

www.incertainplaces.org

In *Certain Places* is an artistic research project, based at the University of Central Lancashire, which explores new ways of inhabiting and informing the future of a place.

www.expandedcity.org

Detailed information about all the artists' projects can be found at www.expandedcity.org and other expanding cities.

offering prompts for further discussions about the future of Preston and changing landscapes. This map plots some of the artists' key insights and strategies for understanding and acting within a precarious and

Ruth Levene have walked the boundary of Preston and considered **Veivick** has explored the politics of housing; and **Ian Nesbitt and Lauren** preserved and shared memories of rural development sites; **Lauren** buildings along one of the city's arterial roads; **Olivia Keith** has

collected. **The Decorators**, have mapped the changing use of approaches to play and leisure provision; multidisciplinary design city's cycling infrastructure; **Emily Speed** has tested alternative

During the last two years, **Gavin Renshaw** has examined the generate debate about wider issues of urban planning and policy.

Following an invitation by Preston City Council to contribute to their plans, in *Certain Places* has been working with a group of artists to explore the existing characteristics of the development areas, and questions and offer suggestions for the future of these places, and

houses as well as new roads and amenities. The Expanded City is a three-year programme of artistic research, interventions and events, designed to inform a series of planned

infrastructure projects on the outskirts of Preston. Part of Preston's City Deal – a central government initiative which aims to encourage economic growth by addressing strategic infrastructure

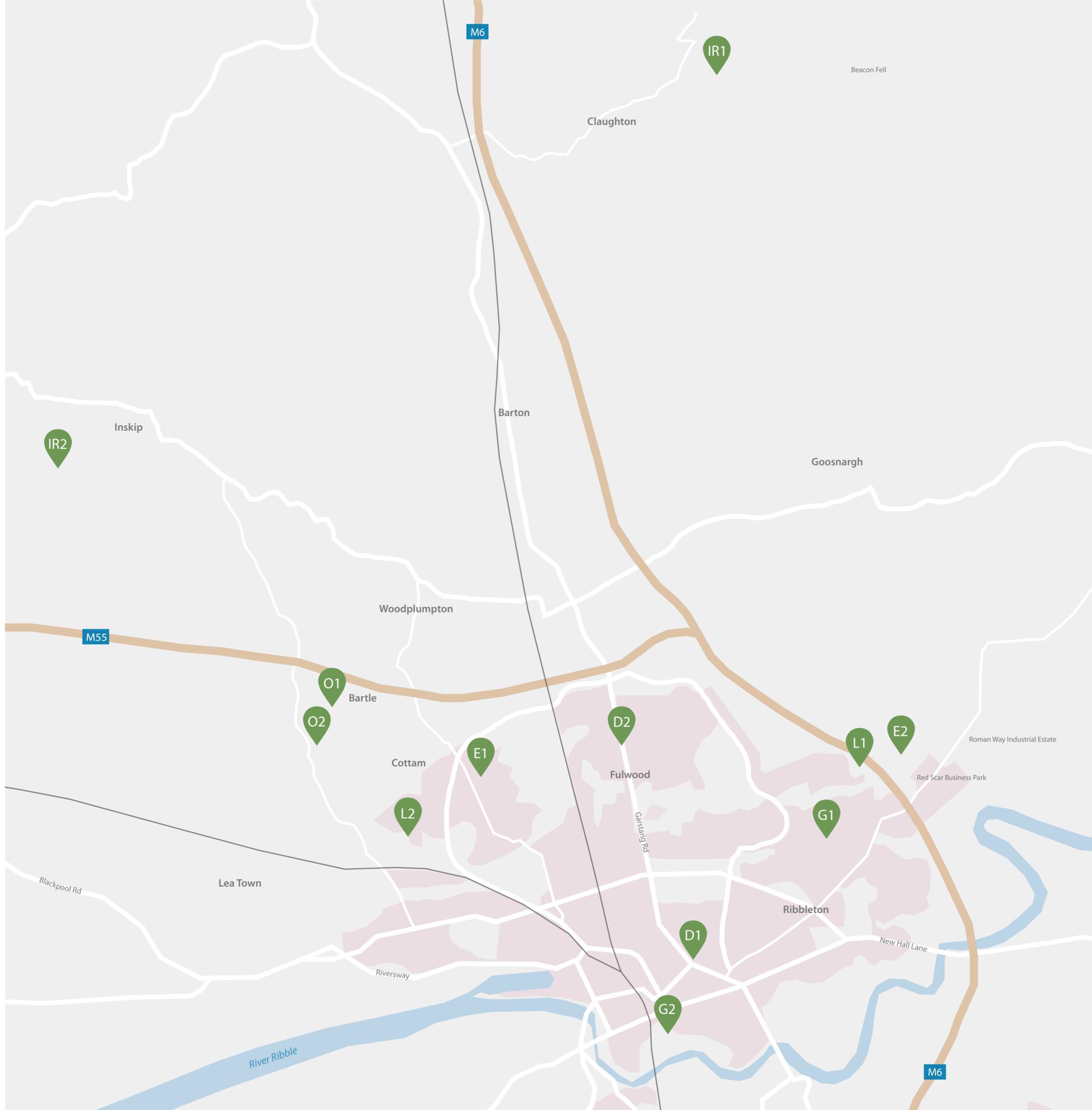
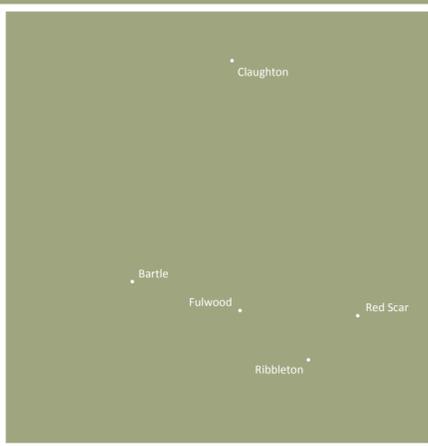
challenges – the scheme includes the creation of over 17,000

