The future of urban design education was the focus of the May 2011 Education Symposium held in Birmingham at the offices of MADE. Representatives from eleven courses across the UK and International universities involving part-time students have helped some of the students. There were several advantages in their area. There were several advantages in this partnership, both in terms of students obtaining relevant experience, and the employers designing projects with the students. They provide designers with the depth of knowledge in the area. These associations may now be at risk. The increased numbers of international students create a challenge in terms of teaching across different educational cultures, and a potential clash between international and local traditions. One contributor strongly observed that urban design is a mix in many ways a reaction to modernism, whereas in many developing countries urban design is not about a traditional vernacular, rather about the ‘treated modernism’. Yet there can be no doubt that the vibrancy that comes with an international perspective.

While traditional teaching methods will continue to be the mainstay of university education, a growing number of courses are offering the latest generation of ICT technologies both for networking and exchanging knowledge, including on-demand lectures and innovative participatory design tools. We should not continue to be the mainstay of university education. The UDG Education Group is considering how best it can support urban design education, and looks forward to collaborating enthusiastically with universities in the months and years to come. Finally, we would like to express our thanks to David Tittle at MADE for hosting the event.

**Robert Hustford and Katy Neaves**

**DIARY OF EVENTS**

Unless otherwise indicated, all LONDON events are held at The Gallery, 70 Cowcross Street, London EC1M 6EJ at 6.30 pm. Tickets can be purchased at the door from 6.00pm priced at £2.00 for full price UDG members and £4.00 for non-members; £1.00 for UDG member students and £2.00 for non-member students.

**WEDNESDAY 13 JULY 2011 India**

The urban population in India is now in excess of 300 million. Malcolm Moor, topic editor of issue 119 of Urban Design, leads an evening looking at the massive challenges and opportunities this poses for urban design. Speakers include Tim Cattell (Halcrow), Prof Christopher Benninger (CIBSE), Ripin Kaival (WSP) and Noha Nasser (Urban Renaissance Institute, University of Greenwich).

**THURSDAY 8 SEPTEMBER**

The High Street

Joanne Cave of David Lock Associates will lead this event, focusing on the future of the High Street. With internet sales capturing an ever-increasing part of place-based retail, all types of shop are being hit, from small family businesses through to internationally owned chains. But will the High Street be the hardest hit or the car-dependent retail parks? What urban design options are available to prevent a retail implosion?

**THURSDAY 13 OCTOBER**

Transport Interchanges

The quality of transport interchanges is an essential component of sustainable transport. This event will look at recent new build and refurbishment projects, considering examples of current best practice. Speakers include John Dales from Urban Initiatives.

**20-22 OCTOBER 2011**

**THE NATIONAL CONFERENCE ON URBAN DESIGN 2011**

Cities 2050 - Live, Work, Play

The Urban Design Group’s annual conference for 2011 is being run in collaboration with the University of Greenwich and will take place at venues around Greenwich and Deptford, including the Stirling Prize winning Laban Dance Centre.

The conference will address how we work towards creating viable, liveable and sustainable cities for the future, with – on the eve of the Olympics – a particular focus on how such major events as this can bring about real and durable change.

With first-rate speakers, original research findings, tours and exciting venues, the UDG’s conference brings together the whole urban design community and is an event not to be missed! Contact admin@udg.org.uk for further information.

**TUESDAY 8 NOVEMBER**

Urban Design Communication

Exploring the latest strategies, techniques and technologies for the most effective communication in urban design with Bally Meada of Urban Graphics (author of Graphics for Urban Design) and Janine Tijou, Director of Architectural Visualisation Experts Design Hive.

**CONTENTS**

This issue has been generously sponsored by BDP

**COVER**

Bangalore street, Photo Ripin Kaival

**FUTURE ISSUES**

Issue 120 - Transport Terminals Issue 121 - The Developer and Urban Design

**NEWS AND EVENTS**

Ec-o-Urban Design

Traffic Calming Guidelines

UDG Cittaslow Study Tour

The Future for Design Review in London

The Urban Design Award

Designing the sixc0om ‘Mediacity’ in Shanghai as a new urban district

The Urban Design Interview: Darshana Gothi Chauhan

**VIEWPOINT**

Brighton’s New Road, a shared street, Jim Mayor

**INTERNATIONAL**

Traffic endangers the village of Shelburne,

**TOPIC: INDIA**

Introduction, Malcolm Moor

Chauhan

**BOOK REVIEWS**

Seeking Spatial Justice, Edward W Soja

Urban Integricities, Bhishagpur Goods Yar

Johnson / Fat Architects, Ed Rappaport, Nick Johnson / Fat Architects, Ed Rappaport, Harwill, Miller

The Placemaking Challenge to Building Community, Nabeel Hamdi

New Urbanism Best Practices Guide, Robert Steuteville, Philip Langdon (Eds)

**PRACTICE INDEX**

**EDUCATION INDEX**

**ENDPIECE**

Post Hoc, Ad Hoc, Joe Holyoak
LOOKING FURTHER AWAY

British urban designers are having a hard time at the moment, as a result of the government cuts and the aftermath of the recession. All sectors are affected but the built environment has suffered more than most, and the crisis is far from over. Education institutions report a drop in home students, and consultants are increasingly turning to overseas contracts to survive. It is a time for reflection and also for building alliances. Some government ministers have returned to the old canard that planning is dead, and the UDG Journalist Award is a step in the right direction.

Meanwhile this issue’s topic is devoted to the phenomenon that is India. Malcolm Moor has collected a series of fascinating articles that show how the country is responding to the challenges of rapid urbanisation resulting from demographic and economic growth. Following an established pattern, India is gradually moving away from copying models from other countries and establishing its own home-grown urban design, together with an increased offer of courses in the subject. Ideas now travel in both directions and some British schemes are inspired by Indian methods. We also welcome the creation of sister organisations such as the IUDI and HKIUD as described on p. 11.

This issue starts the Urban Design Library led by Alastair Donald. His intention is to introduce readers to – or to remind them of – important texts that have influenced our profession, analysing them and suggesting why they are influential. We invite readers to react to the opinions expressed and look forward to your letters!

Sebastian Loew
On the 14th May four UDG members and friends set off by Eurostar to Turin to spend a week looking at a group of Slow Towns in Fuscany and Umbria.

The Slow Towns or ‘Cittaslow’ movement grew out of the Slow Food movement in 1999, when the mayors of Orvieto, Bras, Greve in Chianti and Postiano met to launch the idea of a network of small towns that adopt a common set of goals and principles to enhance their quality of life, and exchange information on good practice. To date the network comprises over 120 towns worldwide, with 10 in Britain and over 70 in Italy. Towns with a population of less than 50,000 are encouraged to adopt good environmental practices and launch practical projects that help local people and businesses by maintaining and promoting the unique traditions, strengths and character of their town.

Cittaslow’s list of over 50 principles covers such issues as air quality, composting, public and green spaces, heritage conservation, local democracy, local produce and its distribution, and the enhancement of community life. Towns are encouraged to work towards those goals rather than being checked against them. As the movement grew, Cittaslow differed from the Transition Towns Network, which is a community based initiative focused on the challenges of climate change and peak oil, or the Historic Towns Forum, which supports professionals working in the historic built environment. It has, perhaps, more in common with Action for Market Towns, which is a promotion, research and policy body for helping councils.

We had the opportunity not only to visit a cluster of thirteen Slow Towns, including two of the original founders, but also to meet the local council mayors and officers of three of them. Their views of their Cittaslow priorities and achievements differed widely, as might be expected. Alberto Benistèi, mayor of Greve in Chianti, recalled the role of his town as one of the founders of the movement. He saw Cittaslow principles as being relevant primarily to protection of the environment, be it urban or rural. The urban environment was important to tourism and cultural identity, and one of the main concerns was refusal of public and recycling. The rural environment was important as the producer of Chianti wine. It is a highly managed landscape in which tending and harvesting is done by hand, largely by immigrant labour. The Council is trying to encourage young locals to re-engage with their agricultural traditions, particularly livestock rearing. The town itself is low-key, focused on an arcaded square which is effectively a vehicle-pedestrian shared space.

The smallest towns we visited, Civitella Berardenga, explained that its community had lost over sixty percent of its 1960 population to the nearby Autostrada. The area is due to the modernisation of farming. As a long-standing Cittaslow member, he saw his town’s priority today as to become more environmentally sustainable. For example, the main square had become Italy’s first zero-energy public space, with naturally-sourced paving materials, rainwater recycling which feeds a fountain, and solar-powered lighting. The Council sets an example for property owners, with solar cells on the town hall and primary school, and offers financial assistance sourced from government and banks.

Walking around, we had to admit this had all been discreetly achieved, as the compact and attractive town centre looked very much like any other Italian historic town. Città della Pieve has a more imposing scale, and owes its origins to monastic foundations. The mayor, Riccardo Manganello, saw his Council’s two main priorities as the environment and the well-being of the community. The Council had succeeded in locating facilities in the historic core and resisting large peripheral industrial and retail proposals. The corollary was that residents wanted to bring their cars into town, which had an impact on the environmental quality of the historic centre. At the same time, more people had been attracted to live in the centre of town. Tourism had also increased, although the aim was not to allow this to dominate. The Council had had more success in developing community organisations, in particular restoring an old theatre to act as a community focus. It saw Città della Pieve as a place for learning and contemplation, in continuity with its monastic origins.

Amongst Slow Towns we visited were Orvieto and Todì, each known for their fine public spaces and internationally famous historic buildings. Like Città della Pieve the narrow streets of their historic cores suffer from traffic, and parked cars detract from the view. The main difference was the lack of pedestrian access as the main square became an expanse during the summer months when tourists are around, and these bars could do with extending year round.

The title must have touched a particularly sensitive point as this NLA seminar was over-subscribed in spite of its early starting time. A series of short presentations were given in quick succession in the attempt to clarify what the future of design review in London would be, following the assault on the planning system and the lack of interest in design by the current government. No answer came through as the situation is very fluid and uncertain at the moment, but examples of what was done were described and hopes were expressed.

The first speaker, David Kessler, Chief Executive of the Design Council explained how the merger between his organisation and CABE came about and what their immediate tasks were. Paul Finch, current chairman of CABE followed by confirming that design review would be the main activity of what may be an enlarged CABE. However with much reduced resources the new organisation would have to rely much more on partners. Amongst the services they could offer would be to assist London Boroughs that don’t have their own design review panels. Westminster City Council is the one that would not have a monopoly on the qualities promoted in their agenda, and that many other Italian towns have been working with these principles all along, though they may not be able to tick all the boxes.

Italian hill towns have a head start on many other kinds of town, due to their landscape setting, enclosed historic cores, and un-car-friendly streets and public spaces. It is not surprising that they should have enshrined their qualities in a set of principles such as Cittaslow’s, and Cittaslow is therefore more a range of aspirations on which towns can draw, and a network for the exchange of information in the pursuit of good practice, than a type of town that is immediately recognisable on the ground. We certainly felt that the Cittaslow concept was applicable and had lessons for us here in Britain.

On the second day, three more Cittaslow towns were visited: Civitella in Val di Chiana, Monte Castello di Vibio and Sibia, were very quiet and lacking in facilities, though Monte Castello boasts the world’s smallest theatre at 95 seats. We had the impression that many of the houses in these towns were second homes, and that the Councils must be having problems retaining facilities and promoting community cohesion. Other towns, such as Castiglion del Lago, Montefalco, Anghiari and Brisighella, were lively places with tourist activity, and traffic partially excluded from the historic cores. Often the survival of defensive walls makes the historic centre a tranquil refuge from the traffic outside. The Town of Trevi, on the other hand, was in a state of total disarray, as all public buildings and spaces seemed to be under reconstruction at once, following damage from the 1997 Assisi earthquake.

Some towns had made attempts to encourage ‘slow travel’ by providing facilities for walkers such as public toilets, shady places to sit, and well-paved paths, but this was not consistently achieved. We also visited a number of towns that were not members of the Cittaslow network. Of these Arezzo was too big to qualify for membership, but Bevagna and Cortona exemplified the liveliness, well-managed public spaces and emphasis on local food production that one would expect from a Slow Town. Many of the streets and squares had the natural paving materials and mingling of pedestrians and vehicles that we try to achieve in shared space projects. One has to conclude that Cittaslow member towns do not have a monopoly on the qualities promoted in their agenda, and that many other Italian towns have been working with these principles all along, though they may not be able to tick all the boxes.

Italian Hill Towns have a head start on many other kinds of towns, due to their landscape setting, enclosed historic cores, and un-car-friendly streets and public spaces. It is not surprising that they should have enshrined their qualities in a set of principles such as Cittaslow’s, and Cittaslow is therefore more a range of aspirations on which towns can draw, and a network for the exchange of information in the pursuit of good practice, than a type of town that is immediately recognisable on the ground. We certainly felt that the Cittaslow concept was applicable and had lessons for us here in Britain.

UDG Cittaslow Study Tour

14–22 May 2011

The Project for Design Review in London

NLA at the Building Centre, London, 16 June 2011

The title of the seminar was “New London Authority: The Future for Design Review in London.” The event was attended by around 60 people from a variety of backgrounds, including architects, designers, developers, and urban planners.

The participants were welcomed by Sebastian Low, Design Review Principles and Practice at the Building Centre. He highlighted the importance of design review in ensuring high-quality developments in London. He also mentioned the role of the New London Authority (NLA) in this process.

The speaker for the event was Alan Stones, Chief Executive of DGN. He gave an overview of the DGN’s work and its role in design review. He also discussed some of the challenges faced by the organization.

The second speaker was Alan Stones, Chief Executive of DGN. He gave an overview of the DGN’s work and its role in design review. He also discussed some of the challenges faced by the organization.

The final speaker was Sebastian Low, Design Review Principles and Practice at the Building Centre. He provided a summary of the day’s events and highlighted the importance of design review in ensuring high-quality developments in London.

The seminar was well-attended and received positive feedback. The participants were impressed by the speakers’ knowledge and expertise. They were also grateful for the opportunity to discuss design review and its future in London.
The UDG 2011 Journalist Award

The 2011 UDG Award for journalism was made to Hugh Pearman for his article on Media City Salford in The Sunday Times. The other shortlisted journalists were Jonathan Glancey, for an article on Ian Nairn in The Guardian; Marcus Binney for an article on Pathfinders in The Times and Stephen Bayley for an article on The Burj Dubai in The Telegraph.

Jonathan Glancey

The Guardian

This is a beautifully written homage to Ian Nairn, the journalist who seems to have inspired a number of younger ones to write about architecture. Totally unconventional and not trained in design, Nairn was an early champion of modern architecture and a critic of what was being built throughout Britain in the 60s and 70s. He coined the expression “subtopia” to describe this debased kind of townscape and he edited a special issue of the Sunday Times, courtesy of Stirling prize winner David Adjaye.

