The New Urbanism movement: the case of Sweden

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ABSTRACT

The city is the core of our civilisation. The interest in city grew tremendous in the last two – three decades. The thesis is an introduction to the New Urbanism movement. The aim of the thesis is to analyse the relation between New Urbanism and the European Urbanism movement. The thesis also analyses the factors that are considered to lead to this growing interest in city. Car dependence, change in labour conditions, change of household structure are just some of the factors that influence the urban life. It also tries to answer to the question if the new urbanist city is a desirable living form. The new urbanism movement and the European urbanism have as main goals to rediscover the lost city and give it back to people. To analyse the way the principles of the neo-traditionalist movements are applied in practice I analyse the case of Sweden, focusing on four cases: Lomma Harbour, Välle Broar and Biskopshagen in Växjö and Jakriborg, as the main study case. I have made a field study in Jakriborg, where I have conducted interviews with local inhabitants. The aim of the study is to see if the main thesis of New Urbanism, that through design a sense of community can be created, is valid or not.

Keywords: city, new urbanism, the Charter of New Urbanism, The Garden City, Region, the neighbourhood, the street, Le Corbusier, Modernism, The Charter of European Urbanism, neo-traditionalism, sense of community, Jakriborg, ESDP, European Union.

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1. INTRODUCTION

1.1. The Subject of the Study

Over the last fifty-sixty years, cities and towns have been under great transformation, from compact forms with an identifiable centre and bearers of history and culture, into amorphous urban areas, sprawled, without borders and loosing their cultural identity and functions. The city became less defined by its physically borders with the development of suburbia and huge areas with detached houses.

The cities are the core of our civilisation. Every city tells a story. Every street, house or village tells a story. It tells the story of a bygone past, of people that have been and that are. It tells whom we are and how we want to be treated.

The city provides the framework for social life. A well-planned street, park or square brings people together, gives them the opportunity for social encounters, which can also have an economical benefit. A beautiful and friendly city brings people out securing the urban life.

The city is in a constant process of development and change, same as people. People’s actions have an impact on cities and cities have an impact on people. The surrounding environment, built or natural, have always been influencing people’s lives.

As M. Castells is saying, we live in a world that is characterised by ”spaces of flows”. Therefore, in the globalized world the cities and towns are important for our cultural identity. The national borders are not defining our identity anymore. In a global world, the city became the one that is defining us, that is forming our identity and tells the others who we are. The national borders loose their meaning for the outside world. The place becomes the bearer of meaning. Different unions and common markets make it easier to pass the border. Transport and telecommunications give the possibility to travel everywhere, even by sitting in front of the TV or computer. In the same time, the telecommunication technology isolates people. As well, an increasing internationalization of the built environment took place in the last decades. Airports, supermarkets, malls or shopping centres all look the same all over the world. This is one more reason to understand the debate around the city.

Another challenge for cities and towns nowadays is integrating the requirements of sustainability. Cities and towns are major sources of environmental damages, for many reasons.
Urban sustainability became a central issue in urban debates and the city has been brought to forth in the battle for a sustainable world.

Therefore, in the last three decades the interest on city knew a tremendous growth. The role of the cities changed and there is a search of the city of the 21st century. The New Urbanism movement and the European Urbanism are coming to meet the urban demands of the present society.

The American movement, New Urbanism, is looking at the European city trying to find the best recipe for building a city. The social function of the city is earning its central position after loosing it under the modernist planning.

While there are many similarities between the problems, the differences are even more important. However, the American new urbanism is the one that brought to the fore the discussion. They made their voice much more heard. Therefore, I consider that it is the right thing to have as the starting point of discussion the New Urbanism movement. The European movement started after the American one and it has been used as main source of inspiration.

1.2. The Purpose and the Problem of the Study

During my research on Jakriborg I met the statement that the new urbanism movement is purely an American movement and that there is absolutely no connection with the European movement. The literature examined until that point was proving the opposite. Therefore, my thesis comes to examine the connections between the two movements. New urbanism is an American movement, with its roots on the European continent. Even if the American are looking at the European city as the best practice to be followed, the Europeans are discussing their problems looking on the other continent for advice, experience, and trying to avoid the problems existing there. The neo-traditional movements on both the American and European continents are looking for a lost order, for the lost city.

The thesis also looks at the conditions that lead to the birth of the two movements and with the study-case of Jakriborg is coming to analyse the way the principles of new urbanism are applied in practice.

The main questions raised in this thesis are as follows:

- What is the relation between New Urbanism and European Urbanism?
- What social, economical and cultural aspects may explain the neo-traditional movement?
• To what extent the principles of new urbanism are applied in real life?

1.3. The Plan of the Study

The study rests upon the above mentioned questions. Chapter 2 will discuss the concept of city, looking at several definitions and two sociological paradigms. The two paradigms provide two perspectives on cities: a social and an economical perspective. The two paradigms emphasize the three traditional functions/ uses of the city: meeting, market and movement place. The third chapter will look at the historical roots of new urbanism: the garden city, the city in the region and the neighbourhood movement. It will also discuss the modernist movement, against which new urbanism is. The first connections between the two movements will be traced in this chapter. The fourth chapter is an introduction to the new urbanism movement. General aspects, conditions of appearance, principles, key concepts etc, will be discussed. Chapter 5 brings into discussion the European movement and draws the connections between the two movements. In chapter 6, I will discuss the European Union policy regarding the urban regeneration. Chapter 7 will look at the Swedish Urban Agenda and will present three examples and chapter 8 will analyse Jakriborg, to exemplify how the principles of neo-traditionalism are carried out in real life.

1.4. Delimitations of the Study

It is understandable that my thesis does not cover every aspect of new urbanism. As I said before, it is a multidisciplinary field. For this reason, the analysis in this thesis has to be delimited. Due to my educational background, the thesis has a social approach to new urbanism. New urbanism has a very strong social orientation due to its goal to enhance the community sense, and the thesis is coming to explore these aspects. The study case of Jakriborg is constructed to analyse how this goal is purchased in real life. A second delimitation refers to the analysed cases. First, it has been chose Sweden because of accessibility and supervisors experience. Two of the examples are the result of field studies that have been included in the master program. Jakriborg is considered as a typical expression of new urbanism in Sweden (see Peter Elmlund, http://rosso.typepad.com/rosso/).
1.5. Methodological Aspects

I have used various materials, in character and content, in my thesis. The New Urbanism movement is a multidisciplinary movement, as it emerges from the set goals. Therefore, it is of great interest and scholars from many disciplines have discussed it: social, economical, technical etc. The framework of my thesis is mainly social in character. However, the other materials are also highly considered.

The social material is based on writings in fields of urban sociology, environmental psychology, human ecology etc. The literature has consisted of books as well as articles. The debate on the practical field is often found in articles.

As methodology used in the thesis, it has been used critical analysis of the information assembled. The purpose of the method is to analyse the

The cases of Jakriborg, as well as Lomma, Välle Broar and Bishopshagen are, of course, also of great importance methodologically. The case study does not analyse the architectural and spatial planning aspects only in a small amount, rather it comes to analyse the social goal set by new urbanism. A mix of methods has been used in the study case of Jakriborg: unstructured interview, observation and secondary analysis.
2. THEORETICAL PERSPECTIVES ON THE CONCEPT OF CITY

2.1. Introduction

Reflection upon the concept of city can be detected already from Aristotle, which is still considered one of the most succinct and long-lasting definitions: “A city should be built to give its inhabitants security and happiness” (Neal, 2003, p 2). In this context, it is useful to consider the concept of “polis”. There seems to be a unanimous opinion that a proper translation for this concept, which would recover its real meaning, does not exist. However, if we are trying to find an explanation or an interpretation as close as possible to its real meaning that it will be, “polis” expresses both a community and a sense of community that helped to define the Greek citizen’s relationship to his city and his fellow citizens, to the world at large and to himself (Kiito, 1951). From Aristotle’s point a view, the ideal city will be one small enough so that a single citizen’s voice could be heard by all his assembled fellow citizens (Kiito, 1951).

In “Architectural Record” (1930), Lewis Mumford defined the city as a “geographic plexus, an economic organization, an institutional process, a theatre for social action, and a symbol of collective unity” (Kiito, 1951). From Mumford 1930s’ definition, we are coming to Jane Jacobs’s definition of the 1960s: “the real value of cities lies in their diversity, teeming street life and human scale.” J. Jacobs defined the city through the concept of “organized complexity”: “within the seeming chaos and jumble of the city, there is a remarkable degree of order”.

Hence, any city is a complex system, with multiple facets. Franco Bianchini (Nyström & Fudge, p 34) identifies five dimensions of the city:

- an area defined by clear geographical boundaries, and endowed with certain natural characteristics;
- an environment shaped by human intervention, comprising infrastructures, buildings, and a designed layout of streets, squares, public and open spaces;
- a community of people, with particular social networks and dynamics ( a society);
- a system of economic activities and relationships ( an economy);
- a society and an economy governed by a set of principles and regulations resulting from the interaction between different political actors ( a polity).

Considering these five dimensions, it can be concluded that the city is an important component in understanding the society and the social phenomena, taking place at a national level or at a local level. Sociology's interest for the city came up in the 19th century. The growth of
Sociology and the growth of cities are intertwined in the history of the 19th century (Kleniewski, pg. 24). In that century, cities knew their biggest growth, having an immense impact on the European nations (Kleniewski, pg. 24). The process of urbanization is the result of the large migration from the rural countryside to the urban areas, because of the industrialization process. So, there were born new relations between the cities and between the city and the national government. If by now decisions were made at a national level, the cities gained their economical independence, which lead to a local political independence.

In order to investigate and understand these new implications created by urbanization, sociologists needed to be guided by paradigms. There can be identified two major paradigms: the urban ecology paradigm and the political economy paradigm.

2.2. The urban ecology paradigm

The process of urbanization and the growth of cities are the environment in which the urban ecology paradigm aroused. The driving questions of this paradigm are: what is the difference between the rural lifestyle and the modern urban lifestyle? How does this change affect the social relationships and the citizens of the cities? The main sociologists that tried to answer to these questions were F. Tönnies, E. Durkheim, G. Simmel and the sociologists from the University of Chicago (Chicago School).

Tönnies differentiated between *gemeinschaft* and *gesellschaft*. *Gemeinschaft* designates the small, traditional community, characterized by face-to-face relationships, kinship ties, social control exerted by the family, neighbours, church. *Gesellschaft* is describing the modern urban society, where the individuals are conducted by their personal interest, the personal relationships are much more formal and the social control is institutionalized. In his point of view, the industrial and urban changes are the driving forces of the decline of the traditional family-based communities in favour of the big industrial cities.

Durkheim had a similar starting point, but the question he was trying to answer was how changes in a society would affect social cohesion, or social solidarity (Kleniewski, pg. 25). He is saying that *Gemeinschaft* is characterized by a mechanical solidarity, while *Gesellschaft* is characterized by an organic solidarity. Mechanical solidarity is typical for rural villages, where everybody knows everybody, family connections are strong, people practice the same religion, share the same social and cultural values etc. Organic solidarity characterizes the modern cities where people are very different from each other, having different backgrounds, different religions, and the formal relationships dominate. What binds them together is the necessity to collaborate, necessity imposed by the labour market specialization.
Simmel had a psychological approach to urban life. If Tönnies and Durkheim had a holistic approach, Simmel's approach is an individualistic one. He is analyzing the effects of modern city life on individuals. He is focusing on the person’s personal relationships with other individuals. A citizen of a large metropolis interacts very often with foreign persons. Therefore, he is developing a protective mechanism, in order to defend himself. The human relationships in large metropolis are colder, calculated, rational, impersonal and objective, being affected by the high density. Nevertheless, he is also pointing out the positive aspect of the urban life style compared with the rural one. For example, small cities (villages) are characterized by a lack of privacy, unlike the urban life.

The Chicago School formed as a result of the urbanization and industrial process that took place in USA and had a more practical approach. The founder of the Chicago School was R.E. Park. His belief was that the social life has to be investigated through a direct observation. For him, the city was as a laboratory for investigating the relationships of one facet of urban life to another (Kleniewski, p 27). Park saw his approach to urban life in large metropolis as a human ecology, which is studying the relationship between populations and the environments or territories they inhabit (Kleniewski, p 27).

E.W. Burgess, one of Park’s students, made one of the most interesting contributions of the Chicago School. His contribution is of high relevance in the context of the globalized world. His research hypothesis was that the purpose for which urban land was used (business, manufacturing, housing for different social classes etc.) would follow a regular pattern (Kleniewski, p 27). His model is known as the *concentric zone* model.

![The Concentric Zone Model](http://www.crimetheory.com/Soc1/Chic1.htm)

The city centre is the location of business and entertainment offices (high-priced land) that can afford to pay the high prices or rents and will have a benefit from this location. Residential neighbourhoods will be located further from the centre, according to financial possibilities.
High-priced residential neighbourhoods will occupy the city’s suburbs. Less able citizens to pay for a house will live closer to the city centre. It must be beard in mind that the model describes the situation in America in the industrial period. It is a model that is characteristic for cities with an Anglo-Saxon tradition, while the cites of French tradition presents the opposite trend.

2.3. The political economy paradigm

The political economy paradigm was influenced by the writings of K.Marx, F.Engels and M.Weber.

Marx considered the growth of cities in relation with the development of industrial capitalism. The migration from rural to urban and the intensification of trade between rural and urban favour the cities' development (representing the capitalists) and caused the villages' decline. For both Marx and Engels the development of cities was a consequence of the relation of domination of employers over employees. The employers had the money; therefore, they were the decision makers. Furthermore, the least desirable locations in the city were occupied by the employees, the workers, while the employers or the industrialists were occupying the most desirable, cleaner and centrally located neighbourhoods (F. Engels in Kleniewski, 1997, p 34). Nevertheless, a specification has to be made. Marx and Engels had studied the English cities, where the tradition is that the upper class (the bourgeois) move to the countryside, far away from the crowded and polluted city. In France, an opposite phenomenon can be observed. The French tradition was (and still is) for the bourgeois class to live in the city centre.

