see Worpole, 2003 for example), but this image which has been framed, captured and frozen by the researcher now adds something to debates on this issue. Although the image was not arranged by the researcher (by adding flowers for example), the taking of this photograph nonetheless presents a reality which she is choosing to construct, something which will fit a broader narrative about cemeteries' conflicting role as natural or wholly human spaces.

The same issues of construction arise in the second photograph. As the project concerns the role of cemeteries in cities, their relationship with their surroundings is something that needed to be documented and analysed. This image highlights the proximity of the cemetery to residential areas of Manchester, suggesting overlooking or interaction. The photograph does not over-rely on zoom, nor is it edited in any way, and many other angles of the cemetery's edge would have produced similar images. However, by putting this image into a wider argument it is too easy for it to appear uncritically as fact, rather than as a deliberate construction.

As part of the campsite study, Rachel Sara has been recording both contextual photographs and closer images of campers in their own domains. The inclusion of people within the photographs raises particular issues: because permissions need to be sought for ethical reasons, the photographs cannot be

3. Campers in their own domain.

Image credit: Rachel Sara

4. Camping – contextual photograph.

Image credit: Rachel Sara

seen as documentary, with an objective observer, and unconscious participant. Rather the photograph becomes a mutually constructed record, where both the photographer and the participant are complicit in framing the scene. In the first photograph for example, children were called to join the photograph and the camping furniture rearranged and tidied up by the participant. Nonetheless the backdrop of the photograph records a range of information relevant to the research; the way in which the group's external space is framed by the tent, the car and the hedge for example, or the way in which the notion of the hearth is recreated as the focus of the space. However, again the photograph alone can mislead in what it excludes. What the photograph doesn't tell you, is that behind the photographer is a dramatic view of the sea, which strongly affects the orientation of both tents and communal spaces.

The second photograph was taken without notification, and as such could be seen as a more objective record. The photograph highlights the way in which the arrangement of individual tents are organised around the perimeter, and each define their own outside spaces. In turn these individual spaces frame a communal central space. This communal space is at times a road, a footpath, a cycle track and yet it also functions as the town green – a place to play a game of cricket, or football, or just to watch. It is a photograph that can be zoomed into to see a range of different activities. Again what is going on in the background (there are children picnicking, a bicycle passing, a dining table and a sunbather) tells as much as the focus of the photograph originally intended. In this way, the photograph can be analysed and interpreted to explore a variety of different research questions – just as data from interviews or questionnaires can be analysed to study concepts beyond the remit of the expressed research intentions.

It is clear from both studies, that visual material provides a rich source of data that can allow a deeper reflection on what is being observed, by slowing down the process of observation, as well as providing evidence and illustration to ideas generated by other means. As such, we propose that both visual methods, and subsequently visual data, should be judged as having the same status as textual methods and data, such as interviews and transcripts, and that they do provide more than simply background or context to a wider (written) study.

Once viewed in this way, it makes epistemological sense that the ways in which images are created are made explicit and reflected upon, much in the same way that the methodological implications of approaches to questionnaire or interview designs are reflected upon in a text based study. It is clear that photography is no more subjective or objective than written texts. In addition the examples show how images can be used both as a form of communication, and as information-rich data, whilst simultaneously being evocative and 'polysemic and ambiguous social and cultural artefacts' (Wagner 2001:7) which potentially communicates the spatial as well as the social and cultural. This renders visual evidence not only as powerful as written evidence (if not more so) but also lends itself particularly well to our spatial disciplines. ■

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Inclusive environments: are they possible without an inclusive education?

Sandra Manley, Ann de Graft-Johnson and Katie Lucking

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Ann de Graft-Johnson is a senior lecturer in the Department of Planning and Architecture at UWE. She teaches in the design studio and also on professional experience modules. Her teaching and research includes work on inclusion and exclusion, cultural context, diversity and representation. Ann.DeGraft-Johnson@uwe.ac.uk

Katie Lucking is a graduate of the BA (Hons) Architecture and Planning course at UWE. Following graduation, she has worked with Sandra and Ann, as a research assistant on the research project, 'Disabled Architects: unlocking the potential for practice' to be published by Royal Institute of British Architects (RIBA) 2011.

> "The RIBA is here to make the best architecture flourish, because great architecture improves our lives for everyone, irrespective of who they are. Accessibility and the creation of accessible environments are absolutely central to good design and architecture; it is not something that is separate or added on. For too long, accessibility was all about ramps and handrails, but it is much more than that. It is actually about providing environments that are fit for people with a range of abilities, and it is vital that we listen to the needs of different people."
>
> *RIBA President Sunand Prasad (2007-2009)*

The above statement from the former RIBA president Sunand Prasad puts the case for and defines an inclusive design approach that is beyond pure adaptation or removal of barriers.

This article will argue that increasing representation of disabled people within the profession will facilitate a more effective move towards an inclusive environment that meets the needs of everyone. The focus of this paper is on the current status quo in schools of architecture and the need to change to encourage a more diverse profession. The authors have carried out a research project on behalf of the RIBA entitled 'Disabled Architects: unlocking the potential for practice' (forthcoming 2011). The project aims to support diversity in the architectural profession by recording the experiences of disabled architects and architecture students. It seeks to identify and distil issues faced, highlight areas of good practice and make recommendations for change. The recommendations include ways of encouraging disabled people to consider and enter architecture as a career.

There are various definitions of inclusive design, including Sunand Prasad's, that identify the significance of buildings and environments fit for all people as a critical element. This point is regarded as crucial to achieving a successful inclusive environment (Preiser and Ostroff 2001). Disabled architects are more likely to be informed as users and hence can draw on their own experiences within the environment to influence their designs. It is important to qualify this by pointing out that there is no intention here of implying that architects with impairments should automatically specialise in inclusive design. Some may choose this route, but the implication is that disabled architects should be in the mainstream of design activity and that the contribution that they can make is of benefit to everyone through the effective use of their design skills and ability in whatever field of activity they choose. It is almost certainly true that if more disabled people joined the architectural profession the culture of the profession would be affected. This may give greater recognition to the idea that inclusive design is much more than a simple set of solutions to ensure disabled access to buildings.

There is evidence to suggest (West, 1997) that some disabled people do have enhanced understanding of particular aspects of design and visual spatial thinking, although insufficient research has been carried out to be able to assert this as a fact. Dyslexia may be linked with higher levels of aesthetic appreciation or spatial awareness, as is witnessed by the relatively large number of people with dyslexia who are successfully practising as architects. Richard Rogers, for example, is an often quoted example of a person with dyslexia, who was regarded as stupid by his teachers and yet has reached the highest level in the profession (Bedell, 2006).