Stephen Bayley

The Telegraph

The Telegraph in SalfordDubai in The Thick of It. BBC Scotland got its glittering box of a new HQ in Glasgow in 2006, courtesy of Stirling prize winner David Adjaye.

Weighing Sky City as a parallel, both being “designed to impress” and somehow connected to Chicago: SOM’s engineer Fazlur Khan made Dubai’s tower possible by developing a new kind of skyscraper technology. But Bayley sees hubs in this tower and fears for its future from its safety point of view, for instance via a vicious security accidents or storms, and from the economic point of view. He cites a number of examples where corporations failed soon after inaugurating their symbolic tallest buildings and he argues that this tall tower is outdated, “vast in size but small in meaning.”

Hugh Pearman

The Sunday Times

In his article which is reproduced below, Hugh Pearman considers the BBC’s new developments and in particular its new MediaCityUK in Salford. Though it deals with wider issues such as the money being invested in this and other Corporation schemes, the core of the article evaluates the actual scheme in all its complexities, not just the buildings but the relationships between them, their cultural symbolism, the public spaces, the response to threats. Without mentioning urban design, Hugh Pearman is dealing with exactly that.

Designing the £600m ‘MediaCityUK’ in Salford as a new urban district

Published in the Culture section of the Sunday Times, 21 November 2010, as Regeneration Camps. Permission to reprint has been sought.

With the BBC’s licence fee frozen, cuts looming, Jonathan Rose delivered and certain Radio 4 DJ complaining on-air about not being paid for months, you might think it’s a new era of austerity for the formerly big-spending BBC. And you’d be right. But as it happens, this era is ending with two mighty building projects, two huge new headquarters complexes in London and Salford. Yes, Salford. The spiritual home of Manchester United, the connected the media faculty of the

University of Salford, a huge public pizza, a new park, and a hotel. The whole thing is costing up to £600m and boasts its own power station and tram terminal. But it is not the BBC which is shelling out all that money upfront. Although the Corporation is paying for the massive relocation and fit-out costs, it is leasing its buildings from Peel Holdings, a mighty development company in the North West which owns docks, airports, shopping centres, plus the entire Manchester Ship Canal and all the land that stretches right up to it. Peel’s flagship development in all this is the area known as Salford Quays, Manchester’s Docklands, which has been going through the redevelopment process for years now. Like all former docklands, it has suffered from an air of bleakness and incompleteness. So I went wondering: has the arrival of MediaCityUK made it into a real place yet?

The complex makes the final piece in a waterside triumvirate, along with the cultural lodestones of the Michael Wilford-designed Lowry (theatre and art gallery) and the “shuttered globe” of Daniel Libeskind’s Imperial War Museum outpost. I remember being quite impressed when the Lowry was first built in what was then a postindustrial wasteland, then appalled when I revisited it and saw the commercial tat the jingoistic developers had put right up to it. The Libeskind building needed to be bigger. But MediaCityUK aspires to civic architecture, arranged on a fan-shaped masterplan (original designers being architects Benoy) radiating from the western rotunda of the Lowry.

It works in one sense – it has a public, urban edge, proper civic space in the form of a large a pizza (great for Last Night of the Proms-style outdoor broadcasts) and a new landscaped mini-park. The buildings are an assortment of slabs and towers. Then’ll be shops and cafes in there, plus a new pedestrian swing bridge across the Ship Canal. What you don’t get, however, is fine architecture. Whoops.

It’s weird – if I was spending £600m on a complete new media-centred city district, I wouldn’t be tempted to skim on the quality of the design. This is mid-class aesthetic stuff when it needs to be at the top, cultural, end of the table. OK, so the three main BBC buildings were initially designed by another Stirling Prize winning firm, Wilkinson Eyre, but they were then handed over to a different outfit, Chapman Taylor, who also contributed other buildings (Wilkinson Eyre stayed in command of the new bridge, however). The studio complex with its two bookending towers (hotel and apartments) is by Manchester architects Fairhursts. An office tower with latticework flanks, rising from a podium of accommodation for the University of Salford’s media faculty, is by Sheppard Robson. Landscaping (rather good, with a stepped waterside terrace) is by Gillespies.

In a sense the whole thing is not to do with the individual parts, but the overall composition. You can imagine the argument not to try to compete with the two other look-at-me icon buildings on this patch, the Lowry and the IWM. But hell’s teeth, this is the BBC! It’s culturally huge, part of the fabric of the nation. It wouldn’t have hurt to have got a top-class architect to steer this from first to last, instead of cobbling it all together with many hands. But this doesn’t seem to be how the world of British regional property development thinks.

As a place, though, I can see it beginning to work. The relatively low studio complex might not do a very good job of visually holding together the back of the enormous plaza, but it has a proper big public foyer inside and there are interesting working spaces, such as the new rehearsal/performance studio for the BBC Philharmonic orchestra, and studios ranging from small to very large indeed (with children’s show Blue Peter occupying a medium-sized one). Each studio is signalled from the outside by having its coloured walls protude through the roof. The University of Salford’s building nearby is looking promising inside. The views from the towers are a lot better than the views towards the towers (especially the horrible Holiday Inn hotel). And the bridges should be OK, since Wilkinson Eyre are very good at bridges.

Despite my reservations, I wouldn’t be in despair if I was a BBC evacuee about to put on the train up north. Architecturally it may have missed the boat, but the overall masterplan hangs together. This is not a bit of window-dressing regeneration, but the real thing, with real jobs, big enough to make a difference across the whole north-western economy. Coming here used to feel like coming to the ends of the earth. Now it may be far from perfect – one sighs at what it could have been – but it feels like a real fragment of city, it is a place.

Hugh Pearman is Sunday Times architectural critic and editor of the RIBA Journal

Awards Update

Entries are now being invited for the Francis Tibbals Project awards which will be made in February 2012. The prize winning practice will receive £1000 to be used for study tours for one of its two members. In the past three years, the project awards have been won by Urban Initiatives, Pollard Thomas Edwards architects and Atkins.

All architects who have participated in the 2011 UDG Design Directory have been invited to enter a project. Details have also been posted on the UDG website. Shortlisted schemes will be published in the next issue of this magazine.

In addition, as last year, awards will be given for extra-curricular work, for public sector initiatives, publishers of urban design books and journalists who have written an article relevant to urban design. Information has also been sent to the leaders of all the courses that are Education members of the UDG and listed in the back of the journal. They have been invited to select a student whose work they wish to nominate for the Student Award.
The Urban Design Library

Jane Jacobs: The Death and Life Of Great American Cities (1961)

From this house in 1961, a housewife changed the world. When she died in 2005, the tributes and flowers on the pavement outside Jacobs’ former apartment in Greenwich Village suggested the pivotal role played by Jacobs in altering how we think about cities. For many, this is the book that represented Ground Zero.

Half a century on, ‘Jacobsian’ principles are central to the planning and urban design guidance published as part of the Urban Renaissance. From the uses of neighbour-hoods and parks to community safety; from permeable networks, higher densities and land use diversity to ‘loose fit’ and ‘unslum-ming’, the debates are clear, it’s true, the ‘Big Society’ remains a nebulous concept. But here too Jacobs’ influence is recognisable in the support for community activism, and incremental change over central planning and for urban transformation. Given many of us deal on a daily basis with the ideas in Death and Life, why bother digging it out again? Actually, it’s our seeming intimacy with Jacob’s ‘work’ that makes it worth revisiting. On doing so, it’s apparent that several of her sharp insights have been overlooked, in translation or refashioned by changing circumstances. Unfortunately, some of her more problematic assertions have become common currency.

City Life

Death and Life is a book about cities. While this seems blatantly obvious, her definition of a city is specific: large urban agglomerations where strangers are far more common than acquaintances. In contrast to towns, in cities, anonymity is essential, necessitating a firm commitment from people taking responsibility for each other, especially where they have no ties to each other. The most useful chapter in this respect looks at the socialisation of children. As- similation, she argues, cannot be left to hired hands or even parents, but results from the instruction offered by wider society. The anonymous inhabitants of cities must informally supervise and where necessary discipline children’s behaviour. Therefore, rather than designing out loitering children, and shielding them from urban life, places must offer opportunities for interaction. Social policymakers should note Jacobs’ key insight that formalising hitherto informal urban relations has a corrosive impact. It’s no surprise that licensing adult - child rela- tions (eg, through Criminal Records Bureau assessment) has failed to arrest declining levels of trust.

Cities Make Citizens?

Death and Life presents a relatively liber- tarian defence of urban relations. Nevertheless, Jacobs clearly saw a social role for design, famously describing sidewalk contacts as ‘the small change from which a city’s life may grow’. Here she seems to overstep the mark. Success- ful public life requires more than occupying the space: it implies shared, socially consti- tuted values. In post-war America, optimists as to future social improvements have questioned social coherence. As optimism waned, some places sustained a public culture – in Greenwich Village, it reflected the problems of the urban inter- sectuals. But to blame the decline of social solidarities on the mono-cultural environments produced by modernisation and suburban- isation neglects the complexities of the last half century or so. But we’re also keen to explore more widely, for example, returning to the Renaissance and the ideas of the Athenians, to suggest just a couple of obvious examples.

Hopefully, there’ll be occasional forums where we can delve into the library and dis- cuss the works in a bit more depth. Mean- while, if you’ve any comments, criticisms or suggestions, they can be posted on the internet forum.

Antonia Davies

The Death and Life of Great American Cities. For future issues, we aim not to be bound by particular design ap- proaches, historical periods, or even to limit ourselves to those works formally recognised as an urban design canon. Clearly, there are many other ways to think about urban issues. But to blame the decline of social solidarities on the mono-cultural environments produced by modernisation and suburban- isation neglects the complexities of the last half century or so. But we’re also keen to explore more widely, for example, returning to the Renaissance and the ideas of the Athenians, to suggest just a couple of obvious examples.

Where possible, we’ll suggest additional works that deal with similar themes. On the 50th anniversary of its publica- tion, it seemed apt to kick off with Jane Jacobs’ renowned The Death and Life of Great American Cities. For future issues, we aim not to be bound by particular design ap- proaches, historical periods, or even to limit ourselves to those works formally recognised as an urban design canon. Clearly, there are many other ways to think about urban issues. But to blame the decline of social solidarities on the mono-cultural environments produced by modernisation and suburban- isation neglects the complexities of the last half century or so. But we’re also keen to explore more widely, for example, returning to the Renaissance and the ideas of the Athenians, to suggest just a couple of obvious examples.

Antonia Davies

The Death and Life of Great American Cities. For future issues, we aim not to be bound by particular design ap- proaches, historical periods, or even to limit ourselves to those works formally recognised as an urban design canon. Clearly, there are many other ways to think about urban issues. But to blame the decline of social solidarities on the mono-cultural environments produced by modernisation and suburban- isation neglects the complexities of the last half century or so. But we’re also keen to explore more widely, for example, returning to the Renaissance and the ideas of the Athenians, to suggest just a couple of obvious examples.

Antonia Davies

The Death and Life of Great American Cities. For future issues, we aim not to be bound by particular design ap- proaches, historical periods, or even to limit ourselves to those works formally recognised as an urban design canon. Clearly, there are many other ways to think about urban issues. But to blame the decline of social solidarities on the mono-cultural environments produced by modernisation and suburban- isation neglects the complexities of the last half century or so. But we’re also keen to explore more widely, for example, returning to the Renaissance and the ideas of the Athenians, to suggest just a couple of obvious examples.

Antonia Davies

The Death and Life of Great American Cities. For future issues, we aim not to be bound by particular design ap- proaches, historical periods, or even to limit ourselves to those works formally recognised as an urban design canon. Clearly, there are many other ways to think about urban issues. But to blame the decline of social solidarities on the mono-cultural environments produced by modernisation and suburban- isation neglects the complexities of the last half century or so. But we’re also keen to explore more widely, for example, returning to the Renaissance and the ideas of the Athenians, to suggest just a couple of obvious examples.

Antonia Davies

The Death and Life of Great American Cities. For future issues, we aim not to be bound by particular design ap- proaches, historical periods, or even to limit ourselves to those works formally recognised as an urban design canon. Clearly, there are many other ways to think about urban issues. But to blame the decline of social solidarities on the mono-cultural environments produced by modernisation and suburban- isation neglects the complexities of the last half century or so. But we’re also keen to explore more widely, for example, returning to the Renaissance and the ideas of the Athenians, to suggest just a couple of obvious examples.

Antonia Davies

The Death and Life of Great American Cities. For future issues, we aim not to be bound by particular design ap- proaches, historical periods, or even to limit ourselves to those works formally recognised as an urban design canon. Clearly, there are many other ways to think about urban issues. But to blame the decline of social solidarities on the mono-cultural environments produced by modernisation and suburban- isation neglects the complexities of the last half century or so. But we’re also keen to explore more widely, for example, returning to the Renaissance and the ideas of the Athenians, to suggest just a couple of obvious examples.

Antonia Davies

The Death and Life of Great American Cities. For future issues, we aim not to be bound by particular design ap- proaches, historical periods, or even to limit ourselves to those works formally recognised as an urban design canon. Clearly, there are many other ways to think about urban issues. But to blame the decline of social solidarities on the mono-cultural environments produced by modernisation and suburban- isation neglects the complexities of the last half century or so. But we’re also keen to explore more widely, for example, returning to the Renaissance and the ideas of the Athenians, to suggest just a couple of obvious examples.

Antonia Davies

The Death and Life of Great American Cities. For future issues, we aim not to be bound by particular design ap- proaches, historical periods, or even to limit ourselves to those works formally recognised as an urban design canon. Clearly, there are many other ways to think about urban issues. But to blame the decline of social solidarities on the mono-cultural environments produced by modernisation and suburban- isation neglects the complexities of the last half century or so. But we’re also keen to explore more widely, for example, returning to the Renaissance and the ideas of the Athenians, to suggest just a couple of obvious examples.
The Urban Design Interview: Darshana Gothi Chauhan

What do you find exciting about your work? I enjoy engaging with communities and being able to work outside the studio environment. While working on a Masterplan in Bhutan, I travelled extensively and lived there for a few months. The exciting part was exploring the Bhutanese culture and lifestyle as part of the work and having the opportunity to present the Master plan to the Prime Minister of Bhutan. It is also very rewarding to see how urban design interventions can change people’s way of life for the better.

What do you think are the most important skills of an urban designer? I think having a vision and perception to transform places is one of the most important skills. What I find more demanding is the practicality required to implement these visions. This involves being able to negotiate, working out the commercial viability depending on the context, and presenting in a graphic language identifiable by people from various backgrounds.

What would you like to be doing in ten years’ time? I intend to get thorough experience in urban design in both public and private sectors. Having studied the principles of urban design in the UK, practising them in projects based in developing countries has been a challenge. In the future, I would like to spread awareness of good practice in urban design in developing countries. I am also interested in developing community participation methodologies in these contexts.

As an urban designer, do you have a role model? Since there are so many facets to urban design, it is hard to have one role model. I am inspired by theories of urban design particularly those of Christopher Alexander. One can find new interpretations of these theories on reading them time and again.

