



space is luxury

BOOK OF ABSTRACTS

24TH AESOP ANNUAL CONFERENCE 2010

YTK • AALTO UNIVERSITY • FINLAND • JULY 7–10 2010

Dear Participants!



Tervetuloa – Välkommen – Welcome to space is luxury – the 24th AESOP Annual Conference

In 2010, the world is clearly one that can be called 'urban'. In relative terms, more than half of the world's population dwells in urban settings – about one billion under 'slum conditions'.

Having quality space available equals commanding a 'luxury'!

Planning and urban design are key factors in shaping and managing space and generate the wished for quality spaces. The concept of space and concomitantly that of spatial quality includes different meanings and dimensions. Space is physical, including architecture and urban form. Space is also socially constructed through various forms of human interventions. Space is contested and a reason for serious conflicts. Space is presented and space represents. For planning, the management of the competing uses for space requires complex interventions. The making of better places that are valued and have identity is an enduring ambition of planning. And, returning to the start of this brief reflection, the major challenge of spatial planning is to find solutions for a more sustainable urban millennium. Space is expensive and exhaustive, a luxury we cannot afford any longer, if it means excessive use of space in terms of energy inefficiency and traffic pollution.



The Centre for Urban and Regional Studies at Aalto University welcomes more than six hundred planning scholars and professionals from all over the world to Finland to discuss the manifold issues of space is luxury and to explore the multitude of related planning issues.

As a participant, with this Book of Abstracts you hold one of the many elements in your hands which were produced for this conference with the help or input of a number of people.

First of all, we need to mention here the Track Co-Chairs who so effectively worked together and helped us create an event that is stimulating and challenging in its scientific content. Following on to the Track Invitation Texts, the Call for Papers was issued in October 2009. Abstract submission was possible during January 2010. Track Co-Chairs provided an assessment of the abstracts until mid March 2010. LOC checked the outcome and also proposed some re-arrangements to balance out tracks in terms of paper presentations. From April onwards, notifications of acceptance were sent out to authors and we started scheduling tracks and sessions. All of this profited from the invaluable support of our international teams of Track Co-Chairs (see list on following pages).

The 24th AESOP Annual Conference generated a huge interest. More than six hundred abstracts were submitted out of which more than five hundred papers were accepted – which finally translated into slightly more than four hundred and fifty abstracts presented in this book. All in all a very laborious process, for which we would like to thank especially Mikko Johansson who was the web master of the conference (and who also became a first time father during the process. Congratulations!).

AESOP 2010 was also used to implement new policies towards a higher scientific quality of AESOP conferences. LOC provided for that purpose more detailed prescriptions regarding abstract submission. LOC also followed in part the proposal to introduce different paper categories, anchor papers (having more floor for presentation but also requiring a full draft paper) or distributed papers. This policy received a mixed echo from many sides – a good indication of the interest that the AESOP community has in such issues. Thanks for sharing your many views on the pros and cons of such a policy. It is certain, that AESOP needs to continue its discussion about quality standards in conferences.

Last, we would of course like to thank all authors and presenters for their interest in the 24th AESOP Annual Conference. Without your intellectual contributions, without the research work which you do at your home institutions, without your willingness to share, present and discuss this knowledge, such a conference would have not been possible.

This book of abstracts has been organized along the sixteen main tracks of the conference. In each section, at the beginning the reader will find the Track Invitation Text that was provided by Track Co-Chairs for the Call for Papers. This will be followed by an alphabetical listing of the abstracts of all those authors, who met the registration deadline of May 31st 2010. At the end of the Book of Abstracts, again an alphabetical list of all authors is provided, which the reader can use to find authors across all tracks.

Finally, we would like to thank Marina Johansson, who brought together this Book of Abstracts in a very efficient way. Thank You! Sydämelliset ja lämpimät kiitoksemme!

Mervi Ilmonen & Peter Ache
Local Organising Committee

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Track 10 – Sustainability: Climate Change, Risks and Planning

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Track 11 – Housing and Regeneration Policies

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Track 12 – Mobility: Transport Planning and Policy

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Track 13 – Resource Management, Energy and Planning

Thomas **Fischer**, Professor, Department of Civic Design, University of Liverpool

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Track 14 – Participation and Governance

Louis **Albrechts**, Emeritus Professor of Planning, Special Guest Professor, KULeuven, ASRO

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Track 15 – Planning, Law and Property Rights

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Track 16 – Planning 'in' or 'for' Multicultural Societies

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Bracket A – FOUNDATIONS

1 Planning Theory and Methods

Track 1: Planning Theory and Methods

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Since planning is very much concerned with the organization of space, theorizing of space is either explicitly or implicitly at the core of planning theory. In urban, regional, national and global contexts, space is not an empty container but a complicated mixture of social and political relations and meanings. The contemporary urban situation is full of spatial dilemmas: from gated communities with their luxury golf courses, to illegal immigrants trying to cross national borders in the hope of a better future. The future of the city and its relationship to other spatial scales is central to European thinking. We are facing the impacts of ever increasing inequalities in income and wealth, as well as the evolution of the multi-ethnic and multi-cultural city on which our aging nation states have become dependent. These developments are leading to challenges, tensions and confrontations. At the same time planning policies have seen a return to a focus on the traditional, compact European city, while increasing suburbanization and urban sprawl driven by the housing market and local politics, produce opposite results. Space is (small) luxury even for the middle classes.

Planning theory has in recent decades concentrated on analyzing the interplay of power and politics, with more normative approaches concerned with the democratization of planning process, more particularly the ideals of transparency and open communication as well as substantive issues concerned with justice. The objective of the track is to explore the interplay between analytical and normative theorizing with a focus on the implications for place-based outcomes and spatial relationships: what are the relationships between space and time in planning and development; what are the limits and degrees of freedom for the various stakeholders; who benefits and who should benefit from planning policies; what are the nature of the relationships between substance and process in planning theory? It is clear that tackling these questions also requires a rethinking of planning methods. What kind of knowledge is needed, and how should it inform our action? How can we conceptualize and visualize the emerging urban and regional context? Are our traditional methods in managing the planning process and enabling communication between different stakeholders sufficient in the face of ever growing inequalities and cultural differences?



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Institutional Design for Value-Capture

Traditional planning meant drawing up plans; their implementation was taken for granted. Today we recognize that implementation of policies, plans, projects and programs is an integral part of their planning. An important, sometimes critical, aspect of plan implementation is institutional design.

Policies or plans that include new programs or projects need institutional design to show how they are to be implemented. Implementation that requires new organizations or the reorganization of existing ones, and policies or plans that involve legislation or regulation also demand institutional design (ID). ID means designing institutions – devising and realizing rules, procedures and organizational structures that enable and constrain behavior and action to accord with held values, achieve desired objectives or execute given tasks.

At the highest – macro – “level” ID is “constitution writing”; the lowest – micro – level is intra-organizational ID. Examples of planning-related ID at the meso-level include PPPs for central city development, housing programs, local economic development programs, new towns and planned community development, river basin management agencies and networks, metropolitan and regional planning agencies and networks, and strategic infrastructure (Alexander, 2006).

This paper applies ID to a widespread problem in implementing public plans and projects: finding money when traditional central or local government funding is inadequate or unavailable. The response to this problem is called Value Capture (VC). VC premises that these public investments generate indirect benefits that can be reclaimed from the beneficiaries to contribute towards financing project implementation.

A common application of VC is financing transportation infrastructure and systems by recapturing part of the land value increment attributable to the accessibility benefits of the public investment (Enoch, Potter and Ison, 2005). VC can apply to many public investments, ranging from infrastructure to parks and open space preservation. Much attention has been paid to estimating the VC contribution to financing public projects, but less to how VC is implemented. Available instruments range from conditioned privatization to public financing through special assessments and levies (Cervero, Ferrell and Murphy, 2002), but how can their application be institutionalized? A generic repertoire of ID responses to this question is presented, which ranges from special districts to cooperative public-NGO-private networks.

The case of VC for a metropolitan park in the Tel-Aviv region in Israel is presented as an application of ID. Alternative forms of organization and institutionalization (from a public-private partnership to the creation of a special park district agency) are evaluated for feasibility and effectiveness. The conclusions discuss the implications for planning of ID applications for VC.

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Civil-Military Relations: the Planning Theory Perspective

Functioning democracies are fundamentally challenged by the need to balance between the civil and the military actors in the public arena. While a sound and healthy democracy is built on public deliberation, defense and security systems run undercover. Moreover, while the essence of vigorous democracies is the successful consolidation of the majority needs and the minority rights in wide public consensus, security decision-making is bound to be strict and confidential.

Modern terrorism and the threat to public urban systems bring civil-military conflicts closer to daily life. Security systems enter the urban sphere and affect public as well as private spheres, whereas defense considerations impact various aspects of public decision-making.

This paper deals with the fraction of civil-military relations that related to spatial planning in general and the operation of civil and military planning systems in particular. The study's cases are taken from Israel, where the conflict between the civil and the military planning systems has a twofold facet:

1) Planning the military areas: military spaces as camps, practicing areas, and military infrastructures – that in Israel conceive about half of the country's area – are expected to operate beyond the public eye. But, who defines these areas and on which grounds? Especially, as the definition includes officers' residential areas in the camps, civil factories supplying military needs and roads. What if the military area includes cites with specific environmental and cultural significance? Etc.

2) Planning the civil space: civil defense institutions in democratic states are given the privilege to scrutinize and sanction urban and regional plans. In Israel, this right is rarely used in practice and usually remains unnoticeable. Nevertheless, it may sometimes impact public agencies as well as private stakeholders and affect public spaces and private investments. How can this intervention be inspected by public bodies?

The planning conduct of the armed forces were never publicly challenged in Israel. Recently, however, mainly as a result of civil and environmental organizations' critiques, military planning decision-making was discussed in the public, firstly in the courts of justice and then in newspapers and in professional circuits. The slight decrease in the public position of the military stand also reflects from organizations' demand to amend the chapter dealing with the military system in the Israeli Planning and Building Law 1965. This paper thus discusses aspects of the contradicting civil-military interests and widens on the ways to promote a democratic decision making in the absence of public collaboration. Theorizing the civil-military planning conflict utilizes the (minor) crisis taking place in Israel and aims to offer a general framework for examining civil-military planning relations.

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Trapped between Space and Time: Contemporary and Future Challenges to Land Use Planning in Germany

The overall context for local land use planning in Germany is becoming more and more challenging. This fact is mainly due to the complexity and pace of ongoing structural changes in our societies in general and, as a part of this, in urban development in particular. Furthermore, competing interactions between procedural and material requirements – which, in addition, are highly dependant on changing regulatory frameworks – have an impact on the current situation in planning practice (Steinebach and Müller, 2006).

Traditionally, land use plans represent the direct outcome of related planning and decision processes and their contents are visualised by means of (one single or a number of comprehensive) 2D/3D plans or schemes. They are normally supported by further written statements. Thus, these visualisations and verbal explanations are the main ‘techniques’ of communicating local land use planning in current practice. At the same time, they must be criticised as being too rigid and inflexible to cope with rapid changing tasks and priorities. They also reflect the impact of the underlying planning model, which – from a conceptual and historical perspective – was and still is focused on guaranteeing particular urban development options rather than allowing for continuous improvement and the evolvement of alternatives.

This paper argues that the entirety of current challenges in urban development demand for a more dynamic approach to land use planning. The just mentioned structural transitions particularly refer to demographic changes, socio-economic trends such as polarisation and segregation, and specific environmental and natural resource challenges. Thus, the investigation of existing land use patterns and the subsequent deduction and representation of future land use policies at the local scale must consider this complexity and its inherent dynamics. Consequently, the identification and in-depth analysis of spatiotemporal relationships is a crucial but so far neglected task in local land use planning. However, related research to date suggests that there are diverse and mutual interactions between space and time (Henckel and Eberling, 2002). They, for example, result in new lifestyle and housing types, an acceleration of economic production processes and transitions to more flexible working hours and employment patterns. Last but not least, a significantly higher dynamic of land use and real estate development patterns in general can be observed (Bunzel et al., 2003).

