



An illustration from our forthcoming book, **Building the 21st century home: The Sustainable Urban Neighbourhood**. Details can be found along with other SUN publications on page 8

It illustrates how continental towns (top two rows) are based on a strong network of streets defined by buildings. Many UK cities (third row) retain a clear urban framework although this has often broken down around the edges as a result of inner city decline and ring roads (9 and 10). This is more pronounced in places where comprehensive redevelopment has taken place (11 and 12).

Understanding the urban environment

Have you ever wondered just what is going on behind the site hoarding that you walk past every day. If you are lucky there may be an artist's impression on the site board, or a picture in the local paper but for most of us the first we see of the building is when the scaffolding is removed.

The planning system is very poor at giving people a say in decisions which affect the places where they live, work and shop. The resulting sense of powerlessness is linked to a widespread view that urban areas have been damaged by planners, engineers and architects. It has contributed to the flight of people from cities and to the concerns that prevent them from returning. There are a number of initiatives which are seeking to change this by raising the level of knowledge and debate of the urban environment.

The **Liverpool Architecture and Trust** have recently launched an education project funded by the Arts Council and Royal Sun Alliance to bring together young people, teachers, architects, urban designers, artists and planners to learn from each other. The aim is to raise the awareness and understanding of architecture and urban design. One of the programmes is called the Liverpool Young Urbanists which aims to equip people with the knowledge and understanding to help them demand excellence from the people who shape their urban environment.



A collection of resources are being assembled which young people can use to manage their own programme of talks, exhibitions.

Meanwhile Manchester saw the opening of **CUBE**, the Centre for the Understanding of the Built Environment on 17th November. The building which has been developed with funding from the Arts Lottery and a range of sponsors includes four galleries, a seminar suite and the RIBA Bookshop. It opened with the RIBA exhibition Portable Architecture but the real attraction has been the models of the Commonwealth Games Stadium and other major building projects in the city which are on display for the first time.

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URBAN Autonomy

We have recently secured joint funding from the Building Research Establishment (BRE) and the European Union's ALTENER renewable energy fund to carry out research into autonomous urban development. **Nick Dodd** and **David Rudlin** describe some of the initial work on the project.

The aim of the project is to look at the feasibility of autonomous urban development. This is based upon a site in Hulme, Manchester (see illustration above) but is intended to be applicable to a range of urban sites. The BRE have recently completed a piece of work looking at autonomous housing and the SUN project will explore the application of these ideas at the neighbourhood scale. The project, which will be carried out in conjunction with the



Welcome to the SEVENTH issue of **SUN DIAL**, the journal of the Sustainable Urban Neighbourhood Initiative. The ideas that seemed radical three years ago when the SUN Initiative started are now being accepted with remarkable speed. 1998 has been a good year and our report for Friends of the Earth on urban housing capacity has put us at the centre of the policy debate. The year ends with the publication of the SUN Book by the Architectural Press and funding from the BRE and the European Union's ALTENER Fund. Details of the developments along with articles on green housing, LETSystems and urban attitudes can be found inside.

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LETSystems are a specific model of Community Economic Development which have evolved in the form of community currencies, since they were originally designed in Canada, in 1983. Rob Squires outlines the fundamentals of LETSystem design, and in particular, how they can be used as a tool for increasing the turnover, and hence the sustainability of local businesses.
- Page 5. **What shapes urban attitudes?**
A growing number of people are returning to urban areas yet we know little about why they do so or what shapes their attitudes. Research by MORI, URBED and the School of Policy Studies at Bristol University will explore these issues through a series of focus groups for the Urban Task Force. Dr Gary Bridge of SPS reviews some of the key issues.
- Page 6. **Tomorrow: A peaceful path to urban reform**
The initial reaction to our report on urban housing capacity for Friends of the Earth was hostile and the letter's pages of the professional press accused us of taking Ebenezer Howard's name in vain. However the report has since been used extensively by the Urban Task Force and indeed has been in such demand that initial stocks have sold out. For those of you who missed it David Rudlin summarise the main findings.
- Page 8. A round-up of **news** from the SUN Initiative and **publications** produced by the project over the last year.

NEXT ISSUE

- **Smithfield:** Sustainable urban development in central Manchester
- **Urban neighbourhoods - Sustaining whom or what?** Joe Ravetz, Manchester University
- **Lean Economy:** More jobs, less resources - a formula for economic development
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Aarhus School of Architecture in Denmark, will look primarily at issues of heat, power, water, waste treatment, mobility and food growing for a hypothetical urban neighbourhood and examine the financial, technical and management implications of autonomous technologies and solutions. The aim is to produce a number of integrated options for a neighbourhood which produces zero-emissions, uses renewable resources and which recycles its waste.

Developing a Framework

While the research is about autonomous development this clearly means something very different at the neighbourhood scale than it does at the scale of the house. It is neither practical or sensible to pretend that a neighbourhood or a block within a city can be entirely independent of surrounding areas. It may, for example, be possible to use waste heat from a nearby industrial plant or to tap into a local recycling network. Complete autonomy may therefore preclude sensible responses to the site conditions and is at odds with the nature of urban areas. However, even if resources are shared with other districts the overall aim is still to develop sustainable supply systems.

As a starting point our approach to autonomy is based on the energy and resources consumed by the neighbourhood, those naturally available through rainfall, sun and wind, as well as the wastes that it produces. The aim is to convert as many of these flows as possible into circular systems so that the neighbourhood generates zero emissions and is not reliant on non-renewable resources.

The starting point has been to develop a flowsheet of annual supply and demand to expose the 'metabolism' of the neighbourhood, much as Herbert Girardet has done for London (see page 8). This then forms the basis for looking at possible technical responses in a high-density urban area. These technical responses should, in an ideal scenario, be based on renewable systems, adhere to ecodesign principles, and maximise internal efficiency.

Integrated Responses

In order to achieve this we need to take a more integrated approach to environmental design. In the past efforts have been rather one-dimensional with the main focus being on increasing efficiency through reducing resource consumption. This generally leads to diminishing returns as costs and complexity increase while the incremental gains become smaller and smaller. Amory Lovins, one of the authors of 'Factor Four', in a paper entitled 'tunnelling through the cost barrier' recognises that beyond this point of diminishing returns there needs to be a redesign of the system itself. We therefore need integrated solutions, in which the waste from one process provides the fuel for another. The flowsheet therefore starts to make links between these outputs and inputs.

Urban autonomy

This has been done at the scale of the individual home but the potential may be even greater at the neighbourhood scale. We already know that urban building forms use less energy – terraces and apartments perform on average 15-20% better than detached housing, primarily due to factors such as reduced external wall areas. The Martin Centre's Project ZED (Zero Emissions Development) has also highlighted the interrelationships between the built form and the efficiency with which renewable resources can be 'harvested'.

In addition to this there are implications for economies of scale. Clearly with a

Peabody Housing Trust: Towering Ambitions

Peabody are at the forefront of innovations in sustainable housing. Recently proposed schemes have explored high-density urban development forms.

In Sutton a brownfield site is being developed for 90 homes which will incorporate solar power, biomass fuelled Combined Heat and Power and a range of water saving measures. The Peabody Trust and the Bioregional Development Group have formed a partnership to work up the plans.