If you were to recommend an urban design school or study (past or present) for an award, what would you choose? The Leicester town centre, part of the High Cross Quarter regeneration scheme works very well. The area is vibrant, pedestrian friendly and connects well to Europe’s largest covered market area. It has a good mix of old and new architecture as well as different areas for seasonal or weekly markets.

Where is your favourite town or city and why? My favourite city by far is Thimphu, the capital of Bhutan. It is one of those fascinating places where culture, traditions and people’s way of life have led to the creation of urban design codes. Since Bhutan is a recent democracy, it is interesting to see that new urban spaces evolving in Thimphu are more inclusive and social as against hierarchical and religious.

Where is your most hated place and why? I think Mumbai is a fascinating metropolis but it is a city of extremes. At one end we have the successful Bandra Worli Sea Link and on the other end, out of proportion skyscrapers and flyovers that ruin the character of the city. The pressures of running complex metropolitan cities have led to functional although soulless urban areas. It is hard to hate such a vibrant city but one can’t avoid being intimidated by the rapid changes.

What advice would you give to UD readers? Explore new places, try out different routes to your routine destinations, relax at a local café and observe the world go by; add it to a dash of curiosity and get to know your neighbour. This will certainly spice up your experience and perception of urban spaces.

What should the Urban Design Group be doing now and in the future? I would like to see more workshops and articles on the latest tools and techniques used in Urban Design. For instance Google Earth and the Geographical Information System have changed the way we study and design urban areas. It will be interesting to explore the integration of hand drawings and contemporary techniques as well.

Finally, who would you like to see interviewed by UD? I would like to see real estate developers from India or China interviewed by UD to know their view of urban design and its role in their fast developing construction industry.

The Hong Kong Institute of Urban Design

What do you like about Hong Kong? “It will be great when it’s finished” was the clichéd visitor’s response during the city’s development and new town frenzy between the 1970s and early 1990s. So long as Hong Kong is still not “finished”, there is still every hope for a quality city. In recent years, urban design has taken on profound significance in shaping the city, reflecting an increased community awareness of the urban environment and concern over the quality of open space, the public realm, harbourfront design, urban renewal, heritage conservation and new development to ensure Hong Kong’s sustainable development in the longer term.

Half of Hong Kong’s population now lives in new towns linked to the urban area by rail corridors, while the city’s older districts are as vibrant and diverse as any city in the world and its harbour and mountain setting is nowhere better. Back in 2001, the Urban Design Alliance (HKUDA) was formed in Hong Kong drawing together key professional institutes with a keen interest and concern for urban design and the environment. Together, this grouping of architects, planners, engineers, surveyors, landscape architects and conservation bodies raised the profile of urban design though organised events and seminars, actively contributing to government consultations and stimulating public debate on urban design issues. The growing support for urban design by both professionals and academia encouraged the belief that an Institute of Urban Design was needed in its own right; thereby providing a home for urban design, after a suitable period of practical experience, can become members of a recognised institution in the same way as other professionals in architecture, planning and landscape architecture. Institute members can be recruited into government and the private sector on a par with other recognised professionals.

The objectives of the HKIUD are to:
• promote urban design excellence in education, research, standards and practice
• increase the influence of urban designers in the planning and design of the public realm
• establish professional qualifications for urban designers
• become part of the urban design landscape
• strengthen the communication between urban designers in Hong Kong and the region
• promote continuing professional development
• promote the community’s awareness of urban design
• provide mentorship and advice to younger urban designers, graduates and students.

Institute of Urban Designers India (IUDI)

The founding of the IUDI on the 1st of June 2008, made possible by the efforts of a small group of urban designers who pursued the idea for several years, was the culmination of a long standing need of the urban design community to create a professional platform. In comparison to other design professions, the urban design community is relatively small; however, given the Indian urban scenario and its future projections, the role of urban design is critical towards creating livable cities and the founding of the IUDI could not have come at a more opportune time. Apart from creating a professional platform thereby aspiring to play a significant role in the formation and development of Indian cities, the objectives of the IUDI are also to create greater awareness of the subject in government, municipal administration, local bodies and people in general, and to foster academic enquiry of the subject. These objectives find place in an annual calendar of national events promote among which is an interaction between faculty and students of all institutions teaching urban design in India. Within the short span the IUDI has almost 200 registered members with three centres across India and is presently assisting several city governments with planning their developments. Future objectives will address issues of legal frameworks for urban design and the creation of positions for urban designers within regulatory bodies, government and planning organisations. To find out more please visit their website www.iudindia.org or contact Ranjit Mitra at rmitra@spaa.ac.in
BRIGHTON’S NEW ROAD, A SHARED STREET
Jim Mayor analyses the success factors in Shared Streets, beyond surface treatment

Brighton’s New Road always had enviable inherent qualities. With a central location that connects many of the city’s most popular destinations, the street is surrounded by high quality Georgian buildings and hosts a variety of uses, ranging from an electrical supplies shop to the Royal Pavilion Palace. However, despite being home to bars, restaurants and cultural attractions including a museum and two theatres, hardly anyone spent any time in New Road. The Theatre Royal suspected that potential visitors from the London corridor were actively avoiding Brighton in favour of further along the corridor, despite being home to bars, restaurants and cultural attractions including a museum and two theatres, hardly anyone spent any time in New Road. The Theatre Royal suspected that potential visitors from the London corridor were actively avoiding Brighton in favour of further destinations, due to perceptions of anti-social behaviour and inaccessibility in the street.

STREET REDESIGN
These concerns prompted Brighton & Hove City Council to instruct a talented design team to work with local businesses and stakeholders. The brief was for a scheme that would transform New Road and enable the street to fulfil its potential. The resulting design replaced New Road’s traditional layout (relatively wide carriageway, narrow footways and a cycle corridor) with a shared surface featuring minimal visual segregation of space, reduced clutter and generous allocations of outdoor private and public seating.

The new design has had impressive impacts. No collisions have been recorded in the three years since New Road was redesigned, compared with three (albeit slight) incidents in the same period before the reopening. Motorised vehicle numbers and speeds have reduced whilst walking and cycling trips have risen. Pedestrians, cyclists and vehicle drivers treat each other with unusual civility when moving through the space, whilst 80 per cent of businesses feel the scheme has had a beneficial impact not just on their financial turnover, but also on their prestige and general feelings of wellbeing.

POSITIVE RESULTS
A recent survey funded by the EC’s CIVITAS programme saw street users report feeling relaxed, comfortable, happy, social and safe in the New Road of today, where before they felt indifferent, unsafe, frustrated, alarmed and vulnerable. This is a key factor behind the most significant indicator of New Road’s new found success: from too few people spending time in the street to enable a meaningful baseline prior to the redesign, it is now one of the four most popular public places in the city in which to spend time.

All the benefits enjoyed by New Road can be traced back to the shift away from a traditional street design. But did the move to what was subsequently labelled a shared space make it a successful place, or remove the barriers that stopped people enjoying the street’s inherent qualities? Why is this important? New Road’s innovative approach and resulting success has attracted a lot of interest. However, as with the wider shared space debate, much of this interest has focused on the use of shared surfaces.

On one hand, could over focusing on shared surface lead to unrealistic expectations of the benefits achievable by removing activity kerbs designed to restrain traffic in New Road? How far can changes to surface treatments transform streets that do not possess New Road’s inherent qualities into equally successful places? On the other hand, groups such as Guide Dogs for the Blind have been critical of shared surfaces but not necessarily Shared Space principles. How far can the latter be achieved without a significant change to traditional surface design?

COMPARISONS WITH OTHER STREETS
In a bid to better understand the relative impact of design elements and wider street qualities on New Road’s transformation as a place, a studied pattern of activity in two other locations that could claim to exhibit comparable aspects of Shared Space design and wider context.

The first was Jubilee Street: running through a mixed-use development of large footprint buildings to the immediate west of New Road, Jubilee Street’s carriageway is paved in blue sets, presumably to alter user perception of the space. In the same way, the design is traditional: grey slab, narrow footways are raised from the carriageway, maintaining, along with a new mixed-use development, physical and visual segregation of movement zones. It has a liberal allocation of building use, room for healthy street furniture, limited outdoor private seating and no public seating.

The second was George Street, a traditional high street in Hove. Its buildings offer an attractive backdrop and the small Victorian façades, generally fronting retail use, provide a high level of activity. George Street has a shared surface, but this time contracting materials maintain visual segregation of the traditional vehicle area. The street, which benefits from a reasonable level of public and private seating, is pedestrianised for much of the day.

LEVEL OF ACTIVITY
In each street, activity was recorded in two contrasting sites. One New Road site, for example, had high levels of public seating and active frontage; the other had no public seating and limited activation. Analysis focused on pedestrian ‘staying activities’ such as sitting, playing and meeting. These offered a reasonable barometer of each site’s success in fulfilling a place function. Activity details were noted over a 24-hour period. The resulting data showed greatest levels of activity in Jubilee Street, the street with the least segregated highway design; the lowest took place in Jubilee Street, the most segregated street.

However, at a site level, George Street showed an anomaly. Despite sharing the same street surfaces and general street context, one site saw activity levels on a par with the most popular area in New Road, whilst the other was less popular than either Jubilee Street sites. It seemed that something else was influencing how people perceived each George Street site as a place in which to spend time.

Public seating, and a reason to use it, seemed the most influential factor behind the success of the busiest sites. In the popular George Street site, 45 per cent of activity took place around two benches. Much of this activity involved eating purchases from an adjacent baker, reflecting William Whyte’s observation that food sellers also play a role in a successful place. In the more popular New Road sites, 67 per cent of activity was focused around the public seating. The range of activities taking place were more varied than in George Street, but it is reasonable to assume that the broad reason for the seats’ popularity is linked to that critical observation that people attract people.

But why was the other George Street site lagging so far behind even Jubilee Street? The answer seems to stem from George Street’s mono-functional retail nature. Whilst the more popular George Street site extended its place offer to include benches, a baker and a bar (the latter maintaining a degree of activity beyond retail hours), the least popular site was dominated by (or limited to) frontage-linked activities such as window shopping, which ended abruptly when businesses closed in the early evening. Jubilee Street, by contrast, from the cinema to hotel and restaurant and office space amongst its offer: a reasonable variety even if overall numbers of building uses were limited by large unit footprints.

SURFACE TREATMENT
The study’s identification of seating, ambience and variety of offer as important factors is hardly ground breaking, but does indicate that surface treatments are not the be all and end all of a successful place. Could the study tell us whether street surfaces have any role to play?

Excluding public seating, only 9 per cent of activity in Jubilee Street occurred in the middle of the street (the traditional carriageway area), compared with 20 per cent in George Street and 39 per cent in New Road. It is notable that New Road’s users are twice as likely to spend time in the area of the street that operates as vehicle space but looks like something else, than in George Street’s area that looks like vehicle space but is, for the most part, pedestrianised. They are four times more likely to take ownership of the central area than people in Jubilee Street where, despite narrow footways and similar traffic flows to New Road, visual and physical segregation of space appears to maintain a greater influence on user perception of where they can and cannot be in the street.

New Road’s bench combines decorative and functional and aesthetic benefits.
Jubilee Street uses higher quality materials across an otherwise traditional street design.
George Street site 2: a bar and Deli providing access to waiting opportunities and a public bench offers views down the street.

CONCLUSION
As the study only looked at a limited number of streets, its findings cannot be treated as conclusive. However, the research strongly suggests that the level of segregation in a street’s surface treatment plays an important role in influencing user perception, and therefore use, of street space. But a street’s success as a place depends on much more than its surfaces. Whilst surface treatment is undoubtedly a foundation of a successful street, the Shared Space debate broadens its recent focus on surfaces, the sooner we can consistently deliver streets that truly fulfill their potential for all users.

Jim Mayor is an Urban Designer and Project Manager at Brighton & Hove City Council

The views expressed are those of the author and do not necessarily reflect those of the council.
TRAFFIC ENDANCES THE VILLAGE OF SHELBURNE
Michael A. Richards suggests alternative strategies to diminish the impact of roads

In a country that is plagued with urban decay, congestion, and sprawl, the State of Vermont is one of the few places where open space is still ample and cherished as a resource. Vermont’s natural attributes can be narrow and used for sidewalk or pedestrian traffic. To accommodate the increase in traffic in recent times, the primarily two-lane road has been expanded to four lanes in several locations, including the section north of Webster Road in Shelburne and South Burlington. The widened lanes have involved traffic which has in turn caused extreme bottlenecking in the two-lane sections that pass through the Village of Shelburne. For residents and businesses along Shelburne Road, the noise is frequently at levels that make it difficult to have a conversation, listen to the radio/television, and/or sleep soundly through the night, not to mention air quality concerns, fuel consumption from idling, and safety difficulties in navigating across the road on foot, bike, or wheelchair.

This article presents three strategies for Route 7 in the Village of Shelburne, including turning pedestrian bridges, and constructing pedestrian underpasses. These are conceptual only and not intended to serve as actual proposals for the site. Neither are the strategies meant to be exclusive – various combinations could be applied to the given site.

BURYING ROADWAYS
Underground engineering achievements can be dated back to the prehistoric caves for thousands of years. Since then, other sub-grade marvels have been achieved in projects such as the 34-mile Seikan Tunnel beneath the Tsugaru Strait, the Channel Tunnel constructed under the English Channel, and the more recent Central Artery/Tunnel Project in Boston, Massachusetts. The tunneling of roads and highways through hillsides or mountains traditionally has been a way of simply connecting two points via the shortest distance. The mountains and nature were thought of as a nuisance to the engineering process. In modern times, however, this paradigm has shifted. As green space and natural surroundings become increasingly endangered and as our planet continues to warm, engineers and designers are now looking at tunneling strategies from a different perspective. A proposal to bury 3.5 miles of Route 7 from the jug handle at Webster Road south through the Village of Shelburne to the Bostwick/Marsett road intersection would provide a fast, uninterrupted route through the village for through traffic and interstate traffic. Local traffic could exit onto the existing surface road via ferrets at the Webber Jug handle and at the Bostwick/Marsett Road intersection. Illustrations show a three-dimensional massing model of the road/traffic tunnel configuration at the Webster Road jug handle and a conceptual sketch of the tunnel at the same location.

PEDESTRIAN BRIDGES
An alternative to buying or tunnelling roadways is to merely bridge or ‘lid’ over the top of roads. Such projects can be massive land caps or can be simple pedestrian walkways elevated or constructed at grade where the road layout is already below the grade of the adjacent surrounding land. Pedestrian bridges can be constructed with minimal disruption to the existing traffic flow and can ultimately re-connect neighbourhoods divided by multiple lanes and fast moving traffic. The Lid in Seattle,Washington, Riverfront Park in Trenton, New Jersey, the Vancouver Land Bridge in Washington State and Interstate 35 in Duluth, Minnesota are successful examples of completed pedestrian bridges. Pedestrian bridges could be implemented at various sites along Shelburne Road, including the Harbor Road intersection, the Shelburne Green, or at the covered bridge at the Shelburne Museum, to mention a few.

