

Anticipating the unexpected

In the following pages Cedric Price explores some of the themes which are examined in his recent work on anticipatory architecture. The work refers to the seven projects outlined below

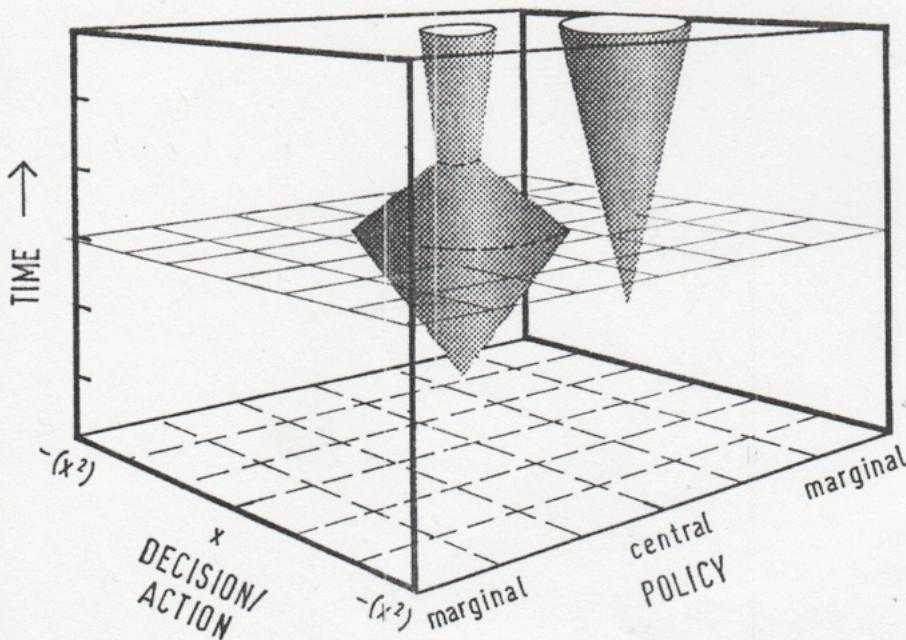
'There are many situations in which to be systematically late, is to be systematically wrong'

Sir Geoffrey Vickers VC, 'Value Systems & Social Progress' 1968

To establish a valid equation between contemporary social aspirations and architecture it is essential to add to the latter doubt, delight and change as design criteria. Architecture is slow and therefore requires anticipatory design. Clients should never be embarrassed by admitting doubt or ignorance or by changing their minds – that's what we're here for – and why I have selected these extracts of some projects of the 1990s.

Cedric Price

EXTENT OF RESULT



THE LOGIC OF OPERATION APPROXIMATION (OR SHAPS THAT PASS IN THE NIGHT)

MAGNET

Magnets are installed on existing metropolitan sites which are underused or misused. The structures are transplants providing socially beneficial movement routes. Their planning encourages adjacent future growth while the fixed life structures enable variation and reassembly to be undertaken with speed and minimal disruption.

STRATE

Forty-three hectares of British Rail land adjacent to Stratford E15 centre designated for redevelopment of the existing main-line station together with a Channel link station. Variety of options require further consideration – political, social and economic – occasioning phased future development. Intermittent work undertaken since 1989 – project is on-going.

STRATTON

A cross-Rhine international road link together with a phased development of previous industrial and dockland zone. A new TGV station is included in the proposed educational, industrial and community plan development to be administered by a new Joint Cities authority. The new motorway enables a variety of uses below, while the motorway itself is incorporated within larger activity volumes. Long-term redevelopment of industrial polluted land creates new demolition and horticultural industries.

HAVEN

Bremehaven recognises the need to increase both tourism and advanced scientific/oceanographic industries to replace declining ship-building and fishing. A new ocean research dock is established with increased tourism phased with new city access and communication.

RINK

Consideration of a rail Channel link bridge over the Thames, as opposed to a tunnel.

APPEx

Design 'primer' for rail passenger station designers. In-office use only.©

MILLS

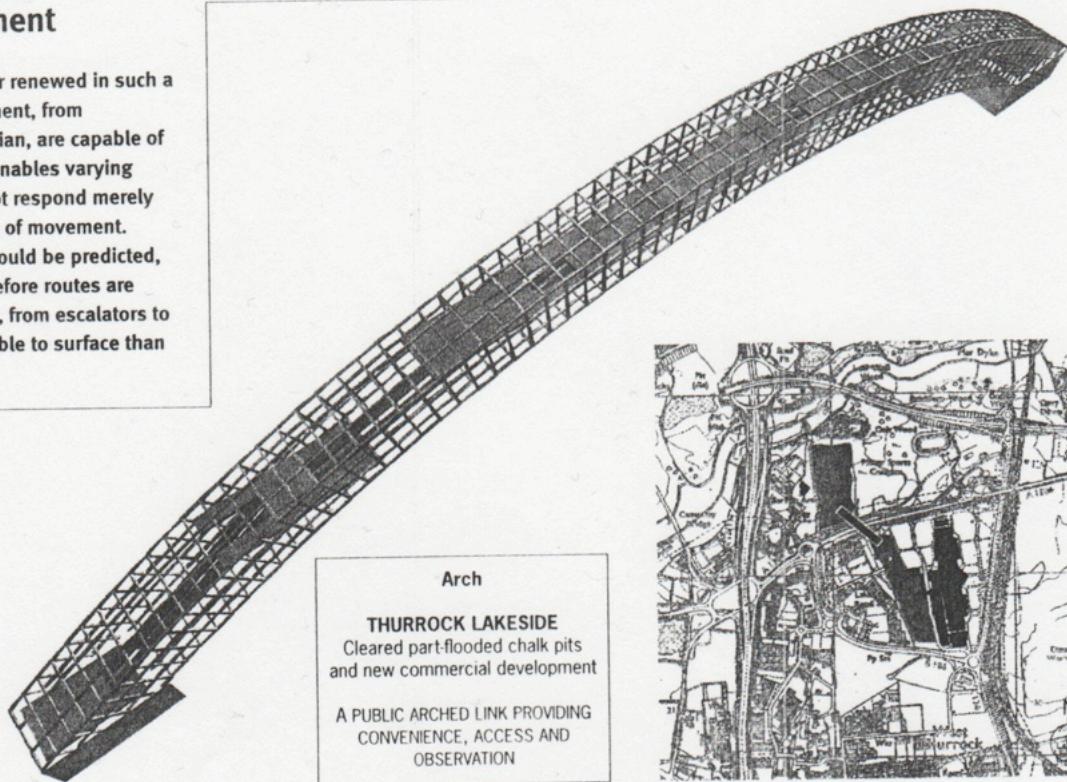
A variety of pedestrian riverside movement is combined with phased agronomy and public space programme in this south end of the Lea Valley Park. Adjacent to STRATE and former site of the proposed FUN PALACE.

cedric price

Routes and movement

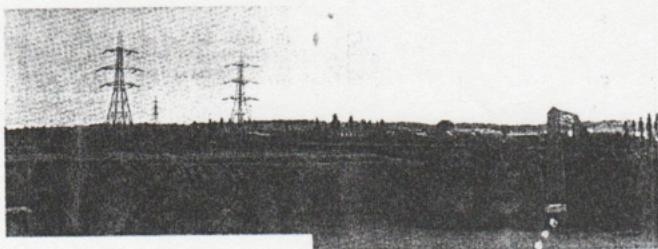
Routes must be established or renewed in such a way that the modes of movement, from telecommunication to pedestrian, are capable of separation. Such separation enables varying intensities of use and does not respond merely to changes in physical modes of movement. Future styles of movement should be predicted, ie Pleasurable, Emergency, before routes are determined. Vehicular design, from escalators to fire engines, are more adaptable to surface than routes are to urban siting.