A very different development in Islington involves a 'green' tower block designed by Hunt Thompson Associates containing 40 social housing units, 30 homes for sale (at more than 750 habitable rooms per hectare) along with ground floor commercial uses. The scheme was rejected by Islington planners in October because it breached density guidelines, exceeds height restrictions and had insufficient parking. As Peabody points out all

of this is true but the scheme, which is directly opposite a tube station, is exactly the sort of thing being promoted by LPAC and the Urban Task Force. It is clear that there remains a gap between the strategic urban agenda and the reality of planning decisions



neighbourhood certain processes such as water restoration, Combined Heat and Power and car pooling become much more viable than they would when dealing with an individual home. Working at the urban scale also has implications for the availability of skills and resources to procure and manage efficiency improvements. It also becomes viable to have a caretaker, on-site management or a co-operative to manage capital plant. Links can also be made with the local economy, whether it be training, trading or waste collection and recycling.

Whole Life Costing

Working at the neighbourhood scale also raises the prospect of a more enlightened approach to funding. The problem with autonomous development is that by conventional viability measures it does not always make sense. The capital costs are higher yet the returns from this investment may not come back to the developers. A simple example is energy efficiency which increases capital costs and reduces bills for future residents. Yet the market does not allow the developer to sell the properties for more or the landlord to charge a higher rent.

Partnership bodies such as Energy Service Companies (ESCO's) and Co-operatives are being developed to overcome these problems. They seek to realise whole-life cost benefits by allowing financial planning to cut across and incorporate all the different stakeholders involved in the supply chain for the service. They can also make service providers more accountable for delivered outputs, such as comfort levels.

Normally each of these stakeholders would invest on the strength of their own return and not that of a combined stake in a project. A good example are the partnerships that have been formed to deliver energy services. These can include local authorities, tenants organisations, utility companies and private companies specialising in manufacture or distribution of energy efficiency goods and services. Such a 'team' might be able to reap the following net gains:

- Access to large number of new customers
- A finders fee from a utility partner for introducing new customers
- Bulk tariffs for tenants so reducing bills
- Shared returns on energy efficiency sales
- Design, Build, Operate and Finance (DBOF) arrangements for new equipment such as CHP so that it does not appear on capital cost balance sheets
- Skills training and potential for local economic development and resident service organisations

Such financial models are just as important as technical innovations. Without them bright ideas will remain just that and innovations will extend no further than isolated demonstration projects (as so often has happened in the past). The project will therefore be exploring different financial models such as ESCO's, Contract Energy Management (CEM) or share options such as the Triodos Banks Wind Fund, which make projects viable and can also give local communities a stake.

Responsive Urban Forms

There is of course no one right answer. The solution for a private scheme aimed at young professionals with 24 hour lifestyles will be very different to that for a co-operative or housing association or indeed for family housing. Each scenario will demand a different solution. As

SYSTEM COMPONENT	SUPPLY	DEMAND	POTENTIAL RESPONSES
HEAT			
1. Space and water heating		3.3 GWhr	<ul style="list-style-type: none"> ■ Community heating fuelled by CHP, dedicated boilers or through connection to a neighbouring heat load ■ Solar heating ■ Passive solar design ■ Structural and internal energy efficiency options ■ Heat recovery systems
POWER			
2. Lights and appliances		0.7 GWhr	<ul style="list-style-type: none"> ■ Solar power ■ Biomass / biogas fuelled CHP with engine, turbine or fuel cell prime mover ■ Dual use of fuel cell vehicle power unit ■ Efficiency measures such as appliances / fittings
SOLAR			
3. Average annual insolation	40.0 GWhr		<ul style="list-style-type: none"> ■ Optimised integration of solar heat and power units ■ Solar aquatics organic waste treatment ■ Biomass production for food and fuel ■ Water hydrolysis to produce hydrogen fuel ■ Passive solar design
WIND			
4. UK average for open location	6.5-7.5 m per second @ 50 m		<ul style="list-style-type: none"> ■ Wind turbine sized as appropriate to site ■ Utilise enhanced stack effects for ventilation
WATER			
5. Supply and demand profile	48,040,000 litres	32,652,608 litres	<ul style="list-style-type: none"> ■ Rooftop collection, storage and treatment for grey water or potable supply ■ Capture for use as heat storage medium ■ Raw material for hydrogen generation ■ Efficiency measures such as grey water systems ■ Harvesting of sites surface run-off ■ Condensed or purified water supply from CHP prime mover
WASTE			
6. Human organic waste	152003.5kg		<ul style="list-style-type: none"> ■ Anaerobic digestion for human and household organic waste stream ■ Solar aquatics waste treatment ■ Composting toilets ■ CO₂ recovery from CHP engine or turbine for biomass production ■ Oxygen recovery from solar hydrolysis for waste treatment systems ■ Kerbside collection as social tool to initiate culture of waste minimisation ■ Fermentation or digestion to produce fuel ■ Processing to produce insulation material
7. Compostible household organic waste	128790.4 kg		
8. Household waste paper	142672.0 kg		
MOBILITY			
9. Car energy consumption for high density urban location		2,285,836MJ	<ul style="list-style-type: none"> ■ Car share reduces total car miles per participant ■ Fuel cell or electric powered vehicles improve fuel efficiency and can be fuelled with hydrogen, biofuels, or charged from renewable electricity sources. ■ Mixed use urban blocks help reduce journeys ■ External measures such as public transport and cycling routes. ■ Zero emissions and renewable fuel systems for public transport eliminate displaced car emissions.

a result there is a need to produce responsive and robust financial, management and technical responses. It is also our aim throughout the project to develop a kit of 'off-the-shelf' components to produce the most efficient response for any given site. It is our hope that many of these components already exist and one of our first tasks has been to track down case studies of projects who have addressed some of these issues.

The initial results were not very promising. There are few examples of large scale UK housing projects which incorporate environmental technologies in an integrated fashion. There are however some plans on the drawing board including the Greenwich Millennium Village, Canmore Housing Associations 'car-free' estate in the Edinburgh, and the Sutton ZED (described opposite). There are also some examples of retrofits of social housing which are innovative by virtue of their financing and / or environmental technolo-

gies (mostly consisting of large scale CHP and District Heating schemes). We have had to go further afield to find more radical approaches, although again schemes at the neighbourhood scale are rare. They include the Freiburg experimental solar-hydrogen house in Germany, the Kolding neighbourhood 'bioworks' in Denmark, and the Halifax Eco-City project in Australia, which still only exists as a development proposal.

If you know of other examples of urban development that we should be exploring or would like to find out more about the project then please contact Nick Dodd at the SUN Office.

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Different approaches to autonomy:

Far right, the autonomous house designed and built by Robert and Brenda Vale.

Above: the Freiburg solar-hydrogen house, a more high-tech solution to energy self-sufficiency. Meanwhile in Kolding the pyramid bioworks processes the sewage of the surrounding



refurbished housing and at the same times supports a local horticultural business



North British, the countries largest housing association has recently taken the step of setting up a joint venture company to produce sustainable timber framed housing which is ecologically sound and economical to build. We became involved with timber framed housing primarily because it supports our sustainability policies and presents clear environmental benefits over traditional masonry construction. The opportunity also presented itself to link timber frame manufacture to training, jobs and housing development. The joint venture is also a means of raising extra capital to support the association's development programme and so provide more housing for those in need.

There is clear mood for change in the UK construction industry. Most house building is carried out within a culture of poor quality and with a low-skill labour force in a work environment which is cold, damp, dirty, unhealthy, slow, unsafe, and has tremendously wasteful working practices. There must be a better way.

By taking housing production into the factory, we can work in a more civilised environment which is warm, dry, safe and, in being so, is conducive to the achievement of quality. This also changes the nature of employment from the casual worker moving from site to site with uncertainty of future employment and no opportunity to receive training, to the long term employee given some security and ability to plan for their future with the opportunity to receive the training investment that a long term employer would make.