houses as well as new roads and amenities.



The Expanded City

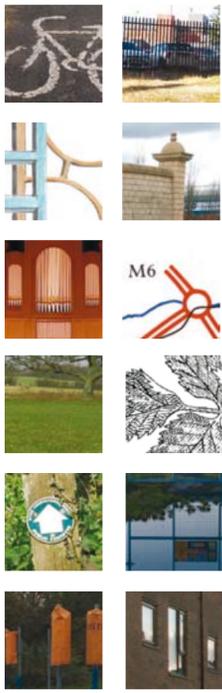
Preston



The Expanded City Preston

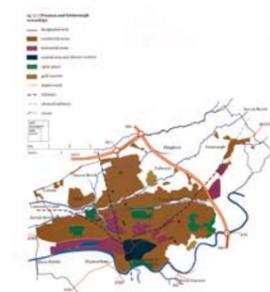
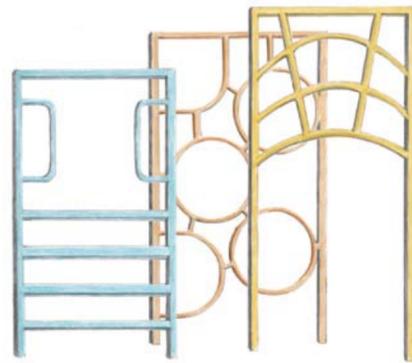
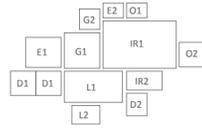
Artists' sites of Interest

- G Gavin Renshaw
- E Emily Speed
- D The Decorators
- O Olivia Keith
- IR Ian Nesbitt and Ruth Levene
- L Lauren Velvick



The Expanded City

Preston



The Decorators

City Mosque Preston (D1)

City Mosque Preston has been open for three years and is representative of the adaptation that is visible along the stretch of the A6 close to the city centre. The building was originally built as a Wesleyan Methodist Church in 1839. Serving as a Christian church until 2012, this congregational space has lost its pews, gained a masjid carpet and now plays host to a Muslim congregation.

The first mosque in Preston was founded in 1967, by three men who came to work at the textile mills. The city now has 24 mosques.

Former district centres on Garstang Road (D2)

In 1974 the Central Lancashire Development Corporation published a plan for the creation of a new town – from Fulwood to the north of Preston, which included a map of Preston's zoning at the time.