Due to the current lack of knowledge about the specifics of these spatiotemporal relationships, further research is needed to characterise crucial (sub-)processes, their general effects and particular functional impact on land use patterns. In a next step, these new insights have to be transferred into planning processes and policies thoroughly and the corresponding ‘tool kit’ has to be further developed in an appropriate way. In this regard, the dilemma of conflicting requirements of flexibility and robustness and the tension between rigidity and openness represent major challenges for local land use plans in Germany and elsewhere. The paper suggests that this issue has to be addressed by more adequate planning models and contents. These, for example, must allow for continuous improvements and, through compulsory plan monitoring and revision, for a more adaptive and responsive plan and policy development. This again has to be embedded in a consistent spatial strategy approach.

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Planning in a World of Things

The world of planning – and of all humans more generally – is a world filled with things from stop signs and office buildings to cellular telephones, drainage ditches, and hydroelectric dams. This is obvious and would hardly surprise a practicing planner. Yet, if one reads the planning theory literature, one finds little attention given to the world of things. Even when recognized, non-human things are presented as objects of manipulation via planning regulations, informal agreements, and incentives rather than actors within social networks.

The purpose of this paper is to argue for the agency of things within planning practice in order to establish a foundation for a practice-oriented theory that includes both networks of individuals and organizations as well as non-human actors.

I draw on two, overlapping literatures: science, technology and society (STS) and actor-network theory (ANT). The first establishes the physical city as a technological artifact, a “seamless web’ of material and social elements,” while the second provides the justification for positioning non-human things as actors whose presence or absence, operation, and transformation change social networks. My argument treats two types of non-human things: (1) the things (e.g., maps, cameras, conference tables) that planners use to be planners and (2) the things (e.g., roadways, plazas, office buildings) that constitute the objects of their efforts. I draw examples for these categories to illustrate how “things” become actors and the consequences this has for planning practice. My focus is the way in which the interaction of human and non-human actors changes social networks and thereby enables collective action.

By broadening the substance of planning theory I hope to provide a reflective practice that is more attractive to and empowering for practitioners while opening planning theory to the material world and a broader range of human endeavors. To the extent that the paper is meant solely to establish non-human things as actors, much is left unaddressed including how conscious practitioners are of their capacities to make things active agents in the planning process, the need to theorize differences among things, and the obduracy of the built environment.

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Civil Society and Civic Engagement in Urban Development: Critical Issues and Emergent Policy Discourses

Urban development and civil society are important subjects of contemporary public policy debates, but are barely discussed in relationship to each other. Urban development and civil society constitute well developed but distinct fields of research in both the social sciences and urban studies. This is true despite a well established attention for citizens' involvement and civic engagement in defined policy contexts and despite a long tradition of citizens' participation in planning theory and practice. What civil society as such may perform in urban development, how far it may contribute to urban policy goals, how should urban development policies and practices change in order to enable this and, above all, how may cities and urbanity be differently shaped in this process: all these questions have been little thematised in public policy as well as in urban research so far.

This is significantly changing in Europe, however, in connection to extensive transformations of state strategies in the field of social and welfare policies and the way these affect policy discourse on urban development. This can be exemplified by the recent *Leipzig Charter on Sustainable European Cities* (2007) as well as by the increasing commitment by EU institutions and EU member states to enhance the overall sensitivity and responsiveness of their policies to civil society and civic engagement. A paradigmatic case-in-point is represented by the new framework for a *National Urban Development Policy* recently developed by the German federal government (2007). This national policy framework – a remarkable novelty in itself for a federal state with strongly decentralised competences in urban policy and planning – is particularly striking in light of the prominent role attributed to 'civil society' among its six thematic action fields, which puts emphasis on its specific role in urban development in addition to, and distinct from, a focus on citizens' involvement within urban social policy schemes. However, the national policy's explicit experimental and practical orientation underscores the relevance of the above mentioned questions and, by the same token, it highlights a considerable lack of factual knowledge and conceptual clarity, bearing potential for political instrumentalisation.

The paper discusses these issues on the background of recent developments of German urban policy and is based on the findings of a recent research project conducted in the framework of the German *National Urban Development Policy*. However, it also aims at raising general questions concerning this area of urban research in view of future comparative applications.

The research design pursues an inductive approach to questions concerning civil society and urban development, combining interdisciplinary expert contributions with civil society actors' own representations. In socio-spatial perspective, this analysis has involved a combined focus on both their spatial and issue/problem reference. The spatial focus has been framed by inquiring into 'spatial arenas', intended as a principle of spatialised observation of civil society and civic engagement practices. The focus on issues/problems, on the other hand, has been defined by inquiring into how different

urban development issues, in different socio-spatial contexts, emerge as perceived needs for problem solving and/or perceived opportunities for action.

The purpose is twofold. By avoiding pre-assumptions of spatial problems as allegedly relevant for civil society and civic involvement, we have privileged their expression and representation out of civil society actors and practices themselves. By avoiding spatially-blind pre-assumptions, we have privileged an understanding of policy problems as emergent in relation to spatially defined patterns of interaction and mobilisation of civil society and civic engagement, pointing at their variable and uneven relationships with the public and private sector.

Among the findings and recommendations is that, in order to take civil society and civic engagement seriously in urban development policy, conditions need to be developed for establishing an equal relationship between involved parties in the definition of policy aims within defined spatial contexts, and that these must be open for public scrutinised forms of self-initiative and innovation.

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Bridging the Technical and the Communicative Perspectives in Planning

In recent decades an enormous shift has taken place within both planning theory and planning practice. Essentially, this shift involved the defeat of the technical-rational approach to planning, originating in a need for certainty and control. Following this approach, planning was seen as an objective, scientific and technical exercise, aimed at creating and shaping a desired physical environment based on certainty. Planners were seen as experts who were able to predict and control the planned future. From the early 1970s, this approach to planning was increasingly criticised of neglecting the inherently political, context-dependent and value-laden dimensions of planning, giving rise to the development and introduction of communicative, collaborative and participative approaches to planning. Based on a communicative rather than a technical rationality, these approaches emphasised the process of planning and accepted complexity and uncertainty as inherent part of reality. Consequently, planners were no longer seen as experts seeking to maximise planning objectives, but rather as mediators and advocates, seeking to optimise and balance the various interests of the actors involved. In addition, increasing attention was paid to the negotiation of meaning and meaning-making processes.

This paper argues that although the transition from technical rationality to communicative rationality was of great importance, the communicative and participative approaches to planning also proved to be too limited. Current planning issues, such



as the adaptation to climate change, often ask for a difficult balancing act between substance and process, between government and governance, and between technical rationality and communicative rationality. Rather than making a plea for a renewal of the communicative planning approach, we therefore propose to characterise the recent shift in planning theory and practice in terms of a 'spectrum'. Introducing complexity as an important notion in planning, this spectrum consists of two extremes, representing two ideal worlds: an orderly world with specific conditions at one extreme (technical rationality) and a highly complex and almost chaotic world with its own specific conditions at the other extreme (communicative rationality). Both extremes of the spectrum can be seen as representations of a non-existent and therefore theoretical view of the world. Subsequently, we argue that 'the degree of' complexity of a specific planning issue can be acknowledged, and as such be considered as a criterion for planning and decision making, and for determining how to deal with planning issues from an a-temporal perspective.

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Professional and Political Value Systems on Spatial Development. A Normative Approach to Planning

After decades of government-centred spatial planning, a new practice of urban and regional development has evolved. In policy arenas around spatial development issues in specific areas, various government agencies, private parties, social organisations and individual stakeholders and other interested citizens need to participate in a complex process of joint fact-finding, spatial planning and design, negotiation and decision-making. This new practice has presented the Dutch planning community with new challenges. General policy aims and spatial development rules of statutory spatial policies and plans have lost their self-evident meaning. In the new each time a new and basic decision on the preferred spatial development needs to be made.

This paper draws on research in which such new and basic decision-making on spatial development is seen as making an essential choice in which participants draw upon their own set of underlying professional values as well as on political values. The paper first defines the relevant categories of beliefs, principles and values that are at stake in planning processes. Secondly, the paper explores the sets of normative policy beliefs and professional values of different policy domains that are influential in Dutch planning practice, such as nature protection policies, landscape and countryside policy, water management, infrastructure and transport policy and urban development.

In the main part of the paper, an analysis is made of the value systems of main political movements. In particular when decision-making enters the formal political arena, the essential choice that needs to be made on spatial development will obviously be debated in terms and arguments influenced by the underlying values of these



political movements. As professional values of planners are heavily influenced by social democratic movement, the paper focuses on analysing the body of spatial thought in the Christian democracy and other Christian-political movements, the liberal and liberal-democratic movement and the ecological-political movement that dominate the Dutch political landscape.

Typical for the new practice of joint spatial planning and decision-making, is the confrontation of professional values and political values. The paper explores the arguments and main line of reasoning that can be expected from participants in actual planning processes, as they draw upon professional and political sets of values. In further research, methods need to be developed to help practitioners, politicians and other participants recognise the points of view and preferences of each other. The paper argues for a normative approach to planning, in which planning professionals help society in making an essential choice on the good design, use and maintenance of our physical environment.

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Perception and Use of Urban Structure: the Frame – Pattern – Circuit (Fpc) Model

Significance of place – in terms of “genius loci”, identity, and economical viability – is found high on the present-day planning agenda. However, an extensive history of urban development teaches that the long-term “success” of a place or area is hardly the result of mere intent or careful yet incidental design.

The past few decades have seen an outburst of heavy criticism on the “traditional” practice of urban planning, allegedly characterised by an unbalanced emphasis on zoning and top-down regulation. This type of planning, it is argued, can no longer facilitate the increasing complexity of our spatial systems, nor does it reflect the expanding pluralism of modern society. Both within and without the planning discipline the call for a “paradigm shift” has been paramount, but implications for the production, distribution, and actual use of our increasingly conflicted physical reality remain, at best, vague. Research areas such as network theory and complexity theory have, as of yet, failed to transcend from tentative visions into truly workable instruments. The practical misfit is even greater with the growing range of potentially valuable insights generated within completely different disciplines such as sociology, cognitive science, and economics.

Although the questions raised in this context are manifold, they converge along two main tracks: (1) “system” and (2) “process”. The core of the system-related questions harbours the problem of identifying the “components” that constitute the urban fabric, as well as their interrelations. The process-related questions revolve around identifying the “forces” that play upon the urban fabric and shape those components. This inherent duality in combination with the seeming incompatibility of the concepts underlying aforementioned research areas are what inspired the model presented in this paper.

The Frame – Pattern – Circuit (FPC) model visually represents the respective system and process dimensions in the form of a matrix, combining the two tracks of questions in a systematic manner. The system-side of the matrix consists of three “layers”: (a) FRAME – bare topology, encompassing all connections, streets, and open spaces; (b)



PATTERN – functional and cognitive nodes, programme elements and landmarks; and (c) CIRCUIT – the behavioural sequences, routes, routines and spatial rituals of the system's users. These three layers form an interactive and interdependent whole, communicating through the process dimension in which three corresponding “aspects” are active: (d) “physical”, (e) “socioeconomic”, and (f) “cognitive”. The process-side of the matrix also provides the carrier for conditions and constraints as well as for “shocks” and interventions. Any existing or prospected situation can now be placed into the matrix through break-down according to the three layers. The model's outcome – whether left to evolve naturally or through including intervention – constitutes the new state of the urban system, which can be fed back into the matrix, thus making the model dynamic.