The research included a web based questionnaire (which attracted 88 respondents) and a series of in depth interviews with disabled architecture students and architects and others engaged in supportive roles. Many respondents to the questionnaire and interviewees felt that their experiences as disabled people have had an effect on their approach to design. An interviewee who had become impaired after she commenced her studies commented that she had noticed the environment in a different way following her changed circumstances. Another felt that she had a much broader view and realised that some design ideas, such as the architect's liking for large open spaces could be intimidating and alienating to some users, particularly people with mental health problems. All interviewees felt that their impairment had had a huge impact on their design work and believed that they had enhanced understanding and sensitivity to human needs.

It might be assumed that a person with an impairment would have a good understanding of the terminology and academic discourse associated with inclusive design. However a number of respondents from the authors' questionnaire, were completely unaware of these definitions and the debate despite clearly being aware of the need to counter exclusive approaches in their work. It was evident from almost all comments from student participants that inclusive design "was viewed primarily as a technical requirement and not a core basis for design." This may be a reflection on how this is regarded and taught in schools of architecture. In particular, this article suggests that the lack of inclusive design education has resulted in the negative assumption of it being an 'after thought' or 'add on' that is aesthetically unpleasing. It could be argued that in failing adequately to integrate and mainstream inclusive design into the curriculum, schools are perpetuating the failure of architects to develop an understanding and expertise in this area.

The research findings imply that schools need to examine the extent to which they are facilitating opportunities for disabled students to study. Not all schools of architecture have fully embraced their legislative and moral responsibilities to provide fair treatment for the entrance, progression and retention of disabled students. The research exposed barriers en route to the architecture profession. Although 64% of the interviewees did not feel that they had experienced any direct discriminatory behaviour during their studies, a worrying number reported very negative experiences particularly in education. A significant number of respondents described experiences which were related to the prejudicial attitudes of academic staff and fellow students. They went on to confirm that this was due to a general lack of awareness of impairment, especially mental health. One interviewee recounted how when he disclosed

his depression, a tutor had laughed in his face. A student with cerebral palsy reported his experience of applying to some schools of architecture as very discouraging. "You are not a suitable candidate to study architecture." The judgements made by some schools to which he applied were based solely on the disclosure of the candidate's impairment and not on an assessment of his abilities.

Architecture schools need to review practice and commit themselves to a more diverse profile in terms of staff and students. This in turn would help to embed inclusive design into the curriculum. By doing so the significance of user involvement would be acknowledged; the creativity of design would be enhanced; the understanding of disabled people's needs and expertise would be increased. An inclusive environment is beneficial for all. Only by removing the barriers to disabled people entering architecture can we start to benefit from their experience and diversity within the environment we try to shape. ■

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Hybrid: architecture + urbanism

Louis Rice and Jonathan Mosley

1. 'Rogue Game' Sophie Warren, Jonathan Mosley and Can Altay (2007-). Rogue Game is an ongoing series of hybrid games. The event pictured was the first play in 2007 of a game based on the simultaneous playing of all the sports marked out on a multi-use sports hall.

Image credit: Lee Diggle

Louis Rice is an architect and senior lecturer; leads the MA Urban Design programme and the final year Bachelor of Architecture design studio. His research and teaching interests explore hybridisation and the role of informality within architecture and urbanism.

Jonathan Mosley is a senior lecturer and leads the Bachelor of Architecture / MA Architecture programme. The practice-led research work of his collaborative practice with artist Sophie Warren has been exhibited and published internationally. Beyond Utopia, a book co-authored with Sophie will be published in the summer of 2011.

'The storm irresistibly propels him into the future to which his back is turned, while the pile of debris before him grows skyward. This storm is what we call progress.' (Benjamin, 1969)

We are on a train, in a quiet carriage, moving forwards and facing backwards. Simultaneously in motion and in stillness we are surrounded by commuters reading, working on laptops, texting and twittering. This paper discusses hybridity, our understanding of the concept and how it may relate to urbanism, architecture and the architectural studio. On the MA Architecture programme, a design unit has been developed that supports a new routeway through the programme to attain a specialism in architecture and urban design. The unit uses the concept of hybridity as the structuring theory. Hybridisation is being explored both as subject and object, method and mode. Examining this 21st century condition and how it is influencing the way we approach the analysis and design of cities, the unit acts as a test bed and researches the condition through design practice.

2. Multi-use sports hall markings.

Image credit: Jonathan Mosley

Hybridity is concerned with the co-existence of difference. The term is commonly used to describe the mix of cultures within a society and the resulting diversity of cultural influence within a situation, person or object. (Bhabha, 1990) When considering hybridity in relation to architecture, the notion is not solely concerned with the physical or material entity of the built form, but with the inhabitation of the architecture and the activities contained within its envelope, with the perceived identity and meaning of the architecture, and the evolution of the architecture through time.

> '[C]ultural forms are hybrid, mixed, impure, and the time has come in cultural analysis to reconnect their analysis with their actuality.' (Said, 1994)

Our minds first turn to the pre-enlightenment city; a city of difference, of micro-economies, of juxtaposition of use and activity. Animals and people co-exist, domestic and non-domestic spaces overlap. (Latour, 1993) We witness moments of collision and the synergies of co-habitation within this hybrid environment. (Bhabha, 1994) Moving forwards in time through the enlightenment, the city becomes increasingly zoned and planned on the basis of typologies of architecture. Fordism brings the efficiency of the production line to the planning of the modern city; variety of use is replaced by designation and prescription of areas with specific functions and an efficiency of moving in between. The concerns of the modern movement then reinforce the rational zoning of areas of mono-function, giving them architectural form expressed, for instance, in blocks of housing, the business park and the shopping mall. Considering contemporary urbanity, the pre-enlightenment city seems to be now increasingly infiltrating our formal cities. Facing backwards we head towards the 'city of exacerbated difference'. (Koolhaas, 2001)

Hello, yes I was just about to call you. I have a few alterations to the brief before the parliamentary launch... Yes, I know. Look, these are the points, there are only a few... Excuse me, this is a quiet carriage. I won't be long...

There are immediate conflicts between consideration of the traditional western view of architecture as fixed, with the inhabitation of that architecture by a society that is essentially hybrid. The composite of multi-culturalism, mobility within both a global and local context and the digitalisation of society (Castells, 1989) demands a responsive architecture: buildings and spaces that are able to accommodate an evolving set of uses and activities, the range of which is uncertain at the time of design, and the programming of which allows for uses to spatially overlap and intertwine. Hybridity is endemic within the architectural programme (the bookshop/coffee shop); within public space (a space for drinking, a space for shopping, a space for demonstration); within cultural reference; within the essence of architecture as information (virtual) and as physical (material). This responsiveness is to a continuing present, replete with the contingency of an uncertain future.

