

**Figure 8.30** Clifton village**Figure 8.31** Clifton village

8.30



8.31

**Figure 8.32** Post-war housing,  
Clifton**Figure 8.33** Post-war housing,  
Clifton

overlooking an attractive stretch of the Trent valley. Adjacent to the old village of Clifton, and on the same side of the trunk road, is a large part of the new Nottingham Trent University campus comprising teaching, administrative and residential

accommodation. This quarter of the city has a population of approximately 27 000 people and is surrounded by the city green belt, the Trent valley, schools and other landscaped areas. Clifton is in effect a town on the edge of a city having its own main centre and subsidiary centres of local shops, pubs and community halls. The road pattern is not as highly structured as those in the new towns of the time. Most roads tend to be multipurpose with little evidence of planning for the pedestrian. The main local employment in Clifton is in the shops, schools and university. There is strong community activity; for example, a proposal by the Highways Agency for the widening of the trunk road and its placing in a cutting for part of its length was strongly resisted by some groups of local residents. The local resident groups, using their political muscle, persuaded the Nottingham City Council and the local MP to support them and object to the proposals at the public enquiry to be held in 1996. The community's suggestion for the building of a bypass and the development of public transport connections with the city seem more appropriate for sustainable development than the Highways Agency's environmentally destructive scheme (Figures 8.30–8.33). Existing city quarters such as Clifton would gain added political influence

if their views were represented by an elected community council, rather than by ad hoc groupings of community activists. It would be the role of the community council to define the local planning agenda, to seek to improve environmental quality and to defend the area against any forces which may threaten an erosion of its cherished environmental stock.

### QUARTIER DE LA VILLETTE: LEON KRIER

‘A city can only be reconstructed in the form of Urban Quarters. A large or a small city can only be recognized as a large or a small number of urban quarters; as a federation of autonomous quarters. Each quarter must have its own centre, periphery and limit. Each quarter must be a city within a city. The Quarter must integrate all daily functions of urban life . . . within a territory dimensioned on the basis of the comfort of a walking man; not exceeding 35 hectares in surface and 15 000 inhabitants. . . . The streets and squares must present a familiar character. Their dimensions and proportions must be those of the best and most beautiful pre-industrial cities’ (Krier, 1984). Krier has attempted to interpret, in a number of projects, this design brief for a city quarter. It is proposed here to examine one such attempt – at Quartier de la Villette in Paris – and to permit his fine drawings to speak for themselves accompanied only by a limited commentary. Krier’s project for la Villette has as a theme a central park, a continuation of a recreation area which stretches along the banks of the Ourcq canal. At right angles to this canal is a grand boulevard 1 kilometre long and

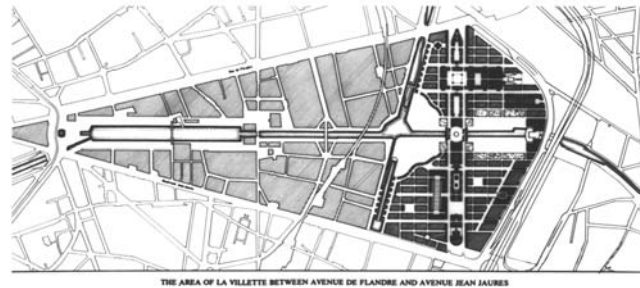


Figure 8.34 La Villette by Krier

comprising two avenues 50 metres apart. The space formed by the avenues is occupied by large buildings having metropolitan functions such as hotels, cultural centre or town hall. In addition to these major buildings there are also major city spaces on the boulevard and spanning the space between the avenues. In the smaller neighbourhoods which are orientated towards the boulevard, there are subsidiary centres with social facilities grouped round small intimate public squares (Figures 8.34–8.36).

Figure 8.35 La Villette by Krier