The paper illustrates the workings of the FPC model by running through some well-known planning concepts and methods. The model does not aim at replacing those existing tools, techniques and theories, but rather at providing a backdrop against which they can be interpreted and considered in complementary terms. Revisiting some classics of planning literature through the FPC model shows that their explanatory power and practical use can be greatly enhanced by rendering them according to the FPC layers and connecting them to the dynamic processes incorporated in the model. Examples include the approaches of Kevin Lynch, Jane Jacobs, and Christopher Alexander.

In addition, the model is used to review the paradigm claims and research areas mentioned in the introduction of this paper, indicating that their underlying concepts are not necessarily incompatible. The substance of the urban system has not fundamentally changed and the alleged “rupture” merely constitutes a shift in focus – a significant shift with undeniable consequences for planning practice, but one that can still be understood within the terms of our urban system.

This paper outlines the FPC model, establishing its general dimensions and exploring its theoretical foundations. Though some practical case studies are presented for illustrative purposes, further research will focus on fleshing out the model's internal dynamics in more detail and calibrating it by means of extensive application.

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 Urban system, modelling, planning theory

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Planning and Justice: between Imposition and “Anything Goes”

“What's good planning?” Planning (and planners) may aspire to make the world a better place, or least to intervene in such ways as to foster more just and equitable places, but what does this mean? Planning is understood to operate at the interface of knowledge and action (after Friedmann) but what goes on at that interface? How does knowledge (scientific, moral or aesthetic) about how the world *is*, translate into actions, which are inherently about how the world *ought* to be? The ‘naturalistic fallacy’ (of philosophy) would have it that, “you can't get an *ought* from an *is*”. On this basis planning policies



which aspire to realise greater social justice, a reduction of spatial inequalities, more inclusive deliberation or for that matter increased economic growth are no more than opinions. All that distinguishes some opinions from others is their imposition.

The aim of the paper is to explore the nature of the relationship between knowledge and action, between is and ought to be. It is prompted by those who challenge the work conceptualised around justice (Campbell, 2006; Fainstein 2009) to say more about, “whose justice and the substantive meaning of justice?” In a post-positivist context, much research has sought to expose who controls the knowledge on which planning decisions are made and how. However, as this paper argues, there is much less understanding of the normative relationships between knowledge and action. The focus is not therefore on adding further to the numerous studies of the way policy-making in planning is subject to distortion but rather to seek to unpack the different dimensions of the relationship between knowledge and action. The discussion is framed using theories of knowledge and the literature in policy studies to highlight the key issues for planning theory and practice. The conclusions also have implications for the research community and current debates over the role of academic research in the formulation of planning policies.

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City-Regions and Strategic Spatial Planning: the French Case

All over Europe, the concept of the “city-region” has attracted attention in planning practice and planning research these last ten years (Salet, Thornley and Kreukels, 2003). There is no consensus on how the city-region is defined, even though it is generally agreed that it should combine an urban core (or several cores), linked to semi-urban and rural hinterland by functional ties. City-regions are also seen as an engine for economic growth, and as such they meet the interest of national states and of supranational bodies such as the EU. The translation of the city-region concept into policy-making may lead, in some countries, to the creation of new local authorities, having in charge far more competences than municipalities. But, most probably, there is no well-defined scale for the city-region government, as the economic and social dynamics at work in large urban regions permanently generate new contradictions. This implies that local governments need to *interact* in some way, for the common good of the city-region territory and for the well-being of the population.

This has important implications for the design and implementation of planning: the city-region concept requires the adjustment of planning exercises, from armchair work between experts to much greater innovation and interaction (Healey, 2007). In practice, strategic spatial planning has to deal with a complex governance structure, characterized by the horizontal and vertical fragmentation of numerous institutional public and private



actors. The planning of city-regions also requires the experimentation of bottom-up and participatory policy-making (Balducci, 2008).

France is an interesting case regarding both (i) the ambiguous position of the State towards very large cities outside Paris and (ii) the lack of innovation in strategic spatial planning exercises. In 2004, the French government launched a “call for metropolitan cooperation” aiming at promoting cooperation processes in France’s main metropolitan areas. The idea was to support the development of original strategies for cooperation between supramunicipalities (*communautés urbaines*, *communautés d’agglomération*). 15 projects were selected in 2005, concerning many main French cities and their surrounding towns and some networks of medium size cities and towns. But only a few months after the selection of the sites, national government stopped expressing interest in this bottom-up approach of the city-region. A new way has been chosen: in 2010, a law in preparation promotes the creation of “metropolitan councils” in up to ten large French conurbations having at least 0.5 million inhabitants. These new bodies would replace the existing forms of cooperation between municipalities, and also would receive competencies which are given to regions and *départements*.

In France, strategic planning exercises at the level of conurbations have been launched in the last decade, in the wake of an Act promoting social cohesion within urban areas as well as urban regeneration. These exercises are called *Schémas de cohérence territoriale (SCoT)*. Even though their realization is compulsory in large urban areas, they correspond to a bottom-up approach, where the territory (the local councilors and mayors) interprets ideals such as “density”, “cohesion” and “sustainable development” and translates them into recommendations to municipalities and developers. It may happen that a SCoT is in contradiction with the idea of sustainable development, for instance when it does not clearly put a halt to suburbanization, or when it accepts the transformation of agricultural land into large industrial estates which may stay empty for years, as there is little demand on the specific territory.

There is no doubt that large city-regions in France bear more obvious challenges to sustainable urban development than isolated medium-size cities or than rural areas. As a consequence, it will be shown that the SCoT are carried out with more rigour and interest than elsewhere. Large city-regions also contain more intellectual resources that may be mobilized in strategic spatial planning exercises. But this resource is quite unevenly used. In the French case, strategic spatial planning should be seen more as a vehicle for a future and progressive institutionalization of interterritorial governance, rather than as a planning exercise using existing governance as a resource for developing innovative solutions to the question of sustainable urban development.

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Cross-National Comparative Research in Planning: Built on Solid Methodological Foundations?

In the context of increasing international cooperation of planning researchers and practitioners, comparative planning research now holds a firm place. Cross-national comparisons are undertaken to inform and enrich policy debates by learning from experiences abroad (Dolowitz and Marsh 2000; Evans and Davies 1999; De Jong 2004). In Europe, where planning is increasingly influenced by EU policy and legislation, comparisons often analyse the reasons for differences in responses to supra-national influences, and seek to better understand the challenges of cooperating on spatial development across national borders. Variations in the culture of planning have become important in explaining challenges in communication in transboundary cooperation initiatives and barriers to the successful transfer of policies (e.g. Sanyal 2005; Knieling and Othengrafen 2009). However, in contrast to the theoretical debates, there has been little discussion on the methodological challenges of undertaking cross-national comparative research in the past decades. This paper presents an analysis of the empirical research approaches in journal articles on cross-national comparative planning topics, with a particular focus on the researchers' reflections on the potentials and challenges of undertaking planning research in a comparative perspective. Set against theoretical discussions on planning cultures, lesson drawing and policy transfer, the paper argues for more methodological clarity and concludes with a critical discussion of the requirements for doing sound cross-national comparative research.



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Planning, Institutions and Control: How Building New Institutions Does Not Change Anything and May Make Things Worse

Planning at the local level takes place within an environment where information, resources, and influence are dispersed. Within this context, planning necessarily involves interaction between stakeholders possessing these different assets and negotiation of viable solutions to problems. These interactions and negotiations are often mediated and framed by a specific planning process. This research explores the ways in which the structure and institutions of the planning and policy formation process are shaped to serve the interests of specific actors. Pierson (2002, 259) argues that, "when certain actors are in a position to impose rules on others, the employment of power may be self-reinforcing". In creating formal institutions and structures that govern a planning process conflicts between actors are placed in a venue that allows actors with the authority to define the 'rules of the game' to reinforce their positions of power. Thus, particularly in places with a history of disparate power relationships, the planning process may be structured in a manner that reduces access, limits debate and limits the agenda. This use of formal institutions and processes to restrict access and reinforce relationships of power is in contrast to the institutions and processes designed to promote access and distribute power advocated by both proponents of collaborative planning and civic

capacity. The use of the formal structure and institutions of the planning and policy formation process to serve the interests of specific actors is explored through examination of redevelopment planning processes underway in Chicago and Manchester. Interviews supplement a review of planning and administrative documents. This paper contributes to the knowledge of the urban planning and policy process and planning theory by both describing the current configuration of redevelopment policies and decision-making and by exploring the local political economic environment that shapes these policies.

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Critical Socio-Spatial Research and Planning Theory: Common Grounds, Common Concerns? Towards an Evolutionary Strategy of Inquiry

Urban and regional studies have recently experienced a burgeoning of references to notions that question received assumptions of spatiality. This reflects a reassessment of geographical notions – such as region, territory and locality – in face of emergent socio-spatial phenomena, but also an intellectual dissatisfaction with conceptualizations of space in the social sciences. Behind attempts at renewing spatial concepts and vocabularies, in fact, stand a perception of shifting conditions in the production of space as well as a distinctive attention towards the power dimension involved, which both question their analytical and critical adequacy. Critical geography in particular has contributed to reinterpreting space as an open and dynamic multiplicity of relations through which power is being constantly reshaped, pointing to the critical imperative of developing a new imagination of spatial phenomena that may enable re-assessing their socio-political bearings, challenges and potentials.

Rethinking 'scale' and scalar processes is an important part of this attempt at understanding change in the socio-spatial dimension of political processes. Debate around the notion of 'scale' is particularly interesting, in this respect, as it has catalyzed a plurality of approaches towards overcoming the ontological assumptions implied in



traditional geographical notions and towards uncovering the 'power geometries' implied in their enactment and reproduction.

The paper presents a sympathetic but critical account of the state-of-the-art of debate on 'scale' and raises questions about its relevance and implications for planning theory. It does so moving from two key observations. The first is that, contrasted to the richness and intellectual vibrancy of this conceptual debate, rather little attention has been devoted to 'scale' – and its derivatives – as a research concept capable of founding 'progressive' research programmes. The second is that – despite exceptions – a reflection on the dimension of agency in relation to rethinking 'scale' is yet underdeveloped. While critical geographers, for instance, have addressed a meta-critique of spatial policies highlighting the implications of a 'politics of scale' and hinting at practices of 'scale jumping' as possible antagonistic alternatives, barely any attempt has been made in planning theory at identifying possible normative implications of these critical-analytical contributions. There is hence a recognizable divide in this field between explicit and implicit conceptual renewal as well as between critical-analytical and normative reflexivity: and this – which may be also seen, to a certain extent, as a divide between geographical and planning culture – is remarkable, as rethinking notions of spatiality involves a redefinition of knowledge-action links which bears obvious planning theoretical relevance.

The paper discusses possible avenues for bridging this divide and for addressing the possible implications of a critique of geographical notions of 'scale' for planning practices. It argues in particular about the need for identifying common grounds for both critical analysis and normative reflection in the field of spatial policies and planning. Given the emergent character of spatiality involved in this debate, a key task lies in exploring the domains of practices by which established spatial frames – like 'nested' domains of territoriality – are being challenged, and in developing a critical understanding of how and how far policy and planning may be involved in enabling or constraining the emergence of new spatial frames. This can be addressed by a critical focus on the 'rescaling' of governance and planning based on a co-evolutionary understanding of relationships between spatial frames and spatial practices and addressing questions concerning the forms and relative degrees of institutionalisation and 'institutional thickness' of related spatial domains of agency and power.

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Planning as the Ideology of (Neo-Liberal) Space

The paper commences by reviewing the historical conceptualisations defining and explaining ideology, largely as articulate by exponents of the Frankfurt School, and considers the impact that these ideological insights have had on planning theory, culminating in Habermasian derived communicative planning. The paper will then



engage with Žižek's contemporary definition of ideology and demonstrate, from this perspective, how planning is deployed as a mechanism that shapes our identifications with and of space. It will argue that this is a space dominated by the values and logic of global capitalism: neo-liberalism. Hence, planning materialises this dominant ideology in its plans and policies by providing the hegemonic templates and narratives that shape, neo-liberal space. Further, just as did David Harvey (1978) in the last century, this paper argues that this is a planning ideology in need of constant challenge.