Can you get me a coffee, Americano?

> 'Picture in your mind's eye the sand box divided in half with black sand on one side and white sand on the other. We take a child and have him run hundreds of times clockwise in the box until the sand gets mixed and begins to turn grey; after that we have him run anti-clockwise, but the result will not be a restoration of the original division but a greater degree of greyness and an increase of entropy'. (Smithson, 1996)

Nicolas Bourriaud's (2009) notion of 'Altermodern' based within contemporary art is a useful concept to apply to architecture. 'Altermodernity' within art is responding to an increasingly global cultural landscape and the 'creolisation' of cultural cues within it. Embracing mobility of ideas and people and traversing media and meaning, 'altermodernity' is essentially hybrid and rejects standardisation. The notion can be derived from 'sub-altern': a space of difference that exists outside of the hegemony. (Spivak, 1988) Applied to architecture the concept is not purely an exploration of multi-use or multi-cultural influence within design, but the changing of the perception of architecture in relation to contemporary identity and hybridity, revealing an alter-architecture - irreversible, entropic, contingent and diverse. A glimpse of Trellick tower, architectural icon or a big drab housing block with a morass of relinquished objects of desire form the interest of one facade.

Towards a hybrid architecture is the process of attaining the qualities of neither A nor B but the condition of A and B. (Deleuze and Guattari, 1988) 'A and B'-ness requires a concatenation of effects: local and global, anodyne and conflictual, SML and XL into a material archipelago. Hybridity across time involves a shift from permanence, stability and fixity towards a fluxive state: transience, impermanence, flow. (Soja, 1998) A priori classifications: home, house, family, community… are dissolved into hybrid 'milieu in which separations such as work/leisure or public/private will finally be dissolved.' (Debord, 2006)

… and remember to take your personal belongings when you leave the train. Mind the gap. ■

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The echo of 1000 voices

Ian Parkes

Ian Parkes is a graduate in Architecture at the University of the West of England where he is currently working as an hourly paid lecturer. While working in practice Ian has co-curated two public exhibitions, including one at Bristol's Architecture Centre, and has interests in exploring how wear and decay can be read to better understand the built environment.

Subtle traces of our occupation of the built environment are left at every point we graze its surface. Routes formed by the rote and ritual of the everyday are mapped through the slow burnishing of a door handle and in the gradual bevelling in the tread of a stair. In allowing these scars to accumulate, the fabric of a building may be read as a palimpsest of the unplanned and accidental traces of our lives and so provide an insight into the ongoing dialogue between building and occupant.

An attitude in praise of the gradual degradation of the built environment may seem counter-intuitive. The architectural profession venerates the unblemished image of the pristine, pre-occupancy photograph. Its faultless form and the enduring cleanliness of an untouched surface are synonymous with absolute beauty and flawless perfection. In doing so we create an environment where the enduring surface is all to easily substituted with an unyielding one, divorced from the passage of time and unresponsive to its occupants. We create a state in which, to quote Debord (2000), 'On this spot nothing will ever happen, and nothing ever has.'

The bevelling of a doorstep maps the patterns of use of innumerable occupants. The layering of paper and paint records changes in fashion, function and taste. Individually these traces chart separate facets of a building's history, its use and the character of its occupants. Together, when allowed to overlay, intersect and interfere, these myriad traces of life and the inhabitation of a space form a ceaselessly developing record; a perpetual and accidental monument to the ordinary and the everyday.

Tales of high drama are vividly told in the bomb blast shrapnel wounds in the wall of a museum. This accidental monument endures by virtue of its violent inception, but remains a monument to a moment, and documents but one passage of the story of a place. The repetitive action of countless pairs of feet acting upon the stone plinth beneath an unassuming ATM is far more telling of the continual, albeit mundane, conversation between people and place. By virtue of the pavement falling past this otherwise unassuming Clifton bank, its users are forced to mount the plinth in order to use the machine. This fundamental ritual of commerce has become immortalised in the gradual bevelling of the limestone under the feet of countless individuals. Though not nearly so noble, this record of ritual is not so different from the wearing away of the toe on the statue of St. Peter by the veneration of innumerable pilgrims at his Vatican basilica, or the time bowed stone flags of a Cambridge college cloister. Reinforcement is key to this recording of the prosaic.

Riegl (1928) differentiated between these two aspects of accidental monument in that the peppering of holes caused by a wartime bomb contributes to the historic-value of a space, while the foot formed plinth develops as an object rich in age-value. Riegl proposed that our attachment to the 'historic' monument is routed in an understanding that, 'Everything that has been and is no longer we call historical, in accordance with the modern notion that what has been can never be again, and that everything that has been constitutes an irreplaceable and irremovable link in a chain of development' (ibid.). These fragments, and the traces of fragments of lost things are preserved as monuments to discrete periods, moments, ages or epochs; their value based in their contribution to, but importantly their separation

1. Natwest Bank ATM, Clifton Village, Bristol. The continually developing, foot formed plinth.

Image credit: Ian Parkes

from, today. The purpose of an object or space aspiring towards historic-value, be it the recording of an action, idea, image or fashion, becomes the communication of a single message. To add further layers of information through the burnishing of hands or the scouring of feet risks obscuring or diluting this message. This all too often results in the arbitrary application of the sterile and unyielding surface in order to stave off development and defend its 'irreplaceable' value.

Conversely, the character of age-value became established as '...nothing more than the indispensable catalysts which trigger in the beholder a sense of the life cycle of the emergence of the particular from the general and its gradual but inevitable dissolution back to the general. The immediate emotional effect depends on neither scholarly knowledge nor historical education for its satisfaction, since it is evoked by mere sensory perception' (ibid.). While the monument of historic-value is divorced from time, the monument of age-value is a product of all time. It is understood as a finite entity bearing the scars of its life and the lives of those around it as a perpetually developing and continuous record through the progressive accumulation of traces of use and the incidental and inevitable decay of all things.

The perpetual evolution in the character and history of a place becomes infused in its fabric through the burnishing of use, the patina of redundancy and the myriad combinations brought about through the overlaying the two. Changes in use, misuse, form and function develop a substantiated character built of people and place through the mapping of their indicators. To sustain this conversation, the built environment must be allowed to take on these traces. In Roberts' analysis of the monumental value of Robert Smithson's land art, these responsive surfaces accommodate, '...a material persistence of all time... an ever-accumulating remainder...' (Roberts, 2004), where all marks, scars and traces of lives lived contribute to the continuous development of an unflinching record.