For Weber, the essence of the city is its economical and political functions. Weber also made significant contributions to the development of urban sociology with his analysis of social inequality. In opposition to Marx analysis on social inequality, who considered that the only cause of social inequality lies in the workplace relations, Weber thought that there are multiple factors causing the social inequality.

The development of the political economy paradigm was also determined by suburban growth, which accelerated after the Second World War. The development of the car industry, but also the governments’ housing policies determined the resources to move to suburbs, to the city’s outskirts. This was one of the main aspects analyzed by the sociologists of the political economy paradigm. They were also interested in the increasing racial polarization in urban areas.

While the urban ecology paradigm focused its researches on the new human relationships developed due to urban growth, the sociologists of the political economy paradigm focused of the economical context and governments decisions.
3. THE HISTORICAL ROOTS OF NEW URBANISM

New Urbanism, by definition, is a neo-traditional movement. Born as a reaction against the modernist movement, they look back for inspiration at the period before the 1930s. Under the strong influence of the European architect Léon Krier and admiration for the European cities, they find their inspiration in movements such as the Garden City of E. Howard, the city in the region of P. Geddes and their American variants, such as the neighbourhood unit movement. They propose a reformation of the city that has to be carried out on three levels: the region/city, the neighbourhood/district and the street. The garden city movement and the city in the region movement are the inspiration for the reformation at the regional level. The neighbourhood unit is the inspiration for the reformation of the neighbourhood/district, while the reformation of the street/building has many sources of inspiration. Perhaps the most obvious one is that of Jane Jacobs, but also the city beautiful movement.

They are criticizing the system of the modernist planning, calling it responsible for the degradation of the inner cities and sprawl. In the following paragraphs, the main sources of inspiration and the modernist planning will be discussed.

3.1. The Garden City

Ebenezer Howard as a reaction to London of the 1880s and 1890s created the Garden City. The city of London was mainly a slum, a horrific place, but it was the place of economic, social and cultural activities. It was the home of unemployment, poverty, pollution, sickness etc. Looking at the Victorian countryside, Howard saw agricultural depression and it offered neither sufficient work and wages, nor adequate social life (P. Hall, p. 91-92). But it was the place of fresh air and health. Combining the positive aspects of the Victorian city with those of the Victorian countryside a new kind of settlement was born – the town – country. It should have "all the advantages of the most energetic and active town life, with all the beauty and delight of the country … secured in perfect combination" (E. Howard, 1898, in The City Reader, p. 311).

This will be the magnet causing people’s migration from the crowded city to the countryside. This model is well known as The Three Magnets, published in 1898 edition of To-morrow.
E. Howard’s vision was a mixed-use industrial town, ultimately owned and managed by its residents, which would benefit from the production of their common-held estate (the civic necessities of life, but even pension). The Garden City was meant to be “…the vehicle for a progressive reconstruction of capitalist society into an infinity of co-operative commonwealths” (P. Hall, 1996, p. 87).

The Garden City would be placed in the countryside, would have a fixed limit, established by Howard at 32,000 people per 1,000 acres. A green belt, of about 5000 acres, would surround it, hosting farms, but also all kinds of urban industries, such as reformatories and convalescent homes.

More than the physical form of the city, E. Howard was interested in the social aspects imposed by urbanity/neighborhood as its main expression (L. Mumford, 1946. p. 37 in P. Hall).

Howard’s vision for the Garden City was the creation of a local welfare state, of a third socio-economic system. The Garden City would be fully self-sufficient, with a local management and self-governable.

The Garden Cities were not individual entities. They would form a cluster of garden cities, connected by a rapid transit system (Inter-Municipal Railway), providing everybody with the social and the economical opportunities of the giant city. This was a polycentric vision of a Social City, which is, as P. Hall is saying, the physical realization of the town-country (P. Hall, 1996, p. 93).

The Social City was “…a carefully-planned cluster of towns, so designed that each dweller in a town of comparatively small proportion is afforded by a well-devised system of railways, waterways, and roads, the enjoyment of easy, rapid, and cheap communication with
Howard had a regional approach of planning with his vision of marrying the city and the countryside. Due to environmental considerations, city’s expansion on greed field is not a first option nowadays. But Howard’s garden city is a planned, self-sufficient city that comprises all the urban characteristics. Therefore, it is considered by new urbanism as a viable solution to sprawl.

3.2. The City in the Region

Regional planning begun with Patrick Geddes, a Scotsman who borrowed his ideas from France: "the central and vital tradition of Scottish culture has always been wedded with that of France" (in P. Hall, p. 139-140). He was strongly inspired by the French architecture and urban planning tradition. For him, planning must start with the survey of the natural region, the region in its purest form:

Coming to concrete Civic Survey, where shall we begin? … London may naturally claim pre-eminence. Yet even at best, does not this vastest of world cities present a less or more foggy labyrinth, from which surrounding regions with their smaller cities can be but dimly described. … For our more general and comparative survey, then, simpler beginnings are preferable … the clear outlook, the more panoramic view of a definite geographic region such, for instance, as lies beneath us upon a mountain holiday. … Such a river system is, as one geographer has pointed out, the essential unit for the student of cities and civilizations. Hence this simple geographical method must be pled for as fundamental to any really orderly and comparative treatment of our subject (P. Hall, p. 140).

A successful planning was the result of survey, which was also at the core of his teaching. The student must learn the city through personal contact with his object of study. However, referring to region, Geddes had in mind the concept of natural region, defined above.
Considering his method and the concept from which he started, we can understand what he means by region. Regional study was an “active experienced environment” which "was the motor force of human development; the almost sensual reciprocity between men and women and their surroundings was the seat of comprehensible liberty and the mainspring of cultural evolution” (Weaver, 1984, in P. Hall, p. 142).

After the First World War, he thought that the League of Nations should be a league of cities; not of capitals, but of great provincial cities. In today’s terms, he embraced a polycentric perspective. Development and growth depend on considering all cities and regions as possible leaders and not adopt an elitist perspective.

In 1915 P. Geddes published “Cities in Evolution”, where he drew attention over the effects of the new neotechnic technologies – electric power, the internal combustion engine – were already causing the great cities to disperse and thus to conglomerate, named by him ”conurbations” (P.Hall, p. 146). He is one of the pioneers that drew attention on the negative effects of technological discoveries on cities.

The spread of the cities is done under the rule of machine and mammon. (P. Hall, p. 147). “The first step, since the children, the women, the workers of the town can come but rarely to the country”, was that ”we must […] bring the country to them”, ”make the field gain on the street, not merely the street gain on the field”; “towns must not cease to spread like expanding ink-strains and grease-spots”, but must grow botanically, ”with green leaves set in alternation with its golden rays”. (P. Hall, p. 147)

With P. Geddes, there is adopted an ecological perspective of urbanity. In today’s world, growth and development has to be done in a sustainable way. The principles of sustainability must be considered in any form of activity. The city is placed in a regional perspective. Therefore, nature and culture must connect in the best way possible.

### 3.3. The Neighbourhood Strategy

Starting with the beginning of the twenty century, there can be noticed two strategies of the neighbourhood unit in America, one developed by the material feminists and the other one, the American expression of the European Garden City. On the other hand, as D. Hayden is saying, the Garden City movement translated the material feminists’ ideas into built form. It worth mention also that the word “neighbourhood” itself came in Europe from America.
The neighbourhood vision of the materialist feminists, with Melusina Fay Pierce as leader, saw the neighbourhood unit as a new way to organize economic activity, as both industrial production and human reproduction (D. Hayden, p 93). The context in which this was developed was the period of the industrial revolution, to overcome the alienation, the isolation and the functionality of the new urban developments.

The development of Howard’s Garden City in the United States took place far greater from a regional perspective, with the neighbourhood as the core. Clarence Perry, the main figure of the movement, was inspired by an idea that was circulated at that time, to develop local schools into community centres through the involvement of parents (P. Hall, p 123). The American sociologist C. H. Cooley also had a strong influence on him, stressing the importance of the “primary group”, “characterised by intimate face-to-face association and cooperation … fundamental in forming the social nature and the ideals of the individual” (in P. Hall, p 123).

The neighbourhood was a political and moral unit, the solution to all social problems. C. Perry also stressed the importance of good design to the development of a neighbourhood spirit. The neighbourhood imagined by him was planned so that, from the edge to the centre was a quarter-mile or a five-minute walk.

As today’s vision of the neighbourhood, the beginning of the century neighbourhood had a high density, services and retail centres on a walkable distance, pedestrian streets. Even at that time, the automobile was considered the enemy of the neighbourhood, bringing wider and wider streets, motor oriented and sprawl.

As D. Hayden notices, the models of the neighbourhood strategy were the cloister and the village (p. 170).

Nowadays, as before, the neighbourhood deal with the relationship between the public and the private space. For a private space to become a home, it has to be integrated within a series of semiprivate, semi-public, and public spaces, linked to economic and social institutions. (Hayden, p 170).

### 3.4. Le Corbusier and the modernists

The first attempt to come to grips with the city was made by E. Howard. The city of his time, negatively affected by industrialization and poverty, was not the place to be. His solution was the marriage between the best parts of the city and the best of the countryside; to take the economical, cultural and social benefits of the urban life and combine them with the beauty, greenery and peacefulness of the land.
In the 1930s a group of architects issued the pamphlet Charte d’Athene. Their promoter and chief was Le Corbusier.

Le Corbusier’s city is known as “the city of towers”. He developed his principles of planning in "La Ville Contemporaine" (1922) and "La Ville Radieuse" (1933).

The key elements of Le Corbusier’s planning were higher density, more open spaces, use of car. His philosophy was to build high buildings on a small part of the total ground area, providing huge areas of open spaces: 95% of the ground area planned as open space.

The centre of the city was of major economic importance, requiring special attention: “statistics show us that business is conducted in the centre. That means that wide avenues must be driven through the centres of our towns. Therefore, the existing centres must come down. To save itself, every great city must rebuild its centre” (Le Corbusier, 1929, in P. Hall, 1996, p. 208-209)

There can be identified three periods in Le Corbusier’s planning ideology: 1) The Contemporary City, 2) The Radiant City, and 3) ASCORAL (Assemblé de Constructeurs pour une Rénovation Architecturale).

"The Contemporary City” was planned to have a clearly differentiated spatial structure, to correspond to a specific, segregated social structure: the location of the dwelling depended on the nature of the job (P. Hall, 1996, p. 209). The centre of the city would host 24 skyscrapers, which would provide offices for about 400,000 to 600,000 top people (elite cadres: industrialists, scientists and artists), on 1200 acre, with 95% of the ground area left open.

Outside this area, the city centre, there would be designed two types of residential area. One of these areas will be a six-storey luxury apartments for the elite cadres, with 85% of the ground space left open. The second residential area will provide housing for the working class, built around courtyards, on a uniform gridiron of streets, with 48% left open.

With "The Radiant City”, Le Corbusier is changing the perspective towards central planning. He was not just an architect; he was an architect of modern life (A. Tzonis, p 14). The modernist period in planning, started in the 1930s, with the arrival and development of motor vehicles, bringing fundamental changes in scale, speed and form of movement.

Standardized networks were created, exclusively designed for the exclusive use of cars, providing little opportunity for social interaction and paying scant regard to the environment through which they pass. The original multicultural role of the street was sacrificed by traffic planning, creating urban spaces that almost exclusively serve the functional needs of the car.

The modernist vision is tracing its history back to the rationalist philosophers and the utopian and revolutionary architects of the late 17th and 18th centuries. Philosophers like R. Descartes or Imm. Kant, and revolutionary architects such as Ledoux, Boullée, Lequeu, and Durand,
substituted autonomy for sequencing (N. Ellin, p 43-43). In contrast with the Baroque design based on hierarchy, the revolutionary architects created autonomous, singular buildings. Their cities were cities of individual houses with no links between them or their sites. They proposed round, spherical and square forms, and rejected ornament and symbol in an effort to rediscover basic principles and functions. The 1789 French Revolution put a stop to these proposals, with its conservatism in architecture and urban design, which referred back to the Baroque design. However, the revolutionary ideas have been rediscovered around 1900 reaching their peak between 1930s and 1970s.

There can be identified two characteristics of industrial capitalism: 1) the physical separation of household space from public space, and 2) the economic separation of the domestic economy from the political economy (D. Hayden, p 44).

The modernist urban planning had as main driving forces universalism, functionalism and abstractionism. Abstractionism has been criticised as being the cause for the lost sense of territorial identity, urban community and public space, while universalism and uniformity are considering being behind the crisis of urbanity.

Functionalism is an individualistic approach. It analyzes of a society, function, problem or an activity and then proposes solution for each single function or situation.

J. Söderlind is saying that with the 1930s urban planning have been split in two separated disciplines with no connection: on the one hand, construction planning, done by architects (sic! not urban planners), and on the other hand, traffic planning. The specialists working within these two areas were developing plans separated from each other. Their relation was not one of collaboration and integration of their plans, but one of add-on, or cause and effect. Sprawl, high dependence on car, decline of the inner cities, and degradation of the environment are direct effects of such a practice.

### 3.5. The uses of the city

Considering everything that has been said so far, three traditional uses of the city can be identified.

The traditional uses of the city are: meeting, market and movement place. From its beginning, the city served as a meeting place for people regardless of the scope of the meeting: to greet each other, change of information, or the place for the important events, such as festivals, town meetings, coronations, carnivals etc.
Along with its function as a meeting place, the city was also a marketplace, where services and goods were offered and exchanged. As a traffic place, the city was a thoroughfare providing access and connecting the various uses of the city (Gehl & Gemzoe, p 13).

During the centuries, these three functions varied in their importance. A good urban space is the place where there is a balance between the city as a meeting place, as a market place and as a traffic place. Anyhow, looking back over the transformation occurred once the car was introduced, there is no doubt that the traffic has come to dominate the other two functions. The car has changed dramatically the transportation patterns and the planning tradition. Moreover, the lack of cooperation between the urban planners and traffic planners has amplified this problem. Theoretically, there were no more limits for the city’s expansion, for architects as well as for the urban planners’ visions.