To effectively facilitate this critique, in what most would now consider to be a post-Marxian world, the paper suggests that planning theory requires a new understanding of ideology and argues for one that is facilitated by the work of Lacan and his influence on Althusser, Laclau and Mouffe, which is perhaps best articulated in the work of Slavoj Žižek. For Žižek (1989: 45), '[i]deology is not a dreamlike illusion that we build to escape insupportable reality; in its basic dimension it is a fantasy-construction which serves as a support for our "reality" itself: an "illusion" which structures our effective, real social relations and thereby masks some insupportable, real, impossible kernel (conceptualized by Ernesto Laclau and Chantal Mouffe as "antagonism")'. Further, this paper contends that planning acts as a key Althusserian state apparatus in facilitating this task by harmoniously articulating how populations 'must' enjoyably use their settlements, spaces and environments motivated by the seeking of a 'better' future. For Žižek (1989), it is enjoyment itself, at both the conscious and especially the unconscious level, which attaches the subject to an ideological formation and allows it to become a *Sublime Object of Ideology*.

Ideological critique, following Žižek (1989), is a deconstruction of both ideological discourse and its fantasy components of enjoyment. In the case of spatial plans, these are ideological policy discourses such as 'sustainability', 'liveability' or 'global competitiveness'. The enjoyment comes from the fantasy of control and certitude towards the future, through the resolution of lack and deficiency, that plans appears to promise: for we all desire to live in a well planned, sustainable, liveable and globally competitive city, for the alternative would be unthinkable (Gunder and Hillier 2009)!

The paper argues that contemporary spatial planning inherently promotes competitive market logics, which maintains the ideological status quo of globalization. Planning provides the discipline and promise of a better, or more sustained, 'enjoyable' life – i.e., more luxury – in urban spaces, constituting the ideology of contemporary neoliberal space.

The paper will conclude that planning has always had an ideological component and what is crucial for effective planning research and theorising is not to take any fact, truth, norm, or framework at its face value, for all may have an ideological dimension. It argues that this ideological component of planning largely reflects the dominant ideology of any one particular time, which in much of the world continues to be defined by the evolving capitalist market. But what will evolve in the future? What new ideological positions are emerging for planning as 'recovery' from the current global economic recession takes global capitalism onto new twists and ideological turns? What will be the future ideology of space and will it continue to be articulated by the planning discipline? The paper will end observing that ideological critique is necessary for continued research, exposure and understanding within planning theory of this evolving society shaping global process.

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Gendered Futures

Since the future is not a disconnected end-state, but rooted in both the past and the present, images of the future will inevitable bear traces of yesterday as well as today's zeitgeist. There is thus a risk of institutions, such as gender perceptions, being selfreinforcing. This paper looks closer the Swedish regional growth programs to see whether those future oriented plans are gendered, in what ways and also if there are ways of working with futures studies that could enhance the possibility for a gender perspective on the future.

The regional growth programs are instruments to implement the Swedish regional development policy. The basic idea is that Sweden's economic policy should be regionalised and adjusted to local and regional preconditions and competitiveness should be enhanced. The regional growth agreements should pay attention to sex equality, social and ecological aspects and they should also promote sustainable development.

To understand how gender is handled in a general way in all the Swedish regional growth programs, a simplified content analysis is used as a starting point. This means that the frequency of the use of gender related words in the regional growth programs are analysed. Out of Sweden's 21 regional growth programs, three were chosen for studying more in-depth. Interviews were made with the responsible person for each program and the persons responsible for establishing sex equality in the three selected regions. A discourse analysis was made for the documents and the interviews.

This paper looks at regional growth programs as futures studies, which facilitates a discussion about what future is wanted. However, futures studies most often lack a gender perspective. This is a shortcoming since many societal changes will have gendered consequences. It is in the present we can change the future, and even though the future will offer something we cannot think of, planners is one group among other influencing what direction society develops in. Feminists on the other hand often lack a clear future perspective. Even if many feminists agree upon ideas and ways of analysing today's norms, there are disagreements on what means are useful to reach the goal and also about how extensive changes are possible in a society. Also, it is difficult to agree upon a goal.

One result of this paper is bringing feminism into futures thinking and regional planning. Another result is a discussion about what future gender contracts are seen in the Swedish regional growth programs. There is also a discussion on how to facilitate for a gender aware planning for the future. This discussion would be interesting to follow up in future research.



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The Physicality of Citizenship

Contemporary cities, influenced by processes of globalization, increased communication, and changing patterns of employment, face modifications in the social configuration and physical landscape, which result in a need to provide, control, manage and order cities – a mission left to the hands of the planner, or at least a significant part of it. More than two thirds of Third world cities are developed through spontaneous, unplanned activities, with a majority of urban residents illegally occupying property. In these cities only a limited share of spatial and economical development occurs through formal structures and professional planning. Addressing this current state of affairs, recent planning scholarship concentrates on the tension between formal versus informal development, civic engagement through inclusive practices versus insurgent planning as counter hegemony actions, yet they neglect to ask a critical question: can planning, as a hegemonic practice, deal with the spatial implications of contemporary citizenship?

In this paper we wish to illustrate how citizenship stands at the heart of the discrepancies of spatial production. Reflecting on who are the citizens that planners refer to in the process of planning and whether planning, as a practice attached to the state governance system is able to address the concept of citizenship in its full complexity, going beyond the neoliberal definition of citizenship, we argue that as long as planning would not address the concept of citizenship in its full complexity it would not be able to address contemporary landscape of cities, with its multi ethnic groups, migration and transnationalism and would enhance what has recently named by Yiftachel “grey cities”, in his words, “Gray spaces contain a multitude of groups, bodies, housing, lands, economies and discourses, lying literally ‘in the shadow’ of the formal, planned city, polity and economy. They exist partially outside the gaze of state authorities and city plans.”¹

Focusing on the way planning addresses citizenship as a set of rights manifested in material and space, the aim of this paper is threefold: (1) to understand the key ideas and discrepancies that arise from the discourse of citizenship. (2) to analyze the way the discourse of citizenship penetrates and perhaps influences the process of planning (3) to question how and in what way this changing notion of citizenship influences urban space itself. In addressing these aims, the paper consists of four sections. The first section is a thematic analysis presenting the key approach to political and social discourse of citizenship. The second section identifies and describes three central contemporary typologies of citizenship that appear in planning literature: *the collaborative, insurgent and transparent*. Prioritizing the spatial dimension, the third section looks at the *spatial implications of citizenship*–the practices of citizenship in space and their dynamic reciprocal relationship within a socio-political framework.



As such, citizenship is viewed in a constant process of re-definition that takes place in the imagined sphere, manifested in the concrete-- a redefinition process expressed in new inclusionary and exclusionary practices, creating the *physicality of citizenship*. In this process, new rights make the possession and wielding of previous rights more effective, and the accession of such rights removes or builds fences between groups by legal barriers or social customs in a place. Citizenship, then, is going beyond its regulative status or ideal norms, with a direct impact on daily life. Going beyond the question of who is a citizen, or who is in the mind of the planner when he sets the plans, non citizens, or ones perceived as second rate citizens because of ethnicity, identity, or any other bias, are ignored by formal planning. Finally, the fourth part reflects upon the tools and methods in the hands of planners when they address the contemporary complex issue of citizens and non citizens, examining their limitations and determining how we could foster change.

¹ Yiftachel, Oren, "Theoretical notes on 'gray cities': The coming of urban apartheid?" *Planning Theory*, 8/1(2009): 88–100, p.89.

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The Universal and the Contingent: Some Reflections on the Transnational Flow of Planning Ideas and Practices

The global flow of planning ideas is no new phenomenon. But in recent years, there has been an acceleration of such flows, accompanying the 'globalisation processes' with which we are now familiar. Organisations such as AESOP have been very active in promoting the interchange of planning ideas and research inquiry. One consequence of this has been an enhanced recognition of the historical and geographical (cultural and institutional) specificities and contingencies of planning ideas and practices. This recognition has been co-evolving with the intellectual 'turn' away from mid-20th Century notions of universal pathways to 'modernisation', to a much greater awareness of indeterminacy, complexity and the power of agency to innovate, to 'will' into being new phenomena and to 'transform' pathways from one direction to another. Conceptually and in our research, the academic planning community has been energetically 'bringing the actor back in' and underlining the contingencies of planning action. But, as some critics have argued (Campbell 2006, Fainstein 2005), does this not lead to a loss of critical leverage, of a ground on which both to critique the practices we describe in our research and to promote particular interventions in specific situations? On what ground can we stand, when we take a 'planning' point of view? Are we left with turning to one 'theory' or another for legitimation? Or, as some have argued, can we find some 'universals' to ground the critical and normative claims that people who identify as 'planners' can and should make?

In this paper, I will explore the dilemma of the place of the 'universal' in a perspective which retains and develops the capacity to recognise the complex histories, geographies, moments of opportunity and terrains of struggle which are involved in the practice of 'doing planning work'. This will involve re-visiting some 'old' questions about the values associated with the 'planning tradition', the interaction of structuring dynamics and agency capacity, about 'hegemonic' discourses and how alternative discourses get



leverage to challenge these, about the 'integrative' imagination which a planning focus encourages, and about the 'art' of situated practical judgement. I will illustrate this re-visiting' with examples from recent work (Healey and Upton 2010) I have been involved with on the transnational flow of planning ideas and practices.

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A Story of a Square

– Local Identity and Creation of Meaning in Planning Processes

How do the sense of local identity and the variety of meaning given to a place impact the planning process – its aim, its organisation, the used arguments and the outcome? This paper will, closely following the empirical case, explore the construction of meaning and local identity and how it influence actors in a planning process, as well as to what extent the policy and planning processes itself creates new meaning, with a special focus on the political decision making. The empirical material emanates from a pilot study, covering official documents, news articles and interviews with politicians, planners and inhabitants.

Bollnäs is a medium size municipality in Sweden. The town Bollnäs has about 15 000 inhabitants. In the early 1980ies, a development plan was approved 1978, a square, Brotorget, were constructed in the middle of the town by tearing down a block with older buildings. Since then the square has been a well functioning public place, with a scene for performances, a playground for children, markets, a café, a fountain and many benches and trees, and overall a natural meeting place due to its localisation. Several objects in the design of the square have local connection: public art as a bronze relief portraying a local sportsman and artist, a painting covering the scene fund made by a local but international recognised painter, showing a view over the surrounding landscape, and a wooden bell pile designed as traditional craft. In 2007, the square was sold to a Danish development company. A new development plan for a galleria was made, were an indoor square and commercial areas in a two store building replaced the existing square. The square was cleared in mid 2008, but the construction work did not start due the financial crisis. During summer 2009, the main tourist period, the square was an empty area covered with sand, which caused an infected debate in the local media. In December 2009 the discussion focus on the possibility for a local construction company to take over from the Danish company, and to build a six stores building on half the area of the square, mainly for flats, but also one store for commercial areas and offices. In the debate in the local news paper, that has been going on during the whole process, leading politicians and the chamber of commerce have been positive and promoted the project while, with some few exceptions, the inhabitants have been negative to the project, questioning the aim, the benefit of such a project, the economy as the municipality plan



to develop two or three new, smaller squares in more peripheral sites to replace the former functions of Brotorget. Suggestions are made to have a referendum on the future development. Several voices have been raised arguing for the restoration of the square as a central node in the town, important for the urban life.

This case arise several questions of interest: How have the political and professional arguments on how to develop the town changed from the 1970ies until today? In both cases local identity and urban form seems to have been important, but leading to different standpoints. And how do these arguments relates to the inhabitants understanding and use of the town?

