

Tripwire







Tripwire



Tripwire magazine is published four times a year in digital form by the West Midlands region of the RTPI. The opinions expressed in Tripwire are the view of the author and do not necessarily reflect those of the editor, publishers, or the RTPI.

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Design & layout: Alistair Brewin

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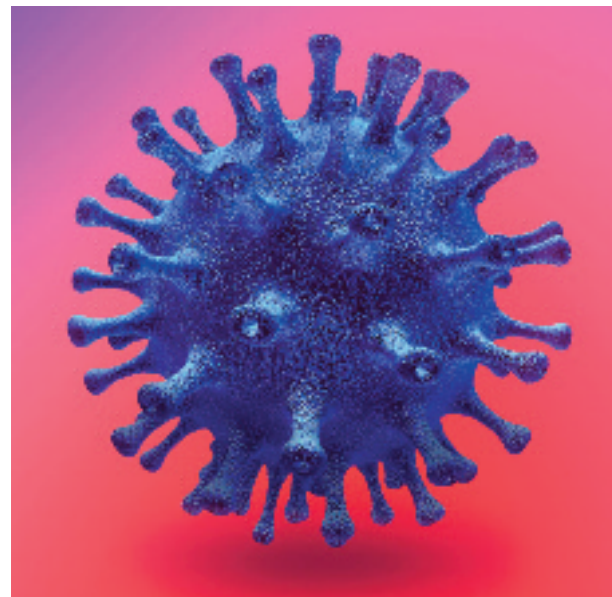
'Adversity is the call to greatness'

ANON

It is perhaps ironic that the planned theme for this edition of Tripwire was 'international' – as here we are – in the midst of an event with extreme international social, economic and environmental ramifications.

Whilst future editions of Tripwire will not only provide commentary on how planning might respond to the pandemic (and an opportunity for members to express their thoughts and opinions), for the moment, notwithstanding an update on RTPI news, this edition involves material which was largely conceived and produced in what might be termed an almost idyllic pre COVID-19 era.

Some have described planning as the process of managing change and society has been plunged into a significant, global and historic moment of change. Change is almost always difficult and challenging, which perhaps is why planning is so controversial. Planning attempts to be a facilitator, to help society navigate change as an arbitrator and a force for good



but is frequently caught in the crossfire of different values and the difficult process of change.

In these extremely difficult times, planners will be required to 'step up to the plate' and play their role in helping society recover and move forward in a positive way.

This edition of Tripwire includes information which is both historic and international. It provides an insight into places and planning beyond the UK and in doing so, increases our awareness of others and how we are international.

As always, West Midlands RTPI is indebted to the contribution of regional members to Tripwire and encourage all members to both engage in Tripwire and the region in general. The West Midlands RTPI Regional Activities Committee would express its best wishes to all members during these challenging times. ■

Michael Vout
Editor of Tripwire



RTPI Coronavirus Hub

In order to support our members during the COVID-19 pandemic the RTPI has created the coronavirus hub, a direct source for all RTPI information relating to the virus. From the latest news and updates to information on how to access support, you can find it all in one handy place.

I had previously written a few words for here on looking to the year ahead and how it would perhaps not be one that we would have imagined at the end of the last century.

If you remember and watched the TV programme Tomorrow's World, in the year 2020 you might have pictured flying cars, hoverboards, talking robots, holograms on every street corner and cities in the sky. It's not turned out like that. Our progress to date is less shiny and more people-focussed, which in my humble opinion is for the better and it needs to carry on like this.

In the last few weeks due to COVID-19, the current landscape looks very different now. The above is still true, it is not what we were anticipating, but there is still a huge level of uncertainty now and moving forwards. However, I think that the overall response required remains broadly unchanged, ultimately people needed to be the focus before and people need to remain to be the focus now. Below I've covered some of the great events that have already happened in 2020 and reflected a little on how we've responded to the current imposed restrictions and what the future might look like.

My planning specialism is in masterplanning and urban design and my mantra (for want of a better word) is People, Places, Movement. When designing new towns, urban extensions or regeneration areas I always endeavour to put people as the central focus to all design decisions. It is also essential to focus on



Luke Hillson.

the look, feel and function of the Place; working with and positively responding to existing character, strengths and weaknesses. Finally, connectivity within any new development proposals and between existing places and facilities needs to be accessible, reliable, safe and attractive. Ensuring ease of movement within places and between places for all users is crucial.

Combining the approach of **People, Places, Movement** throughout all disciplines related to the built environment (and beyond) would significantly aid in delivering higher quality developments.

This people focused approach is now being embodied within the West Midlands RTPI Region.

Making people feel invited, welcomed and valued, in addition to our belief in inclusivity and diversity has meant that our regional committee is thriving. The West Midlands RTPI RAC (Regional Activities Committee) is an increasingly diverse, vibrant, highly-skilled, enthusiastic and engaged committee.

So far in 2020....

We've already hosted the regional visit by the current RTPI President Sue Manns when we were joined by Future Planners of Tomorrow, Molly Gallagher and Vicky Madden. The visit included a guided tour of the Perry Barr Regeneration Area which will be home to the 2022 Commonwealth Games by Ian MacLeod, Assistant Director - Planning and Regeneration at Birmingham City Council.

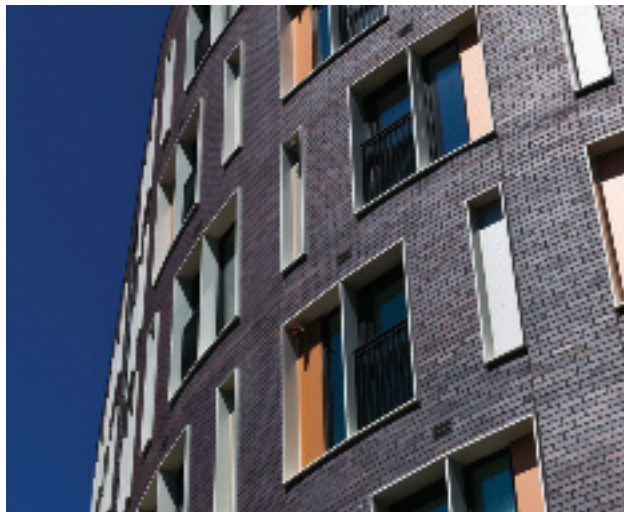
Barton Willmore's Antony Harding gave the President a virtual tour of Digbeth and the projects proposed in their neighbourhood including the benefits of having a cultural lead on their Upper Trinity Street project, putting people at the focus, helping them to engage with the local planning authority.

The day ended with a keynote speech by Sue on Equality, Inclusivity and Diversity at the University of Birmingham where Abigaile Bromfield was awarded an RTPI Fellowship.

I had the honour to represent the regional RTPI at the **International Smart Cities Conference**, hosted

by Trowers and Hamlins in Birmingham with a large contingent visiting from Saudi Arabia. Leading experts in the field of Smart Cities discussed the opportunities and potential pitfalls of the evolving technologies. However, the focus of discussions always came back to people, how the technology can improve our lives, improve our places and increase our connectivity.

Meanwhile, the West Midlands RTPI **Urban Design Forum** continues to increase its momentum. The forum was recently treated to a tour of the Crocodile Works regeneration area in Newhall, Birmingham by Steve Dallaway of Birmingham City Council which was a very successful event where members could see the progress and benefits at first hand.



Crocodile Works, Newhall, Birmingham

Architect Martin Parrott gave a fascinating complimentary presentation at a separate event on Healthy Cities and how, as planners we can make step changes in raising the quality of developments. I would highlight that the next Urban Design Forum event will include three exceptional guest-speakers, so we hope to see you there.

Let's not forget that Coventry will be City of Culture 2021. Amongst many projects is the creation of a new community centre, urban room / connectivity hub within the City Centre.

Most importantly, it is the regional RTPI members that make the regional RTPI and shape the planning of the region. On behalf of the West Midlands RTPI I would give a huge thank you to all members who continue to support the RTPI region and extend a warm welcome and encouragement to all members to get in contact and become more involved.

Our adaption and response to COVID-19...

It has been a very interesting first quarter in my role as Chair of the WM RTPI, the COVID-19 outbreak has been challenging but it's also shown how resourceful and adaptable people are.

The regional committee are now as connected as they have ever been, hosting regular remote meetings online. These have been very successful and have actually increased participation and attendance.