PEDESTRIAN TUNNELS
An alternative to tunnelling the road under the land or providing a pedestrian or walk bridge above the road is to tunnel pedestrian, wildlife, and/or green space under the road. At Raniff National Park in Canada, various sizes of wildlife crossings were constructed both above and under the Trans Canada Highway. ‘The crossings range from two 50-metre wide overpasses that allow animals to safely cross the highway between the town of Raniff and Castle Junction, to 21 less visible culverts and creek bridges.’ Pedestrian tunnels can be narrow and used for sidewalk or bike lanes or can be sections that accommodate larger masses of pedestrians and/or wildlife.

CONCLUSION
Since the mid 20th Century, many communities in the United States have experienced a loss of natural habitat and open land as the result of roadway expansion, sprawl and misguided and irresponsible land use regulations. With US Route 7 in Shelburne, the widening of this road has an abundance of open land as compared to other regions in the nation, recent traffic congestion and traffic air quality concerns, fuel consumption from idling, and safety difficulties in navigating across the road on foot, bike, or wheelchair.
India’s Plans for Rapid Urbanisation

India is entering a new phase of rapid urbanisation. Faced with the prospect of 300 million more people migrating to urban areas, the Government have embarked on an audacious new building programme. A series of urban corridors are planned where modern infrastructure will link chains of planned new towns. The first, joining the capital Delhi to the business hub Mumbai, will include 24 new industrial cities being planned by a joint venture development corporation. How urban designers respond to the challenge of creating a sustainable and distinctively Indian urban future is the subject of this issue.

This debate can only be started here. Other sensitive aspects of Indian cities will need to be explored in a future issue: how to upgrade and assimilate informal settlements within regenerated cities? Is the insidious expansion of gated communities inevitable? Guarded shopping malls, exclusive housing estates and high-tech business parks result from the newly affluents’ desire for 24/7 security. Should urban designers condone these trends or find viable alternatives?

The snap-shot of India’s new urbanisation begins with Tim Catchpole’s description of the Delhi-Mumbai Corridor, the setting for the new city of Dholera, followed by a summary of the implications of India’s ambitious National Action Plan on Climate Change by Ripin Kaira. The history and emerging challenges of urban design education is charted by Ranjit Mitra, while the evolution of campus planning and how it has influenced urbanism has engaged Prof Christopher Benninger since he founded the School of Planning at Ahmedabad. On the other hand, MK Raghavendra’s essay gives an insight into the influence of Bollywood’s depiction of the city.

Four thousand years ago model codes for city planning evolved into the vastu shastra, an ancient discipline of spatial design revealed by Bangalore architect V. Naresh Narasimhan. This design code guided the street layout of the blue city of Jaipur that inspired the project described by Dr Noha Nasser. The redevelopment and creative transformation of the Nirlon nylon factory in the Goregaon neighbourhood of Mumbai into a Knowledge Park is outlined by Shyam Khandekar and Andrew Tindslay, and lastly I return to pose the question of how can Indian urban designers get to grips with this immense challenge.

New City Prototypes

The concept of a new city is not new in India. This year we celebrate the centenary of New Delhi which was founded in 1911 as a new capital city in a location more central than the old one at Kolkata. The Lutyens-Baker plan exemplified the grandeur and prestige of the imperial British Raj with the Viceroy’s Palace (now the Presidential House) atop the highest point (Raisina Hill) and an axial approach to it (the Rajpath) from the triumphal arch at India Gate. On either side of the Rajpath an intricate geometry of tree-lined boulevards is edged by monumental buildings, government offices, embassies, cultural and institutional flags. By contrast Chandigarh was created following Independence in 1947 as a new capital of the Indian part of the partitioned state of Punjab. The city was commissioned by Nehru to reflect the new nation’s modern, progressive outlook, Le Corbusier’s Master plan has an anthropomorphic form (government and university at the head of the city, cultural centre at the heart and homes for those who do the leg-work) with a well-defined hierarchy of roads and pedestrian networks defining self-sufficient neighbourhood sectors. In retrospect the city is perhaps typical of many New Towns in the post-war era – somewhat utilitarian and without the prestige of New Delhi. At DSIR the opportunity arises once again of developing a new city that differs from, and is indeed an improvement on, the previous experiments taking into account the latest trends in city planning: a compact, eco-oriented, low carbon, symbiotic, smart city with a major focus on sustainable development, energy efficiency, intelligent transport systems, e-governance and world class infrastructure including renewable energy sources, waste water recycling and efficient solid waste management; a humanised city with high quality design in order to attract international investors.

Planning for Dholera

The Dholera Special Investment Region (DSIR) study area is flat agricultural land, much of it saline and poor quality. The study began with a comprehensive assessment of the industrial and commercial potential which concluded that DSIR could attract a wide range of industries, particularly in the electronics, biotech, pharmaceuticals, biotechnology, heavy engineering, auto and general manufacturing sectors. Industrial employment, together with tourism and higher education was seen to provide the economic foundations of the DSIR. The project vision was to create an economically and socially balanced city through the adoption of a sustainable approach across the key components of transportation, waste recycling, overall urban form and resource efficiency.

Three concept options emerged for the city: first a grid structure focused on a central transport corridor with industry on one side and housing on the other (this being an initial vision from the client side), secondly a more integrated city with all heavy traffic diverted onto a bypass expressway, and thirdly a more decentralised, polycentric structure which would allow different sectors of the city to develop somewhat independently of each other. The third option was favoured as it responded best to the very tight land ownership constraints and allowed a more flexible response to market forces.
THE DELHI-MUMBAI INDUSTRIAL CORRIDOR

At the end of the last millennium both India and China realised their enormous potential to become the new industrial hubs of the world while upgrading their infrastructure. In India Japanese investors have shown particular interest and are funding the Delhi-Mumbai Industrial Corridor (DMIC) studies. The Government of India has identified the main inter-city transport corridors between Delhi, Mumbai, Chennai and Kolkata (the Golden Quadrilateral) as providing the obvious locations for future investment, particularly between Delhi and Mumbai, the capital city and the main port city. A new freight railway is to link these two cities and development opportunities will emerge along this corridor with large industries, corporate houses and populations being attracted in search of employment opportunities and a better life. The key issue is whether this population drift should be accommodated in the existing cities or in new cities to be planned.

There are six states along the DMIC. In Gujarat the area identified for a new city was the coastal plain to the south of Ahmedabad on the west side of the Gulf of Khambhat which extends some 900 sq km (including about 500 sq km developable) and contains 22 villages, the key village being Dholera. This polycentric strategy and the related land use allocation was based upon clearly defined spatial planning principles.

Implementation of energy efficient technologies is currently on the rise in India. Resource efficiency in the DSIR was addressed through the allocation of 1,279 ha of land for a solar energy park, and through a strategy for solid waste management and recycling. A waste-water management strategy for both industrial and domestic waste water and options such as the Smart Grid to address the increment of energy efficiency in transmission were also proposed. Building guidance outlining the need for building design to respond to the local climate conditions included appropriate technology to maximise energy efficiency and implementation of green standards through the use of ratings specified by GRIHA (India) and LEED (USA). The implementation framework for the

DSIR recommended the adoption of a phased land acquisition strategy to achieve rapid and efficient implementation at relatively low cost. The plan is to be developed in three phases over a 30-year period and development has been prioritised where the most comprehensive range of existing facilities and infrastructure is already available, particularly close to existing centres of population. This involved limited compulsory land acquisition for critical infrastructure elements in early phases, and the application of a land pooling and land readjustment model, once the market for the resale of land was determined and farmers could resell their land at a profit.

CONCLUDING NOTE

DSIR was the first city plan to be commissioned in the Delhi-Mumbai Corridor and therefore became the blueprint for other cities to follow. It will be seen as a beacon for the new economic power of India. As Mr Amitabh Kant, the Director General of the DMICDC has indicated: ‘India is no longer incredible, it has become credible.’

Views expressed in this article are not necessarily the views of their company, nor their client, the DMICDC.
INDIA’S CLIMATE MISSIONS
Ripin Kalra links innovative urban design to the realisation of India’s sustainable habitat mission

INDIA’S CLIMATE MISSIONS
India is the world’s fifth largest greenhouse gas emitter. However, per capita emissions are only a quarter of the global average as a large proportion of India’s population remains poor and consumes low-levels of resources. The carbon emissions in India primarily come from energy consumption in the buildings, transport, industry and agriculture sectors with around 90 per cent of Indian primary energy supply coming from coal and oil. The above sectors are growing rapidly and demand could more than double by 2030. In other words much of the built environment that is projected to consume more than double by 2030. In other words much of the built environment that is projected to consume more than double by 2030.

The agenda for transforming urban areas is clearly within the ‘mission on sustainable habitat’ with other missions potentially feeding into it. In translating India’s climate missions into practical action, the proposals call for energy efficient urban planning and demand-side management before technological solutions are applied. This is expected to ensure that resource consumption (energy, water, fuel) within buildings, industries and transport can be reduced and waste eliminated. On this front, climate change adaptation and resilience planning is often more cost-effective, even in the long term as it means finding preventative measures, so as to avoid disruption or damage from climate related phenomena, including extreme temperature events, and fluctuations in water availability. Without demand-side management, solutions are unlikely to be economically or environmentally sustainable.

Experience shows that demand-side management is often derived from an efficient building form. Optimum orientation of buildings will provide shade to some of the largest and fastest growing cities in Asia. In addition, there are proposals to develop several new towns and economic zones in remote areas to account for the major proportion of monetary wealth created in the country. While it is not easy to generate a singluar picture of urban India spread across many climates, cultures and geographies, the following features can be considered as common:

- Urban areas have sizeable populations of low-income groups that earn their livelihoods from the informal sector.
- Vast numbers of people are living and working in accommodation that has developed spontaneously in response to demand for housing, industry and workplaces. These structures often do not comply with local building and planning regulations.
- The natural landscape in cities and towns has been heavily modified. Building over natural water-courses is commonplace with a resultant risk of flooding and localised water-logging (and associated disease such as malaria).
- The number of privately owned vehicles is growing rapidly. Public transport is improving in larger Indian cities while walking/ non-motorised transport (cycles and cycle-rickshaws) remains the main means of transport in smaller towns.
- Low-income groups often reside in areas where they can access work easily but often lack access to basic services including water and sanitation.
- There is a large deficit in affordable energy supply in many urban areas. Illegal connections or diesel generators are commonplace alternatives to metered energy from the grid. In many towns, small businesses link up a whole neighborhood or market with a single electricity generator.
- Only a small proportion of the urban population can afford and access mechanical means for thermal comfort (electrical air-conditioning). Extreme heat and cold affect the population, particularly the poorest, and fatalities are commonplace.
- Water is an increasingly scarce resource in dense urban areas, a problem exacerbated by unregulated withdrawal of water from aquifers.

TURNING MISSIONS INTO PRACTICAL ACTION
The natural landscape in cities and towns has been heavily modified. Building over natural water-courses is commonplace with a resultant risk of flooding and localised water-logging (and associated disease such as malaria).

- The number of privately owned vehicles is growing rapidly. Public transport is improving in larger Indian cities while walking/ non-motorised transport (cycles and cycle-rickshaws) remains the main means of transport in smaller towns.
- Low-income groups often reside in areas where they can access work easily but often lack access to basic services including water and sanitation.
- There is a large deficit in affordable energy supply in many urban areas. Illegal connections or diesel generators are commonplace alternatives to metered energy from the grid. In many towns, small businesses link up a whole neighborhood or market with a single electricity generator.
- Only a small proportion of the urban population can afford and access mechanical means for thermal comfort (electrical air-conditioning). Extreme heat and cold affect the population, particularly the poorest, and fatalities are commonplace.
- Water is an increasingly scarce resource in dense urban areas, a problem exacerbated by unregulated withdrawal of water from aquifers.

The urban reality in India
India has more than 5,000 settlements classified as urban, from smallest to largest and fastest growing cities in Asia. In addition, there are proposals to develop several new towns and economic zones in remote areas to account for the major proportion of monetary wealth created in the country. While it is not easy to generate a singluar picture of urban India spread across many climates, cultures and geographies, the following features can be considered as common:

- Urban areas have sizeable populations of low-income groups that earn their livelihoods from the informal sector.
- Vast numbers of people are living and working in accommodation that has developed spontaneously in response to demand for housing, industry and workplaces. These structures often do not comply with local building and planning regulations.
- The natural landscape in cities and towns has been heavily modified. Building over natural water-courses is commonplace with a resultant risk of flooding and localised water-logging (and associated disease such as malaria).

- The number of privately owned vehicles is growing rapidly. Public transport is improving in larger Indian cities while walking/ non-motorised transport (cycles and cycle-rickshaws) remains the main means of transport in smaller towns.
- Low-income groups often reside in areas where they can access work easily but often lack access to basic services including water and sanitation.
- There is a large deficit in affordable energy supply in many urban areas. Illegal connections or diesel generators are commonplace alternatives to metered energy from the grid. In many towns, small businesses link up a whole neighborhood or market with a single electricity generator.
- Only a small proportion of the urban population can afford and access mechanical means for thermal comfort (electrical air-conditioning). Extreme heat and cold affect the population, particularly the poorest, and fatalities are commonplace.
- Water is an increasingly scarce resource in dense urban areas, a problem exacerbated by unregulated withdrawal of water from aquifers.

When designing the missions operational in relation to low-income groups it is a different challenge altogether. These populations directly interface with the changes and extremes in climate (or urban micro-climate) and cannot afford the technological means to protect or insulate themselves from it. For them, livelihood and everyday life is more closely associated with the urban topography, urban spaces for work and streets as they inhabit largely unprepared parcels of land, and the informal economy has huge operations at the urban street level. This makes imperative that a psychometric approach is a core value alongside demand-side management in the design and development of urban areas.

Thermal comfort through passive design for instance is key to minimising fatalities and sickness where key activities are outdoors, or mechanical methods of cooling or heating buildings are unaffordable. In addition these often exacerbate uncomfortable conditions outside. Designing urban form for thermal comfort has the potential benefit of encouraging the use of public transport, walking and cycling and making urban spaces more pleasant to use for the vast majority of the workforce who do not work in an office building.

VISUALISING THE BUILT-ENVIRONMENT
So what kind of urban form will such an approach result in? Here are some features that may emerge as a result of such an approach to the climate missions:

- Green-waves and shade-waves: designed after modelling of urban form within the local micro-climate, these spaces and streets will be designed to provide thermal comfort for trade, pedestrians and cyclists.
- Blue infrastructure: land will be carefully identified on the basis of its susceptibility to flood and water logging: water bodies and
THE DELHI RIDGE, EXAMPLE OF URBAN SCALE GREEN INFRASTRUCTURE.