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Theorizing Planning for Climate Change:

Critical Reading for New York City's Recent Plan – PlaNYC 2030

Climate change and its resulting uncertainties challenge the concepts, procedures, and scope of conventional approaches to planning, thus creating a need to rethink and revise current planning methods and theories. The aim of this paper is twofold: to propose a new multifaceted conceptual framework for theorizing planning for climate change; and to apply this framework for critically analyzing the recent master plan for New York City: *PlaNYC 2030*. The proposed conceptual framework consists of eight concepts that were identified through a conceptual analysis of planning and interdisciplinary literature on sustainability and climate change. These concepts, which together constitute the theoretical framework of planning for climate change, are: *Utopian Vision, Equity, Uncertainty, Natural Capital, Eco-Form, Integrative Approach, Ecological Energy, and Ecological Economics*. Each concept is composed of several criteria of evaluation. Using the proposed conceptual framework to evaluate *PlaNYC 2030* reveals important merits and shortcomings of the Plan. On the bright side, the Plan promotes greater compactness and density, enhanced mixed land use, sustainable transportation, greening, and renewal, and utilization of underused land. It also addresses future uncertainties related to climate change with institutional measures and recommends efficient ways of using the city's natural capital assets. Finally, the Plan creates mechanisms to promote its climate change goals and to create a cleaner environment for economic investment, offers an ambitious vision of reducing emissions by 30 % and of a "greener, greater New York," and links this vision to the international agenda on climate change. On the down side, the assessment reveals that PlaNYC did not make a radical shift toward planning for climate change and adaptation and inadequately addresses social planning issues that are crucial to New York City. Like other cities, New York is "socially differentiated" in terms of communities' capacity to address the uncertainties of climate change, and the Plan fails to address issues facing vulnerable communities. Moreover, the Plan calls for an integrative approach to meeting the challenges of climate change on the institutional level



but fails to effectively integrate civil society, communities, and grassroots organizations into the process. Another critical shortcoming, particularly during the current age of climate change uncertainty, is the lack of a systematic procedure for public participation in the planning process throughout the city's neighborhoods and among different social groupings and stakeholders.

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Learning Practice – Professional Experience and Planning Theory

It is commonplace that experience is an important precondition for effective and successful professional performance. This also applies to planners, notably in leading positions. In the daily routine professional experience is highly valued among practicing urban planners. Astonishingly the impact of professional experience on the quality of planning practice has not yet been sufficiently accounted for in debates on planning theory. This paper focusses on two questions: What is the meaning of experience for successful urban planning practice? Which conclusions should be drawn for planning theory?

First we line out different forms of planning knowledge referring to categories that have been introduced by Rittel. Second, we discuss few previous approaches to conceptualize professional experience in planning theory, thus touching upon some shortcomings, but also some helpful insights. Third, we present the results of several interviews we conducted with German planners in leading positions about their view on the impact of experience on their own daily planning practice. We identify four dimensions, in which experience interferes with other resources for decision-making: (1) technical expertise; (2) norms and guiding principles, (3) innovation process and (4) policy process. Finally, we suggest a theoretical perspective on how to locate professional experience in the discourse of planning theory. Firstly, experience can be interpreted as growing capacity to be aware of the momentum of a situation and to make effectively use of its potential. Secondly, experience as a way of learning from practice and the successful transfer of knowledge, gained by experience, back into practice again can be seen as a specific mode of planners to diminish the difference between theory and practice.

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Place between Home and No-man’s Land. Notes on Planning as “Enzymatic” Practice

The paper’s main question is the relation between planning and places, considered as structurally aporetic and critical, inasmuch it is based upon a place theory not claiming some sort of “naturalistic identity” of urban places, but drawing upon cultural, political



and social issues which make places contested and transitional socio-spatial entities.

In such a perspective, the methodological approach this paper follows is a theoretically coherent re-construction of basic concepts and ideas dealing with the issue of places, based on selected references from different branches of social science, philosophy and planning.

More specifically, the concept of place is assimilated to a *threshold* between (radically) different socio-spatial conditions, here stigmatized as “home” and “no-man’s land”.

These two terms, mostly metaphorical, refer to different behavioural settings one can observe in everyday life spaces, it can be worth discussing in more depth. On one side (home), there are all behaviours dealing with routines, familiarity, identification, orientation, .. on the other (no-man’s land), behaviours dealing with disorientation, fear, void, etc.. The theoretical proposal, here, is to discuss and merge these two terms linking two different authors, referring to very different traditions and historical phases: one – “home” – can be developed through Pierre Bourdieu’s concept of *habitus*; the other one – “no-man’s land” – can be developed through Walter Benjamin’s metaphor of *destructive character*, assimilated, in this discussion, to the issue of urban crisis.

The paper is part of a work-in-progress, and does not aim at closure. Therefore, in terms of results and proposals, it will try to highlight some features of the highly critical relation between planning as institutional practice and place-making as social learning practice occurring in everyday-life spatial settings, which is the main question the research would further address and develop. And to make some methodologically coherent proposals towards a place-oriented planning theory and practice, basically regarded as an “enzymatic” practice accounting of fixity and transition while aiming at governing and regulating life spaces.

Looking at planning as an “enzymatic” action which might support, stimulate, trigger social practices of place-making may be an interesting perspective for further research. For example to develop innovative design methods for programs and policies, not driven by a problem-solving logic, but attentive to “waste” (sub-products of collective action), and “time” (not just the linear time of economic efficiency, but also the circular time of social learning practices) as important elements to deal with, even from an expert, technical perspective.

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Planning as Agonistic Negotiation in a Trading Zone. Re-Examining Lindblom’s Partisan Mutual Adjustment

The paper re-examines Charles E. Lindblom’s theory of Partisan Mutual Adjustment (PMA), by reflecting on the recent ideas on cross-cultural cooperation and communication, developed in sociological studies of science and technology. While the critical arguments of the so-called communicative (or collaborative) planning theorists on PMA are well known and well placed, they may have overlooked the complexities of planning



communication. Especially Peter Galison's concept of 'trading zone' offers a fresh outlook on these complexities. In the paper, Lindblomian bargaining and compromise-seeking is re-interpreted in terms of creating a local trading zone between the stakeholders representing different cultures of meaning and value. This approach challenges two assumptions that have become commonplace in the planning theoretical debate around PMA: firstly, that trading between interests would not necessitate mutual dialogue and generation of a realm of shared understandings, and secondly, that approaching planning communication as trading between interests would mean adopting the political ideology of (neo)liberalism. The trading zone approach is a way to reintroduce PMA in the toolkit of planning communication in a theoretically coherent fashion – if we relax on the ideological debate between (neo)liberalism and deliberative democracy and shift instead to the idea of agonistic democracy. With its focus on the frameworks of exchange between different meaning systems, enabling locally coordinated interaction, the trading zone approach offers new tools for the development of local planning practices – as "exchange languages" through which "thin descriptions" of planning ideas, proposals and opinions can be transmitted between groups. In this context, politically respectful and conceptually comprehensible bargaining and compromising would not appear as qualitatively poor communication, but rather as an achievement of restless dialogue, mutual sense-making and institutional capacity building.

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Space, Time, and Planning

Space is NOT a luxury: at least from a global perspective, space has never been so broadly and generally available (a sale product). What is actually suppressed – "compressed", in David Harvey's words (Harvey, 1989) – is the time-space relationship, with its fundamental spatial implications, such as the suspension of distances, the overcoming of spatial barriers, and the new "isotopy" of space, that is spatial indifference, which influences the constitution of places.

Things look different from different perspectives, which cannot be tackled only within the antinomy between global and local. Since the rhetoric of the "liberation of time" related to ICT societies started to show its deficiencies, and with the advent of the "flexible-man" (Sennet, 1998; 2007) – which is the last entity to become flexible in the capitalist system, after labour processes, products, patterns of consumption and markets – people got into a permanent condition of impermanence.

What we can observe is an increasing difficulty to reach even the basic goals of planning, to give sense to spaces, and also to manage spatial processes.

In the past few years, a renewed interest on space has emerged, as a claim to turn back to the "core of planning", and to revise planning and the role of planners with implicit



or explicit reference to our “disciplinary tradition”, meaning the strong connection to Architecture and Urban Design. There is a growing interest on the topic of the quality of spaces, which is highly problematic starting from the very definition of what quality is, and whence it derives.

This reminds also David Harvey’s view about the emphasis on space by modern aesthetic theory, on spatialization and representation, and on time by social theory.

If it is true that planning can intervene into societies by organizing space (that is to say, indirectly), it is also clear that the organization of time (which depends on the economic and the labour system) has a stronger and more direct influence on society. This recalls the strenght of the “Space of fluxes” as compared with the weakness of physical space (the “Space of Places” – Castells, 2000). The cause-effect relationship between time, space, and society, and the role of planning in shaping them, is at stake.

The process which changes space into places seems to be increasingly “abstract”: this should be referred to the loosening of the bonds between people and space, which can entail a weaker link to the physical space, but also a lack of time to spend in order to build meaningful relationships and places.

The contribution will consider both space and time as pre-conditions for shaping places, and to reach planning objectives; and planning (which asks for a renewed civic engagement) as our chance to intervene directly in strenghtening the space-society nexus: the way in which planning is conceived and practiced, the time devoted to creative and inclusive processes, can help making sense of space.

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Planning Theory and Urban Policy Tools: Challenges and Possible Advancements

In the last fifteen years every European country has witnessed the proliferation of forms of public intervention in the field of urban planning and policymaking. Partaking in the European Union fostered structural institutional and economic changes (e.g. subsidiarity, concurrence) and more specifically the use of alternative and sometimes innovative urban policy tools. Besides the common forms of regulation, multiple instruments has been increasingly used by governments to structure public action: government corporations and government sponsored enterprises, grants, public-private contracts, vouchers, tax expenditures and others.

Rational and more generally traditional planning theory fallaciously assumed that these tools or forms of intervention are techniques to pursue a more or less broad set of goals regarding urban, regional and environmental public and common goods. More recent planning theories also failed to inquire the way public action is structured since



it was conceived as mechanically derived from (mainly national or regional) planning institutional frameworks or defined only once a planning problem, a vision or a strategy to face it are (temporarily) set. Indeed these theories focused the analysis of general planning systems or to contingent manifestations of urban planning processes, as for specific urban programs, plans and policies. Even when planning theories or studies namely assume the tool, instrument or disposal of public action as unit of analysis, the outcomes were as general as these tools of government simple were interpreted as “carrots, sticks and sermons”, also neglecting the importance of contextualizing and spatializing these planning tools.

Recently, groups of European urban scholars differently considered government instruments or tools (Lascoumes and Le Gales, 2007; Ponzini, 2008; Palermo and Ponzini, forthcoming), trying to use these concept to link political and technical aspects of urban policies structuring social action. This paper explores a new frame for the study of urban planning and policy tools by past and considering current advancements in nesting the tradition of policy analysis and social sciences with context-sensitive and urban design approaches.

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Advancing the Role of Knowledge in Urban Planning

A planner who claims the quality and assets of his or her plans must be able to justify or even prove their anticipated outcomes. In the midst of the conflicting and sometimes contrasting views of how planning should be done, it seems that the use of models might be the most productive approach.

Information technology and urban models entered planning around 1950's, in a very dynamic but also unilateral way. This in fact created two large groups of planning oriented professionals with regard to the use of models in planning. On one hand there were the planners that argued that sophisticated analytical tools could provide the foundation for the new science of planning. On the other hand there were the more imaginative, creative and willful planners that viewed the rationalization and mathematical nature of analysis (maybe even the role of analysis itself), with much distrust.

Today there is still diversity in the way planners think about models and their role in plan- making. This probably results from the implicit assumption that models would somehow not aid but replace planners' control over the planning process. If someone seeks the reason for this misperception he will come to the conclusion that it results from planners' limited understanding of what models as planning tools represent and that there has been little research for an appropriate role of information technology in planning. After 60 years of computers first entering planning profession, it won't be an overstatement to say that despite their unambiguous significance in planning and plan making, there has been little or no use of them in professional planning practice.

