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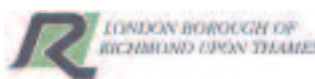
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Sir Terry Farrell's regular column.

High Streets provide both the framework for our urban arrangement and the centre of life in our city, says Terry Farrell



A healthy mix of uses will encourage the development of a vibrant civic artery at Earls Court High Street.

Beleaguered as they may be by the economic conditions and developments such as out-of-town shopping centres and internet shopping, our High Streets are an essential resource that London would be unrecognisable without. One of the lessons of world's most liveable metropolis is that we live in a network of urban villages that have grown into one another along these linear arteries, with their transport, bustle and commerce. The appeal of High Streets to urbanists goes much further than retail. High Streets aren't there because of shops, shops flock to High Streets because they are in fact the place in the city for all forms of cultural, civic, social and economic exchange; the urban engine room where footfall is generated by a rich and diverse mix of uses.

High Streets provide both the framework for our urban arrangement and the centre of life in our city. Two-thirds of Londoners live within ten minutes walk of one and outside the Central Activity Zone they are home to more than half of London's jobs. They are conveniently local, well served by public transport and with the correct public realm improvements could contribute to making London a walkable city. High Streets have a fantastic heritage of historic and public buildings and spaces. In addition, almost half of all the developable brownfield land in London is within 200m of a High Street. Thanks to their existing communities and facilities, which are difficult and expensive to start from scratch, investment in High Streets is truly sustainable and delivers a high yield of measurable social benefits. It is clear

that architects, planners and urbanists have a key role to play in unlocking the rich heritage and immense capacity for regeneration latent in our High Streets through the re-use and improvement of existing places.

My company's masterplans for Earls Court and Embassy Gardens in Nine Elms use High Streets as a key placemaking feature. With the consultant Steve Smith, we have developed a number of initiatives that are also practical for regeneration.

The future of High Streets relies on their importance being recognised at a strategic level. At Nine Elms, We have used our reputation as strategic planners to step outside of our masterplan area and address the urban design strategy for the entire Vauxhall-Nine Elms-Battersea Opportunity Area (VNEB). At the moment, the VNEB is an urban island, separated from the surrounding neighbourhoods by a railway viaduct to the south and by the A3205, otherwise known as Nine Elms Lane, to the north. We have proposed, amongst a raft of other initiatives, plans to tame and urbanise Nine Elms Lane with the aim of creating a liveable High Street. By redesigning the public realm to address the balance between cars and pedestrians we aim encourage the connectedness of the site at right angles to the river and the Lane – shifting the perception of Nine Elms from a non-place that one travels through, to a place of character where life happens.

At Earls Court, our masterplan is based around the principle of "Four Villages and a High Street". We will use the High Street in classic fashion: to

encourage the four existing urban villages; Earls Court, North End, West Kensington and West Brompton; to grow into one another. The High Street at Earls Court will act as a continuum between the different character areas; not a singular place but a composition of many incidents, episodes and spaces to be enjoyed in part or as a whole.

Landscape will play a key role, as it does throughout the whole Earls Court masterplan, and the street environment will be pedestrian friendly, with space on the pavements for shops and businesses to occupy the street.

The demand for retail space is influenced by convenience, quality of place and variety of choice. We aim to encourage a diversification of uses for the high street, centring healthcare, cultural and civil amenities and new typologies of business and professional services like informal "workspace clubs" on the high street.

By bringing life back to the High Street, putting it at the centre of our aspirations for the area, and recognising its capacity as a conduit for investment and ideas, we may encourage retail back to the High Street at Earls Court, but then again there may be plenty of more interesting things to do than shop. ■

NOTES:
Embassy Gardens is being masterplanned by Farrells for The Ballymore Group: <http://www.ballymoregroup.com>
Earls Court is being masterplanned by Farrells for Capital & Counties Properties PLC: <http://www.capitalandcounties.com/>
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Port Waste Reception Facilities:

Meeting new regulatory standards and preparing
for increasing waste volumes

9th September 2011, Norton Rose Law Firm, London



With volumes of waste on the rise, shipowners and ports operators are increasingly being called upon to handle the waste streams generated from their operations in sustainable and transparent ways.

Recent changes to the International Maritime Organisation's MARPOL Annex IV and Annex V bring new obligations for shipowners to discharge their waste ashore, and requirements for ports to provide adequate facilities are set to be tightened as the European Commission begins work on revising its Port Waste Reception Facilities Directive.

This conference will bring together shipowners, port operators and land based waste management providers to understand how new, practicable, business strategies can be developed to enable companies to meet the new legislative reality and achieve their corporate and social responsibility objectives.

At this event, get up to date on the latest legislative developments and hear from a series of expert speakers involved in delivering solutions in a wide variety of ship/port interfaces around the world. Attend this event to gain a full understanding of the regulatory framework and share ideas on how to best meet those challenges.

Confirmed speakers include:

Jesus Bonet European Commission **DG Move**

Robert Ashdown International Maritime Consultant

John Maggs Policy Advisor (Shipping & EU Policy) **Seas at Risk**

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