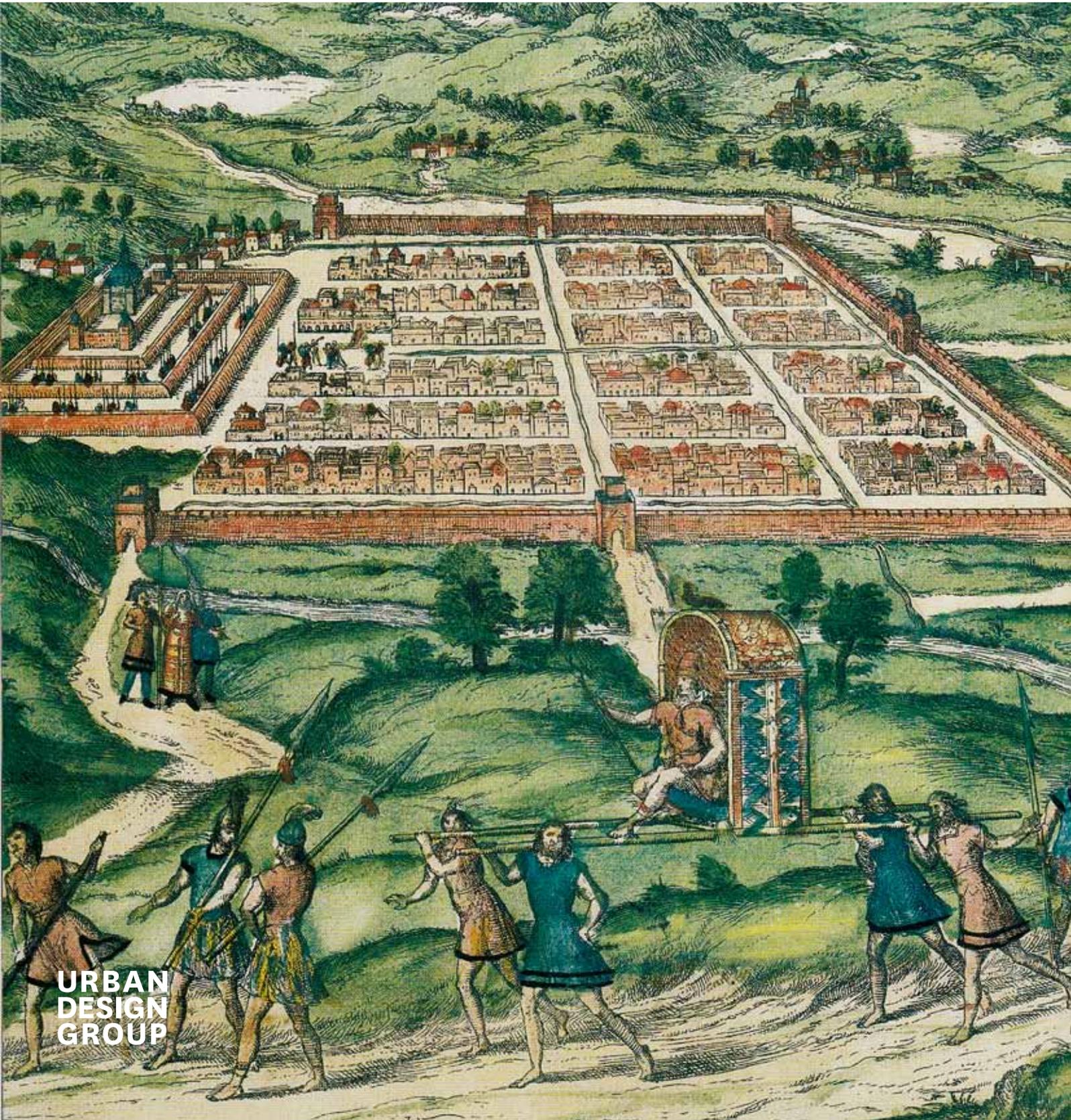


137 **URBAN
DESIGN**

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LATIN AMERICA



**URBAN
DESIGN
GROUP**

VIEW FROM THE CHAIR

Recently a number of announcements have been made in the built environment press about the appointment of design review groups tasked with improving the quality of high profile development proposals. The last were Design Council CABE, appointed to set up and manage a Planning, Landscape, Architecture, Conservation and Engineering Review Group (PLACE) for the Oak and Park Royal Development Corporation.

Design Reviews originated in England in 1924 with the Royal Fine Art Commission reviewing building proposals. The responsibility for assessing major projects was moved to CABE in 1999, with several other smaller local design review panels supporting local planning authorities and regional panels emerging in 2002. These formed the national Design Network which still runs today (www.designnetwork.org.uk/).

THE DIRECTOR'S MUSINGS

How should professional organisations ensure that good practice is brought into the built environment? For example, there are strong arguments in favour of keeping speeds below 20mph in urban areas to reduce the risk of death and injury and create better conditions for walking and cycling. Should professionals designing residential developments with 40mph streets be expelled from their institutions for misconduct?

To become a member of a profession an individual must agree to abide by its code of conduct. The Royal Town Planning Institute demands that each member acts with competence, honesty and integrity, and exercises independent professional judgement at all times. The Institution of Civil Engineers requires its members only to

Both the UK's National Planning Policy Framework and the Farrell Review promoted Design Reviews to provide assessment and support, and ensure high design standards at both national and local levels. David Tittle from the Design Network and Made, and David Waterhouse from Design Council CABE recently addressed the House of Lords Select Committee on the Built Environment to discuss how effective design reviews are. The conclusion was that more schemes need to be reviewed at an earlier stage in the design process.

Design reviews can sometimes be seen as a negative process. In the past David Tittle has reflected on how design review originated from the old gentlemen's club of the Royal Fine Art Commission, and the Spanish inquisition that often came from *starchitects* on the original CABE panel. Luckily, design review panels today typically provide clear independent advice. The Design Council CABE 2013 document *Design Review: Principles and Practice* establishes the following ten principles that a review

must offer in order to provide consistent high standards of advice.

- Independent
- Expert
- Multidisciplinary
- Accountable
- Transparent
- Proportionate
- Timely
- Advisory
- Objective
- Accessible

I have the benefit of currently sitting on the London Borough of Wandsworth Design Review Panel and enjoy the process of supporting and encouraging good design. It also offers me the opportunity to develop my knowledge on considering and mediating what is design quality. I recommend that all built environment professionals get involved in such panels, both through joining them and taking schemes to review. ●

Katy Neaves

undertake work that they are competent to do, ensuring that knowledge has remained up to date and covered all relevant developments. Most codes of conduct are similar, and the requirements rational and just. But publishing a code is one thing; implementing it is quite another.

Former UK Government adviser Paul Morrell, speaking at the 2015 National Urban Design Conference, asked 'Has anyone EVER been thrown out of an institution for acting (within the law but) against the public interest?' The reality is that professionals who put public interest above those of their paymasters will find themselves quickly out of a job. But if considering the public interest is too much to expect of individuals or single professional institutions in isolation, what about greater collaboration?

The first edition of *Urban Design* (August 1980), quotes the late Francis Tibbalds calling for an end to 'the dictatorial, arrogant and divisive attitudes that architects, planners, engineers, landscape architects

and other associated professionals and specialists not infrequently adopt with each other'. He urged better mutual respect and collaboration between these professional groups.

This remains the way forward: good urban design is about multi-disciplinary teamwork and partnership between professionals, politicians and public. There would be great benefits if institutions and the wide research community could support one another to develop robust, rational, evidenced-based practice, and aid practitioners in implementing it. I hope the 2015 National Urban Design Conference, which brought together eight professional organisations in partnership, has helped this cause. I would like to thank the members of the Urban Design Group who worked tirelessly and selflessly to make it happen. ●

Robert Huxford

DIARY OF EVENTS

Unless otherwise indicated, all LONDON events are held at The Gallery, 70 Cowcross Street, London EC1M 6EJ at 6.30 pm.

Note that there are many other events run by UDG volunteers throughout the UK. For the latest details and pricing, please check on the UDG website www.udg.org.uk/events/udg

UDG LONDON WEDNESDAY 13 JANUARY

Film Night – Urban Agriculture – Brooklyn Farmer – Followed by Q and A

WEDNESDAY 10 FEBRUARY Public Space – led by Philip Cave

TUESDAY 15 MARCH Latin America

UDG SOLENT THURSDAY 21 JANUARY 2016 Update on Garden Cities – 4.00pm David Rudlin, Urbed, Savills offices, 2 Charlotte Place Southampton.

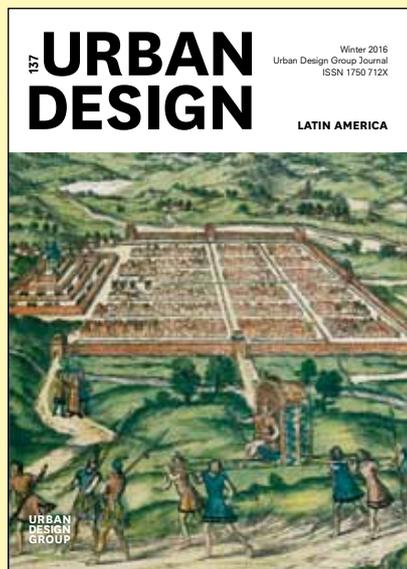
MILAN AND TURIN UDG Study Tour 21-25 April 2016

Fully booked but if interested check with sebastianloew@btinternet.com

BYZANTINE PELOPONNESE UDG Study Tour 4-12 June 2016

We shall be visiting places of medieval Byzantine urbanism in the Peloponnese, Máni, Monemvasía and Lóuisios Gorge.

The price of £710 (£660 for UDG members) includes travel and accommodation. Further information is available from Alan Stones, phone 01376 571351 or email a.stones@btinternet.com
The last booking date is Friday 4 March.



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Global Issues Concern Us

In the year that has just ended we have witnessed some world shattering events: thousands of people seeking refuge in Europe, terrorist atrocities in Paris and Bamako, a seemingly unsolvable conflict in the Middle East, etc. At the same time global warming is increasingly seen as the main threat to the future of the world, and the recent Paris conference has at last attempted to do something about it. Mass population migrations, terrorism and climate change are not unrelated: scientific predictions indicate that as a result of these, the first will increase exponentially and the second will be more likely. Unless of course we do something about them. Unfortunately the Government has recently cut subsidies to renewable energy sources, a move in the wrong direction.

What has this to do with urban design, you may be asking yourselves. Probably quite a lot. People are migrating to urban areas and these find it difficult to absorb them. As a profession we have to find the best way to accommodate people in places that are healthy and pleasant, and does not damage the environment or consume additional resources. It may seem an impossible task and it is certainly not easy, but both individually and collectively, we need to ensure that our work contributes to the solution and as a minimum does not make the problem worse. In the cosy context of the UK, we may think that none of this affects us, that it is all too difficult, and that in any case we are too unimportant to make any difference. I would argue that every small input by any of us is important, and that collectively we can have an influence.

This issue's topic showcases recent projects in Latin America, a continent that was until recently racked with apparently intractable problems. Not all of these have been resolved but cities across the continent, with much smaller resources than we have here, are demonstrating that they can improve the life of their citizens through planning and urban design and at the same time protect the environment.

We also publish the shortlisted Local Authorities Projects and Books for the Francis Tibbalds Urban Design Awards. Do not forget to vote for your favourites in the Practice (published in the issue 136) and the Local Authorities categories. The winners will be announced at the Awards ceremony on 9 March 2016, where we hope to see you all. ●

Sebastian Loew, architect and planner, writer and consultant

HOW TO JOIN

To join the Urban Design Group, visit www.udg.org.uk and see the benefits of taking out an annual membership.

Individual (UK and international) £50
UK student / concession £30
Recognised Practitioner in Urban Design £80
Small practice (<5 professional staff) £250
Large practice (>5 professional staff) £450
Education £250
Local Authority £100
UK Library £80
International Library £100

Underground Urbanism

The Gallery, London,
16 September 2015

It was a very rainy evening but some of us braved the elements to descend into the underworld and learn about what happens there (not quite Hades!). Elizabeth Reynolds of urban who chaired the event, started by suggesting reasons for using subterranean spaces. Humans first sought shelter underground but today cities dig to protect pedestrians from the climate (Canada's subterranean streets), to enhance the value of properties (in New York, Hong Kong and now London), and because constraints limit the expansion of cities in other directions. However, it is not always possible to use the underground space because of tenure and ownership issues, or as is the case in London because of the numerous existing users. New transport tunnels are already being dug and

occupy a good part of the available space.

Stephanie Bricker of the British Geological Survey spoke of the importance of geoscience for the future of cities. She suggested that our relationship to the environment in cities is based on three premises: the environment is there to serve us (natural capital); urbanisation poses a threat to the environment (sustainability); and the environment poses a threat to us (resilience). So the city subterranean realm is important for geology, energy, transport, water supply, etc. And the subsurface of the soil is used as a platform (for foundations); provides materials, heat, water; regulates (waste water, water flows) and serves as a support for green spaces and sustainable drainage. Therefore we need to find ways to use it in a sustainable way and urban design is one of the ways to do so. But she pointed out the importance of data and modelling.

Jerry Tate, or Tate Harmer architects, then described his scheme for the underground Sinking Shaft of the Brunel Museum in Rotherhite, an example of reuse of an industrial space for cultural purposes. Elizabeth Reynolds then ended the evening



by presenting a series of case studies from around the world: a deep shelter to grow vegetables in Clapham, a data storage centre in a former nuclear bunker (Stockholm), the Low Line in a New York trolley depot, etc. She also mentioned cities that are undertaking feasibility studies for underground development such as Singapore and Hong Kong.

What the event barely touched upon were the risks and the problems caused by uncontrolled digging below buildings, an issue that London Boroughs are now having to tackle urgently. This may be the subject of a further evening. ●

Sebastian Loew

Learning from Europe

Academy of Urbanism at BDP,
London, 5 November 2015

On the eve of announcing their choice for European City of the Year, the Academy of Urbanism (AoU) invited representatives of the three shortlisted cities to give presentations highlighting their distinctive traits. The title of the evening is significant as the purpose of both the award and the evening is to learn lessons for this country.

Welcomes and introductions were given by Andrew Tindsley of BDP, Kerri Farnsworth, Emiel Arends from Rotterdam (last year's winner of the award) and Steven Bee, chair of the AoU. The three cities, Bologna, San Sebastian and Stockholm were represented by Prof. Patrizia Gabellini, in charge of Urbanism at the Municipality of Bologna, Ernesto Gasco, San Sebastian's Vice Mayor in charge of Economic Promotion, and Thomas Stroll, head of planning for the City of Stockholm. Their presentations were lively and as different from one another as their cities are.

Nevertheless some overall ideas were shared and there were general lessons that could be drawn though they would be difficult to apply to the UK with values and a way of doing things that is so completely different. Next day, the AoU announced that San Sebastian had won the title of European City of the Year.

From both Bologna and San Sebastian we heard that heritage is important, not to be preserved in aspic but to learn from and



to support innovation and forward looking economies. Both cities have a great tradition of culinary excellence, based on their geographical location and agriculture. Both are investing in research, innovation and education around food and gastronomy. Both cities are renovating their urban heritage but also commissioning innovative architecture. All three cities are supporting innovative and sustainable economies.

Sustainability is high on the agenda of all three cities and they have all made efforts to reduce the use of the private car by investing in public transport and encouraging walking and cycling. San Sebastian's new cycle ways and light rail network were particularly impressive. Stockholm aims to be a 'climate smart city' and has developed a 'green and blue' network.

Shortage of housing seems to be a problem shared by most contemporary cities and these were not exceptions even if the backgrounds were very different: San Sebastian

has the highest rents in Spain and an ageing population, Bologna and Stockholm have an increasing number of immigrants and want to ensure social cohesion. To deal with these issues, the city administrations not only invest, but ensure the active involvement of their citizens. A peripatetic Dialogue Box is one of the ways that Stockholm aims to achieve this.

All three cities see the importance of offering an attractive environment for the local population and to attract tourists and private investment, but the public sector is the main investor in and initiator of the major projects. One comment made in passing by Thomas Stroll, that Stockholm controls its budget entirely, to the extent that it collects its own income tax, was startling when seen from the British perspective. It seems that we operate in a different universe! ●

Sebastian Loew



The UDG Annual Conference

Bristol, 9 October 2015

This year's Urban Design Group (UDG) conference took place in Bristol, the 2015 European Green capital, the first city to adopt a legible city information system and the first to elect an architect and urban designer as its Mayor. The Great Eastern Hall of the SS Great Britain Conference Hall on Harbourside was filled to capacity for the initial session. After being welcomed by UDG cChair Katy Neaves, delegates were given an introduction to the conference by Daniel Black and to the host city by Barra Mac Ruairi of Bristol City Council.

The first paper on the conference theme, Development, Design, Profit, was given by Paul Morrell, the Government's adviser on construction who regretted that the system in which we work was upside down and back to front and argued for a greater integration of the professions. Before the morning break, Stephen Hodder, immediate past president of the RIBA, gave advice on the relationship between architects and clients, emphasising the importance of listening and understanding, collaboration, engaging with people, delivering technical talent and demonstrating added value.

For the rest of the morning, the conference split into three groups. Design for

Health, Wellbeing And Social Inclusion was chaired by Debbie Sorkin who also gave the first paper linking health, social care and place. She started by quoting Michael Marmot's recent book *The Health Gap* in which he claims that 'Places can seriously damage your health', to emphasise the large variations in health across the country. The link between health and place seems to relate especially to housing conditions and at least some local authorities and health organisations have taken this on board.

Next, Laurence Carmichael, lecturer in the World Health Organisation (WHO)'s Collaborating Centre for Healthy Urban Environments at UWE, aimed at addressing the connection between health and urban planning and design. Statistical evidence shows the links between deprivation, poor environment and lack of green spaces, but today's concerns differ from those of the Victorians: they relate to ageing, dementia and obesity. Planners and designers can have an impact by providing an environment that promotes activity. Her list of characteristics of neighbourhood design that can influence individual behaviour would be familiar to our members: connectivity, mixed neighbourhoods, mixed uses, public transport, etc. and she suggested that some policies exist to help tackling obesity. She also listed a number of useful references. However she warned that showing that a healthy environment can create economically thriving places and add value, was not that easy.

Continuing with the theme, Alex Notay, Policy Director of the Urban Land Institute

UK (ULI), described their Building Healthy Places Initiative. Among the different publications produced by ULI, a *Toolkit* (available on line) offers strategies and recommendations to create places that contribute to better health and wellbeing for communities. Alex also mentioned work she has done on densities and on emerging trends in Europe concerned with sustainability and health. Finally she cited some case studies undertaken by ULI and in particular one on Argent's King's Cross scheme which is exemplary in this country.

Daniel Black, director of db+a presented the next paper on Making the Business Case For Health And Sustainability. He argued that assessment and evaluations are often made too late to deliver healthy environments as too many decisions have already been taken. Therefore the Wellcome Trust has commissioned research on moving health upstream in urban development decision-making, in which he is involved. Case studies include several local authorities and the project has started by evaluating costs, barriers and opportunities.

The morning ended with a round table debate on healthy places. Participants from the audience were concerned to know how the objectives outlined during the preceding sessions could be achieved. Jonathan Schifferes, senior researcher at the Royal Society of Arts seemed to summarise the concern: a caterer wanting to attack obesity knew that eliminating biscuits and fizzy drinks would have an impact. What was the equivalent for urban designers? he asked.

A separate second stream dealt with Designing Sustainable Infrastructure and was chaired by Rebecca Ridge of the RIBA Bristol and Bath branch. The first speaker Julian Hart, author of *Towns and Cities: function and form*, spoke about the efficiency of densities in relation to businesses and energy. Noel Farrar, President of the Landscape Institute covering the subject of Landscape as primary infrastructure, dealt first with the conflict between the rights of the individual and the needs of society and then argued that landscape was discriminated against. He used a number of illuminating examples to make some very valuable points.

Next, John Buxton of Cambrian Transport related the post-war decline of Bristol public



transport system to discuss land values and transport infrastructure. New opportunities at Temple Mead and the electrification of trains would have wider impact and lift local land values. Finally Julian Dobson, author of *How to Save our Town Centres* emphasised the importance and multiple roles of town centres, well beyond retail destinations, and gave examples of successful places such as Melbourne and Todmorden.

A third stream of presentations dealt with Energy, Development and Climate Change, chaired by Richard Pendlebury, Deputy Lieutenant of the County and City of Bristol. The speakers included James Traynor of ECD on refurbishing housing to meet 21st century needs, David Rhodes of Origin3 Studio on designing district heating and its potential for the UK, and addressing issues of tidal power was Nigel Webb of Tidal Lagoon Power.

AFTERNOON SESSIONS

The afternoon sessions were also divided into three groups. Creating Health, Wealth And a Better Quality Of Life continued the first morning stream and was chaired by Cath Ranson, immediate past president of the RTPI. The first presenter was Roger Evans, a pillar of the Urban Design Group, who sought to answer the question 'Shaping cities or just allocating sites?' He contrasted the scope of urban design (social and economic intent, a range of scales, across land ownership, over a variety of time frames and through a number of agencies) with the reality of working within the local plan system with urban form being the result of the strategic housing land availability assessment and the influence of vested interests. Urban design today is mostly concerned with masterplanning at the neighbourhood level, not connecting with the larger or the smaller scales. He listed the characteristics of what good Local Plan should be and cited a few examples from this country and other European cities. He ended by recommending that we start a campaign for a 'whole town' approach.

Liz Kessler was the next speaker and she tackled the reality of leadership in local authorities. She is now a local councillor, having worked in neighbourhood planning in deprived areas. She suggested that having a vision was the one skill that urban designers have that others don't, but implementing it required having an action plan, perseverance and continuity, convincing others and of course access to a budget.

John Worthington, Patron of the Urban Design Group, reprised the theme of UD Issue 135, the City as Master Developer; he sees the city as a product of civil society, balancing participative and regulatory democracy, where there is a continuous interaction between people and space. The future lies in collaborative urbanism but in this country, there are serious barriers: a centralised decision making system, an adversarial culture and a dependency culture.



3

Cities are organic systems 'never complete, always adapting and self-organising over time'. John outlined some of the work of the Academy of Urbanism and in particular the Learning Cities Platform where stakeholders look at their own cities and then at others to draw some lessons. He gave examples of cities that were performing as master developer, all from Europe (see issue 135). He concluded with three recommendations: understand and accept risk; share understanding; and create a proactive, responsible culture.

The second major group looked at Creating Profit and Value, and the role of the private sector in delivering projects, which was chaired Owain Llewellyn of the International Governing Council, RICS. Yolande Barnes of Savills spoke about sharing land value uplift and unlocking access to long-term investment opportunities with case studies from global cities. Looking at better quality development to create higher property prices and profits, Chris Crook of Kingsgate Property Consultants Ltd gave an honest account from a developer's perspective. Mike Roberts of HAB (Happiness Architecture Beauty led by Kevin McCloud) spoke about regeneration and pro-growth projects, where more profitable schemes enabled them to make other low cost developments work harder to create better quality for all.

The third group heard about Smarter Cities and data in urban design and management, chaired by Paul Hardman of Gregg Latchams. His colleague Ed Boal spoke about Smart Cities, while Simon Power of ARUP set out the findings of the ARUP-RIBA report *Designing with data: shaping future cities*, which links closely with issue 132 on Data, Technology and Urban Design edited by Polly Turton also of ARUP.

After a break, the whole conference reconvened in a plenary session chaired by Alex Notay. Richard Hayward presented the results of the UDG funded research on house builders and urban design, what he called a

listening study which he undertook together with Ivor Samuels and Louise Thomas. Richard described their methodology which included interviews and the Delphi technique, and aimed at to understand ing what urban design meant for house builders. He suggested that a concern for the UDG must be that house builders generally find it difficult to ascribe added value to urban design quality, and were reluctant to separate the scope of urban design from the design of houses (their product).