With factory production and the commitment to training, we can move away from the constrictive single trade approach to construction into multi-skilling enabling teams of staff to construct sections of the building without needing individuals skilled in only one trade. We are already reducing the need for plasterers on some projects through using joiners to fix plaster-board and decorators to fill and tape boards before decoration.

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greenframe

The traditional construction process in the UK seems so illogical that there are always people asking why houses cannot be built more efficiently. With the publication of the Egan Report from the Construction Task Force in July this year and the setting aside of funding for innovative construction by the Housing Corporation, prefabrication is firmly back on the agenda. **Gordon Snape**, Chief Architect for North British Housing Association, explains why they have chosen to develop timber frame prefabricated housing.

There is a danger, however, in pursuing factory based production. On the wave of enthusiasm for the Latham and Egan findings, there has been some attention paid to the Japanese methods of large scale factory production. Whilst there may be some good lessons to learn here about quality, customer service and choice, there is a danger that we become attracted to the regionally based large automated housing factory which benefits one community slightly by providing investment and a few jobs at the expense of many other communities who have traditionally had a section of their workforce employed in construction.

The Greenframe model supports local replicability with production based in individual urban centres producing frames locally with local people for local projects, minimising economic leakages from that community.

Timber frame can also provide an appropriate housing solution for inner urban areas as it can be built up to eight storeys. In fact TRADA and the BRE have completed work on a demonstration project six storeys high.

Training is an important part of the Greenframe ethos. The factory is located next door to Huddesfield Technical College

which has developed a centre of excellence for construction skills. Greenframe is working with the College to set up a curriculum for courses in timber frame construction. The College will also offer a short general construction course for self-builders using timber frame. The students will gain wider experience within the Greenframe factory as part of their training.

The Greenframe system presently follows the traditional platform frame principles using the tried and tested detailing as set out by the Timber Research and Development Association. The decision to use UK grown timber was taken on sustainability grounds. Cheaper timber is available from the Baltic states, but the embodied energy in bringing timber from the Baltic is higher than for timber sourced in Scotland. We also feel that the growth of the UK forest industry has an important contribution to make to our future sustainability through employment, wealth generation and carbon dioxide absorption. Until recently, UK grown timber had a reputation as being low grade and was used mainly for pallets, fencing, particle board and paper. However, the plantations laid down between the wars are now ready for felling and are now producing good quality general structural grade timber.

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By using relatively local sawmills, partnerships can be set up to guarantee long term supply and pricing structures which give assurance to both the supplier and manufacturer, and by working in this way an understanding of the customers needs can help the effective management of the whole timber supply chain. Forestry is no longer a manual operation. Trees are now felled by computer controlled machines which cut logs to suit the customers requirements, optimise the use of the tree and crucially, minimise waste.

Greenframe also uses UK manufactured products for sheathing and flooring which are made from timber waste. This combined with internal linings from a range of UK manufactured boards and cellulose fibre insulation made in the UK from recycled paper, produces a housing solution which is amongst the most sustainable available today.

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LETS Systems

Design and Development Issues

'Successful cities will be those whose individuals and communities-of-interest organise them-selves effectively through connecting and collaborating with others, locally, within the city-region and far beyond'

Robert Cowan, *The Connected City*

LETS systems are a specific model of Community Economic Development (CED), which have evolved in the form of community currencies, since they were originally designed in Canada, in 1983. In this article **Rob Squires** outlines the fundamentals of LETS system design, and in particular, how they can be used as a tool for increasing the turnover, and hence the sustainability of local businesses.

Historically trading in LETS systems has been low, largely due to lack of business involvement. In this article I therefore want to explore a strategy to integrate businesses with community currency systems, and in so doing expand LETS trading into a wider cross section of the local economy.

Fundamentals

A LETS system is basically a trading network with its own 'score-keeping' system. This allows participants to trade with each other without using cash. It is not a barter system, rather it provides a provisional means of exchange in the form of a LETS currency, which is tracked as it moves between the accounts of the various participant's. It provides a means of exchange without money being 'issued' centrally. LETS currencies are radically different to conventional currencies. They could be thought of as electronic circulating IOUs. The total number of LETS units in circulation starts at zero and always adds up to zero, although at any particular time some participants will have accounts that are negative (they have bought more goods and services than they have supplied) and some positive (they supplied more goods and services than they have bought). The LETS system was designed to address the following perceived problems with conventional money: it's *scarce*, because it *moves* (anywhere), and it comes from '*them*' (governments and banks) as opposed to '*us*' (communities).

LETS systems address the problem of money *moving* away, since they are finite networks, and the 'money' can only circulate amongst those registered as being part of that network. All new accounts start at zero, and LETS pounds are 'issued' by participants when they buy goods or services, and their accounts go negative. It is therefore 'personal money', since it comes from '*us*' and not '*them*'. Because LETS system account holders are empowered to issue their own 'money', there will always be enough LETS currency to purchase the goods and services which are available in the system, since we simply create the 'money' when we need it. Also, since it is personal money, which we issue ourselves, nobody can charge us interest for the privilege of using it. It can therefore be said that LETS currency is a user-friendly form of money.

LETS systems are developed around the three design principals of community, personal and practical. Personal ensures participant's freedom to make individual choices, but in context with the well-being of the LETS systems community. In practice, this means that nobody can be forced to do anything, but

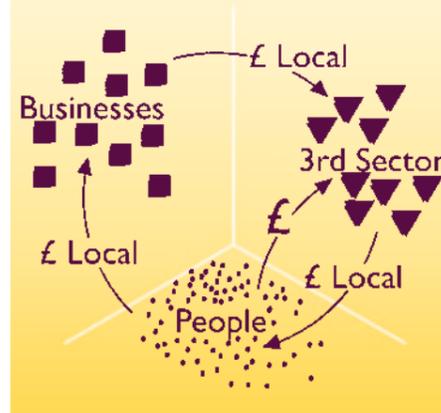
all participants have a mutual responsibility for maintaining the integrity of the system. The principals also demand that nobody may exert ownership, or profit from the operation of Systems (this is not the same as saying a participant may not profit from operating *in* a LETS system). Systems are integrated with the mainstream by establishing the value of the LETS system unit as equivalent to the national currency (i.e. one pound).

Multi-LETS is an extension of the fundamental design, which provides a framework for participants to open accounts in a variety of different systems with different functions. So for example in the diagram below an individual could have an account in the Redbricks LETS system, which is used for trading with other Redbricks account-holders in that neighbourhood. Round the corner, Yellowbrick residents could trade with each other using Yellowbrick LETS. Should a Redbricks participant wish to trade with a Yellowbricks participant, they can both open an account in the M15 LETS system, which operates across the whole district.

The advantage of Multi-LETS therefore, is that it allows Systems to be kept at an optimum scale, whilst enabling participants to gain a diversity of goods and services by accessing a multitude of different trading networks. Within such a framework, LETS system Registries provide a vital service. These comprise a decentralised network of non-profit micro-enterprises, each with the objective of providing accounting services for local LETS system traders.

The LETS system was originally designed in 1983, by Michael Linton, a Canadian with a background in engineering. The model is an adaptation of Commercial Barter Net-

The Community Support Cycle



works (CBNs), which are highly effective in North America, with annual turnovers totalling over \$8.4 billion in 1995¹. Like LETS systems, CBNs enable participants to exchange goods and services, using an 'internal currency', thus reducing the need for conventional money. Unlike LETS systems which operate on a non-profit basis, CBNs are profit making, with typically 10% of the value of the business exchange being procured by the commercial barter company, as commission for stimulating the transaction. As may be expected in such a system, a major cost for commercial barter companies is in sales.