MAGNET

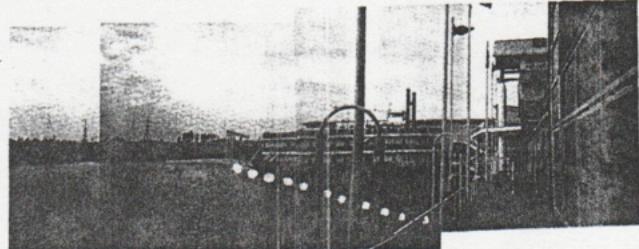


Arch

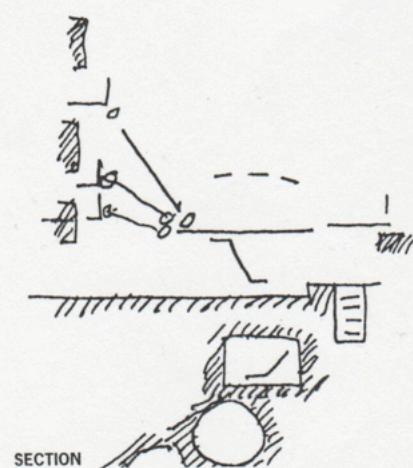
THURROCK LAKESIDE
Cleared part-flooded chalk pits and new commercial development
A PUBLIC ARCHED LINK PROVIDING CONVENIENCE, ACCESS AND OBSERVATION



NORTH END



SOUTH END



SECTION

Platform

ST GILES CIRCUS

Centre city

Major road crossing and commercial property.

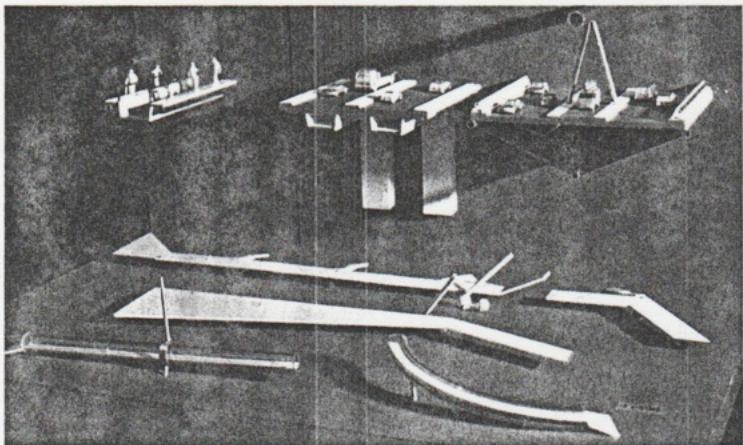
A STRUCTURED 'MACHINE' WHICH EASES EXISTING MULTI-LEVEL ACCESS ROUTES WHILE AIDING THE FUTURE DEVELOPMENTS



ST GILES CIRCUS

routes and movement

HAVEN

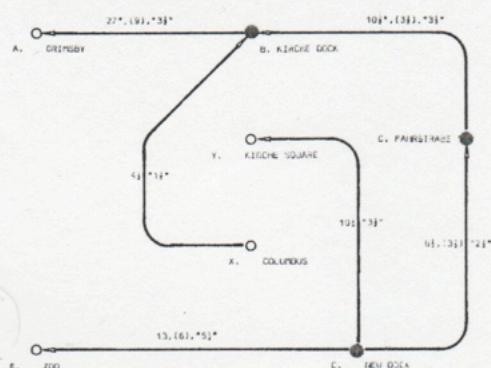


HAVEN AND STRATTON BRIDGES



THE BREMERHAVEN SHUTTLE

Large high-speed trans-estuary vehicular, pedestrian, cyclist craft anchoring Bihaven Town Quay - then discharges smaller pedestrian only river ferries for various in-town venues.

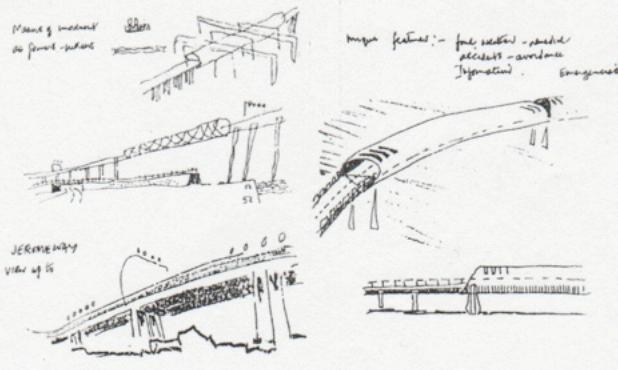


KEY XX: MOST DIRECT WALKING TIME (minutes) @ 5km/h
 XX*: RIVERSIDE WALKING TIME (minutes) @ 5km/h
 (XX): RIVERBUS JOURNEY TIME (minutes) @ 15km/h
 "XX": MOST DIRECT CYCLING TIME (minutes) @ 15km/h

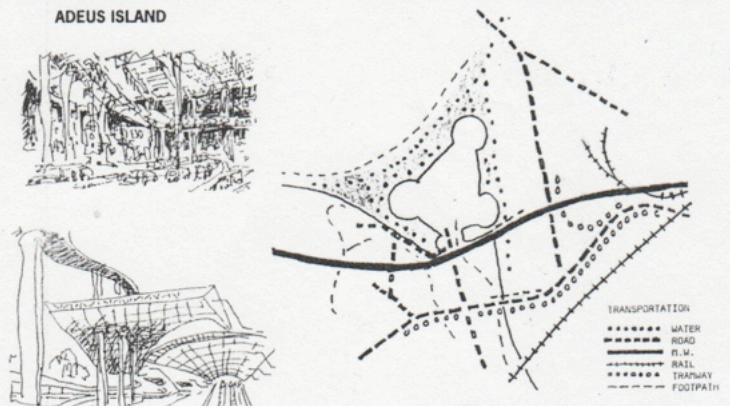
STRATTON



LINKS

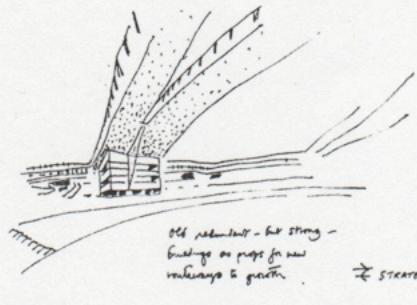
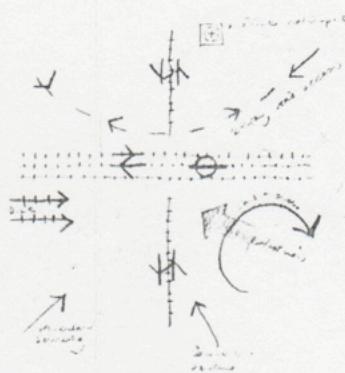
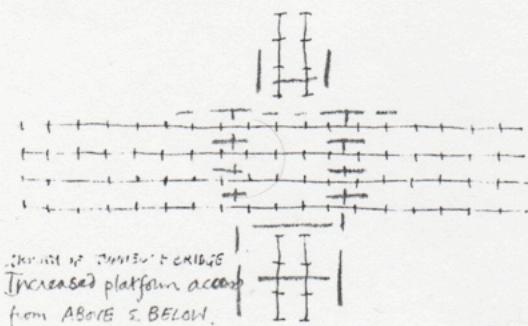
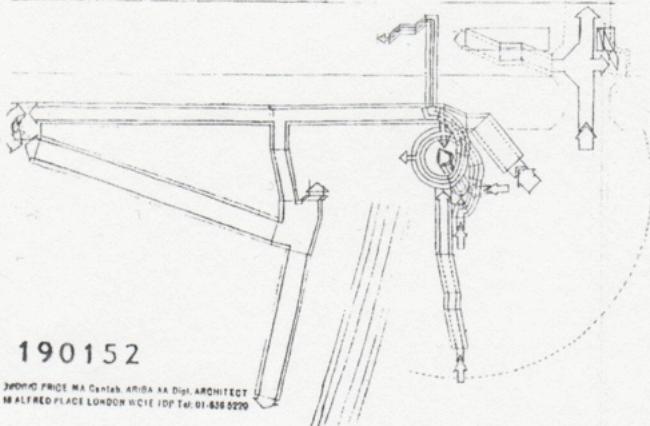