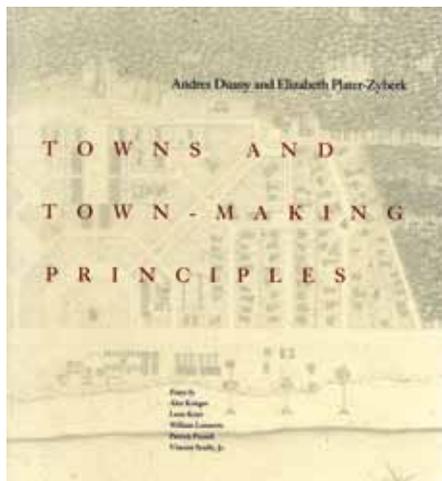
Delivering Quality, Profit, Prosperity With Social Inclusion in low value areas was the subject of the next two papers. First David Swallow discussed the value of new forms of funding and the importance of the 'public sector entrepreneur' to improve public procurement. He was followed by George Grace, of TownCentred consultancy who advocated applying Melbourne's successful ideas to Bristol: build housing higher to save the high streets, reduce transport costs and carbon emission.

Following another discussion roundtable, Professor Robin Hambleton, author of *Leading the Inclusive City* gave the final presentation: lessons from successful urban regeneration and new development in other countries. He emphasised the importance of place-based leadership to reduce inequalities and improve the life of citizens, as well as protecting the environment, and the role of urban design in implementing the improvements.

Dinner on the SS Great Britain ended the main conference with Bristol's Mayor George Ferguson giving the after-dinner speech. He sent delegates away with the reminder that people make towns and cities, not buildings, not spaces and not professionals ●

Sebastian Loew

- 1 Conference plenary session
- 2 Bristol Waterside
- 3 Conference dinner on the SS Great Britain



The Urban Design Library #16

Towns and Town-Making Principles, Andres Duany and Elizabeth Plater-Zyberk, Ed. Alex Krieger with William Lennertz, Harvard University Graduate School of Design, Rizzoli, 1991

The publication of *Towns and Town-Making Principles* marked the start of a new debate about the suburbs in the United States, and the approach advocated by Andres Duany and Elizabeth Plater-Zyberk (DPZ) soon became a key strand of closely-linked urban design theory and practice in both the US and the UK. The book includes several essays on the links between theory and practice, edited by Alex Krieger. As a young urban design student, I found it fascinating and inspiring. The book includes: theoretical reflections on the state of American house building and suburban sprawl; a catalogue of Duany and Plater-Zyberk's new town-making projects with scaled plans; a detailed introduction to code writing ranging from landscapes and land uses to porches; and, a primer in how to present master plans and key places graphically for developers and communities alike.

Duany and Plater-Zyberk turned their attention to the American suburbs and urban sprawl with their project for the town of Seaside, Florida. American suburbs had gone from being a celebrated post World War II achievement in housing building (at a rate of around 1 million homes per annum in the 1950s) to a growing social, economic and environmental problem. Overlooked by the design professions, the suburbs soon became the predominant US housing context, and yet most suburban development was driven by zoning, rather than designed for people.

Towns and Town-Making Principles explains DPZ's approach: designing suburbs like towns; using codes to make plans, not zoning rules; and, working with house builders to change outcomes.

The commission for the town of Seaside was unusual for many reasons. The developer Robert Davis' approach was to learn about place-making alongside his architects, looking at 'places that work' and having 'patient money' (as Paul Murrain has subsequently explained so well). He went on to actively manage this investment in urban design quality, with community representatives helping to determine whether proposals upheld the design codes. The development of Seaside also addressed the significance of higher density housing in an urban street structure for place-making; calming high-ways to give pedestrians greater priority over major traffic routes, such as Route 30A which runs between the town and the beach; and, the use of form based codes for streets and buildings that meet the need for long life, loose fit places.

Duany and Plater-Zyberk's approach to Seaside and other projects spawned a great deal of publicity for the movement that became known as New Urbanism, or Neo-Traditional Urbanism. This emerging practice-led theory attracted criticism from architects and academics alike, who grappled with New Urbanism's stylistic controls. Yet *Towns and Town-Making Principles* showed then, and still does, that Duany and Plater-Zyberk understood how to rebuild urbanism from the street upwards. Alex Krieger described the problem: 'we admire one kind of place – but consistently build something very different' (p.9). This seems to be true of much urban design practice today, where the promotional imagery does not resemble the design, nor indeed the places that are ultimately built. Through black and white pages of detailed plans, diagrams and codes, as well as the colour pull-out pages with scaled plans, the book lists DPZ's work as Villages, Towns and Cities, Territories, and The Codes.

At that time, the town of Seaside was the best known of these, and the layers of the town's structure is well described by William Lennertz; it is a clear example of DPZ's simple approach to urban design practice. The town is presented as a series of diagrams: the Masterplan showing the place as a whole, the Street Network and movement, the Pedestrian Network as a figure ground, Street Sections and the different character areas, the Regulating Plan zoning building types and not uses, Public Buildings and Spaces with the dissected town laid out neatly, and the Codes as urban regulations for how private development meets the public realm.

Lennertz also explains the design process – the *charrette* and the energy that it implies – and finally Implementation, which led to the drawing up of the *Traditional Neighbourhood District Ordinance* (TNDO). This ordinance has been incorporated in many US state laws to uphold the overall design approach. The TNDO is significant as it overcomes conflicts with the 'planned unit development' (PUD) ordinances, the ones that set out the three development

principles which had promoted rampant urban sprawl: the free and rapid flow of traffic; parking in quantity; and, the rigorous separation of uses.

There have been several examples of houses where architectural practices have been commissioned to 'break the code' at Seaside, resulting in houses which fit just as well in urban design terms, but not the architectural style (see the Walter Menteth house), as well as research seeking to show that various design principles do not work consistently (e.g. on natural surveillance). Yet the projects captured in *Towns and Town-Making Principles* show a way of making places that the American house-building industry had long forgotten, if it ever knew it. A different example is Mashpee Commons in Massachusetts, which involved restructuring an out-of-town shopping mall to create a town, with homes, businesses and streets for people. In the mid 1990s, having examples like these to show UK developers was invaluable, with the key public buildings and spaces clearly flagged up as scene-setters for pump-priming, as well as the importance of the master developer role for short and long term success. Having visited several of DPZ's projects, it is clear to me that this is not all rhetoric: the places are what you would expect from the plans and drawings, and people enjoy the streets and the opportunity to be in a more human-scaled urban environment.

Coming soon after *Towns and Town-Making Principles* was Peter Calthorpe's book *The Next American Metropolis, Ecology, Community and the American Dream* which took the combined theory and practice approach a step further. Calthorpe's more abstract diagrams and guidelines transcended the distracting stylistic debates which at times overshadowed DPZ's impact, and he tackled more of America's existing regional urban sprawl. This followed his collaboration with Sim van der Ryn on *Sustainable Communities* (1986) and with Doug Kelbaugh on *The Pedestrian Pocket Book* (1989). Founded in the period captured in Joel Garreau's entertaining if depressing book *Edge City: Life on the New Frontier*, on how little of America was being designed for walkability, *Towns and Town-Making Principles* and the New Urbanism movement continue to provide an invaluable argument for town-making in a global context. ●

Louise Thomas, independent urban designer

READ ON:

Peter Calthorpe, (1993), *The Next American Metropolis, Ecology, Community and the American Dream*. Princeton Architectural Press

Joel Garreau, (1991), *Edge City: Life on the New Frontier*. Doubleday

Steuteville, R., Langdon, P. (eds), (2009) *New Urbanism: Best Practices Guide*. New Urban News Publications



My Favourite Plan – Jane Manning

World War Two bomb damage map

[Ministry of Home Security: Research and Experiments Department, Bomb Census Maps. Ref HO 193, 1939-1945. London Sheet 1X.3 (National Archives)]



Why I like it....

There are few maps quite like the bomb damage maps from World War Two. In contrast to almost any other plan, it is the things that no longer exist that stand out, shown louder than anything else. The plans articulate loss in a beautiful and graceful manner. Absorbed within the colour palette and markings is a wealth of information about single bombs and successive raids which changed the natural evolution of neighbourhoods across cities. The key to the plans is brutal in revealing the dark truth behind the vibrant picture. Black: 'total destruction', purple: 'damaged beyond repair', red: 'seriously damaged, doubtful if repairable'. In addition to the beautiful colouring, dainty thin circles are drawn to represent the location of (not so dainty) bomb drops. Those that prepared them were meticulous and, as such, the maps became much more than the compensation plans they were intended to be.

How they can be used or applied....

Over the past decade many of my projects have been located in London which has given me the excuse to indulge in these maps. More often than not, the areas in question have seen a significant shift in the post-war period. In many cases, the maps confirm your hunch about why this happened. But it can equally speak volumes in incidences not so straight forward. Where buildings shown as damaged still stand, and yet the problematic post-war buildings of today stand on ground never disturbed.

Current Position

Associate Director, Allies and Morrison Urban Practitioners

Past Experience

Associate, Urban Practitioners
Environmental Planner, Land Use Consultants
Researcher, URBED

Education

MA Urban Design, University of Westminster
BSc Geography, University of Liverpool

Ambitions

To one day take my grandchildren around somewhere and say 'I did that'.

Specialisms

Sustainable urban strategies, strategic scale design frameworks, green infrastructure models and urban characterisation. ●



Latin America

South of the Rio Grande lies a vast continent (or two if we separate Central and South America) that with very few exceptions, was conquered and colonised by Spain and Portugal; as a result its people speak Latin languages, Spanish and Portuguese, in addition to some surviving native languages such as Guaraní or Quechua, and are known as Latin Americans. In Britain, it is undoubtedly the least known of the continents as it never was part of the Empire (except for Belize, Guyana and some islands in the South Atlantic). Professionally, we have heard about Curitiba and Bogota because their charismatic and progressive Mayors have changed their cities fundamentally by improving public transport and the public realm, but otherwise not much is known of what is happening there.

Most countries became independent in the earlier part of the 19th century, well before the British and French colonies, and since then have had a long and chequered history towards democracy. As they all welcomed immigrants from around the world, they became a melting pot just as much as the United States but with a different mix and one that varied from country to country. Some cities are very European: Buenos Aires for instance was known as the Paris of America. On the other hand, though very rich in resources, countries tended to become economic colonies and struggled to join the fully developed world. Today they present a very mixed panorama of high sophistication and dire poverty, of mega-cities and shanty towns, of magnificent landscapes but fragile environments. Corruption and drug cartels are a constant menace and democracy is not yet secure. Their economies, though generally growing and in a better shape than twenty years ago, are still dependent on the vagaries of the international markets.

The state of urban design in the continent is equally mixed but the concerns of professionals are not very different from those in this country: city centre regeneration, protecting the heritage, reducing the use of the private car and its impact on the environment, limiting urban sprawl, ensuring people's appropriation of the public realm, dealing with security, reducing inequality, facing climate change, and how to deal with the diminishing role of the public sector. At the same time, although professionals are often influenced by global trends, these concerns are approached while taking into account the local context.

Some issues are recurrent and seem to reflect specific preoccupations: the design of tourist areas and their connection with the permanent residents; how to ensure a scheme's continuity when political priorities change; how to reinforce local culture and avoid imposed models in the face of strong globalisation pressures; and the development of new centralities.

Laura Alvarez's introductory article emphasises the importance of the Spanish legacy in the form of one of the earliest urban codes, the so-called *Laws of the Indies*: most of the continent's cities are grids resulting from these Laws that dealt with wide-ranging and surprisingly modern issues. Centrality is a particular element of Hispano-American urbanism as the Plaza Mayor was in most cases the starting point of the colonial city from where their grids radiated. Perhaps for this reason, the word centrality recurs in many of this issue's articles. Mabel Causarano on the one hand, and Carlos Alberto Fernández Dávila and Aldo Facho Dede on the other, look at the future of

Asuncion's and Lima's historic centres respectively, emphasising their symbolic role and the importance of memory. Centrality, a new one in this case, is also the subject of Pedro Pesci's article on Monterrey's new neighbourhood, which will attempt to replicate traditional multi-purpose centres, rather than being just a commercial magnet.

Other contributions cover schemes that are already implemented or expected to be so in the near future. Lucia and Jorge Pieri, Pedro Pesci and Pablo Bullaude are all concerned with the sustainable development of tourist areas in fragile environments, on the Atlantic coast and in the mountains, in Uruguay and Argentina. Other contributors offer critiques of or alternative proposals to official policies. Luis Fernando González Escobar reviews the not entirely successful transformation of a road into a promenade in the centre of Medellín, whilst Eduardo Pimentel Pizarro suggests a different approach to Brazilian shanty-towns, tackling the redesign of one of the country's largest favelas. Meanwhile Mauricio Hernandez Bonilla welcomes the redesign of public spaces in Mexican cities as a positive contribution to the fight against insecurity.

A few British urban design firms have been active in Latin America, generally working in collaboration with local consultants. Two contributors showcase their work, Patricia Gomez with a masterplan for urban regeneration in Cali, Colombia and Matthias Wunderlich for the design of a new urban extension commissioned by an enlightened client in Lima, Peru.

Sustainability is a concern that appears in most of the articles. Another is how to ensure the active involvement of local populations in the decision-making process and the sharing of the benefits by all.

In spite of the diversity of articles, these contributions can only open a small window on this fascinating but little known continent where urban design has followed a parallel but very different path from that of European or North American countries. ●

Sebastian Loew

The Laws of the Indies

Laura Alvarez reflects on 17th century urban design guidelines for colonial Latin America



1 Old Havana, Cuba, a square, photo Maria Cristina Dominguez

Fascinating Latin America, where rigorous infrastructure merges seamlessly with the exuberance of nature, where centuries of battles between regulations and freedom eroded the land to produce some of the largest megalopolis in the world; a continent rich in resources, yet hosting populations suffering from hunger and poverty; an intriguing, seductive and captivating land of contradictions and extremes. How did it all come to be?

America became 'Latin' through the Spanish and Portuguese conquests. Gradually, through systematic colonisation, indigenous tribes were Christianised and governed through Viceroyalties (*Virreynatos*) representing the Spanish king, in a way similar in structure to feudal European settlements. Colonisation happened at an extraordinary speed: towns and villages rapidly emerged across vast, hostile topographies, spreading every year through areas three times the size of England. The Spanish Empire soon became an enormous empirical laboratory, systematically documented through chronicles and testimonial evidence over the first 200 years of rapid expansion. From these records emerged the colossal *Laws of the Indies* of 1680, a collection of more than 6,000 decrees and regulations compiled in nine volumes, covering all aspects of social, political, economic and social life, and including spatial planning, transport and infrastructure, with an entire section of design guidelines for the creation of new settlements in the Spanish Viceroyalties. The compilation of the Laws probably was the most comprehensive mandatory code ever produced for a colonial empire. It was also somehow ahead of its time, calling for what today would be considered human rights and raising concerns for the environmental qualities of the land and the health and well-being of the population.

The *Compilation of the Laws of the Kingdoms of the Indies* covered the following concepts recognisable today: way finding, territorialism, defensible space, sustainable drainage, shared space, communal stewardship, urban farming, localism, community engagement, mental health through design, passive buildings and urban comfort.

Based on the number of times issues are mentioned, the following appears to be the way the Laws prioritise issues relevant to urban design:

1. Biodiversity
2. Agriculture
3. Access & Transport
4. Density
5. Character
6. Adaptation & Climate
7. Cohabitation
8. Parking.

The following quotes from the *Laws of the Indies* give a flavour of their concerns:

...access routes and green spaces are to be large enough to allow for population growth without compromising the right of people to enjoy recreation.

...the main church should be built with ornaments and details ...visible from all angles ...other buildings are to be built at sufficient distance and with moderate decoration to ensure that they enhance the importance of the church and do not detract from it.

...the size of the main square (Plaza Mayor) should suit the number of inhabitants, always bearing in mind future urban growth. Four main streets should flank the plaza ...aligned with the four dominant winds, so as to avoid turbulence, which would create an uncomfortable environment.

...in cold places streets need to be wide and in hot places narrow ...main access streets need to be wide enough to allow for expansion, avoiding congestion without demolishing obstructing buildings in the future.

...inhabitants need to be given plots where they can build their own house and once they have a roof, they need to contribute to build the communal plaza. ...houses need to have a common form and ornaments as per the local population's preference ...they all need to have cross ventilation ...space for horses and service beasts, providing the widest plots possible to ensure health and cleanliness

... local materials should be used. ...meadows, forests, water, orchards, fields and other resources need to be communal.

...once the population reaches its growth limit, new lands need to be conquered and populated, and new towns and villages must be created following the same rules.

The impact of this publication was transcendental and had long lasting implications, particularly on Latin American urban planning. The ubiquitous use of the grid, the intense local character of towns and villages, the strong presence of nature in urban settings and the strategic use of landmarks are part of the Laws' legacy. Modern concepts are recognisable across some of the decrees that at times foresee *Manual for Streets* or the *Code for Sustainable Homes*. Rightly, these principles are still present in many current codes and design guides, and they continue to shape Latin American urban landscapes. The Laws were put in

place to 'build for present needs thinking about the future', creating safe, healthy and happy places for human habitation, a lesson modern urban designers are still trying to learn. ●

Laura Alvarez, lecturer at Nottingham Trent University; PhD researcher at the University of Nottingham; Urban Design Group Regional Convenor



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Asuncion's Historic Centre

Mabel Causarano describes how an alliance of institutions and citizens helped the process of renewal in Paraguay's capital

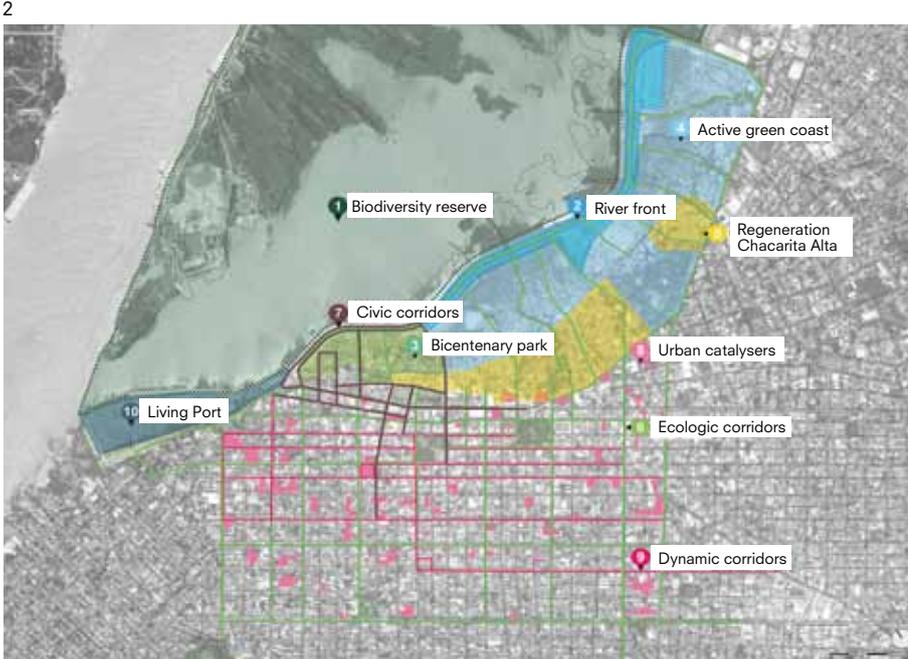
The historic centre of Asuncion (CHA) lost its role as the main urban centrality in the 1980s due to the weakening of its residential function and economic and cultural activities, although it retained most national government institutions and its symbolic value. The decline affected the urban heritage, in particular the architecture, and the quality of the landscape and public spaces that were occupied by informal commercial activities. In turn this impacted on the market value of properties and resulted in 'urban desertification': in the evenings, nights, weekends and holidays, life vanished, spaces emptied and became inhospitable.

At the same time, private buildings were under-occupied whilst an increasing part of the population was crammed into shacks in flooding areas bordering the Bay of Asuncion. One of the most significant indicators was the decline of the residential

1 Asuncion's historic centre and port, photo JC Meza

population in the built up area: the 2002 Census reported only 5,000 residents, while 20 years earlier there had been 20,000, with the consequent economic, social and cultural ramifications. In the absence of public policies to halt it, this trend continued for almost three decades, reinforcing the public's disregard for the public realm as a communal space, a meeting place, and a stage for cultural and civic activities.

The transfer of various public amenities to other parts of the capital created the so-called 'new centralities', leading to much activity around shopping centres



and residential areas for upper-middle and high social sectors, but stealing the historic centre's functions and users. Over the years, several municipal initiatives tried to regenerate the historic centre: in 1990 a plan to revitalise and integrate it to the Bay of Asunción and in 1994, a development plan for the capital's coastal strip, one of whose sections borders part of the bay. These were the only holistic approaches as they integrated the coastal and harbour character of the historic centre. Other attempts failed to go beyond the statement of preliminary steps, isolated and circumstantial interventions, unrelated to a comprehensive view of urban development.

A FRAMEWORK FOR RE-THINKING AND ACTING

In May 2011 the country was preparing to celebrate 200 years of independence from Spain. The government instructed the Ministry of Culture (SNC) to organise activities to take place throughout the country. The SNC decided that the actions would aim to a large extent to enhance spaces that would encourage a reflective memory and the collective construction of a future vision.

History needed to be re-thought, the tangible and intangible heritages preserved, valued and enhanced, collective memories strengthened and creativity stimulated in order to identify new ways of development, and imagine a future significantly improved. The main policies had to aim to protect and restore the historic, artistic, cultural and architectural heritage, as part of a process of regaining and restructuring the public realm.

Public and private institutions prepared for the commemoration, including the implementation of long postponed projects

2 Asunción's Palma Street: citizen's take over and spontaneously animate the improved public space, thus benefiting the local commerce, photo JC Meza
3 Masterplan for Asunción's historic centre, Ten proposals for the future urban vision

in the CHA such as: the first section of the Avenida Costanera along part of the Bay, two coastal parks, the rehabilitation of the popular neighbourhood of San Jeronimo, the restructuring of the harbour area, the Metrobus station and the restoration of several buildings. This was an opportunity to rehabilitate the historic centre as part of a development strategy to strengthen Asunción's capital role, where central and local government converged and public and private sectors interacted.

The intention was not to replicate successful models promoted internationally, but to 'localise' the project in its context and take an inclusive approach, as a way of promoting, respecting, protecting and realising the civil, economic, social, cultural and environmental rights of the entire population. It would contribute to make Asunción an inclusive city where a person, regardless of economic status, gender, age, ethnicity or religion, has access to the opportunities offered by the city, and avoid both gentrification and the establishment of an urban museology focused on tourism consumption. At the initiative of the SNC, the Citadel Cultural Programme for the Rehabilitation of Asunción's Historic Centre (PCCA) was established.

The restoration of the historic centre began in 2010 with the participation of various public and private institutions and with the aim of enhancing it as a cultural space connected to processes of economic recovery in sectors of innovation and sustainable tourism, quality of life enhancement and social cohesion. Challenges such as changing attitudes, had to be faced: for instance to create synergies between the institutions, take a common approach to initiatives started at different times and by different sectors, coordinate ways of working, open to the public spaces that had been co-opted by groups resisting changes to the status quo. Additionally the threat that works would prioritise the functional aspects of road construction to the detriment of the recovery of coasts as places of integration, landscape, water and wetlands, had to be avoided.

A systematic survey of what happened in the last two decades was carried out, including consultations to detect what, among the singularities of the city, gave it its unique character. This turned out to be the symbolism embodied in the name by which Asunción is known in the native Guaraní language: Paraguay, where the 'y' takes a guttural sound that means water, emphasising the relationship between city and water. Indeed water occupies a central place in the Rio de la Plata basin and the hydrologic system of the Paraguay and Parana rivers, and this central role is reinforced by the continuous cultural reference for speakers of Guaraní. The

concept received political and social validation.

The PCCA interpreted, restated and enhanced the geographic, historic and cultural centrality of Asuncion. It established two levels of management, strategic and executive. The first, organised around an inter-institutional Alliance comprising the highest levels of the partner entities, defined by policies and strategies. The second, a technical interdisciplinary team, included national experts and external consultants. The private sector participated actively in the phases of analysis and diagnosis and in the discussions and implementation of the Comprehensive Program of Action, which formed the basis of the Master Plan of the CHA, developed in 2014 with the support of civil society organisations specially set up for this purpose.

THE MASTER PLAN

The PCCA process interrupted by the change of government which took place in June 2012, restarted in August 2013. The inter-institutional Alliance was reorganised and was joined by the Chamber of Deputies. At the same time as ‘new towns’ were generated in other parts of Asuncion and in other cities, the Alliance decided to call an international competition for the development of the CHA Master Plan (CHA). Launched in April 2014, it received over 50 entries from 13 countries (Latin America, US and Europe), and was won by the Spanish Urban Ecosystem, in association with a Paraguayan consultancy.