The development of the city as a place orientated mainly to traffic came in conflict, in principal, with the city as a meeting place. It can be concluded that the car represents one of the factors that killed the public place. Along with the expansion of the city and people’s possibility to move, the inner city shopping moved to the outskirts of the city where space was not an obstacle for development. As a marketplace, the city is by definition a public space, a space for public life. As Gehl & Gemzoe put it, “the market was taken from the public arena and moved to the private sphere”. The mall or the supermarket represents a private place, strictly controlled by security guards (p. 13).

Along with the development of the automobile industry, the communication technology, which also had a huge growth in the last five decades, had a negative impact on the city as a meeting place.

Considering the changes undergone by communication, marketplaces and transportation in different cities, Gehl and Gemzoe identified four types of cities:

- the traditional city – with the meeting place, marketplace and traffic are in balance;
- the invaded city – where one of the city’s function, the traffic, dominates the other two;
- the abandoned city – where public life and public space have disappeared;
- the reconquered city – where a regeneration process is taking place to bring into balance the three functions. (p 14).
3.6. Urban Renaissance

In the attempt to re-balance urban life, the last about 50 years developed a huge interest for the renewal of the city as a meeting place. Furthermore, the accent is on the rediscovery of the balance between the three functions of the city.

The American movement New Urbanism had the power to bring this discussion under great public scrutiny, opening the road for a wide range of activities in this regard.

The interest for urban forms is not a new one. However, in the last two decades the emphasis on the importance of the urban environment has been growing. The Hellenic Athens, classical Rome, renaissance Florence or Georgian London represent great towns and cities which embodied the best of urban tradition. They are the places of great ideas and knowledge. They live on as a reminder of the vital links, which can be forged between city and citizen. (Towards an Urban Renaissance, p 26)
4. NEW URBANISM

4.1. What is New Urbanism?

Numerous urban problems have been raised in the last two decades, with the birth of New Urbanism. Shortly, New Urbanism is characterised as a neo-traditional planning system, which goals are to enhance the community sense and reduced car use. New Urbanism is rejecting the planning models of the period between 1930s – 1970s, but is embracing the planning principles of the previous period.

New Urbanism defines urbanism by its diversity, pedestrian scale, public space and structure. The goal of the Congress of New Urbanism (CNU), founded in 1993, is to “create buildings, neighbourhoods, and regions that provide a high quality of life for all residents, while protecting the natural environment” (CNU). The essence of new urbanism design theory is the creation of a sense of community (Talen, p 2)

For new urbanists, pedestrian friendly urban places are the highest quality environment possible for living. They offer two main goals to reverse the effects of urban sprawl: (1) create higher-density living areas, and (2) reduce the amount of automobile travel by relying more on mass transit and other alternative means of transportation. (R.G.Holcombe)

New Urbanism considers itself the most important planning movement of this century. It is considering itself as the solution to happiness, better life for city residents and best solution for a sustainable world. With this kind of arguments, New Urbanism opens itself to high critics.

As with Charte d’Athene in 1930s, New Urbanism is considered and described as the solution to all problems. It suits to all kind of urban forms, applying its principals to the region, the neighbourhood, the street, the block.

With such a position, it seems the New Urbanism has tackled all the problems experienced nowadays and it seems that they know exactly the need of the society. There is no difference between what New Urbanism and Le Corbusier, for example, wanted to achieve. New Urbanism is not just a movement for better cities, but it is the solution to all problems!

The two most well known American variations of New Urbanism are the Traditional Neighbourhood Development or District (TND) and the Pedestrian Pocket (PP). (Ellin, p 75). Elizabeth Plater-Zyberk and Andres Duany, the architects of the well-known Seaside, Florida, developed TND, with its revival of historic styles of architecture. Peter Calthorpe developed the
Pedestrian Pocket. The two ways of development have been unified under the Congress of New Urbanism.

Sprawl and traditional neighbourhoods consist of identical parts, configured differently. (Diagram by Duany Plater-Zyberk & Company)

They combined their efforts in the attempt to avoid the excessive separation of functions of modern urbanism along with the social and environmental harm that accompanies it. (Ellin, p. 74)

One of the main problems of the 20th and 21st century is the car use, and for New Urbanism this is a direct consequence of a bad planning, which they attribute to modernist planning. Urban sprawl is produced by and produces high car dependence.

Some of the following considerations come to support this point of view (www.newurbanism.org).

4.2. The effects of car dependence

- **Social aspects**
  People spend more and more time in their cars, having less and less time for social contacts, volunteering or involvement in community life. Between 1969 and 1995, the length of the average trips to work increased by 26%, while the average shopping trip increased by 29%. The American is “bowling alone”, as R. Putnam is saying: “each additional ten minutes in daily commuting time cuts involvement in community affairs by 10%” (Putnam, p 213).
  Since 1982, the time Americans spend in traffic has jumped 236 percent. In 2000, 1.26 million people died worldwide because of road traffic injuries. In major American cities, the length of
the combined morning-evening rush hour has doubled, from under three hours in 1982 to almost six hours today.

➢ *Economical aspects*

Nearly 30% of the incomes are paid on car payments, gas, maintenance, and insurance.

Despite the fact that the national interstate highway system is fully built, the USA government spends $200 million every day constructing, fixing and improving roads. In Europe, the 2001 White Paper on Transport Policy estimates the cost for the construction of the networks at almost EUR 600 billion up to 2020. (Third Cohesion Report)

According to a study issued by the Surface Transportation Policy Project, residents of the 23 American metro areas that added the most new road capacity per person in the 1990s saw the annual number of hours spent stuck in traffic increase by 70.4 percent.

➢ *Health aspects*

More than 40,000 Americans are killed every year in auto accidents. The Insurance Institute for Highway Safety reports that motor-vehicle accidents in the United States cause one death every 11 minutes, and an injury every 18 seconds. According to environmentalist Andrew Kimbrell, 90 million Americans have sustained disabling injuries in auto accidents, while more than 2.5 million Americans have died violent deaths on our highways. According to the World Health Organization, over 1 million people die each year in motor vehicle accidents. In 2000, 1.26 million people died worldwide as a result of road traffic injuries.

According to the American Lung Association, air pollution from motor vehicles causes $40 billion to $50 billion in annual health-care expenditures, and about 120,000 premature deaths.

Another very important health problem caused by car dependence is obesity. Obesity rates range from 10% to 27% for men and up to 38% for women. In the USA, obesity stands at 28% of men and 34% of women.

➢ *Environmental aspects*

Cars are highly polluting, and are the single largest source of poisonous exhausts that treat the air as an open sewer. Their is an estimation of 600 million cars driving daily causing a tremendous amount of permanent environmental damage in the form of toxic air, acid rain, forest damage, habitat destruction, crop damage, ocean pollution, fish contamination, climate change, and global warming.

Other environmental concerns associated with automobile dependence include noise pollution, premature loss of farmland, wetlands, and open space (from auto-induced sprawl), soil pollution
and contamination, water pollution from drilling, processing, and shipping of petroleum as well as from runoff of automobile fluids and road salts, and the scarring of natural landscapes.

4.3. Life in the 21st century

- **Labour market changed**
  In the last decades, the labour market experienced important changes. With the rise of the informational economy, many people have changed their working place from the shop floor to the office chair. We witness the transformation from a carbon-based economy to a knowledge-based economy. The service industry is representing at the moment the main employer. The female labour force is strongly represented on the market. More people have university degrees and professional jobs.
  The employment form is also changing, more and more people working as assistant, co-worker, project employed or working home. In addition, many people are commuting to their workplace.

- **Education**
  The number of people with an academic degree grew tremendous in the last decades. If in 1940, just 4% of the 20 – 24 age population were studying in the university, in 1985, 25% were studying in the university. Half of the teenagers are predicted to go to university. This sets a high pressure on the housing situation. There will be an increasing need for student accommodations, small and cheap apartments, situated in the centre, so that they can have access to cultural and entertainment activities. It also has to be considered the public transport. For a student, the possibility to own a personal car is very low. Therefore, the public transport has to be able to satisfy their needs.

- **Structure of the household.**
  The households are smaller and smaller. The most common household nowadays is of one person, representing 47% of the total number.

Table: Distribution of household size, (%), 1981 and 2003, Swedish case

<table>
<thead>
<tr>
<th></th>
<th>1 person</th>
<th>2 persons</th>
<th>3 persons</th>
<th>4 persons</th>
<th>≥ 5 persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>1981</td>
<td>33</td>
<td>31</td>
<td>15</td>
<td>15</td>
<td>6</td>
</tr>
<tr>
<td>2003</td>
<td>47</td>
<td>28</td>
<td>11</td>
<td>10</td>
<td>4</td>
</tr>
</tbody>
</table>

Source: Housing Statistics in the European Union 2004

1 See annex for a complete table on EU27
Furthermore, the housing projection in UK showed an additional 4.4 million households from 1991 to 2016, later updated to 3.8 million between 1996 and 2021. But four in five of them are one-person households, a product of complex socio-demographic changes: (P. Hall in The Urban Village),

- more young people leaving home early for college;
- more divorces and separations;
- more older folk surviving their partners for longer;
- and above all, a product in part of dual-career relationships.

As well, the density per household decreased considerable in the last decade. For Sweden, the average number of persons per household between 1980 and 2000 had a negative change of -0.3.

Table: Average number of persons per household, 1980 - 2003

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td></td>
<td>2,3</td>
<td>2,2</td>
<td>2,1</td>
<td>2,0</td>
<td>2,0</td>
<td>1,9</td>
<td>-0,3</td>
</tr>
</tbody>
</table>

Source: Housing Statistics in the European Union 2004

From crowding as the main problem until the 1960s, today’s problems are isolation and loneliness. Two reasons can be identified: higher life expectancy, and fewer children per household. This decrease in density in the neighbourhood has both social and economical consequences. As I said, loneliness and isolation are the problems that have to be tackled nowadays. Fewer people in the neighbourhood have crucial consequences for the safety of the pedestrian or the inhabitant of the neighbourhood. In addition, regarding the economical aspects, with fewer customers, the level of services is at risk. The local shops are forced to close, and the elderly and the persons without a car will have less access to out of town shops.

- Increase in car use

In the last 50 – 60 years, the car industry experienced a tremendous growth. If in 1945 there were just 50 cars per 1000 inhabitants in Sweden, in 1990 there are 400 cars per 1000 inhabitants. The statistics show that the percent of people that do not have access to car (do not own a car) is considerably high. In Sweden, 36% of the people living in an apartment do not have a car, 54% of the women over the age of 65, 48% of the single parents, 26% of the non-educated workers, 29% of the before time retired and unemployed people. As well, 100% of children. (Nyström, 1999, p 28).
• **The housewife has become taxi parent.**

The number of wives and mothers that are staying home is lower and lower. It means that the mother that in the 1950s was taking the children to school, sportive or other cultural activities has now become gainfully employed. At the same time, with increasing car dependence, the transportation of children and other needy persons has increased. The parents and most often the mother, has to comprise this with their working hours. The housewife has turned into a taxi parent.

Many researches with a focus on the relation between planning and feminism, pose the importance of mixed-use constructions, with a diminished distance between work, house, shops and children facilities; priority to public transport; a safe environment, etc. (Nyström, 1999, p27-28).

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**The School Run in U.K.**

The increase in car use for school journey nearly doubled over the last ten years. Well over a third of primary pupils now travel to school by car and so do over a fifth of secondary pupils. One in five cars on the road at morning pick of 8.50am is taking children to school. The following diagram shows the decreasing number of children walking to school between 1971 and 1990.

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• **Sustainability**

The Earth Summit in Rio de Janeiro in 1992 and Agenda 21 represents a high-level commitment of the entire world to sustainable development. The Brundtland Report in 1987 defined sustainable development as “*meeting the needs of the present, without compromising the ability of the future generations to meet their own needs*”.

There is a unanimous opinion that sustainable development is still a challenge to be confronted. Therefore, in an increasingly regionalised Europe, the urban and regional levels have a particular significance, as the interface between local and national level. (Nyström & Fudge, p 25).
This has a radical influence on town and country planning at the strategic level (D. Lock, p 56), therefore the principles of sustainable development present the same view as the principles of sustainable urbanism. The principles of sustainable urbanism, as presented by H. Giradet in *The Gaia Atlas of Cities* (D. Lock, p 56 – 57) are:

- close proximity of home and work,
- integrated public transport systems,
- energy conservation and efficiency,
- renewable energy technology,
- longevity of built structures,
- “circular metabolism” (staple foods are supplied from local sources and waste is recycled to support the process).

Hence, the need to meet the current needs without compromising those of the future generations is already driving the adoption of new technology in building, transport, water management and energy recycling.

- **Segregation and internationalization**

In Sweden, the housing situation fifty years ago forced everybody to wait in a queue for a dwelling. Once at the front of the queue, people had to accept the offer given. Therefore, people with different backgrounds, with different incomes and professions were living within the same district or neighbourhood. Nowadays, people with a better economical situation have the possibility to choose where to live and what neighbours to have. Therefore, the cities and towns are more and more segregated in terms of income and class. In countries with a high number of immigrants and refuges, segregation has also an ethnical dimension. For example, in Sweden, in the 1930s there was just 1% of the population with a foreign background. The proportion of immigrants, including people with foreign-born parents, is now 9%, and 13% in the big cities.

Looking on the other side of the ocean, Los Angeles is one of the most multiethnic cities in the world. In Los Angeles city live almost 3,5 million people, of whom 40% are Hispanic, 37% white, 13% African American, almost 10% are Asian American, and 0,5% are Native Americans (Sandercock, p 13).

For Sweden, globalization and the European Union are, along with the immigration aspect, important factors of internationalization, as it is all around the world (in some countries more than in others). In addition, more and more people travel and more and more students choose to study abroad.

All these aspects have strong architectural and planning impacts.
• **The cultural life**

There is an increasing interest in cultural consumption and urban life as a result of today’s characteristic of the labour market (changes in the workplace from the shop floor to the office chair, women’s increased employment rates), smaller households, higher education levels, the deteriorating quality of suburban life, more people travelling. People want public spaces and to participate in public events. The city centre is primarily the provider of these services. People, due to nowadays busier lifestyles, need places that offer them the opportunity to have unplanned meetings with people (friends) and also surprise cultural events.