ADEUS ISLAND

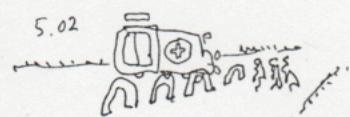
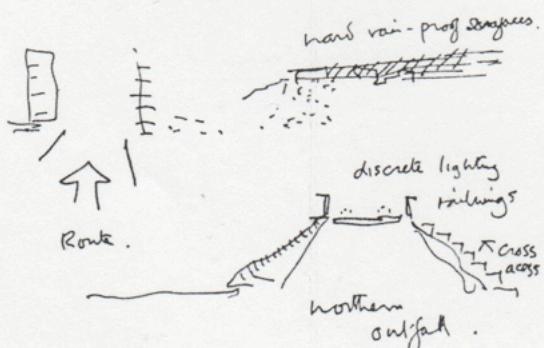


cedric price

STRATE

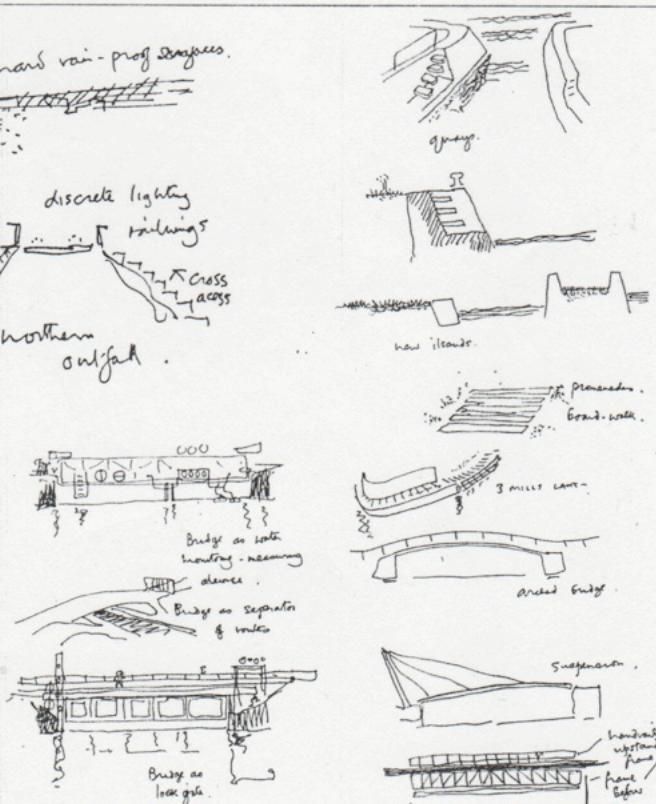


MILLS



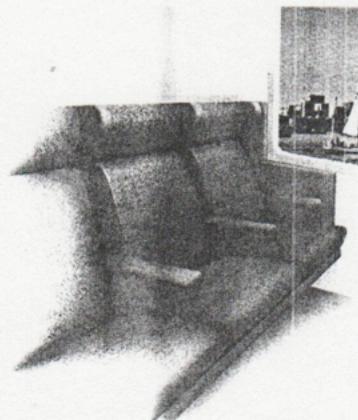
On-site footpaths, walkways and bridges enable safe pedestrian movement at will on all routes throughout 24 hours and in all seasons.

VARIED FOOTPATHS

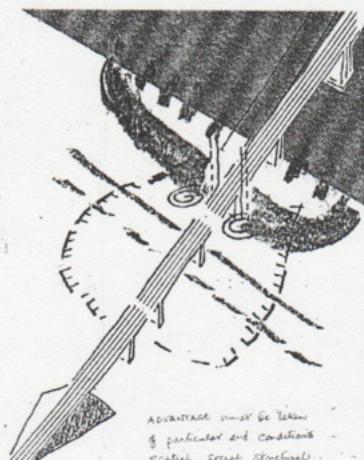


routes and movement

RINK



LUXURY VIEWING OF THE PASSING SCENE



ADVANTAGE must be taken
of particular and conditions
Spatial, Social, Structural



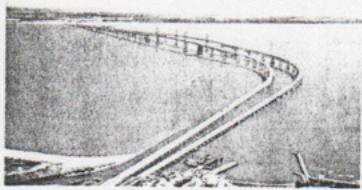
PROFILE



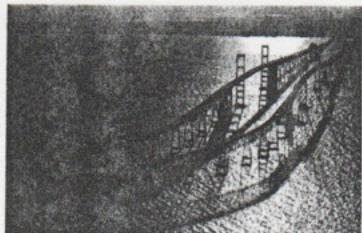
CELEBRATION



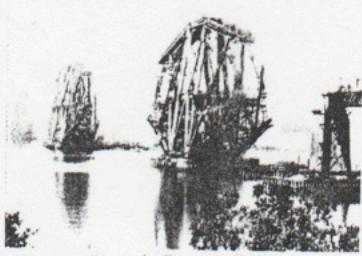
NIGHTIME



APPROACHES



REFLECTIONS

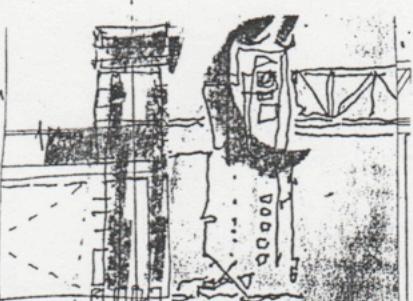
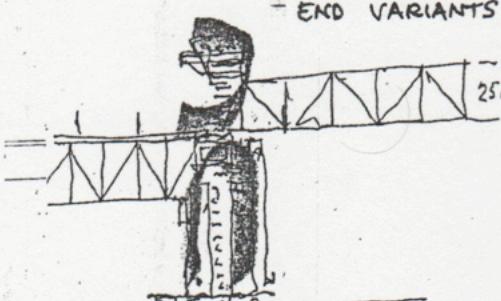


PUBLIC witness to the CONSTRUCTION.

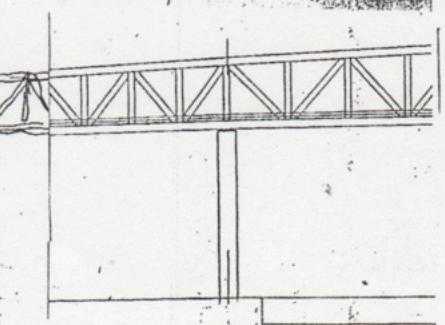


PATTERNING of the power supply.

END VARIANTS



ACCESS for:
maintenance -
emergency -
public



schools

festivals

25m

26.6.92

Bridge -

under-side

maintenance

platform

etc

etc</p

cedric price

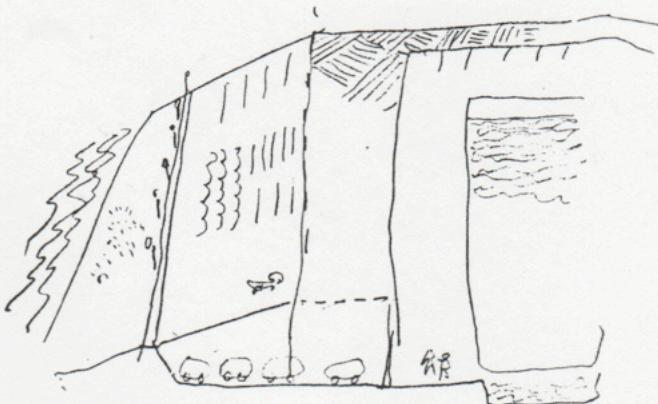
Overloading, public realm, newlands

Physical metropolitan overloading is socially beneficial since existing city grain was generated by spatial priorities no longer relevant. Overloading enables layering above and below a nominal ground level. Thus a public realm can be created over a motorway or in a subterranean reservoir. The city operates by a series of horizontal physical linkages which vary during 24 hours. The anticipated future three-dimensional grid should allow for the production and external scrapping of public-accessible space and facilities that respond to commercial and individual appetites. The telephonic 'switchboard' no longer exists. Newlands, including newwaters, are as likely to be formed by varying access and egress as by building another deck or excavating a hole.