In denying the opportunity for these traces to develop on unyielding surfaces or with a determination to artificially preserve the image of a fragile moment in time, we lose the potential for our environment to reflect our lives and how we inhabit our world. The conversation between the built environment and its occupants becomes little more than an unresponsive monologue. ■

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Roberts, J (2004) Mirror Travels: Robert Smithson and history, 1st edition. New Haven: Yale

Carbon reduction in historic Bath

Gemma Killick

Having recently graduated with an MA in Town and Country Planning from the University of the West of England, Gemma Killick is a planning consultant at JPC Strategic Planning and Leisure. Alongside her current role she has been working with the Bath Preservation Trust on the production of guidance for the implementation of carbon reducing technology into the historic environment. It is anticipated that the project, which is sponsored by the Department for Communities and Local Government (DCLG), will inform a Supplementary Planning Document (SPD) for sustainability in the historic environment of Bath. Gemma@jpc-consultants.co.uk

With government plans to cut carbon emissions by 80% in the next 40 years, local councils across the country are setting aggressive carbon reduction targets. Householder carbon production is a major contributor to current levels of emission and it is therefore imperative that local policy is geared to address this situation from the grassroots level. Bath and North East Somerset Council (BANES) are currently finalising their core strategy which will contribute towards the Sustainable Community Strategy target of a 45% cut in carbon emissions across the district by 2026. However, the current local planning framework imposes restrictions in order to protect the historic environment of Bath, which is causing tension with carbon reduction initiatives.

This paper uses Bath as a case-study to illustrate that a balance between the need to cut carbon emissions with the desire to retain important historic assets can be struck. It is informed by the 'Low Carbon Bath' (LCB) project, a recent and ongoing study into the key issues identified when implementing carbon reducing technology into the historic environment. The project undertaken by the Centre for Sustainable Energy and Bath Preservation Trust[1] has two goals: to provide guidance for the people of Bath about how they can improve the fabric of their traditional homes to reduce heating and energy costs, within the constraints of the current policy framework; and to propose changes to policy for listed buildings.

Bath has a rich and diverse architectural heritage and is the only UNESCO designated World Heritage Site in England which includes the whole city. In addition, it has 37 conservation areas[2], and falls within a large area of outstanding natural beauty. However, in 2007, the total carbon dioxide emissions for the city of Bath were 494,674 tonnes and of this 40% came from domestic emissions (Moran, 2010). One contributory factor to this level of domestic emissions is the large number of pre-1919 buildings. BANES has a higher than average pre-1919 stock of dwellings in relation to the rest of England with only 34% of dwellings being constructed post-1964. This is notably lower than the English average of 42% (BANES, 2004).

The need to cut carbon emissions has increased pressure on managers of the historic environment of Bath to adapt buildings and make them more energy efficient. However, it is feared that widespread adaptation would not only alter the historic character of the city, but also affect the historic significance of the buildings themselves, many of which are unique assets in their own right. Figure 1 gives an idea of the extent of the townscape, highlighting issues such as overlooking exacerbated by Bath's valley location and compact structure.

Results from consultation meetings undertaken during the preliminary stages of the LCB study show that it is this unique and well maintained character which many local residents value and wish to retain. It is therefore imperative that steps taken to reduce carbon emissions are sympathetic and realistic,

1. Photograph showing hilltop view over Bath from the north.

Image credit: Gemma Killick.

especially in the light of the number of people who live in historic buildings in Bath. Suitable guidance is essential on three levels; to emphasise the importance of the historic assets of Bath, to provide clarity and conformity in the implementation of carbon reducing technology and to encourage residents to reduce carbon by outlining the many options available to them dependent on the style and age of the building.

Results from the LCB study have uncovered a number of examples which prove that carbon reduction technology can be implemented successfully in the historic environment without affecting the historic fabric or character of the building and its surroundings. Whilst solar panels are not appropriate in every instance they can for example be concealed from view in a valley roof. A carefully chosen location can help avoid any change to the appearance of the building. In addition, fixings can be non-invasive to protect the historic fabric. Another more expensive but flexible option is the use of heritage roof tiles. These tiles blend well with original slate tiles and contain hidden solar properties.

One major issue for householders in Bath is the loss of energy through traditional sash windows. A relatively new technology known as slim-line double-glazing can offer a discrete solution to this problem enabling the retention of the original aesthetic appeal. An example of this is found in the case of the Grade I listed St John's Hospital in Bath[3]. There is currently an application pending to install slim-line double-glazing into the eighteenth century element of the hospital, although it should be emphasised that the windows frames are not the originals.

Despite some positive case-studies, numbers are currently still small, and several issues highlighted from the LCB study provide hurdles to the reduction of carbon emissions in Bath which are not solely related to the retention of the character of the historic environment or what is permissible. These issues include the cost of some carbon reducing technology, combined with a fairly transient population where payback over time becomes a key factor. In addition, both multiple-occupancy and a collective desire to maintain living habits can create barriers. Some buildings are in a significant state of disrepair or are not practically constructed to deal with modern day energy consumption and there is disparity in the quality of buildings across the city which can intensify the problem.

The final report from the LCB project[4] is due to be published at the end of March 2011 and it is hoped that the guidance produced will go some way to steer and inform individual householders in relation to carbon reduction in the historic environment, also providing inspiration for other historic cities. It is clear that whilst the historic environment presents a challenge for carbon reduction in Bath, there are solutions to change. ■

1. Supported by the Department of Communities and Local Government (DCLG) the project seeks to develop detailed guidance and policy, potentially leading to the creation of a Supplementary Planning Document (SPD).
2. Conservation areas are 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance' - Planning (Listed Buildings and Conservation Areas) Act 1990.
3. St John's Hospital was constructed in 1727 by John Wood the Elder as his first project in Bath. He later went on to design many of the buildings which created Georgian Bath.
4. For more information about the project please visit: www.cse.org.uk or www.bath-preservation-trust.org.uk

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Moran, F (2010) Low Carbon Bath: Dwelling stock profile, population, energy use and carbon emissions, Department of Architecture & Civil Engineering, Bath University (draft)

Transgressing the heritage trail

Thom Gorst

This study was defended as a doctoral thesis in 2011, and has re-evaluated the aesthetic, cultural and historical value of modern ship-ruins around the British Coast. In doing this, it has rebuked normative codings of ruination as unsightly, unhealthy, unsafe, depressing and detrimental to wellbeing. Thom Gorst is a senior lecturer. Thom.Gorst@uwe.ac.uk

Our gaze has moved away from the sea. As Allan Sekula (1996) and others have argued persuasively, 'modern maritime space' has collapsed as we have emerged into the post-industrial era. This present 'cognitive blindness' towards ships and the sea has prompted us to look upon ruined ships as representatives, as Lowenthal has put it, of a distant past, or a foreign country. They are ruins of another time and space.

