

and, more importantly, attention. The acclaim that the park has received is based on its intellectual aesthetic ideology as a work of art and its intellectual under-pinning. It has been embraced by the architectural cognoscenti and has been extraordinarily widely published. The ideology has been proven to be difficult to transfer to urban developments. Any such plans, and there are a number of them, have remained on paper. In many ways the Parc de la Villette is indeed an urban design project combining landscape architectural and architectural features into a unified whole.

Major references

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A NOTE

The Shanghai Waterfront Park, Shanghai, People's Republic of China: a proposed integrated park and building urban design scheme (2000+)

As in many parts of the world (e.g. Battery Park City, Canary Wharf and Darling Harbour described in Chapter 8), the port facilities developed in Shanghai during the first half of the twentieth century have become redundant. With the development of mega-projects in the city – the Pudong in particular – the heavily polluted Huangpu River, wide though it is, instead of being the eastern edge of the city's core, has become a seam for development. The recent abandonment of many waterfront industries has led to a significant improvement in the quality of the river's water thus making land along its banks attractive for development.

In 2000, the Shanghai Urban Planning Bureau organized an international competition for a development plan for both sides of the Huangpu River. The area covered

was 2470 hectares (6.3 square miles) and 24.7 kilometres (13 miles) in length extending from the Fu-Sing Island to the south of Ruiz Jin Nan Road. The goal of the Bureau was to use this strip of riverfront for recreational tourism and commercial development. It was also necessary to provide flood control measures and to encompass numerous cultural, historical and economic elements in the design. Three schemes were chosen as finalists: those by Sasaki, the Skidmore, Owings, and Merrill, San Francisco office (SOM), and the Cox Partnership of Sydney. The second of these firms was chosen to proceed with the scheme. Many of the planning principles, such as the network of green links connecting the river to the interior of the site, were adopted from the Cox Partnership plan.