HAVEN

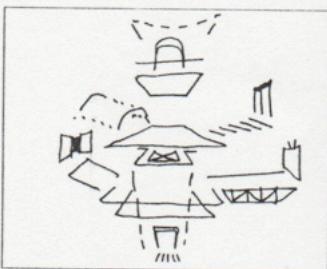


CURRENT TOURIST DILEMMA

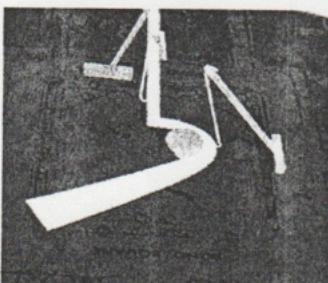


MAGNET

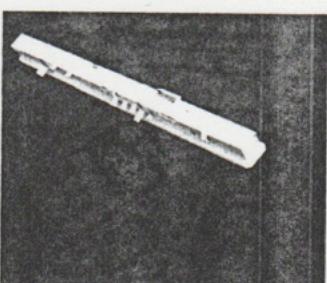
Stairways



Promenade



Pier



Transporter



size comparison



TEATRO OLIMPICO

COVENT GARDEN NEAL STREET
Old city commercial and industrial streets.

NEW ACCESS WITH PROTECTED OBSERVATION
DECKWAY IS PROVIDED TO EXISTING SHOPS,
GALLERIES AND RESTAURANTS



BOEING 747

SOHO SQUARE
Old city square with existing garden.

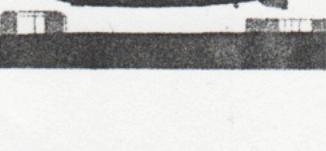
LARGE SEASONAL PUBLIC SCULPTURE ACHIEVING
NEW LINKS, VIEWPOINTS AND SANCTUARY IS
POSITIONED TO SPAN THE GARDEN



BRIGHTON PALACE PIER

BURGESS PARK
New city park – incomplete.
Lake and adjacent roads.

A COMMUNITY PARKLAND PIER PROVIDING
SHELTER, LEARNING AND SANCTUARY

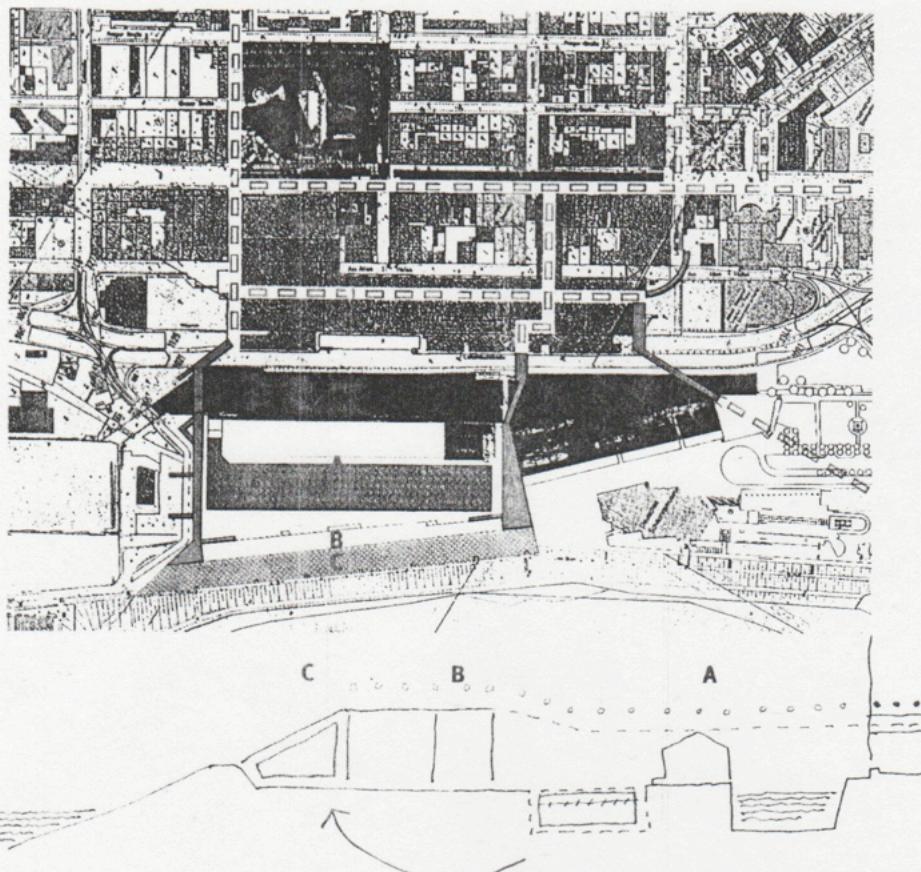


HINDENBERG

MILTON KEYNES
New city centre.

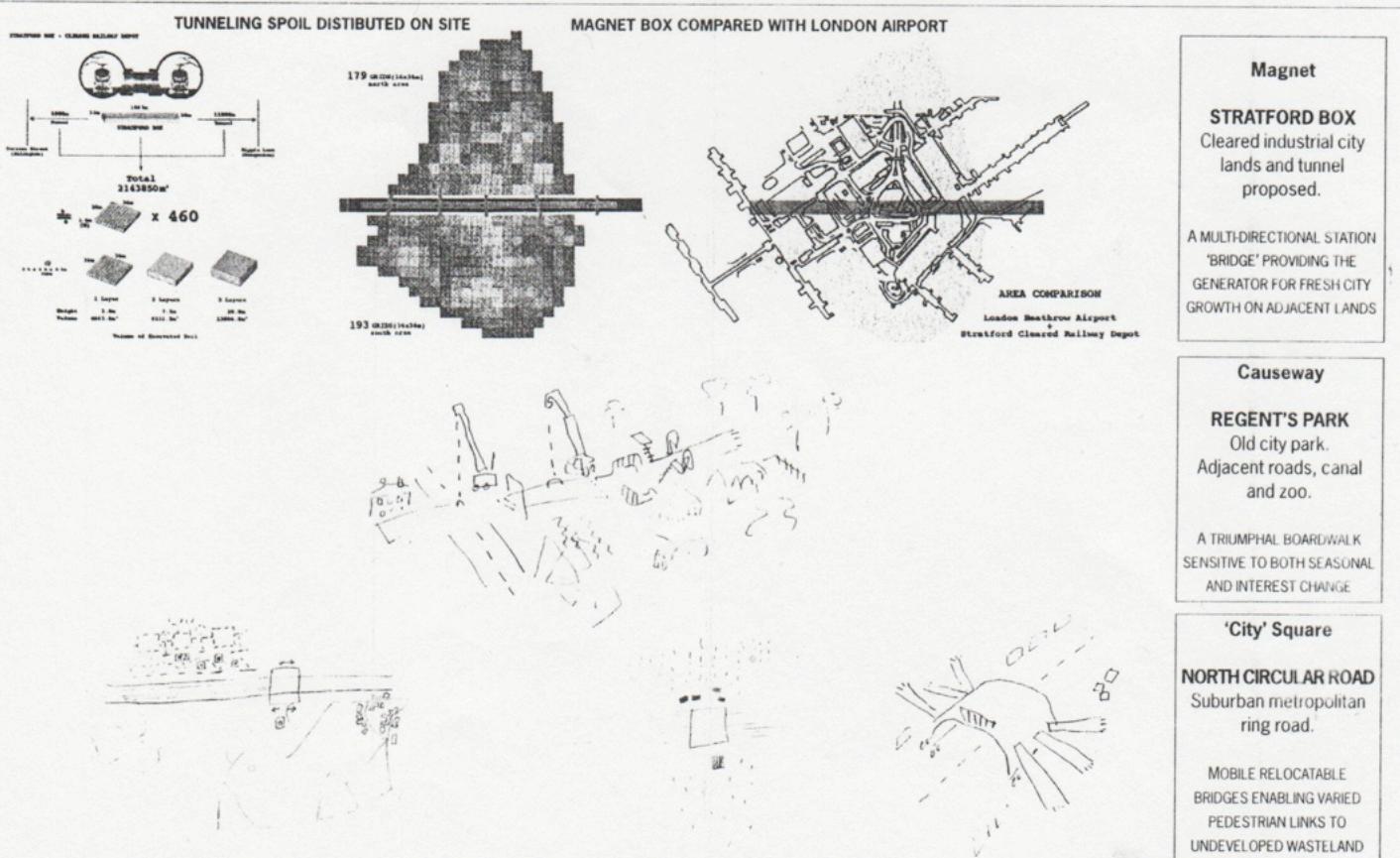
A THREE-DECK AERIAL WORK CORRIDOR
SUPPLEMENTING AND OVERLOADING THE
EXISTING GRID, USAGES AND VIEWS