We also hosted the country's very first online RTPI 'pub' quiz. The event, prepared by the Urban Design Forum, was a huge success. Following rounds on famous designers, general knowledge, music round (with built environment references) and then a final 'guess-the-landmark' round where people's children had created some masterpieces for us to guess. Congratulations to winner Ray Colbourne.

The heartbreak and challenges of COVID-19 have been well documented and I won't go into them here. However, it is important for us to react and respond to the current status quo. In my day job as an Urban Designer, we've been hosting community consultation, virtual workshops, remote presentations and more (more info here: <http://tiny.cc/agileworking>).

What the new remote and agile working approach can, does and should allow is for increased participation from more members of society in more aspects of the planning and design process. No longer is physical mobility or geography as much as a barrier to participation as it was before. Perception and acceptability of digital working has changed and we need to embrace and harness this moving forwards. Talking of which, you'll find me on Twitter and LinkedIn, share your experiences with me there. ■

Luke Hillson

*RTPI West Midlands Chair
and WM RTPI Urban Design Forum Chair.
Continue the discussion on twitter...
[@lukehillson](https://twitter.com/lukehillson) / [@RTPIwestmids](https://twitter.com/RTPIwestmids).*

Seminar: 14th January

Venue: Glenn Howells Architects, Birmingham

It is widely recognised that there is a housing crisis and greater housing supply is needed but planners are also increasingly aware that different tenures of housing are also needed, especially housing for the elderly.

This very helpful and topical Seminar focused on housing an ageing population and specifically explored dementia and how planning can become more 'dementia friendly'.

Daniel Wilson – event Chair (Principal Planning Associate, McCarthy and Stone) began by outlining the importance of planning for the ageing population, especially as the NPPG (2019) outlined that, by 2041, the number of older people (aged 85 and over) would double from 1.6 million in 2016 to 3.2 million in 2041.

Uyen-Phan Han (Planning Policy Manager, Birmingham City Council) then gave a very comprehensive presentation on how the City Council is addressing the needs of the ageing population. She gave some sobering statistics which showed that, not only is life expectancy less on average in Birmingham compared to the national average but also there are stark spatial differences between the inner city and outer suburbs, like Sutton Coldfield.

Uyen also highlighted that the risk of loneliness and isolation were particularly high in parts on Birmingham. She then outlined the City's response to this in policy terms with the Birmingham Development Plan but also in Development Management with DM12 which stipulates that 30% of housing in development should be adaptable and accessible. Uyen also helpfully explored the wider planning agenda, especially that of vibrant and safe local centres given that older people tend to rely more on traditional retail.

An interesting aspect of what she said was around creating high streets which are 'friendly' to older people, including lots of places to sit down. Uyen finished by referring to the very interesting work of the Birmingham Municipal Housing Trust (MHT) which includes building 'adaptable' bungalows with small gardens and an upstairs to maximise space, based on the feedback of older people (who prefer bungalows as a way to 'downsize' or 'rightsize' as Uyen helpfully described it!). She said that it is vitally important to free up family sized housing in Birmingham, especially as the City's household size is larger than average.

Questions focused on the merits of a particular SPD for older people's housing compared to a 'general' one and also on the viability of house builders constructing bungalows and older people's housing given viability and space concerns (it was highlighted the MHT owned the land on which its bungalows were built).

The next speaker was **Alex Child** (Planning Director, McCarthy and Stone) who gave a very comprehensive, developer perspective on older people's housing.

Alex stressed the word critical regarding the need for older people's housing and explained the need for extra-care - to give older people more social interaction and peace of mind as compared to living on their own - but also more independence (and less cost) than a care or nursing home. Alex referred to statistics which suggested that extra care development could save the adult social care bill £2.1bn a year and argued that 30,000 such homes are needed per annum.

Alex explained the four categories of older people's housing including:

- Age restricted housing (which generally included shared facilities like a garden)
- Retirement living or sheltered housing (which often included a warden)
- Residential care or nursing homes (the more formal care sector often with 24-hour care)
- Extra care which also includes the option for personal care and therefore allows older people to stay in their home longer (compared to retirement living which generally does not include the option of personal care)

Alex concluded that planners needed to ensure that specific sites are allocated to older people's housing



McCarthy and Stone's new development in the heart of Redditch, Worcestershire.

alongside more general accessible and adaptable housing. In particular, he highlighted that developers, like McCarthy and Stone, tend to prefer brownfield sites in central locations, despite competing uses on land such as student accommodation.

Alex expressed that their company preferred larger sites and that this needs to be in mind when planners allocate sites. In terms of my personal reflections, whilst extra care sounds highly desirable, the affordability of extra care is a concern, especially for people on lower/ middle incomes, although there is

clearly a demand at the 'higher' end for extra care and it does free up family housing.

After the break **Dr Sarah Smith** (Reader in Dementia Research, Leeds Beckett University) gave a fascinating talk on the different types of dementia, how it affects people and the best way for it to be managed.

Sarah began by explaining recent changes in attitudes towards dementia as being solely viewed as a biomedical condition (which needs to be treated medically) to what she called the importance of 'personhood', i.e. viewing the person with dementia as an individual and improving their quality of life.

Sarah explained the different types of dementia and how they affect different parts of the brain from Alzheimer's, which typically affects memory and occurs very gradually, to vascular dementia, which is triggered by strokes and therefore is associated with rapid changes/ decline but also periods of stability.

Dementia not only affects different ages but also the type of dementia (as well as the individual) can determine the best way to improve quality of life for people. For example, mental stimulation from music and recreating the sights, sounds and smells of the past (such as in a mock-up street) can be a very good way to improve the quality of life for those with Alzheimer's.

Additionally, relatively 'small' things need to be considered so, for example, a black mat can appear to be a hole in the ground for dementia sufferers whilst a busy rug can appear like something on the floor. Sarah finished by showing a powerful video on daily life from the perspective of someone with Alzheimer's and the video appealed for people to show more patience and kindness towards those with dementia.

Questions focused on examples of practice of where planners had consulted and worked with dementia groups. Sarah responded that she was not aware of this in Britain although a lot of best practice comes from the Netherlands (where there is a dementia village in Hogeweyk (just outside Amsterdam) and Belgium).



Hogeweyk in the Netherlands.

I have personal experience as my granny, in her 80s has vascular dementia and I was fascinated hearing more about it from a scientific perspective.

Sarah Lewis (Planning Practice Officer, RTPI) gave the final talk on the work that the RTPI are producing regarding dementia and planning, including the 2017 Guidance Note (which was endorsed by the Alzheimer Society (which is updated)).

Sarah explained what dementia was and its associated symptoms and highlighted interesting statistics, such as that 25% of hospital beds are used by people with dementia and 850,000 people in the UK have dementia (including 45,000 people under 65) whilst the overall figure is due to rise to 1 million next year (2021).

She outlined the importance of exercise and activity for those with dementia, quoting figures which showed that 35% of people with dementia only go out once a week. Sarah then highlighted the NPPG (2019) and examples where authorities are taking a pro-active approach towards dementia planning, including Plymouth which aims to be a 'dementia friendly' city by 2031 and its Local Plan, which includes specific sites for extra care etc.

South Worcestershire is another pioneering example with its Planning for Health SPD which was produced by the constituent authorities in collaboration with the County Council and Public Health Body.



Plymouth City Council has introduced new dementia accessible parking spaces.

Sarah outlined the qualities of a dementia 'friendly' place including one that was safe, legible, distinctive, comfortable, accessible and familiar illustrating these with helpful examples.

One particularly interesting example was the dementia friendly garden in Kirriemuir, Angus which is used by both children/young people and older people.

Daniel concluded the event by summarising the presentations and highlighting the important links between planning for an ageing population and other key issues, such as adult social care, the importance of accessible, brownfield locations and diversifying housing supply.

As a researcher who focuses on Green Belt and housing I found it useful to learn about different

tenures and types of housing. The event helped me to understand why we, as planners need to consider the importance of the type of housing and the importance of quality as quantity.