The study has challenged readings of ships within the 'taxonomies of glory', as Murray Pittock (2008) put it, which continue to interpret maritime heritage in unremittingly conservative terms which emphasise the dominant, the military, the auratic and the factual over the quotidian, the 'other' and the emotional. Moreover, in a nostalgic drive to retrieve ships for monumentalisation within the heritage industry (of which Bristol's SS Great Britain is an example), we frequently anthropomorphise them; we gender them, and credit them with human attributes such as 'deserving', and we frequently refer to the perceived need to preserve ships 'for future generations'.

This present work has been timely, for recent increased interest in post-industrial ruination has been demonstrated through publications such as Beauty in Decay: The Art of Urban Exploration (Romany, 2010), and in particular through the scholarly works of Tim Edensor (2005) and Dylan Trigg (2006) which, from different cognitive standpoints, have identified the theoretical roots of the current interest in engaging with and celebrating industrial ruination, and its reflection both in literature, and in art praxis from Kurt Schwitters and the Boyle Family to the contemporary practitioners of urban exploration. Through these we have learned to take an affirmative stance toward decay, and celebrate its dynamic and its ability to contest dogmatism.

Arguably, ruins reveal the trajectory of reason from its initial canonisation within the project of modernity, through to its gradual demise. They reveal the fragility of a social order and confirm Marshall Berman's suggestion that all that is solid might eventually melt into air. As Trigg has argued, ruins also challenge normative perceptions of - and the regulation of - space; and, in demonstrating an absence of reason, they can spatialise 'nothingness'.

Furthermore, ruined ships, such as the discarded Mersey ferry Royal Iris which lies derelict on the Thames at Woolwich, can become potent as palimpsests, and as sites of an informal archaeology which can in turn be read with diligence and understanding of method.

Jean Hillier (2006) has remarked in her critical account of the US Navy 'ghost ships' which arrived in Hartlepool for demolition in 2003 amidst much controversy, how ships (more than ruined buildings) can be agents that can bring together many spatial and temporal locations. Citing Deleuze and Guattari, she demonstrated how the Hartlepool ship-ruins 'folded together.'

> '… the spatial locations of Virginia in the USA, Hartlepool in England, beaches such as Alang in India, Chittagong in Bangladesh, Gadani in Pakistan and shipyards such as Panyu City in China and Aliaga

The Royal Iris.

Image credit: Thom Gorst

in Turkey; temporal locations of the 1940s, 2003-6 and ongoing, future generations of humans, flora and fauna and half-lives of chemicals…'

In a similar way, the Royal Iris can be reinterpreted as a piece of contemporary archaeology which folds together narratives of construction technique and aesthetic, of leisure practices in the 1950s, and of the subsequent demise of the leisure industry on the Mersey. It further reveals contemporary narratives of carnivalesque transgression which crosses both physical and behavioural boundaries.

The thesis argues that ship-ruins present a viable and powerful critique of current values in heritage and in maritime museology. It has demonstrated that the attempts to return old ships to their original condition, as demonstrated by the Warrior or the Great Britain, which have both undergone substantial rebuilding from hulk condition, has presented us with an entirely different entity than the original artefact.

It also challenged the fear which we hold towards ruins, and, as far as ships are concerned, this fear is heightened because of the ever-present memory we retain of the ship as our principal tool of defence, of trade, and of the British island sovereignty. Arguably, ships are imbued with meaning that set them apart from buildings. When ships are seen in a state of ruination, they challenge archetypical images that are still deeply rooted in our consciousness.

The thesis makes a number of propositions regarding the current and evolving sample of ship-ruins. Despite the flourishing industry directed at the consumption of 'heritagised' products, we are also learning to live with with the ruin. In 1977, the French poet Jacques Réda (1996) ironically proposed the establishment of a Union for the Preservation of Waste Land

> '…a kind of guild, a kind of vague waste land itself, without statutes and subscriptions, so that neither the press nor the politicians can lead it astray'.

The thesis now takes the poet Réda's (1996) suggestion of over thirty years ago seriously and applies it to the ruined and derelict ships that we might stumble across on the British coastline. It suggests that they might be left to continue decaying, despite the dangers to our welfare they are perceived to present; vaccinate the children, suggested Réda.

This leads us to conceive the notion that these twenty or so ruined ships constitute a second, uncurated national maritime museum, which counters the values of its official and capitalised counterpart in Greenwich, and which reveals dynamic histories and contested narratives beyond the maritime, and far beyond the simulacra of the heritage trail. ■

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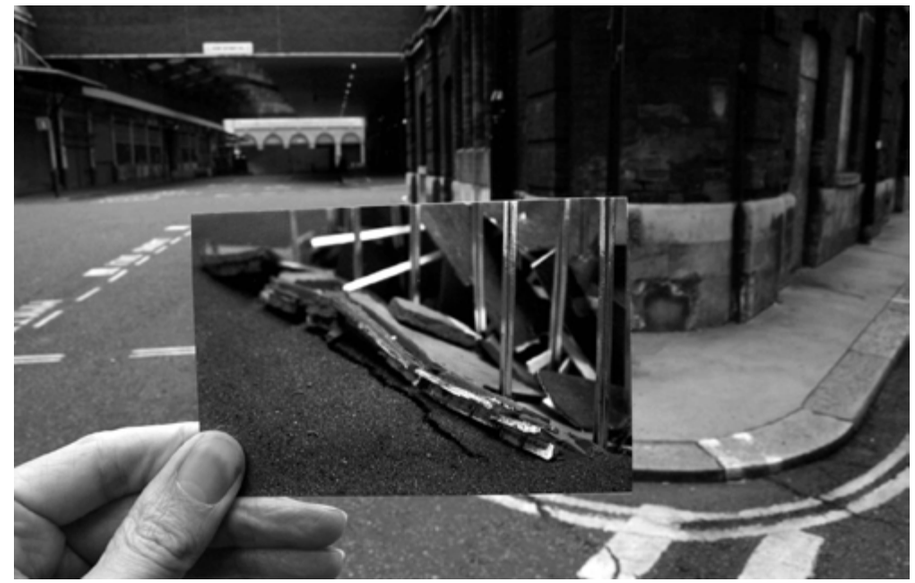
Transgression: stepping beyond the norms of spatial practice