Development

Although there are currently many LETS systems in the UK, growth has failed to achieve the level expected, and trading is still a marginal activity. Moreover participation in many groups is poor, with low numbers, and relatively few trades. Research indicates that in

order to increase the level of participation it is necessary to raise confidence in systems, and increase their usability. These two objectives are inter-connected, with the linking element being business participation.

In Britain, LETS emerged from the 'green' community, and has more recently made in-roads in the regeneration industry and the voluntary sector. Due to the areas in which it has been traditionally applied, LETS has acquired the stigma of being an 'alternative' person's scheme, and because of its reputation, it is mostly avoided by the business sector, or else it is simply unheard of. Increased business participation is key to improving the usability of LETS systems, since the principal reason for low trading in many LETS, is the lack of genuinely useful goods and services on offer. Targeted development is therefore required to raise confidence and awareness, and hence, acceptance by the business community.

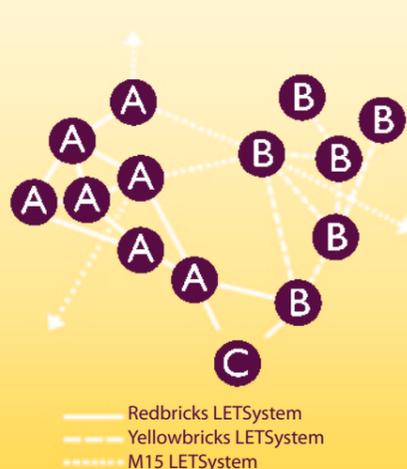
Within the confines of the conventional sterling system, where money is in short supply, the basic rule is to achieve the greatest return on your expenditure, so that if a product is 10% cheaper in one store than it is in another, then the cheaper store will obtain a higher proportion of the market. However, by presenting the customer with the option of a new, user friendly money in the form of LETS, which is easier to obtain than sterling (since there is no shortage of it), then highest returns become less of a clinching factor when making a purchase. In other words, if a produce costs £9.99 in one store, and £10.99 in a second where 20% of the cost is payable in LETS, then the store with the 20% LETS offer, has a tool with which to increase its market share. In this context, LETS can be used as a business tool in much the same way as a conventional discount scheme. By offering a 10% discount on selected goods, the profit margin on those goods is reduced, but more customers come through the door, and overall sales increase. Alternatively, the business could offer the same products at 10% LETS. The advantage here of course, is that overall sales are increased without reducing the profit margin on special offer produce, since the LETS income can be used to offset other overheads.

In order to effectively promote the advantages of LETS, for both communities, and businesses, models are required. A good model must entail a balanced capacity for consumption and production, and a mechanism to ensure a meaningful deployment of currency across these sectors. An engine can also be introduced to pump-prime the LETS currency around the system, thus increasing local economic activity. The Community Support Cycle (CSC) is designed to both pump and deploy:

As seen in the diagram, producers (businesses) issue LETS, which are donated to 3rd sector organisations (charities/non-profits etc.). Consumers (the public) then make a direct sterling for LETS exchange with 3rd sector beneficiaries, and the LETS pounds thus acquired are spent at the participating businesses. The CSC is a win-win-win situation, driven by the business objective of increased profits, which is achieved through attaining the loyalty of customers. It is the incentive of helping others less well-off which stimulates the public to alter their habits by purchasing LETS pounds, and in so doing the currency which was originally issued by the business sector, becomes suitably deployed amongst consumers. The overall result is that new and useful currency is introduced into the area, whilst at the same time, sterling is channelled into the less well-off communities.

In order to implement a CSC an intensive development process is required, and to cover the costs of such development, it is necessary to conduct a relatively large scale project. However, once the CSC has been demonstrated in an area, there is little reason why

Multi-LETS Framework



Each black circle represents a LETS participant, the letter illustrates which LETS system registry they are serviced by.

Multi-LETS is a term used to describe a framework wherein multiple LETS systems are supported by accounting services, called 'Registries'. Such a framework is comparative with the internet, which is an inclusive term for a vast array of computer networks. Just as internet surfers need to use many networks, future traders will use multiple LETS systems, with specific networks supporting specific requirements. Like the internet, Multi-LETS is a server-client relationship: the web surfer (client) is connected to the internet via a service provider (server), which gives the client access to multiple computer networks. Clients of different service providers can both browse the same network. LETS system Registries have a similar function to internet service providers by allowing the client to operate in a multitude of LETS systems. Clients of different Registries can open accounts in the same LETS system, and the Registries exchange data on trading via Email.

LETShare

LETShare is an enterprise tool which is used in the development of specific projects. Often when developing a new venture, the greatest costs which need to be met, are those of labour. A LETShare enables development costs to be tracked, with a view to reimbursing this value from future profits.

LETShare projects differ from conventional projects, in that they encompass the community, personal and practical values of LETS. Unlike the conventional workplace, which operates under a 'carrot and stick' regime, LETShare takes the emphasis away from control, and re-focuses on individual empowerment, within a framework of common objectives.

Just as the growing LETSystem Registry network is providing accounting services for Multi-LETS, it is capable of providing a tracking service for projects which utilise LETShare structures. More groups are becoming aware of the value of recording 'volunteer' input, since this is considered as 'sweat equity', or 'private sector' investment, and can be used to procure matching funding.

LETShares are already being used by a variety of projects, including regional LETSystem Development Initiatives (LDIs), and innovative training consortiums. 'Off the shelf' LETShare agreements are available, which enable new groups to become 'constituted' in a simple manner.

the cycle should not continue on an ongoing basis, at a low cost, introducing new money into the local economy, stimulating economic activity and channelling wealth into poorer areas. The Community Way (CW) project is a self financing initiative which utilises CSC principals. It is forecast that in an urban conurbation the size of Greater Manchester (population 3.5M), £2.0M can be raised for 3rd sector organisations, at a development cost of 10%, or £200,000. In addition CW is designed to ensure that LETSystems in the area gain such critical mass, that they continue to grow through their own appeal, without the need for ongoing intensive development.

CW projects are currently at varying stages of design and development, in the North-west (Greater Manchester), the Midlands (Sandwell), Southeast (Canterbury and Brighton), Vancouver (Canada), and in the USA.

LETShare (see box) is a tool which has been developed in parallel with LETSystem development projects, although it is equally applicable to any new enterprise. LETShare recognises that initial lack of income for wages can act as a major hindrance, and therefore tracks investment of time and money, with the aim of reimbursing value from future income.

Sustainability

Business has a vested interest in ensuring that their local economy is in a healthy state. The more money that is in circulation, the greater their potential sales. The more local currencies are integrated into local economic activity, the more stable local economies will be, since the likelihood of money draining out of the area is reduced. However, the proportion of economic activity which can be done with local currencies is limited by their usability, or what can be purchased with them.

The CSC demonstrates how corporations can be bought into the loop, theoretically making anything from food to electricity or train tickets available for local currency. However a region which is heavily dependant on corporations is largely unsustainable. Firstly, corporations are, on the whole, owned by shareholders so profits drain out of the area. Secondly corporate produce is generally imported so that local enterprise is not supported and that there are high externalised costs such as pollution. Thirdly the global economy creates social monocultures, where communities lack the skills and resources to support themselves. There are therefore high hidden costs associated with dependence on the global economy, which are leading to breakdown of social, economic and ecological systems, and even if local currency were to be introduced into the economy by corporations through CSCs, there would still be a net drain in real wealth.