Key issues arising from this seminar include:

- to what extent is the Green Belt and the attendant brownfield first and urban densification/intensification agenda making it more challenging to deliver housing for an ageing population (especially given the intense competition that there often is for (brownfield) land)?
- how far should public policy seek to encourage (or incentivise) people to retire in the areas that they have lived and worked rather than moving elsewhere (given the pressure on retirement 'hotspots' regionally (like the Malvern Hills, Wyre Forest, Stratford and Lichfield) and the even more acute pressure on national 'hotspots' (like Torbay and the South Coast))?
- should planning be given more powers to determine the uses and type of housing on sites, i.e. greater powers to specifically designate land for retirement housing or is current policy working well?

This was a very helpful seminar which created more questions! ■

Charles Goode

Charles Goode is a Doctoral Researcher in Urban and Regional Planning at the University of Birmingham

The Green Belt and Local Communities

RTPI West Midlands // Summer 2020



Housing development in former Green Belt land in the West Midlands 'Midlands Mayor Blasts Black Country Planners' Call for Green Belt Review'

(Planning Resource's coverage of the West Midlands Mayor, Andy Street's, response to the Black Country's Urban Capacity Review: <https://bit.ly/38cEmjp>).

It is a very interesting and eventful time to be exploring the views of communities towards the Green Belt, especially in the West Midlands!

What caught my attention in the above article¹ was the differences in view between planners and politicians on whether a Green Belt Review is

needed and this arguably reflects the strength of community feeling aroused by (potential) Green Belt release in the area, notwithstanding the national (and regional) housing crisis and housing shortage.

Indeed, after having presented on the Geography and Governance of Green Belt at a *Room@RTPI* in November and the European Council of Spatial Planners in September, I thought that it would be a good moment to explore the very controversial topic of the Green Belt and local communities.

There is clearly a sharp divergence of views. Local communities, or certainly some members of local communities are (perhaps understandably) fiercely protective of the Green Belt and campaign very vigorously on it. On the other hand, developers and local authority planners are often concerned about meeting housing need and regularly view campaigners as being unrepresentative NIMBYs who want to protect their own (primarily property) interests. Mutual distrust between developers/planners and campaigners appears to be a key issue regarding Green Belt and indeed, the lack of trust in the planning system has been highlighted as a key issue by Grosvenor (2019), although some planners have argued that the Grosvenor Report is perhaps over simplistic (for example: Smith, 2019).

Why do people support the Green Belt?

Popular support for the Green Belt by the general public is very apparent - but why is this and what motivates people to support the Green Belt?

Although this might seem a straightforward question, it is often difficult to establish people's motives! National polling data for CPRE (Ipsos MORI, 2015) shows that the Green Belt commands significantly greater support from property owners than social or private renters (72% compared to 58% and 57% respectively) but social and private renters also evidently still support the policy.

The consensus among most of the planners I interviewed seemed to be that Green Belt is largely supported for emotional reasons because of fear of change and a popular love of the countryside rather than material, economic reasons. Consequently, the *underlying motivation* was argued to be fear of change whilst the Green Belt, as the strongest protection against development, was the most legitimate campaigning *technique or method* used by campaigners².

The Green Belt and Planning Knowledge

The Green Belt is one of the most the most well-known planning designations but is also poorly understood among the general public. This highlights a key juxtaposition: it is regularly argued that people getting involved in planning is an inherently 'good' thing yet planners are often frustrated with people campaigning on the Green Belt because they do not understand the designation. The mixing up of greenfield and Green Belt land is a classic example of this!

Planners become understandably frustrated with campaigners and often resort to 'evidence' and dismissing campaigners as misinformed and unrepresentative. Campaigners usually, in turn, feel powerless/voiceless and resort to direct campaigns and politics whilst accusing/ (seeking to) discredit developers as wanting to 'ruin' the Green Belt to make profit.

Things get even more complicated when 'professional' campaigners become involved (I have so far focused on 'everyday' campaigners). Using 'planning speak', they often produce 'evidence' showing that housing 'need' can (supposedly) be 'easily' accommodated on non-Green Belt, brownfield land and accuse planners of not understanding the strategic purpose of Green Belt through assessing it as 'parcels' of land and releasing Green Belt on a piecemeal, incremental basis!

Maybe your experience of Green Belt as a planner is more positive and I would be very interested to hear your views on this.

The Geography of Green Belt Campaigns

Another interesting question is whether opposition to Green Belt development varies in different areas across the country. It is often argued that the abolition of regional planning and the attendant 'localism agenda' has led to less strategic vision in planning, especially among campaigners.

For example: *'Every single one of the responses on our consultation, well most of them, will be on the Green Belt, and every single one of them will use the phrase, 'we don't want our Green Belt to be plundered. I don't mind the next Borough's Green Belt, fine for them, it doesn't matter, but our Green Belt will always remain untouchable'. Well it is not our Green Belt, really ... it is the Metropolitan Green Belt and so it is a regional issue. But that is not how it works in people's minds at the moment'*³.

However, planning academic Quintin Bradley (2019) has recently argued, (based on research on the Greater Manchester Spatial Framework) that most campaigners interestingly do take a strategic and comprehensive view of Green Belt - as something that joins them together geographically, rather like the M5/ M6/ M42 or the Cross City Line. A form of 'common enemy'.

Bradley also relates this to the historical access to the countryside movements in the North West. In my research with professional campaigners in the West Midlands, I also discovered considerable concern for the strategic whole of Green Belt but wonder how much this is the case with 'everyday' campaigners? An area for further research.

Do you find campaigners taking a parochial view in how they view 'their' Green Belt or is there wider strategic concern?

Moving Forwards on Green Belt

– Debate, Governance and Education

How should planning policy and planners best respond? I offer 3 initial recommendations but I would be very interested in your thoughts.

The need for a Green Belt debate

The debate on the Green Belt often becomes confrontational and caught up on the specifics of sites and the intricacies of policy. However, there needs to be broader, honest public debate on the existence, purpose and function of the Green Belt in the 21st century, particularly the trade-offs involved.

*'So I think what is lacking is a conversation, a well-informed conversation, about the trade-offs of the Green Belt. So, in principle actually, I am very happy for the Green Belt to remain entirely untouched if there is a very public open debate about the price we pay for having a Green Belt ... (we would) need to build very high densities on land available and, if we are happy with all of that, in principle I have got no problem with that, and if everyone has a voice in that, but we have never had that conversation.'*⁴

Governance

I would also suggest that the problem of governance is also creating problems and mutual distrust, in particular, relating to Duty to Cooperate. A number of retired planners have stressed the importance of historical networks and forums, like the West Midlands Forum and Regional Assembly, to make planning decisions in a transparent and deliberative way.

However, the current system appears to create unpredictability for developers and undermines certainty for campaigners regarding the Green Belt. If the Green Belt was managed at the regional level for the long(er) term, it would help foster mutual trust in the planning system. As a private sector planner put it to me:

‘Strategic planning is something that the system needs ... because inevitably when you are making big controversial decisions, if as members going back to the politics you are all in that district, you are all going to be affected to a greater or lesser extent by that decision and you are going to be lobbied by people who live in the district, it is very difficult to make difficult decisions.’

The failure at Examination of a Joint Spatial Plan in the south west highlights some of the challenges of sub-regional planning and the fact that it is not easy⁵.

Education

Although problematic, the fact that people know about and are interested in the Green Belt is probably (overall) good in terms of engaging people in planning. However, alongside planners trying to explain the system to people ‘on the ground’ there perhaps needs to be wider planning education. Ideally, this would be included in the National Curriculum for Geography to increase public awareness of planning from a young age. As a minimum, both local and national politicians should receive planning training. Another current initiative is

the ‘Planning School’ lecture series for the public which is supported by the London Society.

The purpose of this article is to highlight a very controversial topic and because it exemplifies some of the broader issues facing the region.

I would appreciate your thoughts...and potential solutions! ■

Charles Goode

Charles Goode is a Doctoral Researcher in Urban and Regional Planning at the University of Birmingham

Charles is researching the Green Belt and the housing crisis and is keen to obtain a broad a spectrum of views on the issue so has interviewed a range of planning stakeholders across the country.

He is very interested in the views of RTPI West Midlands members. Please feel free to contact him via email about the project: C.Goode@pgr.bham.ac.uk.