The way people are working today does not require to have it calm and quite after the working hours. Theatres, cinemas or concerts halls are popular places of spending the time after the working hours. (Nyström in Nyström & Fudge)

The above eight factors can be grouped under the following three main factors, as central to the process of change (*Towards an Urban Renaissance*, p 27):

- the technical revolution: centred on information technology and the establishment of new networks connecting people from the local to the global level;
- the ecological threat: greater understanding of the global implication of mankind’s consumption of natural resources and the importance of sustainable development;
• the social transformation: changing life patterns reflecting increasing life expectancy and
the development of new lifestyle choices.

4.4. The Principles of New Urbanism

The principles of New Urbanism can be applied increasingly to projects at the full range of
scales from a single building to an entire community (presented on www.newurbanism.org).

i. Walkability
- Most things within a 10-minute walk of home and work
- Pedestrian friendly street design (buildings close to street; porches, windows & doors; tree-
lined streets; on street parking; hidden parking lots; garages in rear lane; narrow, slow speed
streets)
- Pedestrian streets free of cars in special cases

ii. Connectivity
- Interconnected street grid network disperses traffic & eases walking
- A hierarchy of narrow streets, boulevards, and alleys
- High quality pedestrian network and public realm makes walking pleasurable

iii. Mixed-Use & Diversity
- A mix of shops, offices, apartments, and homes on site. Mixed-use within neighbourhoods,
within blocks, and within buildings
- Diversity of people - of ages, classes, cultures, and races

iv. Mixed Housing
- A range of types, sizes and prices in closer proximity

v. Quality Architecture & Urban Design
- Emphasis on beauty, aesthetics, human comfort, and creating a sense of place; special placement
of civic uses and sites within community. Human scale architecture & beautiful surroundings
nourish the human spirit

vi. Traditional Neighbourhood Structure
- Discernable centre and edge
- Public space at centre
- Importance of quality public realm; public open space designed as civic art
- Contains a range of uses and densities within 10-minute walk
- Transect planning: Highest densities at town centre; progressively less dense towards the edge.
The transect is an analytical system that conceptualizes mutually reinforcing elements, creating
a series of specific natural habitats and/or urban lifestyle settings. The Transect integrates environmental methodology for habitat assessment with zoning methodology for community design. The professional boundary between the natural and man-made disappears, enabling environmentalists to assess the design of the human habitat and the urbanists to support the viability of nature. This urban-to-rural transect hierarchy has appropriate building and street types for each area along the continuum.

vii. Increased Density
- More buildings, residences, shops, and services closer together for ease of walking, to enable a more efficient use of services and resources, and to create a more convenient, enjoyable place to live.
- New Urbanism design principles are applied at the full range of densities from small towns, to large cities

viii. Smart Transportation
- A network of high-quality trains connecting cities, towns, and neighbourhoods together
- Pedestrian-friendly design that encourages a greater use of bicycles, rollerblades, scooters, and walking as daily transportation

ix. Sustainability
- Minimal environmental impact of development and its operations
- Eco-friendly technologies, respect for ecology and value of natural systems
- Energy efficiency
- Less use of finite fuels
- More local production
- More walking, less driving

x. Quality of Life
Taken together these add up to a high quality of life well worth living, and create places that enrich, uplift, and inspire the human spirit.
There can be identified quantitative and qualitative effects of the new urbanism principles. The quantitative effects refers to: land, energy and resources use should be reduced, traffic reduced, more affordable homes, better access for children and elderly, and less commuting for the working people.

Regarding the qualitative aspects, new urbanism is focusing on the design aspects of the urban physicality. The aesthetic of place can be analyzes according with four dimensions: scale, pace, pattern, bounds.

To these ten principles are added a series of codes and conventions that regulate everything from the master plan to the street, the building types and architectural distribution. (Robbins & El-Khoury, p. 219). There are five documents that lay out the Codes: the Regulating Plan, the Urban Regulations, the Architectural Regulations, the Street Types Regulations and the Landscape Regulations.

The ten principles that are the core of the new urbanism planning system and the codes and regulations must be implemented at the following three levels:

1. the metropolis, the city and town;
2. the neighbourhood, the district and the corridor;
3. the street, the block and the building.

From a regional perspective, it is recognized that the physical environment cannot stand alone therefore the social, political and economical context must be integrated. It is adopted a holistic perspective, acknowledging the characteristics of a global world.

In the following chapters, the three levels on integration of the principles of new urbanism will be discussed.
4.5. The Region: Metropolis, City and Town

The region: Metropolis, city, and town

- Metropolitan regions are finite places with geographic boundaries derived from topography, water sheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centres that are cities, towns, and villages, each with its own identifiable centre and edges.
- The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.
- The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house.
- Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.
- Where appropriate, new development contiguous to urban boundaries should be organized as neighbourhoods and districts, and be integrated with the existing urban pattern. Non-contiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.
- The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.
- Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.
- The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile.
- Revenues and resources can be shared more cooperatively among the municipalities and centres within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

Source: The Charter of New Urbanism

It is recognized the role played by metropolis in the contemporary world as a fundamental economic unit. New Urbanism is adopting a regional perspective. The city, its suburbs and their natural environment are considered as a whole – socially, economically and ecologically. As P. Calthorpe shows, central to the thesis of new urbanism is a regional system of open space and transit complemented with pedestrian – friendly development patterns that can help revitalize an urban centre at the same time it helps order suburban growth. (in P. Katz ed., p xiv).

One of the main issues New Urbanism is fighting against is car dependence and the increasing time people spend commuting to work. The solution they propose in order to tackle this problem is a form of development known as a Transit Village, or Transit Orientated Development. According with this form of development, the cities must be rebuilt, densifying the suburbs into compact, walkable towns and cities connected by extensive train systems.

The promoter of the Transit Orientated Development (TOD) is P. Calthorpe. As he is saying, this form of development is characterized as “moderate and high-density housing, along with complementary public uses, jobs, retail and services, are concentrated in mixed-use developments at strategic points along the regional transit system” (P. Calthorpe, p 41).
Similar concepts with TOD, are *pedestrian pockets, traditional neighbourhood developments, urban villages, compact communities*. While these concepts refer to a more individual, community approach, TOD has a more regional approach.

According with P Calthorpe, the principles of TOD are:

- organize growth on a regional level to be compact and transit-supportive;
- place commercial, housing, jobs, parks, and civic uses within walking distance of transit stops;
- create pedestrian-friendly street networks which directly connect local destinations;
- provide a mix of housing types, densities, and costs;
- preserve sensitive habitat, riparian zones, and high quality open space;
- make public spaces the focus of building orientation and neighbourhood activity;
- encourage infill and redevelopment along transit corridors within existing neighbourhoods. (P. Calthorpe, p 43)

There can be identified historical roots to this perspective, such as the Garden City movement or the City in the Region.

In the new urbanism terms, these cities are “new growth areas” and “satellite towns”. The satellite towns are options to be considered when urban and suburban infill cannot accommodate the quantity of growth of a region. New growth areas are the easiest to develop with transit- and pedestrian-orientated patterns (Calthorpe in Katz, p xiv). The satellite towns are larger than new growth areas and are planned to provide a complete spectrum of shopping, jobs and civic facilities.
4.6. The neighbourhood, the district and the corridor

<table>
<thead>
<tr>
<th>The neighborhood, the district, and the corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.</td>
</tr>
<tr>
<td>➢ Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and park ways.</td>
</tr>
<tr>
<td>➢ Many activities of daily living should occur within walking distance, allowing independence to those who do not drive especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.</td>
</tr>
<tr>
<td>➢ Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.</td>
</tr>
<tr>
<td>➢ Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, high way corridors should not displace investment from existing centers.</td>
</tr>
<tr>
<td>➢ Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become available alternative to the automobile.</td>
</tr>
<tr>
<td>➢ Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.</td>
</tr>
<tr>
<td>➢ The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.</td>
</tr>
<tr>
<td>➢ A range of parks, from tot-lots and village greens to ball fields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.</td>
</tr>
</tbody>
</table>

Source: The Charter of New Urbanism

The neighbourhood is the essential element of development and redevelopment of the metropolis. It has to be compact, pedestrian friendly and provide for mixed use. According with the TND, the neighbourhood is a comprehensive planning increment. Together with other neighbourhoods, in a cluster, it becomes a town; standing free in the landscape, it becomes a village. (A Duany)

The district, as part of the neighbourhood, is planned for single use, such as a civic or commercial centre. New urbanism stresses the importance of economical activities within the neighbourhood. Researches made by the New Economics Foundation show the relationship between local levels of trading activity and levels of social cohesion. The research shows that people who meet regularly to exchange goods and services (childcare, car repairing, gardening etc) are more likely to develop a sense of familiarity and trust with other local people, than those who buy services in other, more distant and commercialized ways (Urban villages, Ken Worpole, p. 129).

All services and activities within the neighbourhood must be accessible by walking, especially for children and elderly.
The neighbourhood must also provide a broad range of housing types, from single family to multi-family, from more to less expensive, so that people of diverse backgrounds and incomes can live within the same area. Integrating people of different age and economic classes creates bonds of an authentic community. (A. Duany)

A strong emphasize is put on the inner-city commercial areas renaissance. The vitality of the city and town centre is essential to the prosperity of the whole town and city. As a measure for the redevelopment of the city centre, in America has been created the Business Improvement Districts. These are areas with significant retail and commercial activity, where businesses both help finance and manage the maintenance of the urban environment. In England has been created the Town Improvement Zone (TIZ), as an equivalent to the American District. In financing a TIZ are involve the national government, local government and businesses.

4.7. The street, the block and the building

A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style. The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness. In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space. Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbours to know each other and protect their communities. Architecture and landscape design should grow from local climate, topography, history, and building practice. Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city. All buildings should provide their inhabitants with a clear sense of location, weather and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems. Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.

Source: The Charter of New Urbanism

The street is at the heart of urban life. One of the main scholars that emphasized the importance of the street for a healthy urban life, and in particular for the community was Jane Jacobs:

“A city street equipped to handle strangers, and to make a safety asset, in itself, out of the presence of strangers, as the streets of successful city neighbourhoods always do, must have three main qualities:
First, there must be a clear demarcation between what is public space and what is private space. Public and private spaces cannot ooze into each other as they do typically in suburban settings or in projects. Second, there must be eyes on the street, eyes belonging to those we might call the natural proprietors of the street. The buildings on a street equipped to handle strangers and to insure the safety of both residents and strangers, must be orientated to the street. They cannot turn their backs or blank sides on it and leave it blind. And third, the sidewalk must have users on it fairly continuously, both to add to the number of effective eyes on the street and to induce the people in buildings along the street to watch the sidewalks in sufficient numbers.” (Jacobs, p 44-45)

As Jane Jacobs showed, to generate exuberant **diversity** in a city’s streets and districts four conditions are indispensable: (p.162-163)

1. The district, and indeed as many of its internal parts as possible, must serve more than one primary function; preferably more than two. These must ensure the presence of people who go outdoors on different schedules and are in the place for different purposes, but who are able to use many facilities in common.

2. Most blocks must be short; that is, streets and opportunities to turn corners must be frequent.

3. The district must mingle buildings that vary in age and condition, including a good proportion of old ones so that they vary in the economic yield they must produce. This mingling must be fairly close-grained.

4. There must be a sufficiently dense concentration of people, for whatever purposes they may be there. This includes dense concentration in the case of people who are there because of residence.

As well, David Taylor is placing the street at the heart of a good urbanism, as the primary element that affords a good movement structure throughout every neighbourhood: “The main task of all urban planning and design should be the physical definition of streets and public spaces as places of shared use. Streets not only provide the framework within which blocks and buildings are placed, but also act as the conduit along which the commercial and social life of the neighbourhood will pass”. (in The Urban Village, p. 106)

The street is unifying the three uses of the city. It can be a place for meetings, for economic activities or it can serve as a means for movement. But the principle function of the street is that of meeting place, and, as Gehl and Gemzoe are saying, the meeting between people is the main
characteristic of the urban life. L Nyström is talking about street’s character of serendipity, of unexpected experiences, of any kind, that the street gives to people. It refers to the unexpected character of the street, and the new urbanism goal is to maximize the chance of meeting more people, to maximize the coincidence, instead of minimizing the conflicts. (L Nyström, 1999, p 33).

New urbanism is stressing the importance of civic buildings and public gathering places in inducing a community sense and place identity.

The importance of the buildings architecture and design plays a central role in the process of enhancing community identity and culture of democracy. New urbanism is addressing the problems of the American cities emphasized by R. Putnam, such as the lack of public participation, which has a strong negative influence on the state of democracy. The street and buildings are at the core of urban development or urban revitalization. Their structure and design are the elements that are promoting safety and security in the city. Therefore, the most important elements that should be considered designing streets and blocks are accessibility and openness.

The buildings are diverse in function, but compatible in size and in disposition on their lots. A mixture of houses, large or small, must be provided. The civic buildings have to be placed on squares or at the termination of street vistas, in this way serving as landmarks.

New Urbanism is not excluding the vehicles from their urban design; on the contrary, they do acknowledge the importance of cars in today’s society, but the development should not be made at the expense of pedestrian and public space.

4.8. Considerations on the concept of community

New Urbanism has a very strong social orientation, with a very special focus on the community sense. The new urbanists make the simple assumption of the social nature of the human being. The human being is assumed to have a basic social need, idea that is inspired by the American psychologist A. Maslow. He is known for establishing the theory of hierarchy of needs, saying that human beings are motivated by unsatisfied needs, and that certain lower needs need to be satisfied before higher needs can be satisfied. A. Maslow is placing the social needs of human beings among the five most important needs.
The love and belonging needs refers to the need for friends, a sweetheart, children, affectionate relationships in general, even a sense of community. Looked at negatively, you become increasing susceptible to loneliness and social anxieties.

The urban forms of new urbanism have as main goal to rediscover the community sense, which in their opinion characterised the cities before industrialization. In this sense, they emphasize the role of urban design on people’s behaviour. Community, as is assumed and implicated in the new urbanism’s discourse, is territory/space bounded. The community concept is defined as a group of people that either share a common territory, or are united by shared interests, religion, nationality etc. Relevant for urban theories is the former way of defining community. The suburb is implying a different assumption of community than the one adopted by new urbanists. In a sprawl development, the community facilities tended to be a tennis court, a swimming pool or a card room, while the new urbanists understand community facilities rather as child care or other services connected to the basic needs of life (see D. Hayden, p 184). Still, they do not exclude the community facilities as those offered by the modernist. Moreover, the reality shows that the theoretical principles are not always the same in practice, since the realised projects do offer more the former types of facilities.