The chosen proposal takes a sustainable approach and considers the current situation integrated with its economic, social, environmental and cultural dynamics. It deals with the conservation of heritage, rising residential population, improving public spaces, energising the creative economy and the information and communication technology, civic participation, promoting cultural diversity and enhancing its coastal character. In fact, it puts forward a ‘master process’, since it includes a set of specific and flexible strategies that combine public sector action with that of civil society.

The CHA plan includes ten strategies that will generate direct effects and mobilise others, mainly the private sector, to act. These are: Biodiversity Reserve, River Front, Bicentenary Park, Green Corridors, Revitalisation of Chacarita Alta, Green and Active Riparian Park, Urban Catalysts, Dynamic Corridors and Living Port. Overall, they deal with the enhancement of the landscape, the environment, traditional neighbourhoods, the improvement of the infrastructure and public spaces, the ratio of green per inhabitant, mobility, increasing the resident population, economic and commercial revitalisation (24/7), tourist itineraries, the rehabilitation of vacant or under-occupied buildings, the regeneration of the harbour as a new cultural and economic engine.

The CHA Plan, declared a priority by the government, is implemented by the *Council for the Master Plan for the Revitalisation of Asuncion’s Historic Centre* created by presidential decree, as a platform that coordinates government services. It is chaired by the Ministry of Public Works and Communications and consists of an Executive Secretariat, responsible for the management of activities. It includes representatives of ministries and central government service providers; by agreement, it also incorporates the Municipality of Asuncion.

THE POWER OF SYMBOL AND MEMORY

Like the PCCA, the CHA Plan awoke citizens’ interest and led to joint actions with urban organisations; in a few months, participation in leisure increased as well as the numbers visiting bars and restaurants, museums and parks. An association of entrepreneurs in the hospitality and entertainment industries was set up; it organises regular events which are very well attended.

Citizen participation is increasing, cultural and leisure activities are developing. Volunteers are working in historic buildings to make them accessible at times in which they used to remain closed. According to citizens’ organisations, projects to improve public spaces are being implemented.



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The historical centre retains its drawing power because it is embedded in people’s memory

The historical centre retains its drawing power because it is embedded in people’s memory. This could be seen in May 2011, when it hosted a festive crowd commemorating the independence that filled the whole area. Again in May 2015 there was a similar appropriation of its streets, parks, historic buildings, bars, restaurants and cultural centres.

The PCCA marked a turning point in what looked like the inexorable fate of the historic centre; the CHA Plan seizes the legacy, recovers and reinforces the process begun in 2010. This is unprecedented and very auspicious in a context in which initiatives often weaken with the change of government and join a long list of disappointments. ●

Mabel Causarano, architect and Paraguay’s Minister of Culture

4 Asuncion: CGI of the future Living Port
5 Asuncion: CGI of a future Dynamic Corridor

Punta del Este: The Aparicio Saravia Plan

Lucía and Jorge Pieri suggest a new approach to the upmarket Uruguayan seaside resort



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In order to fully understand the urban development of Punta del Este, it is necessary to take into account the existing tension between the seaside resort and the city of Maldonado. While Maldonado and Punta del Este were founded as separate cities, currently only 10 km apart, they are part of the same urban structure.

A TALE OF TWO CITIES

The city of Maldonado was founded in 1755 to ensure the defence of the bay and prevent the settlement of potential invaders. Punta del Este founded in 1907 worked as the access port to Maldonado until the early 20th century when it became an attractive seaside resort for tourists, mainly from Argentina, who came to spend the summer and take advantage of the health benefits offered by the seaside air. With their arrival, the above-mentioned tension began to take shape: Punta del Este and the areas near the seashore were occupied by second home tourism while a permanent population settled in Maldonado.

During the second half of the 20th century, Punta del Este's growth was linked to Argentina's economic and political events. Being just under an hour's flight from Buenos Aires, Punta del Este first depended on summer tourism and then started to attract large amounts of currency from Argentina that was transformed into second and third homes. Indeed, the construction industry in Punta del Este works as a refuge for capital for Argentinians in times of economic instability in their own country. Thus in times of economic boom, the stock of second or third homes expands well above demand and stagnates in times of crisis. This strongly affects the stable population that nowadays exceeds 100,000, whose main activities are summer tourism and construction which depend almost exclusively on investment flows from Argentina. Ultimately, Punta del Este is a refuge for Argentine capital invested in real estate, commonly

used as currency in various businesses from that country.

This economic matrix has resulted in Maldonado having a population with higher income levels than the national average, but because of the complexity of social dynamics, it also has important consequences on the daily life of its inhabitants. Employment opportunities encourage internal migration from the rest of the country, resulting in the presence of individuals and families who do not have local support networks, and are therefore more vulnerable in periods of economic crisis. On the other hand, the dynamics of the life of summer resorts lead to the concentration of work activity and income during the few summer months, and the existence of a vast housing stock that remains empty much of the year. This situation becomes more complex if we add territorial segregation processes experienced by most cities today to which Punta del Este is no stranger: the concentration of the lower-income population in the suburbs of the city and the second homes in the coastal areas.

A NEW SCENARIO

For many decades, due to the lack of legal instruments and local government's interest in urban planning and design,

1 Aerial view of Punta del Este – Maldonado; on the left the Aparicio Saravia area as planned

Uruguay had no strong land management policies. Land policies were generally dependent upon the local governments' willingness to prepare them. The practice of territorial planning is recent: in 2008 the Land Management and Sustainable Development law was voted in, transferring land use planning policy to local governments under the supervision of national authorities. As a result, Maldonado initiated the so-called Aparicio Saravia planning process, based on guidelines developed through a study undertaken by the Faculty of Architecture of the National University between 2006 and 2009.

The plan deals with an area around Aparicio Saravia Avenue, a garden city neighbourhood with very little development, located in a strategic position because of its proximity to both Maldonado and Punta del Este. On the one hand there were longstanding public proposals for this area: the Convention Centre, a relocated bus station, the headquarters of the National University in Maldonado and the relocation of two irregular settlements known as *Barrio Kennedy* and *El Placer*. On the other hand, private investors had been putting pressure for large-scale developments because of the availability of large plots. All these projects were within the Aparicio Saravia area but with no coordination or planning. So this was an interesting place to try a paradigm shift in land policy management in order to change the social and economic patterns described above.

Utilising urban density tools and the development of commercial sectors within the 'tourist city', the Aparicio Saravia plan challenges the concept of the summer resort deeply rooted in the minds of the people, and forces us to rethink Punta del Este. The project allows us to imagine Maldonado/Punta del Este as a permanent city whose economy is based on activities beyond tourism or property development, though with a strong tourist influx during the summer.

THE PROPOSALS

The plan started with three objectives. The first of these were the Environmental non-negotiables: the area is a large flood plain known as *bañado* (marshland) located between the Atlantic Ocean and the mouth of the Maldonado stream and the mixing of marine and freshwater environments generates a particular ecosystem and an area of storm water management that is essential to preserve. Therefore it was divided into three sectors: the first one was designated a natural conservation area to preserve the *bañado* in its natural state; the second acting as a buffer area between the urban area and the *bañado*, is to be filled with public activities and flood control areas and the third is the urban area.

Social inclusion is the second objective. As a result of the influx of money invested in real estate, large urban areas remain empty 10 out of the 12 months of the year. At the same time, pressure for second homes has not allowed the development of mixed uses within the city, making the use of car for daily needs essential. The social inclusion objective establishes four main components for the urban structure. First, it defines micro-centralities, places of high density and mixed use at strategic intersections along Aparicio Saravia Avenue. These micro-centralities seek to establish significant urban hubs that provide neighbourhood services at a walking or cycling scale. As these are to be created mainly on private land, a significant increase in construction capacity is to be allowed in order to encourage private investment. At the public debates during the planning process, differences emerged among those – mainly retirees – who had chosen to live in Punta del Este because of its garden city character, and those who live and work in Punta del Este and see the limitations of the economic model based on seasonal tourism and property investment. In addition, the constant population growth demands alternative economic development.

The second component within this section is the development of a university campus, an area where not only the national State University can be located, but also other public or private universities. This project is strongly linked to the establishment



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on an adjacent site of the new bus station, to replace both existing terminals in Maldonado and in Punta del Este. The new location, equidistant from both centres, will lead to a significant improvement in bus routes and the consequent energy savings.

The third component, the development of the Convention Centre already under construction, will contribute to generate alternatives to summer tourism in Punta del Este, taking advantage of the high capacity in hotel accommodation that remains empty for most of the year. This combines with the establishment of the University to create new opportunities for training related to the Convention Centre activities.

The final component of this objective, tackles the area around the Maldonado river mouth where a vulnerable population lives in very poor conditions in an illegal settlement, established in an area of unique landscape qualities. The plan foresees the relocation of the settlers and the transformation of the area into a zone of public parks on the waterfront, with recreation activities related to the hotel and restaurant sectors. At the same time, the intention is to gradually integrate the vulnerable inhabitants into the new development by improving their access to housing and job opportunities.

The third objective is to open

2 The Aparicio Saravia plan within the sub-region context.
3 Proposals for the Aparicio Saravia area

economic opportunities. As the public sector's economic capacity to deal with urban development in Uruguay is very limited, urban development necessarily involves the support of private investment. Therefore the plan replaces the garden city model of a single house on a plot of 100 m², with one of five-storey blocks in a forested environment, thus doubling the building capacity but keeping the overall area of land occupancy. In addition at the micro-centralities and along the central axis, buildings of up to 20 stories will be allowed. This will cause a considerable increase in land values in the area and by using existing compensation instruments – a mandatory contribution of 5 per cent of the increase in land value to be used on local public infrastructure – a private-public synergy can be generated.

The Aparicio Saravia plan was approved in late 2012 and is currently being implemented. The Convention Centre and the Perimeter Avenue that connects Aparicio Saravia Avenue with Route 39 are under construction and are funded by the local government. The University campus project has been developed and currently the administration is seeking universities to locate on it. The plans for the new bus station are still being studied. Seven large private projects are at varying stages of development. The Aparicio Saravia plan offers Punta del Este the possibility of transforming its economic base and, together with its unique landscape qualities, of achieving sustainable development making it one of the most important cities in the region. ●

Jorge Pieri, architect and independent consultant in urban design
Lucia Pieri, sociologist, working for the Urban Development and Major Projects Commission and the Environment and Sustainable Development Commission at Quatre Moulins, Brest, France



4 Proposal for the future university campus next to bus terminal
5 One of the proposed micro-centralities

The Role of Public Space in Mexican Cities

Mauricio Hernández Bonilla argues that improvements in public open space can challenge crime and violence



In Mexico, in the last decade, public spaces have been part of the political discourse, in the media and on the lips of many Mexicans. This is probably the result of public polices that reconsider and recognise the value of public spaces as fundamental to urban life, and as key elements in the physical and social revitalisation of the urban environment in the context of existing crime, violence and insecurity. Thus, from the beginning of the 21st century to-date and at different levels, national and local governments have started, managed and implemented public programmes to create safer, vital and dynamic public spaces that contribute to more sustainable urban life in Mexican cities.

CONSTRAINTS

In the context of uncontrolled urban expansion, growing marginalisation and poverty, deterioration of the urban landscape, increasing crime and lack of



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safety that characterise Mexican urban environments, public spaces suffer from serious limitations. According to the diagnosis carried out by the Mexican Secretary of Social Development in 2010, the main problems are: public spaces do not meet community needs, they are physically deteriorated, they lack recreational activities and are frequently characterised by dangerous and unwanted behaviour. It is evident that public spaces in Mexican cities have lost their role as social integrators and connectors.

Furthermore, national surveys about peoples' perception of safety and insecurity in Mexican cities have shown that most people live in an environment of fear and violence. For example, the National Surveys of Victimisation and Perception of Public Safety (ENVIPE), carried out by the National Institute of Statistics and Geography (INEGI) shows that nearly 70 per cent of Mexicans feel unsafe in their cities. In this context, Mexican policy makers have recognised the importance of having healthy public open spaces in order to overcome the urban blight affecting Mexican cities.

PUBLIC SPACES RESCUE PROGRAMME

The first public programmes for the prevention of crime, insecurity and social violence in public spaces were created during the administration of President Felipe Calderon Hinojosa (2007-2012). This administration pursued the promotion of better development and living conditions to prevent delinquency and provide urban spaces, in order to safeguard the population's rights and freedoms.

Hence, the National Development Plan (2007-2012) established objectives and strategies related to public spaces such as the creation of mechanisms, in coordination with civil society, to rescue them and guarantee that they belong to the citizens. Additionally, it encouraged the creation and renewal of parks, playgrounds and sports pitches that ensure the restoration of healthy and safe neighbourly coexistence. This administration also considered the importance of research and professional training for the development of public spaces for people with special needs. Additionally, strategies for the promotion and development of sports infrastructure were set up, taking advantage of existing public open spaces to build sports pitches as a way to encourage participation in sports. Finally, these initiatives intended to reclaim public space to promote community identity, social cohesion and the provision of equal opportunities, as well as to diminish urban poverty and prevent antisocial behaviour.

1 Xalapa, Veracruz: recently renovated J. Herrera St.
 2 Xalapa, Veracruz: recently renovated Xallic Plaza

From these objectives, a number programmes emerged. The *Rescate de Espacios Públicos* (Public Space Rescue Programme, PREP) is the most relevant and the most influential one because it fosters the relationship between urban and social development. In addition, for the first time, through the PREP, public spaces are recognised as important components of urban planning to achieve more cohesive and better organised cities, and as means to reduce urban delinquency and insecurity.

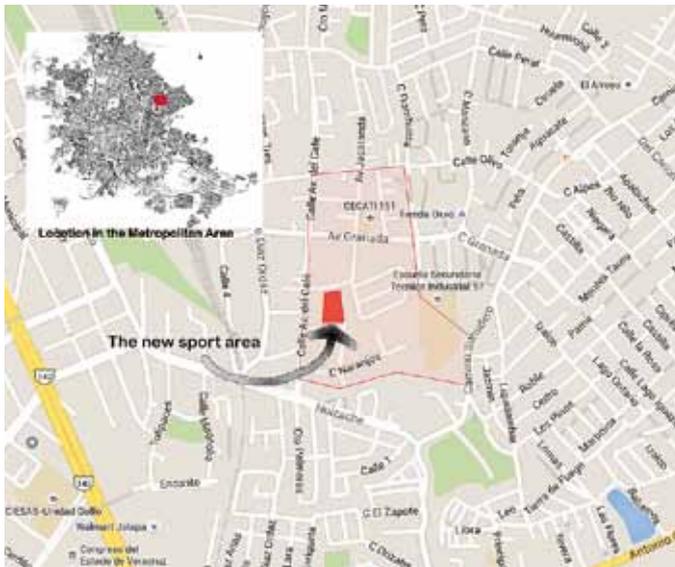
The programme primarily acknowledges the social value of public spaces and recognises that the enhancement of their physical and morphological qualities is crucial to foster their social dimension. The programme's objectives also focus on achieving greater accessibility, functionality and mobility, which lead to the consideration of public spaces as connectors and integrators of urban form, as Kevin Lynch and Stephen Carr *et al* regarded them. The political value of public spaces for communication and involvement is also considered as the programme seeks to promote the participation of citizens in the planning, implementation and management of the spaces, to ensure their appropriation and a sense of belonging from the early stages of development.

Official evaluations of the programme have concluded that its strength lies in its contribution to reducing the perception of insecurity in the improved public spaces, thus generating trust and confidence for citizen participation, and reinforcing social links and interaction among neighbours and ultimately in the whole community. In this scenario, the social objective and value of public space of the programme has been fulfilled.

XALAPA, VERACRUZ

Within this context, abandoned vacant spaces in peripheral neighbourhoods that were used for undesirable activities have been transformed into public spaces. Nowadays, adults and children enjoy fully equipped recreational public spaces, with sports, play, social and cultural facilities. Furthermore, people have positively appropriated spaces with sport clubs, dancing lessons, and diverse educational workshops.

As part of a research project financed by the National Council of Science and Technology to study the processes and impacts of the *Rescate de Espacios Públicos* programme, a number of cities and their public spaces have been examined in the State of Veracruz. Two examples of success are a public space called *La parcela* in the city of Banderilla, and a sport area located in *Arboledas del Sumidero* neighbourhood in the city of Xalapa. The public spaces have been rescued from abandonment and neglect, and they serve the community as places for social



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interaction, sports, play and relaxation.

La parcela used to be an empty space where men played football, but according to people's descriptions, it was occupied by drug addicts and crooks. Through the *Rescate* programme, the space was transformed from a wilderness into a park. The spatial improvements included the construction of a multipurpose room for recreational activities and of a number of classrooms; a playground and a football pitch with stands to encourage tournaments and a youth sport club, were also included.

Users and residents of *La parcela* were asked whether the spatial changes had contributed to improve the neighbourhood's quality of life. They stated that undesirable users such as drug addicts or alcohol drinkers no longer use the space. Consequently, most people feel safer in this area and various recreational, sport and educational activities take place such as zumba lessons, football tournaments, lifelong learning courses and job training workshops. These activities attract people of all ages and interests to use this space on a daily basis.

Similarly, in *Arboledas del Sumidero*, positive results can be seen in the sports area of this peripheral neighbourhood. The place shows signs of success in terms of social use, positive appropriation and citizen coexistence. According to the interviews carried out with residents and users, the area used to be abandoned, dark and mostly appropriated by undesirable users. The improvements here involved the construction of a running track, a multipurpose court, a football pitch, a playground for kids, an outdoor gym and toilet facilities.

Today, the renewed space is perceived as a healthier social and physical environment. Children come daily for football training and many women come to dancing lessons. According to the residents, the football club is one of the biggest in the area and the sports ground is one of the most visited in the periphery of Xalapa. Users have appropriated the space because after the government's interventions, spontaneous and informal construction (social and physical) continues through the maintenance and use that residents carry out. Users have built stands to watch the football matches and installed the park's lighting.

Likewise, public spaces in the city centre, historic *barrios* have been rescued from car traffic and environmental deterioration. Many of them have recovered their physical, social and symbolic values lost during the last century. For instance, Herrera Street used to be a parking area for people working in offices and shops. In 2012 the street was closed to cars, pedestrianised, landscaped and redesigned to create a space where people can enjoy cultural and social events, and walk safely in a high quality environment. Similarly, the Alcalde y Garcia Street used to serve as a parking area for San Jose's Market merchants, but it was recently pedestrianised and converted into a space for strolling, eating and recreation.



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Although slowly and on a small scale, changes in the approach towards public spaces in Mexican cities have taken place at both national and local levels

FINAL COMMENTS

Although slowly and on a small scale, changes in the approach towards public spaces in Mexican cities have taken place at both national and local levels. The issue has become popular and an important one to be addressed by government. In many cities, local authorities recognise the importance of applying for financial aid from the federal government within the framework of national programmes for public space improvement. Additionally municipal authorities have launched their own local initiatives for public space improvement and revitalisation in accordance with available resources, local characteristics and needs.

However, there is still a long way to go: most cities lack holistic strategies for public space development and maintenance. Frequently, councils' personal and political interests might affect decision-making in relation to the public environment, ultimately neglecting the real needs and interests of those concerned. More informed and participative citizens are needed in order to balance the processes of revitalisation. Finally, more research is needed into the Mexican situation in order to discover unsuccessful examples of public space revitalisation, restoration and maintenance, from which ways to find better policies, programmes and practices can be learned. ●

Mauricio Hernández Bonilla, PhD University of Newcastle upon Tyne. Lecturer and Researcher at the Faculty of Architecture at the University of Veracruz, Mexico

3 Xalapa, Veracruz: plan of Arboledas del Sumidero neighbourhood
4 Arboledas del Sumidero: children's play area



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Vía Cordillera in Monterrey, Mexico

Pedro Pesci takes a sustainable approach to designing a new neighbourhood

One of Mexico's largest cities, Monterrey has not been exempt from the problems affecting all big cities, such as sprawl and insecurity and the concentration of uses and activities in a single centre. Sprawl has been made worse by a mobility model based on the private car. Insecurity has been enhanced at the macro scale by the strong presence of drug cartels that control large areas of the city, their power stretching to the whole region; at the micro scale, the fact that people do not use the public space and don't walk in the streets, has damaged the centre in that there is no life beyond shop opening hours. Indeed the lack of people in the public realm together with the car based model leads to the lack of quality public transport.

In this context, residential development has gradually morphed into a model of gated communities or condominium towers. Neither of these typologies follows the logic of the existing grid. The towers are generally located closer to Monterrey or to shopping malls, and the gated communities predominantly towards the periphery. Gated communities are not only developed for the upper classes, they have also become popular among the middle and lower-income classes. Sprawl leads to huge traffic jams, very long travel times and all associated impacts (pollution, accidents, noise, etc.)

The Via Cordillera project was commissioned by a development enterprise that owned almost 15 hectares of vacant sloping land that were part of a development called Valle Poniente. This was essentially a series of modules of gated communities connected by a street whose only social provision would be some shopping mall or shopping centre on designated land. The underlying logic for the improvement of this area was the availability of land and the enhancement of the environment adjacent

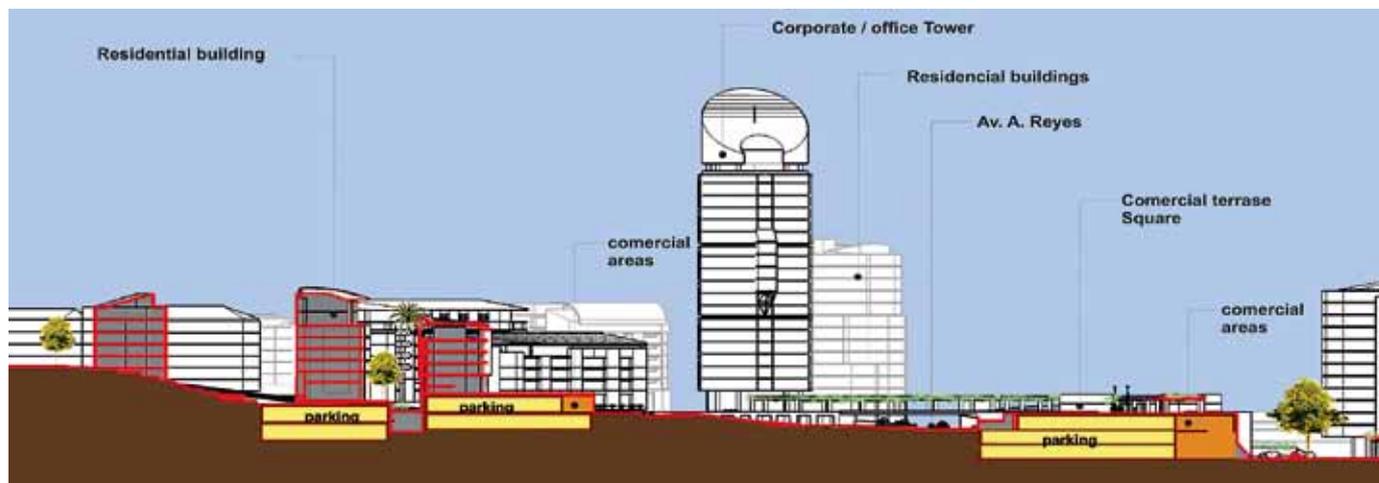
to protected natural areas and landscapes of exceptional beauty.

Vía Cordillera had been intended as a purely commercial destination with the possible inclusion of schools or office buildings. However, the owner began to realise that in spite of the quality of the housing already built, sales were below expectations, and he wondered whether the planned programme would be sufficient to reverse the trend. In this context, the Consultora de Estudios y Proyectos del Ambiente (CEPA) was summoned to put forward proposals.