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Notes

- 1 ‘Midlands Mayor Blasts Black Country Planners Call for Green Belt Review’ (Planning Resource’s coverage of the West Midlands Mayor, Andy Street, response to the Black Country’s Urban Capacity Review: <https://bit.ly/38cEmjp>).
- 2 It is important to stress that this view was expressed by *planners* on campaigners.
- 3 An interviewed planner
- 4 An interviewed planning academic
- 5 Gogarty, C. (2019) ‘Years have been wasted’: All the reaction after plans for 105,000 homes rejected’, *Bristol Post*, <https://www.bristolpost.co.uk/news/bristol-news/years-been-wasted-reaction-after-3168152>, (Accessed: 7 September 2019).

The international theme for the current edition of Tripwire was conceived by the West Midlands RTPI International Group – a group of planners in the West Midlands who come together to share international experiences.

There is a rich international experience in the West Midlands, with many planners having links to other planners and places abroad. Current prominent themes which brought us together were Brexit concerns and the Commonwealth Games (coming to Birmingham in 2022).

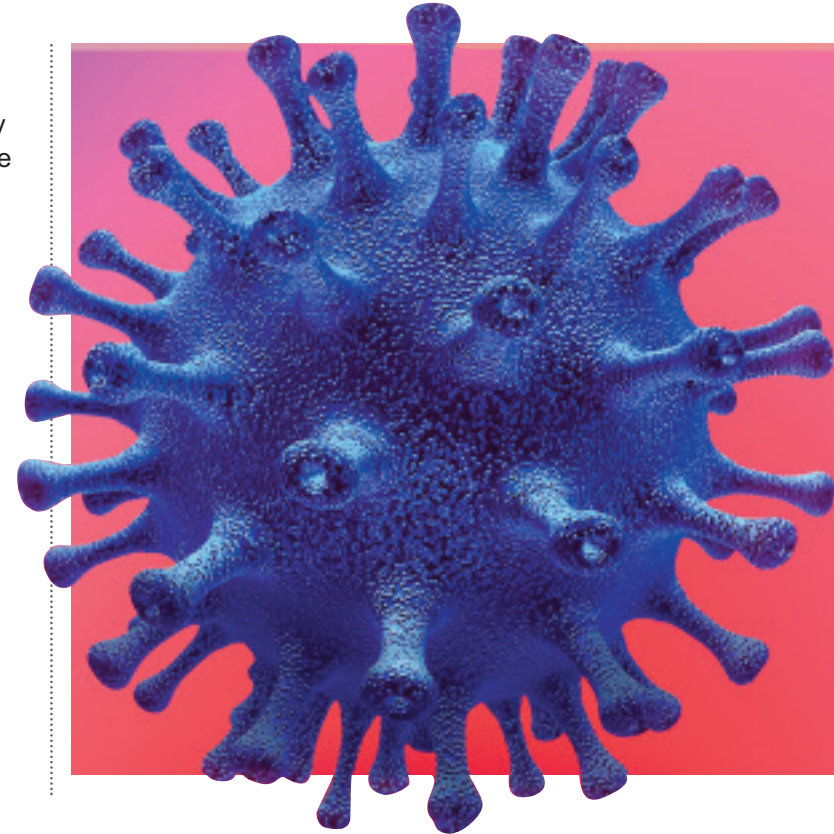
The world has changed a lot in the last few months. The B-word (Brexit) has been replaced on everyone's lips by the C-word – Coronavirus. Little could any of us have known what the effects of this virus would be. It seemed a uniquely foreign thing, in far off Wuhan, in the Hubei province of China. Few of us were aware of this huge city of 11 million people – but we are now.

This virus, and its human consequences know no international boundaries. It is now affecting every aspect of our daily lives. As planners, we are lucky in that many of us can work from home. Others are less fortunate. The crisis is forcing us to work differently. We are discovering the communicative aspects of technology. Companies and organisations are discovering how robust their IT systems are in relation to remote working. Those of us who have worked internationally will be more used to virtual meetings and the like; the rest of us are learning fast.

One thing that is sure – the world will be in a different place when we come out of this crisis. It will be essential that we learn from others in other countries, and help where we can. ■

Hector Pearson

Outgoing WM RTPI International Group Chair



“ This virus, and its human consequences know no international boundaries. It is now affecting every aspect of our daily lives. ”

Thirty years after Unification

RTPI West Midlands // Summer 2020

An approach to Housing in Erfurt, Germany

9/11 is a significant date. Not only is it a date which will be forever etched in history for the extreme and tragic events which took place in New York that day, but for us Europeans (or past Europeans) it signifies the beginning of the collapse of the communist regimes of eastern Europe.

This article considers aspects of housing changes in the city of Erfurt, the capital of the Land of Thuringia 30 years on from that momentous date. It is interesting to note that Erfurt and Thuringia have recently attracted the interest of the British press following political machinations involving the right-wing party, the AfD.

Erfurt was absorbed into the *German Democratic Republic* (GDR) following the formal subdivision of Germany by the Allied powers in 1947.¹ At this time Erfurt was the recipient of refugees from the former eastern parts of the German Reich during the closing stages of World War Two.

Thuringia formed one of the smallest German federal states (called *Landers*) (excluding the city-states of Berlin, Hamburg and Bremen) of the GDR but because of its location it had seventeen border crossings to the Federal Republic of Germany (FRG) prior to German unification in 1989. As planners we have heard much about the changes and development in the past 30 years that has taken place in the larger eastern centres of the former GDR such as Berlin, Dresden (Florence on the Elbe) and Leipzig but less about smaller towns and cities like Erfurt.

Since German unification Erfurt is now only 30 miles from the geographic centre of Germany with a population of some 213,000². By comparison with its larger, more prestigious neighbours, Berlin, Dresden and Leipzig, it

suffered far less in World War Two having been perceived as being as less strategic industrial base.

Erfurt became the capital of Thuringia in 1948. It re-established itself as a cultural and administrative center and developed economic links with the nearby towns of Weimar, Jena and Gotha.

Like many German cities, both east and west and indeed like much of Europe, Erfurt accommodated the post-war population growth and proceeded to develop large-scale suburban estates in the form of high-rise housing. Known in the GDR as *Plattenbauten*³, these prefabricated developments became familiar landmarks along the main arterial roads leading into many major settlements. At the same time, concrete was regarded as the ideal material for the construction of this mass-produced prefabricated housing as it was fireproof, resistant and malleable.

Art historian Julia Grosse succinctly summarises the role of the Plattenbauten:

November 9, 1989, the Cold War began to thaw as the Berlin wall falls.



Washington Post photo by Carol Guzy.

“By 1990, their state [GDR] had built around 1.8 million new homes using prefabricated concrete slabs. Residential housing construction had been at the heart of the country’s social programme under the auspices of party leader Eric Honecker since the 1970s. The core concept had been to create four walls that would fill everyone with the same pride: the chemical scientist just like the cashier or the journalist – all would lead perfectly democratic lives on exactly the same number of square metres. These prefab housing complexes stood for progress in the GDR, and the new development areas embodied the success of the Socialist Unity Party’s housing policy. They were clean, modern and dry.”⁴

Initial casual inspection of the Plattenbauten suggests a monotony of styles but this is misleading. In reality there is a wide range of Wohnungsbauserien⁵ (WBS) and whilst the standard slab WBS70 was used in much of the GDR, Erfurt evolved its own style known as “Erfurt TS 75” which was also used in education establishments.

It should be noted that under the GDR most land became state controlled i.e. land was nationalized and only relatively small plots of land and property remained in private hands. In Erfurt eight Plattenbauten were constructed from 1947 and by unification in 1989 these housed a population of some 89,440 representing 40% of the total city population. The remainder of the population lived in older properties, some being composed of larger

villas in suburban Hochheim or smaller premises in the Altstadt.

The Plattenbauten were scattered around Erfurt, though especially in the north and embraced shopping and educational facilities, clinics and chemists as well as a range of social facilities e.g. meeting rooms, clubs etc. In addition, the traditional tram system was extended and linked the expanding suburban estates to the city centre. At the time of their construction the Plattenbauten were popular in providing good quality habitation, particularly if one could secure an upper floor view overlooking the open countryside.

Post 1989, all of the Plattenbauten declined in population. The extreme scales of decline, ranging

from the lowest, 13.46% to the highest, 30.53%, have taken place in estates located in the southern areas of the city. The reasons and the scale of change vary due to differing inter-related factors.