overloading, public realm and newlands



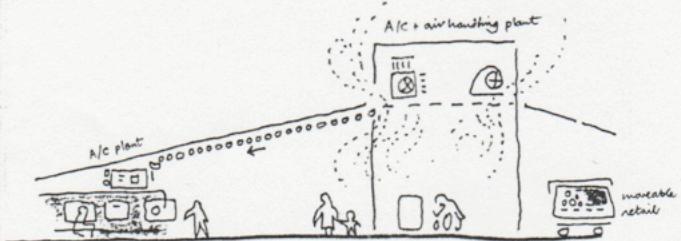
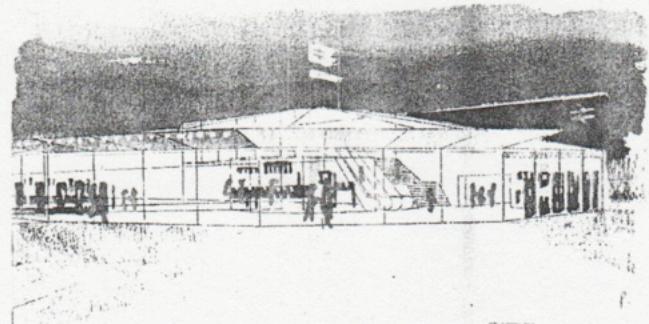
A variety of pedestrian routes both inside the shopping centre, and externally within the street grid, enable the friendly segregation of townspeople from tourists, while both can avail themselves of the new ferry routes, marine slope and new dock.

- A New dock with land- and water-based research facilities
- B Boardwalk providing a level threshold to the marine slope while providing partial shelter to car parking.
- C Marine slope and area of 8300m² provide a stepped grandstand for viewing marine events.



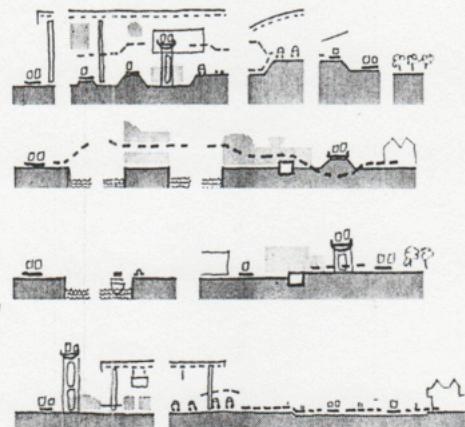
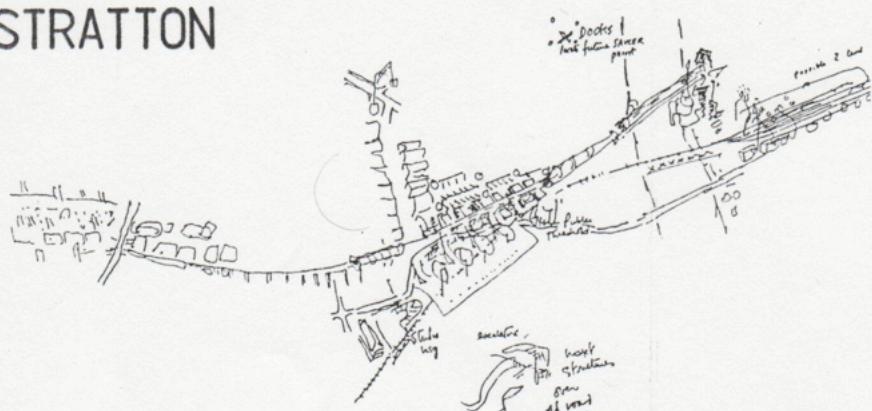
cedric price

STRATE



THE PUBLIC REALM EXTENDED

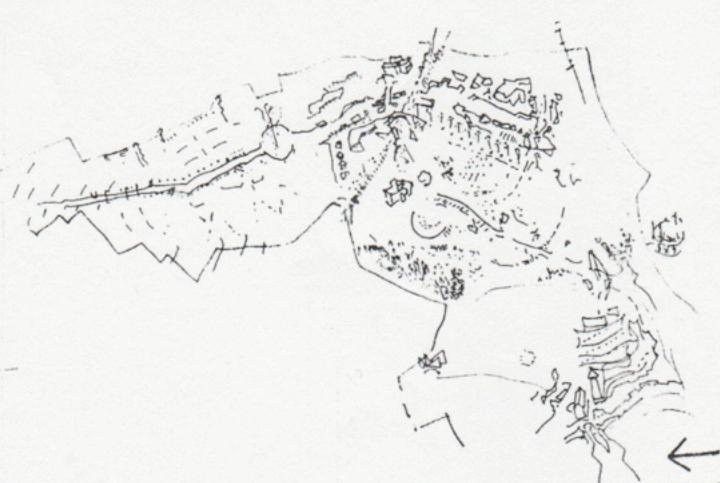
STRATTON



AERIAL VIEW OF REBUILT CENTRAL AREA WITH NEW ROADWAY

TYPICAL MULTILAYERED SECTIONS

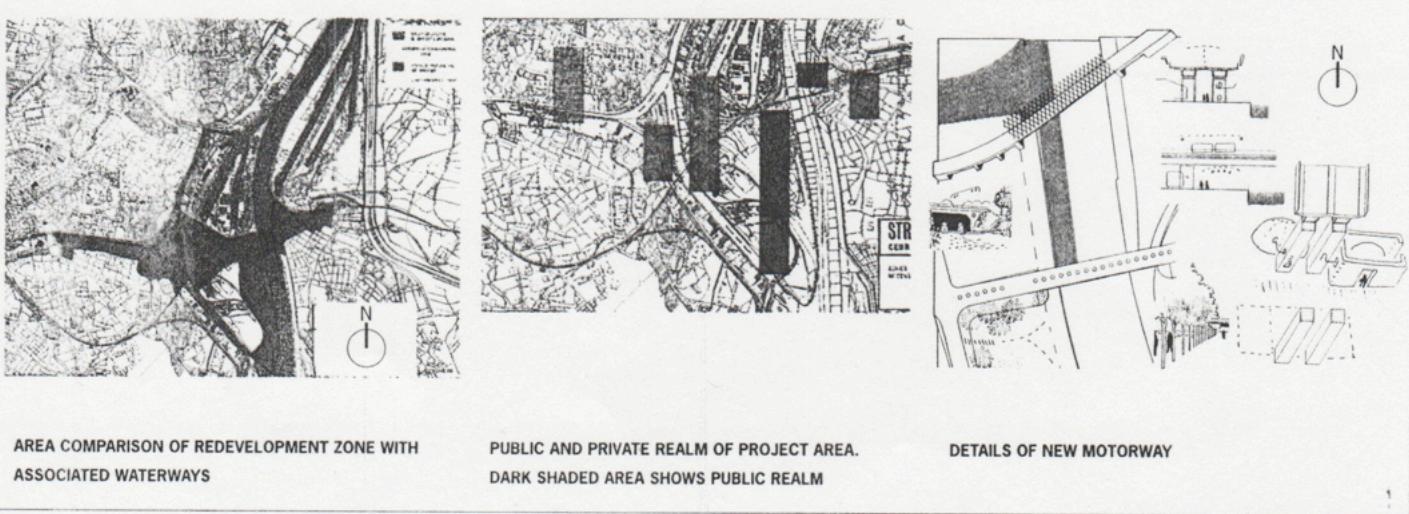
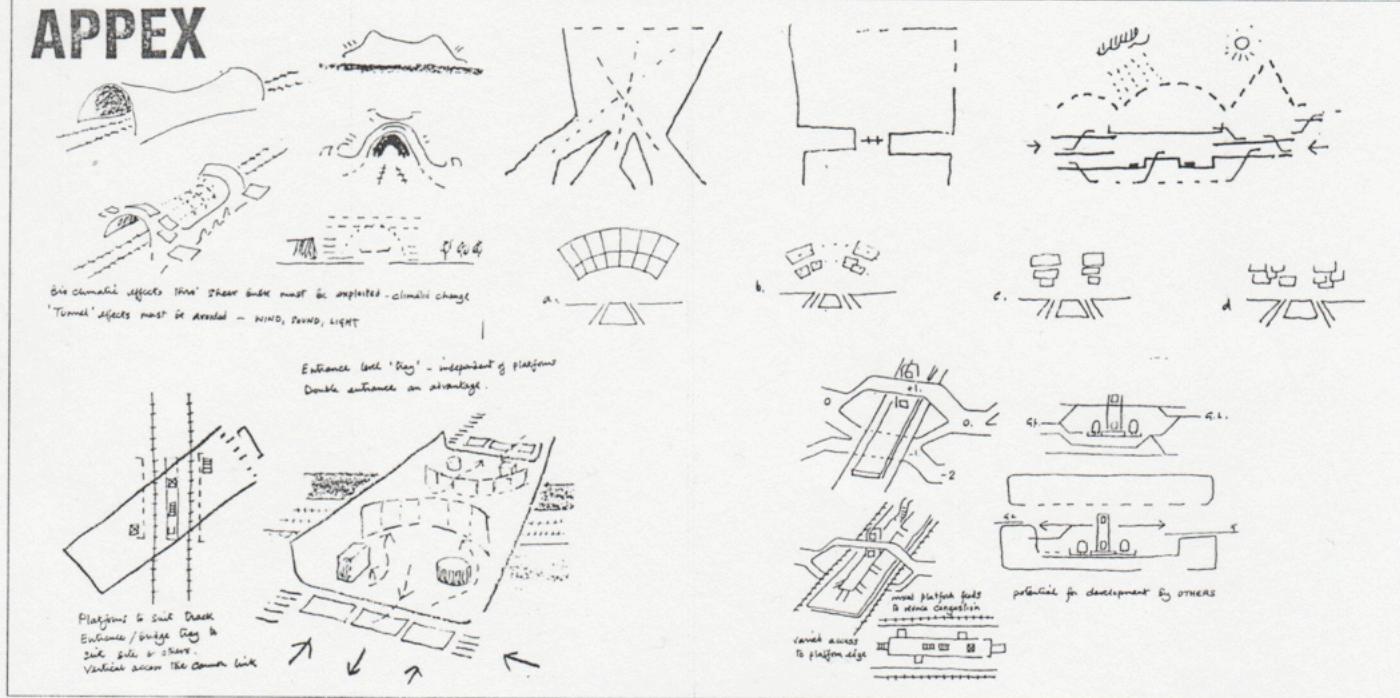
MILLS