It is in the interest of corporations to invest in the sustainability of a region just as much as it is for the people who live there. This should be accomplished through a policy of developing regional independence, wherein communities have the capacity to make decisions, and are able to exercise a high degree of ownership and control over their own resources and infrastructure. Rather than being seen as a model for sustainable development, the CSC should be viewed as a mechanism for generating and channelling funds for *sustainable* CED. In the broad context of sustainability community currencies can therefore compliment and support the development of community projects linked with skills transfer, which are designed to introduce environmentally sustainable products and services into neighbourhood and regional economies.

by Rob Squires (LETSystem developer / permaculture designer). For information on LETSystems development, and/or training opportunities: Rob Squires: 01744 612778, Email: robgil@yesyou.u-net.com. <http://www.yesyou.u-net.com/>

References
1. International Reciprocal Trade Association <http://www.irta.net/barterstatistics.html>

Other Contacts
LETSystems Trust: c/o Robert Soutar Ltd: 01204 524262, rs1@letsu.u-net.com. <http://www.gmlets.u-net.com/>

Sustainable CED (SusCED): Les Moore 01273 672952.

What shapes urban attitudes?

To urbanists the many surveys of attitudes towards urban areas can make depressing reading. Time after time they show people rejecting urban living in favour of suburbia or better still rural areas. A growing number of people are however returning to urban areas yet we know little about why they do so or what shapes their attitudes. We are therefore pleased to be working with MORI and the School of Policy Studies at Bristol University to explore these issues through a series of focus groups for the Urban Task Force. The results will not be available until the new year but in this article **Dr Gary Bridge** of SPS reviews some of the key issues.

In the last half century the prevailing trend of population movement in Britain has been away from cities. Although this trend still dominates there is growing evidence of a stay-in-the-city movement, particularly among young professional gentrifiers.

Personal experience obviously plays a large part in the formation of attitudes to urban living. However, the non-personal influences on choosing to live in the central city are diverse. Estate agent advertisements in newspaper and brochures stress the convenience for work and leisure of central city living. The intensification of densities and mix of uses that this often entails are marketed with reference to other cultural and historical symbols. The small Victorian terrace has, for instance, historic value and authenticity. The mix of uses means a social and land-use diversity that makes for exciting neighbourhood character. New-build developments (such as dockside apartments) at higher density are marketed in developers promotional material in terms of convenience, low maintenance, high security and nodality (being in prominent central city locations). Here urban living means being at

the heart of things, being sophisticated and cosmopolitan, in implicit contrast to the staid, homogeneous, 'middle' middle class suburbs. Such new-build apartments are often marketed to an international audience in this way.

Despite newspaper reports of central city crime rates, sink schools, pollution and deprivation, the branding of an urban lifestyle has continued apace. This can be highly specific, as in magazines drawing on urban references. These magazines have proliferated in the last 10 years and draw on a number of references of the sophisticated, tasteful, urban dweller. This set of images is also drawn upon in the positioning of a raft of products in TV, press and magazine advertising that denote cosmopolitan taste such as the new blue AMEX card being set in the context of vibrant and stimulating urban living.

Another rapidly growing source of information about cities is the Internet. Each city is now developing its own virtual city, where people can find out about events, job and housing opportunities and explore the city in cyberspace. It is likely that the Internet will become an increasingly important tool of inter-city competition and imaging to a worldwide audience.

Some of the sources of information that have influenced young professionals are also increasingly bringing empty-nester households back into the city. Affluent couples whose children have left home are increasingly buying low maintenance apartments

in central city locations in order to take advantage of the amenities and leisure activities to be found there. This movement is in its early stages, but with an ageing population this greying of the central city is likely to become more significant in the future.

As well as age differences, there are also gender and household status distinctions in attitudes to, and sources of, information on urban living. There is a growing proportion of single-person households resulting from choice, marriage dissolution or bereavement for whom the city potentially offers a more convenient, social and congenial environment (in comparison with the dominance of the nuclear family in suburbia). Within single-person households there are a number of discrete demands which housebuilders have begun to niche-market. These groups could provide a particularly important constituency in the process of revitalising cities, and will form a focus of the research.

Much of this information and our understanding of how attitudes (both positive and negative) to urban areas are formed remains anecdotal. There is a real need for research on these issues if the much-discussed urban renaissance is to become a reality.



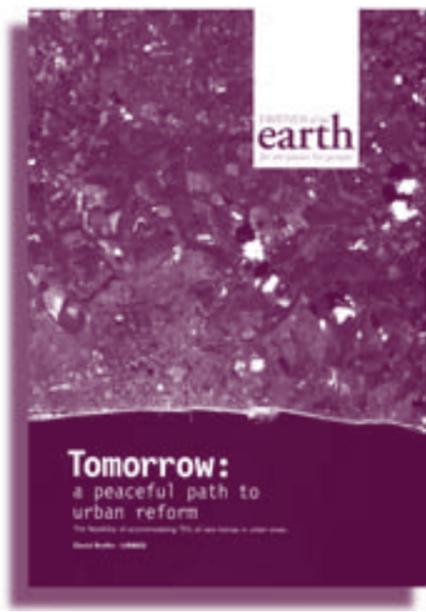
An illustration from Urban Splash's publicity. All of the items in the fridge are listed and can be found

Dr Gary Bridge: School of Policy Studies, University of Bristol, 0117 974 7777, gary.bridge@bristol.ac.uk
Mike Everett or Bobby Duffy, MORI

- What information sources do people use to inform their view of urban areas?
- Are the new urbanites a niche-market or are they a sign of the fragmentation of the housing market?
- Is urban housing seen as a good investment?
- Is it the type of development that attracts/repels people or its location?
- How do people respond to words like urban, suburban, city, inner city, urban lifestyle.
- Do people react differently to different types and sizes of town and city?
- Are people attracted by the vitality of urban life or do they want safe enclaves?
- How do attitudes change as people grow older or have children?

How much do images in children's books shape our earliest





Tomorrow:

A peaceful path to urban reform

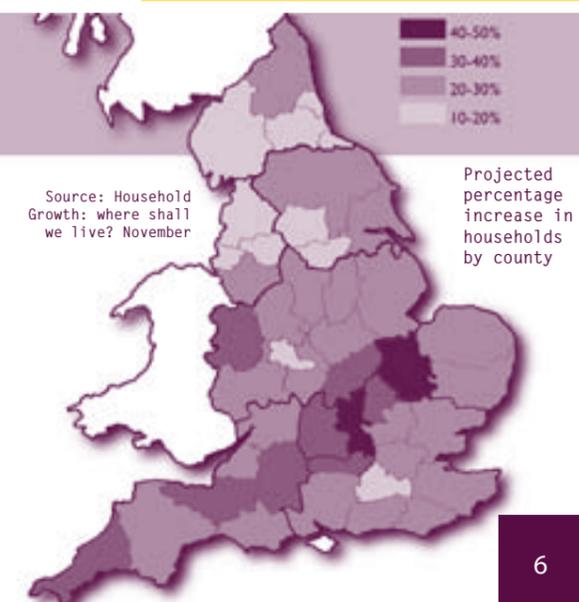
This time last year we were contacted by Friends of the Earth asking whether we could produce a quick report on urban housing capacity as part of their submission to the Environmental Select Committee. They wanted us to explore whether it was possible to accommodate 75% of household growth within urban areas. The result was an intensive period of work and the publication in the early summer of our report **Tomorrow: A peaceful path to urban reform**. The initial reaction was hostile and the letter's pages of the professional press accused us of taking Ebenezer Howard's name in vain. However the report has since been used extensively by the Urban Task Force and indeed has been in such demand that initial stocks sold out. For those of you who missed it here is a summary of the main findings.