Today, particularly among older segments of the population, there remains affection for the ‘Platte’. Talking to elderly residents on visits to Erfurt the author of this article found considerable *ostolgie*⁶ for times before the unification; guaranteed homes, jobs, school places, child and medical care with limited travel and restricted political freedom accepted as the price to be paid for “stability”.

The changing demographic composition of the Plattenbauten post 1989 is shown in Table 1 below.

	1990	1994	1999	Change	% Change
Plattenbauten	89440	86896	67922	-21518	24.06
Berliner Platz	8546	8081	6751	-1788	20.92
Moskauer Platz	14419	13942	10191	-4219	29.28
Rieth	9324	9237	6951	-2373	25.45
Roter Berg	12735	12309	9056	-3679	28.89
Melchendorf	12937	13214	11173	-1764	13.64
Wiesenhugel	9854	9527	6846	-3008	30.53
Herrenberg	15040	14375	11395	-3645	24.24
Johannesplatz	6594	6211	5552	-1042	15.80

Source: 10 Jahre Stadterneuerung Erfurt: Eine Zwischenbilanz. Landeshauptstadt Erfurt Stadtverwaltung 2000.

The decline in *Plattenbauten* accommodation was related to families maturing and downsizing, opportunities for younger members to seek better paid employment in the FRD and the loss of job opportunities in the former GDR as uneconomic plants and factories closed. Former landowners were also reacquiring their previous holdings which created a movement to renovate former inner city premises and develop abandoned derelict sites. Opportunities for commercial house builders, often major insurance companies, recognised the scope to acquire inner city and urban fringe sites for development for sale or rental properties.

Post 1989 the *Plattenbauten* came to be regarded as increasingly dated, less attractive and often accompanied by tired landscaping and substandard green areas. In some areas demolition was seen as a remedy but a number of architectural practices, such as architectural group *WBK21 – Wohnungsbaukombinat* appreciated the flexibility of materials and prefabricated system structures and promoted the renovation and redevelopment of these residential blocks. The removal of upper floors, particularly where older blocks lacked lift facilities was often undertaken, as was the reduction in the lengthy facades by the removal of several floors. Additions included balconies and renovated frontages often incorporating brightly coloured materials and panels which gave many *Plattenbauten* a new lease of life.

In recent years the negativity associated with the *Plattenbauten* has been replaced by a cult status,

like the *Trabbi* car⁷. People increasingly see benefits in the timeless minimalist style where rents are affordable and GDR style fittings and furniture are seen as trendy. So thirty years after unification the modular standardization as represented by the *Plattenbauten* now presents ways of assembling building components in varied forms to build a variety of residential properties at affordable prices.

Accompanying the renovation of the buildings has been the reinstatement and enhancement of the surrounding landscape and improvements to local infrastructure including public transport facilities (such as extending the network), installing new stations and providing better shopping facilities e.g. In the northern suburbs of Moskaurplatz a dated retail centre has been partially replaced by a modern enclosed mall called *Thuringen Park*.

2019 was the centenary of the *Bauhaus*, one of the most influential design movements / schools of the 20th century and the occasion was celebrated by a new museum at nearby Weimer (the first location of the Bauhaus). Architectural practices in Erfurt and wider Thuringia are now energetically embracing both the renovation of development which was planned and designed using *Bauhaus* principles and designing new build housing in the region adopting the same principles.

In addition to the revitalization of some of the *Plattenbauten*, other historic structures in the region are also being restored as our understanding and

attitude to development in the former GDR is increasingly been reassessed.

The Author wishes to thank the following for their assistance in the preparation of this article: Members of the Stadtarchiv Erfurt, and Karin Pohl Amt für Stadtentwicklung und Stadtplanung, Erfurt Landeshauptstadt Thüringen. ■

Bryan Smith

Notes

- 1 Reference to the former eastern Germany uses the English *German Democratic Republic* (GDR) whilst the former western Germany is referred to as the *Federal Republic of Germany* (FRD).
- 2 Erfurter Statistik - Daten und Fakten 2018. Stadtverwaltung 2019.
- 3 A building constructed of large, prefabricated concrete slabs.
- 4 '*I was once a prefab*'. Julia Grosse, in Merian Thuringia. (English edition 2018).
- 5 A type of dwelling that was built in the German Democratic Republic using slab construction. It was developed in the early 1970s by the German Academy of Architecture and the Technical University of Dresden.
- 6 Nostalgia for aspects of life in Communist East Germany.
- 7 The Trabant: an automobile which was produced from 1957 to 1990 by former East German car manufacturer VEB Sachsenring Automobilwerke Zwickau.

The European Route of Industrial Heritage (ERIH)

RTPI West Midlands // Summer 2020



The *European Route of Industrial Heritage (ERIH)* is a network of historically important industrial sites across Europe. It was established in 1999 with sites in Germany, Netherlands, Belgium and the UK. The *Ironbridge Gorge World Heritage Site* (which is an UNESCO site) in Telford was one of the founding members.

The aim of the *ERIH* network is to raise awareness of and interest in Europe's industrial heritage and by doing so, promote the conservation of sites and monuments that reflect the innovation, strength and scale of Europe's industrial past. The network also promotes tourism and economic development in these former industrial locations and regions. The basic principle of *ERIH* is cooperation and partnership and that having a network of sites and attractions they are stronger and more successful by working together and sharing good practice.

There are currently approximately 250 *ERIH* members in 24 countries and new members are continuing to join the network. The *ERIH* website attracts over 4000 visits per day and each site is supported by groups of volunteers in addition to full time staff. *ERIH* holds regular conferences, events



and workshops to promote industrial heritage and the conservation and preservation of these important European assets.

The approach to conservation and preservation across the *ERIH* network varies between countries, regions and sites. In Germany the approach is generally to preserve the site in the condition it was in when it closed and the work force left. Where appropriate, modern structures have been added for the benefit of visitors and interpretation.

At a site in Solingen in Germany, a works which was famous for high quality cutlery and related products has preserved the premises and has the appearance of a works where the work force has just left, leaving behind their personal work possessions at that moment.

The Meiderich Ironworks at Duisburg was commissioned in 1901 and closed in 1985 after 80 years of pig iron production and has been preserved as an industrial monument in its condition at closure. It now forms part of the North Duisburg Landscape Park. It is illuminated at night for visitors to provide a visual display by lighting of the industrial processes that took place at the site.

The suspended railway running through the centre of Wuppertal is the oldest electric elevated railway in the world. It was opened in 1901 and continues to be an active and central part of the town's transport infrastructure.



The Zollverein Coal Mine Complex at the City of Essen consists of the complete infrastructure of a historic coal-mining site with some 20th. century buildings of outstanding architectural merit. It consists of the pits, coking plants, railway lines, pit heaps, miner's housing and consumer and welfare facilities. The mine is particularly significant for its architecture. The buildings are outstanding examples of the Modern Movement in the Bauhaus style. The strategy for the mine's preservation reflects the culture, design and features created during its operational life. It is managed by the Zollverein



Images show examples of ERIH sites.

Foundation. Like the Ironbridge Gorge in the West Midlands, it is also a UNESCO World Heritage Site.

ERIH has attracted European funding since 2014 to help expand and develop the network and has been a "Cultural Route of the Council of Europe" since



2019. In support of this, regional industrial historian Dr. Barrie Trinder published "*The European Industrial heritage: The International Story*" to mark the 2018 European Year of Cultural Heritage.

Each member country has regional routes that include networks of sites and attractions that together tell the story of Europe's industrial past in their particular area.

ERIH has come along way since 1999. It is now a legal association registered in Germany with a secretariat based in Dusseldorf and a Board that oversees the network. The UK has been an active participant in ERIH since its formation and regular meetings are held in the UK.

To find out more about ERIH sites and membership visit the website at www.erih.net or contact the UK coordinator at www.uk@erih.net. ■

Michael Barker

RTPI West Midlands Regional Activities Committee member

Streets in the sky

RTPI West Midlands // Summer 2020



Stepping off the plane at Hong Kong (HK) International Airport, I didn't know what to expect. It turns out, getting around HK is as easy as they say.