4.9. Concluding remarks: from Modernism to Post-Modernism

There is a difference of scale between modernist and post-modernist planning. Modernist planning is focusing on large-scale, metropolitan wide, technologically rationalized, while post-modernist planning is more rooted in the real world, with focus on human-scale. N. Ellin is writing that urban planners such as E. Howard, P. Geddes or Le Corbusier proposed “ideal types”, applicable anywhere (p. 187). New Urbanism proposes specific plans, appropriate to the site and on a human scale. Modernism uses abstraction and functionalism whereas post-modernism seeks a renaissance of tradition and re-enactment of place (http://www3.sympatico.ca/david.macleod/POMO.HTM).
focus is the creation of a sense of community and give identity to local cultures that were neglected under modernism (ibid.)

There is a crisis of urban modernization on two levels: the scale of physical and social problems in the modern city (inequality, segmentation, and alienation are inscribed in the physical and social landscape of cities) and on a higher level, the questions of: What do we think cities are for? What are the values that should regulate urban life? what does civic identity mean now? (The new urban agglomerations and systems seem remote from traditional conceptions of city life and culture) (http://www3.sympatico.ca/david.macleod/POMO.HTM)

In an interesting article on the internet, Goodchild makes a comparison between the modernist and the post-modernist approach.

| DIFFERENCES BETWEEN MODERNIST AND POST-MODERNIST APPROACHES TO PLANNING |
|-------------------------------------------------|-------------------|-------------------|
| CONCEPTS OF THE CITY                             | MODERNIST         | POST-MODERNIST    |
| the city as an object; as mass housing           | the city as landscape, as an expression of social diversity |
| THEMES IN URBAN DESIGN                          | continued emphasis on lower densities and sunlight; functional zoning; mixed flats and housing |
| more diversity, more emphasis on local context, mixed land uses |
| THEMES IN STRATEGIC PLANNING                    | redevelopment of slums; controlled expansion through suburbs, new town and greenbelts |
| renewal and regeneration, containment           |
| DECISION MAKING STYLE                           | comprehensive, either blueprint, "unitary" (1940's-1960's) or "adaptive" |
| piecemeal, "coping with conditions"              |

Source: POST-MODERNISM AND URBAN PLANNING. What insights does post-modernism offer the study of urban planning?, http://www3.sympatico.ca/david.macleod/POMO.HTM

From E. Howard to Le Corbusier, the vision was to provide an escape from the city. If in New Urbanism case, the escape is from the modernist vision, from the functionalist city, the visions of the 19th and 20th century preceding, the New Urbanism sought to provide an escape from the industrial city. The main characteristics of the industrial city can shortly be summarised as being pollution, slums and short-term vision.
5. NEW URBANISM IN EUROPE

5.1. Léon Krier and the Movement for the Reconstruction of the European City

The Movement for the reconstruction of the European City was founded in the 1970s, along with the migration of the neo-rationalism movement to the northern Europe. The most vociferous spokesperson of the movement was Léon Krier. The major themes of this movement include:

- the physical and social preservation of historical centres as desirable models of collective life;
- the conception of urban space as the primary organizing element of urban morphology;
- typological and morphological studies as bases for a new architectural discipline;
- the growing awareness that the history of the city delivers precise facts permitting immediate and precise action toward reconstructing the street, square, and quartier;
- the restructuring of dormitory cities into complex parts of the city, into cities within the city, and into quartiers which integrate all the functions of urban life;
- and the rediscovery of the primary elements of architecture such as column, the wall, and the roof. (Krier in Nan Ellin, 1996, p 15-16).

As the New Urbanism, the Movement for the Reconstruction of the European City constitutes as a reaction against the modernist or industrial planning period:

“... from now on we must go back and take up the work of imitation of the most beautiful pre-industrial examples in their proportions, dimensions, and morphological simplicity, as well as in their mode of production aiming at the usage of traditional materials and craftsmanship rather than industrialization” (Krier and Culot in Ellin, p 16).

In the movement’s manifesto, Krier blames the industrial era for the destruction of the urban areas: “Industrial production ... has destroyed in less than two hundred years those cities and landscapes which had been the result of thousands of years of human labour and intelligence, of culture. We have now to recognize the absolute value of the pre-industrial cities, of the cities of stone” (Krier in Ellin, p 16).

Krier’s vision on how the reconstruction of the European cities should be done sets a clear link with the principles of New Urbanism:

*A city can only be reconstructed in the forms of streets, squares, and quarters.*

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2 Refers to the city form.
3 Refers to the building form.
These quarters must integrate all functions of urban life, in areas not to exceed 35 ha and 15,000 inhabitants.
The streets and squares must present a familiar pattern.
Their dimensions and proportions must be those of the best and most beautiful pre-industrial cities.
Simplicity must be the goal of urban topography, however complex.
The city must be articulated into public and domestic spaces, monuments and urban fabric, squares and streets, classical architecture and vernacular building,
And in that hierarchy. (Krier in Ellin, p 17)

In contrast with Le Corbusier’s image of the city as a machine, Krier has an organic image of a city, the city as a natural object, with a body and a soul. The city is an alive entity; this is Krier’s approach to the city. Moreover, this idea is supported by the two main intellectual debts of Krier: F. Töennies and H. Tessenow. He borrows from Töennies the concepts of Gemeinschaft and Gessellschaft, concepts already defined, underlining the negative impacts on the city, as on humans, for the loss of community. Regarding the city’s morphology, therefore, he is for a small-scale city with a close-knit community. For the best city’s typology practice, he is turning to Tessenow view of architecture as a response to the demands of daily life, the small town representing the best environment for the highest manifestation of the human values, the production of handicrafts.
The optima combination between the best morphological and typological practice gives the “dream city”.
As it can be noticed, what has become so famous or criticised under the name of New Urbanism has longer and deeper roots in the European planning history. But what kept in silence the European “voices” and why did the American movement get such a powerful breakthrough? A possible answer is given by Lucan, referring to the European territory: “their increasingly dogmatic attitude of anti-industrial and pro-artisan resistance and their desire to remain separate from professional activity meant that they found themselves more and more isolated” (in Ellin, p 22).
Another possible explanation can be a more propitious environment for such a movement. Urban sprawl, placelessness, dominance of cars and decline of cities has dangerous economical, environmental and social effects, and their effects came first to the United Stated.
5.2. Urban Villages

New urbanism has been adopted in Europe under the name of *Urban Villages* and later in the movement took place the *Congress of European Urbanism (CEU)*, founded in the beginning of the 2000s. The movement born in England with the initiatives taken by Prince Charles. An urban village is defined as a settlement small enough to create a community, defined as a group of people who support each other, but big enough to maintain a reasonable cross section of facilities. It is a concept for creating mixed-use urban developments on a sustainable scale. Its features are high density, mixed use, mixed tenure, high quality, walking. It is planned for a population of about 3,000 to 5,000 people, on an area of up to 900 metres across. An urban village has a high density in the centre, with the town squares and key communities as focal points. Density eases away from the centre, and the boundary of the village is marked by green space.

The main expression of the movement is Poundbury, a village on part of the Prince's Duchy of Cornwall estate in Dorset. In 1988, Prince Charles commissioned Leon Krier to head the project for 2,400 homes over 400 acres on the western fringe of Dorchester. Building started in 1993. However, before working for the European projects of new urbanism, L. Krier worked as a consultant in Seaside project, in 1981, and is considered the godfather of new urbanism.

5.3. The Congress of European Urbanism

In April 2003 was set up the Council for European Urbanism, an organization that promotes the new traditional urbanism in Europe. The meeting, in Bruges, Belgium, was the first Euro-American New Urban Council. Later that year, in November, in Stockholm, has been adopted the Charter for European Urbanism.

The American new urbanism served as an inspiration for the European movement. Nevertheless, the conditions under which the European reform was initiated are very different from those in America. Still, new urbanism helps through its experience and advice, but it cannot simply be copied.

The central topic of the Charter for European Urbanism is the existing historical European city: its renewal and reconstruction. The Charter also considers issues such as the gigantic new developments at the edge of the cities, in particular in central and eastern European countries, the so-called pre-fabricated concrete slab-blocks. The so-called slab-urbs are the opposite phenomena of the American sprawl.

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It has also been discussed the manner in which the Charter of New Urbanism can be related to the European version. As has been mentioned before, there are similar problems, such as those arising from the transition to a post-industrial stage of a city development on both continents, but the problems have different causes. Therefore, as I mentioned before, the Charter of New Urbanism can serve as best practice and inspiration, but it cannot be simply copied.

The main problem new urbanism is fighting against, sprawl, is not yet developed as far as in the USA. The specific problems for Europe are those caused by the West-to-East incline with regard to the economical development after the fall of the communist/authoritarian regimes, but also with the contradiction between a rich tradition of urban development, existing for more than 1000 years, and an increasing distinction of the „City by Function“ [www.ceunet.org](http://www.ceunet.org).

Twelve challenges for European Urbanism have been formulated:
1. Poorly integrated housing: slab and tower blocks and low-density sprawl.
3. Disposable buildings and short life-cycle developments.
5. Public realm made from leftover space.
7. Indiscriminate road and street design.
9. Autocratic planning methods and over-regulation.
10. Destruction of villages through decay, abandonment or suburbanisation.
11. Disruptive infill and dysfunctional zoning in urban areas.
12. Non-contextual guidelines and regulations in historic areas.

The Charter for European Urbanism stands for the careful development and renewal of the existing cities and countryside in context with their regional identity, for the socially-orientated reorganisation and appropriate redesign of low density suburbs and single function development into liveable, mixed-use neighbourhoods and communities, for the preservation of the natural environment and protection of our built heritage [www.ceunet.org](http://www.ceunet.org).

The reform strongly connects with the reform of the present public and private city planning politics, needed to achieve the following principles:

Cities should be of diverse use and socially mixed and be equally accessible by foot, bicycle, and car.
Large cities and towns should have defined special and built boundaries and be influenced by accessible public space and facilities.

Urban space should be determined through architecture and landscape design that respects local history, climate and environment, and which continues its appropriate evolution.

We have prescribed as our responsibility the rebirth of the relationship between architecture, landscape design, and community development through a wide participation of the citizenry during the planning and design process.

Furthermore, a city planning reform should occur at three levels:
Region, City, Town, and Countryside;
Neighbourhood, District, Corridor, and Park;
Block, Street, Building, and Garden.

There can be established clear connections and similarities between the American and the European Charters. They have adopted very similar action plans and seem to have a similar vision of further urban developments. They do share a similar picture of “the perfect city”.

(For the whole document of the Charter of European Urbanism, see annexe).
6. THE EUROPEAN UNION POLICY

6.1. The Green Paper on Urban Environment

The European Union, with the adoption of the Green Paper on the Urban Environment in 1990, also makes the turn towards a more traditional way of building and planning cities, and rejection of the 50 years period between 1930 and 1970. In this paper, EU remarks the common history of the European cities, which gave them a common face: "the small streets and alleys of medieval centres; the grand works of the 18th century princes; the great transformations of the 19th and early 20th centuries.” This common history continues into the present, too:

"the growth of suburbs and dormitory towns, joined by giant shopping centres, the decline of centres as dwellings in favour of specialised commercial and administrative activities; and finally the invasion of traffic congestion, urban motorways, and uniform and mediocre architecture in centre and periphery alike" (CEC 1990 in Nyström and Fudge, p 13).

The European Communities’ Green Paper on the Urban Environment (Commission of the European Communities, 1990) mentions the benefits of concentrating new development within existing areas:

- assisting the process of urban regeneration;
- capitalising on existing investment in infrastructure and community facilities;
- bringing back into productive use derelict and contaminated land;
- improving the range and quality of facilities available to local residents;
- environmental benefits: promoting the use of public transport, reducing the need to travel, and journey lengths, reducing the pressure on the countryside.

6.2. The European Spatial Development Perspective (ESDP)

The European Spatial Development Perspective (ESDP) is focusing on urban renaissance, connections made by public transport, social inclusion, and respect for the local building tradition.

As stated by ESDP, the policy guidelines for spatial development of the EU are:

- development of a balanced and polycentric urban system and a new urban-rural relationship;
- securing parity of access to infrastructure and knowledge; and
sustainable development, prudent management and protection of nature and cultural heritage.

The five following aspects are of particular importance to the sustainable development of towns and cities: (ESDP, 3.2.2 (81))

1. **Control of the physical expansion of towns and cities.** The concept of “compact city” is stressed, defined as the city of short distances. The aim is to reduce expansion of cities, within the framework of a careful location and settlement policy, as in the suburbs and many costal regions. This will only be possible within a regional context, cooperation between the city and the surrounding countryside on a partnership basis being a necessity.

2. **Mixture of functions and social groups (which particularly applies to large cities in which increasingly large sections of the population are threatened by exclusion from urban society).** The future of cities and towns depends on fighting poverty, social exclusion and stemming the loss of certain urban functions. The stress is on in-fill development, re-use of formal industrial land (brown field), and on the supply of a balanced supply of inexpensive, high-quality housing. The people living in any city should have access to basic services and facilities, open spaces, education centres, and health care.

3. **Wise and resource-saving management of the urban ecosystem (particularly water, energy and waste).** In order to reduce burdens on the environment, an integrated approach is required, with closed cycles of natural resources, energy and waste. Through such an approach, production and consumption of natural resources could be limited, air, soil and water pollution could also be reduced. A prudent environment policy would include measures such as the expansion of natural areas in the cities, the conservation of bio-diversity and common energy systems for households and industry.

4. **Better accessibility by different types of transport that is not only effective but also environmental friendly.** Accessibility to a city has social, economical and environmental impacts. Therefore, a spatial policy for location that is compatible with land use and transport planning should be promoted. The aim is to reduce uncontrolled urban expansion and to adopt an integrated approach to transport planning, reducing though the dependence on private car and promote other means of mobility (public transport, cycling).