An indistinguishable urban feature of Delhi is the ‘Delhi Ridge forest’. Known as the lungs of Delhi they result from a series of historical efforts into afforestation of the rocky Aravalli hills, believed to have formed 150 million years ago. December 2016 marks the centenary of the announcement of the British imperial capital move from Calcutta to Delhi. The Master planner of this new city was Sir Edwin Lutyens who led a team including horticulturists. The ridge was extensively planted with Babul and Neem trees and declared a ‘reserved forest’. Lutyens’ Delhi is also unique in its character of tree-lined avenues, even though with hindsight a different selection of trees may have sustained the local micro-climate and hydro-geo-logy better.

SPACE IS THE YANTRA

V. Naresh Narasimhan, Anne-Katrin Fenk and Sumandro Chattopadhyay reflect on how to reinvent the Indian city

There is after all some kind of mechanism between the built world and people. But the machine is not the building. Space is the machine.

Bill Hillier, Space is the Machine

CONTEXT

India is an ancient urban civilisation. The sub-continent has faced the challenges of planning cities and providing for growing populations since 2500 BC. By 700 BC, India had gone through its second urban revolution with the growth of sixteen Mahajanapada (literally, mega-cities) across the Indus-Gangetic-Vetravati-Godavari plains. A unique set of codes for spatially organising the urban centres, from the city scale to that of the household, has existed since then and was applied in building the literary cities (BC 2600-1900). In later years, an evolved form of these spatial logics came to be known as the vastu shastra, variously understood as knowledge or discipline of built objects or spatial design. One of the central elements of this body of knowledge is the yantra (literally machine), which meant a harmonious configuration of various forces towards a common goal or state of being. Recently there have been different attempts to interpret these texts in a modern context. This article re-visits the ancient concept of yantra – as a practice of spatial analysis based on human experience – and re-interprets it as an analytical and visual device for studying and re-inventing Indian cities. Furthermore it takes the concepts of informality and hierarchy into account to evoke productive strategies for the future cities of India.

SHIFT OF URBAN PERCEPTION

The approaches to town planning in India have changed significantly over the past century. Colonial city planning and the post-independence embracing of internationalism as well as modern and post-modern urban projects have left different urban images in their wake. The transformations of existing city quarters and the expansion of the urban area are rapidly changing contemporary urban spaces in India. At the end of the 1960s, the political focus shifted from the agenda of vibrant construction of new urban centres to an agrarian development approach, while the urban reality was almost taken for granted. Although the urban has returned as a significant location of public intervention in the last two decades, it is now being seen rather as a financial site of investment by public and private partners, and less as an evolving habitat and resource for the future. The difficulty, and general failure, in addressing challenges of urban planning and design in India emerge from a lack of analysis of these evolved formal-informal spatial configurations. The pressure brought by accelerated growth in connection with other factors is reinforcing the heterogeneity and fragmentation, which cannot be allied with classical planning. On the contrary, this creates a perception of incomplete cities, providing a strong contrast to the mainstream complete images that global architecture circulates.

The situation has initiated various responses ranging from critique of traditional urban planning tools to that of urban planning as a discipline itself.

INFORMALITY

The discourse of informality is perhaps the most common global representation of the paradoxical charm of Indian cities. The issue has often dominated discussions around urban planning and development. These range from the informal being seen as the rival of the formal city, as an anomaly to the civic public place, to a consequence of insufficient formal planning. Recently, many urban theorists have foregrounded the ubiquity of the informal, critiquing the view of informal as geographically separate from the formal city. Contrary to some common perceptions, the informality is hardly an anarchic zone. The informal settlements and processes are deeply dominated by various power structures, including a section of the formal administrative system. While we do agree about the inseparability of the formal and informal in Indian cities, we see both as shaped by different kinds. Any proposal towards the Indian city of tomorrow must address both these domains and cannot uncritically celebrate the formal.

WHAT IS YANTRA?

Yantra literally means a machine, or an instrument. The linguistic emphasis, however, is not on it being a mechanical thing, or being an instrument for a higher end, but rather on being a configuration of different things and forces that creates a harmonized system. The principal forces that a yantra deals with are the five bhuta (elements) of land, water, energy, wind and space. Yantra is drawn as a gridded diagram that covers the ground of the habitat concerned, ranging from a house to a city, and is used to organise various programmes within that space.

What differentiates a yantra from a mandala (such as the vastu purusha mandala) is that the former is a functional diagram, while the latter is an extension of the former with cosmological references. The vastu purusha mandala is made by inscribing a male body (as a deity) upon the yantra and serves two major purposes: it divides the habitat space according to human activities (with body parts acting as index for these activities) and creates a cosmological layer of meaning upon the physical space. It should be noted here that these understandings are not definitions and can possibly be contradicted by various other interpretations.

SPACE IS THE YANTRA

Yantra is not a Master plan but a graphic tool. It is not a scale-correct plan of how a building or city is to be made. Instead, it is used for visual thinking of spatial distribution of various activities. As Vibhuti Chakrabarti explains, the yantra as an architectural diagram not only ‘adopts the site constraints, it (also) adapts the parameters of design requirements of climatic diversity as well as the variation of building materials, functional requirements, and the social and political context’ (Indian Architectural Theory). Moreover, the yantra is a two-dimensional diagram for conceptualising a multi-sensory spatial experience. Often yantra is misread as a figure-ground.
REINVENTING THE INDIAN CITY
Bangalore’s transformation from a city of gardens to a hierarchised cluster of typological fragments is both sinister and alarming. The newly created fabric is simply imposed on top of the old, which shows the failure of large scale planning that addresses only the codex of Megacity infrastructures. Re-inventing the Indian city necessarily requires a shift from this tabula rasa approach towards inclusive methods of interweaving the existing pattern with the new – the formal with the informal. The argument that informality leads to inability or irrelevance of planning emerges from a problematic understanding of planning as a physical ordering of social activities (the ‘machine paradigm’ according to Bill Hillier). Planning is rather a process of designing spatial networks and lived experiences of such spaces and yantra is a most appropriate visual-analytical method for that. Challenging the determinism for defining space usage. It however describes a kinetic human experience by using visual motifs, such as simulation of motion by the sequence of openings and obstructions among different segments.

To summarise these two points, yantra is essentially a tool for graphically representing the human experience of a designed network of spaces. To borrow Bill Hillier’s terms (Space is the Machine, 2004), the yantra method of visualisation does not operate at a paradigmatic level but at a metaphorical one. Instead of defining the construction process, the yantra defines the built form by its effect on human senses. It does not show a building or a city, but shows the organisation of spaces that makes a building or a city – the building is not the yantra, the space is the yantra.

CONCLUSION
This reading of yantra renews the point raised by Jane B. Drew in 1955 where she demanded urban planning to be understood in terms of the ‘five Rs’ – the three-dimensional physical space and the two dimensions of temporality and relativity of human knowledge. Yantra is a method for the planners to envision contemporary functions along with historical and future perceptions – an expanded definition of sustainability – and to re-invent urbanity as a complex network of ‘making the city observable’ (to quote Richard Saul Wurman), which should accompany planning processes again. The yantra as an analytical device can re-code the city as a processual entity while accepting that cities are in a continuum between history and utopia.

The emphasis on large architectural projects also emerged from the development of Delhi which has been regulated by the 1962 Master plan. At the time it was the only metropolitan city in India to follow a planned development process. The city provided a wide canvas of design opportunities to the urban design programme beginning with the development of District Centres and Community Centres, pedestrian-friendly introverted commercial complexes, modelled on town-centres of post-war British New Towns. The city was simultaneously developing large government housing estates experimenting with new typologies and models of ownership. It was expected that the urban design programme would concern itself with development priorities of the time, and this was reflected in the type of thesis topics and studio exercises.

Urban design education in India began at the School of Planning & Architecture at the University of Delhi (SPA), a city that has been the centre of planned development initiatives in post-independent India, privileged as the seat of the central government, blessed with abundant urbanisable land and an excellent geographical location. The process of introducing the course was initiated in the mid-sixties, visualised as an extension to undergraduate architecture and a bridge between planning and architecture; the programme formally began in 1966 as a full-time two year post graduate Diploma in Architecture. It drew inspiration from the programme at the Graduate School of Design at Harvard University and addressed issues of civic design and large scale architectural projects. Sir Edwin Lutyens who designed New Delhi, probably India’s grandest city of the 20th century, was followed half a century later by Le Corbusier, the designer of Chandigarh, an archetype of modernist city located 260 kilometres north of Delhi. The planning and design of these cities had a deep influence on setting the direction of the urban design programme at SPA during its early stages.

Urban design education in an expanding country

Exploring the city from a position of ‘the in between’, a third perspective - in between old and new Delhi - model by Student Divya Chopra
FORMAL RECOGNITION OF URBAN DESIGN

Urban design in post-independence modernist India received formal recognition with the setting up of the New Delhi Redevelopment Advisory Committee (NDRAC) in 1972 and the Delhi Urban Art Commission in 1973 created at the initiative of Prime Minister Indira Gandhi because of her concern about the impact of new development on the Imperial City and its centre, and particularly on high rise buildings. The NDRAC reviewed and recommended new development guidelines. Significant among them was the reduction in the bulk mass and height of tall buildings. On the recommendations of the NDRAC, Delhi’s Master Plan was revisited in 1989 and a special zone was demarcated for the Lotus City to be regulated by the Central Vista Committee. Many of the experts involved with the NDRAC taught at SPA and exerted considerable influence on issues related to central business district development and attitudes towards tall buildings, to the extent that four out of six students graduating in 1977 dealt with city centres as their thesis topics!

Urban development in India was probably at its lowest in the 1980s. The only notable event was the hosting of India’s first mega event, the Asian Games in Delhi, that showcased experimental housing, high rise luxury hotels, fly-overs and stadiums. This period also saw the emergence of private business district development and aspirations towards tall buildings, to the extent that four out of six students graduating in 1977 dealt with city centres as their thesis topics!

Urban development in India was probably at its lowest in the 1980s. The only notable event was the hosting of India’s first mega event, the Asian Games in Delhi, that showcased experimental housing, high rise luxury hotels, fly-overs and stadiums. This period also saw the emergence of private business district development and aspirations towards tall buildings, to the extent that four out of six students graduating in 1977 dealt with city centres as their thesis topics!

SHIFT OF FOCUS TO REDEVELOPMENT AND CONSERVATION

In 1984 the Indian National Trust for Art and Cultural Heritage (INTACH) was set up in Delhi by the Government and it initiated several architectural and urban conservation projects. The urban design faculty was involved with a number of these projects in very important historic towns and cities throughout India. From city centres and new residential areas, the focus shifted to urban redevelopment, renewal and conservation in the studio exercises and was reflected in a large number of thesis projects as well as studio exercises. The graduating students found employment in either large architectural or government offices, or started their own practices. A significant number joined teaching in the urban design studio, where they could demonstrate their acquired skills in the fourth year of the undergraduate architecture programme. This increased awareness and created interest in the subject, helping to sustain student admissions in an otherwise static environment. Government reacted by reducing the duration of all post graduate programmes in engineering and architecture from four to three semesters, as an effort to increase admissions and cut costs. In 1989 the urban design curriculum at SPA was restructured, shifting the underlying assumption from the creation of form to creating an environment for academic inquiry into the subject, a more informed interdisciplinary approach enabling the students to handle large city level projects, creating greater awareness of social economic and environmental issues, and offering a series of electives for learning in related fields.

Urban design was trying to ascertain its role between large scale architectural projects and issues of renewal, urban conservation and city extensions.

ECONOMIC LIBERALISATION LEADS TO RAPID CHANGE

The 90s was the decade of economic liberalisation and the beginning of rapid change in cities, lifestyles, jobs and the globalisation of city life. The pace of urban growth increased dramatically with the advent of multinational corporations, IT industry and opening up of the economy which exerted tremendous pressure on existing business districts, housing, transportation and services. Most cities extended their urban boundaries, allowing real estate developers to develop very large parcels of privately or government acquired land; today many of these have become self-sufficient counter magnets to the parent city. The equations of city development changed as we progressed into the 21st century. New concerns of sustainability, inclusiveness and stakeholder consultation, together with increasing problems in housing, mobility and delivery of urban services have taken centre stage. With 65 percent of the GDP emerging from cities, governments and urban bodies have had to take notice. This scenario has worked to the advantage of urban designers as communities begin to assert their rights and planners or administrators are unable to provide satisfying and lasting solutions. The involvement of the urban designer has grown dramatically, both in urban renewal and in new development. The growing interest of the subject is reflected in the introduction of urban design programmes in private and state institutions and increased competition for seats in older institutions.

RESPONDING TO INDIA’S MAJOR URBAN GROWTH

Today India is at the threshold of major urban growth, transformation and reform. The Government has launched several initiatives for urban renewal, infrastructure upgrading, slum improvements and public transport. The urban designer is being increasingly encouraged to participate in the development process and there is an immense opportunity for urban design to find its rightful place. The setting up of The Institute of Urban Designers India (IUDI) in 2006 after several years of effort has come at an opportune moment to create a platform for the profession and to increase awareness. The IUDI is still finding its feet, but during a relatively short period of time it has made its presence felt in several cities and states, and its members are being increasingly commissioned for urban design projects (see p.11).

The enabling environment to build up its resources given the present urban scenario. While there are 183 institutions teaching architecture, there are only eight schools in urban design producing just over a hundred urban designers a year. With an estimated urban population of 570 million by the year 2030, the pace of urbanisation will result in large numbers of people being accommodated in existing cities at increasing densities and in new cities that offer opportunities for design innovation. Rapidly changing lifestyles and disposable incomes are creating demand for increased recreation and leisure, resulting in the introduction of new functions within cities, as well as creating disparities among the population. In the networked 21st century access to information and the growing awareness of their rights, citizens will increasingly contribute to city building. Simultaneously, concern for the environment and energy brings in completely different perspectives; city planning and design will need to become multi-disciplinary to find ideas and solutions for the city of the future.

The Indian scenario provides great opportunities and challenges and the role of education will be to offer vision and skills to the profession. This urban growth rate requires rapid expansion of institutions to not only produce larger number of students but to provide research and innovation to design great liveable cities of the future.
LEARNING URBAN DESIGN FROM LEARNING PLACES

Christopher Benninger describes the evolution of campus design and its influence on the design of Indian cities.

India’s independence brought to fore the Nehruvian thrust on technology and modernisation, necessitating the creation of an educated middle class driving the new society toward a democratic republic. By the late 1950s scientific, liberal arts and cultural institutions, along with institutes of management and technology, were initiated across the subcontinent as a transformational strategy to morph India from a medieval and colonial society into a modern scientific one. From just 19 universities and institutes of advanced learning in 1947 the number has grown to more than 400 today. The various colleges under these umbrella institutions likewise expanded geometrically. The design and planning of these campuses played a role in creating the new image of the transformed India the leadership desired. Thus, Le Corbusier, Pierre Jeanneret, Otto Koenigsberger, Jane Drew, Maxwell Fry, Louis Kahn and other well-known designers were commissioned to create a ‘modern image’. This dramatic change paralleled the sudden neglect of a century-long engagement with sophisticated urban design efforts in the Presidency cities of Calcutta, Madras and Bombay, not to mention Lutyens’ New Delhi that was just settling into maturity.