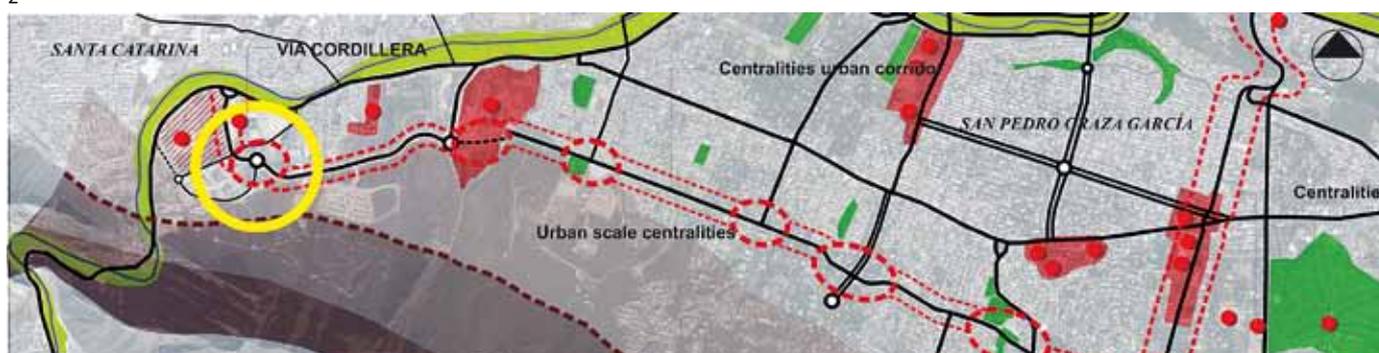
FROM MAGNETS TO CENTRALITIES

CEPA's sustainability analysis discovered that part of the problem lay in the fact that in spite of the overall high quality of the scheme (avenues, neighbourhoods, landscaping and infrastructure), Valle Poniente was too far from the centre of Monterrey, and the neighbouring centres such as San Pedro did not offer the scale and diversity required by the prospective inhabitants. Stemming from this came the idea of transforming the Via Cordillera area into a new centrality for the north-eastern sector of metropolitan Monterrey, with a mix of uses that would

1 3D visualisation of the Via Cordillera master plan: tall buildings reinforce the character of centrality, at the heart of the wide residential area



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guarantee a lively and modern environment, offering an urban experience that would make the citizens realise that an urban renaissance was possible.

Thus Vía Cordillera was born as an experiment in intelligent urbanism, as an urban centre with a diversity of residential, employment and leisure opportunities in a pedestrian environment rich in public open spaces, and offering the neighbouring residential districts the urban amenities that they found difficult to access. It is no longer a set of commercial areas or attractions joined together as in a shopping mall, with cinemas and other facilities, but rather a complete urban settlement that includes housing, shopping, cinemas, offices, medical services and fundamentally, different kinds of spaces for social and civil encounters.

The new urban centrality takes advantage of its position at the intersection of two main avenues, one connecting it to the centre of Monterrey, the other one offering access to pre-existing residential neighbourhoods located on higher ground. This advantageous location enables it to be positioned as the main urban hub for over 300,000 inhabitants directly, and indirectly for over 750,000, and to start strengthening a polycentric model for Monterrey Metropolitan Area. As a signal of the change in paradigm, the centre is structured by a system of squares, the largest one in the northeast, and two smaller ones in the south. Around this system of public spaces, different levels of activities and land uses will take place, from the most central and intense, to the less diverse and dense acting as buffers or transition towards the edges.

THE SCHEME

The slope is its most remarkable feature of the area's topography and the settlement embraces it and takes advantage of it. The gradient was used to generate terraces and public spaces at different levels, thus opening views and perspectives. The buildings adapt to the topography and their maximum volumes and heights adjust to it. Another element to be preserved is a narrow ravine that carries much water during the rainy season; it has been kept as a green space, preserving its hydraulic and environmental role.

The road network is divided into concentric and radial streets. Both provide the interconnections between public spaces, poles or sectors that include services like educational areas or cinemas. Many of the streets are exclusively pedestrian or are managed so as to restrict or moderate vehicular traffic. This has the objective of promoting pedestrian mobility within the settlement, and public transport as a means to connect this area to the rest of the Metropolitan Area. In order to ease pedestrian mobility and ensure good accessibility for all, the gradients were adapted to make them less steep. A footbridge has also been planned to join the large square in the north and adjacent areas to the southern squares, taking advantage of the drop of the central avenue at that point.

The plan sought the greatest possible diversity of land uses, attempting to distribute the mix throughout the area, generating a territorial variety that will contribute to pedestrian movement and ensure the vitality of the whole area. Added to this are mixed-use buildings with shops on the ground floor and offices and flats above. Commercial areas are located in the centre around squares, and in the largest square they acquire the character of a shopping centre on several levels, all of them articulated with pedestrian connectors. A pair of office buildings, one reaching almost 30 stories and the other over 10 are planned; because of their central position and the fact that for miles around the skyline doesn't rise above two stories on average,

2 Vía Cordillera: a section through the proposed new neighbourhood
3 Vía Cordillera is part of the new network of centralities connected to the mobility system and the public spaces within the western sector of Monterrey Metropolitan Area



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they will help to identify the town from a distance, like towers in medieval cities.

Planning a total population of 6,000, residential densities have been graded from the centre to the edges. The housing typologies will range from studios or lofts to up to 4-bedroom apartments. The idea is to respond to the greatest possible diversity of needs (from single people to families) and to offer location choices, so that buyers can opt either for central and complex areas directly connected to the commercial hubs, or for the periphery where plot ratios and densities are lower and the area is calmer.

The main element of change and differentiation between *Vía Cordillera* and the other developments being built, is its open character and the predominance of public spaces. They are part of a network organised in a hierarchy that goes from central squares to locally accessible micro-squares. The pedestrian streets are designed so as to act as a system of elongated squares. The design of all public spaces was conceived to offer a social experience, for leisure and high quality enjoyment. It encourages not only pedestrian activity and accessibility, but also the use of bicycles and public transport, with bus stops and cycle parking strategically placed.

4 *Vía Cordillera*, a proposed civic, leisure and commercial centrality at Metropolitan scale
5 *Vía Cordillera*: a street under construction



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The design of all public spaces was conceived to offer a social experience, for leisure and high quality enjoyment

In this scheme which places the pedestrian in public spaces as the main actor, the private car needs to be tackled fundamentally in order to change the prevailing model and offer valid alternatives for users to adopt. The solutions range from pedestrian priority, through the integration of public transport systems and cycle lanes, to the street network and parking. The new vehicular streets have been kept to the minimum necessary to access the building blocks. All parking must be underground in buildings, and squares provide the large public parking areas. As a result, users will reach the heart of the neighbourhood, and from there will be able to walk and enjoy this new centrality. Parking will only be allowed on selected streets and in a regulated manner.

In conclusion, *Vía Cordillera* will be a lively, inclusive and diverse area, which will seek to rescue the values of the traditional city, becoming a new centrality that contributes to achieve a sustainable city. ●

Pedro Pesci, architect in private practice, member of Consultora de Estudios y Proyectos del Ambiente (CEPA)
Vía Cordillera has been awarded best development of mixed uses in Mexico (2012) International Property Awards and Platinum Award for design for safety

Metropolitan Development Plan for Lima and Callao

Carlos Alberto Fernández Dávila and Aldo Facho Dede outline a planning strategy for Lima's historic centre



Lima's historic centre (CHL) covers the original site of Peru's capital and is included in the UNESCO's World Heritage list in recognition of its physical (monuments, districts) and symbolic qualities (religious, historic, civic, etc), witnessing the various periods of Latin American geo-cultural local, national and regional evolution.

DIAGNOSIS AND PROBLEM IDENTIFICATION

The location of the CHL, foundation site of the capital, follows two criteria for the settlement of pre-Hispanic Lima: the river Rimac and the elevated position that controls the surrounding plain. These gave the city a strategic location for the control of the fertile valley of the Rimac. This role was reinvented by the Spanish colonists who turned it into the administrative, political and economic centre of the Viceroyalty. Later, the republic adopted this centre as its capital. The historic continuity of the area as an institutional and economic centre thus opens possibilities for its future based on its dual role of heritage and centrality.

The area's centrality is reinforced by the metropolitan mobility system as it is served by the main public transport networks and the major infrastructure developments presently taking place in Lima: new and planned metro lines and new major roads such as the Via Parque Rimac (under construction) which will allow faster access between the main neighbourhoods of the city and the region, reducing through traffic and the resulting pollution. It is estimated that the total investment on road infrastructure works that have taken place in the last few years and are being completed, exceeds US\$ 10M; the CHL is the only urban area in the country that has seen such investment in mobility.

The CHL still retains its central institutional functions as it houses the buildings of the national executive, legislative and judicial, as well as the metropolitan city governments. It is also the main national commercial hub, with large wholesale and retail distribution concentrated in the Barrios Altos and the areas adjacent to the Avenida Grau, the Gamarra shopping centre

and the former market of La Parada.

The districts of Miraflores, San Isidro and the CHL are responsible for 44.4 per cent of the metropolitan economic product. This is particularly significant since the GDP of the Lima province represents 42 per cent of the national GDP. Therefore, in terms of the Regional Plan for the Development of Lima, the CHL is a strategic and vital area within the metropolis.

THE AREA'S CHARACTERISTICS

The commercial and institutional vocation of the CHL is obvious especially in the so-called 'Nuclear Area'. In the Barrios Altos, commercial and residential activities co-exist, but on the fringes of the commercial area, strong pressures tend to replace domestic activities with commercial warehouses. This is particularly serious when existing buildings are protected as heritage as they end up being used as warehouses in very precarious conditions and without solving legal ownership issues. On the other hand, the Monserrate neighbourhood is clearly residential, and even though its urban environment is degraded, it maintains its community culture and its potential, resulting from being bordered by two metropolitan arteries and adjacent to the Rimac river.

Based on this analysis we realised that two complementary strategies had to be developed: for the Nuclear Area, the idea

1 Lima historic centre: aerial view showing the Plaza Mayor and the grid.

is to encourage activities that will attract a public demanding more specialised, hence more expensive services, therefore upgrading its commercial centrality role to a more specific one that better fits its heritage character. We consider that banning higher education institutions from the area has had a negative effect: far from helping to preserve the buildings, it has increased pressures from the wholesale sector and attracted uses damaging to their heritage character. Higher education institutions should be encouraged, as they would put the buildings into good use without damaging their historic value. At the same time cultural and institutional activities should be promoted, as they would attract related commercial activities that raise the level and quality of consumption, therefore enhancing the use of buildings and public spaces. In this way inhabitants that appreciate the heritage would be attracted to occupy and improve the historic buildings. We consider that the high cost of building and maintenance in the Nuclear Area makes it inappropriate for social housing programmes.

In the Barrios Altos, the commercial-residential interface needs to be resolved by improving the public realm and encouraging urban regeneration through investment in real estate. The first priority is to eliminate through traffic trying to reach the Abancay and Huanuco bridges, in order to recover and improve the public space. The Monserrate case is less complex, as the neighbourhood is not under the same commercial pressures and its roads are not used as short cuts to reach the central area. But here again the regeneration should be stimulated through the improvement of the public realm in order to attract private investments. Both neighbourhoods have the advantages of being well served by city-wide transport systems and adjacent to the river banks which are due to be transformed into a large natural public space for the historic centre.

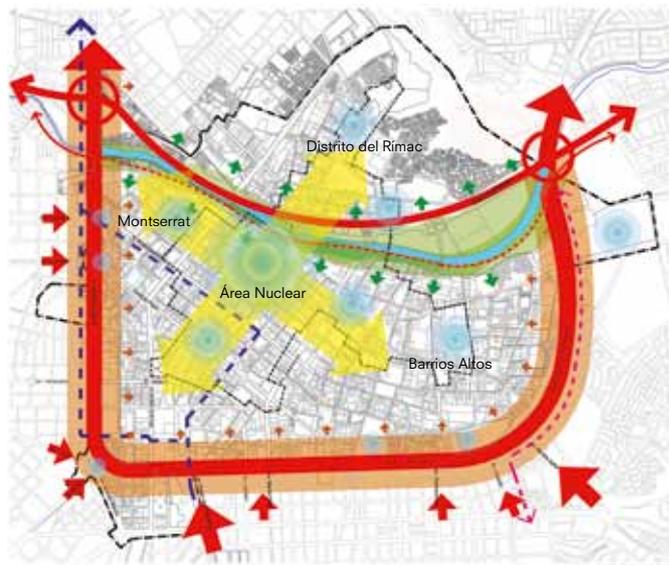
The layout and use of the main arteries, Tacna, Abancay and Alfonso Ugarte Avenues, divide the CHL leaving in-between derelict areas that diminish the quality of the urban realm and the buildings' value, and affect the lives of the inhabitants. These roads must be redesigned within the context of new forms of public transport such as the Metropolitano (new bus rapid transit system) which would offer better ways of crossing the CHL and therefore discourage the use of the private car. The efficient line 1 of the Metropolitano and the Lima underground are models of how to restructure the transport system within the CHL. Through-traffic should not be allowed in the CHL and therefore an orbital route is needed to direct the traffic flows towards the future northern expressway.

MATERIAL AND IMMATERIAL HERITAGE

We noticed that the current plan for the CHL takes no account of its symbolic value and only deals with its functions (metropolitan roads and other arteries), thus creating conflicts of use. Furthermore, the areas of high symbolic value located mostly in the Barrios Altos and Monserrate, are marginalised in relation to the axes of development of the CHL. The immaterial heritage does not correspond precisely to the physical one, as it is based on traditions and customs focused on the public realm. This innovative approach to the heritage of an area considers not just the buildings but also the people and their utilisation of the public realm. It therefore justifies policies of urban renewal that don't dislodge the existing population, as a major element of the heritage consists of its traditions and memories.

VISION AND OBJECTIVES FOR THE CHL

Following the analysis and a SWOT matrix, a Vision and Image Objective of the area was established; it reinforces the 'foundational' character of the capital city, housing the main governmental functions, offering high quality urban spaces at both local and metropolitan scales that enhance the private spaces, and attracting activities linked to the above. The development of the CHL is based on a plan for the improvement of public spaces going from the Nuclear Area to the periphery along selected



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main arteries, ensuring their preservation and taking into account the central urban and environmental space of the Rimac river, renovated and crossed by several bridges that link the Cercado and the Rimac neighbourhoods.

THE STRATEGIC PROJECTS

Several strategic projects have been selected in order to implement the Vision. They have in common the fact that they deal with spaces that can encourage the regeneration and transformation processes as outlined above.

Examples of these projects are the enhancement and redesign of the Rimac river's embankment to create leisure areas; the road realignment, banning of through traffic, enhancement and redesign of the public realm on Junin St with the introduction of a local transport system; the road redesign and enhancement of the public realm on Grau Avenue which has an important role on the interface between the CHL and the rest of the city, replacing existing buses with the Metropolitano and changing the regulations to allow large commercial and residential schemes; the creation of a wide public space along the Alfonso Ugarte Avenue and the Paseo Colon linking the CHL with Cercado Oeste resulting from placing through traffic and Metropolitano underground, and encouraging major private schemes along the route. These projects, mostly public, are meant to trigger improvements in the private spaces, as they would attract capital and property investments that require the appropriate regulations as part of a holistic approach to urban management. The objective is to attract public and private investments in a 1:3 ratio or higher.

CONCLUSIONS AND RECOMMENDATIONS

Lima's urban regeneration urgently requires a strategy that clearly reflects the commitment of the metropolitan and central governments. To this end

2 The proposed vision for Lima's historic centre



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an agreement needs to be established between politicians, enterprises and the citizenship to set up medium and long-term policies of urban renewal with stable regulations essential for their success. Without such a political – and therefore economic – framework, a comprehensive plan for the renewal of the CHL is unthinkable.

The management and implementation of the regeneration is a fundamental aspect of the current CHL Masterplan. Without an independent organisation, with decision-making powers and its own economic resources, it will be very difficult to achieve the structural reforms needed. Therefore the Masterplan for the CHL with its 2035 horizon, puts forward the establishment of an Autonomous Management Unit which would bring together the main stakeholders under one single executive and with an efficient team.

Central government's Ministry of Housing, Building and Sanitation has a department concerned with generating land for urban development. Paradoxically, it doesn't seem to have noticed the vast amount of vacant or under-used land within the CHL: over 700,000m² are available within the Barrios Altos and Monserrate, on which potentially 20,000 dwellings could be built within the current regulations. This figure could be increased by some 50 per cent following specific studies that would encourage urban renewal on adjacent areas which have large public spaces or good accessibility. Metropolitan Lima has an annual housing need of 26,000 units, which shows the appeal of the CHL both for private investment and for government housing policies.

DEADLINES AND OPPORTUNITIES

Two important opportunities that Metropolitan Lima cannot waste are forthcoming. The first are the Pan-American Games that will take place in 2019, and will require local and central government collaboration to create the infrastructure for the various sports and the facilities for the athletes, referees,

journalists and other related parties. The CHL's strategic position and land availability make it an attractive potential location for both sports infrastructure and housing schemes.

The second are the anniversary celebrations of the country's independence in 2021 which will require a major international event as was the case in 1921. In that occasion, the Plaza San Martín was inaugurated as a symbol of the Republic; similarly now, a project must be planned to symbolise Peru's world influence. For this purpose we suggest using the urban space of the Alfonso Ugarte Avenue which would be symbolic of the integration of the CHL with the Cercado Oeste and through this important area, with the Callao province.

We are approaching transcendental dates in the history of the city and the country. It is our duty as professionals and citizens to demand and work for the establishment of political and development scenarios that will guarantee their full success. History will judge us on the basis of what we do or do not achieve as a society. ●

3 Lima: proposal for the Rimac river park – Metropolitan Plan for Lima and Callao 2035
4 Junin Street before and after the proposed renovation of the public realm for the benefit of the pedestrians
5 Alfonso Ugarte Avenue and the Paseo Colon: regeneration of the public realm by decking over the expressway and placing all vehicular movement underground

Carlos Alberto Fernández Dávila, architect and urbanist in private practice and lecturer at Lima's National School of Architecture
Aldo Facho Dede, architect in private practice and lecturer

Design-led and Comprehensive Masterplanning in Lima

Matthias Wunderlich describes the process involved in planning a new urban extension to Peru's capital



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When Iago called from Peru and asked if Urban Initiatives Studio would be interested in preparing a masterplan for a site near Lima, we were excited and also a bit sceptical. How could we bring our approach to urban design and place making to a presumably very different socio-economic and planning context?

A couple of months later I met Iago in London for a chat. We had studied together at the London School of Economics and to my pleasure, I found my friend was still aspiring to the same values of good design and place making that were central to our planning course. Iago and his family have a significant stake in Peru's poultry and agricultural industry. He explained that the masterplan was for a 600 hectare site to the south of Lima that they had acquired some time back. He wished to establish an attractive and successful place that would be a legacy that his family would leave to the people of Lima. This was more important to them than to maximise returns in the short term. With this enlightening brief we set to work on the project.

A CHALLENGING SITE

The site at Punta Nueva is situated 36km to the south of downtown Lima, and about 16km from the current urban edge. Lima is located on the Pacific Coast in the foothills of the Peruvian Andes. The city rises gently from the shores of the Pacific Ocean into valleys and mountain slopes elevated as high as 500m above sea level. The city currently has 9.5 million inhabitants and is expected to grow significantly over the next few decades. The agricultural Valle de Lurin marks the southern extent of the urbanised area of Lima. Further to the south, development is mainly confined to a strip of land between the Panamericana Sur Highway and the coast, while the area inland, where the Punta Nueva site is located, is largely undeveloped.

The site is currently a barren, desert landscape, as the Peruvian coast almost never sees rainfall. The land rises slowly from the sea to the mountain foothills but is characterised by valleys, sand dunes and cone-shaped hills. The southern extent of the site includes part of a large valley that reaches deep into the Andes. While the valley is normally dry, there is a risk that during an El Niño rain event it could transform into a wild and devastating river.

Part of the site accommodates a large mandarin plantation. The plantation prevents the illegal land occupation of the site by informal settlers, who would be very difficult to remove if they occupied the land for more than 15 days. A 3m high boundary fence and 24/7 security has protected the site from any significant incursion so far, despite its proximity to the highway and the large scale of the site. A major gas line and a number of high voltage power lines cross the site in a north-south direction.

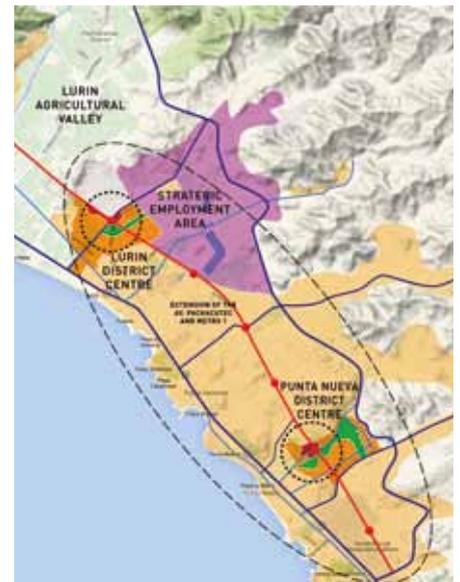
THINKING STRATEGICALLY

The Punta Nueva site occupies a strategic position to the south of Lima. The mountains and the sea restrict the growth of Lima to a relatively narrow strip of flat land along the coast. Development has

1 The Punta Nueva site, looking towards the Mandarin Plantation and the Pacific Ocean



The site will provide a qualitative offer to future residents at a lower price than can be found elsewhere in the capital



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already begun to leapfrog the protected agricultural valley of Lurin and the land alongside the Panamericana Sur Highway has seen piecemeal development of industrial and formal and informal residential developments. The Punta Nueva site, in this context, presents a major opportunity to bring forward a comprehensively planned sub-regional centre as focus in the southern expansion area.

The metropolitan plan for Lima promotes the establishment of a polycentric structure to support Lima's growth. It identifies the area to the south of the Lurin Valley as the Southern Centrality – a new growth area for the capital, and proposes the extension of the strategic road infrastructure into this area. A new urban centre is proposed at Lurin together with an extension of the strategic road corridor Avenida Pachacutec and the Metro Line Number 1 into the area (PLAM 2035). Our masterplan envisages an extension to this corridor and creating the next sub-regional centre in the Southern Centrality at Punta Nueva.

AN OASIS IN THE DESERT

Our plan for Punta Nueva envisages a mixed-use district with 50,000 homes and up to 200,000 residents. It proposes a number of residential quarters, each with their own structure, character and feel. The district is connected internally, with the highway, and with neighbouring districts by mixed-use road corridors. In time these corridors will become vital economic and employment locations providing a great range of uses and a diversity of buildings and scales. Our plan also proposes a district centre.

Fundamentally, however, the site is located in a desert and is some distance away from Lima proper. This posed an

important question: how can we attract people to come and live here? The setting of the leafy mandarin plantations against the barren desert landscape inspired our leading design concept of a green 'oasis in the desert'.

Central to the district will be a large park that, like a 'green flood', follows the low lying valleys and depressions and connects adjacent neighbourhoods. The park will be a major visual focus from surrounding quarters and the sloping terrain will create a variety of relationships and views to the space. It will help to provide the district with a unique identity. Green fingers through the developed area will connect the central space with local green spaces. Most neighbourhoods can reach the central park with a five minutes walk. The park is sub-divided functionally into a landscaped community park, a sports facility and a public 18-hole golf course.

Our plan proposes the development of architecturally outstanding landmark buildings on top of the prominent cone-shaped hills. They are widely visible and provide fantastic places to view the district from above and towards the sea. The hilltop developments will help the legibility of the district, as they aid orientation and contribute to its distinctiveness.

- 2 The site, its topography, hilltops and valleys
- 3 Outline masterplan for the Punta Nueva District
- 4 Concept for the 'Southern Centrality' with two district centres at Lurin and Punta Nueva



5

CRUCIAL DIFFERENCES

Peru is not the UK, obviously, and the development process is very different. This had a major impact on how we developed the masterplan. The following three aspects were crucial to create a workable masterplan and approach.

1. **The development process:** developer activity in Peru on sites like this normally aims to achieve urbanisation status of the site; that is its inclusion in the local authority's zoning plan, thereby establishing a legal basis for development. The construction of roads, the designation of open spaces, the subdivision of sites, and the sale of plots to individuals usually follow this. However, on many sites the majority of plots remain undeveloped and are held by owners as a form of investment that appreciates in value over time.

An exception is the building of second homes along the coast, which are used by Lima's affluent population as summer accommodation near the beach. Whilst in this case plots are developed, what is built is left unoccupied for the majority of the year.