5. **The conservation and development of the natural and cultural heritage.**
Three objectives of the urban villages, necessary for moving towards sustainable urbanization:

- the achievement of mixed-use neighbourhoods, integrating work, service and living functions as far as possible;
- the achievement of densities sufficient to ensure the viability of public transport and other services;
- the achievement of "decentralized concentration", by which everyone is within walking distance of a connection to high quality public transport, from where service functions can be accessed.

Cities and towns are with the EU policies at the core of economical growth and competitiveness. Urban regeneration should be one of the nation’s most important drivers of wealth creation. The Council for the Protection of Rural England recently calculated that the urban regeneration sector contributes £ 12.5 billion each year to the economy of the over 750,000 jobs are reliant on urban regeneration activity, directly or indirectly, including one in four construction jobs. (Towards an Urban Renaissance, p 42).
7. NEW URBANISM IN SWEDEN

7.1. The Swedish Urban Agenda

The Swedish Urban Environment Council presents an Urban Agenda for better and more attractive Swedish cities and towns. The Urban Agenda recognises the social, economic and environmental role played by cities and towns in the context of the new driving forces of the present society (see above).

The Swedish Urban Environment Council’s Urban Agenda is based on the following six principles:

1. The city is an arena for democracy.
2. The structure of the city is decisive for sustainable development.
3. Diversity, complexity and vitality are the hallmarks of the city.
4. The street, the square and the park are the living rooms of the city.
5. The legal right of the access also applies in the city.
6. Successive change provides the city with continuity and variation.

The Urban Agenda is not a national urban policy and it has no binding role. It is a guide for the municipalities in the process of building and rebuilding. For understanding the Swedish situation, the Urban Agenda may be of more relevance than the principles of the urban village / new urbanism.

In the following paragraphs three cases will be discussed, cases that are complying with the principles of The Urban Agenda, even if in some cases the case precede and is not following the principles consciously.

Three examples and a study case are going to be discussed.

7.2. Lomma Harbour

The Municipality of Lomma, located in western Skåne along the Öresund coast, was created during the 1960s through an amalgamation of the urban district of Lomma and the rural district of Flädie. The population grew rapidly during the 1960s and 1970s, and today the district has about 18 400 inhabitants.

Characteristic of the district are the high living standards and the close contact to Öresund, which offers fine opportunities for a rich outdoor life.
The Municipality of Lomma considered many points of view in the planning process, from Government authorities, non-profit associations, political parties, pupils, inhabitants and landowner of the harbour. The Municipal Council of Lomma approved the City planning Programme of Lomma Harbour in February 27, 2003. The development agreement between the Municipality of Lomma and the landowner JM AB was signed and approved in Feb 5, 2004. The first houses will be ready for people to move in 2005. The first detailed development plan contains both multiple unit dwellings and single-family houses with gardens, for about 330 households. The detailed development plan for the comprehensive infrastructure network of the area will regulate important streets, quay-passages, bridges, parks, squares and the water and sewage network. The Municipality of Lomma and the landowner Skanska Nya Hem, have established and signed a basic agreement of further developing the southeast area of the City Planning Program.

The developed land is brown field, an industrial harbour. The problem that currently must be solved is finding a suitable place for storage of yachts and boats located in the industrial harbour. According with the agreement between the Municipality of Lomma and JM AB, as soon as a suitable place is found for the existing storage area, the JM AB can start building in the area.

The future development has the small town as a role model, considered an appropriate role model for the new urban area in connection to the scale of Lomma. The planning proposal describes the area using words such as low, dense, rich and robust. The buildings in the area will have 2-3 or even four floors; small block that will give opportunities for a mixed household structure. Facades and walls placed close to the street will make clear the difference between the public area and the private garden.

The southern part is a high-density urban area with a mixture of multiple unit dwellings and terraced houses with gardens. The southeast part is planned sparser and contain terraced houses and semi-detached houses with gardens in connection to the vegetated river area.

North of the existing industrial area, the dwellings are planned to have a garden city character with terraced houses, semi-detached houses and detached houses. To the north and south of a small wooded area, called Strandfuret, will be placed a number of small multiple unit dwellings, called sea-front houses.
Within the area, several economical activities will be developed, as an element along the streets and as a part of the local business and trade. The typical activities of the area, such as angler, shipyard and fish sale will continue their business. The new area will also offer opportunities for recreational activities. In this regard, several transformation or revitalization will be carried out in the area, for example of the wood next to the beach, a large car park for summer visitors and a new sports field will be built.

The average number of persons per household is planned to be of 2,2 persons, and the apartments will be with two to five rooms. The apartments are going to be adapted for disabled persons and elderly. The density of 2,2 persons per household is considered to be a high one. The average number of persons per household in Sweden is of 1,9, as I have showed previously. This indicates that the goal is to achieve a neighbourhood with a very high density.

The plans are not including the construction of service or retail centres, but cafés and restaurants are part of the plan. The new developed area lies just 500 metres away from the Lomma centre and it offers adequate service and retail centres.

Three main streets will serve for heavy transport, while the streets within the neighbourhood are going to be of small scale, with a speed limit for cars of 20-30 km/h.

It is considered that there is a good connection by bus with the surroundings. There is a train station in Lomma, but is not functional at the moment. A reopening is planned in the next 6-8 years.

7.3. Välle Broar

With Välle Broar, Växjö, the goal is to achieve the biggest compact area constructed in wood. It is a surface of 12 hectare and it lies between the University campus and the city centre.

The project comes as a reaction to the way the area, and Växjö city in general, developed in the 1960s and 1970s: new suburbs were built, the university was placed outside the city centre and the centre was modernised through demolition and big size buildings. The area between the centre and the new built suburbs was left half empty, unused and with no planning.

Välle Broar has the mission to redevelop the wood industry in the area (industry that has a history of hundreds of years), through a compact and city looking area. The main characteristic of the new neighbourhood will be the wood. In the area are apartments and houses, offices, supermarkets, as well parking places, green spaces, but missing a connection.

The Teleborg freeway has been built in the 1960s with double driveways, a broad middle strip and big safety zones. The road was supposed to serve the big expansion planned for Teleborg.
Therefore, in the new development, the transformation of the highway and of the traffic plays an important role. Already, the road have been transformed, round belts being constructing, in this way being achieved a decrease in the traffic speed. It is planned the traffic speed to decrease from the present 90 km/h to about 50 km/h.

The goal is to keep the same urban structure characteristic for the city of Växjö and create a plait and multifunctional city structure where the two lakes constitute a unique element. Due to the short distance and a strong attention accorded to the environment, pedestrian and bicycle traffic is a priority. The area also includes a natural reservation, very important for area’s identity.

Växjö, and implicitly Välle Broar and Biskopshagen, are part of the Nordic Wood City/ Wood Village project. Through this cooperation, the goal is the renewal of the Scandinavian historical city in context with its regional identity.

The strategy for development is built on an idea of close up Växjö centre, which will lead to a future development of Växjö as a continuum, compact and rich urban environment. Therefore is necessary to connect as close possible the surroundings industrial area through buildings, parks and streets. It also puts a demand to prepare action plan for the future park surrounding which will include a thoroughfare that will connect Bäckaslövsgärdet (the natural reservation) with the city centre.

7.4. Biskopshagen

The vision of Biskopshagen is to create a modern living area on the principles of today’s urbanism. The inspiration of the project is the garden city.

Biskopshagen is coming to be a natural extension of Söder neighbourhood, built in 1912, also on the Garden City principles. Therefore, the area’s characteristics are going to be preserved, a very important requirement in the neo-traditional planning, as expressed by both CEU and CNU.

The idea behind Biskopshagen project is to create a neighbourhood according to the principles of the garden city, a homogenous and real urban environment, attractive for those that will live or activate in the area. Details regarding the design and the height of the buildings are regulated by the specific prescriptions included in the plan.

The plans give a central role to the street’s design. To meet the principles of the garden city the street must be given the best conceivable design. This includes special attention to facades, construction materials, green spaces etc. A special document that gives clear instruction in this sense has been formulated.
The project considers one of the main, if not the most important, change that it has to be integrated in the planning: the traffic. The new neighbourhood is not going to exclude the car, but it will integrate. Therefore, the roads will be designed to have a multifunctional role, but in some parts of the neighbourhood, the cars will be excluded.

The fundamental principles of the garden city lead to the following planning of the area:

- the district’s characteristics gives many different possibilities for the area and housing types. Construction permission is given considering the size of the empty area. Places to common green spaces, playgrounds in addition to the own garden are given special attention.
- The buildings have a limit of height (two floors). Certain central quarters have the possibility to decorating the attic. In certain quarters, space for service or retail centres will be provided at the bottom floor of the buildings.

Every house will have its own entrance facing the street, with or without a passage. The meaning of the street and its role will also be clarified through this type of design. Within the area, different types of street will be built.

The plans include also the construction of buildings for service or retail activities, but they don’t constitute a priority. A very important aspect that is considered is the variety of use for the buildings. Therefore, is considered that the buildings must be built for different and mixed uses.

Being planed as an extension to an existing area explains why special attention is not accorded to services and retail centres.

The area beneficiates of very good connections with Växjö centre, especially by bicycle and paths for pedestrians.

The plans have been finalized in 2002 and the construction is planned to be ready in a period of ten years after the plans get full approval to be realised.

7.5. General comments on Lomma, Välle Broar and Biskopshagen

There can be detected clear connections with new urbanist movement. For example, in the interview with project secretary for Lomma Harbour, the connection has been clearly expressed. Before the planning process to start, there have been organised seminars and an American new urbanist architect has been invited. The principles of new urbanism and of the Swedish Urban Agenda have been considered fully under the planning process.

The three cases also constitute good examples because they are different types of developments that are encouraged by the neo-traditional urbanism. Lomma Harbour is a development of brown
field, of an industrial area. The Charter of European Urbanism has as major goal the conversion of disused industrial and military sites. The two developments in Växjö are in-fill projects. The plans for Välle Broar and Biskopshagen clearly emphasize that the principles of the current movements in urban planning are considered. The idea that lies behind both developments, and behind all developments that are taking place in Växjö, regarding of their state, is of a compact, traditional, homogenous city.

Moreover, in the planning processes there has been paid much attention to the historical and cultural heritage, especially in the case of Välle Broar and Biskopshagen.

The goal of high density is obvious in all three plans, especially in Lomma Harbour case. Välle Broar main goal is to increase the density and use of an area (in-fill).
8. JAKRIBORG: A STUDY CASE

8.1. Description

Jakriborg is situated in West Hjärup, in Staffanstrop Municipality, on the railway line between Lund and Malmö. Jakriborg is built in a medieval style using modern materials and modern building techniques. The architecture resembles houses in medieval Hanseatic towns, but Jakriborg is not an actual reconstruction of a medieval town.

There are 300 apartments in use in present, with another 110 to be ready by the end of the year, along with a shopping centre. The apartments are between one and five rooms, with an area of 30 m\(^2\) to 150 m\(^2\). The monthly rent is ca. 900 SEK per square meter per year, which is low in comparison with other new rentals in Sweden. At the moment, about 1000 persons live in the area. This is the first stage of the development, with a second one of approx. 400 apartments. The size of the total area is of 11, 32 hectare.

The construction started in 1998, and the owner is Jakri AB. With its medieval architecture, Jakriborg attracted the attention and won many prices. Boverket named it as a good example for low construction cost, and in 2003 Jakriborg won the Municipality prize. The first shops have been opened in November 2004, at the moment exist nine shops.

From all aspects, Jakriborg is an example for new urbanism movement, even thou it is developed independent of this movement. Moreover, in an e-mail discussion with the architect of Jakri AB, he negated any connection between Jakriborg and the neo-traditional movements.
Jakriborg has a very high average number of people per household and is very compact. The numbers show an average number of persons per household of 3.3 (to be compared with the average density of 1.9 for 2003).

The neighbourhood provides a broad range of household types, for singles, students, and families, elderly, and prices accessible to a wide rage of incomes.

Jakriborg is a mixed neighbourhood, as the head of Hyresgästföreningen, the Union of Renters, Thomas Schiffer, said. Two categories of inhabitants are dominating: young families with children, and secondly, households of two young adults. The last buildings constructed seem to have been considered more for students use.

Jakriborg is popular among well educated people with a good to very good financial situation. It seams that Jakriborg is following the same trend as the other neo-traditional projects. It has to be beard in mind that the apartments are for renting and, as the head of the rental union expressed, most of the inhabitants have the possibility to own a house. Still the environment is very attractive and this gives them the opportunity to own a summerhouse and have a higher standard in living conditions, referring to investments in the living comfort.

Jakriborg is an expression of the principles of Traditional Neighbourhood Development, with its historical architectural style, namely the medieval style.

The doors and the windows are important aspects of Jakriborg’s personality. There are many different types of windows: high, with six or eight panes, with small window bar or small quadrates windows. All the Jakriborg buildings are either half-timbered or coloured brick, with steep, pointed roofs and gables facing the street. But each is slightly different: the colour, the angle of the roof, the number of window panes or the size and shape of the doors.
These show a great interest for the aesthetical aspects and come to meet the requirement of diversity. It also in accord with the new urbanist principle that a better sense of place and community identity is facilitated by a more unique architecture.

As well, the fact that the apartments are just for renting, gives the owners the possibilities to impose strict rules on the possible changes. Rules like painting, doors, windows or any other changes to the outside are not allowed, so that the whole will not have to suffer. However, for the variety sake, in the following developments, owner occupied units will be built. A high similarity with the codes imposed by the new codes and conventions set out by new urbanites.

The buildings are facing the street, with the entrance from the street. The shops are all concentrated on the main street and are placed at the bottom of the buildings. At this stage of development, the distance from the edge of to centre is of five-minute walk. At the centre of the neighbourhood is a square, the main meeting point.

The car traffic is allowed only on the main street. The adjacent streets are only for pedestrians. No parking access is allowed within the neighbourhood. The parking is out of the neighbourhood, a proper parking place being included in the plans.
The location so close to a railway and a cement factory made the construction at the beginning uninteresting; but exactly the closeness to the freeway gave it the attractiveness and sustainability.