It is 100 years since Ebenezer Howard published his seminal book, *Tomorrow: A peaceful path to real reform*. Howard saw cities as 'ulcers on the very face of our beautiful island' and for much of the intervening century many people in Britain have tended to agree with him. The reforming zeal of planning pioneers to provide decent homes away from the smoke of the city chimed with the mood of the times – but times have changed. We cannot continue to reject urban areas if we are to accommodate household growth while protecting the countryside and promoting more sustainable patterns of growth. We must develop a new agenda for our towns and cities – a peaceful path to urban reform.

Our report for Friends of the Earth was commissioned to test the viability of the suggestion, made in February 1997 by the UK Round Table on Sustainable Development, that 75% of all new homes should be accommodated within urban areas. We started by exploring the implications of household growth, the nature of new households and their geographical spread. We then assessed the capacity of urban areas by looking at the historic rate of building on recycled land, the loss of population from urban areas and at some of the recent urban capacity studies that have been undertaken. We went on to collate national data on various forms of urban housing capacity, concluding that, in theory at least, there is the space to accommodate 75% of new households within England's towns and cities.

However, the issue is not so much the physical capacity of urban areas but the willingness of people to live there, of developers to build there and of planners to allow it to happen. In our report we explored these barriers to urban development and set out a series of recommendations to bring about change. These concerned the workings of the planning system, fiscal measures such as a greenfield tax and initiatives to promote urban areas. We concluded that there is a need to alter the financial balance between greenfield and urban development by taxing the former and promoting the latter.

Household growth



By using the projections as the basis for regional housing allocations, governments have accepted the trends for population to drift from north to south and from larger cities to smaller towns and rural areas

The government has projected an increase of 4.4 million households between 1991 and 2016 although it is anticipated that this may increase to 5.5 million. To this should be added half a million homes to meet existing unmet housing need and from it should be subtracted the homes built since 1991. We therefore assumed a need to accommodate 5.1 million homes by 2016, (five times the number accommodated by the entire post war new town programme!).

While household growth at the start of the century was due to the emergence of the nuclear family, in the future 80% of new households will be single people. Just as the housing of the twentieth century reflected the rise of the nuclear family so the housing of the next century will be influenced by its decline.

By using the projections as the basis for regional housing allocations, governments have accepted the trends for population to drift from north to south and from larger cities to smaller towns and rural areas. Yet, having done this, they have set targets for the proportion of households to be accommodated in urban areas. Growth is therefore concentrated in the districts with the least urban capacity while surplus capacity in cities has remained unused.

While household growth must be accommodated we need not accept the geographical spread of growth or the rates of urbanisation that they imply. These are legitimate concerns of government and can be influenced by policy.

The Urban Dimension

If we are to accommodate a significant proportion of household growth within urban areas we must confront their poor image. English people have been abandoning cities in their droves for over a century. This is why people have been able to argue that it would be wrong to force new housing into existing urban areas, because it is not what people want and because it runs counter to very powerful ideologies and market forces.

Since the industrial revolution the city has been seen as bad and the countryside good so that people with the power to do so have moved out of urban areas leading to urban sprawl and inner city decline. Cit-

ies now struggle, not with growth, but with decline. It is poverty, urban decay, crime and traffic congestion which causes 'respectable' society to shun urban areas. These areas must be transformed if people are to be attracted to live there.

Three reasons have been put forward for building more housing in urban areas; sustainable development (Particularly the reduction of car use), the regeneration of urban areas and the protection of the countryside. We reviewed each of these arguments, concluding that, on balance, it is clear that urban development has more benefits than suburban sprawl.

Finding the capacity

How much housing could be accommodated within urban areas? To answer this we started by looking at the historic rate of building on brown-field land. If we are already building almost half of all new housing on recycled land, why could we not build more? We conclude that there are a number of problems with this assumption and that data on the previous use of land developed for housing does little to illuminate the future housing capacity of cities. We also looked at the population that has been lost from urban areas in the past. While we speculated that the replacement of these lost urban populations could go a long way to accommodating household growth the data is inconclusive and it is not to these urban districts that household growth is being directed. We also reviewed the three leading studies which have sought to identify additional housing capacity in urban areas; in Hertfordshire, the North West and London. We concluded that they are a huge improvement on past approaches, but uncover only part of the capacity required or indeed repre-

sented by past building rates. The relevance of these studies therefore rests on whether the capacity uncovered is additional to existing rates of infill.

Sources of urban housing capacity

We cannot therefore base an estimate of urban housing capacity on either past trends or recent capacity studies. We therefore reviewed national data on various forms of urban housing capacity in order to produce a national estimate of the capacity of the urban areas of England.

- Recycled land:** Derelict and vacant land data shows that there are 45,000 hectares of vacant land in urban areas and that, if past trends continue, this could increase to 75,000 hectares by 2016. If this was all to be developed for housing at urban densities (admittedly unlikely) it could accommodate almost 3.5 million homes.
- The redevelopment of Council Estates:** Many high-rise council estates were built to quite low densities and their redevelopment could provide 22,500 additional homes.
- The development of car parks:** Traffic reduction measures could release town centre car parks for housing. Up to 200,000 homes could be provided in this way.
- The conversion of empty commercial space:** The conversion of historic buildings and modern offices to housing could provide up to 100,000 homes.
- Living over the shop:** There is very considerable scope for the use of vacant

Population change in the urban areas of England 1911-1994

Population (thousands)	Population (thousands)							% change		
	1911	1931	1951	1961	1971	1981	1991	1994	1911-61	since 1961
Greater London	7,161	8,110	8,197	7,977	7,529	6,806	6,890	6,967	11%	-13%
Inner London	4,998	4,893	3,679	3,481	3,060	2,550	2,627	2,662	-30%	-24%
Outer London	2,162	3,217	4,518	4,496	4,470	4,255	4,263	4,305	108%	-4%
West Midlands	1,780	2,143	2,547	2,724	2,811	2,673	2,629	2,628	53%	-4%
Birmingham	526	1,003	1,113	1,179	1,107	1,021	1,007	1,008	124%	-15%
Greater Manchester	2,638	2,727	2,716	2,710	2,750	2,619	2,570	2,578	3%	-5%
Manchester City	714	766	703	657	554	463	439	431	-8%	-34%
West Yorkshire	1,852	1,939	1,985	2,002		2,067		2,104		5%
Leeds	446	483	505	710	749	718	717	724	59%	2%
South Yorkshire	963	1,173	1,253	1,298	1,331	1,317	1,302	1,305	35%	1%
Sheffield	455	512	513	581	579	548	529	530	28%	-9%
Merseyside	1,378	1,587	1,663	1,711	1,662	1,522	1,450	1,434	24%	-16%
Liverpool	746	856	789	741	610	517	481	474	-1%	-36%
Tyne and Wear	1,105	1,201	1,201	1,241	1,218	1,155	1,130	1,134	12%	-9%
Newcastle	112	267	286	292	336	312	384	278	161%	-5%
Other Cities										
Kingston-upon-Hull	278	314	299	302	288	274	267	269	9%	-11%
Leicester	227	239	285	286	285	283	285	293	26%	2%
Nottingham	260	269	308	311	302	278	281	282	20%	-9%
Bristol	357	397	443	436	433	401	397	399	22%	-8%