Both scenarios pose a major challenge to the establishment of a functional new settlement at Punta Nueva. This will rely on a critical mass of households actually occupying in the area. Only when people start living in the district, can they support local shops and make infrastructure provision viable. Occupation is essential to create a vibrant and active place with its own sense of urbanity, economic vitality and employment.

We suggested a carrot and stick approach to achieve this development outcome. The site will provide a qualitative offer to future residents at a lower price than can be found elsewhere in the capital. This includes affordable plots in a safe and well-designed environment, with access to attractive open spaces and opportunity for membership of the local golf club or other facilities. But to take up the opportunity, site purchasers are required to actually build out their plot to a certain standard and by a certain time, or otherwise lose their site or face penalties through a service charge. Another incentive that could be offered to purchasers is a range of house types that could be built on their plot as part of the land deal, thereby providing an easy route to homeownership.

2. **Careful initial phasing:** in Peru, the landowner, without the involvement of major investors, usually drives development. As such, initial investments are low and early land receipts are required to pay for the building of roads and

infrastructure. Sites are parcelled into bite-sized chunks and careful phasing is critical to support delivery. Our plan locates the first phase of development close to an existing site entrance from the Panamericana Sur Highway and adjacent to plantations. This ensures a green setting and attractive views before the central park can be established. Early purchasers will seek the security of a gated development and the plan proposes secure quadrants that can be fenced off and guarded at secured entrances, whilst providing an underlying network of streets that will connect as the area develops. This responds to security expectations of early settlers, while establishing a robust and coherent urban structure for the area.

3. **Generating support:** in Peru, a piecemeal and short-term approach to development is the norm and is evident in the fragmented urban growth at settlements' boundaries. Our comprehensive and long-term approach is distinctly different and is challenging: it requires supporting activities beyond the immediate control of our client, including the city's recognition of the concept within their strategic development plans, the provision of critical infrastructure, and the support of adjoining landowners. The significant size of our client's land holdings, together with his good connections with local decision-makers and landowners are important factors to push these plans forward.

Seeing the bigger picture and a comprehensive approach – careful consideration of the wider context, appreciation of city's aspirations and embedding our project's objectives within them – has helped safeguard support from the city. Planners and the deputy mayor are enthusiastic about the plan. The vision also helps negotiation with neighbouring landowners as they can appreciate the increased value that this development can bring to their own landholdings.

LOOKING TO THE FUTURE

It is still early days for the development at Punta Nueva and we will be following and supporting our client in moving the plans forward. Having an enlightened client with a long-term vision and ambition is a first significant step. We hope that this project will inspire other major landowners and their designers to consider how their developments can help bring positive change and places that are well integrated and comprehensively planned for. ●

5 Artist sketch of the Punta Nueva District

Matthias Wunderlich, Director of Urban Initiatives Studio, a London based urban design practice.

The Carabobo Promenade in Medellin, Colombia

Luis Fernando González Escobar wonders whether an exemplary public space project is really all that it meant to be



Revitalisation of the City Centre – *The Centre is Alive* – was one of the strategic projects of the Medellín city authorities between 2004 and 2007. It was supposed to be a holistic vision that included six headings: Participation, Populations at risk, Public space and mobility, Civic culture, Urban development and Security. This was aimed at rescuing the ‘iconic’ and ‘traditional’ centre from decline, chaos, pollution, illegal occupation, mismanagement and other problems which affect the whole city but more intensely this particular area. At a crucial moment in the history of the city, which required interventions aimed at moving on from the recent violence, it was essential for the city centre to recover and enhance its historic, symbolic and cultural value.

The transformation of Carabobo Street was a project included under the Mobility heading. This is a main north-south axis, which, from being an important historic route at the end of the 19th century, changed to a congested, noisy and polluted road used by public transport linking the city centre to the outskirts. Hence the proposal to transform it into a pedestrian promenade: the plan for the *Paseo Urbano Carabobo* was to be implemented in four phases. The first part (887 m long) was inaugurated in 2006; two others (1304 and 1353m) opened in 2007 and early 2008. The fourth part was never built. According to official figures, the completed three quarters contributed 70,000m² of public space to the city.

AN EXPERIENCE IN PUBLIC REALM INTERVENTION

Ten years after its conception and nine after the inauguration of the first part, the urban promenade scheme has the same virtues and the same problems as many other projects of Medellín. The official narrative is based around the idea of ‘civilising’ and ‘humanising’ the street and handing it over to the pedestrian: the place is rescued for the citizens as they benefit from wider footpaths, trees to shield them from the weather, orderly traffic, benches to rest, all of which make the experience calm and relaxed. The scheme also allows the linking of cultural buildings and public spaces through a main connecting axis. The recovery of the city’s historic memory is an additional benefit.

This evaluation however, lacks a closer and more critical analysis of the way the public space has in fact been used, appropriated and transformed over the period. Although the city has greatly benefitted

1 The Carabobo Promenade’s northern end with the Explora Park on the left and the Botanical Gardens on the right now easily accessible.

from the enhancement of the centre's public realm, the project is incomplete, leaving the promenade without its ending on the historic Guayaquil bridge over the Aburrá river. This reflects an endemic disease that affects urban policies in Colombian and Latino American cities: a lack of continuity in public activities as new administrations do not follow those of the previous ones.

One of the greatest failures of the project is its lack of holistic approach. Although at the time of conception, the budget proclaimed that the project for the Carabobo Promenade was an integrated one which included the design and improvement of public spaces, the improvement of the 'whole system of cross streets, from main ones to service ones' and even the identification of development opportunities, none of these took place. The scheme ended up dealing only with the north-south axis and ignoring the east-west cross streets, therefore lacking connectivity or continuity with other projects within the city centre.

MISSED OPPORTUNITIES

As a result of this fragmented approach, the project is not a genuine urban design one in that it focuses solely on the street, without including the building façades or the adjacent urban blocks. Since only the street was considered, tarmac was replaced with sets, footpaths were widened and the city's *Public Space Manual* was rigorously applied, but without analysing the cross sections, the building lines, the changes of direction, the façades or the groups of buildings that are essential to the townscape. The street elevations were not considered as important and therefore their treatment was left to the owners. Two consequences followed from this: first, only the outstanding heritage was respected, leaving out important examples of domestic, commercial and industrial architecture which were altered or demolished with the consequent loss of memory and heritage. Second, a new urban architecture emerged, either dense and incompatible with the heritage, or banal and lacking innovation, but in all cases increasing the revenues for the property owners and not creating added value for the benefit of the city and its inhabitants. One of many books that praise the 'Medellin model' mentions the challenge that in the future, budgets should 'consider the projected added value of projects as balanced economic models that will refund the investments and at the same time generate wellbeing for the various stakeholders of the projects'. This one lesson drawn from the project is acknowledged in such a timid way that it doesn't seem to have influenced other schemes that suffer from the same lack of integrity.

The project also fell short of expectations regarding the humanising and civilising of the street. Out of the three completed parts, only the first is totally pedestrian, the other two have footpaths (to be fair, much wider and more generous than previously), cycle ways and three vehicular lanes, and are therefore still polluted, noisy and stressful, dominated by bus routes at the expense of pedestrians. In addition, because of the lack of regulations to manage and control the public realm, commercial activity in many streets has spilled over from the shops to the pedestrian spaces, leading to their informal use and decay, and the spatial discontinuity for the pedestrians and the cyclists. Even in the totally pedestrian area, although the pollution from car exhausts has disappeared, the visual and noise pollution – so called 'acoustic violence' – has increased. These issues are not even considered when conceiving the projects, and are not seen as problems by many people who think that they are part of the landscape and folklore of Latin American cities. Hence the pleasurable enjoyment and the urban strolling of a tropical *flâneur* of the 21st century are just dreams, a literary wish or an official discourse, as a commercial avalanche has invaded the route and transformed it into a roofless shopping mall where every sound, every inch of space and every cubic metre of air are fought over by the formal and informal, even illegal, commercial activities.

A combined evaluation by Medellín's police, the Fundación Ideas para la Paz (Ideas for Peace Foundation, FIP) and various departments of Medellín's municipality, has identified 15 items



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Only the outstanding heritage was respected, leaving out important examples of domestic, commercial and industrial architecture which were altered or demolished with the consequent loss of memory and heritage

that should be considered in priority.

According to Andrés Preciado, researcher for the FIP in Medellín 'these are moderately complex issues, on which the Town Hall and the authorities have strong powers (they exclude organised crime and drug trafficking) and can have an impact... on the perception of security'. The smuggling of electronic and domestic appliances is part of the problems associated with a sector of the Carabobo Promenade, as are racketeering, the sale of drugs and stolen mobile phones, and the invasion of the public realm. Of course these security issues and criminal activities cannot simply be attributed to the specific project as they are part of the structural problems of the city; however, a really holistic scheme could have achieved some improvements and could have become more than a physical and mobility plan, by taking into account immaterial aspects such as memory and social issues. Unfortunately this is difficult when electoral cycles reign over the programme of works.

BY WAY OF A CONCLUSION

How did this project change the city? What did it bring to the residents? There is no doubt that in spite of its lack of integration and its incomplete state, the project has shown a new level of public intervention, connected spaces with the pedestrian and cyclist in mind, and overcome the fear of regulating the use of urban spaces by public transport which up to now had no limitations. Nevertheless the idea of an urban promenade as a

2 The Carabobo Promenade near San Juan St: this is where the urban renewal started with the restoration of two late 19th century brick buildings



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3 The Gutenberg building is part of the local cultural heritage where the formal commercial activities relate well with the street informal ones.

4 Carabobo Promenade with the Antioquia Museum and the Botero Plaza, a space intensively used by formal and informal activities.

All photographs Luis Fernando González Escobar

civic space, hence civil for the inhabitant, for the enjoyment and encounter of citizens, for socialising and meeting, as initially outlined in the official discourse, has not been achieved.

The concept of the public space in a city centre has three elements: first, it is a corridor for consumption and transactions, following what Isaac Joseph has described as 'a stage of consumption and theatrical presentation of the meaning of status' as well as being a place of transit. Second, it is a place of exclusion, aestheticising and sanitising, in so far as it attempts to create an urban décor that hides or diminishes social problems such as prostitution. Third it is a functional space, a connecting and safe thoroughfare, designed more for the visitor than for the resident. And maybe this is what cities are when they are conceived for the global consumer rather than for the city itself, its problems and its inhabitants. ●

Luis Fernando González Escobar, architect and Director of the School of Habitat of the Architectural Faculty, National University of Colombia (Medellín)

Masterplanning in Latin America

Patricia Gomez reflects on a scheme to regenerate Cali, Colombia's third largest city



1

Latin America experienced mass urbanisation in the 1950s and 60s. Consequentially, urban migration transformed the historic colonial centres and their later Republican-style extensions into the cities we see today. Changes include their fast, unplanned growth together with informal construction practices. Cali, the third largest city in Colombia, now has a population of over two million, an eightfold increase in the last 40 years. It faces a major challenge: as its old industries dwindle, Cali has been forced to reinvent itself as a multi-faceted city.

The Pacific Alliance, the newest economic block emerging from Latin America and seeking to provide a gateway to Asian markets, is a golden opportunity for Cali for it is situated at a strategic point, connected by road to Buenaventura, the main port on the Pacific coast and of great



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importance for the economy of the region and the whole country. Also, the Pan-American Highway which passes through Cali, is an essential route from Colombia to its neighbour, Ecuador.

Following the recent urban renaissance of Bogota and Medellin, Cali has been left behind. However, the educational, cultural and commercial organisations of this regional capital of the Cauca River Valley are keen to attract investment and development. The national government focussed on welcoming foreign investment and trade, and the local government ready to deliver urban regeneration in partnership with the private sector, joined forces and invited British consultancy Benoy to work with them.

THE STAKEHOLDERS

After the social, economic and political crisis of the 1990s, Cali is now under the administration of a charismatic mayor. Companies in the region are confidently optimising their resources, services, investment and diversification. The mayor welcomes the leadership of private organisations such as the Cali Chamber of Commerce to serve as facilitators of private sector resources focusing on civic and social programmes. This sharing and cooperation between enterprises and institutions supports Cali’s urban renaissance, at a time when there is a continuous shortage of public money to deliver local government development plans.

The public sector is represented by the Urban Regeneration Municipal Enterprise, (EMRU), which works in coordination with the mayor’s office and other key municipal services. EMRU is fundamental in the institutional concurrence required to implement actions towards the development of projects and programmes. The private sector is represented by the Alliance for Urban Regeneration Company (ARUC), a conglomerate of 35 construction businesses, together with the support of the Colombian Chambers of Construction, of Infrastructure, and the Cali Real Estate Association. They contribute technical and financial muscle to guarantee the continuity of regeneration programmes.

From lessons learnt in Bogota and Medellin, design quality is central to the Cali leaders’ commitment to leave a lasting transformational legacy to the city. ARUC appointed Benoy initially to do the San Pascual’s project masterplan. Then other sites were added from those identified by the EMRU. Whilst working on these projects Benoy was asked to do the Vision for Cali Masterplan, compiling all the initiatives identified in the Unitary Development Plan (UDP). During a crucial phase of the Cali City Vision Masterplan, ARUC also commissioned a design review process. A Colombian-born British architect and urban designer led Benoy’s design team.

1 Overall vision of the Cali Masterplan by Benoy
 2 San Pascual CGI showing the proposed set-back buildings overlooking a public space

THE PHYSICAL, SOCIAL AND CULTURAL DIMENSIONS

Located 1,000m above sea level, Cali is mainly flat, surrounded by mountains to the west and partly bordered by the Cauca River to the east. To the north and south are extended plains where other towns become part of Cali’s metropolitan area. Several rivers descend from the Western mountains range and run into the Cauca River. Due to its proximity to the Equator, there are no major seasonal variations; the climate is typical of the tropical savannah.

Cali enjoys a cooling afternoon breeze, which flows down over the Farallones de Cali mountains. Views from the hills closest to the city make them attractive to tourists. Cali also offers historical areas with cultural variety and attractions. Its well-preserved historical centre includes many historic churches and monuments, parks, squares and museums. High-quality secondary education institutions and regional universities are clustered to the south of the city. As the sports’ capital of Colombia, sports infrastructure has hosted several major international competitions. Cali is also known as the *Capital de la Salsa*, given its infatuation with that Afro-Caribbean dance music. The city is served by the rapid bus transit system M.I.O., which began operations in 2009. Its design includes extensive sidewalks, parks, gardens and public squares.

A disused freight train line crossing the city from north to south is both a constraint and an opportunity. It is a barrier that separates the better-off neighbourhoods on the hills to the west from the less well-off population inhabiting the lower eastern floodplains of the Cauca River. However, as it is a wide corridor rich in mature vegetation, it has the potential of becoming an ideal unifying component for the city as a green corridor, able to improve the connectivity and the quality of life for all inhabitants.

THE BIGGER PICTURE

Cali’s nearby towns and suburbs feed the city with produce, people and prosperity. Linking the urban environment to its greener, less populated neighbours and 11 major satellite towns, the masterplan strengthens connectivity, which will bring in new talent and wealth from the surrounding countryside. Zooming in to city scale where six distinct districts were identified, a number of initiatives define a vision and set the principles for change:

- Re-invention of under-appreciated districts (Global Centre, Education, Sports and Leisure, Fashion and Entertainment);
- Creation of new ones (Cultural Quarter, Business and Financial District);
- Inclusion of city-wide regeneration initiatives such as the Green Corridor that have the potential of being transformational projects;

● Improved standards of development which will increase quality of life, greater ease of movement and, create a beautiful vibrant city.

Benoy proposed the creation of two completely new districts, reaching beyond the usual limits of conventional planning. To extend the city centre by linking the Global Centre district to a Business district and a Cultural quarter will bring considerable benefits to the city. Located towards the eastern part of Cali, these new centralities will further cement the Global Centre's place at the heart of the city's history, tradition and heritage. The new districts will be distinct in their character, use, ambience and make-up, but combined, will provide a city centre of diversity, economic prosperity, rich culture and creativity. Although both new districts will have to overcome significant obstacles related to land ownership, they will introduce design approaches and new typologies, and look towards the future.

CALI'S NORTH-WESTERN AREA

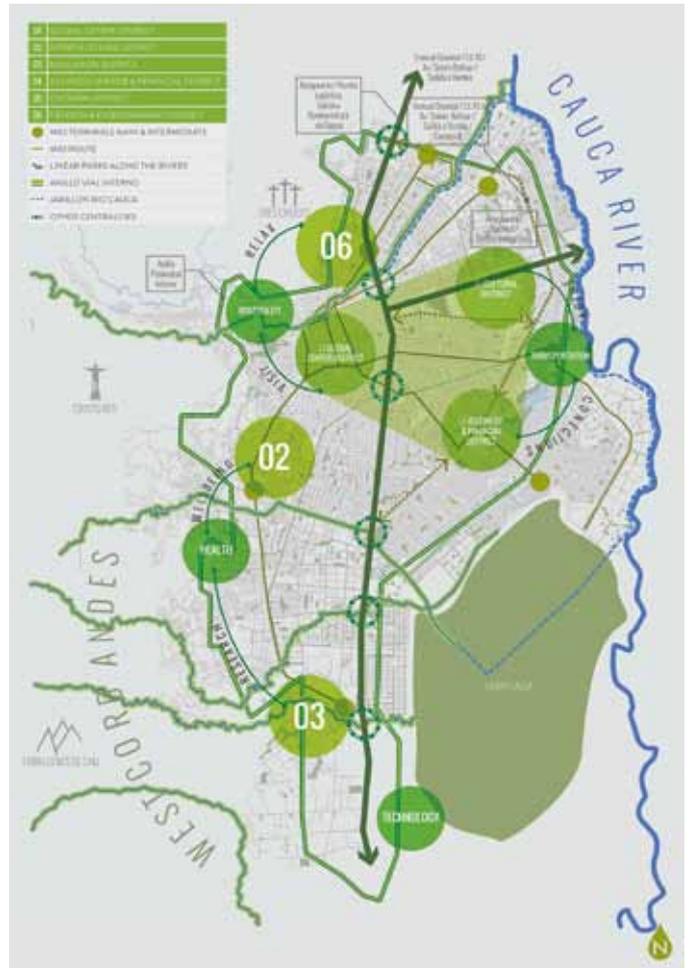
At closer range, the concept and guiding principles of Benoy's masterplan are further refined: to seek physical, social and economic regeneration through intensification of land use and a higher urban density. Their concept is to endow the valley with a new massing strategy that blends the artificial city landscape with the beauty of Cali's natural landscape resources, with special reference to the mountains and the river. This concept has been applied to the development of three distinctive areas in the north-western part of the city: Sixth Avenue, Hoyo Piloto and San Pascual.

San Pascual will be implemented in the first phase of the masterplan. Covered mainly by low-rise rundown buildings, San Pascual's rectangular 13.5ha site is situated on the edge of Cali's historic city centre. With abundant transport options connecting it to all parts of the city, it is the ideal place for urban regeneration. The masterplan has capitalised on this prime location by proposing a mixed-use development, with 270,000m² of floor-space. Seventeen new buildings will provide apartments ranging in size from 70 to 180m², retail units, office accommodation, hotel and serviced apartments. The urban layout follows characteristic colonial spatial development patterns and typologies such as grids and courtyards.

The main feature of this private development will be its open space. There is already a small city-centre park, and a new one will be created for the new neighbourhood. There will also be a network of pedestrianised public spaces, two arcades for small retailers connecting the courtyards within the urban blocks, and tree-lined avenues designed to animate the residential quarters and create a vibrant public realm alongside a mix of cafes, shops and arcades. The retention, renovation and reuse of existing buildings such as San Pascual church and a community facility located at the heart of the project, will contribute to local character. The design of the urban blocks will combine commercial space and other leisure activities at podium level, with predominantly residential accommodation from the fourth floor upwards. Residential towers will free up horizontal space allowing the breeze to flow in between. Inspired by the Cali mountains, the stepped buildings will create opportunities for terraces overlooking the parks, whilst achieving height and enclosure on the city streets. The colonnaded pedestrian space along the main routes is designed to benefit residents, workers and tourists in this 24/7 destination.

CONCLUSION

The Cali Masterplan Vision brings together the disciplines of design and planning to create a vision and setting the principles for change. It re-creates six distinct zones which will allow people to thrive in their city. It identifies a network of movement patterns creating a framework. What is extraordinary is the sheer scale of this framework as it covers a vast area (8,800 ha) and will affect some two million people.



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In urban design terms, the masterplan demonstrates how detailed intervention areas can be successfully integrated with the surrounding context and the natural environment. It gives a three-dimensional form, it shapes the spaces between buildings and it defines heights, massing and bulk. The striking volumetric proposals seamlessly relate physical form not only to the socio-economic and cultural context and stakeholder interests, but also to the powerful narrative of the drama and beauty of the city's geography.

The profound local knowledge and intensive consultation with city design key players embedded in the process, including a design review mechanism, make the comprehensive vision a powerful tool that has allowed stakeholders involved in the process to develop a strong sense of ownership towards it. The vision will most probably survive changes of local political leadership and will be able to project the city of Cali into a new era. It is one that will keep masterplanning in Latin America hot! ●

Patricia Gomez, urban designer and architect, consultant leader of the design review process for the Alliance for Urban Regeneration Company, Cali Colombia

In June, the Benoy Vision for the Masterplan of Cali City in Colombia appeared on the list of 11 finalists of the World Architecture Festival 2015, in the Masterplanning – Future Projects category.

3 Integrated masterplan vision with the six districts



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Favela de Paraisópolis, Sao Paulo

Eduardo Pimentel Pizarro puts forward an alternative redesign for a Brazilian shanty town

What is a favela? What are its needs and potentialities? How could urban designers propose an innovative and caring way of re-designing it? And what should we learn from the favela for other cities? From these questions emerges a proposal for the re-design of the second biggest favela in the city of Sao Paulo, which could be implemented by a partnership between the public and private sectors, and the community itself.

DEFINITION

Before going into the design process, it was entertaining to ask 'important' people 'How would you define favela in just one word?' For Sameh Naguib Wahba (World Bank), answering this question would be reductive and lose the richness and complexity of what a favela is. For Klaus Bode (Architectural Association Graduate School), favela is an 'organised chaos'. This chaos may be related to the 'self-organisation' mentioned by Rainer Hehl (ETH, Zurich) or the 'self-construction' quoted by Víctor Oddó (Elemental, Chile). Richard Burdett (LSE, London) describes favela as 'resilient', and Simon Smithson (Rogers Stirk Harbour+Partners, London) as 'potential'.

CITY OF PARADISE?

Among 190 million Brazilians, 11 million live in informal settlements. 11 million is also the total population of Sao Paulo, the biggest city in the country and the seventh biggest one in the world. In the city of Sao Paulo, 3 million people live in informal settlements, of which 1.6 million live in favelas.

The second biggest favela of the city was born in the middle of a wealthy area, concentrating 100,000 inhabitants. Its name, Paraisópolis translates as City of Paradise and seems controversial for an informal settlement, but may relate to its potential. Since the 1970s, Paraisópolis was a favela made of wooden structures built gradually and informally over 100 acres of private land, without health and public services, amenities or infrastructure. However, since 2005 the government has been investing money in housing and infrastructure projects for

areas at risk, and the population has been gaining higher levels of education and purchasing power. Today, Paraisópolis is a consolidated urban reality, mostly consisting of brick buildings, three to five storeys high, paved streets, with public lighting, refuse collection and other public services.

Undoubtedly the provision of more housing with safe and efficient electricity, water supply and sewers are essential. However the improvements are missing another dimension of urbanisation that relates to the character of the area and the identity of the community and requires interventions at the micro scale. Because of these shortcomings, the following proposal intends to redesign the Favela de Paraisópolis for a new urban future, starting from its latent opportunities.

STRATEGY

The general strategy is based on the understanding of the area, its climate, urban structure, built form, dynamics, people's needs and social interactions. It is fundamentally bottom-up instead of top-down.

First, in the favela, in contrast with the formal city, the boundaries between private and public realm are blurred. Second, each floor of a favela building is treated as a separate property in which any use, construction technique or typology are allowed, and this is combined with different means of access that can be horizontal or vertical. From this can be

1 Sao Clemente Lane, Paraisópolis: proposal for the redesign of an urban block



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deducted that the demolition of entire buildings to provide land for brand new construction, as has been done all over Brazil, is inappropriate. On the contrary, the redesign should be caring and closer to acupuncture, taking each floor of a building as the basic unit of intervention.