David Littlefield



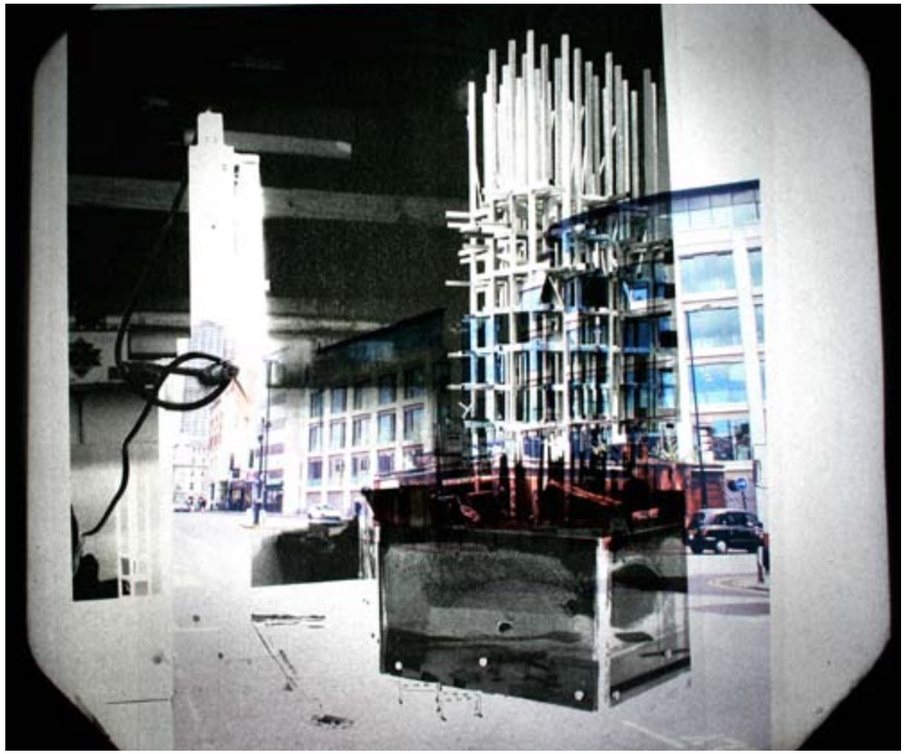
1. Subsidence in Smithfield. Image from Sophie Warren & Jonathan Mosley, (2011) 'Beyond Utopia' Berlin/Los Angeles: Errant Bodies Press.

Image credit: Jonathan Mosley, Sophie Warren & Robin Wilson

David Littlefield is a senior lecturer in the Department of Planning and Architecture, UWE. He is an artist in residence at the Roman baths, Bath, and the author of a number of books including Architectural Voices; listening to old buildings (2007). David is presently guest editing an edition of Architectural Design, entitled London: re/generation. David.Littlefield@uwe.ac.uk

The potency of the word 'transgress' is hardly reflected in its Latin etymology - to go, or walk, across. The language is benign, but loaded: to violate, to infringe, to go beyond the boundaries. A team from the Department of Planning and Architecture is beginning to explore ideas of spatial and conceptual transgression – its history, notions of (and the need for) limits, its use as a spatial metaphor and as a conceptual and practical tool. The project was catalysed by the team's successful bid to host the annual conference of the Architectural Humanities Research Association (AHRA) on the theme of transgression*, which provides a broad framework within which to locate our individual research interests. These interests focus, very broadly, on how positive social change and conceptual shifts can be prompted by stepping outside of accepted norms.

Writers as far back as Horace Walpole and Edgar Allan Poe established links between (aberrant) architectural space and psychological conditions, and 20th century thinkers from Georges Bataille to Michel Foucault and Henri Lefebvre have lent theoretical weight to the idea of architecture as the



2. The vertical common. Image from Sophie Warren & Jonathan Mosley, (2011) 'Beyond Utopia' Berlin/Los Angeles: Errant Bodies Press.

Image credit: Jonathan Mosley, Sophie Warren & Robin Wilson

expression of social norms and hierarchies. To challenge, or go beyond, architectural codes, expectations and values is to challenge society itself. Our work towards the conference asks how those working within spatial practice (architects, planners, urban designers, artists etc) can think and work transgressively; it asks what transgression means and where society places the limits within which these professions work. Importantly, those involved within this research theme are conscious of looking beyond notions of inter-disciplinary working. The inter-disciplinary, as a dialogue between more than one field of expertise, is a matter of sharing; the transgressive concerns itself more with hybridity and the creation of something new. Mary Shelley, of course, described how the hybrid, the transgressive new, can become unsettling or problematic; the crossing of established borders (limits) and confusing the purity of categories can result in creations which have no place in civilised society. (Foucault 2003:52), in his lectures concerning the abnormal at the College de France in the mid-1970s, described the advent of the "discipline of normalisation", that is, the process within which the 18th and 19th century state established a framework of power. Foucault describes how the ab/normal, including aberrations such as the 'human monster', came to be formulated in terms of the law and medical judgement. "The monster is the transgression of natural limits, the transgression of classifications, of the table, and of the law as table" (Foucault 2003:63).

Those who infringed the societal norms described by Foucault – biological and behavioural freaks – have since become normalised by society. Definitions of madness and criminality have been adjusted. What was once deemed transgressive is no longer considered so. The avant garde, similarly, has become normalised (or society has adjusted its framework for what is acceptable) allowing once outrageous movements such as Dada to become part of the canon of authorised history.

Anthropologist Mary Douglas (1966) described dirt as "matter out of place". That is, matter has transgressed the boundary which separates where it ought to be from where it is. Dirt, then, is more a consideration of the boundary than the matter itself. This theoretical background becomes compelling when brought into an architectural focus: where do architectural boundaries lie? Are there classifications that ought not to be mixed? How can the threshold, the physical boundary or the idea of territory, be transgressed? Can the world's slums be categorised effectively, or are their occupants (matter out of place) merely dirt? What are the professional and social norms that may not be transgressed? What happens when a planning authority is presented with a utopia? Might a structure of social value be permitted to fall into ruination in the name of heritage? Does the application of art and film practice to architectural space create a better space, or an unnatural hybrid?

Such questions pose a question: why transgress at all? The term 'transgression' implies more than breaking the rules; there is within the term a certain distaste, the anxiety of breaking of a taboo. Mikhail Bakhtin's (1968) work on the notion of the carnival suggests why it might actually be good to transgress. The carnival, he argued, celebrates a temporary transgression of the normal rules - a transgression that firstly acknowledges the society's limits and boundaries and then, through exceeding those boundaries, in a sense completes them: 'It asserts and denies, it buries and revives. Such is the laughter of the carnival'. We might ask ourselves what might be the architectural equivalent to the carnival; what spatial practice or regenerative activity might exploit the self-conscious transgression, and affirmation, of rarely contested rules? If architecture can be considered as a social art (and surely it can) then practitioners and theorists must move beyond what Lefebvre describes as the reproduction of the social relations of production.