BRITISH INFLUENCE

Colonial era campuses like St. Stephen’s College in Delhi and the Muhammad Anglo-Oriental College in Aligarh employed intimate courtyards, accentuating towers, convivial arcades and tightly organized gardens, influenced by English quadrangle campuses. In the 19th century the universities of Calcutta, Bombay and Madras emerged as elite learning places and as central design components of vibrant, growing metropolises. Like Cambridge and Oxford, where India’s modern leadership was educated, these campuses carried the stain of colonial elitism, as opposed to the mass education and egalitarianism the new thrust was meant to embody.

DESIGNING THROUGH ZONING

Ironically, post-Independence campuses under socialism followed the British cantonment model of vast garden settlements, connected by far-fetched roads and service networks. Like the military cantonments and their civil lines of the 19th century, these new campuses promoted a social template spreading people out, dividing and subdividing them. The zoning of functions placed the academic areas away from the residential areas, separated the faculty from the student residences, further divided men from women, and divided work areas according to disciplines within separate ‘faculties of knowledge’ and then into departments. These complexes were composed of buildings, out-of-doors spaces and networks, all planned independently of one another. There was a hierarchy of functional zones with the library and the administrative buildings taking the most prominent locations. Tellingly, the administrative building, as a prototype, was described as the ‘brain of the campus’.

After Independence, an increasing number of Indians were returning from American Arcadian campuses, bringing with them the ideals of egalitarian state education and images of their alma mater. These ideals, along with the entry of Le Corbusier’s low density and spacious capital plan, influenced planners toward more spread-out and less efficient planning. At the same time city planners were engaged by the central and state governments to plan and manage urban areas. Their limited knowledge was of two-dimensional maps, demarcating functional zones to which development control rules were attached. Even the demarcation of private plots within plans ceased to exist as Master Plans were drawn into statutory Development Plans that implied proposed projects over land use maps, abandoning land pooling in the form of Town Planning Schemes to history. An early model for modern campus design was the Punjab University at Chandigarh by Le Corbusier wherein the structures were set almost equally apart, aligned in rows, with no coherent urban spaces, covered walkways or cohesive landmarks tying the campus together. This modern import was a trendsetter, impacting the thinking of an emerging Indian bureaucracy. At the same time national policy, through the vehicle of Five Year Plans, emphasized agriculture and rural development starving growing cities of much needed infrastructure investment.

The dichotomy between the mandated design of distinct urban enclaves under the Raj, and the laissez-faire macro-plans of the socialist democracy is an interesting contradiction. Unlike the more sophisticated space and place making of 19th century colonial India, buildings in post-independence India merely floated anonymously in separate plots, like bungalows in a vast garden suburb. The intertwining of these two distinct narratives makes the evolution of urban design over the past half-century an important area of concern, as it mirrors trends in political thinking and policy shifts. Planners were given the upper hand over architects and they were unable to conceive urban spaces in three dimensions, or as large infrastructure investments. It would be left to the emergence of an urban design movement in the early 1970s to fill the gap. Professor Ranjit Sabhikhi, a follower of Jose Luis Sert, introduced the first formal urban design course in India at the School of Architecture and Planning, New Delhi, evolving its curriculum from Sert’s Harvard curriculum. As campus planning evolved from the 1960s to the present, functions such as auditoria, lecture halls and student centres gravitated toward the centre of the plans, joining the administration and the library to create defined central places. Nevertheless the segregation of faculty and staff on factors of income and position, and the rigid zoning of functions continue to work against the ideal of integrated learning communities.

INTEGRATED APPROACHES

Achyut Kanvinde’s design for the Indian Institute of Technology at Kanpur, Louis Kahn’s design for the Indian Institute of Management at Ahmedabad, and Balkrishna Doshi’s design for the Indian Institute of Management at Bangalore all conceptualized the campus as a three-dimensional sequence of experiential spaces, rather than as two dimensional zoning plans. These campuses drew clues from Moghul pleasure and tomb gardens, and from the vast complexes of South India, responding to regional contexts. Like the medieval prototypes of large campuses, they merged residential, learning and administrative functions into dense, pedestrian spatial fabrics.
Later campuses, like the Mahindra United College of India focused on close knit, human scale, walkable and convivial communities, where faculty and students of both genders lived in integrated villages. Campuses became experimental microcosms of the larger urban milieu, offering a scaled-down laboratory for experimentation.

Later campuses, focused on close-knit, human scale, walkable and convivial communities, where faculty and students of both genders lived in integrated villages.

Rimal Patel’s extension of Louis Kahn’s Indian Institute of Management employs a strong spine linking a close-knit fabric of diverse teaching, research and administrative functions. Blending in an articulate manner with Kahn’s work, new urban qualities such as porous edges connecting the adjacent urban scenario are employed. Rajeev Kathpalia, of Doshi’s Vasu Shilpa, has designed FLAME University using a meandering pedestrian street, descending toward a placid lake. Both campuses address issues of human scale, the sanctity of pedestrians and the sensitive creation of hierarchies of social spaces.

The ideal of the spread-out garden campuses is giving way to high density, urban knowledge cities of several hundred thousand square metres on small sites, like the new Azim Premji University in Bangalore, accommodating an intellectual community of 22,000 people at a residential density of 585 people per hectare. There is an attempt to bring within these complex, high-rise, multi-functional fabrics the lessons from early urban design experiments where cosy pedestrian, mixed-use precincts integrate a diverse set of functions.

Some of the characteristics of these urban design pace setters are:
- Interlocking previously exclusive zones into mixed use clusters of functions and activities
- Employing shaded arcades and covered walkways as linking elements
- Placing community buildings along spines and pedestrian streets
- Deconstructing the territories of departments into common functional areas, where any department can use classrooms, lecture halls and laboratories as needed
- Creating a more intimate relationship between external courtyards, gardens and internal living spaces
- Seeking a more human scale, even within image-giving iconic concepts
- Inventing physical systems that accrete into better growth, phasing, internal change and adaptation scenarios
- Enhancing communications between disciplines and faculties engendering a cross-disciplinary spirit in intellectual communities
- Promoting a mixed-use culture bringing 24/7 vibrancy to campus life
- Employing three-dimensional design, reorienting two-dimensional zoning, to achieve lively campus atmospheres

These approaches have catalysed vibrant, interactive learning environments, replacing traditional teaching at students’ wills. The tiered division of disciplines, functions and genders has faded into more holistic environments. The lessons of campus planning have spread to larger and more diverse urban contexts as seen in Rimal Patel’s recent Safal Profitaire Business Park and extensive recent Safal Profitaire Business Park and extensive development of Bhadra. Rajeev Kathpalia’s innovative Redevelopment of Bhadra, the ancient heart of Ahmedabad, employs mature campus design principles. The vast, horizontal, corporate campus of Suzlon Wind Energy Systems in Pune evolved out of lessons of campus design by the team of urbanists at Christopher Charles Benninger Architects, creating a low rise, pedestrian environment that is a counterblast to high-rise urbanism in glass boxes mindlessly introduced into the subcontinent.

Christopher Benninger endowed the School of Planning, CEPT, Ahmedabad in 1975 and the Centre for Development Studies and Activities, Pune in 1975 where he practices architecture and urban design

Bollywood and the City

MK Raghavendra argues that Bollywood cities are an abstract concept, not a real space.

‘Bollywood’ is not Indian cinema but it is the name now given to the mainstream Hindi film. Hindi is the national language but since most Indians don’t speak Hindi, the language of Bollywood is not literary Hindi but a basic Hindi with a key vocabulary of a mere handful of words accompanied by a transparent language of gestures. Its accessibility has led to mainstream Hindi cinema being avidly consumed throughout India. This means that after 1947, Bollywood has helped in the imagining of the Nation as a community, and its narratives therefore gives shape to national concerns. Among the recurring motifs in the mainstream Hindi film, the city is a central one and its portrayal often holds a key to the concerns of the period.

Before I examine what the city has meant to Bollywood, it will be pertinent to look at how space is represented in popular cinema. If a comparison is to be made with Hollywood, it can be argued that while space in cinema from Hollywood is neo-Aristotelian and therefore unified, in some sense, Bollywood represents each space as discrete and as defined by its qualities. Residences in Hindi cinema, for instance, can be broadly classified as ‘rich person’s home’ and ‘poor person’s home’ with the former, in the older films, often made conspicuous by a winding staircase. Some other spaces familiar from cinema are ‘hospital’, ‘police station’, ‘courtroom’ and ‘street’. Each of these spaces, when used in different contexts, takes on different meanings. In the film Devas (1955), for instance, the street is the last refuge of a property man reduced – by profligacy – to penury. In the Hindi film classic Andaz (1949) there is a need to show two ‘rich person’s homes’ – that of the hero and that of the heroine – and there is the likelihood of confusion. Since the heroine is an orphan, the director hits upon portraying the home of the man as ‘a home with a mother’. This is very different from the way Indian art cinema deals with it, as in the Calcutta films of Satyajit Ray (1976) in which the city is not an emblem but an actual space.

BOMBAY, THE EMBLEMATIC CITY

Given that each space is an emblem in the Bollywood film, the next issue is what the city represents in Hindi cinema after 1947. The film industry was located in Bombay and that may explain why Bombay rather than any other city is emblematic of ‘the city’. Since the city after Independence represented the promise of the modern in Nehru’s India, the cinema of the 1950s portrays it optimistically although this does not mean that the optimism is unmissed. The street scene of the 1950s – in the films of Guru Dutt (Aar Pair – 1954, Pyaasa – 1957) and Raj Kapoor (Awaara – 1951, Shri 420 – 1955) – is animated by public activity as the earlier films were not, but it also includes unprecedented dark elements. Some of these films show the streets at night, the red light districts and the poor living makeshift lives, the street lamp becoming an iconic presence especially in the film posters of the period. One could therefore argue that the city is an emblem of guarded optimism in 1950s cinema, representing both hope and censure.

The darkness in these films may be attributed to the Nation becoming aware that it was now responsible for its own destiny.

Even as the cities grew in the 1960s, they disappeared from the mainstream Hindi film after 1962, to resurface only in the 1970s in a new avatar. One reason for this disappearance in the 1960s may have been the end of optimistic nationalism on account of the military debacle in the Sino-Indian War – after which Hindi films withdrew to holiday spots and foreign locations, perhaps as an escape.
BRITISH-INDIAN EXCHANGES: PROTOTYPES FOR SUSTAINABLE NEIGHBOURHOODS

Noha Nasser shows Britain can learn from Indian urban design

Urban exchanges of ideas, styles and typologies are not a new phenomenon. Since the start of city building, civilisations and cultures have borrowed and recycled urban ideas from each other through conduits such as trade, migration and conquest. Within the current context of globalisation, increased travel, migration and the internet are helping these exchanges happen much faster. Certainly within recent industrial history, the exchange of ideas has tended to be from Europe and America to the rest of the world. India is a case in point, with major new cities, such as Chandigarh, Pondicherry and New Delhi, planned and built between the 19th century and mid-20th century. But what of the exchanges in the reverse direction from India to Britain? This article examines an urban design project set up as a Knowledge Transfer Partnership (KTP) between Atkins and Birmingham School of Architecture (BSA), which aimed to develop user-led sustainable neighbourhood typologies in India and Britain.

BRITISH-INSPIRED URBAN DESIGN IN INDIA

Although the first real urban exchanges with India date back to 1660 with the establishment of the East India trading company, it was during the British Raj (1878 to 1947) that established British planning models appeared. Three urban design approaches emerged: the first based on the development of British military bases (cantonments); the second, led by Patrick Geddes in Mumbai; and the third, Edwin Lutyens’ Beaux Arts mannerism in New Delhi. Each approach was underpinned by a different design philosophy. The cantonments were typically planned around grid-iron central tree-lined thoroughfares, called Mall Roads. The detached bungalow in its building plot became characteristic, fusing the British suburban villa with the traditional Bengal house type. Patrick Geddes took a more historical and picturesque approach respecting the older, vernacular urban fabric. His principles for the Bombay Town Planning Act of 1919 were underpinned by preservation of historic buildings, human life and energy, rather than focusing on roads and parks available only to the rich. In contrast, Lutyens drew his inspiration from the grandiose plans of L’Enfant’s Washington and Wren’s unbuilt plan for London. The ingenuity lay in the cross-fertilisation of urban traditions: a Beaux Arts style urban language of boulevards, symmetry, axial vistas, geometric forms and street patterns; and the symbolism of Hindu, Buddhist and Muslim architecture. Lutyens invented his own new order of classical architecture, which became known as the Delhi Order.

THE EFFECTS OF GLOBALISATION

With the advent of globalisation in the new millennium, Bombay also loses much of its flavour in films from Bollywood, with the rise of other cities like Kuala Lumpur, Singapore and New York (Kabhi Alvida Aa Naa, 2006) as spaces in which Indians live and work. Bombay itself tends to become a global city in films like Wake up Sid (2010) to suit global lifestyles. Where the actual Bombay is teeming with people, traffic and dirt, many of these films make the city appear sanitised as if to help it measure up to global standards.

It should be evident from this brief description of the city in Bollywood cinema, that its use is different from its use by Hollywood. In cinema from Hollywood in which New York features – for instance, films like The Naked City (1948), Midnight Cowboy (1969) and Taxi Driver (1976) – the city participates in the story and its actual condition is important. In the Hindi films, the city is an abstraction, a mere sign used to carry the film’s message and this sign is more dependent on the requirements of the story than on the city itself.

The city is an abstraction, a mere sign used to carry the film’s message ... more dependent on the requirements of the story than on the city itself.

Urban Design – Summer 2011 – Issue 119
INDIAN URBAN DESIGN INSPIRATION IN BRITAIN

The history of Indian urbanism goes back centuries, each region developing its unique settlement patterns according to geography, climate and culture. When drawing inspiration from a study of Indian urbanism in the development of the KTP urban design project, the challenge was to develop a manageable number of prime design principles that achieved the aims of providing (i) a socially cohesive neighbourhood, (ii) an environmentally robust layout, and (iii) a range of enterprises and cultural neighbourhood functions. This research had already been tested in the work of several leading Indian urbanists, such as Charles Correa, Raj Rewal and Balkrishna Doshi. For these pioneers, tradition and modernism are fused and refined to meet contemporary lifestyles according to vernacular principles of climate control, scale and massing, local materials and public spaces for communal life. Charles Correa revealed an appreciation for a centuries-old building philosophy that harmonised man, nature, space and wellbeing. Comparable to the Ancient Egyptian, Greco-Roman and Renaissance geometrical systems of the Golden Section in building treatise, the Vastu Shastra in India is a Hindu-based geometric system (see also p.23). The KTP project drew design inspiration from one of the best city-wide applications of Vastu Shastra design principles in Jaipur, Rajasthan. The following principles were analysed.