Based on this, the strategy focuses on spaces in between buildings, opening perspectives and recreating opportunities for people, sun, wind, landscape, culture, etc. For example, a single building's floor previously occupied by Mrs. Maria's home may be turned into a public pocket park, a collective laundry, or just a space to breathe, feel the light, or enjoy the views and socialize. Meanwhile, Mrs. Maria moves to the rooftop or to another floor in the vicinity. This way some of the favela's genuine characteristics such as diversity, gradual and organic change, mobility and liveability can be maintained or even reinforced.

DESIGN PROPOSAL

Thus the buildings themselves and the spaces in between will be carefully redesigned to provide new public opportunities, organised in a multi-scale network, whilst the building structures will be strengthened, using local materials and techniques. Starting with an urban block in Paraisópolis, the redesign looks at the built mass as a superposition of single floors (the basic unit) which are independently transformed. The result will be a better ventilated and sunnier urban environment, with new public spaces and pathways articulated at different levels, encouraging a variety of small-scale communal activities.

The redesign of the façades is important as they constitute a membrane between outdoor and indoor space, or between public and private realms. They must provide both protection and interaction, guarantee minimum levels of sunlight and ventilation indoors, and encourage urban life outside. Alleys and lanes are another high priority as they constitute the favela's arteries. Natural strategies must be developed by the inhabitants to adapt the existing environment to their needs.

The proposal for São Clemente Lane illustrated here, is aimed at achieving a better urban, environmental and social neighbourhood, and includes proposals such as street art, repainting façades and standardising the dwellings' identification numbers, strengthening the sense of belonging to the neighbourhood; sharing or trading spaces; small communal equipment such as a pocket library, a recycling centre, a workshop, a space to sit, talk, play, interact; swales to collect and reuse rainwater.

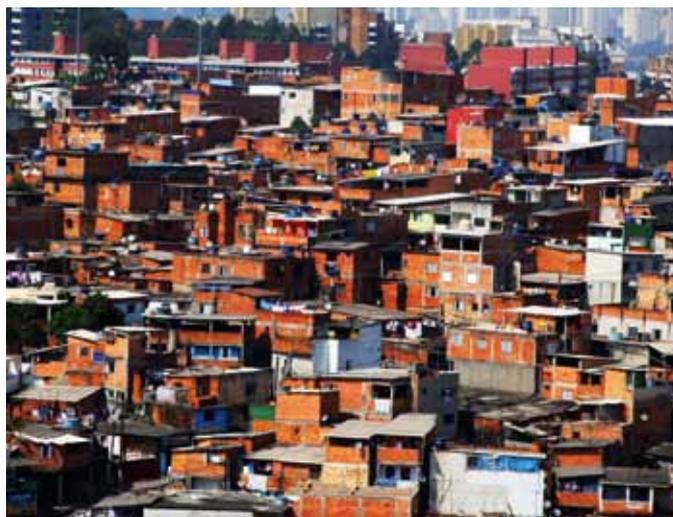
In addition, the formal streets offer great opportunities for urban re-appropriation even if temporary, promoting and stimulating activities on specific days and times such as an urban fair, a children's soccer field, a space for artistic and cultural displays and events, or simply tables in front of restaurants. The aim is to give back to the streets their sense of public space, at the same time as improving the footpaths, providing benches and vegetation.

In summary, this re-design seeks to understand the spaces



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2 A formal street in Paraisópolis
3 A typical alley and stairs to another floor in Paraisópolis



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4 General view of Favela Paraisópolis.
All photographs
E Pizarro

between the buildings and then try out guidelines and strategies to create an effective urban, environmental and social infrastructure.

THE FUTURE

This proposal shows that the favela should not settle for emergency large scale interventions that deal with major infrastructure implemented top-down, and housing blocks that do not reflect the residents' way of life, their needs and aspirations. The redesign asks for new rights for the favela, not only rights considered as basic and normal for the poor, but rights to urban life, to environmental opportunities and adaptability, and to enjoying landscape and culture.

This is much more important when we realise that the favela is not something set apart: even though it is distinct, it is part of the city and is the city itself. Moreover, the design is provocative as it highlights the favela's inherent qualities, and asks how could urban designers take the lessons from the favela and apply them to the city as a whole. ●

Eduardo Pimentel Pizarro, architect, urban designer and PhD student at the School of Architecture and Urbanism of the University of Sao Paulo (FAUUSP), Sao Paulo, Brazil.

East Bariloche, a new Approach to the City

Pablo Bullaude and Christian Almeida describe the development of a new district



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Bariloche del Este is a new urban district to be developed over 132ha within the city of San Carlos de Bariloche in the Argentine Patagonia, as a result of an agreement between land owner and municipal authorities. In recent decades, Latin America has witnessed profound changes in the way it conceives its own future. The notion of sustainable development based on history and local reality is replacing traditional approaches based on ideas conceived for the so-called developed world.

Eastern Bariloche is the result of applying local criteria for urban development generated within and for an expanding city, small in scale but highly attractive as a result of its location in the Nahuel Huapi National Park. Bariloche started as a rural settlement at the end of the 19th century, isolated by the 1600km that separates it from the country's capital Buenos Aires, and by the total lack of transport infrastructure between the two. It differs from other Latin American cities (see Laura Alvarez's article on p.10) in that it had neither a foundation design, nor a starting plan. Today Bariloche is a city established on a suburban model with just one centre and a extensive low density residential periphery over land that has high natural and landscape value. The urban area spreads over 40km along the shores of Lake Nahuel Huapi, covering some 8,500ha of land with a population of only 145,000 inhabitants. Such an inefficient system raises numerous environmental, urban, social and economic conflicts.

A NEW APPROACH

Eastern Bariloche is conceived as a new district that will fit

within this situation and start a process of transformation of the urban area and its surroundings, aimed at restructuring the relationships between the inhabitants and their environment. The general development strategy is based on five criteria:

- 1. Poly-centrality:** the change from a mono-centric to a polycentric matrix to shift the relationship between the population and land uses. The creation of many urban centralities at different hierarchical levels linked to each other will transform the patterns of mobility and improve accessibility and connectivity.
- 2. Consolidation and completion:** in addition to its low density, the sprawling urban area has a large amount of vacant land in areas that are served by infrastructure and urban amenities but by not being developed, represents a poor investment for the city. Filling these urban voids is part of a process of consolidation, reversing the historic drive towards suburban sprawl and therefore improving the connectivity between different areas and the population's access to urban services.

1 Bariloche del Este in context



2



3

3. **Densification:** low density is accompanied by conflicts at all levels: social (fragmentation, segregation), economic (high maintenance costs), urban (long distances) and environmental (degradation of the natural resources). By changing the urban model, densification not only deals with the concentration of the population but also with the activities thus bringing the two closer together.
4. **Enhancing quality:** the creation of multiple centralities, urban consolidation and densification of the population must be accompanied by local interventions to enhance the quality of various elements that are part of the urban system, such as public space, transport and services that are related to social, economic, urban and environmental integration.
5. **Management:** the development described above must be complemented by a public-private management system that will ensure its completion on time. The political and economic reality of Latin America, where government has modified its role of intervention from being the provider to one of supervision of the process of urban development, requires the creation of a consensual urban management system, where all stakeholders join in to achieve one overwhelming goal, the common good.

THE PROPOSAL

The new district is to be located on vacant land within the perimeter of the urban area, planned using a Special Urban Development Plan for a maximum projected population of 35,000 (27 per cent of today's urban population) over a 40 year horizon.

The area is divided into three sectors, each one with specific characteristics: the Centre with mixed uses and high densities (up to 900p/ha), the General Urban Area with mixed uses but principally residential at a medium density (up to 600p/ha), and the Residential Area dominated by housing at low density (up to 120p/ha) and complementary services.

Social housing will be integrated in the urban tissue to guarantee easy access and proximity to services for the poorest households

The neighbourhood will include 140,000m² of green space distributed between an 8ha urban park and a network of local squares spread around the area and at a maximum distance of 1200m of each other. The road network will guarantee both the internal and external connectivity of the neighbourhood, with measures that give priority to pedestrian and cycle movement over that of the private motorcar. These measures will control the width of footpaths, carriage-way, parking, landscaping, lighting, street furniture and the relationship between private and public realms.

Regulations will include permissible land uses and will cover building heights, quantum, setbacks, etc. These will be part of a comprehensive Urban Design Code that will form the framework for the implementation of the proposed development.

A major landmark of the urban armature will be located on the main artery, a 38m-wide boulevard linking the new neighbourhood to the existing city. It will be the peak of centrality with mixed uses and high residential density, and will also include the urban park. Responding to the region's climatic characteristics, the ground floors of the buildings will include a wide arcade. Beyond this, the uncovered footpath will be seen as a social space with landscape and areas for restaurants and bars. Both public transport and the main cycle paths network cross the neighbourhood through this artery, ensuring constant activity and life along it.

MANAGEMENT TOOLS

Finally a number of urban development management tools have been developed to guarantee a holistic system, not only for the material aspects of the scheme, but also from the social and economic points of view. These tools drafted within the framework of a Priority Development Area, will cover the following:

- Social housing will be integrated in

2 Main boulevard with the covered footpath
 3 The proposed urban sectors
 4 Urban Strategy: current monocentric and future polycentric city

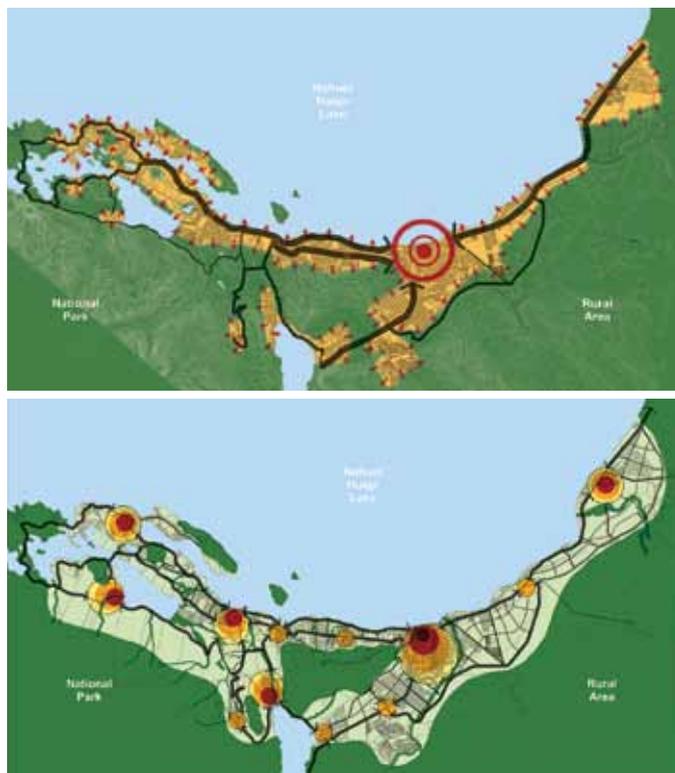
the urban tissue to guarantee easy access and proximity to services for the poorest households (social services, transport, open space, employment). This tool will allow an increase in the permitted plot ratio for schemes that include a minimum of 10 per cent of housing devoted to families eligible to government assistance.

- Government participation on betterment value (overage): when a public initiative has a positive impact on the value of private property, the local authority will have the right to a proportion of the increased value generated.
- Building rights vouchers: these allow the transfer of building rights from areas where these have been restricted or prohibited to protect the natural environment. The vouchers, delivered by the local authority, can only be applied in those areas designated for urban development by the same authority.

CONCLUSION

In summary, the scheme proposes the completion of the existing urban area with a vital and dynamic public realm. It includes movement corridors, public parks and squares that structure the grid with mixed activities and variable densities. The suggested model is one of a polycentric city with significant and lively urban hubs. In this way Eastern Bariloche offers the first alternative urban centrality to the historic one. ●

Pablo Bullaude and Christian Almeida, architects in private practice. Their team included Juan Manuel Valcarcel, Osvaldo Pavan and Ricardo Lerchundi



4

La Mansa, a new City on the Atlantic coast

Pedro Pesci describes a sustainable new tourist oriented settlement



1

The new city of La Mansa originated as an alternative to development based on tourism, on the Atlantic Coast. The scheme is related to the pressure for expansion on neighbouring resorts (Pinamar, Valeria del Mar, Cariló) in one of the most valued and highly developed coastal areas of Argentina. These centres grew on sand dunes colonised by pines and other tree species, an area not only favoured for being directly on the

sea and the beach but also for having drinking water. Wetlands and swamps where urban development is difficult border the area inland. Between the two, Route 11 is the main regional traffic corridor.

1 Proposal for the Northern Bay centrality

The evolution of this area and those



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LA MANSA PROPOSAL

The first thing that was made clear when the project started was a series of non-negotiable environmental, urban and social determinants. From the environmental point of view, it attempted to generate a low impact urban development that would not exceed the environmental capacity of the land and its surroundings. The development's core element is defined by water supply and its management, including an alteration of the hydrodynamic system (flows, drainage, etc.) well beyond the land covered by urban development and which, if it was mismanaged, would affect a vast area. Other relevant issues are the control of the alterations to the natural landscape, and the protection of the native fauna and flora.

From urban and social points of view, the development should be open and mixed, with a great diversity of residential and commercial offer, both for those associated with tourism and for permanent residents. It should be integrated into its natural context and conceived as part of it, so that its structure, urban form and activities, are all conducive to achieve environmental quality.

WATER, THE LANDSCAPE AND THE LAND

As mentioned above, water is a crucial element, first because it limits the size of the population and second, because La Mansa is developed over a system of wetlands and lagoons that must be maintained to guarantee the water's quantity and quality, not only for La Mansa itself but for the whole sub-region, in addition to being an environmental asset for the wider coastline.

These conditions define the lagoon's location, since it stems from the wetlands and an intermittent water mirror. The settlement's size is dictated by the amount of water needed to supply the population and the new city activities, and the way to ensure the biological management of the water mirror without mechanical treatment.

Stemming from the position given by what could be called the eco-shape of the area, the lagoon and its related systems become the centre of the composition. A system of public coasts is generated, around which the urban areas develop, alternating between predominantly residential and commercial, sports or service areas. A couple of sectors not connected to this open space, are transitional areas between rural and urban areas. Likewise, sewage water once treated will be returned to the same system. This way the maintenance of the resource and its quality can be guaranteed, since the source of the supply and the receptor are the same.

Furthermore SUDS to manage rain-water are part of the landscape in streets,

The development should be open and mixed, with a great diversity of residential and commercial offer, both for those associated with tourism and for permanent residents

adjacent has been so chaotic that it ended up overwhelming its environmental capacity, to the extent that the water supply is now at risk both due to shortage and to pollution. Likewise, urban development has started to spread in a disorderly manner to the west of Route 11, affecting the wetlands and swamps with unplanned land divisions, no design and no services.

Within this framework La Mansa has emerged as the first proposal of comprehensive and sustainable development west of Route 11, providing planning guidelines, environmental management for the wetlands, and land development that takes into account the importance of the natural environment.

- Reference
- 1 Bahla Norte centralite. Commercial and residential mix area. Shopping mall
 - 2 Hotel. Convention Centre
 - 3 Playground – sport area
 - 4 Medium density residential area
 - 5 Commercial and social equipment area
 - 6 Condominion
 - 7 Boutique Hotel
 - 8 Sports Club
 - 9 Commercial area
 - 10 Medium low density residential area
 - 11 Farm houses

- 2 Location of La Mansa in relation to Pinamar and other resorts
- 3 The La Mansa Masterplan



4

avenues and public spaces; in addition the urban code requires buildings to retain and reuse rainwater and to reuse grey water. As a consequence, water consumption will be reduced by over 30 per cent and thus the amount of wastewater effluent.

The intensity of occupancy and the level of modification of the land were defined as a system of transitions resulting in gradual change to mitigate or regulate the effects and changes from one area to the other. Therefore for example, contact with the rural environment will take place through an area of rural plots of 10,000m², with a limit on land modification of no more than 10 per cent, including houses, roads and other construction, and with the obligation to plant native species only. On the area adjacent to the neighbouring urban settlement, not only higher densities and a high level of activities will be permitted, but in an attempt to integrate into the existing coastal corridor, the landscape will be altered, with pine trees and non-native eucalyptus predominating. In the middle, the lagoon area becomes a transitional space, since it is a big open space with urban development to the west, where change and human impact on the land are reduced to 50 per cent.

A CITY OF OPEN SPACES

For us at Consultora de Estudios y Proyectos del Medio Ambiente (CEPA), one of the irreplaceable assets in a city is its open spaces. Their articulation, hierarchy and connectivity must guarantee their appropriation and enjoyment for all citizens and users alike. La Mansa’s urban areas are connected by a network of streets and avenues that also articulate a system of green public spaces. This organisation encourages social life, favours pedestrian use and sustainable mobility and offers an environmental experience since it is integrated with the environmental management system. The environmental management is visible, so that lessons can be learnt in a lively manner. A range of static and dynamic information will explain the benefits of integration. Accessibility for people with special needs has also been dealt with: helped by the flatness of the land, work was done on access ramps, reducing obstacles and managing distances.

Within the system of public spaces, the centrality of Bahía Grande and its coastal promenade will be the meeting space par excellence. It will also make a more general contribution to the region’s coastal urban areas which lack these types of spaces. Another smaller centrality has been planned almost at the opposite end.

Another innovation will be the presence of beaches and resorts on the lagoon. They will bring an alternative to the existing seafront beaches both for inhabitants of the new settlement

who will be able to reach them on foot, and for locals who will have a new leisure facility. Additionally, water sports will be encouraged using non-motorised boats.

TOWNSCAPE

All environmental values at regional and urban scale had to be matched to the scale of the buildings and other structures in order to meet the values of sustainability set out in the proposal. For this reason the project covered everything from the detailed design of the public spaces and their fittings (urban furniture, lighting devices) to the basic parameters for buildings. For instance in public spaces, planted areas and permeable surfaces are encouraged, thus ensuring the integration of design and water management. Work has also been undertaken on the design of lighting and planting to encourage social interaction.

For buildings, in addition to the urban code which defines land use, heights and intensities, a building code aims to achieve energy saving, low water consumption through re-use and re-cycling, and a reduction in resources and waste. This latter code sets standards not commonly used in Argentina, raising the bar on these issues.

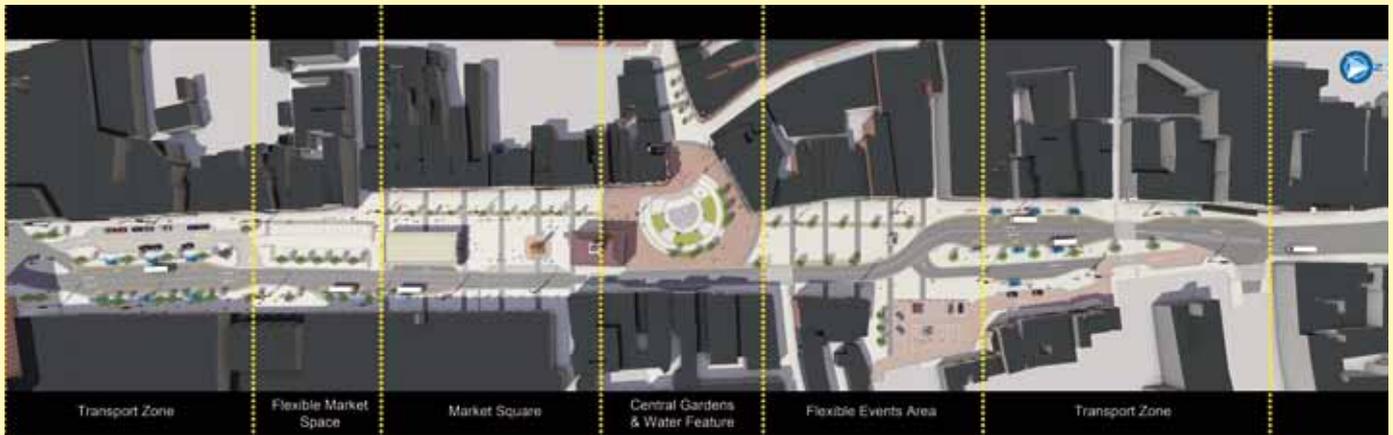
In conclusion, La Mansa is a new urban settlement that takes into account all current research on sustainable urban planning, and sets a new parameter for urban development in Argentina. ●

Pedro Pesci, architect and Director of CEPA S.A.

4 A proposed residential neighbourhood on the lagoon

Stockton High Street Regeneration

Stockton Borough Council brings life back to the high street through creative and connected spaces



Good high streets, like good retailers, are constantly adapting. They are the heart of any British town's shopping district and provide customers with a bustling destination to enjoy. Stockton Town Centre has witnessed a gradual decline over recent years from the impact of out-of-centre retail and leisure destinations, and has been subject to negative publicity. Feedback from local businesses suggested that one barrier to investment in the town centre was the negative perception of the High Street.

In 2011 following the publication of the *Stockton Town Centre Urban Design Guide* (UDG Public Sector Award 2013 short-listed), Stockton Borough Council set out a vision to secure the future of its high street for residents and businesses. Significant investment in Stockton's public spaces was identified as part of a wider £38m regeneration vision to create a modern, vibrant and successful market town and a destination for world-class events.

KNOWLEDGE INFORMS DECISIONS

The in-house design team led by the Principal Urban Designer was commissioned to design and deliver, in partnership with the contractor, £20m worth of public realm

improvements to Stockton High Street and some of its neighbouring public spaces. The proposal was to create a new central square, building on the existing heritage assets to provide a much needed heart and focal point to the town centre. This high quality piece of public realm was to be complemented by a series of open spaces which would support both the market and annual programmed events to create a central hub of activity and an inviting environment 7 days a week.

The project elements included the replacement of 20,000m² high quality paving, the installation of artist-designed seating, the delivery of sustainable green infrastructure to support future growth, a central water feature with 40 controllable jets, a specialist LED lighting scheme to deliver day-to-day lighting requirements and transform the town centre for events, and the reintroduction of 66 car parking spaces in the High Street providing immediate access to facilities.

The project was delivered initially through an Early Contractor Involvement Stage (ECI) with Balfour Beatty so that the design team and the contractor could work through early construction drawings to identify best practice and cost effective delivery

of the scheme learning from previous project experience. This partnership continued through five phases of the project and ensured that the scheme was delivered to the highest quality, on time and on budget.

Collaboration with local disability groups and specialist consultants was key to ensure that the design and chosen materials palette supported both the less able and visually impaired. Elements included tactile delineation at transport hubs and a significant reduction in street clutter, such as the removal of all guardrails to create a clear and safe passage for users.

INNOVATION AND SUSTAINABILITY

Part of the design brief was to integrate innovative technologies, materials and construction methods. The design team designed a bespoke colour changing concrete wall in the water feature area using a light transmitting product. Set in front of an LED lighting grid, the concrete material is a combination of small optical fibres and fine concrete to provide a complementary natural stone material appearance during the day, and a fluid wave of colours at night. Although the material has been used as a manufacturing product in Europe for a number of years, this is the first time it has been integrated into a public realm scheme within the UK.

The lighting column design needed to reflect the town's industrial heritage whilst incorporating innovative technology and dimming functions. 22 crane-like high mast columns which reflect the town's ship building heritage replace 64 conventional lighting columns to reduce street clutter and provide functional street lighting as well as programmable LED lighting to support varied events.

Stockton's location enabled paving



1 Plan of the widest high street in the UK split into functional and flexible connected spaces.
 2 Translucent concrete wall along with LED lighting programmed to reflect themed events or significant dates

3 Central Gardens at night with the backdrop of the listed town hall
 4 The High Street opening event demonstrates that the new town centre spaces offer the flexibility to hold a diverse range of events



3

material to be delivered via the local port, which reduced the distance of delivery, as well as reducing double handling. 4500m² of Yorkstone was removed from the High Street with some being re-used in a new local farm shop. As a key priority, 100 per cent of waste generated has been re-used or recycled representing 13,600t saved from landfill.

LESSONS LEARNED

A lesson to be taken from the project is that to create successful places you need to ensure that the project team truly understand what places mean to people. The design and delivery team understood that Stockton has a diverse and rich heritage in markets and events, and by building upon these cultural foundations, we were able to create a series of high quality creative and connected spaces to provide a festival feel all year round, whilst enhancing the more traditional roles of a town centre.