Estimate of potential recycled land available for housing within urban areas

Source	Capacity at net densities of..		
	Area (ha)	30units/ha	62units/ha
Derelict urban land justifying reclamation	19,759	415,000 ^{*1}	879,000
Half of all reclaimed derelict land since 1988 in 'soft uses'	1,236	26,000	55,000
Urban land reclaimed since 1988 with no end use	772	16,000	34,000
Vacant urban land which has previously been developed	9,226 ^{*2}	194,000	411,000
Vacant urban land not previously developed	13,965 ^{*3}	293,000	621,000
SUB TOTAL	44,958	944,000	2,000,000
Urban land likely to become derelict 1993-2016	19,800 ^{*4}	416,000	881,000
Urban land likely to fall vacant 1993-2016	9,245 ^{*5}	277,000	573,000
SUB TOTAL	29,045	693,000	1,454,000
TOTAL	74,000	1,637,000	3,454,000

*1 All capacity figures assume that half of the land will be large sites and therefore subject to gross densities of 12 and 27 units/hectare rather than net densities. All figures are also rounded to the nearest thousand and may not sum to the independently rounded totals
 *2 Based on the figure from the 1990 survey of vacant land discounted to take account of reclaimed derelict land
 *3 We have assumed that half of the vacant previously undeveloped land could be brought forward for development.
 *4 Based on the annual rate of land becoming derelict in urban areas and justifying reclamation between 1982 and 1993.
 *5 Based on the same rate of increase as that for derelict land

space over retail premises. Using shopping floorspace data we estimated that the capacity could be 1 million homes.

This theoretical capacity is of little value if people do not wish to live there, if developers refuse to build there, if the housing is not viable or if the planning system will not allow it

The subdivision of existing housing: Based on occupation density figures the potential from the subdivision of large houses could be 6 million homes although, at most, 30% of this is likely to be practical.

The intensification of existing housing areas: As household size declines, it should be possible to increase housing density without increasing population density. We estimated a capacity of around 280,000 extra homes from this source.

The better use of the existing housing stock: There are presently 767,000 empty homes in England just under half of which could be brought back into use.

We concluded that these are formidable barriers to the development of urban housing. While markets and attitudes will take time to change, there are signs that this is starting to happen and the role of public policy should be to encourage and accelerate these changes.

Unlocking the capacity

The limits on capacity are defined as much by the market, public attitudes and planning policy as by physical capacity. We therefore suggested a set of policy recommendations to maximise the development of housing in urban areas as set out in the box below.

To accommodate household growth within urban areas we will have to use every option available to us. Our report suggested that it is feasible to aim for a 75% target for new homes in urban areas by developing a new agenda for the renaissance of urban Britain. This is partly about the physical capacity of urban areas but it is much more about our attitudes to cities and our willingness to challenge historic trends. At the end of the millennium the time is right to bring about these changes.

Copies of the reprinted report are available from Friends of the Earth, see order details on page 8

These figures add up to a total potential urban capacity of 7.2 million homes of which, we estimate, that 3.8 million is achievable if the right policies are put in place. We make no claim for these figures other than that they give some order of magnitude to overall capacity levels.

Barriers to unlocking the capacity

This theoretical capacity is of little value if people do not wish to live there, if developers refuse to build there, if the housing is not viable or if the planning system will not allow it. Each of these issues was considered in the report. We discussed surveys of suburban and urban residents as well as the attitudes of developers and the market for urban housing. We looked at the economy of urban areas and whether there will be jobs for people living in cities, before reviewing the concerns about town cramming and the attitudes of local planners.



What do we mean by urban capacity? When there is intense demand to build - as there was when this building was erected in Manchester - developers will seek out capacity where none could have been measured. The

Summary of potential urban housing capacity (thousands of units)

Net densities (units/hectare)	Unconstrained capacity		Policy target		Adjusted capacity	
	30	62	30	62	30	62
Current and reclaimed derelict land	457	968	60%	274	581	
Previously developed vacant land	194	411	80%	155	329	
Vacant urban land not previously developed	293	621	70%	205	435	
Land likely to fall vacant 1993-2016	693	1,454	60%	416	872	
Redevelopment of large council estates	22	22	100%	22	22	
Redevelopment of underused car parks	100	200	80%	80	160	
Conversion of industrial buildings and offices	100	100	80%	80	80	
Living over the shop	1,000	1,000	40%	400	400	
Subdivision of larger under-occupied property ^{*1}	1,900	1,900	20%	380	380	
Intensification	280	280	80%	224	224	
Bringing empty homes back into use	325	325	100%	325	325	
TOTALS^{*2}	5,364	7,281		2,561	3,818	

*1 To give a realistic figure the capacity from the subdivision of existing property is based upon the 30% of properties which Llewelyn-Davies suggested could get planning permission
 *2 Similar estimates of urban housing capacity have been made recently in 'Tomorrow's World', published by Friends of the Earth in 1997. Based on comparable assumptions, and adapted from the UK to England, those figures suggest capacity for approximately 3.5 million dwellings in towns and cities, but propose greater additional potential for the planned regeneration of urban areas towards the end of the household projection period.

Note that figures are rounded and so the columns may not sum exactly.

POLICY RECOMMENDATIONS

The planning system

- A presumption against greenfield development until all alternatives have been considered, should be a central pillar of national planning policy.
- A sequential test for developers is probably unworkable but a sequential test should be applied to local authority land allocations.
- Local authorities should be able to manage the release of housing land on an annual basis and to specify that a certain level of brown-field development takes place before greenfield releases are considered.
- Specific land allocations should be made for social housing.

- There should be a democratic mechanism within regions to direct a higher proportion of household growth into urban areas with surplus capacity.
- Where this is not possible, regions should be able to under-provide for household growth by up to 5%, with ministerial approval.
- Planning policy guidance should be amended to promote higher density development.
- Local authorities should be encouraged to take a proactive approach to urban development.
- A national good practice programme should be instigated to share experience between local authorities.

Fiscal recommendations

- There is an important role for grant subsidy in regeneration areas and on sites with abnormal costs.
- VAT rates on new-build and conversions of existing buildings should be harmonised.
- A greenfield tax should be considered to make urban development more financially attractive.
- The revenue from this should be hypothecated to promote urban development.

Promoting urban areas

- Urban Priority Areas should be designated to promote urban housing and to provide tax relief on housing development.

- Social housing investment should ensure that it avoids social exclusion and creates mixed communities.
- Initiatives should be targeted to improve inner city schools.
- Government sustainability policy should be focused on urban areas.
- Transport policy should reduce car travel to out-of-town facilities and use income from traffic restraint measures to invest in urban public transport.
- Mixed-use development should be promoted as a way of attracting employment back to urban areas.
- Models for urban development such as the Millennium Village should be used to promote urban living.

A mixed-use model?



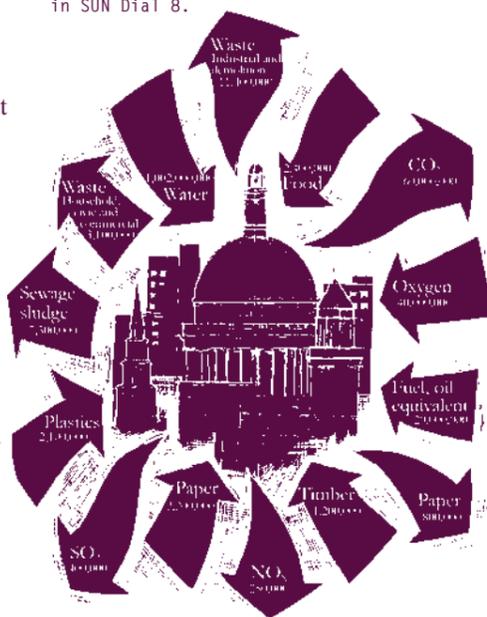
A Sustainable London?