Regarding the further development, I have conducted an interview with Staffanstorp’s Municipality chief planner, Göran Berggren. Staffanstorp Municipality has given the permission of constructing another 900 apartments. Any further enlargement of the area will not be taken into discussion in the next ten years.

At the beginning of May a Comprehensive Plan it will be formulated, with a focus on a better access to the area and better communication with Hjärup village. There will be built four tunnels passing under the railway, both for cars and pedestrians. Right now there are two tunnels, the one in the south for both pedestrian and cars, and a smaller one in the northern part, serving just cars. Along the main street, Köpmannagatan, the Municipality of Staffanstorp gave the permission for more shops, but concerning a larger shopping centre, there are no decisions made so far.

The surrounding wall will be continued for another 300 apartments, but the Municipality is not willing to give permission for the wall to surround the entire area. Environmental aspects are taken into consideration, so that there will not be a cut with the agricultural landscape.

Included in the development of the first stage, which is predicted to be completed at the end of this year, a supermarket is included. The supermarket is planned as a sum of small shops. The inspiration is 1950’s shopping life around St Petri in Malmö. Everything will by within five minutes walk.

The next stage of development is another 400 apartments on 70 000 m², north of the present constructed area. The houses are going to be higher and a hotel will also be built. The new area is planned with a more urban look, given by the higher buildings, with the hotel as the tallest building. Today, the tallest building is the one that includes the restaurant.

In the matter of the long-term development of Jakriborg, the owner’s vision is not fully concordant with the municipality’s plans. The owner’s vision is to have 7000 inhabitants in the area. This means a doubling of today’s Hjärup’s number of inhabitants, which is today 3600. 7000 inhabitants are considered by the developers to be the necessary number to support the economy of the neighbourhood, meaning shops and restaurants. There are also plans for a shopping centre, in the medieval style, on a surface of 60 000 m². Exactly like the supermarket, the mall is also planned as a sum of many small shops.
8.2. Methodology

I have conducted a qualitative research, which is constituted of a combination of unstructured interviews and observation. A quantitative method has also been used, namely the secondary analysis.

Interviewing has a wide variety of uses and forms. The most common type of interviewing is individual, face-to-face verbal interchange, but it can also take the form of face-to-face group interviewing, mailed or self-administrated questionnaires, and telephone surveys. (Denzin & Lincoln, p 361). Interviewing can be structured, semi-structured or unstructured.

The method that has been used in the research is the unstructured interviewing. It involves direct interaction between the researcher and a respondent or group. In an unstructured interview, there is no formal structured instrument or protocol. The interviewer is free to move the conversation in any direction of interest that may come up. Unstructured interviewing is particularly useful for exploring a topic broadly.

The goal of unstructured interview is to understand. It is an attempt to understand the complex behaviour of members of society without imposing any a priori categorization that may limit the filed of inquiry (Denzin & Lincoln, p 366). It allows the interviewer to adapt him/herself to the ever-changing situations he/she faces.

Field research can also be considered either a broad approach to qualitative research or a method of gathering qualitative data. The essential idea is that the researcher goes "into the field" to observe the phenomenon in its natural state or in situ. As such, it is probably most related to the method of participant observation. The field researcher typically takes extensive field notes, which are subsequently coded and analyzed in a variety of ways.

Secondary analysis involves the use of existing data, collected for the purposes of a prior study, in order to pursue a research interest, which is distinct from that of the original work (J. Heaton). It is the method of considering previous data from censuses and social surveys, as well as data from the statistical yearbooks and other public sources such as series of macro-level demographic and economic indicators, quantitative data, time series, micro-level data from specific surveys, and register data in a comparative perspective.

I have conducted nine interviews: five face-to-face, and four through e-mails, with open questions. The questions had the role to guide the discussion. I have interviewed both inhabitants, but also owners of the shops in the area. The questions for the shops owners referred mostly to their clients, my purpose was to find out how much the locals are using the local
services. But they can also give indicators of some demographic aspects of the population of inhabitants, as I’ll show later (see case 3).

The indicators are:
- reasons of moving in Jakriborg
- means of travelling
- shopping
- leisure time spent in the neighbourhood
- relations with the neighbours
- school for children
- implication for the community’s activities.

The scope of my research was to see if the main thesis of New Urbanism, that through design a sense of community can be created, is valid or not.

*Interview 1*

The interviewee, woman, is the owner of a shop that sells art and artizanat objects and also lives in Jakriborg. Together with the baby-cloth shop, it was the first shop opened in Jakriborg. The woman is painting, sewing, tailoring etc. She is also organising visit tours of Jakriborg for tourist groups. As she mentioned, most of the groups interested in these guided tours are architects, planners, developers etc. This is an indicator of the great interest Jakriborg is showing within the construction sector.

As an inhabitant of Jakriborg, she declares to be very pleased and enjoys living in this kind of environment. It considers being the proper environment for her work.

She is travelling mainly by bike. She emphasized the good locations of Jakriborg, which allows easy trips by bike to several nice locations. For shopping, she is using the car.

Comparing to Lund, my interviewee is underlining the peace and quiet you find when you come back, even though Lund is not a big city. She is characterising Jakriborg as a harmonious place.

She is in good relations with her neighbours, friendly with some of them. As I said above, she is involved in the community’s activities as a guide.

*Interview 2*

My second interview is also with a women, inhabitant and owner of a shop, exactly like the previous interviewee.
Asking her why she chose to move to Jakriborg, she said that she wanted to get out of the city, wanting to live somewhere in the countryside. She considered that Jakriborg is what she was looking for. In her opinion, what characterises Jakriborg is quietness, and she enjoys it. The shop that she owns is selling sweets, presents etc. Her main clients are children, coming to buy sweets. In addition, especially in the summer, the tourists are becoming her main clients. For shopping, mainly, she is using the car, which are done at about five minutes distance. Otherwise, the train is the main means of transport. The relationships with the neighbours are good, but at a level of saluting. As a general idea, she likes living here, considering a place for person in her age (45+).

Interview 3
The third interviewee is a shop owner that sells baby-clothes. Living just 3 km away from Jakriborg, she is using the personal car because there are no other bus or train connections from her home. Previously, she had the shop in Lomma, moving it to Jakriborg in 1998. That is why she has many costumers coming from Lomma, but also from other cities. Also, the locals represent a very important group of her clients. She said that in Jakriborg live many families with small children. This indicates some very important demographic characteristics.

Interview 4
The interviewee is the owner of the bakery, also café. She is living Hjärup. The day the interview was conducted it was a very busy day; therefore the interview was considerably short. However, the main scope was fulfilled. All the tables were occupied, but just by tourists. Moreover, according with her affirmations, her main clients for the café are tourists. During the summer season, the number of tourist is considerably increasing. During the season, there is also a terrace. The locals are coming mainly in the weekend, and just for shopping, not for using the café.

Interview 5
The fifth interview was an inhabitant, student in Lund. She is using the train, and is doing her shopping in Lund or Malmö. She likes living in Jakriborg, but the time spent in the area is quite limited, also because her friends are mainly in Lund. She characterises her relations with her neighbours as good, but open for not more than greetings. As she said, you can choose what kind of relations you want to have with your neighbours.
Both case 2 and case 5, expressed the opinion that this kind of very compact construction, does not invade your privacy. The person has the relations she/he wants with the neighbours.

Interview 6
This woman has lived in Jakriborg for 1 year. She moved there in search for something bigger, after meting her husband. She has three children. She was looking for a nice comfortable flat with space for her children. And, as she characterises Jakriborg, “it is a paradise for children, they run around and play hide and seek etc.”
She travels mainly by car. The daily shopping is done at Burlövs centre or in Limhamn, close to the workplace.
The children go to school in Hjärup. Her relationships with the neighbours are because of her children, therefore knowing many people in Hjärup.
She considers that Jakriborg’s type of construction helps at creating a community, but in the same time, she considers it is difficult to integrate Jakriborg with the rest of Hjärup.

Interview 7
The interviewed has been living in Jakriborg for four years. The reasons for choosing to move to Jakriborg were “the charming surroundings, the geographical location and financial terms.”
Due to the nature of his job, which includes much travelling, the main means of travelling are the personal car and airplane. Shopping is done in Lund and Hjärup.
He considers that he has good relationships with the neighbours and he is the head of the local rentals union. He sees Jakriborg as a propitious environment of community formation.

Interview 8
The next interviewee has been living in Jakriborg for three years. The reason to move there was the possibility to get the children out of the city. Jakriborg was considered as a child-friendly environment. The dominating means of travelling is the car, and the shopping is done in Lund.
The interviewee has no relations with the neighbours and is not involved in any way in any community activity.

Interview 9
The person has lived in Jakriborg for 4 years. She moved here in search of an apartment and more possibilities to do internal changes. The housing situation did not give to many opportunities, but at the same time, she says, “I loved the looks of the houses”. She is doing the shopping mainly in Lund and Malmö, on the way from work.
Regarding the relationships with the neighbours, it is just for hello, nothing more. Furthermore, she is not very involved in any community activity. She is saying that Jakriborg cannot be considered as a real community for the moment, but she is expressing her confidence that it will become.

8.3. Analysis

The purpose of the research was to study how the goals of new urbanism have been reached so far. It has to be mentioned that the research has just a limited representativity as the project is still in work.

It can be concluded that the majority of the inhabitants enjoy living in Jakriborg. Most people that have been interviewed expressed the idea that the ”look” of the area had a positive influence on their decision to move to Jakriborg. Even though the housing situation does not leave people with to many choices, it can be said that Jakriborg attracts people, proved by the one-year queue for getting an apartment. A survey conducted by the local renters union, as regards the how much people enjoy living in Jakriborg, there have been obtain a score of 4.3,on a scale from 1 to 6.5

The area seems to be very attractive for families with children, as T. Schiffer, the head of Hyresgästföreningen also mentioned, as well as the owner of the baby-clothes shop. As it can be seen from some of the interviews, in looking for a good place to raise the children, Jakriborg has been considered suitable.

All the persons that have been interviewed said that it was very important for them that they have very easy access to Lund and Malmö by train. It is one the main advantages of living in Jakriborg. The personal cars are used primarily when the public transport is not available and for shopping (as is the case of the woman that owns the baby-clothes shop). This is one of the main problems in Jakriborg: that a food shop does not exist and the one existing in Hjärup is not sufficient. It can be predicted that when the number of shops increase the use of the car will decrease.

The leisure / entertainment time spent by the inhabitants in the area can be characterised to be a minimum. The absence of bars, restaurants, cinemas or other entertainment places also have a very important role in creating a community sense. With the opening of the area to students

5 To the survey answered 30% of the inhabitants. Two aspects can be mentioned that might have an influence on the score obtained. In the same survey, the activity performed by Jakri AB was considered to be acceptable to good (it had a score of 3.9 on a six scale). The way the problems have been handled by Jakri AB has been characterised to be acceptable (it had a score of 3.2 on a six scale).
more of the latest buildings constructed are student-oriented), Jakriborg needs places were people can spend some time and meet their friends. Asking where they spend their free time, the majority answered Lund or Malmö. **So far, Jakriborg does not have a social life.**

As well, there have been expressed the need for more shops. The head of the rental union said that people in Jakriborg are very positive to a big development of Jakriborg so that an economical life can be enhanced.

The table is the result of the survey carried out by the rental union, showing what shops and services are most need in Jakriborg. Under discussion is the installation of a cash dispenser in collaboration with Hjärup.

Beside the proposals contented in the table, there have been proposed also a dentist, a party building, an alcohol shop, a bicycle shop, ceramics shop, jewellery shop, bookshop and a swimming pool.

An increased number of shops, cafés, and restaurants have several positive impacts on the neighbourhood. As it has already been mentioned, the reliance on car will decrease. Another reason is that it will increase the community sense as long as it will keep people in the neighbourhood. It has been mentioned in a previous chapter the New Economics Foundation that shows that people who meet regularly to exchange goods and services are more likely to develop a sense of familiarity and trust with other local people. One of the persons interviewed stands as testimony: her acquaintances in the neighbourhood are with her children’s colleagues’ mothers (see interview 6). A third reason is, as J. Jacobs is writing, that a continuous mingling of people is keeping the streets safety.

Jakriborg has a very important advantage comparing with Hjärup. It has more shops and, more important, shops do not exist in Hjärup, which will assure a certain flux of people and passers-by over the entire day.

Regarding the relationship with the neighbourhoods, it does not seem to have been developed. Most of the people interviewed expressed the idea that this type of construction does give the choice regarding your relationship with the neighbours. Even though it is a compact construction, does not invade your privacy. **Jakriborg creates the environment for a further community, but the design, just the physical factor, is not sufficient for creating a community.**
At one of my visits in the area, it was the hour when children were coming back from school. All of them came alone or with other children, although the school in Hjärup is just up to the sixth grade, so the children are not more than 12 years old. I have also asked the owner of Frida’s Diverse, the sweet shop, and she confirmed my conclusion. Parents do feel that the area is safe and, as J. Jacobs expressed “there are eyes on the street”. Also, it proves that more freedom and independence has been provided to children. **It can be concluded that the condition of security and safety has been achieved. Safety is a very important factor for increased neighbouring. Furthermore, a greater utilisation of public space increases neighbouring.**

The existence of many children in the area is also a factor that can have a positive impact in transforming it into a neighbourhood and a community. As one of the interviewees said, her relationships are mainly because of the children.

Hyresgästföreningen worked for the creation of a discussion forum, which can be considered as a step towards community formation. I have considered the activity and membership of Hyresgästföreningen as an indicator of the community sense. One of the main preoccupations was getting the owners, Jakri AB to enhance the goals proposed, in taking care of the neighbourhood. One of the main results was that the owner company hired more personal to maintain the area. It has also been established a forum of discussion.

Especially during the summer, Jakriborg seems to be a very popular touristy destination. Three of the shop-owners mentioned that tourist do constitutes their main visitors during the summer season. This phenomenon can be considered as a substitute until Jakriborg will become big enough to support its own economical activities. On the other hand, the tourists are also very important for the social life of the neighbourhood.