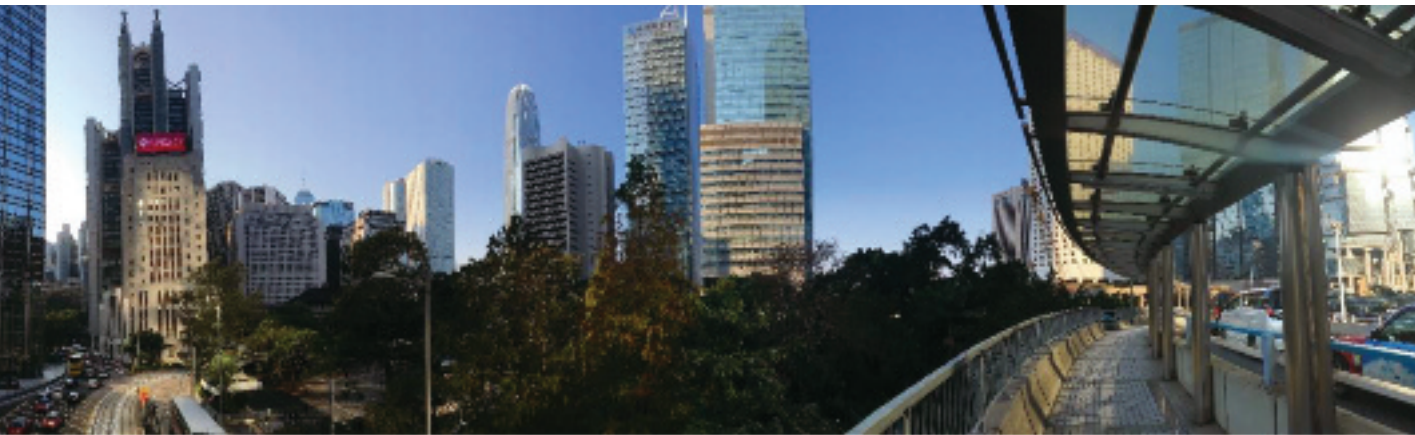
A straight through journey from the airport on to the Airport Express train took me into the hustle and bustle of the capital and on to the Hong Kong Metro (MTR), the equivalent of the London underground, only a lot simpler version.

Along the way I had a glance of the bright blue South China Sea as we passed through intersections of islands and passed the new logistics shipping hub. It would be hard not to comment on the aftermath of the Chinese protests, with the barricades outside the police station and

shopping centres as I arrived on the MTR, but as I adjusted into my new surroundings it felt like a safe city. It did strike me that health and safety standards may be slightly different to the UK, given the more gung-ho approach to re-painting buildings following the protests.

I was desperate to get a view of the famous HK skyline. As I took the Star ferry across from HK mainland to HK Island via Victoria Harbour, I could see the iconic juxtaposition between the natural harbour, high rise dense built environments and steep mountain sides.

A bit of research at the City Gallery reveals something that makes HK different; to maintain the famous HK skyline a 20-30% building free zone is enforced between building rooftops and mountain ridgelines.



As I walked up from HK Island harbour side, I came across a choice of different walking routes travelling up to the Peak Tram funicular railway start point in the Central district; down at street level or climbing the concrete highway flyover style steps to elevated walkways that wrap in between the high rise buildings and above the city highways, that felt like 'streets in the sky'.

It took me a bit of confidence to venture up high, but with the motivation of being away from the noisy congested traffic I made my way up, intrigued about the different perspective I might get. I felt a bit unsure at first, thinking about "who are my eyes on the street?" to keep me safe along the walkway, however I soon came across the stream of pedestrians and it occurred to me that perhaps this was one of HK's solutions to dealing with urban chaos and seemed to make up some of their urban design principles.

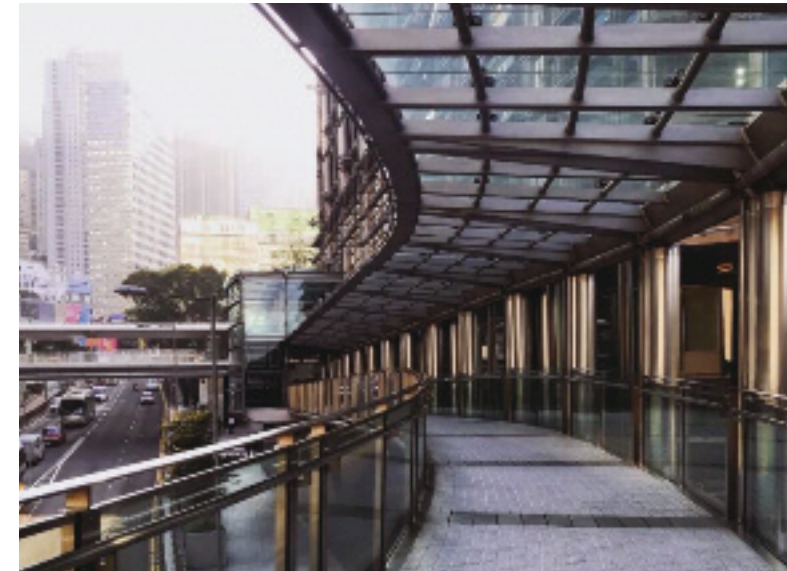
You can appreciate HK more from up high. The view of the Bank of China was almost reassuring that I'd made it into the hub of HK city life. My experience getting around the city then became very different, navigating along the streets in the sky and up to the Peak Tram (a must experience). It's surprising how quickly you can escape the tightly packed busy streets and out into the stunning countryside and mountain peaks.

I reached the top of the Peak Tram line and headed up to the Peak Tower Sky Terrace where you can truly



appreciate the scale of HK and its surrounding islands. You really get a sense of stark contrast and closeness of the urban density against the tall mountain peaks.

Further research in the City Gallery explained the city authority's overall aim is for a sustainable and liveable city with a lively atmosphere. The city is split into a Metropolitan Business Core, Strategic Growth Areas and Primary Axes. Like lots of cities around the world HK has many planning challenges; with a high-density populations, old buildings that need repair sitting vacant in between the modern high rises, air pollution, I could go on. Whilst HK takes great advantage of its adjacent coastal location, they still crave a greening of the city in between buildings, aiming to create more green



spaces, but particularly in a hotter climate like HK, with the aim of lowering temperatures.

HK met my expectations in some respects, such as the huge high rise modern buildings and mix of Chinese and Western influences, but hidden amongst this I experienced a more authentic Asian life that appears to survive amongst the modern world where you can pick up many a wonton noodle dinner, dim sum and snack traditional Cantonese and Chinese delights. If you look close enough each district is unique; the flower markets in Mongkok, central ladder streets in Wan Chai crammed with market stalls perched to the side or the overhead signs creating a distinctive street in Tsim Sha Tsui in Kowloon are just a couple of examples. I began to understand the city's



vision for a compact and integrated city. Somehow it appeared to work from an outsider looking in, with the stereotypical business worker stepping out from their high rise modern office blocks in their bright commuting trainers into the steep side street markets, to pick a gift or food from the market stalls. I'm not sure if I spoke to locals who have lived in the city for generations if they would agree, something I'd have like to explore if I had more time. Something that may have stemmed from pressure by locals to keep HK heritage, is the technique of relocating structures and buildings. Down at the harbourside a pier and associated buildings were relocated using 3D laser scanning technology.

On a spatial planning scale, I learnt that HK are investing in major infrastructure to strengthen connections between HK and the Pearl River Delta region (where the Pearl River flows into the South China Sea, one of the wealthiest economic regions in



China, if not the world). HK have built out across the Pearl River Estuary for nearly 30km to tap into other economic resources in the Pearl River Delta region, which struck me as something different about how HK are perhaps thinking outside the box to grow their economy and reach out to other economies. The Hong Kong Link Road (HKLR) which opened in October 2018 was built to connect the Main Bridge of the Hong Kong - Zhuhai - Macao Bridge (HZMB) and the proposed Hong Kong Boundary Crossing Facilities (HKBCF). The dual 3-lane highway crosses the Pearl River Estuary by a 9.4m long viaduct and the main bridge runs from the artificial island off Gongbei of Zhuhai to the eastern artificial island for the tunnel section just west of the HKSAR boundary.¹

I'd now like to take you away from my 'on the street' experience around HK to focus on some of my planning and design takeaways as I attended the East Asia Arup Design School, which is what took

me over to HK. We were located down in Telegraph Bay on HK Island at the Cyberport Centre exploring the social and circular economy. We challenged the idea around who are we designing for, how do people use a space or a building or what does a place mean to them? This then led us on to explore innovative use of materials, based on these challenges. Local artists, charities and businesses provided some inspiration, before we had a go at designing something ourselves but I won't give it all away for Arupians that may go in the future! One of my takeaways is to always be curious; curious of what is important to others, curious of history, curious of other's ideas and experiences, hopefully making us more informed as planners and designers to challenge design solutions.