This paper is an attempt to define or better redefine the role of models in planning and plan making. For that there is a review of information technology and its use in planning over the last fifty years followed by, a parallel exploration of the emerging philosophical needs and theories in planning. The purpose of this exploration is to help us establish



a relationship between planning theory and information technology which in turn will help us to set the theoretical background in thinking about the future generation of urban models.

The research concluded that planning theory shifted and philosophical concepts within the field changed. Thus models are not only used to stand for rationality and to justify decisions, but also as a communicative process. They are used as argumentative spaces, as a way to deal with the complexity of planning issues, which are full of incompatibilities, conflicts, and arguments over a universal principal vision and goals. Hence, we have the opportunity of giving urban models a new lease of life mandated by the requirements that are emerging from the new ways we define planning and plan making.



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The Embeddedness of Planning in Cultural Contexts

– Theoretical Foundations for the Analysis of Dynamic Planning Cultures

In the last two decades a paradigmatic change could be observed in the planning sciences. Referring to the ‘communicative turn’ (Healey 1992 and 1996; Innes 1995), spatial planning was and is regarded as interactive, communicative activity that ideally recognises the importance of the actors’ cultural settings, cultural perceptions and experiences. Planning scientists have often described the discursive and communicative practices, the significance of storytelling and metaphors or the involvement of the civic culture in planning processes as part of a new ‘planning culture’ (e.g. Chettiparamb 2006; Ludwig 2005, Neuman 1998; Sandner 1998; Healey 1997; Keller et al. 1996; Throgmorton 1996) but without explaining the concept of ‘planning culture’ thoroughly.

Recent publications (Knieling and Othengrafen 2009, Young 2008, Sanyal 2005), by using culture as an organising principle, refer to planning culture as the way in which a society possesses institutionalised or shared planning practices. This includes the interpretation of planning tasks, the way of recognising and addressing problems, the handling and use of certain rules, procedures and instruments, or ways and methods of public participation. It emerges as the result of the accumulated attitudes, values, rules, standards and beliefs shared by the group of people involved. However, these approaches consider ‘planning culture’ as static concept, although culture itself is not a stable concept but rather ‘fluid’. In other words, there is no analytical framework available which could explain the transformation of planning systems and planning cultures as well as the emergence of ‘new planning paradigms’ theoretically.

Against this background, the paper will add to the cultural perspective on spatial planning (Knieling and Othengrafen 2009, Young 2008) further approaches related to neo-institutional theories in order to allow a deeper insight into the mechanisms and logics of institutional changes affecting planning practices. These approaches recognise the importance of cognitive and normative elements in policy making processes and how these elements influence the way how actors understand and explain the world. By referring explicitly to policy making processes, these approaches seem to be promising sources to shed light on the principles of either changing or persistent elements of

planning. Being aware of the continuous production and re-production of 'cognitive frames' (Surel 2000; Schön and Rein 1994), this paper will develop a theoretical model to analyse mechanisms of identity formation, principles of learning and action as well as methodological prescriptions of practices which underlie spatial planning. This will broaden the perspective on 'planning culture' by emphasising the importance of paradigms, philosophies and ritualised practices while additionally offering the possibility to reflect on dynamic elements which occur through 'conflicting' or 'emergent' frames.

A theoretically strengthened analytical framework that puts emphasis on the possible dynamics of institutional settings in planning practice may overcome the static perspective on planning cultures which seem to dominate the current scientific discourse. In the long term, a culture-sensitive and dynamic perspective on planning practice may help in explaining and evaluating the impact of state-induced planning episodes on institutional settings in planning. Hence it may also help to reconsider the proclamation of a new 'planning culture' in a more critical way. The 'new' planning cultures still lack empirical proof in order to specify what is new and what is old. The paper therefore claims for a more detailed theoretical debate on culture and cultural change in the planning sciences that has the potential to guide future research projects on changing planning cultures.

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How to Prevent Communicative Planners from Unwittingly Serving Neo-Liberalism?

Communicative planning theory has recently been reproached for facilitating neo-liberal market practices to the disadvantage of broader social interests. The paper comments on this critique and clarifies what neo-liberalism demands from urban planning. Moreover, the paper surveys planning theorists' attempts to describe the connection between communicative planning theory (CPT) and neo-liberalism. This connection is conceived in very different ways, but a variety of arguments supports the view that the inherent flexibility of local communicative planning is welcomed by neo-liberals. The critique of being at the service of neo-liberalism should be addressed in CPT by bringing procedural and substantive recommendations closer together. Clearer criteria in communicative planning for judging what is a good plan would make it easier to decide whether planning efforts serve neo-liberalism or promote urban developments that are in line with dialogical values. It may be difficult to entirely prevent developer-oriented exploitation of local collaborative planning efforts, and communicative planning needs to be critical and attentive to the potential misuse of flexible negotiated solutions in order to gain credibility as an institution successfully combining inclusive processes and fair outcomes.



CPT is often criticized for single-minded preoccupation with the qualities of the planning process at the expense of the planning outcome. As long as the process is open, striving for dialogue in the Habermasian sense, and aiming for local consensus – so the critique goes – there is little in CPT to prevent the plan itself from serving neo-liberal purposes.

One can endorse democratic procedures (or the ideal process of CPT) either because they are believed to be intrinsically valuable, or because they are instrumentally valuable and thus tend to produce good outcomes. The prevailing view in CPT is that communicative planning has the potential to deliver on process and outcome qualities alike. It is nevertheless conceded by many communicative planning theorists that there is a need to bring process qualities and outcome qualities closer together. This means it must be made evident that what is required from the plan (the outcome) is grounded in substantive values that are closely associated with the values behind the process design. This is what the value approach sketched in this paper is meant to do, and by insisting on consistency between the values of process and outcome it offers a way to address the charge that CPT facilitates the progress of neo-liberalist urban development.

The idea of the value approach is to identify a set of criteria for what constitutes a good plan in the spirit of CPT. This set of substantive criteria or values should explicitly point back to – and be closely associated with – the procedural values that are the basis of planning process design and desirable planner conduct according to CPT. Process values for CPT are articulated in the paper. The profound differences between these values and the values of new public management (neo-liberalism) were demonstrated elsewhere, see Sager (2009). The values of CPT and NPM belong to the harmony and the security value dimensions, respectively. Given this contrast, it is unlikely that a plan complying with a set of substantive criteria that mirror the process values of CPT, will also serve the purposes of neo-liberalism.

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The Social Construction of Spatial Quality: from Theoretical Parallelism to Transdisciplinary Theory Building

Books, articles, opinion texts, discussion papers, design approaches, ... offer – explicitly, but mostly implicitly – a wide diversity of definitions of 'spatial quality'. The reasons for this are multifold and stem from often discipline-bound theoretical debates about the concept of space, the plurality of methods to address the use of space and spatial quality, the lack of rigour in definitional and appreciative practices, etc.

This paper seeks to bring some order to defining and operationalising spatial quality, to identify its key-dimensions and develop a shared language to communicate, discuss and



implement spatial quality in transdisciplinary contexts. It focuses on the literature and practice in spatial planning, urban research by design and socio-spatial development

Starting from epistemological premises on the meaning of space and its quality for its diversity of uses and users, the paper explains how the combination of concepts and relations between them across these three sub-disciplines of spatial analysis allows to:

a) put forward a theoretical framework for the analysis of space and its qualities which incorporates different types of relations between space and its users (experiential, semantic, functional, representational, conceptual ...);

b) apply this theoretical framework to identify the actual roles of users of space in assessing and steering its quality.

The potential of this framework will be *illustrated* using a few case-studies, one being the exploratory study for a neighbourhood development plan in the Flemish City of Turnhout in which the authors are involved.

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Planning Process, between Expert Project and Collective Action

The proposed communication concerns some recent evolutions of the planning process in France since the modes of its conception established during the 1970s. Analyzing two study cases, we'll show that the planning process, that at first could be defined as to be constituted of a linear process, must be considered today as a circular process which mobilizes no longer only experts but different "collectives of action" emerging from civil society. Our approach aims to contribute to project sciences.

The last forty years are marked by the end of the certainties and the emergence of social and environmental crises. The same spatial planning process involves some transformations which lead it to adapt to the new context while being one of the agents of the emergence of this context. To resume we can explore the hypothesis that these transformations are related to the passage from the simple to the complex. The study of these transformations has to take into account the various possible types of project, while they probably do not affect all types in a similar way. A first typology considers three main factors: 1. The milieu and its scales, 2. The domain (environment, mobility, urban design, etc.), 3. The level (conceptual, strategic or operational project).

Today, two types of process are coexisting and, in a way, confronting. The first one corresponds to the "classic" plan for which the project is the principal stage of a linear process, between a first stage which establishes the inputs for the project, and a third



phase which corresponds to its realization. This linear plan is organized by two dominant actors, the contractor and the project manager. For the second, the project is not the main phase of a circular process which contains five main parts: the definition of the context and the orientations, the conception, the realization, the appropriation by the users, and the transformation of the results. This second emerging type questions the expert as the only authorized actor to establish the project. All users, as actors of the planning process, are going to be part of the project management group, and are even possibly associated to the contractor. The project itself becomes second in regard to the definition of the term of the situation and the emergence of some “collectives of action” including all civil society. The described evolution is not yet the object of a precise knowledge which participates of the construction of project sciences.

The proposed communication will report on the first steps of a research which is trying to translate the evolution ongoing in the contemporary conception of urban and regional planning into an understandable. Study cases are two examples of project or action which diachronic illustrates this evolution. The first one corresponds to the elaboration of a region plan for the Loire valley (France) called Métropole-Jardin, established during the '70, which, being certainly innovative, was nevertheless characterized by the domination of the expert activity, in a frame of very centralized state regime. The second corresponds to some projects actually developed after the inscription of a large portion of the Loire valley on the World Heritage list of UNESCO, in a period marked by the decentralization and the more or less actual application of the participation of all types of actors to territorial planning.

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How to Develop a Gendered Perspective on Planning Systems?

This paper addresses the need for a new step in feminist theory concerning spatial planning: focussing on dynamics of exclusion *within* the planning systems.

Feminists have articulated 'women's spatial needs' in a variety of ways in the past 3 decades. Grass-root initiatives and planning consultants have addressed the quality of urban space and criteria for urban design, booked successes in pilot projects. European gender mainstreaming policies aim to embed gender-aware planning in environmental decision-making processes. In many European countries this has produced new planning instruments, such as manuals and gender impact assessments, which are now beginning to be disseminated and implemented more widely. The resulting perspectives in spatial planning are often innovative, because environmental disciplines are amongst the last fields to be receptive to gender-aware approaches.

The paper looks at how the existing (European) building laws, planning regulations such as zoning and the standardization of building components, and planning procedures, respond or not to the gendered planning proposals and the need to diversify life patterns. It raises questions such as: How accessible are the administrative structures that determine the design of regulations, planning documents and zoning categories?



Which have been the major confrontations between experimental projects and existing regulations and procedures? What determines the implementation creates of technical norms, specifications and regulations on innovative design proposals? Which investments are prioritized?

To begin, it is necessary to define how I use 'spatial planning' and what I understand with 'planning systems'. Secondly, a selection of examples of gender-aware spatial interventions: identifying some examples of gendered alternatives and how they were enhanced, or frustrated by the planning systems in their local context. In some cases the impact has been a change in procedures or regulations. To conclude, I propose for a structural embedding of the insights gained from the feminist initiatives and some questions the new forms of knowledge this may involve.