VIEWS EAST OF SITE

overloading, public realm and newlands

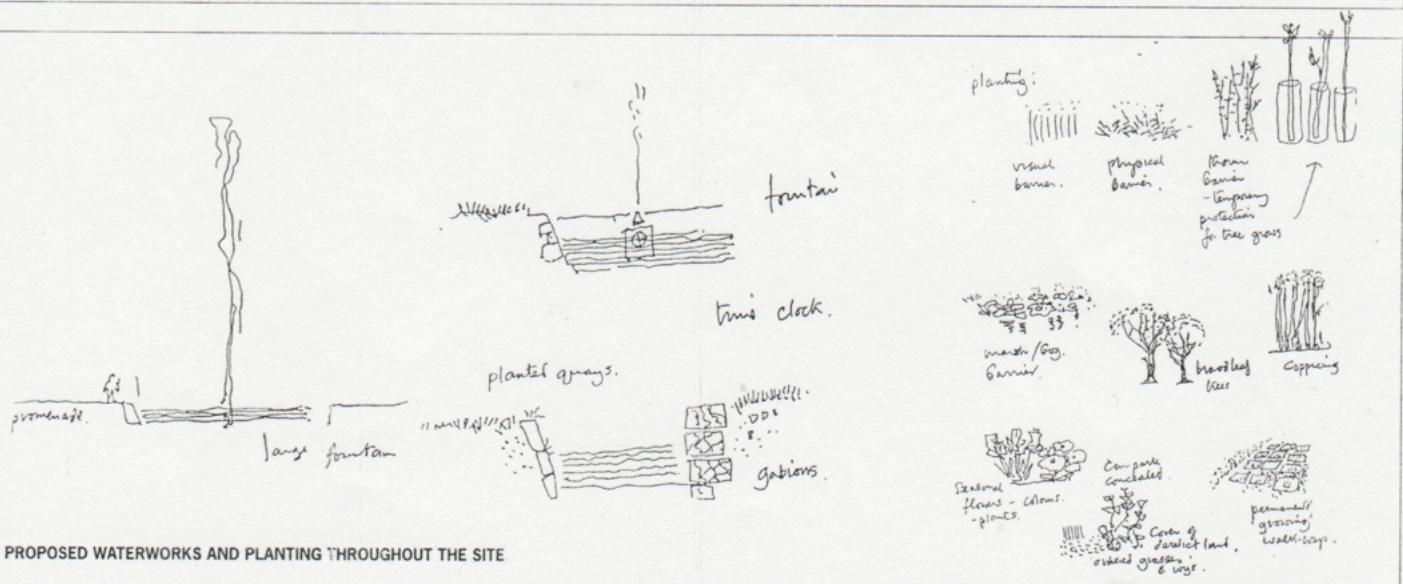
APPENDIX



AREA COMPARISON OF REDEVELOPMENT ZONE WITH ASSOCIATED WATERWAYS

PUBLIC AND PRIVATE REALM OF PROJECT AREA.
DARK SHADED AREA SHOWS PUBLIC REALM

DETAILS OF NEW MOTORWAY



PROPOSED WATERWORKS AND PLANTING THROUGHOUT THE SITE

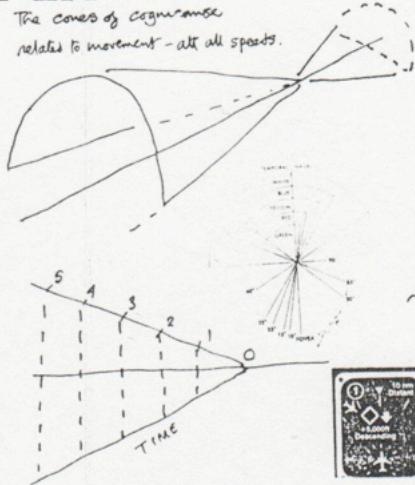
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Information

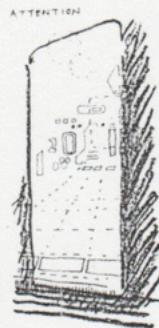
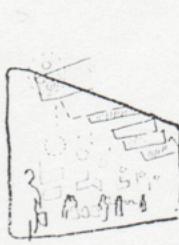
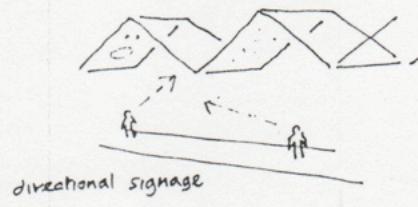
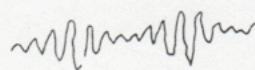
Safety, learning, operation and delight – all are dispensed through the availability of information. Architecture and design can transmit information both instantly or on recall, the latter implying either familiarity or the triggering of interest or alarm. All senses should be engaged where at all possible and duplication of means avoided, eg the arrow image linked with a written notation. Smell is the most evocative of 'triggers'; sound the most rapid. Slow triggers to attention and delight can be natural growth or seasonal change. We are all frequently disabled – whether in a rush, in a foreign place, drunk, 18 months old or less, tired or old. Safety must be as integral a part of all design as delight. The availability of almost subliminal information is prime. Anticipation in design and dispensation is as important as in the reception. For delight and well-being extra knowledge can enrich the commonplace. Architecturally, the content of visual information must be for the observer and not for the dispenser who demands recognition for his three-dimensional dexterity.

