

impressed visiting politicians such as the United Kingdom's Prime Minister, Margaret Thatcher and Shanghai's Mayor (later premier of the People's Republic of China), Zhu Rongji. Canary Wharf and Lujiazui are the children of La Défense and the scheme for Hanoi North a grandchild (see Marshall, 2002). If Haussmann's Paris was the model for earlier generations of political leaders, La Défense is for today's.

Major references

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CASE STUDY

Canary Wharf, Isle of Dogs, London, England, UK: the urban design of commercial pragmatism? (Primarily 1985–98 but continuing)

Canary Wharf, the centerpiece of the London Docklands redevelopment, is an offspring of La Défense. The government of Margaret Thatcher had been encouraged by that scheme's success as a commercial venture to pursue a similar policy in London. Following the example of La Défense, Canary Wharf has been designed to cater to the commercial development of London outside its traditional commercial centre, the City. It is located on what was once a thriving port site abandoned as the result of changes in the size of ships and the nature of transportation technology, particularly the development of containerization. For all intents and purposes this brown-field site had been totally cleared except for the remnants of the docks.

Today, the area comprises 18 office buildings, a retail centre, hotels, a conference and banqueting centre, five parking stations (in addition to the parking below the office

buildings) and landscaped open space. It is served by a light-rail system and, belatedly in 2000, by an underground railway station on the Jubilee Line (see Chapter 10). The site extends over 86 acres (34.4 hectares) of which about 20% is landscaped open space. To get to this state has been a harrowing experience.

In the 1980s, the British government under Thatcher took over control of the Docklands area from the five local borough governments responsible for it and established the London Docklands Development Corporation (LDDC). The LDDC's task, as stated in 1981 by the then Environment Secretary, Michael Heseltine, was to 'bring these barren areas back into more valuable use'. The Corporation encouraged a market-led approach to design but it also created an enterprise zone that offered tax incentives for firms to locate at Canary Wharf. The Docklands' statutory regulations were