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Land as Luxury in Urban Development

In this paper we advance a perspective of land as a luxury good and explore its implications for land-use decisions. Previously (Raja and Verma 2010) we have shown that the methods for measuring fiscal impacts of land are deeply influenced by an analyst's perspective, whether tacitly or overtly expressed. Here we want to show that treating land as a combination of "luxury good" and "normal good" will lead to more accurate estimation of fiscal impacts of land while providing a more sophisticated understanding of land-use disputes. A "normal" good is one where the price of a commodity is influenced by its market-demand. By contrast, a "luxury good" shows income elasticity of demand whereby it increases in desirability for a certain segment of the market if it is priced higher. This happens because a higher price conveys a sense of exclusivity and makes for desirability. Name-brand designer goods, one of a kind event, and other non-substitutable goods fall under this category. (See Vickers and Renand 2003 for an analysis).

Consider the fiscal impacts of deed restrictions (as in gated communities). Now if a developer prices land higher than the market in an effect to gain from a "luxury" image and the city assesses the land as a "normal" good the city will likely lose revenue. Municipal governments that stratify land into luxury and normal segments will likely avert this problem. In cases of land-use disputes, however, the situation is more complex. Some developments, e.g., an upscale grocery store may be seen as enhancing a property's value as a luxury good so long as it is not next door. If it comes next door it may detract from the exclusive nature of the property, such as its purely residential character. This is the typical NIMBY problem where residents actually want



a development in their municipality but don't want it in their back yards, thus leading to a polarization. Now, if we analyze the objections raised by those who are affected we find the arguments center on the nuisance value of the grocery store locating next to their property. Noise pollution, truck traffic, and high intensity lighting are examples of such nuisance value. But, protagonists of these arguments (those affected by the location of the grocery store) have actually two distinct considerations. One regards the nuisance value of noise and traffic, etc. A second concern, often muted in public debate, is about the loss of exclusivity of their land, i.e., its transformation from a luxury good to a normal good. These residents may have bought their land on the premise of exclusivity – an exclusive bedroom community in a suburb is an example. They may have paid for this land considering its character as a luxury good. They now face the threat of their property no longer retaining its exclusive appeal – in essence being transformed into an ordinary good.

In the example above if the municipality pays attention only to the manifest arguments it can see the solution as one of compensation for noise or other nuisances without fully understanding the reason for the polarization around the problem. By a perspective that sees the distinction between land as luxury good and land as normal good, however, planners and other municipal officers can understand the limits of common compensatory mechanisms, such as development impact fees, and attempt to address the underlying concerns of exclusivity. In other words, a perspective that sees land as a luxury good can help to assess its value more accurately while also helping to develop a more sophisticated understanding of the nature of land-use disputes.

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Bracket A – FOUNDATIONS

2 Planning History

Track 2: Planning History

Track Co-Chairs

Friedhelm Fischer, University of Kassel

Marjaana Niemi, University of Tampere

The congress directs our attention to the current state of the world – an urban world, in which quality space has become a luxury. How ‘on earth’ did we get here? This question of how it all began, and why, and questions about the role of planning in this context are at the centre of the planning history track. Practitioners as well as academics are invited to contribute papers on all aspects of the history of town planning, but especially in relation to the following themes:

Looking Backward

In the beginning of the 21st century we are faced by conflicting challenges of population explosion and shrinking cities; overcrowded slums and spacious wealthy communities; a widening gap between economic demands and ecological responsibility. In the light of the conference theme we are asking: As “the city” evolved from ancient times to the present day, what were living conditions like for the rich and the poor, for the powerful and outcast? What was the role of nature in the urban context?

Meanings and dimensions of space and the urban

The session will invite academic papers which explore the changing meanings attached to space and the changing notions of urbanity. What has made space a luxury in different times and different cultural contexts? What has constituted “quality space”? What are the connections between space and identity? In which different ways have cities been perceived – between Sodom & Gomorrah and the “Heavenly City”; between the proclaimed “Death of the City” and “Urban Renaissance”; the discovery of “mongrel cities” and “Cities without Cities”?

Concepts and ideals in planning and urban design

A further key concern of this session would be to discuss the relationship between planning and urban society in different times. How have planning theories and practices reflected and reinforced power relations during different socio-economic processes such as industrialisation, de-industrialisation, colonialism and globalization? How is the assumption of “space as luxury” reflected in the planning concepts of Urbanists and ‘Disurbanists’, or in the aims of decentralisation (like the Garden City movement) and those of the Compact City? The session will also discuss the international diffusion of planning ideas. How have planning ideas and practices been adapted, redefined and reformulated in different cultural contexts and in different times?

Representational space

Space is representative on many levels of human culture. It represents economic and political power, even political convictions. It can be exclusive or inclusive, incarcerating and liberating. We want to look at shared spaces as well as spaces of isolation ranging from “Forbidden Cities” and prison camps to gated communities.

Contested Space

Space is contested and a reason for serious conflicts. We welcome papers that address planning in war and peace, in conflicts and during reconstruction, in the Cold War as well as in the process of the European Integration; trends of unifying, convergence or divergence. Furthermore, the aim is to discuss the ways in which ordinary city dwellers have contested planning policies and practices in different times.

Looking forward

What will be of greatest interest here are themes such as urban sustainability in historical perspective; the relevance of historical precedents in an age of globalisation and climate crisis; learning from the past for the future; searching for a more sustainable urban millennium.

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The Status of Urban Design Research in Iran

This paper investigates the status of urban design research in Iran following its formal constitution in 1968 in the University of Tehran, Iran. To do this, the paper takes a hard look at the last 40 years, exposing the most serious attempts to synthesize and contextualized significance lines of inquiry in urban design researches in Iranian context. While each attempt has much to commend it, variously exhibiting great insight, dedication, knowledge and scholarship, I feel that the collective result has been a generalized anarchy of ideas borrowed from western context that bear little coherence, either internally or collectively, regarding the language of space in Iranian cities. Due to the major line of inquiry was contextualized in the direction of architectural and some partly urban planning disciplines, the hypothesis explored following this abstract proposes that there has been no concerted attempt within the discipline to link the material creation or 'designing' of urban space and form to fundamental societal processes (Madanipour 1996). This can be linked to many causes – historical, academic, egocentric, ideological, lack of professional identity and status, as well as misplaced idealism. More importantly, these two disciplines, mainly architecture, direct us to the aesthetic dimension of urban form that are unrelated and divorced from any economic, political, cultural or social base. In so doing, urban design generally should exit the nefarious middle ground allocated to it by architecture and planning (Talen 2009). Instead, it can connect directly to socio-spatial processes which structure social life. Therefore, urban design researches should be viewed in line with these processes which contextualize social production of space in its material and symbolic dimensions. This will pave the way for context-based approach in urban design research in Iran and other cases as well.

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Aspects of Spa-Tourism Places and Spaces in Mediterranean

Spa-(thermal/hot springs) tourism in Europe is an activity referring to about 20 million people/tourists (according to the ESPA-European Spa Association) and presenting -during the last three decades- a structural change. The principal characteristics of this transition period are -amongst others- the emergence of a new concept about spa infrastructure and services as well as a new approach/consideration of the related spatial planning. This planning process must target to the creation of a 'multidimensional' space (around hot springs), in which a good physical/mental health and wellness will be achieved-combined with the creative activities/occupation of spa tourists and visitors.

However, despite the new trends dictated by the changes in international markets, spa- tourism is differentiated between the various countries of the European continent. Countries quickly and successfully adapted to the new needs, have seen their numbers



of spa-tourists increased, while others -not or less adapted- are characterized by a degradation of the infrastructure of their spa resorts / destinations.

The objective of this paper is to present (through a comparative study of a certain number of spa destinations) the spatial aspects and characteristics affecting the planning needed to be implemented currently in Spa places and spaces (hot springs towns). The research method was a field investigation of 12 cases (towns) located around the Mediterranean basin belonging to four countries of its northern river (Spain: *Pallacio de las Salinas, Olmedo, Caldes de Montbui*. France: *le Boulou, Amelie-les Bains, Balaruc-les Bains*. Italy: *Fiuggi Terme, Tivoli Terme, Telese Terme*. Greece: *Edipsos, Kamena vourla, Ypati*).

The results and conclusions of the above mentioned investigation refer to a series of quantitative and qualitative characteristics of thermal springs places and spaces as: the number of visitors (locals and foreigners), the existing thermal installations (baths etc), accommodation, the typology of urban development of these places, their various dependencies and proximity from the closest town/ city or the surrounding countryside etc. As a general remark/conclusion it could be said that thermal springs infrastructures have considerably influenced the spatial organization of the core of spa towns concerned as well as their broader area. But the kind of this organization depends on the adaptation of the new trends of spa-tourism activity which is rapidly changing. The question is whether European spa-tourism is approaching the American model, namely becoming a relatively secondary activity, developed in the margin of other forms of tourism (e.g. congress tourism etc). Anyhow the future of spa tourism in Europe is an open question which needs a further research.

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Quality Space = Healthy Space.

The 'Luxury' of Healthy Urban Space Ideas in Classical Greece

Main questions, problem, issue addressed by the paper

During the last two centuries, there has been a remarkable and rapid increase in the number of people living in urban areas. The rapid urbanization of the world population has left large parts of the urban areas unplanned or under-planned, over-crowded, over-sprawled, strangling to cover basic quantitative issues of urban life in a situation of a total degradation of the cultural, social, natural and built environment leading to unhealthy urban settings. In such a situation, quality issues seemed to be a 'luxury'. However, this contemporary environmental and social urban pathology seems to form the main source of certain health problems, which are increasing despite the remarkable development of the medical science and technology. Thus, the need to create healthy urban spaces, meaning quality spaces through sustainable planning and design seems urgent.



Methods, evidence, or support arguments

With this paper an attempt will be made to explore the 'luxury' of healthy urban space ideas in historical and cultural paradigms where the good health of the inhabitants formed the first priority of urban planning and design.

Such paradigms can be found in the Classical Greek world, at a time when Aristotle used to state that *"...the first and necessary condition of a city is health..."*

The research will be extended to consider and compare the healthy amenities and characteristics of both: ancient Greek cities and special urban settings devoted to health, such as Asklepieia, of the urban type form.

Results, solutions, proposals generated

According to the Classical Greek world the 'luxury' of healthy urban space ideas includes: Collaboration with natural environment resources, sun, air, etc., the idea of easily accessible Health Services, centrally located, the idea of Democracy, ideas of "equality", the involvement of the community in local government and decision making, the idea of the importance of the physical activity, of spiritual, mental, social, emotional care, the idea of the importance of the role of the Arts and art performances, the idea of Continuing Education for a healthy community, etc.

It is valuable to look further for examples not only among contemporary cultures and experiences but also among various historical periods, such as the historical and cultural period of Classical Greece, in order to explore the 'luxury' of healthy urban space ideas and to understand the ways a healthy city can be planned and designed, bearing in mind that Quality space = healthy space.

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Eliei Saarinen as an Urban Planner: Visions and Reality

This paper takes a look at the less well known part of Finnish architect and planner Eliei Saarinen's career: his work as an urban planner and designer after he moved to the United States in the 1920s. An interpretive-historical method of research has been used in studying the subject. Importance has been given to defining the context in which the story unfolds. Richard Rorty's four genres of the historiography of philosophy have offered a helpful guideline: rational reconstruction has allowed a look at the past from a present viewpoint, but historical reconstruction has helped in placing the studied matters in their own context.



The material consists of selected drawings and texts by Eliel Saarinen, especially texts having to do with urban design themes. Also project work conducted under his supervision at the Cranbrook Academy of Art has been studied. To get an idea of context of the period, background information has been collected from texts of other contemporary writers as well as articles in architectural magazines or newspapers.