That is, rather than working within the frameworks of society to produce spaces which reflect and reinforce that society, we can adopt a critical practice to expose and comment on the implicit structures of power. A transgressive spatial practice might transform culture by revealing structures of power and authority, challenging accepted norms and received wisdom while being continuously self-reflective and oppositional - architecture as provocateur. The AHRA conference and the separate pieces of research leading up to it aim to determine how the term 'transgression' can stimulate invention and generate insight into architectural understanding, design practice and concepts of space. How can transgressive behaviour and processes alter the nature of constructed space, the mode of habitation, or the ways in which space is perceived? Does, indeed, architecture have the capacity to be subversive?

The annual international conference of the Architectural Humanities Research Association will take place at UWE in November 2013. The conference is being led by a team comprising Thom Gorst, David Littlefield, Jonathan Mosley, Louis Rice and Rachel Sara. ■

Bakhtin, M (1968) Rabelais and His World, trans. by H. Iswolsky, Bloomington: Indiana University Press (selections), pp. 11-12.
Douglas, M (1966) Purity and Danger: an analysis of the concepts of pollution and taboo, London: Routledge and Kegan Paul, p. 35.
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From football grounds to soccer stadiums

Martin Andrews

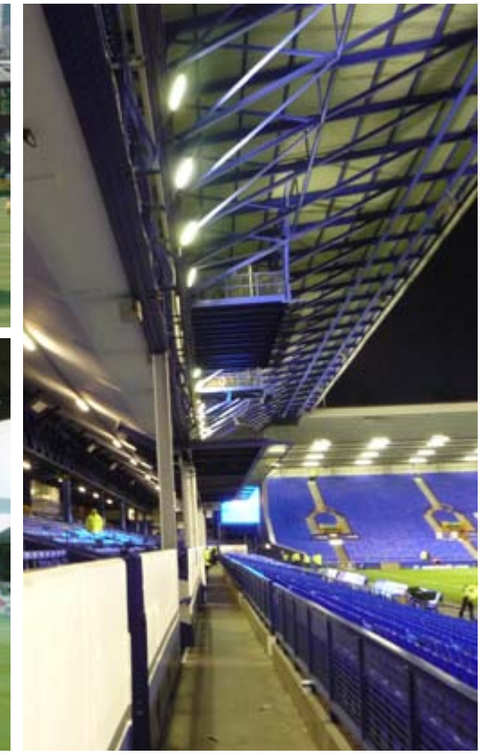
1. Cathkin Park, Glasgow – former home of Third Lanark.

Image credit: Martin Andrews, 2009.

Martin Andrews is a student on the MA Architecture programme. Having attended in excess of 500 football matches over 20 years, the research for this Masters dissertation has been an on-going life long process. The document produced uses photos taken by myself and my family, from football matches in the last 5 decades, documenting the (r)evolution in the game of football.

The title 'from football grounds to soccer stadiums' plays on a number of issues. 'Grounds' (or 'parks') were the traditional homes of football. These were located in close proximity to the housing and industry of the Victorian era. This was 'football' codified and regularised after centuries of unorganised contests between neighbouring villages. We now attend matches in 'stadiums', frequently detached from the town they are supposed to serve.

Three methods are used to demonstrate the changes to the game and uncover the social implications of these. The first involves a way of reading changes in the landscape through maps and, in particular, aerial images. Using what Jenkins (2008) refers to as 'frames of reference', images are presented side by side at the same scale, to make explicit the dramatic geographical change in setting of the game. This format is employed in many non-academic books with views from helicopters exposing the differences in the sporting landscape between the past and present.



2. (Top left) The Trent End, City Ground, Nottingham, with view of city in distance.

Image credit: Martin Andrews, 1991.

3. (Bottom left) The irregularly shaped Milton Road End, The Dell, Southampton.

Image credit: Martin Andrews, 1994.

4. (Left) The old and the new at Everton's Goodison Park, Liverpool.

Image credit: Martin Andrews, 2009.

Case studies, such as that of Darlington, bring out a multitude of issues generated by the comparison of two aerial images. The centrally located Feethams Park stood alongside a tree-lined river in the vicinity of the railway station, terraced houses, and enjoyed a view to the nearby town hall and church spires. The ground was back-to-back with the cricket club, hinting at the philanthropic factory owners who laid out the sports pitches for their workers. By contrast, the all-seater Darlington Arena is located on a greenfield site between the edge of the town and ring road. A rationally shaped bowl stadium with over 25,000 seats, the venue has its capacity limited to 11,000 by the local council, and attendances have rarely exceeded 3,000 since the stadium opened in 2003. To the club's former owner, his decision to relocate was informed by a notion of 'progress', and following a precedent set in Reading and Oxford, the new stadium was named after him. For the fans now distanced from the town, the subsequent financial difficulties associated with maintaining a vastly over-sized stadium represents a regressive move, as echoed by the club's slide into non-league status.

The aerial images represent one method. The scale used helps pick up wider questions prompted by the surrounding geography, and the fragments, layering and traces visible in the landscape. The second method involves the collection of family football photos to create a thorough and ordered archive. The archive is vast and contains a multitude of differing places, spaces, times, views and types of social experience. Through the archive we can discuss the nature of the changing social experience, whilst also investigating the importance of amateur photography, and how this helps bring out the issues.

5. The highest attendance of the season at the Darlington Arena.

Image credit: Martin Andrews, 2009.

One venue is particularly prevalent in the archive, with hundreds of photos spanning over 30 years. The City Ground, Nottingham, is the venue with which I am most familiar, and as such can be used to explain issues central to the argument by showing how the venue has evolved over time. By using photos from over four decades it is possible to reveal how tightly packed dark terraced stands with column supported roofs have been replaced by tall, light and airy all-seater stands. From these photos of the architecture of the venue it is possible to discuss theories relating to society, behaviour and the nature of crowds. The views out of the stadium show how the urban context has altered since the late 1970s. In recent photos the buildings appear clean, hinting at the decline of heavy industry and the emergence of movements of preservation in the built environment.

The final method is 'exploration'. Through this method I have been able to uncover the fate of those grounds abandoned when clubs have relocated. The post-industrial era paralleled the changes in sporting venues and as such there are many examples in every town and city across the country of formerly busy places of social practice now lying empty and seemingly unvalued. Yet these ruins give an insight into a past era; an opportunity to engage with the materiality of the world and to learn from our mistakes of the past when proposing new venues for the sport. From this viewpoint it has been possible to interrogate research and present information in a more conscious manner, to knowingly highlight certain details. Along with the aerial photos and the archive this attempts to create a more complete picture of the development of the football landscape.