Time to fly home and as we weaved our way out from Telegraph Bay, I spotted some high-rise buildings with holes in the centre! I questioned the structural integrity, although thought it was a nice touch to create views and break up the building facades. Back on the Airport Express I realised a restriction sign for no eating and drinking and suddenly the fast and reliable transport system didn't seem so convenient, but maybe there is something to be said for a litter free, clean travel experience! ■

Sarah Fox

MRTPI is a Senior Planner with Arup

Notes

1 https://www.hzmb.hk/eng/about_overview_01.html

How history defines land use in the Deep South of the USA

RTPI West Midlands // Summer 2020

Any visitor to the USA who expects it to be like England but bigger is in for a surprise. As in any country, the way that land is used in a particular area will be shaped by its history, geography, economics and its culture. In the case of the Deep South, the American Civil War and differences over the slavery that led to it cast a long shadow extending into the 21st century, and current urban form owes much of this to decisions made in the early 20th.



Residents of Louisiana are often pleased to see an approaching tourist.

How did your nearest town become established?

If you are in England, the answer to this question might lie in its value as a defensive site, its proximity to a river - for water and trade - or the productivity of local agriculture.

Across the American Deep South, towns became established for similar reasons: they were the crossing points of drovers' routes, or where a railroad company decided to build a station. Atlanta was originally founded as the terminus of a major state-sponsored railroad, Nashville. In 1779 it grew quickly due to its strategic location as a port on the Cumberland River and in the 19th century as a railroad centre. Memphis was founded in 1819 by three prominent Americans including future president Andrew Jackson and grew into one of the largest cities of the Antebellum¹ South as a market for agricultural goods, natural resources like lumber, and the American slave trade. Birmingham (Alabama) was founded in 1871, during the post-Civil War Reconstruction era, through the merger of three farm towns and was named after Birmingham, England.

These are cities of the Deep South, but what of the suburbs and rural areas that surround them? The population density of cities in much of the USA reflects the relatively low price of land and reliance on the private car dating back many decades. By 1910, Los Angeles had the highest per capita car registration in the world; Detroit and other Midwestern cities followed shortly thereafter.

The private car dominates commuting in the cities of Dixie. According to the 2016 American Community Survey, 78.1% of working Nashville residents commuted by driving alone, 9.8% carpooled, 2% used public transportation, and 2.2% walked.

It is a similar picture in Memphis: 81.1% drive their own car alone, 10.7% carpool, 2.8% work from home, and 1.9% take mass transit.

Houston, also considered an automobile-dependent city, had an estimated 77.2% of commuters driving alone to work in 2016, up from 71.7% in 1990 and 75.6% in 2009. In 2016, another 11.4% carpooled, while 3.6% used public transit, 2.1% walked, and 0.5% cycled.

Hence in all three cases around nine out of ten commuters travel by private car, mostly alone.

Ralph Buehler, associate professor in urban affairs and planning and a faculty fellow with the Metropolitan Institute at Virginia Tech's Alexandria Center, has identified nine reasons for car-dependency in US cities²:

- 1 Mass motorisation (high car ownership as early as the mid-1930s).
- 2 Road standards (generous ones for roads, tunnels, bridges and parking).
- 3 Vehicle and fuel taxes (deliberately kept low).
- 4 Interstate system (subsidised by the federal government).
- 5 Government subsidies for driving.
- 6 Technological focus (policy responses to problems of US car travel have focused on technological changes rather than altering behaviour).
- 7 Public transit (companies allowed to go out of business).

- 8 Walking and cycling (only a few US cities have had a tradition of implementing pedestrian and bicyclist amenities since the 1970s).
- 9 Zoning laws (Europeans tend to allow a greater mix of uses in their residential zones, thus keeping trip distances shorter).



Road bridge in Chattanooga, Tennessee.



Traffic on Broadway, Nashville, Tennessee.

It could be described as a vicious circle: planning policies which lead to increased reliance on the car which in turn fosters suburban sprawl.

During a trip to the Deep South in November 2019 I noticed that the city of Houston is at the hub of a sprawling metropolis and that in other cities such as Nashville and Chattanooga, each restaurant and shop commonly has its own car park. The population density of Houston, at 1,395/km² (2016), is far lower than that of New York (10,933/km²) or Chicago (4,600/km²). Fort Worth has a density of only 962/km², and Nashville is a long way behind at 536/km². Contrast these figures with the population density of Staffordshire - including rural areas - at 391/km², or the West Midlands region (440/km² in 2014 est).

Out in the rural parts of the Deep South, the first thing I noticed was the extent of woodland cover, which is huge. Although a long way behind Maine (89.46% forest in 2016), Alabama can boast 70.57% forest, Georgia 67.28%, Mississippi 65.07%, Louisiana 53.20% and Tennessee 52.83%. This is a far cry from the 7.6% woodland cover in the West Midlands³.

A train journey from Memphis to New Orleans took me through the state of Mississippi and after the number of trees and amount of cotton being grown, the most striking feature was the spartan nature of rural homesteads and small towns. At regular intervals I would see a dwelling that could legitimately be described as a shack, with a ramshackle barn and battered pick-up truck. These would be less than a

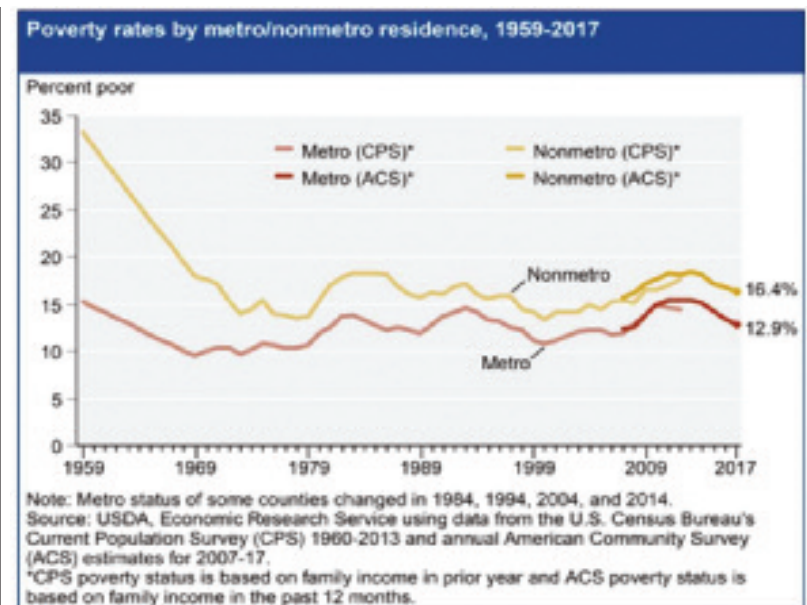
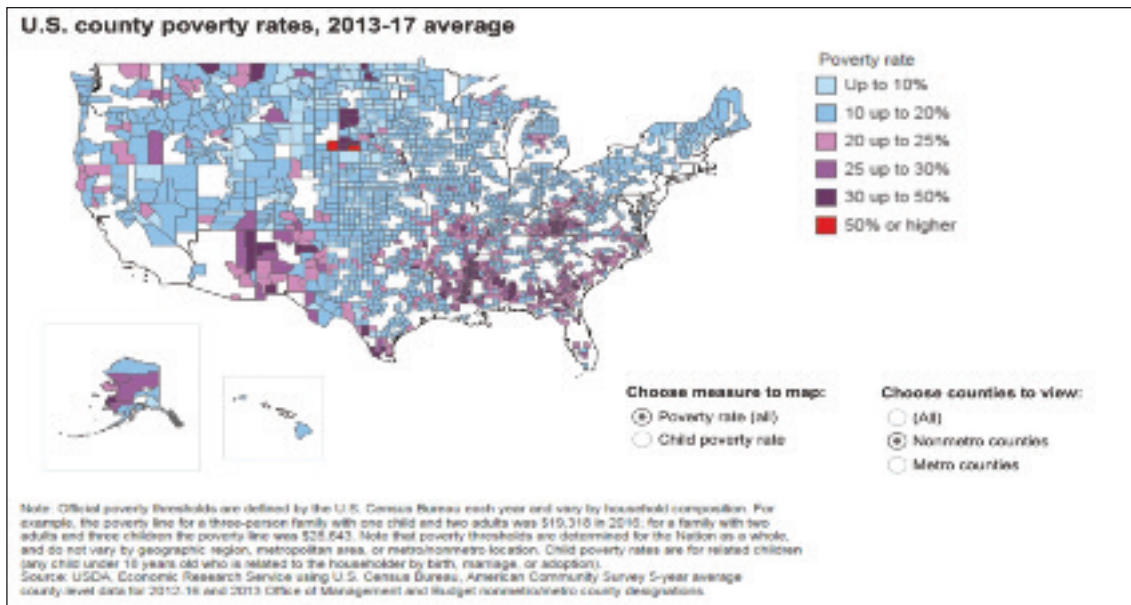
kilometer apart. It is necessary to consider the history of the Deep South to help understand this.