The legacy of the programme on Garstang Road seems to be the disappearance of two district centres which sat on the A6, between Moor Park and the Broughton Roundabout. Such generalised zoning gestures, however, give no acknowledgement to the community organisations and businesses that have sprung up over the years. Although no longer designated 'centres', these areas continue to provide local amenities such as a bank, pharmacy, surgery, pub and post office.

Gavin Renshaw

Cycle path in Brookfield Park (G1)

UK cycling infrastructure has long been plagued by a lack of expert consultation, and inconsistencies within the adequacy of design and the practicalities of the physical outcome. A narrow perception of the potential user group can often result in a solution falling short of what is required to encourage more people to adopt alternative methods of mobility.

Access blocked from South Ribble cycle route 55 to Preston Railway Station's Bike Hub (G2)

As a nation, the majority of people once travelled to work by bicycle. As issues around congestion and air quality escalate, it is not inconceivable that cycling will become the preferred mode of transport for short journeys. Ensuring a 'frictionless' commute, with direct access from transport hubs to national cycle networks, would accelerate city to suburb travel and make such societal change a more appealing prospect.

Lauren Velvick

Traffic lights at Bluebell Way (L1)

The differing and often conflicting timescales at which buildings are built and infrastructure is implemented are at the core of my research. Housing and infrastructure projects are planned years in advance, only being implemented when funding becomes available. Whereas, the scales by which individuals and communities experience their neighbourhoods are shorter, smaller and more concentrated. This exemplifies the conflict inherent in development, and questions whether it can or should be assuaged.

Cottam Meadow by Barratt Homes (L2)

During the first year of the project I became interested in who uses certain designated zones of the city, such as semi-rural employment zones that are used for leisure at the weekends by young people. This concern with demographics; their application and shortcomings, has informed my focus on the possibilities for Preston's new housing stock. Who are new houses being designed for, and do they relate to the way we live now and will need or want to live in the future?

Ian Nesbitt and Ruth Levene

Wyre Countryside Service public footpath (IR1)

At walking speed you have much more time to notice the small things, the incremental changes, the oddities, you are able to get up close and in between, you become much more aware of how the landscape dictates and shapes you and in turn how much we have carved and shaped it.

HMS Nightjar (RNAS Inskip) (IR2)

What did productive mean to an 18th century peasant farmer? What does productive mean to a 21st century dairy farmer? What does it mean to the Ministry of Defence or to someone who has walked their dog here every day for 25 years?

Olivia Keith

Deserted medieval village, Bartle (O1)

The Preston Western Distributor – a major new road linking Preston and southern Fylde to the M55 motorway is due to be constructed over the possible remains of a medieval village at Bartle. The different layers of history can often be overlooked, but acknowledging and respecting the past is an important way to understand and feel connected to a place, and thus make informed decisions about its future.

Salmonberry (*Rubus spectabilis*) growing along Bartle Lane (O2)

Salmonberry (*Rubus spectabilis*) – a species of bramble in the rose family, native to North America is growing extensively on Bartle Lane and in the Bartle Hall woodlands. Classed as an invasive species in Northern Ireland, where it is an offence to plant it in the wild, its edible fruit is prized by native Alaskans. I wonder what would happen if we embraced, rather than destroyed it? Could it become a local delicacy? How do we decide what does and does not belong in a place?

Emily Speed

Play equipment from Preston playgrounds (E1)

Within new developments play is often, although not always, seen as the provision of playgrounds, filled with standard equipment selected from catalogues, and governed by rules of use. But does play always need specific spaces and equipment? What would happen if we allowed it to be more disorganised and to happen in all sorts of different places? How can we better integrate opportunities for play within our everyday environments?

Unofficial recreation space near Red Scar Business Park (E2)

Public squares, benches and civic buildings are examples of places in the urban environment where people can spend time without having to spend money. But where are the free spaces within semi-rural and residential areas? Leisure and community centres provide places for people to meet, but the activities which take place there are often monetised or focused upon an end result (such as a show or competition). How might we reconsider what constitutes play and leisure and how can we design places which facilitate free and more open-ended approaches?