During 2014, 35 businesses opened in the town centre and 17 existing outlets were refurbished or rebranded. The vacancy rate for outlets reduced from 25 per cent in March 2013 to 19 per cent in October 2014 with retailers recording higher levels of

footfall. The team also facilitated the retention of the vibrant 700 year-old market with an increase in demand for stalls and in 2016, the town centre will host the British Cycling National Road Championships as part of an already established cycling festival.

The project is branded and forms part of

the Rediscover Stockton initiative, and the combination of public realm improvements, business incentives and the passion and drive from the local authority has ensured that Stockton Town Centre and its High Street are on course to recovery. ●



4

People, Places, Projects

The Corporation of the City of London has developed a range of public realm projects

Over the last decade, the architectural giants in the Square Mile have grown and flowered in a dramatic way, dividing opinion and creating bold statements but indisputably altering the City of London skyline. Down on the ground, however, within the streets, places and people, a very different story emerges: a story of restraint, of consistency and of timelessness. The work delivered in the public realm by the City Corporation over this period has pieced together a single puzzle, providing the harmonising element between the revered historic and hyper modern that makes up the confident and eccentric cityscape of the Square Mile. As far as the public realm is concerned, the City Corporation has only worked on a single project in the last ten years; that project being the City itself. This has comprised over 150 individual projects, 20 per cent of the City's public realm and at a cost of over £200m.

GUIDING PRINCIPLES

Some guiding principles have been key to the success of the City's public realm. A strict palette of materials is used, focusing on the continuity of York stone and granite in a city of change. The result is a tailored streetscape of high quality sustainable materials, with well considered and restrained embellishment of oak seating, rich and structured soft landscaping with a focus on trees of townscape significance, uniformly lit with soft white discreet LED fittings. Where public and private works are undertaken in tandem, the use of the City's materials palette within private areas is encouraged

to knit public and publicly accessible spaces together. Regardless of whether or not the objective behind the individual project is a need to improve road safety or an opportunity to enhance the local area, the continued use of a restrained palette means that projects fit into the puzzle of the City, comfortably adjacent to previous schemes. The consistency increases the value of the contribution from each scheme adding to the experience of those that work, live or visit the City with a unique and identifiable character. A deliberate approach taken by the City Corporation is to avoid the fashions and fads of the built environment, to be more restrained and to ensure that its streets are a perfect fit. This approach does not set out deliver the 'sexy' public realm designs that win awards but do not last (although we do have our share of awards). In fact each of our projects is strategically planned to ensure that part of every budget is allocated for maintenance in the future years after completion. This is agreed in principle with the appropriate built environment division, whether cleansing or the highway maintenance team. This approach is appealing and practical for its users and is helpful to developers and partners, providing clarity and a sense of purpose, with a genuine open and civic core creating spaces for all, whether it is the army of cleaners and technicians that prepare and repair the City through the night, or the business leaders that choose to locate or work in the City by day.

GAINING THE SKILLS

In the beginning, the first forays into the public realm were pilot projects, small scale public spaces and side streets. It was in these places where mistakes were made and important lessons learnt; how can project funding be secured and how can we keep within budget? What planning permissions, traffic orders and permits are required before works begin? What is the best way to engage with local stakeholders, what should communications with others look like and how often should it be done? In learning from these initial schemes, such as the Queen Street Pilot project, Seats in the City and Watling Street, which were projects delivered for £250k or less, the City Corporation gained the confidence to take on larger scale and more visible projects, including Bow Lane Quarter, St. Paul's Churchyard and City Riverside Enhancements. This trend resulted in the delivery of area-changing

projects such as Cheapside and Holborn Circus, (both £5-10 million schemes) and is set to continue with the delivery of investment in a redesigned Aldgate Gyratory and, in the future, the Museum of London Gyratory and Bank junction, projects in the range of £20m+.

PROCESS AND GOVERNANCE

The guiding documents for public realm projects in the City are Area Strategies, which draw extensively from public engagement, based on a culture of 'you said, we did'. These Strategies identify the next 5 years' worth of projects within an area, their priority, likely cost and timing. This delivery framework provides tremendous certainty and confidence for members, developers and the public alike. The projects themselves are delivered successfully through effective leadership from members and senior officers. The City has a well-established Gateway Approval Process that allows its members to monitor and approve projects and creates a structured project delivery process. Finally, the use of multi-disciplinary project teams is critical to delivering good public realm. The City uses expertise from its in-house staff together with consultants working to the discipline of this process.

Overall a clear vision set by the City Corporation and its partners remains critical in delivering this 'City as the project' approach, to set and stand by its principles, not to follow fashions and to understand its role as responsible custodians of the Square Mile. That the City Corporation's members are politically independent has helped to avoid the revolving door approach of vision-setting between political cycles whilst the on-going presence of key officers and stakeholders has supported members in continuing this approach of consistency, equality and restraint.



- 1 Seats in the City
- 2 St Andrew Holborn garden
- 3 'Charity' by Damien Hirst – Sculpture in the City year 5
- 4 John Carpenter Street
- 5 Fenchurch Place

PEOPLE, PLACES, PROJECTS
(June 2013 – June 2015)

Below are some of the projects that have been successfully completed by the City Public Realm team in the last two years.

John Carpenter Street

The project includes hard and soft landscaping improvements in this location adjacent to Victoria Embankment. It introduced new seating, natural stone paving materials, planting lighting and the permanent re-siting of a piece of public art.

Sculpture in the City

The Eastern City Cluster is home to the City's programme of temporary artwork. The project provides a location for the display of artworks by globally recognised artists sourced through leading galleries. Delivered through a successful and positive partnership between local businesses and the City, the project provides a focus for school and community events which promote the City's cultural offer. The first installation of sculptures by world-renowned artists took place in July 2011. By the end of 2014 over 30 art installations have been displayed and the programme included over 50 educational workshops with schools and community groups.

St Andrew Holborn

The project delivered a safe, accessible and enhanced public garden in an area of the City where few green spaces are available. The project complemented the improvements to Holborn Circus, which were completed in March 2014.

Fenchurch Place

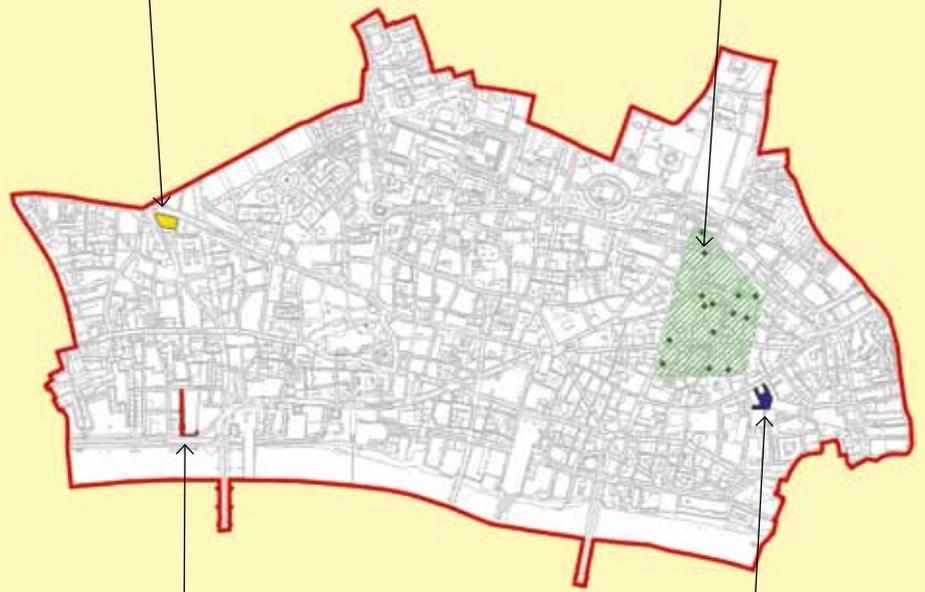
Fenchurch Place includes hard and soft landscaping improvements to the plaza in front of Fenchurch Street Station to make it a more attractive and usable area through the introduction of new seating, paving materials, landscaping and lighting. The scheme aims to enhance the appearance and usability of the space and not only improve movement through the space between Fenchurch Street and Fenchurch Street Station but also encourage people to spend time in the space, thus activating and invigorating the immediate area. ●



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Brierley Hill Town Centre Supplementary Planning Document

Dudley Metropolitan Borough Council's Supplementary Planning Document (SPD) will raise the quality of the town centre



Dudley Council made planning history in 2011 with its adopted Brierley Hill Action Area Action Plan (AAP) – where an existing out of town shopping centre (Merry Hill), a traditional high street (Brierley Hill) and a business park (Waterfront) were brought together and designated as a new town centre which brought with it an allocation of 3,000 homes, 70,000 sqm of retail space and the creation of a new public realm network. A set of Urban Design Policies within the AAP clearly states that a design SPD is required. The new town centre presents a major regeneration opportunity to create a high quality place as well as responding to community need.

BUSINESSES AND COMMUNITY ENGAGEMENT

Apart from the statutory public consultation undertaken in 2012, the Council held two additional consultations with the local businesses (Brierley Hill Town Centre Partnerships) and local community. Both events started with a PowerPoint presentation of the draft SPD, followed by a Q&A

session. The knowledge gathered from the consultations was then used to inform the SPD which Dudley Council adopted in 2013. This document is a proactive urban design guide which helps to inform the detailed design schemes at planning application stage and to attract external public funding to enable new development. This approach allowed the community to feel that the development of the town was responsive to its needs and that the SPD promoted local distinctiveness, creating a collaborative relationship to fulfil the vision of the community.

CLr Rachel Harris, ward member for Brierley Hill said: 'Dudley's planning team worked closely with the people of Brierley Hill to ensure that the community's aspirations were reflected in the designs and framework for the development of our town. We consulted with individuals, businesses, community and voluntary groups to create a shared vision for the development of Brierley Hill'.

A DESIGN-LED APPROACH

The urban design analysis undertaken assesses the visual and functional quality of the town centre and together with the results from the consultations, allow us to set out a design strategy for the delivery of the town in a considered manner, articulated by a number of locally-specific principles:

- A high quality public realm network
- Memorable streets and spaces
- Perimeter blocks
- Active frontages and secured by design
- Façade and building elevations
- Building height and landmark buildings
- Junctions and corners
- Mixed use and flexibility
- Topography and roofscape
- Visual delight
- Lighting design
- Design of parking and servicing

In order to address the free parking regime in Merry Hill Shopping Centre, the AAP requires parking charges to be introduced with the creation of new retail floorspace. Also, the Council remains committed to ensuring the delivery of a rapid transit system to enhance the public transport offer.

URBAN DESIGN FRAMEWORK AND PUBLIC REALM NETWORK

The Urban Design Framework within the SPD sets out how the locally-specific principles should be implemented, but it is



- 1 A 2D framework plan – testing the layout
- 2 Brierley Place – an effective process that leads to a concept design of a primary public space

intended to be a flexible framework and not a rigid masterplan for what must happen. In essence, the framework creates a unity and connectivity via a network of streets and spaces ensuring the public realm is for pedestrians, cyclists, public transport and not just cars. Similarly, it encourages perimeter block development reinstating street frontages and respecting the best of the past. The existing Dudley Canal is located at the heart of the town centre and an important feature is the designed green infrastructure along it, with wildlife and recreation as key drivers. The framework is then broken down to provide more direct guidance of the 12 urban quarters.

PUBLIC REALM AS IMPORTANT AS BUILDINGS

The SPD seeks to deliver a framework at a strategic level but also ensures the delivery at the finer grain level. To do this, the SPD has two sets of detailed design guidelines: one for buildings and one for the public realm. To attract external public funding for public realm projects (which will eventually attract private projects), the SPD sets out further design guidelines and concepts for the design of the public realm network, including: primary and secondary streets,

primary and secondary public spaces. Furthermore, it provide guidance on paving types, street furniture, street clutter, street width, street trees, soft landscaping, outdoor cafes, wildlife and lighting.

FULLY INTEGRATED WITH LOCAL PLANNING SYSTEM

Together, the AAP and SPD create a practical delivery plan and a robust design foundation to proactively guide all future development. The aim of achieving quality design goes all the way from plan making to development control and we have a team of in-house multi-disciplinary professionals to inform better planning decisions.

GRAPHICS TO COMMUNICATE DESIGN IDEAS

We have learnt that good graphics can aid better understanding of the overall vision. We have produced a variety of graphics to illustrate the design ideas, ranging from free-hand sketches and 2D plans to 3D models. Photographs of successful places to illustrate the design ideas are also widely used within the SPD. This graphic package was particularly useful for consultation engagement, bidding for external funding and planning application negotiation.

- 3 New College building: the SPD guidelines left great flexibility for creative architectural solutions
- 4 Aerial view of the future town centre and its spatial relationship with the surrounding areas



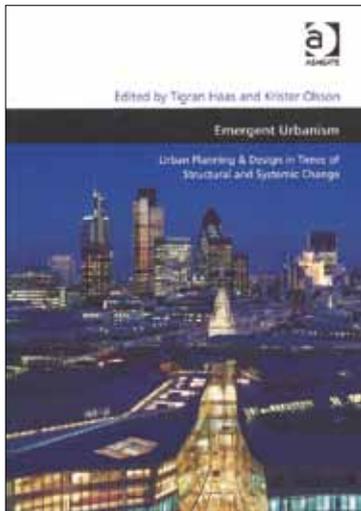
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BEYOND BRIERLEY HILL TOWN CENTRE

In committing to an emphasis on high quality place making in Brierley Hill Town Centre through the AAP and SPD, the Council has recognised that these provide a clear vision and raise the standard in development proposals. Similarly, it created an opportunity for multidisciplinary learning and collaborative thinking which can be replicated elsewhere in the Borough. ●



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Emergent Urbanism: Urban Planning & Design in Times of Structural and Systemic Change

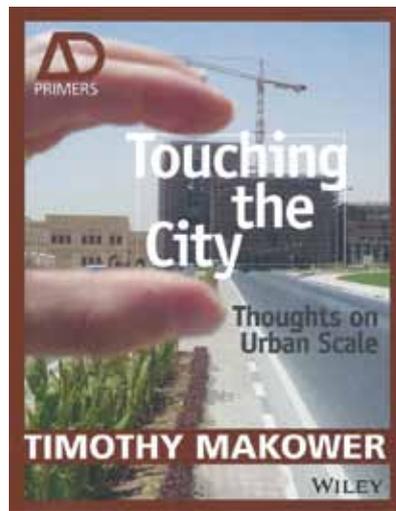
Tigran Haas & Krister Olsson, Editors, Ashgate, Farnham, 2014, ISBN 978-1-4094-5727-5

The particular, complex nature of the city continues to challenge our desire to construct a universal, idealised understanding of it. Consequently, the range of urban studies inevitably becomes more diverse. Our understanding is increased, but it becomes more difficult to grasp the notion of the city.

Emergent Urbanism contains a range of themes across 'urban planning, urban theory, human geography, sociology, urban design and architecture', treating the city as an integrated entity undergoing structural change. It is structured as a series of 17 short essays with authors from UK, US, Australia and Sweden, and with some black and white photos and diagrams.

The sheer diversity of academic pursuits is well-represented, providing much food for thought. Part I, New urban context includes: world economic structure, and urban space and form; living with nature and biophilic cities; consideration of human and settlement evolution through time scale shift; alternative development models based on innovation and creativity using social resources; emergent incremental systems of informal settlements highlighting the need for multi-scalar process design and planning based on 'assemblage' and resilience; and, how our idea of the city and how we see it is affected by its shifting representation.

Part II, Processes of planning and urban change: social capital, megacities and the knowledge economy; use of culture in city branding; evolving practice of urban design as urban composition; defining the notion of place, beyond the subjective and objective; defining good urbanism by acknowledging what already works rather than focus solely



on problems; and, the challenge of defining and measuring social sustainability.

Part III, Urban product: effects on city development of shifting trends in transport, and power production and use; the city's ability to 'speak', and civic erosion through loss of capabilities; the problems of city planning and the need for flexible regulations to engage with a generative process; the technological city, the emergence of bottom-up innovations; and, Landscape Urbanism vs New Urbanism, the environmental advantages of dense, traditional form cities over large block and suburban forms, density here being defined by per capita rather than per area.

While Kelbaugh's last essay serves well as a general conclusion from an environmental perspective, it would have been useful if the editors had also drawn conclusions for each of the three sections. What emerges is a reiteration of the need for academics and practitioners to work more closely towards integrated and practical approaches to address emerging challenges. By strengthening links between higher level thinking about the city, and the design and implementation of urban interventions, there is an opportunity to achieve greater understanding and coherent improvement of urban environments. ●

Mark Furnival, urban designer and architect.
Regeneration consultant with Camden Council

Touching the City: Thoughts on Urban Scale

Timothy Makower, Wiley, Chichester, 2014, ISBN 978-1-118-73772-9

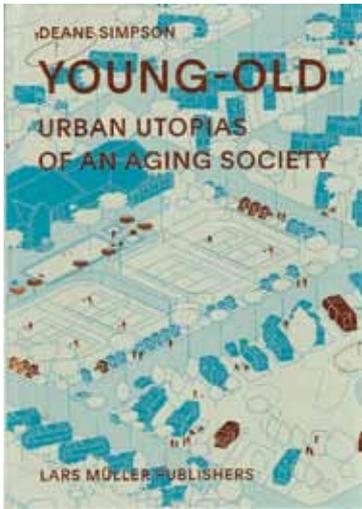
Our sense of scale rarely receives the attention it warrants. In *Touching the City: Thoughts on Urban Scale*, Timothy Makower delves into scale with an analytical eye, after many years of translating experiential observations into major projects, such as King's Cross Masterplan and Liverpool One. Highlighting what the urban dweller can

learn from historic cities and contemporary insertions, he zooms between the macro and the micro, from Detroit to Chandigarh, via New York, London, Paris, Rome and Doha. The importance of drawing and of the process of design are informed by examining the 'dynamics and movement patterns of cities, the making of streets and skylines, and the formation of thresholds and facades'.

Divided into seven main chapters, the book explores scale through pairings with size, movement, edges, grain, form, skeletons and surface, and detail. It is extensively illustrated mostly with colour photos, and some diagrams and sketches. Photos generally illustrate points in the text and projects in which the author was directly involved. Though this kind of book can become esoteric, Makower keeps it taut, regularly drawing out key points and lessons learnt, referring to actual projects and places. For instance, Doha's business district, both un-walkable and convoluted by car, is testament to the need to reiterate simple observations and learn from them. *Touching the City* explores how scale is manifested in cities at an intuitive and sensual level. Makower achieves a very readable and practical summary of urban design for a full range of practitioners and anyone with an interest in the design of cities. The book is a call for re-thinking what we mean by rational and rigorous design that is good for people, applied with a common sense of scale.

As we have increasing access to mapping information and imagery, we may forget that these are merely tools and markers, not experiential sequences in themselves. A perception of interconnection between scales and an awareness of beauty helps us maintain a sense of belonging, and interact with the city around us, so that we remain able to enjoy at various times the feelings of big-ness and small-ness, of being at home and occasionally of 'otherness'. This book helps us to do this by re-asserting the human as a scale datum. ●

Marc Furnival



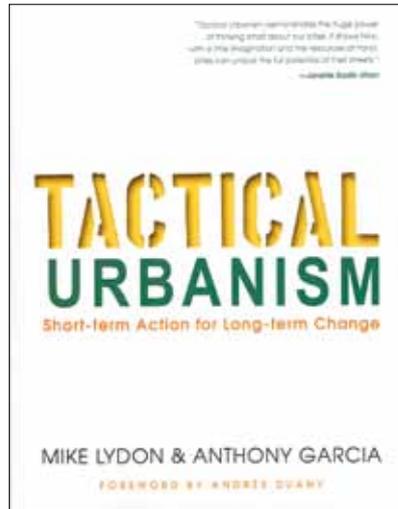
Young – Old, Urban Utopias of an Aging Society

Deane Simpson, Lars Muller Publishers, 2015, ISBN 978-3-03778-350-4

Our housing crisis is in part driven by the demographic shift set out in *Young – Old*: population grows despite declining birth rates, extending with increasing life expectancies. How this might be accommodated in the future (beyond entreaties for older people to downsize), has been under-explored. *Young – Old* investigates this socio-economic change and how the burgeoning population has driven the design of retirement communities in North America, Europe and Japan since the 1950s. The book interrogates the particular qualities of these places.

Following research on the statistical shifts in population profile internationally, the book highlights the potential for a new subjectivity unique to a generation embarking upon a new bodily and social experience. Beginning in the 1950s with Youngtown, Arizona, it analyses settlements in California, Florida and the Costa del Sol, charting their expansion from villages to towns and small cities. In addition to these sun-seeking 'active adult' retirement communities, a Japanese, Dutch-themed community and the landscape of the nomadic senior Recreational Vehicle community in North America are explored.

Young – Old is a rigorously researched volume that is information-rich, full of pertinent and sometimes amusing observations and beautifully designed. The content happily criss-crosses spatial and cultural observations, recording spatial characteristics across a range of scales. Each settlement is elegantly and comparatively drawn recording its timeline, context, statistics, urban layout and texture, ecologies and 'emblematic objects' (such as golf carts, pet strollers). By viewing the young-old phenomenon as a 'demographic petri dish', it also moves on to gather wider observations about



the dynamic relationship between social and built environments evidenced by this research.

As the book's subtitle highlights, the drive to offer idealised lifestyles can be considered to be utopian. These are places where citizens can live on a kind of permanent vacation, free from responsibility and supposedly, liberated from boredom and loneliness. It acknowledges that it could also be described as being too mono-cultural, controlled or privatised. However like Venturi's *Learning from Las Vegas* (1972), there is a degree to which this cool look at a successful commercial form can tell us a great deal about designing for leisured mobility or concentrated sociability, and some more about a celebratory framing of the third age. ●

Juliet Bidgood, architect and urban designer, director at NEAT and Vice Chair of North Devon's UNESCO Biosphere Reserve

Tactical Urbanism, Short Term Action for Long Term Change

Mike Lydon and Anthony Garcia, Island Press, 2015, ISBN 978-1-61091-526-7

Tactical Urbanism emerges from two changes in the US, the Great Depression and the Great Inversion – the return of communities to the urban downtown. It is in reaction to witnessing conventional projects subject to the 'slow grind of well intentioned process of public engagement; bloated, difficult, expensive, ineffective and vulnerable to political mood swings' that the authors frame 'personal advocacy' projects to bring about immediate, albeit small changes.

They show how, by starting small and live-testing projects, it is possible to achieve the support of communities and eventually town halls, delivering bottom-up and top-down transformational projects, that can bring about sustainable quality of life

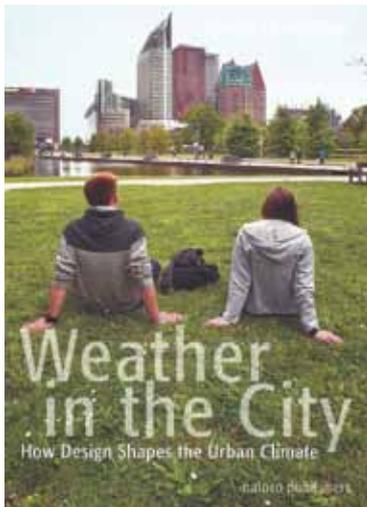
changes in the here and now. Typically, the projects described begin with taking ideas to the streets that meet resistance and eventually approbation, leading to the 'scaling up' of these ideas by their replication through 'open sourcing' and/or by informing a strategic shift in policy. Tactical Urbanism does have parallels with the 'meanwhile' movement but here tactics are given emphasis rather than the effect.

This is a movement of people critically and constructively engaged in their cities, bringing design thinking directly to bear in an innovative and inspiring way. Projects like the Bogota Ciclovía, a 120km linear park made from the temporary closure of streets, the guerilla way-finding Walk [Your City] in North Carolina, or Bristol's Playing Out exemplify a strategic retrofit of city infrastructure by the coordination of a set of adjustments.

With this book, Lydon and Garcia are 'scaling up' knowledge accumulated from their empirically honed approach to urban design theory. They identify diverse historical precedents, from opportunistic bookstalls on the banks of the Seine in 17th century Paris, to the artist Bonnie Ora Sherk's Portable Architecture installations in 1960s San Francisco. Their own work as The Street Plans Collaborative and that of those they cite have a generosity and spiritedness about them.