The abandonment of much loved and characterful traditional grounds in favour of new stadiums has come at the neglect of thought for the legacy of the old ground. Site visits have unearthed varying

6. Partial demolition exposing layers of history at Ninian Park, Cardiff.

Image credit: Martin Andrews, 1991.

stages of decay in the traditional grounds but also some examples of sensitive redevelopment, such as the residential redevelopment at Arsenal's old Highbury ground. Conversely, Fredrikstad FK in Norway managed to reuse derelict shipbuilding warehouses to accommodate stands for their new stadium. In both ways, the connection with the past prolongs the public access to such sites and the ability to create one's own meaning to such spaces of communally shared experience

The research for this piece of work has discovered a disparity between the wishes of fans and the wishes of those capable of making a new stadium project happen. As Bale (1993) states, 'The paradox of progress (is) the fact that 'improvements' in the environment of football have been accompanied by dissatisfaction from fans'. If we consider the modern era of football to have begun somewhere between the Hillsborough disaster (1989) and the inception of the Premier League (1992), it is possible to investigate the successes/losses of the actions of development in this sporting field, and the social implications of these designs. From understanding what has happened in the past and up to the present day, we may be better equipped to understand how we may design football venues in the future, and give further consideration to how former grounds are dealt with and remembered as another layer in our urban fabric. ■

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Jenkins, E (2008) To Scale: One Hundred Urban Plans. London: Routledge.

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13.00 Thursday 7 October Studio Atrium
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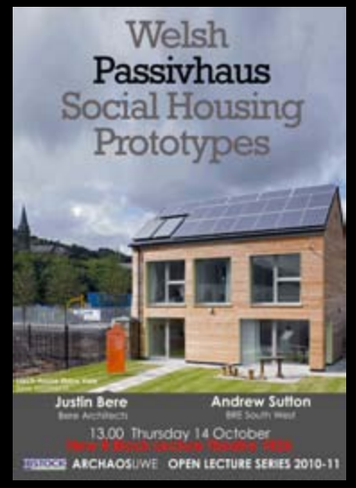
Welsh
Passivhaus
Social Housing
Prototypes
Justin Bere
Andrew Sutton
13.00 Thursday 14 October
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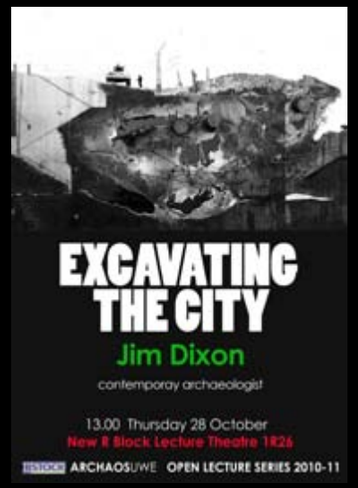
EXCAVATING
THE CITY
Jim Dixon
contemporay archaeologist
13.00 Thursday 28 October
New R Block Lecture Theatre 1R26
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HISTORIC BUILDINGS
repair &
creative re-use
NICHOLA TASKER
Rodney Melville& Partners
13.00 Thursday 2 December Atrium R Block 1
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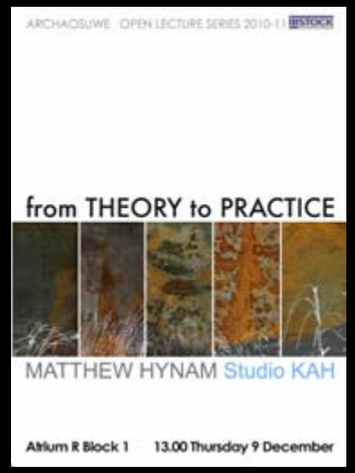
ARCHAOSUWE OPEN LECTURE SERIES 2010-11
from THEORY to PRACTICE
MATTHEW HYNAM Studio KAH
Atrium R Block 1 13.00 Thursday 9 December

ANGELA BRADY
RIBA PRESIDENT ELECT
FUTURE UNKNOWN
how politics and social need shape architecture
13.00 Thursday 3 March
ARCHAOSUWE OPEN LECTURE SERIES 2010-11

design
discipline
CVs
Elizabeth Kavanagh
13.00 Thursday 11 November
Main Space R Block 1
ARCHAOSUWE OPEN LECTURE SERIES 2010-11
FET Graduate Development Programme

volunteering,
your career and
you
Jo Earl
UWE
13.00 Thursday 18 November
Lecture Theatre R Block 2
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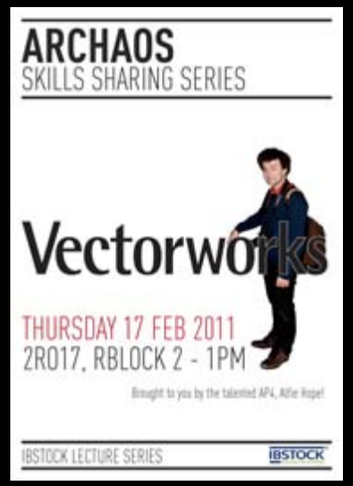
FET Graduate Development Programme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SKILLS SHARING SERIES
Vectorworks
THURSDAY 17 FEB 2011
2R017, RBLOCK 2 - 1PM
IBSTOCK LECTURE SERIES
IBSTOCK

CHANGING
PLACES
Chris Loyn
Loyn & Co Architects
Seb Bayley-Loyn
UWE A&P Graduate
Lecture Theatre R Block 2 1R26
13.00 Thursday 25 November
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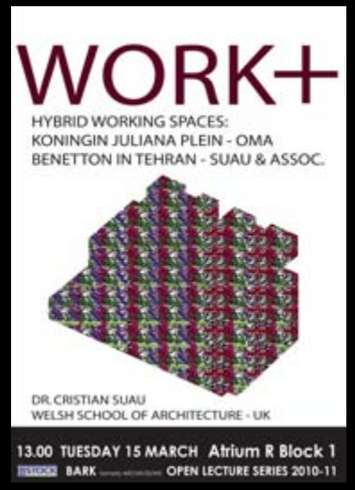
WORK+
HYBRID WORKING SPACES:
KONINGIN JULIANA PLEIN - OMA
BENETTON IN TEHRAN - SUAU & ASSOC.
DR. CRISTIAN SUAU
WELSH SCHOOL OF ARCHITECTURE - UK
13.00 TUESDAY 15 MARCH Atrium R Block 1
BARK OPEN LECTURE SERIES 2010-11

LESSONS
FROM ANOTHER
WORLD
NICOLA DU PISANIE
Stonewood Design
13.00 THURSDAY 24 MARCH ROOM 1R26
BARK OPEN LECTURE SERIES 2010-11

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