Masaccio (1425), Florence

A place for all people
Centre Pompidou, Paris

A place for all people
Pienza, the Ideal City

The US Green Council findings show that draughty accommodation in a dense urban centre is more efficient than that of an eco-home in a greenfield location.
Nice, France

Urban Sprawl
New town in the city

Hafencity, Hamburg
Former docks

• KCAP masterplan
• 12,000 homes
• 45,000 jobs
• Cultural centre
• Public space

Barcelona - brownfield land  Barcelona - detail  Barcelona - regeneration
New town in the city

Notting Hill

New town in the country

Milton Keynes
Figure 6
Energy and emissions vary widely between cities with similar income levels, depending on past infrastructure and planning decisions: Atlanta vs. Barcelona

ATLANTA’S BUILT-UP AREA

BARCELONA’S BUILT-UP AREA

<table>
<thead>
<tr>
<th>Population: 5.25 Million</th>
<th>Population: 5.33 Million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Area: 4,280 km²</td>
<td>Urban Area: 162 km²</td>
</tr>
<tr>
<td>Transport</td>
<td>Transport</td>
</tr>
<tr>
<td>Carbon Emissions: 7.5 TCO₂ per person (Public + Private Transport)</td>
<td>Carbon Emissions: 0.7 TCO₂ per person (Public + Private Transport)</td>
</tr>
</tbody>
</table>

Source: New Climate Economy, LSE Cities
Height and density

Key
- Green: Community facilities
- Blue: Shops and workspaces
- Red: Amenities
- Purple: Houses
- Yellow: Apartments

High-rise – low coverage
- 75 units/ha

Low-rise – high coverage
- 75 units/ha

Medium-rise – medium coverage
- 75 units/ha
Urban development

Potential for 2026

1986  2006  2012  2026

Population growth
Sprawling City

A dispersed urban area - local centres are not well defined

Countryside is being eroded

Urban Capacity
Relative Density Scale
1 Higher densities
2 Moderate densities

Compact City

Clear urban districts and distinct neighbourhoods

Protect the countryside
81% of the population of Los Angeles uses the car to go to work.

78% of the population of Tokyo uses public transport to go to work.
Recognised town centres
Existing extensive high street network
Emerging high streets and high streets for growing
We need to intensify our town centres and high street networks.

Canning Town
Urban Renaissance

Strategy for Grand Paris
Where people live

Berlin’s peak density (21.700 pp/km²) is far lower than NY’s (53,000 pp/km²) but across the metropolitan region Berlin’s average density is slightly higher.

**BERLIN**
Average density: 801 pp/km²

**NEW YORK CITY**
Average density: 783 pp/km²

**LONDON**
Density peak: 27,100 pp/km²
The effect of car parking in cities

Torre BBVA Bancomer, Mexico
3000 car parking spaces

The Leadenhall Building, London
10 car parking spaces
Relation between density and energy efficiency
The Urban Renaissance

- Reclaim our high streets
- Build mixed-use developments on brownfield sites
- Retrofit and intensify London’s 600 localities
- Grow the transport network
- Protect the green belt and reinforce the network of green and public spaces within the city
Copenhagen

Streets for people