APPENDIX

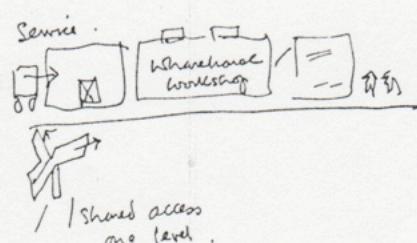
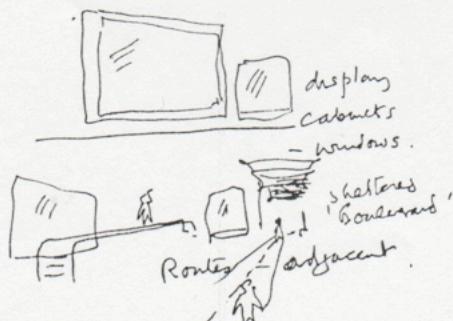
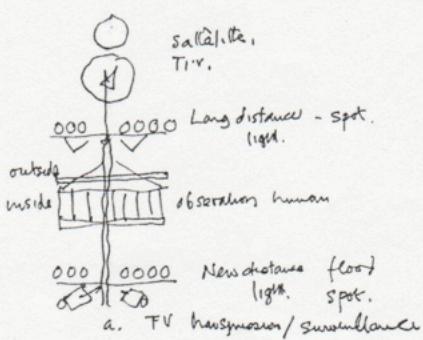
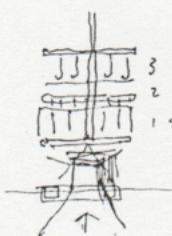
The cones of cognizance
related to movement – all at speeds.



Sound and light sources
to be used together for beneficial
local control & distortion

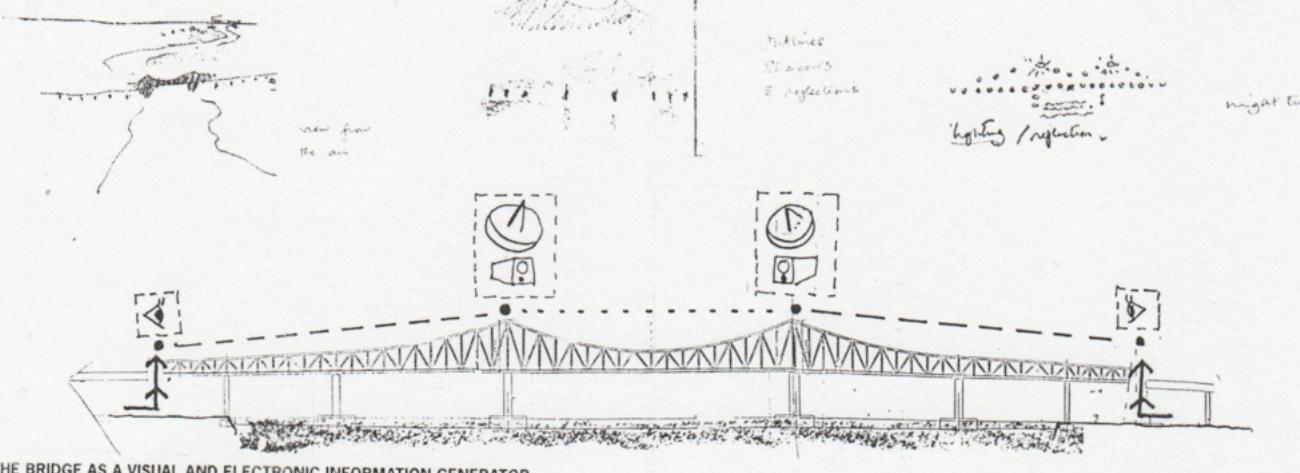


MILLS



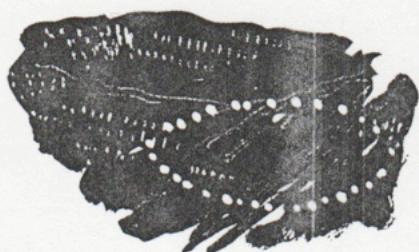
HARDWARE AND SOFTWARE WITHIN THE SITE

RINK



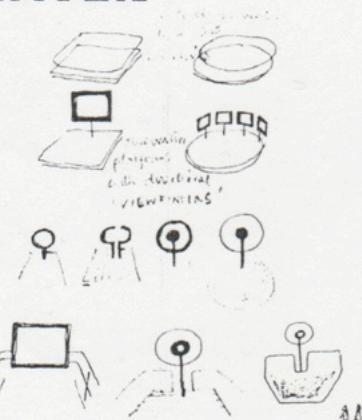
THE BRIDGE AS A VISUAL AND ELECTRONIC INFORMATION GENERATOR

STRATTON

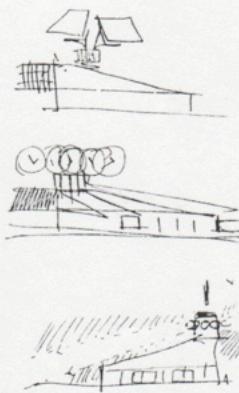


THE HALO, A 24-HOUR CITY PATHFINDER

HAVEN

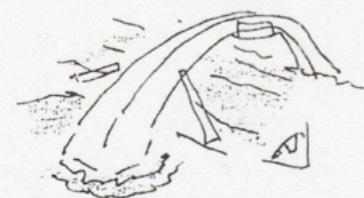
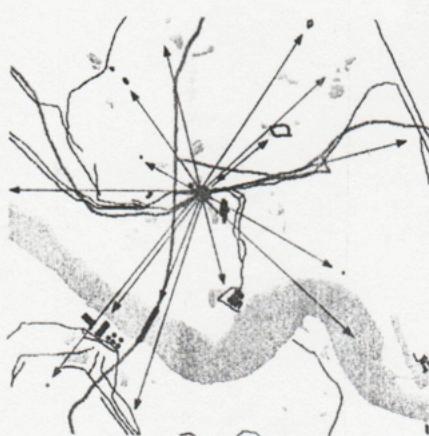


STRATE

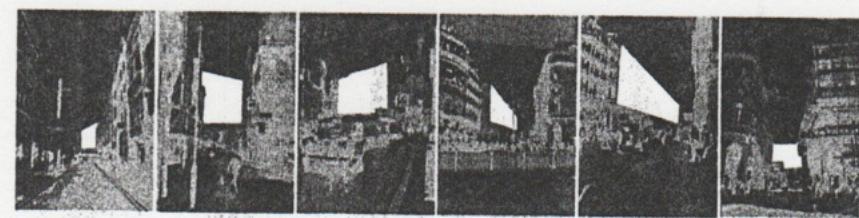


THE STATION AS PUBLIC INFORMATION HUB

MAGNET



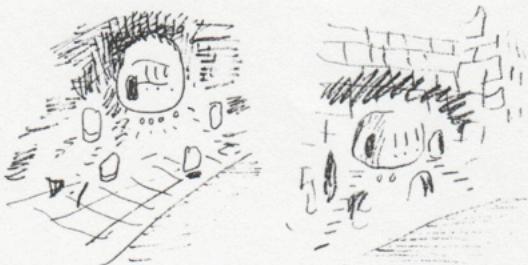
ARCH: LANDSCAPE AND VIEWS



A SERIES OF 'MEETING' LOCATIONS

Arcade
SHAFTESBURY AVENUE
Centre city
commercial and entertainment
roadway.