We are currently working for The Corporation of London's Bridge House Estates Trust Fund to explore the idea of a sustainability centre for London. The Bridge House Trust first began providing grants in 1995 and the environment is one of five of its priority areas. Under its environment programme it has made grants of over £2.7 million to 53 organisations. It would however like to increase support in this area and to expand its work to the wider sustainability of London rather than solely its environmental impact. The study has therefore been commissioned to explore a sustainability centre for the capital. A newsletter and questionnaire has recently been produced and the report will be available next Spring.

The newsletter and questionnaire is available from the SUN Office or by emailing Sustainability@urbed.co.uk

The scheme illustrated below has recently been selected by Manchester City Council for the Smithfield section of the Northern Quarter. The scheme was submitted by Amec and Crosby Homes. The scheme was put together by Building Design Partnership working with the SUN Initiative. It includes buildings by many of Manchester's leading architects including MBLC, Hodder Associates, Sagar Stevenson, and Stephenson Bell. While the proposals include 250 residential units at 60 units to the acre, most of the ground and first-floor floorspace is in commercial use. This is made possible by an innovative development partnership. Rather than dividing up the sites, Amec and Crosby will undertake the scheme as a joint venture investing and splitting the profits equally regardless of the mix of uses.

In this way they are able to combine their different areas of expertise and overcome commercial conflicts between different uses. The scheme will be described in more detail in SUN Dial 8.



THE URBAN WATERFRONT



Urban waterfront development can be a catalyst for lasting regeneration, though success cannot always be assured. This study will glean insight from UK experience, offering ideas and lessons from best practice with the practical aim of supporting future schemes

Until recently urban watersides were dingy places best avoided after dark, even 10 years ago there were plenty of plans for the regeneration of waterfront sites but few completed examples. Today many schemes are showcases for regeneration and mixed use development. To chart the changes we are currently undertaking a survey of waterfront developments.

The work will build upon previous waterfront surveys which URBED undertook in 1979 and 1988. The current research is being supported by English Partnerships, British Waterways and King Sturge. The aim is to explore a range of schemes and to ask why some have succeeded while others have not. Information will also be gathered on new schemes. The material will be developed as a series of detailed case studies and a gazetteer of waterfront schemes in the UK. This will allow us to explore the issues raised by waterfront development,

the factors which lie behind success and the best practice which can be applied to other schemes.

The launch of the survey coincided with the Judging of the 'Excellence on the Waterfront Awards' organised by the Waterfront Centre in Washington DC. Nicholas Falk of URBED was one of the award judges. The waterfront report will be available in the new year and details will be carried on these pages.

Contact Kieran Yates at URBED's Manchester office. Waterfront Centre of Excellence, Waterfront Awards can be viewed on www.waterfrontcenter.org.

Millenium Village STOP PRESS

The SUN Initiative is part of a consortium which is one of three shortlisted schemes for the second Millenium Village at Allerton Bywater in Leeds. The consortium is led by Daniel Libeskind of Berlin along with Allen Tod Architects of Leeds.

The Millennium communities competition was initiated by Deputy Prime Minister John Prescott and aims to promote 'exciting and innovative schemes that combine the highest of design aspirations with sustainable and innovative technologies'. The submission will be made in February next year at which point we will provide



The Sustainable Urban Neighbourhood Initiative is managed by URBED and funded by a range of sponsors. The Autonomous urban development project is funded by the Building Research Establishment and the European Union's ALTENER Fund.

The SUN Project is managed from URBED's Manchester office by David Rudlin, Kieran Yates, Nick Dodd and Helene Rudlin.

The views expressed in this newsletter do not necessarily represent those of the project's sponsors

This news sheet has been researched, written (unless otherwise credited) and designed by URBED which is a not for profit urban regeneration consultancy set up in 1976 to devise imaginative solutions to the problems of regenerating run down areas. URBED's services include consultancy, project management, urban design and economic development. The SUN Initiative further develops URBED's growing involvement in housing development and continues the work of the 21st Century homes project.

Why NOT get involved?

The SUN Initiative has been established as a broadly based network of organisations and individuals interested in the sustainable urban development. We do not have a membership but people can get involved in a number of ways...

- **Mailings:** If you did not receive this newsletter by post please contact us and we will add you to our mailing list.
- **Contributions:** We would welcome letters or articles for future issues of this newsletter.
- **Examples:** We are compiling a resource base of good examples of sustainable development nationally and internationally. We would therefore welcome details of projects that might be of interest.
- **Sponsorship:** We are seeking sponsors for future issues of this newsletter and for exhibition material. Details are available on request.

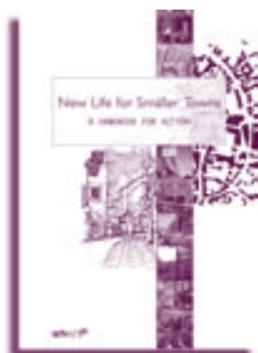
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Building the 21st century home: The sustainable urban neighbourhood – David Rudlin & Nicholas Falk
Over the last three years we have been working on a book which explores the issues behind the sustainable urban neighbourhood. It is written in three parts. The first charts the fall from grace of cities and how public policy, however well intentioned, has made things worse. The second part then looks at the forces for change which are gathering at the turn of the millennium and how demographic, environmental, social and economic change will shape future settlements. Part three then describes a vision for the Sustainable Urban Neighbourhood as a model to reinvent towns and cities. This is not just a physical model and chapters are devoted to the social sustainability of neighbourhoods, to environmental urban design and the process by which change can be bought about.

In the book we quote Lewis Mumford when he wrote 'if we would lay a new foundation for urban life we must understand the historic nature of the city. It is our hope that we do this and that the book will help to reveal some of the deeper currents behind the froth and bubble of the current debate over cities and urban areas.'

Published by: The Architectural Press 1999
Price: £19.99
Available from: 'All good bookshops'
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New Life for Smaller Towns – URBED
A practical handbook for those who want to make the most of the assets of smaller towns. It includes a review of proven methods of revitalising town centres and a number of new ideas for reusing empty buildings and finding new roles for groups of towns.

The report covers 5 themes; improving shopping, diversifying attractions, coping with the car, creating a pride of place and resource-cing initiatives. It includes a checklist of 100 questions to assess the health of a town centre, 30 programmes to produce results along with illustrations of good practice of relevance to everyone involved in area regeneration be it in large cities or the deepest countryside.

Published by: URBED, Sponsored J. Sainsbury plc
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Building to last: 21st century homes – David Rudlin & Nicholas Falk
Our work on the Sustainable Urban Neighbourhood all started from the 21st century homes action research project that we undertook for the Joseph Rowntree Foundation between 1993 and 1995. This explored the type of housing that would be required in the next century. It included a detailed study of three demonstration projects through their design, tendering and construction.

The report has been widely used since it was published and due to the continuing demand we have recently undertaken a reprint. Copies are therefore available from the SUN office.

Published by: URBED/Joseph Rowntree Foundation
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ISBN: 0 9525791 0 3
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Valuing the Value Added: The role of housing plus in creating sustainable communities – URBED and Newbury King
In 1997 we were commissioned by the Housing Corporation to devise a system to measure Housing Plus so that it could be more effectively incorporated into decisions about funding for new social housing. Housing Plus is a term used by the Housing Corporation to describe the added value that housing associations bring to their development by addressing wider social, economic or environmental problems. As part of the work we developed a sustainability checklist for all new housing along with a categorisation of housing plus. This has already been incorporated into the bidding procedures.

Published by: The Housing Corporation 1998 – Source Working Paper 3
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Tomorrow: A peaceful path to urban reform – David Rudlin
See article on page 6

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