

centres. The infrastructure design involved urban, engineering and architectural components.

Major references

- Hopenfeld, Morton (1961). The role of design in city planning. *American Institute of Architects Journal* 35 (5): 4–44.
- Lewyn, Michael (2003). Zoning without zoning. <http://www.planetizen.com/oped/item.php?id=112>.
- Punter, John and Matthew Carmona (1997). Public realm policies. In *The Design Dimension of City Planning: Theory, Content, and Best Practice for Design Policies*. London: E & FN Spon, 169–77.
- Wasserman, Jim (2004). Growth experts push new zoning to spark aesthetic renaissance. *San Diego Union Tribune*. 22, February. <http://www.signonsandiego.com/news/state/20040222-1144-ca-reinventinggrowth.html>

New Town Planning and Urban Design

In the design of new towns, the comprehensive planning objectives are presented in the form of a master plan. The master plan presents a vision of what the city hopes to be at some future date. Often this master plan is a statement allocating land uses to areas based on some image of a transportation network. At other, but less frequent, times it is a three-dimensional representation of the future state of a city as was the case for Runcorn, the case study included here.

Runcorn has been chosen because it was celebrated for its architectural experiments and also because the distinction between planning and urban design is totally blurred in its development. Runcorn consists of a number of clear urban design projects within an overall master plan that was developed in three-dimensional form. Its overall organization follows a standard model. The first generation of twentieth century British new towns as well as places such as Columbia, Maryland (see Figure 4.2) all follow it. It is a normative model still widely used. A city is divided into a hierarchy of precincts. Runcorn's design was also so based on a clear transportation network that it could almost be regarded as a plug-in urban design.

The planning and designing procedures in Runcorn were similar in character to much current work in continental Europe. Planning and designing are wrapped up into a single design effort. In the development of Zuidas, the new central business district for Amsterdam, planning and urban design have gone hand-in hand. Its designers refer to their work as city planning rather than urban design showing that the distinction between the two is often not made even though much in Zuidas is architecturally specific. The same was true during the second half of the twentieth century in the communist countries of Eastern Europe. In the former Soviet Union a number of *fiat* cities with populations as large as one million people were developed across northern and central Asia in the same manner.