GEOMETRY

The Vastu Shastra is visualised in mathematical and diagrammatic form for generating spatial design. The geometric diagram is called mandala symbolising the optimum relationship between man, space and wellbeing. Mandalas come in various pure forms, but the most common is the rectangle and square. All mandalas are characterized by a central space open to the sky — whether in a courtyard or small squares in Jaipur provide space or the community space in the centre of the town. The commonly used square, Vastu Purush Mandala provides a major source of inspiration in the development of the KTP neighbourhood prototype, influenced in part by Jaipur, as well as both the Belapur Housing project in India and the Titan Township in Bangalore, the square mandala formed the basic block form and grid-pattern.

HIERARCHICAL URBAN STRUCTURE

The square mandala in Jaipur is a system of nine squares in which the central square contains the palatial compound. The town was laid out in an orthogonal pattern with three major north-south roads and two east-west roads. This orthogonal, micro-climate comfort, the plan deviates fifteen degrees from the cardinal directions to allow penetration of the morning sun in winter, avoid the evening sun in the summer and to deflect harsh winds. The superstructure of nine squares is subdivided into seven distinct sectors, known as Chowkritis. A typical Chowkrit is 800 by 500cm and they are subdivided by the main streets. Rajmarg, commercial streets of 33m wide. Secondary streets run north-south and a grid of secondary streets and lanes, 9m and 4.5m respectively subdivide the sub-block into residential Mohallas from 110 to 160m squared. When developing the neighbourhood prototype, Atkins designed a combination of smaller Mohalla-type urban sub-blocks measuring 40m squared and the larger 100m Chowkrit-type super-block with a similar hierarchical geometry. In Jaipur, these dense clusters, to encourage informal play, outdoor cinema, concerts, fêtes. Enterprise space was designed at the corner of the shared space. Neighbourhoods provide space for communal worship, creche, community hall, neighbourhood recreation hub or lifelong learning centre.

COMMUNITY-LED DESIGN AND SUSTAINABILITY

Lifestyle needs assessment aimed to gain an understanding of cultural attitudes to neighbourliness, desired patterns of activity and use of neighbourhoods, as well as modes of transport. Working in India and Britain, the community engagement strategy addressed these two user groups: multicultural communities in British inner-city neighbourhoods that require higher quality and socially cohesive spaces; and a growing middle class population in India priced out of the rapid growth of higher-end residential markets. A community-led design brief was developed by design codes to protect the commercial arcaded terrace building type. Atkins adopted the concept of the arcaded mixed-use thoroughfare as it encourages walking, and creates shelter, making it well-suited to the British climate. At the finer scale of the Mohalla, the narrow streets and small squares in Jaipur provide space for communal neighbourhood activities. Smaller multiple-use public spaces were designed to be shared by four user groups: style clusters, to encourage informal play, outdoor cinema, concerts, fêtes. Enterprise space was designed at the corner of the shared space. Neighbourhoods provide space for communal worship, creche, community hall, management hub or lifelong learning centre.

PUBLIC SPACE

Three large pedestrianised public open spaces, Chaupar, characterise Jaipur’s main street intersections, for public gatherings and markets. Among the major thoroughfares, buildings are governed by design codes to protect the commercial arcaded terrace building type. Atkins adopted the concept of the arcaded mixed-use thoroughfare as it encourages walking, and creates shelter, making it well-suited to the British climate. At the finer scale of the Mohalla, the narrow streets and small squares in Jaipur provide space for communal neighbourhood activities. Smaller multiple-use public spaces were designed to be shared by four user groups: style clusters, to encourage informal play, outdoor cinema, concerts, fêtes. Enterprise space was designed at the corner of the shared space. Neighbourhoods provide space for communal worship, creche, community hall, management hub or lifelong learning centre.

When asked about satisfaction with their neighbourhood, the majority wanted more sociable spaces within easy reach of their homes. Several key social and cultural uses were prioritised: a variety of local shops, libraries, sports facilities, community cafés and places of worship. These uses were located at the centre of the super-block serving 60 dwellings. The KTP sustainability principles interconnect various urban scales. At the neighbourhood scale, a district heating plant serves all the super-blocks and commercial centre, while at the scale of the super-block, a community recycling hub is provided. The streets have permeable paving and tree streets are part of a network of biodiversity corridors together with hedged boundary fences, fruit trees and garden lawns. Urban farming is promoted in the communal courtyard with a shared barbeque and play area to encourage neighbourly activity. As a final test of the efficiency of the KTP’s neighbourhood prototype, the layout was superimposed on to Upton, a celebrated sustainable neighbourhood in the UK. In comparing both layouts, it was found that densities could be increased from 31.44 to 45.48 (on average) in the new layout; savings in space taken up by infrastructure could be reduced from 27 to 19.4 per cent; and public space doubled from 2 to 4.2 per cent.

In conclusion, the KTP urban design project developed by Atkins and BSA has recognised the benefits of creative British-Indian urban exchanges to inspire flexible neighbourhood typologies that harmonise, man, nature, space and wellbeing through the application of centuries-old building traditions. The findings form an important basis of understanding future urban designs in both India and Britain, as well as the wider world.
In the rush for urbanisation, regeneration and renewal are words all too frequently missing from the development process in India. Cities such as Mumbai have a fine tradition of industrial as well as civic buildings, but in the drive for improvement, much of the history is lost. Whilst the Goregaon area of Mumbai does not have the same rich mix of textile related mill buildings once found further south in the city, the Nirlon estate does have a more recent industrial character.

BACKGROUND

Established in the late 1950s, the site was developed for the manufacture of nylon yarn, a production process which than ran for over 40 years. A variety of economic forces led to cessation of manufacturing and a review of the site's future role. The area is continuing to play its part as a place of employment, and through a carefully orchestrated process of regeneration is re-emerging as a centre for high quality information technology and related commercial activity. In moving forward, Nirlon set about establishing a rehabilitation strategy for their 23-acre landholding and through a comprehensive Master plan and regeneration strategy. From initial concepts, a flexible Master plan was prepared and this, a new business community is rapidly beginning to establish itself on site.

Whilst the collection of buildings left by the manufacturing process were of limited architectural value, as a whole they created an interesting composition with a number of white painted, low rise blocks, interspersed with mature trees creating the impression of a campus. Stronger visual elements, such as a tall chimney, water tanks and a block of small cooling towers identified closely with the history of the area and were worthy of retention and incorporation into the new proposals. Small temples are features frequently found amongst India's cityscape and one such building exists in the heart of the Nirlon complex. By retaining and reusing these iconic elements it was felt they would give the new development a unique flavour and provide a subtle memory of the site's previous life.

At the manufacturing plant developed, so too did the surrounding suburb of Goregaon. Located to the north of the most densely populated areas of Mumbai, the area has become an important residential suburb. Goregaon straddles the important Western Express Highway, the major trunk road north connecting Mumbai to Gujarat and then Delhi. The area is also close to the city's International and Domestic Airports, and is a ten-minute walk from one of the city's major railway stations. All these are factors which have enabled the area to become an attractive location for new commercial enterprise.

As a company, Nirlon has been sensitive to this changing environment and has sought to create a development which responds to the new commercial and physical context, but also recognises and builds upon the industrial heritage. From the outset the objective has been to create a high quality, international, knowledge park in which the history of the site, the heritage of Mumbai and the character of India are all present.

THE FIRST STEP: DEFINING A CONCEPT

As manufacturing came to a close, certain parts of the site were let for other short term uses; these and a desire to work closely with a number of existing elements, led to a more sensitive approach to redevelopment than would be the norm in this part of the world. Future development was to be guided and controlled by a comprehensive Master plan and the first part of this process was to develop a strong design concept that would set out the potential of the area. This was presented as the main design thrust, without digressing into details which would need to be resolved over a lengthier period of time.

At this stage, the broad parameters of the physical framework were becoming visible, though there were many issues on which the client had yet to make decisions. The design concept therefore had to have considerable flexibility and allow for multiple combinations and permutations of use that could respond to their ultimate requirements.

The concept was simple, comprising three linear building zones, shaped so as to define a central park which would form the heart of the new development. This cluster was enclosed by a tree-lined ring of circulation that could feed the building zones with access to underground car parks, service areas and utilities from the outside. This robust initial concept has been adhered to throughout the life of the Master plan and can be easily read as the new environment begins to take shape.

CREATING A SENSE OF PLACE

The location of the site, its rich industrial history and its capacity for change, provided interesting ingredients for a new knowledge park. Whilst its connectivity with the rest of the city and the world beyond was advantageous, its immediate context within a leafy residential enclave made it a quiet retreat, a location away from the hustle and bustle of the city, where highly qualified business and technology professionals could find the peace of mind to do their work efficiently. The design concept proposed a green core, which would be attractive to look out across and be pleasant to walk in. The existing trees created important natural features and the Master plan was shaped to retain and protect the maximum number. Their retention was important to give a sense of maturity to the new development and retain powerful natural elements which gave protection from the elements.

With its industrial past, the area contained a wide collection of building types. The objective was to develop the estate on an incremental basis, carrying out limited initial demolition and permanently retaining a number of existing structures. Early studies identified those buildings and structures that were underused and ready for removal, those in which recent investment had taken place and would have a life for perhaps a further 10 years and those, such as the cooling tower block which were to be retained as important elements in the overall Master plan.
The Scale of the Urban Design Task
Malcolm Moor provides some conclusions

There are two issues that crop up throughout all of the fascinating and varied pieces by our eight contributors: the huge challenge to urban designers in India resulting from demographic and economic growth, and the source from which they may find their inspiration. Urban design courses exist in only eight of the 183 schools of architecture, as explained on p.28, and the Institute of Urban Design India (IUDI) formed in 2008 is making its presence felt advising city governments from three national centres. Urban design is to be at the heart of this colossal enterprise, colleagues in India are going to be fully stretched to be actively involved in all aspects of urban growth, and their numbers probably need to be increased by a factor of ten to have a real impact. Can urban design muster sufficient resources to be a positive influence in accommodating vast populations in well planned new sustainable settlements, while at the same time regenerating the busting cities and satisfying the rising expectations of the burgeoning urban middle class? International consultants can make a major contribution but the pressing need is to build up a resident store of knowledge and experience to guide rapid urbanisation.

In 2008 the status and capabilities of urban design in the UK received a boost through the Urban Task Force Report, Towards an Urban Renaissance, which championed a holistic approach to urban regeneration. This in turn led to the Urban Design Compendium and the setting up of CABE which together energised the profession, raised awareness and upgraded standards throughout government and local authorities as a result of design reviews and ensuing. Could this be a model for India? The IUDI could form the core task force using expertise from organisations such as the DMIC Development Corporation which has set ambitious goals for a chain of sustainable Indian cities from Delhi to Mumbai; Tholiera, the first of these described on p.17, is to be the blueprint for many others. The eight Climate Change Missions outlined on p.26, call for energy efficient urban planning but, in the drive for rapid urban development, can Indian cities really become more liveable? An Indian Urban Task Force could be the mechanism to set one in place. Urban design education can assist here, define common goals and be a resource centre for urban design skills and feedback.

The second recurring issue, raised on p.33, is cultural exchanges and their influence on urban form. New Delhi’s Raj style and the colonial bungalows are obvious examples, while an interesting new typology has emerged in the adoption of a ‘Mediterranean’ urbanism in the planning of the new Lavassa hill station following New Urbanist principles. Indigenous sources of inspiration have been sought in the planning of the Harappan Cities, described on p.22 and Jaipur on p.33, and the landscaped courtyards of Emperor Akbar’s 16th century capital influenced the India Institute of Management campus layout. This exemplifies the influence of landscape design on the development of urban design, charted on p.28, which can also contribute to the creation of a body of urban design expertise to be systematically built up and shared through a central body, India’s expertise in IT could enable an on-line resource to disseminate urban design best practice and advice to local planners and communities in the 1000 towns and cities throughout the country. 

FLEXIBILITY IN DESIGN
A series of zoning principles underlined the urban design solution and were derived from the initial concept of the three building zones juxtaposed around a central park. Each of the zones was to be subdivided into two, three or four individual blocks as the demands of the external commercial market changed. Each of the three building zones defined the maximum parameters of space within which one or more buildings could be built, the minimum and maximum building heights, the compulsory build to lines, the primary vehicular and pedestrian access areas. The exact number of buildings per zone and the final contour of each separate building could be decided upon, depending on parameters based on specific user needs. The central premise of the design was that design quality and consequently long term real estate value was created primarily by the quality of the open space and only secondarily by the buildings.

TRAFFIC FREE
The primary organising element of the proposed development was the central park. Here the objective was for workers and visitors to have an environment within which they could move about freely without the nuisance of car traffic, generally a source of constant irritation in most of India’s urban areas. The central space would be a place for pedestrian movement within a pleasant environment, and the location for a variety of related amenities, including cafes and restaurants, a crèche, a bank, a clubhouse and the original temple. Whilst these would greatly enhance the daily life of the working community, they also had a significant effect on the quality and real estate value of the buildings enclosing the park.

A GREEN AND PLEASANT CAMPUS
The concept of landscape architecture is intricately linked to the urban design concept. The central park provides over 1.5ha of green space in the middle of the development. The design of the space has a sculptural quality, creating a green valley that helps to establish a unique identity. Sweeping curves are combined with generous lengths of open terraces which link the building side walkways with the pergolas, water bodies and lawns of the park. The historic temple forms a place for quiet reflection at the north end of the park, with the cooling tower block, now a café and restaurant complex, creating a lively counterpoint at its southern end.

The curvilinear water body is the feature of the Central Park. It moves from North to South, and reflects the changing moods of the lancharipe, by the café, it is seen as playful columns of water and a cascade over a textured mural which runs along the side of the park, with the main body of water giving a more reflective quality to the overall composition. Wherever possible, existing trees have been retained or where practical relocated. New species were then selected to provide shelter, help filter dust and sound, and provide fragrance. The creation of a sustainable development was an aspiration from the commencement of the project and the scheme has achieved the status of Gold within the LEED system of assessment.

CONCLUSION
Construction started in 2007 and many elements of the initial design concept and Master plan are now in place. The first buildings have been occupied, supporting amenities continue to be completed, and the central park is beginning to establish. The Knowledge Park has rapidly become a successful place within Gurgaon neighbourhood and is acting as a catalyst for wider change. It is attracting major occupiers and is now the home of international companies such as Deutsche Bank, Morgan Stanley and IBM. Its qualities are also being recognised by others and it recently featured strongly in the Economic Times (of India) Smart Living Awards where it achieved Best Corporate Space (IT Parks / SEZs), Best Green Project (Commercial) and Safest Project (All categories).