The Mississippi Delta plantation system⁴ started in the 19th century when white farmers arrived in search of fertile farmland escaping declining productivity in other Southern states. They brought with them slaves to do the backbreaking work of clearing the wild forest and subduing the Mississippi River with levees. As a result of the slaves' labour the Delta (which stretches 200 miles from Memphis, Tennessee, down to Vicksburg, Mississippi) became the richest cotton-farming land in the country.

Although slaves outnumbered the farmers, the sharecropping system that replaced slavery continued the social injustice where former slaves remained poor and virtually locked out of any opportunity for land ownership or basic human rights.



Oak Alley Plantation in Louisiana was once worked by slaves; it is now a popular tourist attraction.



Between 1910 and 1970, 6.5 million African-American people went North, leaving the South, the cotton fields, and sharecropping behind. By the end of World War II, much of cotton farming had been mechanised, and sharecroppers were thrown off the land.

Mechanisation and migration put an end to the sharecropping system by the 1960s, though poverty remains. The map above shows nonmetro (broadly synonymous with 'rural') poverty, and it is clear that the South fares particularly badly.

The graph above shows how the amount of poverty in the United States changed between 1959 and 2017. At the end of the period the amount of

nonmetro poverty at 16.4% is significantly higher than in metro areas, though the incidence of rural poverty has halved since the late 1950s.

According to the Mississippi Department of Agriculture and Commerce⁵ the average farm size in the State is 299 acres (circa 120 hectares), though this will include large units based on former plantations. There are likely to be many small units not much more than '40 acres and a mule', the standard size for a farm offered to a former slave in the 1860s under the sharecropping system. ■

David Collier
MA Dip TP MRTPI MBIAC

Notes

- 1 occurring or existing before a particular war, especially the US Civil War
- 2 See <https://www.citylab.com/transportation/2014/02/9-reasons-us-ended-so-much-more-car-dependent-europe/8226/> downloaded 9.2.20.
- 3 Forestry Commission (2002) National Inventory of Woodland and Trees, England, Regional report for West Midlands.
- 4 Source: <https://www.pbs.org/wgbh/american-experience/features/emmett-sharecropping-mississippi/>
- 5 <https://www.mdac.ms.gov/agency-info/mississippi-agriculture-snapshot/> downloaded 9.2.20.

International Planning Quiz 2020

RTPI West Midlands // Summer 2020

Questions

1. Warwick District Council are linked with which City in Sierra Leone through the One-Link initiative?
2. The Viking Interconnector link is a power cable which links Denmark to which English county?
3. Who is the current President of the Commonwealth Association of Planners (CAP)?
4. On which date is World Town Planning Day held each year?
5. What planning document does the acronym ESDP stand for?
6. Which design school in Germany between 1919 and 1933 went on to dominate 20th century style including architecture?
7. What is the name of the Italian town where the Olivetti developed a 'company town' which is now a World Heritage Site?
8. What does the acronym ERIH stand for?
9. How many Sustainable Development Goals (SDGs) were adopted by the UN in 2015?
10. In the 1850's which 'Baron' transformed Paris from a medieval city into a modern city of wide boulevards?
11. What is the name of the district in Freiberg in Germany (named after a French military engineer) which was considered in the early 2000s to be an exemplar of sustainable development?
12. In the 1960s which major European Country employed a 'growth pole' approach to regional development and concentrated growth in eight metropolitan areas?
13. Who was the author of the influential 1961 book "The Death and Life of Great American Cities"?
14. Who wrote "Silent Spring", the book that shined a light on harmful pesticides killing wildlife and affecting the food chain, which was published in 1962?
15. At the Olympic Games between 1912 and 1948 medals awarded for various Art competitions, these included Compositions for orchestra, Sculpture, Etchings and Town Planning. Which Country were the 1948 winners of the Town Planning Gold Medal?
16. Which European Country introduced free public transport from 1 March 2020?
17. Who is the North American architect who collaborated on the design of this building in a Central European capital (right) locally nicknamed "Fred and Ginger"?
18. This skyscraper (right) is known to locals as the 'Batman building' and is the tallest in Tennessee, but in which city is it located?
19. In which city is the district of Pudong – "The East Bank" – a special economic zone which is home to the city's airport, a Disney World and the countries tallest skyscraper?
20. Which European City is known as "Florence on the Elbe"?
21. Which populous South-east Asian country is considering replacing its Capital City with a new planned city over 800 miles away?



RTPI West Midlands events

RTPI West Midlands // Summer 2020



RTPI West Midlands Awards for Planning Excellence 2020

The RTPI West Midlands Awards for Planning Excellence are now open!

Celebrating the power of planning at the local level. Our regional awards celebrate projects and people; highlighting how planning and planners work to create a safe, healthy and sustainable future. We are open to all those in the built environment, members and non-members of the RTPI.

"Winning Young Planner of the Year has given me the opportunity to continue to promote matters that are really important to me, including the role of women within the profession, together with the concept of Planning to younger age groups such as those at school deciding where their future careers might take them! I would thoroughly encourage people to submit their colleagues and friends for the

award as it's an excellent opportunity to thank them for their commitment to the profession!"

*Kate Green, Turley RTPI WM
Young Planner of the Year 2019*

You can enter:

- Regional Award for Planning Excellence
- Young Planner of the Year

Entry is free of charge. Entries must be submitted by 10 July 2020.

Winners will:

- Be automatically entered into the RTPI national awards in 2021
- Receive a trophy and framed certificate
- Receive an award winner's logo for use on their branding and email signatures
- Be included in a press release on the RTPI website, shared across social media channels with over 25000 members
- Receive an announcement in the RTPI West Midlands regional bulletin to 1600 members

- Be announced on the RTPI West Midlands Twitter feed, to 900 followers
- Be displayed on the RTPI West Midlands Awards webpage
- Receive the opportunity to write a column in Tripwire Magazine, sent to 1600 members in the region

Shortlisted entries will also receive an announcement in the RTPI West Midlands regional bulletin and on the RTPI West Midlands Twitter feed, and be displayed on the RTPI West Midlands Awards webpage.

To apply, download the entry forms via our website, or for more information contact RTPI West Midlands.

We are currently experiencing an unprecedented outbreak of the coronavirus (COVID-19). All events scheduled to take place until 31 December 2020 inclusive are cancelled.

We will be making every effort to bring cancelled events online where possible, and organise new ways in which we can engage with our members. You can find the latest RTPI Online events here. If you are not already following us on social media, you can find us on Twitter and LinkedIn.

If you are booked on an RTPI West Midlands event that has been cancelled, you will be contacted about receiving a refund.

Do you have experience presenting webinars?
Would you like to run a virtual event with us?
Get in contact at westmidlands@rtpi.org.uk

Quiz Answers: 1. Bo, 2. Lincolnshire, 3. Dy Currie, 4. November 8th, 5. European Spatial Development Perspective, 6. Bauhaus, 7. Ivrea, 8. European Route of Industrial Heritage, 9. 17, 10. Hausman, 11. Vauban, 12. France, 13. Jane Jacobs, 14. Rachel Carson, 15. Finland, 16. Luxembourg, 17. Frank Gehry, 18. Nashville, 19. Shanghai, 20. Dresden, 21. Indonesia.