The apartments in Jakriborg are for renting. A very important factor of residential stability is homeownership. R. Putnam considers this phenomenon as a possible cause of the disappearance of social capital and civic engagement.⁶ Hence, homeownership is associated with greater civic engagement, with a higher sense of community.

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⁶ R. Putnam is analysing the American society, but the extrapolation can be made.
8.4. Jakriborg’s integration in Hjärup

Jakriborg is part of a larger neighbourhood, Hjärup. Hjärup is formed of houses with one household, with gardens. It has a lower density compared with Jakriborg. A physical barrier, the railway, separates the two parts. A considerable work has been done and is done for the integration of the two parts, both by the municipality and the local community.

In the Comprehensive Plan, more tunnels under the railway are planned for easier access from one part to the other, especially as the retail centres will be mainly located in Jakriborg. The Comprehensive Plan stipulates two more tunnels besides the two already existing. The tunnels will be both pedestrian and for cars.

While the municipality is concerned with the physical integration, within the whole of Hjärup there are actions taken for a more complete integration and cooperation. The first cooperation that took place was with the installation of a broadband connection. The action was initiated by Jakriborg’s Hyresgästföreningen. There will be a meeting of Byalaget, Hjärup’s discussion forum and Jakriborg’s discussion forum (organized by Hyresgästföreningen) for discussion about issues of cooperation and integration. As the head of Hyresgästföreningen, Thomas Schiffer, underlined, the integration issue has been largely discussed and is an ongoing debate.

From the inhabitants’ point of view, as one of the interviewees said, it will be difficult to integrate the two parts.

Discussing the issue of integration between Jakriborg with Hjärup, the role played by the railway and the surrounding wall must be discussed. As J. Jacobs is saying, borders are not just passive objects, but they exert an active influence, both from a physical point a view as well as socially. It already constitutes a social barrier, connotations such as ”the other side ” being used. The surrounding wall is representing the edge of the neighbourhood. There are several reasons why the medieval cities were surrounded by walls. The medieval town walls were means of protection and security, intensifying city area, giving a city a shape, a clear form. Jakriborg is not an independent city. It is part of a municipality and in direct connection with Hjärup village. The wall is only a barrier between two parts of a whole. It also puts a barrier with the surrounding environment and the agricultural landscape.

Borders form dead ends for most users of city streets. The street that adjoins a border is perceived as a terminus, therefore it will have less activity and pass-buyers, and it will be less safe therefore.
9. SUMMARY

The thesis explores the relation between the American and European neo-traditional movements. It also tries to answer to the question if the new urbanist city is a desirable living form.

With no doubt, there are clear connections between new urbanism and the reconstruction of the European cities. Itself, new urbanism considers to be an international movement. Still, despite the links and similarities that exist between the two movements, clear differences exist. For several reasons, the same approach cannot be adopted in Europe in the same form.

However, the two movements start from different positions, but they have the same goal and vision: people’s well-being, the recreation of humane cities, towns and countryside. The assumption is that the physical design has the power to create a social life and a new human.

First, in Europe urban sprawl and car dependence do not have the same intensity and magnitude as in America. The modernist movement had merely a different manifestation in Europe, in the form of skyscrapers and destruction of the city centres or historical sites.

Second, the Iron Curtain has a strong impact on the European urbanism. The political differences had an impact on the urban form in terms of architecture, economy, culture and environment, divisions that must be overcome. Europe has to deal with problems caused by the West-to-East-incline with regard to the economical development after the fall of the Iron Curtain, but also with the contradiction between a rich tradition of urban development, existing for more than 1000 years, and an increasing functionalism. CEU believes that a European Urban planning reform is necessary in a changing Europe.

The EU policy regarding spatial planning is coming to tackle regional differences, especially economical differences. ESDP is using the concept of polycentrism, meaning that EU is supporting any city and region to become competitive. The Lisbon strategy set as a goal for EU “to become the most competitive and dynamic knowledge-based economy in the world, capable of sustainable economic growth with more and better jobs and greater social cohesion”. At the
core of development are the cities and towns of EU. They are considered to be the driving forces for a competitive Europe in a globalized world. As well, the cities and towns are the carries of the European identity.

The social goals of new urbanism raised many critiques. The study case of Jakriborg is coming to give an answer to the question if the urban design that new urbanism propose to induce a community sense. The research shows that the new urbanist city is a desirable living form. In Sweden, the three cases and Jakriborg are an indication of the desirability of this kind of urbanism. With respect to the creation of a community sense, it shows that other elements (economic, retail, services, cultural, entertainment activities), beside the urban design, must be considered. New urbanism considers the other elements, but still, the focus is on urban design. A more balanced approached of all elements would have better results. The work done so far shows an approach similar with the one adopted by functionalists: add-on. The neighbourhoods are first considered as residential areas, afterwards being considered the necessities of an economic or entertainment activity, for example.

The compact form of the construction and the traditional architecture are of high importance in people’s decision to choose to live in a new urbanist project / neighbourhood. A compact and traditional compact form is highly attractive to some people. The life patterns of the 21st century discussed in chapter four are an attempt to explain the change that occurred in people’s choice of an urban form. It seems that is what at least some people in the present society desire. This kind of urban environment is associated with security and safety. Furthermore, safety is a very important factor for increased neighbouring, a crucial factor for community sense.

The new urbanism movement claims that a community is the result of a number of factors that must be considered together. However, their focus on the physical environment and the importance ascribed to it marginalizes the other factors.

New urbanism fulfils their goal of "giving more people more choices about where and how they want to live". This can be considered their main accomplishment. They create what to some people is a desirable living form, but it does not guarantee the formation of a community. The physical form, as design and architecture, cannot guarantee that a community sense can be enhanced.
The main conclusion that can be drawn is that only the physical design cannot lead to the creation of a community. The physical environment is one of the factors, but is not the only one. The study case of Jakriborg indicates that any particular urban design doesn’t create a community even if this is the aim. It creates certain important conditions, but without people’s will and interest of participating in the community’s activities it is not successful. In this sense, the economical, cultural, entertainment/leisure activities within the neighbourhood but be much more considered. As the case of Jakriborg shows, at least those people that choose to live in Jakriborg consider that these elements are crucial for the community creation.
MISSION
The Council for European Urbanism is dedicated to the well being of present and future generations through the advancement of humane cities, towns, villages and countryside in Europe.

CHALLENGE
Cities, towns and villages are being destroyed by social exclusion and isolation, urban sprawl, waste of land and cultural resources, monofunctional development, lack of competitiveness, and a loss of respect for local and regional culture.

OBJECTIVES
Cities, towns and villages should have mixed uses and social diversity; make efficient and sustainable use of buildings, land and other resources; be safe and accessible by foot, bicycle, car and public transport; have clearly defined boundaries at all stages of development; have streets and spaces formed by an architecture that respects local history, climate, landscape and geography; and have a variety that allows for the evolution of society, function and design.

ACTION
The CEU will promote: the distinctive character of European cities, towns, villages and countryside; consolidation, renewal and growth in keeping with regional identity and the aspirations of citizens; where appropriate, the creation of new towns and villages according to these objectives; the reorganization and redesign of declining suburbs into thriving mixed use areas; respect for the natural environment and its balance with human habitation; and the protection of our built and landscape heritage.

CONTEXT
The CEU recognizes that physical improvement cannot stand alone. Cities, towns, villages and the countryside are a reflection of their social, political, economic and environmental context. Any improvement in physical surroundings must be part of a wider advancement of the well-being of the people of Europe.

POLICY, REGULATION AND PRACTICE
The CEU will work for the change, amendment and refinement of economic practices, public policies, law, regulations, guidance and standards of practice at a European, national, regional and local level to further the objectives of this charter.

PROCESS AND PARTICIPATION
The CEU will re-invigorate the relationship between the community, inhabitants and all concerned parties through a process of participation in planning, design, building and management.

THE CEU
The CEU is a network of members which will implement the principles expressed in this charter.

I Regions
I.1 Regions are areas that have distinct identities recognized by their inhabitants. This identity can be geographic, cultural, political or economic. Regions are not nation states but they may correspond to national boundaries.
I.2 The well-being of its inhabitants and the identity of the region must be the foundation of all planning policies and principles.
I.3 The region is made up of its rural and natural landscape as well as its cities, towns and villages. All regional planning must respect the identity, distinction and balance of these component parts.

II Cities and Towns
II.4 Cities and towns are self-contained, distinct and dense settlements where significant numbers of people gather to live and trade. Density of population facilitates the exchange of information and the creation of civic and cultural institutions.
II.5 Cities and towns depend upon the free and close mixture of living, trading and communication. Any significant segregation of functions or people by income, occupation or race will undermine the effective operation and quality of life of a city or town and must be discouraged.
II.6 To maintain the identity of a city or town it must remain physically distinct. New development must not blur or eradicate the edges of cities and towns.
II.7 Cities and towns have well-defined and recognisable centres. The identity of cities and towns depends upon the character of these centres.
II.8 The historic centres of cities and towns must be protected and revitalised and, if necessary, appropriately reconstructed.
II.9 Cities and towns will only function with a recognisable centre. Any settlement must either be fully integrated with the city or town to which it is attached or be organised as a new town or village with a clear physical edge.
II.10 Cities and towns must have a pattern of roads, streets, alleys and public places that derive from the use and scale of the functions they serve. This pattern creates the maximum and most amenable opportunities for pedestrian communication while allowing safe access for other forms of transport where necessary.

II.11 Cities and towns have civic and institutional buildings and places of worship. Major public buildings will occupy a significant place in the structure of the city or town and their architecture will help to define their character. Minor public buildings will be located in and serve individual neighbourhoods.

II.12 Parks, playing fields and community gardens must be distributed throughout cities and towns and must act as unifying elements.

III Villages and the Countryside

III.13 Villages are small, self-contained rural communities with agricultural origins. They will have essential community services and may have small local industries. Where a decline in agricultural labour has turned many villages into residential settlements serving nearby cities and towns their character must be maintained.

III.14 The countryside is made up of agricultural land, forestry and wilderness and is the medium into which all settlement is placed. Cities, towns and villages depend on the countryside for food and for their separate identities.

III.15 Villages must remain small and self-contained with a clear boundary between buildings and the countryside. If villages expand or have expanded to exceed the capacity of their community services they must be restructured to become towns with the necessary physical and institutional structures.

III.16 New villages must be small, self-contained and in a rural setting but may not have agricultural origins or functions. They must contain the services required for day-to-day living, employment and community facilities.

III.17 Well-managed agriculture, protected landscape, the avoidance of the encroachment of urban sprawl and the reclamation of derelict land into countryside must be promoted to benefit those who make their living from the land as well as the inhabitants of adjacent cities, towns and villages.

IV Neighbourhoods and Districts

IV.18 Neighbourhoods are recognisable areas with which people can identify. They must be compact, pedestrian-friendly, have mixed uses and the services required for day-to-day living.

IV.19 Local districts are small areas of cities and towns that have a particular use or character but are smaller than a neighbourhood. This use or character could range from a single function such as an industrial district to a predominant building type such as a redbrick district.

IV.20 The neighbourhood and the local district are the primary elements of development and redevelopment in the city and town. Cities and towns are made up of seamlessly connected neighbourhoods. The identity of neighbourhoods will encourage the inhabitants of neighbourhoods and districts to take responsibility for their maintenance and development. The character of neighbourhoods and districts must be supported and preserved.

IV.21 The redevelopment of large industrialised housing areas, disused industrial areas, abandoned military sites and other dysfunctional or unused building groups must follow the principles of neighbourhood and local district design.

IV.22 Within neighbourhoods, a broad range of housing types and price levels must be established to bring people of different ages, races, and incomes into daily contact. This will strengthen the personal and civic bonds that create a community.

IV.23 The economic health and harmonious evolution of neighbourhoods and districts will be improved with urban design codes and development guidelines agreed by the community. Codes and guidelines manage change in a predictable manner.

V Streets, Squares, Blocks and Public Gardens

V.24 Urban architecture and landscape design is primarily concerned with the creation of streets and squares for public use. Buildings and landscape must physically define these spaces and contribute to the wider cultural context of the neighbourhood, town and city.

V.25 Streets and squares must be safe, easy to use and interesting to the pedestrian. Properly configured, they encourage walking, enable neighbours to know one other and encourage public activity.

V.26 Safety and security are essential for the revitalisation of urban life. The design of streets and squares must create a safe, accessible and open urban environment.

V.27 Urban form and individual buildings must be robustly designed to allow for permanence and continuity as well as change and development.

V.28 There must be small-scale plot division to maintain a fine urban grain and provide potential for mixed use.

V.29 Small parks are essential in housing areas. They are social and ecological refuges and must invite everyday use.

V.30 Historic areas, buildings and landscape maintain continuity, allow for the evolution of urban life and form an essential foundation for future development and must be preserved, renewed or reconstructed.

VI Architecture and Landscape Architecture

VI.31 Individual buildings must be sensitively linked to their surroundings. This issue transcends questions of style. Urban architecture must respect the history and urban context of its location, be diverse and be receptive to the new.

VI.32 Architecture and landscape design must grow from local climate, topography, history and building practice and harmonize with and enrich their context.
VI.33 All buildings must provide their inhabitants with a clear sense of location, weather, and time. Heating and cooling should be affected wherever possible by natural resource-efficient means and by regenerative technologies.

VII Transport

VII.34 There must be co-ordinated transport within and between regions. Public transport, pedestrian movement, the use of bicycles (and other forms of individual transport) must be co-ordinated to maximise mobility and reduce dependence on the car.

VII.35 Transport corridors connect cities, towns, neighbourhoods and local districts; they can be major roads, rail lines, rivers or parks.

VII.36 Transport corridors, when properly planned and coordinated, can stimulate cooperation between cities, towns and villages and help to revitalize urban centres. Transport corridors must not displace investment from existing centres.

VII.37 Compact, walkable, mixed-use centres should surround stations and major public transport stops. Daily life should not require the motor car.

VII.38 The quality of urban form and pedestrian movement must take precedence over highway and parking policy. Large scale parking areas must not dominate streets and squares.

**Annexe 2**

**Distribution of household size, (%)**, 1981 and 2003

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Source: Housing Statistics in the European Union 2004
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