Since 2011 four volumes on Tactical Urbanism have been published online, two from North America, one from Latin America and one from Australia/New Zealand. This is the distillation of those four volumes, together with a refined and extended account of How To develop a Tactical Urbanism project. It makes a useful source book for students and practitioners and offers encouragement to anyone passionate about design, demonstrating ways to put creative processes at the heart of urban transformation. ●

Juliet Bidgood



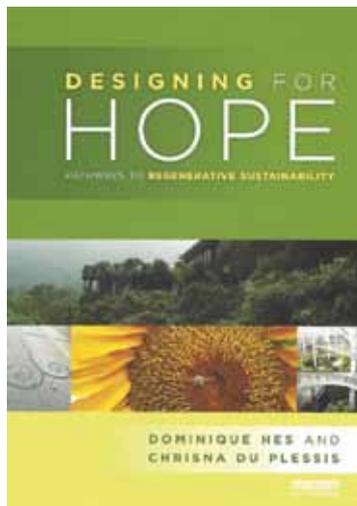
Weather and the City: How Design Shapes the Urban Climate

Sanda Lenzholzer, NAI010 Publishers, Rotterdam, 2015, ISBN 978-94-6208-198-7

In thinking about the city, the physical comfort of urban inhabitants and the role of climate as a determinant of their wellbeing should precede any discussion on a wider range of social, cultural and economic issues. These are the areas of focus for Sanda Lenzholzer, a landscape architect and urban designer based in the Netherlands, who specialises in climate responsive design and design theory. There is a danger of treating such issues as marginal but as Lenzholzer points out, the extremes of hot summers even in western European countries, directly correlate to spikes in mortality, and the configuration of the built environment at a range of scales has a direct bearing on our abilities to cope with natural variations in wind, rain and sun.

Weather and the City aims to review the issues, set out techniques for mapping microclimate conditions, and identify techniques for intervention. It is a textbook aimed at a broad range of built environment disciplines which could be described as a primer that guides the reader towards deeper engagement. The book describes itself as a reference for everyone working on liveable cities, though in practice its audience is likely to be students. It introduces the reader to the methods (both scientific and sociological) through which climate and its impact can be recorded, the city-scale issues of topography and landscape structure, and the scales of intervention that are closer to the tactile and architectural. The second half of the book is an extensive catalogue of measures to influence the microclimate; for a reader who is new to their disciplines, these are helpful, informative and clearly set out in a legible format.

The challenge of such a text, which is



highly thematically focussed but at the same time covers a broad spread of analysis and multi-scalar propositions, is that it does not address – beyond the somewhat banal positioning of shaded trees in public squares – the mechanisms by which climatically-aware design can be implemented. It would therefore have been helpful if, in addition to its catalogue of spatial taxonomy of intervention types, the book addressed the processes of shaping the city through the design process. It could explore the engagements that need to take place between professionals and planning authorities, to implement change within a complex environment. The book is well designed and a useful addition to bibliographies for generalist courses. It is just important that it sits alongside other resources that tackle the vexed issues of inter-disciplinarity that might enable its important themes to be acted upon. ●

Jonathan Kendall is Partner and Director of Urban Design at Fletcher Priest, and teaches on the MArch Urban Design programme at UCL

Designing for Hope: Pathways to Regenerative Sustainability

Dominique Hes and Chrisna du Plessis, Routledge New York and London, 2015, ISBN 978-1-138-80062-5

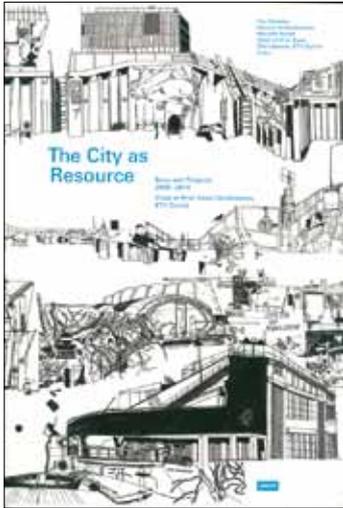
There is a danger that, through a combination of over-use and consensus, the term sustainability becomes debased and meaningless. A triple-bottom line view that one must live within one's means in relation to social, economic and environmental resources sounds hard to disagree with, at least in principle. The challenge is a scalar one, as the web of global interactions through which those resources flow makes decision-making and the boundaries

between cause and effect almost impossibly complex. It is easy for any protagonist engaged in shaping the city to claim that their efforts are sustainable, or at least as sustainable as possible, or to take a reductionist view and simply try to do less.

Designing for Hope avoids the latter, and instead advocates propositional interventions as a manifestation of social human interactions at a range of scales. Dominique Hes and Chrisna du Plessis attempt to skewer the 'greenwash' of many architectural and urban projects, critiquing gestural but essentially empty superimpositions that bear little relationship to climate, context or culture. Their case studies and references cover a globally diverse range of conditions to support an approach they term regenerative sustainability. They introduce and illustrate overlapping concepts and practices including biophilic design, biomimicry and permaculture. Their optimistic approach takes inspiration from a range of designers and significant social or political figures. They include illustrations of ways of working that draw inspiration from natural forms and processes, and design with reference to local social and physical conditions.

The book provides an overview of a huge field, and in doing so risks being so all-encompassing that it leaves the reader wishing for more precision and fewer generalities. *Designing for Hope* has the feeling of an academic textbook, but it is hard to know who it is aimed at. Most gratefully, the liberal use of generic stock photography and appropriation of 'inspirational' quotes from Gandhi, Dr Martin Luther King and others, gives it the appearance of a text one might find in a personal growth department of a book store rather than an academically robust publication worthy of an academic or professional audience. The subject is undeniably critically important, the research extensive, but the book would have benefited from far greater focus and consequential precision that could better equip its readers to turn ambition into action. ●

Jonathan Kendall



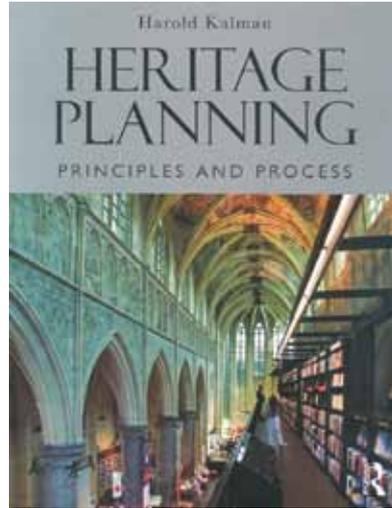
The City as Resource: Text and Projects 2005-2014, Chair of Prof. Kees Christiaanse, ETH Zurich

Tim Rieniets, Nicolas Kretschmann, Myriam Perret, Chair of Prof. Kees Christiaanse (eds), ETH Zurich, Jovis Verlag GmbH, 2015, ISBN 978-3-86859-144-6

The City as Resource is a record of the work of Professor Kees Christiaanse at ETH Zurich, an internationally known urban design practitioner and teacher; the individual contributions to this edited book, which include essays, graphic essays and student projects, are produced by his teaching collaborators.

The logic of the book may not initially be obvious. It takes as a loose structuring thought the city as resource, a concept whose systemic nature allows contributors to tap into the discourses of economics, of environmental sustainability and resilience, of urban culture and much else besides, set out in no particular order. This might frustrate those who seek a simple narrative throughout, yet this and the range of contributions closely reflect the way that urban designers and architects tend to work: like magpies, who pick from a wide array of sources, whatever ideas are useful for justifying the act and result of urban designing. Each topic is selected because it provides opportunities to discuss how and why we make particular urban shapes. Thus, the narrative of the book, like the process of designing, is non-linear and reflects the sort of search for form and its qualification.

This overall structure and the content of the individual contributions suggestively showcase an approach to urban design teaching that can be traced to traditions in radical architecture schools: the starting point of design is not the rule (design principles, policies) but the model, concepts, actions and ideas that provide the reasons for form generation, to make



particular shapes, and not others. However, the students work shown, the results of this pedagogic process, are not flights of fancy, but apparently workable urban design solutions.

The value of this sort of book for a broader urban design audience than students and teachers depends on both its topical relevance and the insight or inspiration it might provide the reader. In both these regards, the *City as Resource* is successful. The contributions are relevant to practice today, dealing with issues such as value affected by design, the use of images in urban design, and re-use of the built environment. They are well and concisely written and illustrated, easy to read while providing insights about the urban condition and the practice of urban design. This is not just a monograph of student work, but draws on the research and reflections of the design teachers. Nevertheless, I suspect its primary readership will remain those in urban design education. ●

Louie Sieh, architect and urbanist

Heritage Planning: Principles and Process

Harold Kalman, Routledge, 2014, ISBN 978-1-138-01792-4 (paperback)

Heritage planning is 'the application of heritage conservation within the context of planning'. The book is concerned with the tangible and intangible aspects of historic place. Although legislation concerning heritage goes at least as far back as the Romans, the protection of historic place has become a mainstream concern in the 20th century. *Heritage planning* is a profession distinct from planning, conservation architecture and urban design, although it has impact on and is impacted upon by all of these.

Under two major sections, Principles and Process, this sober and well-written text presents a comprehensive picture of the subject, including the heritage sector,

the legal frameworks, best practices, and various techniques. The book is international in scope although Anglophone in focus, covering history, documents and process in Canada, the UK, the US and Australia. It zooms out to discuss international agreements and charters, and zooms in to focus on techniques of heritage planning and local concerns. The author tirelessly explains the different terminology in different countries, and explains concepts around and not just within heritage planning. For instance, the questions of how heritage concerns meet other concerns such as development, economics, environmental sustainability and building codes, are addressed, with relevant terminology in these areas explained as well. The book is reasonably well illustrated. Highlight boxes are used to digress into explanations or examples that help the author make his point.

For a book that explicitly states that it is not about urban design, *Heritage Planning* contains much that is of relevance to urban designers. In practice, this might be a reference book, a first port of call to inform discussions with heritage professionals. It helpfully discusses not just issues but also techniques of heritage planning. In the classroom, this would make an excellent textbook, source book or reference book. Finally, unlike many other books with such weighty content, it could even be bedtime reading for those inclined to relax with their work.

Knowledge in the area of heritage planning moves so quickly that some parts of the book will be out of date by the time the reader reads it. Nevertheless, it is a timely snapshot that communicates the breadth of the field without either sacrificing too much depth or succumbing to trying to make heritage fashionable. It just does what it says on the cover, and well. ●

Louie Sieh

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W Full time:
www.anglia.ac.uk/ruskin/en/home/prospectus/pg/Urban_Design.html
Part time:
www.anglia.ac.uk/ruskin/en/home/prospectus/pg/_urban_design.html
MSc in Urban Design, Post Grad Diploma or Certificate in Urban Design. The emphasis is on sustainable urban design and cultural approaches to place-shaping. The course is based upon key requirements in the 'Recognised Practitioner in Urban Design' designation. It can be taken full time (1 year) or part time (2 years).

CARDIFF UNIVERSITY
Welsh School of Architecture and School of City & Regional Planning
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Cardiff CF10 3WA
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C Allison Dutoit, Marga Munar Bauza
E dutoit@cardiff.ac.uk
bauzamm@cf.ac.uk
W www.cardiff.ac.uk/cplan/study/postgraduate/urban-design-ma
One year full-time and two year part-time MA in Urban Design.

EDINBURGH SCHOOL OF ARCHITECTURE AND LANDSCAPE ARCHITECTURE
ECA University of Edinburgh
Lauriston Place, Edinburgh EH3 9DF
T 0131 651 5786
C Dr Ola Uduku
E o.uduku@ed.ac.uk
W www.ed.ac.uk/studying/postgraduate/degrees
Jointly run with Heriot Watt University, this M.Sc in Urban Strategies and Design focuses on urban design practice and theory from a cultural, and socio-economic, case-study perspective. Engaging students in 'live' urban projects, as part of the programme's 'action research' pedagogy, it also offers research expertise in African and Latin American urban design and planning processes.

THE GLASGOW SCHOOL OF ART Mackintosh School of Architecture
167 Renfrew Street, Glasgow G3 6RQ
T 0141 353 4500
C Joanna Crotch
E j.crotch@gsa.ac.uk
W www.gsa.ac.uk/study/graduate-degrees/architectural-studies/
Master of Architecture in: Urban Design and Creative Urban Practices; Urban Building; Computer Aided Architectural Design; and, Energy & Environmental Studies. The MArch programme is research and project driven with a multi-disciplinary input that begins begins with a series of core lectures and seminars that is balanced by literature enquiry to enable students to develop a multi-disciplinary perspective as a grounding for shared discourse.

LEEDS BECKETT UNIVERSITY

School of Art, Architecture and Design, Broadcasting Place, Woodhouse Lane, Leeds LS2 9EN
 T 0113 812 3216
 C Edwin Knighton
 E landscape@leedsmet.ac.uk
 W www.courses.leedsbeckett.ac.uk/urbandesign_ma

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

LONDON SOUTH BANK UNIVERSITY

Faculty of Arts and Human Sciences
 103 Borough Road, London SE1 0AA
 C Bob Jarvis

T 020 7815 7353
 MA Urban Design (one year full time/ two years part time) or PG Cert
 Planning based course including units on place and performance, sustainable cities as well as project based work and EU study visit. Part of RTP1 accredited programme.

NEWCASTLE UNIVERSITY

Department of Architecture, Planning and Landscape, Claremont Tower
 University of Newcastle, Newcastle upon Tyne NE1 7RU

T 0191 222 6006
 C Georgia Giannopoulou
 E georgia.giannopoulou@ncl.ac.uk
 W www.ncl.ac.uk/apl/study/postgraduate/taught/urbandesign/index.htm

The MA in Urban Design brings together cross-disciplinary expertise striking a balance between methods and approaches in environmental design and the social sciences in the creation of the built environment. To view the course blog: www.nclurban.design.org

NOTTINGHAM TRENT UNIVERSITY

Burton Street, Nottingham NG1 4BU
 T 0115 848 6033

C Stefan Kruczkowski
 E stefan.kruczkowski@ntu.ac.uk
 W www.ntu.ac.uk/apps/pss/course_finder/108169-1/6/pgcert_planning_urban_design_and_sustainable_development.aspx

NTU offers postgraduate opportunities in urban design with a particular focus on residential led development. Modules are available as either stand-alone CPD learning or as part of postgraduate awards. Modules include Built for Life(TM) and Garden Cities and Suburbs. Our courses are designed for those working full-time with a one-day a month teaching format.

OXFORD BROOKES UNIVERSITY

Joint Centre for Urban Design
 Headington, Oxford OX3 0BP
 C Georgia Butina-Watson, Alan Reeve
 T 01865 483403

Diploma in Urban Design, six months full time or 18 months part time. MA one year full-time or two years part-time.

UCLAN – UNIVERSITY OF CENTRAL LANCASHIRE

The Grenfell-Baines School of Architecture, Construction and Environment, Preston, PR1 2HE
 T 01772 892400

E cenquiries@uclan.ac.uk
 W www.uclan.ac.uk/courses/msc_urban_design.php

The MSc in Urban Design enables students to work with real cities and live projects, politicians, policy makers, architects and designers in a critical studio environment. This along residential study tours to European cities help to prepare students for practice addressing the demands of our urban future.

UNIVERSITY COLLEGE LONDON Development Planning Unit

34 Tavistock Square, London WC1H 9EZ

T 020 7679 1111
 C Giulia Carabelli
 E g.carabelli@ucl.ac.uk

The MSc Building and Urban Design in Development programme combines cultural, social, economic, political and spatial analysis in the effort to present a critical response to the growing complexities within the design and production of urban realms.

UNIVERSITY COLLEGE LONDON

Bartlett School of Planning
 22 Gordon Street, London WC1H 0QB

T 020 7679 4797
 C Filipa Wunderlich
 E f.wunderlich@ucl.ac.uk
 W www.bartlett.ucl.ac.uk/planning/programmes

The MSc/Dipl Urban Design & City Planning has a unique focus on the interface between urban design & city planning. Students learn to think in critical, creative and analytical ways across the different scales of the city – from strategic to local -and across urban design, planning, real estate and sustainability.

UNIVERSITY COLLEGE LONDON

Bartlett School of Planning
 14 Upper Woburn Place
 London WC1H 0NN

T 020 7679 4797
 C Matthew Carmona
 E m.carmona@ucl.ac.uk
 W www.bartlett.ucl.ac.uk/planning/programmes/postgraduate/mresInter-disciplinary-urban-design

The MRes Inter-disciplinary Urban Design cuts across urban design programmes at The Bartlett, allowing students to construct their study in a flexible manner and explore urban design as a critical arena for advanced research and practice. The course operates as a stand-alone high level masters or as preparation for a PhD.

UNIVERSITY OF DUNDEE

Town and Regional Planning
 Tower Building, Perth Road
 Dundee DD1 4HN

T 01382 385246 / 01382 385048
 C Dr Mohammad Radfar / Dr Deepak Gopinath

E m.radfar@dundee.ac.uk / D.Gopinath@dundee.ac.uk
 W www.dundee.ac.uk/postgraduate/courses/advanced_sustainable_urban_design_msc.htm

The MSc Advanced Sustainable Urban Design (RTP1 accredited) is a unique multidisciplinary practice-led programme set in an international context (EU study visit) and engaging with such themes as landscape urbanism, placemaking across cultures and sustainability evaluation as integrated knowledge spheres in the creation of sustainable places.

UNIVERSITY OF HUDDERSFIELD

School of Art, Design & Architecture
 Queen Street Studios
 Huddersfield HD1 3DH

T 01484 472208
 C Dr Ioanni Delsante
 E i.delsante@hud.ac.uk
 W www.hud.ac.uk/courses/full-time/postgraduate/urban-design-ma/MA;PgDip;PgCert in Urban Design (Full Time or Part Time).

The MA in Urban Design aims to provide students with the essential knowledge and skills required to effectively intervene in the urban design process; develop academic research skills, including critical problem-solving and reflective practice; facilitate design responses to the range of cultural, political, socio-economic, historical, environmental and spatial factors. It also aims to promote responsibility within urban design to consider the wider impact of urban development and regeneration.

UNIVERSITY OF NORTHAMPTON

The University of Northampton
 Park Campus, Boughton Green Road
 Northampton NN2 7AL

T 01604 735500
 E sabine.coadyschaebitz@northampton.ac.uk

C Sabine Coady Schaebitz
 W www.northampton.ac.uk/study/courses/courses-by-subject/social-sciences/integrated-urbanism-msc
 MSc Integrated Urbanism: Eight Urban Design and Urbanism Modules plus Master Thesis to explore the complexities of creating and managing people-friendly sustainable urban environments.

UNIVERSITY OF NOTTINGHAM

Department of Architecture and Built Environment, University Park
 Nottingham NG7 2RD

T 0115 9513110
 C Dr Amy Tang
 E yue.tang@nottingham.ac.uk
 W www.nottingham.ac.uk/pgstudy/courses/architecture-and-built-environment/sustainable-urban-design-march.aspx

Master of Architecture (MArch) in Sustainable Urban Design is a research and project-based programme which aims to assist the enhancement of the quality of our cities by bringing innovative design with research in sustainability.

UNIVERSITY OF PORTSMOUTH

School of Architecture
 Eldon Building, Winston Churchill Avenue, Portsmouth PO1 2DJ

T 02392 842 090
 C Dr Fabiano Lemes
 E fabiano.lemes@port.ac.uk
 W www.port.ac.uk/courses/architecture-property-and-surveying/ma-urban-design/

The MA Urban Design course provides the opportunity to debate the potential role of design professionals in the generation of sustainable cities. One year full time and two years part time.

UNIVERSITY OF SHEFFIELD

School of Architecture, The Arts Tower,
 Western Bank, Sheffield S10 2TN

T 0114 222 0341
 C Florian Kossak

E f.kossak@sheffield.ac.uk
 W www.shef.ac.uk/architecture/study/pgschool/taught_masters/maud

One year full time MA in Urban Design for postgraduate architects, landscape architects and town planners. The programme has a strong design focus, integrates participation and related design processes, and includes international and regional applications.

UNIVERSITY OF STRATHCLYDE

Department of Architecture
 Urban Design Studies Unit
 Level 3, James Weir Building
 75 Montrose Street, Glasgow G1 1XJ
 T 0141 548 4219

C Ombretta Romice
 E ombretta.r.romice@strath.ac.uk
 W www.udsu-strath.com

The Postgraduate Course in Urban Design is offered in CPD, Diploma and MSc modes. The course is design centred and includes input from a variety of related disciplines.

UNIVERSITY OF WESTMINSTER

35 Marylebone Road, London NW1 5LS
 T 020 7911 5000 ext 66553

C Bill Erickson
 E w.n.erickson@westminster.ac.uk
 MA or Diploma Course in Urban Design for postgraduate architects, town planners, landscape architects and related disciplines. One year full time or two years part time.

A Local Plan for Local People

On October 8th we had the referendum on the Balsall Heath Neighbourhood Plan, of which I have been the coordinator for the Neighbourhood Forum. We had a 90 per cent Yes vote on a 22 per cent turnout, and I let out a big sigh of relief and had a beer. We were one of the first 17 Frontrunners designated by DCLG in 2011, but after a good start, progress slowed considerably and we eventually ended with referendum No. 100. There were various reasons for the four-year duration, mostly not under my control, but one of them was the complicated nature of the neighbourhood.

Balsall Heath is one of the few inner-city districts to have prepared a neighbourhood plan. It is ethnically diverse and exhibits all the usual indicators of economic and social deprivation. But despite them, it has a resilient and socially cohesive community. There are a lot of 100 year-old streets of terraced byelaw houses, many of them renovated in the 80s under Birmingham City Council's enterprising 'enveloping' programme, at no cost to owners. But many others were swept away during the 60s and 70s, in a less enlightened period of so-called 'slum clearance'. They were eventually replaced by new housing, much of it with a Radburn-layout, but many residents, including Abdullah Rehman, the Chief Executive of the Forum, spent their childhoods playing among derelict houses and demolition rubble. The political emphasis was on rehousing the previous tenants in peripheral new estates and overspill towns, not on regenerating the inner city.

In July there was a fascinating exhibition in Balsall Heath of photographs of these streets about to be demolished, taken in the late 60s by the American photographer Janet Mendelsohn, then studying at the University of Birmingham's Centre for Contemporary Cultural Studies. The exhibition was called *Ghost Streets*: streets that now exist only as memories of places that are no longer real. It is easy to get too romantic over these images of grimy working class streets with their corner shops and pubs: the way of life there was hard and the rewards limited. But they are evocative of an urban community where the public space of the street, obstructed by few cars, was its playground and social arena, and I am very susceptible to their appeal.

In 1969 I was working for the City Council architect's department, my first job after leaving architecture school. It was the peak year of municipal housing production in the city, when nearly 11,000 dwellings were built. This production was assisted by high-level corruption, and the City Architect,



Alan Maudsley, was later convicted and imprisoned for it. Maudsley asked me to help mount an exhibition, in which photographs of rundown inner city streets, in Balsall Heath and elsewhere, were contrasted with architects' perspective drawings of new housing. I had a minor epiphany, in which I realised the illustrations were the wrong way around: what was to be demolished was a better environment than what was to replace it. I was so moved by this that I wrote an article and sent it to the *Architect's Journal*. The editor didn't publish it: if he had I would surely have lost my job and achieved my later notoriety much sooner. But he nevertheless sent me a cheque for four guineas. The gesture and the currency are very eloquent of a distant time.

The byelaw streets which remain in Balsall Heath are now thriving, and lined with parked cars. Even Cheddar Road, which was a notorious red-light street with Amsterdam-style prostitutes sitting in bay windows, is an entirely respectable place. Thirty years ago Balsall Heath was red-lined by building societies, and many residents wished to leave. Now house prices are rising faster than in other parts of the city. The

Neighbourhood Plan aims to consolidate the community and improve the streets, encouraging residents to walk and cycle more and use their cars less. I hope that grassroots local planning can enable the return of some of the positive aspects visible in Mendelsohn's photographs, without the accompanying hardship and poverty. ●

Joe Holyoak

1 Balsall Heath's neighbourhood centre in the late 60s.
Photo Janet Mendelsohn
2 The same location today: place and people have disappeared.
Photo Joe Holyoak



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