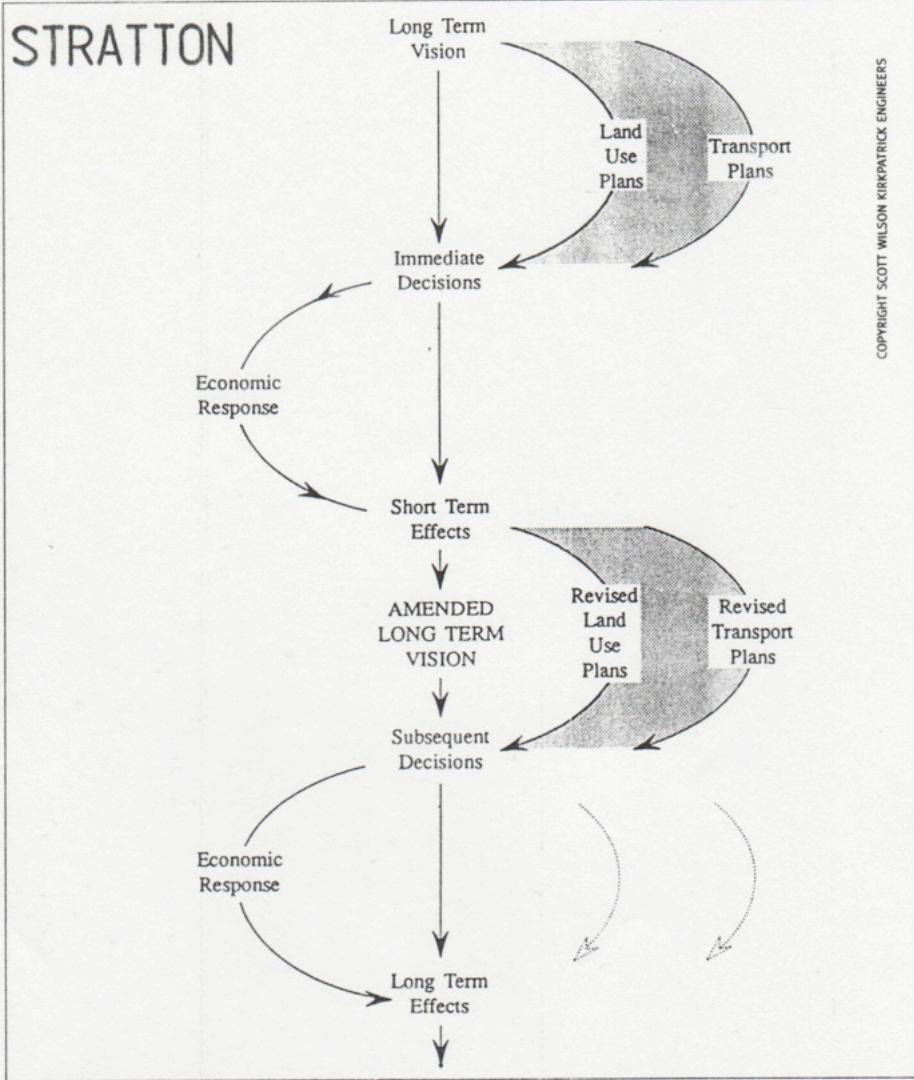
A 24-HOUR VARIABLE SAFE
STREET-OVERLAY AND
INFORMATION DISPLAY
THRESHOLD



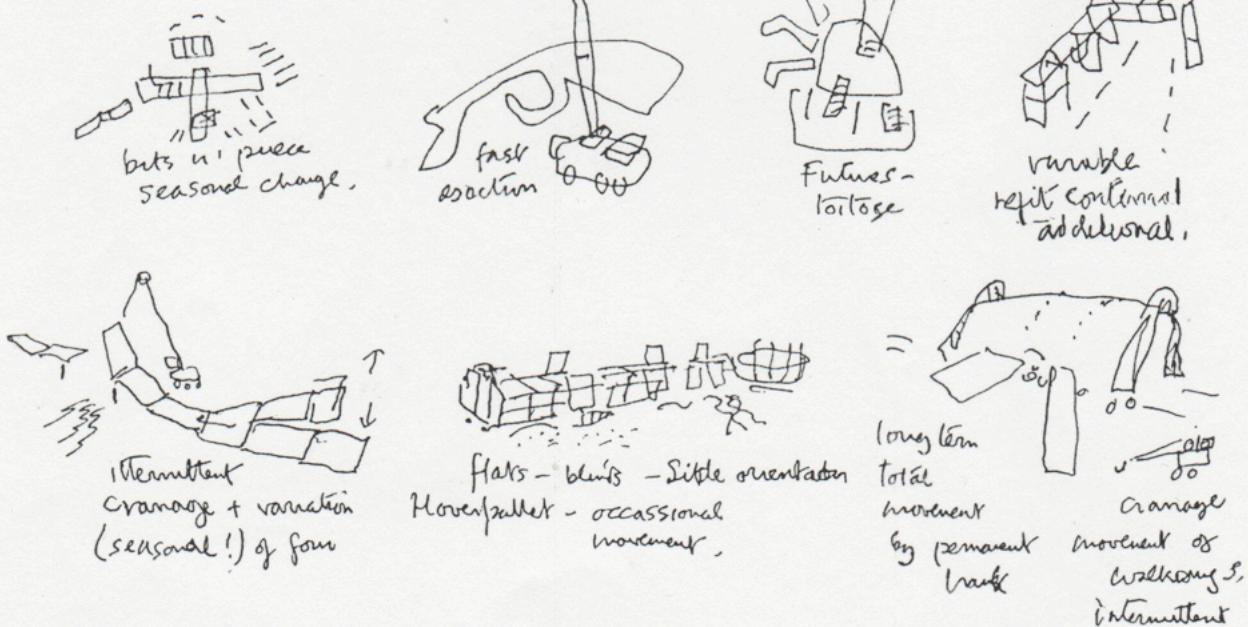
cedric price

Time

The awareness of time – future is in architecture most useful when particular intervals of the process are recognised. The five stages of artificial time – use, reuse, mis-use, dis-use and refuse – are best recognised when intervals such as construction and demolition time – or duration, are enabled to equate to design time, alteration or re-siting time. Product and process should be seen to be inter-dependent. Seasonal changes are cyclical but are also additive and accumulate, enabling anticipatory design, however rough. Fine-tuning of intervals of time or relevant speed is more critical when the human factor – the use of the occupier – is considered. The lack of awareness of time intervals can be fatal!

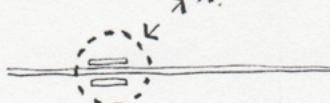


MAGNET

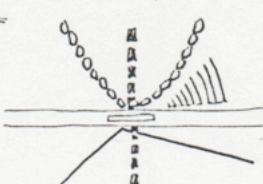


APPENDIX STRATE

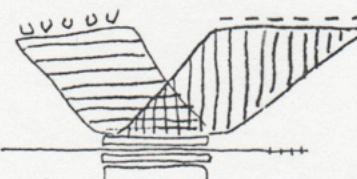
Station development as complementary to existing town



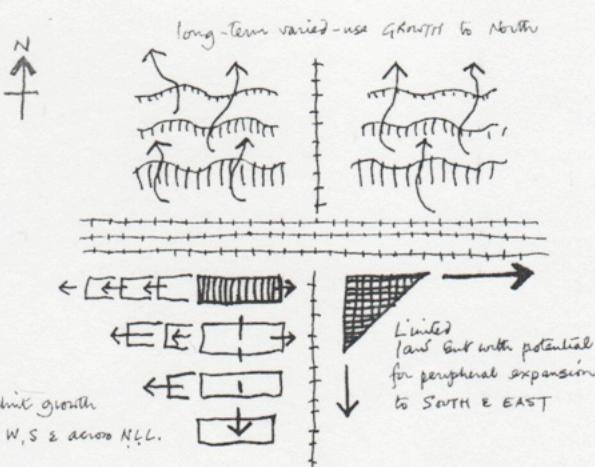
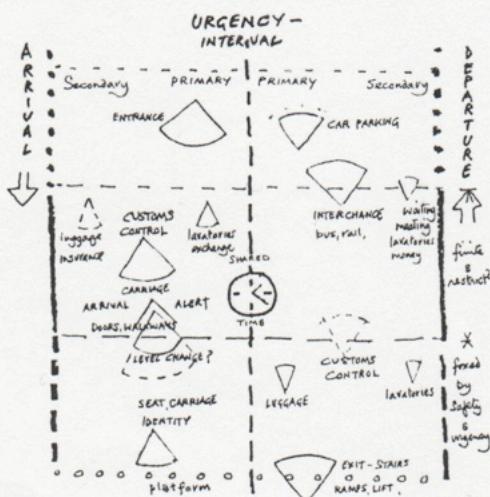
Because of exchange, station causes other transportation fees.



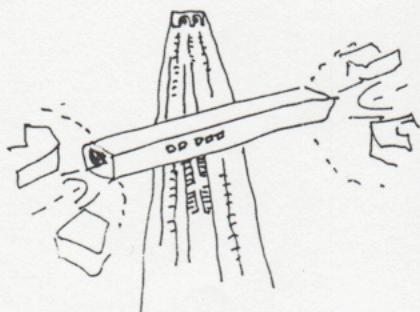
Station as Generator of new development.



moveable platform-side facilities
— including CONTROL & CUSTOMS



THE 4-QUADRANT SITE with potential growth.



A NEW VARIED
DEVEL GENERATOR
of the entire AREA
NEW
A CITY STARTER
varied directional
feeds. MAGNET



POTENTIAL FUTURE LAND CONFIGURATION