Andrew Tindsley - Director of Urbanism BDP

THE SCALE OF THE URBAN DESIGN TASK

Malcolm Moor provides some conclusions

There are two issues that crop up throughout all of the fascinating and varied pieces by our eight contributors: the huge challenge to urban designers in India resulting from demographic and economic growth, and the source from which they may find their inspiration. Urban design courses exist in only eight of the 183 schools of architecture, as explained on p.28, and the Institute of Urban Design India (IUDI) formed in 2008 is making its presence felt advising city governments from three national centres. Urban design is to be at the heart of this colossal enterprise, colleagues in India are going to be fully stretched to be actively involved in all aspects of urban growth, and their numbers probably need to be increased by a factor of ten to have a real impact. Can urban design muster sufficient resources to be a positive influence in accommodating vast populations in well planned new sustainable settlements, while at the same time regenerating the busting cities and satisfying the rising expectations of the burgeoning urban middle class? International consultants can make a major contribution but the pressing need is to build up a resident store of knowledge and experience to guide rapid urbanisation.

In 2008 the status and capabilities of urban design in the UK received a boost through the Urban Task Force Report, Towards an Urban Renaissance, that championed a holistic approach to urban regeneration. This in turn led to the Urban Design Compendium and the setting up of CABE which together energised the profession, raised awareness and upgraded standards throughout government and local authorities as a result of design reviews and ensuing. Could this be a model for India? The IUDI could form the core task force using expertise from organisations such as the DMIC Development Corporation which has set ambitious goals for a chain of sustainable Indian cities from Delhi to Mumbai; Tholiera, the first of these described on p.17, is to be the blueprint for many others. The eight Climate Change Missions outlined on p.26, call for energy efficient urban planning but, in the drive for rapid urban development, can Indian cities really become more liveable? An Indian Urban Task Force could be the mechanism to set one in place. Urban design education can assist here, define common goals and be a resource centre for urban design skills and feedback.

The second recurring issue, raised on p.33, is cultural exchanges and their influence on urban form. New Delhi’s Raj style and the colonial bungalows are obvious examples, while an interesting new typology has emerged in the adoption of a ‘Mediterranean’ urbanism in the planning of the new Lavassa hill station following New Urbanist principles. Indigenous sources of inspiration have been sought in the planning of the Harappan Cities, described on p.22 and Jaipur on
Urban designers should be pleased that space has moved to the centre of academic debate about the production of the built environment, as well as among community activists claiming their right to the city. Soja's book consists of three parts: a theoretical discussion about linking the notion of justice with that of space; examples of how spatial justice is being sought in Los Angeles and ample annotated notes critically reviewing the literature in this wide field. The latter provides enough relevant references to keep an interested designer going for a decade. As the examples are mainly from California where Soja teaches at UCLA with a team committed to close cooperation with community activists, they reflect an American context, but many lessons are relevant to academics and design practitioners elsewhere.

The theoretical part critically discusses the work of another geographer, David Harvey, who brought space into mainstream consciousness. Harvey’s approach is that the ‘right to the city’, as does Soja. Where they differ is that Harvey's Marxist interpretation links the global financial crisis to one of urbanisation, due to the drive of capital. The book is of immense value to all involved in urban design and planning. As Nick Johnson observed at the conclusion of the studio, the problem with architects can be that they live their lives through architectural crisis, always thinking about peer review and where a project fits into architectural history. So while the language of urban design is used, it comes across as superficial and the end result does not really justify the title of urban integration. The text of some essays is often alienating: context is a ‘narrative more than a physical condition’; incongruous built elements in opposition are to be welcomed and utopian designs will be utterly new. This is visionary, but repeats the past problem of architects and development with no regard to historical urban patterns.

This therefore is a book about architectural flair in relation to one particular site but lacking urban design discipline. Perhaps we have to accept that the debate between architecture and urban design will never be settled: buildings themselves as ‘things’ are always more seductive than the spaces between them which are more about relationships. It’s easier to sell a beautiful object than to create a beautiful relationship, but it’s the beautiful relationship that usually lasts.

The title of this new guide from Nabeel Hamdi might not immediately appeal to urban designers; however it is a text that all designers should read, if only the final chapter. The guide sets quite a challenge aimed at all as architects, but requires the involvement and collaboration of all the built environment disciplines as well as the public and the development industry. As Nick Johnson observed at the conclusion of the studio, the problem with architects can be that they live their lives through architectural crisis, always thinking about peer review and where a project fits into architectural history. So while the language of urban design is used, it comes across as superficial and the end result does not really justify the title of urban integration. The text of some essays is often alienating: context is a ‘narrative more than a physical condition’; incongruous built elements in opposition are to be welcomed and utopian designs will be utterly new. This is visionary, but repeats the past problem of architects and development with no regard to historical urban patterns.

This is an accessible book, divided into twenty-six chapters which hammer home some digestible chunks, with poignant photos and illustrations which but it’s the beautiful relationship that usually lasts.

The ideas of localism and the big society post-date Soja’s book on spatial justice. It would be interesting to relate his conviction that local actions which redress spatial injustices at a small scale can only be effective if such movements – claiming a right to the city for all social groups - are spreading more widely to whole cities and regions and international networks of activism. Undertaking his belief is that greater spatial justice can be achieved eventually through consensus-building assisted, like in California, by an alliance between university departments critical of urban design, community conscious planners and designers, local communities and activists at the workplace, quite the opposite of the latest developer-friendly visions devised by the UK coalition.

The placemaker’s guide to building community


The title of this new guide from Nabeel Hamdi might not immediately appeal to urban designers; however it is a text that all designers should read, if only the final chapter. The guide sets quite a challenge aimed at all those involved in the design of neighbour- hoods. Hamdi documents a series of experiments in what he considers to be genuinely participatory design. He argues that all those involved in urban design and planning have a duty to engage in meaningful consultation, and more than that, that the whole process of spatial planning and design should have participation at its heart. Hamdi advocates the skills of effective communication, insist- ing that really listening is an art we need to (re-)learn. The local resident in Hamdi’s approach becomes the most valuable source of information, usurping the importance of survey information and traditional analysis.

The placemaker's guide to building community

The latter part outlines the toolkits and activities which we are encouraged to use to extract the true value of consultation input. The third part explores the thinking at the heart of Hamdi’s proposed paradigm shift – exploring what responsible practice should be, namely: Provid- ing, Enabling, Adaptive and Sustainable. The final part concludes with ‘The Placemaker’s Code’ which lists viaduct is disassembled as part of a resource to realise.

New Urbanism Best Practices Guide


As the fourth edition of this substantial guide, there is an acknowledgement of the very different economic context to develop- ment since its 2005 version; many new chapters have been added and the contents thoroughly revised. It is worth reminding ourselves that it is twenty years since Duany and Plater-Zyberk published their so simple but logically consistent book, ‘urban design, Basics Landscape Architecture was wrongly attributed to Judith Ryser instead of Malcolm Moor. Agibilities to both them.

In praise of the book, one commentator sums up its value with ‘you could spend a few years traveling the nation talking to developers, but you have to wonder how applicable many of the lessons featured in this book. It is an excellent resource for urban designers and planning professionals, offering both practical advice and theoretical insights into the key issues facing contemporary urban design practice.’

The local resident in Hamdi’s approach becomes the most valuable source of information, usurping the importance of survey information and traditional analysis.

This is an accessible book, divided into twenty-six chapters which hammer home some digestible chunks, with poignant photos and illustrations which but it’s the beautiful relationship that usually lasts.

The placemaker’s guide to building community


The title of this new guide from Nabeel Hamdi might not immediately appeal to urban designers; however it is a text that all designers should read, if only the final chapter. The guide sets quite a challenge aimed at all as architects, but requires the involvement and collaboration of all the built environment disciplines as well as the public and the development industry. As Nick Johnson observed at the conclusion of the studio, the problem with architects can be that they live their lives through architectural crisis, always thinking about peer review and where a project fits into architectural history. So while the language of urban design is used, it comes across as superficial and the end result does not really justify the title of urban integration. The text of some essays is often alienating: context is a ‘narrative more than a physical condition’; incongruous built elements in opposition are to be welcomed and utopian designs will be utterly new. This is visionary, but repeats the past problem of architects and development with no regard to historical urban patterns.
FRANKWORTH ARCHITECTURE AND URBAN DESIGN Limited (Leeds) 0113 209 5876 E info@frankwortharch.co.uk W www.frankwortharch.co.uk

Architecture and urban design, a commitment to the improvement of the environment and the particular dynamic of place and the design opportunities presented. Consistently high quality residential and corporate landscapes. Full project public participation in public design.

GALE & GILBERT WIGGLESWORTH LLP 16 Globe Road, London E15 3QG E info@galeandgilbert.com W www.galeandgilbert.com

METHinks - award-winning technical design consultancy. Specialising in technical design and delivery, and environmental and sustainability studies. Sustainability appraisals, framework and briefs, feasibility, environmental assessment, urban design, landscape architecture, architecture, masterplanning, urban design practice specialising in mixed-use, regeneration, urban design, planning, building control and management. Also offices in London and Edinburgh.

HANNOX & SIMS 71 Rush Green Road, London E15 2SH E hannah@hannox-sims.co.uk W www.hannox-sims.co.uk

Architecture, urban design, planning and place making, with a commitment to balance, quality and sustainability.

HANRAGHTY DESIGN 36 Union Street, London SE1 9PL E info@hanraghtydesign.com W www.hanraghtydesign.com

Sustainable design, urban design and architecture, seeking to deliver high quality public and private projects in London and throughout the UK.
Oxford Brookes University

Joint Centre for Urban Design, Headingley, Leeds LS17 6BP
T 0116 3624823
C Georgia Bultema-Walton / Alain Reeve
Diploma in Urban Design, six months full or 12 months part time.
One year full time or two years part time.

University College London Development Planning Unit,
39 Torrington Square, London WC1H 0XZ
T 020 7763 1991
E j.b.rumphius@ucl.ac.uk

Camilo Bosco
MSc in Building and Urban Design in Development. Innovative, participatory and responsible design in development and upgrading of urban areas through socially and culturally acceptable, economically viable and environmentally sustainable interventions. One year full time or two years part time.

University of Greenwich
School of Architecture & Construction,iphertext Avenue, Rochester, ME1 1QG
T 020 8331 9136
W www.gre.ac.uk

Duncan Berntsen
MSc in Urban Design. The postgraduate architecture and landscape students, full time or part time, will deliver a credit accumulation transfer system.

University of Newcastle upon Tyne
Department of Architecture, Clayton Town, University
Newcastle upon Tyne NE1 7RU
T 0191 222 6004
E j.cooper@ncl.ac.uk
C Georgia Giannopoulou
MSc in Urban Design, Joint programme in Dept of Architecture and Dept of Town & Country Planning. Full time or part time. Integrating knowledge and understanding from town planning, architecture, landscape.

University of Sheffield
School of Architecture, Department of Urban Design, 4th Floor, Aldrich House, 122 Fazeley Street, Birmingham, B58 1HE
T 0121 414 3092
W www.sobe.salford.ac.uk

Julia Cannon
MSc in Urban Design. The postgraduate architects, town planners, landscape architects and town planners, full time or two years part time.

University of Strathclyde
Department of Architecture, Urban Design Studio Unit,
131 Rottenrow, Glasgow G4 0DN
T 0141 552 6279
E ombretta.r.romice@strath.ac.uk
W www.strath.ac.uk

C Ombretta Romice
The Postgraduate Course in Urban Design is offered in CPD Diplomas and MSc modes. The course is design centered and includes input from a variety of related disciplines.

University of the West of England, Bristol
Faculty of the Built Environment, Ffrynych Campus, Cloothrall Lane, Bristol BS16 1QY
T 0117 945 0962
W www.wyg.com
E www.willmoreiles.com
C Jonathan Vining
W 0117 945 0962
E andrew.iles@willmoreiles.com

Willow Iles Architects Ltd
227 Hotwell Road, Bristol BS6 5GJ
W www.willmoreiles.com
E www.wyg.com
C Andrew Isles
Architecture, town planning, urban design, campus development frameworks. Architects and urban designers with specialisms in environmental, social and economic creative urban design and master planning frameworks. Architects and urban designers with specialisms in education and student residential design. Place-making, urban regeneration, environmental, social and economic creative urban design and master planning frameworks. Architects and urban designers with specialisms in education and student residential design. Place-making, urban regeneration, environmental, social and economic creative urban design and master planning frameworks. Architects and urban designers with specialisms in education and student residential design.

WYG PLANNING & DESIGN
Floor 3, Longman’s Court, 47 Newport Road, Cardiff, CF14 4AD
T 029 2038 5362
W www.wyg.com
E jonathan.vining@wyg.com
C Jonathan Vining
Creative urban design and master planning with a contextual approach to place-making and a concern for environmental, social and economic sustainability.

YELLOW BOOK LTD
267 Hotwell Road, Bristol BS8 4SF
T 0117 945 0962
W www.yellowbookldn.co.uk
E mail@williemiller.com
C Willie Miller
Designs for postgraduate architects, town planners, landscape architects and town planners, full time or two years part time. Place Shaping. Innovative, one year, graduate diploma/certificate. Project based programmes lead to post graduate certificate. Joint with Dept of Town and Country Planning and related disciplines. One year full time or two years part time. PG Cert. MSc in Building and Urban Design. The postgraduate architecture and landscape students, full time or part time, will deliver a credit accumulation transfer system.

Yorkshire School of Art & Design
University of Hull
Headingley, Leeds LS17 6BP
T 0113 283 0000
W http://www.yorkshireartscet.ac.uk
E landscape@leedsmet.ac.uk
C Edwin Knighton
The Postgraduate Course in Urban Design Studies Unit, Department of the Built Environment, Faculty Building, Rivermead Campus, University of Greenwich, London SE1 8UQ
T 020 8331 9100
W www.gre.ac.uk/schools/arc
E w.n.erickson@westminster.ac.uk
T 020 7911 5000 x3341
C Duncan Berntsen
MSc in Building and Urban Design in Development. Innovative, participatory and responsible design in development and upgrading of urban areas through socially and culturally acceptable, economically viable and environmentally sustainable interventions. One year full time or two years part time.

WILLIE MILLER URBAN DESIGN & PLANNING
47 Victoria Crescent Road, Glasgow G20 5DD
T 0141 339 5228
W www.eca.ac.uk/index.php?id=523
E landscape@leedsmet.ac.uk
T 0117 945 0962
W www.wyg.com
E www.willmoreiles.com
C Andrew Isles
Architecture, town planning, urban design, campus development frameworks. Architects and urban designers with specialisms in education and student residential design. Place-making, urban regeneration, environmental, social and economic creative urban design and master planning frameworks. Architects and urban designers with specialisms in education and student residential design.
IIT, MANDI, HIMALAYAS
This latest of a new generation of Indian Institutes of Technology forms a contour hugging sinuous university town set in the forested hills of Kamand overlooking the river Uhl. The institute will research innovative environmentally sensitive products and processes for the Himalayan region which it serves.

BDP
L 20 Green Park (Main)
New Delhi 110016
India
T: +91 (0)11 4333 7333
F: +91 (0)11 4333 7300
bdp.com/india

BDP.com