Eliel Saarinen is known in Finland for his grand urban visions of Helsinki and the national romanticist architecture he designed with his colleagues at the turn of the previous century. In the United States he is perhaps best remembered for his second prize winning entry for the Chicago Tribune Tower Competition in 1922. Possibly some would also remember Saarinen's ideas on decentralization, expressed in his book *The City*. Other than that, his planning career in the United States is not that well known, probably because it did not include the kind visually impressive regional scale master plans that had characterized his career as a planner in Finland. Saarinen's ideas on urban planning in the latter half of his career must be collected from various sources and bits of information. Saarinen's role as planner in the United States was closely connected with his work as a teacher at the Cranbrook Academy of Art. As a consultant, he was asked for planning advice, but often these jobs turned into planning exercises for his students, with Saarinen acting only in an advisory capacity, if even that. He believed firmly in learning by doing real projects in real situations. The focus was on learning, he used to say that the students did not come to be taught, but to learn. Student's project work showed the influence of his organic decentralization ideas, but also the current trends of urban design thinking in the United States, which was bound to influence an architect who wanted to follow the "spirit of the age".

In assessing Saarinen's career, one should not forget the pedagogical work nor the various small advisory tasks which he considered important; an architect's role was also to educate the public. This had been apparent even in the early urban design visions, which had the ideological function of convincing the people of their home town's future possibilities.

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The Kollektivplan for Berlin of 1946 between Infrastructure Planning, Rationalization and City Design

Berlin, the capital of Germany, was largely destroyed during World War II.

Immediately after the end of the conflict a group of modern oriented architects and planners were hired by the Berliner Stadtbaurat (director of the communal office for city planning), Hans Scharoun, to develop a plan for the reconstruction of the city, which was



divided in four occupation sectors but remained still until 1948 under the jurisdiction of a single city council.

This plan was going to be known as “Kollektivplan”.

The primary aim of my research was to recognize and isolate the main formal principles of the plan while questioning at the same time their relationship with rational, empirical basics such as demography, sociology, building climatology, urban economics, etc.

The main question had to be formulated as follows: At which degree was the determination of the urban form in the “Kollektivplan” depending on those scientific and rational basics, which we mentioned above?

To efficiently reach my aim I decided to use an integrative method, intended as continuous confrontation between the written texts and the corresponding drawn plans.

This methodological choice was based on the assumed cognition of the, in matters of urban design inherent difficulty, to translate a written programme in an image (the plan). In other words I started here from the assumption, that a potentially infinite quantity of possible configurations can be derived from the same program. Only by strictly confronting a written program and its corresponding iconic translation, the danger of misinterpretations – if not avoided at all – can be at least reduced.

While moving for many aspects on the universal grass roots of functionalist planning, which has characterized worldwide the CIAM-discourse on urbanism, the “Kollektivplan” of 1946 had its own specific quality, being a typical infrastructure-oriented plan.

The planning of an efficient urban transport infrastructure and provision facilities was seen by the planners as the basic goal of rational city design. The massive war destructions, which had largely devastated many areas of Berlin, offered in their eyes the historical chance to find a radical solution for problems, which had been accumulated especially during the disordered development of the city in the second half of the 19. Century.

Yet in the case of “Kollektivplan” infrastructure planning was not intended to remain a pure technical procedure, but to act as backbone and determining feature for the whole urban design.

One of the main results of the research, which I carried out during the last three years, was for example the conclusion, that the planned new city layout was basically aimed at rationalise and reduce the amount of energy necessary to operate the urban machine. This concept – the so-called “Ordnungsprinzip” – was based on mathematical considerations about the less expensive system of transportation in big urban agglomerates (megacities).

It anticipates for some aspects actual concerns with the city of short ways, which is supported today also by such reformist movements as new urbanism.

Perhaps this conception could be today of some actual interest, as we are nowadays dramatically facing the global problem of excessive but still increasing consumption of energy in our exploding megacities worldwide.

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Forming, Mutations and Transformations of the Green Spaces in 19th Century Belgrade

As dictionaries suggest, the luxury is, among others, “enjoyment,” “pleasure,” “delight,” “comfort” and also “non-essential”¹. But “space” – it is essential. The paper presents the analysis of the relationship between: essential vs. non-essential and space vs. luxury, but also: private vs. public.

The research is a case study of forming and changing of the green spaces structure in Belgrade during the “long” century, in the time of the founding of the national state and establishing of institutions needed for the functioning of a modern state.

Emilijan Josimović (1823–1897), an engineer and mathematician, presented Belgrade’s first modern master plan in his book *The description of the proposal to regulate the part of the town of Belgrade that lays in the Trench*². The book was published in 1867, the same year when the Turkish garrison left Belgrade’s fortress. In the plan, Josimović proposed a creation of a new Belgrade in the fortress trench and also a creation of a green belt around the city. Actually, the belt was imagined as “six green public gardens” that were supposed to be the replacement for “reservoirs of the fresh air” – former house’ gardens, which were abandoned five years before, when Turkish civilians left the city.

The metamorphosis of Belgrade’s urban structure and its visual makeover devotedly followed the course of historic events. The colorful, layered population structure of Belgrade has been created through the centuries and under various governments. Each of the ethnic, professional, or religious enclaves that existed in Belgrade has been living according to their own principles, contributing to the creation of the specific city’s spirit. Special attention in this research was devoted to examine how the different traditions influenced in forming a green structure in the city. The narrower referential framework of this work focuses on investigating the specific intentions in forming green and public spaces during the whole of the 19th century, such as: the attempt of the formation of parks and gardens by Serbian dukes in the first half of the century outside the city region; already mentioned intention of forming the green belt; and eventually, the fact that the first legal form of regulation of Belgrade was the decision of the Municipal Board in 1891, which, in 223 entries, defined dimension regulation of the old and newly designed public spaces of the city.

In Belgrade, the green spaces are unbreakably connected to town’s history, which is easily readable from the structure of its parks, gardens and public spaces. There is always the precious space for learning for the future.

¹ According to: Laurence Urdang, *The Oxford Thesaurus*, London-New York- Sidney-Toronto: BCA, 1991, p. 256.

² Емилијан Јосимовић [Emilijan Josimović], *Објаснење предлога за регулисање онога дела вароши Београда, што лежи у шанцу са једним литографисаним планом у размери 1/3000 од Е. Јосимовића* [Description of the proposal to regulate the part of the town of Belgrade that lays in the Trench, with one lithograph of the plan in 1:3000 scale by E. Josimović], Belgrade, author’s edition, 1867.



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Planning Theories and Communication Techniques

Aim of this paper is an attempt to cross-connect two disciplines.

In particular the attempt is to try to better understand the evolution of planning techniques and theories through the evolution of the representation and communication techniques of city plans.

What is intended to be brought to evidence is the opportunity to succeed in giving an interpretation, through their iconographic representation, to different theoretical approaches that are implied by different planning projects designed in different times.

The focus is on the planning project and its representation, either objective, or metaphoric.

In order to succeed in this attempt, the city of Rome with its master plans (that have been designed to guide its development from modern times to nowadays), have been selected for a survey on this topic.

Particularly a series of drawings representing as many planning projects of different times have been chosen to attempt this survey.

The lapse of time covered is quite extended, ranging from a project of the XVI Century to nowadays.

Thus, from an engraving illustrating Domenico Fontana's plan for the Rome of Pope Sisto V, the survey spans to the very last masterplan approved for the “eternal city” in 2008.

What is interesting to analyse, is the way through which a planning idea or concept has been “translated” into a drawing. Or, to another extent, the way through which planners of almost all times have chosen a particular form of representation among the possible ones to communicate a certain planning idea.

It seemed fascinating to succeed in “reading” a planning drawing beyond the objective indications and regulations it gives on the way the city should develop itself, attempting to step up to the theories and ideas that made the designers choose a certain way of representing their projects rather than another.

The XVI's Century engraving showing the “Sixtine Rome” -and chosen as the first case studied-, for instance, is not a “map”, nor a perspective view, as we today mean it, although drawing and topography techniques were already enough developed to let it's authors working out quite an accurate one in both cases (plan and perspective). As a matter of fact it is rather a symbolic representation of a concept, a “scheme” in which the new street network is shown totally alone, with no reference to the existing urban fabric, and where urban landmarks are represented as “symbols”.

This was a quick outline just to make it clear all the way that has been gone by planning and drawing techniques in the last centuries to reach our times, where computer aided design can let us visualise threedimensionally an urban plan, and where with a single “clic” on a keyboard we can get access to an enormous amount of informations on every single part of the territory.

The question, from now on, will be focused on the ways through which improvement in visual communication techniques will affect planning methods and, thus, planning theories.



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The Evolution of Principles and Spatial Concepts: the Case of National Spatial Planning Policy in Denmark

This paper explores how spatial planning in Denmark has evolved in terms of spatial concepts and principles pursued by national planning policy during the past decades. In doing so, the paper aims at mapping underlying development rationales contained in national planning reports while initiating a discussion towards understanding the shifting role of spatial planning alongside such evolving development angles. To illustrate the different development perspectives that are adopted in spatial policy throughout time, the paper identifies spatial concepts (such as city hierarchies and city networks) and principles (such as equal development and balanced development) and discusses how they are approached in national planning reports. The paper thereby aims towards understanding how concepts and principles are shaped by one another and why they gain or lose momentum in particular policy events.

The idea of carrying out this analytical exercise is inspired by Hajer and Zonneveld (2000) notions of changing conceptual orientations and institutional practices in Dutch spatial planning settings. Moreover, the paper draws on the strategic spatial planning framework proposed by Healey et al (1999) to convey how spatial planning shifts in terms of policy agendas and discourses. As an outcome, the paper offers some insights in trying to answer the more general and complex question of how underlying development rationales shape the evolution of spatial planning concepts. This could contribute to further discuss the different roles that planning could adopt in pursuing different types of development. To attain a deeper understanding on how planning shifts throughout time and what roles planning adopts, further research could concentrate on planning shifts at the regional and municipal levels, particularly through understanding policy implementation before and after the latest municipal reform in Denmark whereby planning practice and scales of governance or decision-making are being changed.

The project takes on an interpretative approach, thereby concentrating on the analysis of policy documents and open-structured interviews with key policy makers who have previously contributed to the generation of national planning policy. The paper is limited by approaching spatial policy shifts at the national level, thereby addressing planning processes at that particular scale.

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Planning Green London, 1930–1990

London has usually been perceived as a green city due to number of royal and municipal parks, commons, and gardens within its area. However, only a little attention has so

far been paid to provision of more varied kinds of green spaces like sports grounds, and temporary playgrounds and gardens in Inner London during the post-war period. In my submission, I analyse what kind of role provision of green spaces has played in the planning of London and how different actors have been empowered to participate planning processes. I focus on the areas of the contemporary boroughs of Camden and Southwark as examples for a London wide analysis. I base my argument on analysis of administrative records of various municipal authorities of London like Minutes of Meetings of London County Council (LCC) and both Camden and Southwark borough councils.

I will show first that both the LCC and the Greater London Council (GLC) succeeded in providing the city with new, although small, permanent green spaces between the 1930s and the 1970s not to mention some the borough councils. The most crucial issue for this development was the implementation of town planning for London both as plans and legislation. The *County of London Plan* (1943) featured a basic structure for post-war green spaces provision, which was adopted into the subsequent *Administrative County of London Development Plan* (1951/1955). Under the *Town and Country Planning Act*, 1947, the LCC, and then the GLC, but also the boroughs were moreover empowered to acquire sites needed for green spaces by compulsory purchases with consent of succeeding government until the 1970s illustrating power of governments to control London development. The overall provision of green spaces however built on the policy of the LCC dividing responsibility of construction of new green spaces according to their size between the LCC and the boroughs. Although some of the planning rationales like that of standardized acreage proposed in the *County of London Plan* were later omitted, it continued to influence provision of green spaces for Inner London into the 1980s.

Nonetheless, the division of town planning powers between GLC as the new regional authority replacing the LCC and the London boroughs as new local authorities in 1965 did not provide a major breach in the green space provision policies in London. It was the increasing governmental influence on both regional and local authorities that created a new context for provision of green spaces. Since the 1970s, financial difficulties encountered by many municipal authorities and dispersal of planning powers between local, regional, and even national actors have affected provision of green spaces especially in Inner London. As the GLC was abolished in 1985 and the London boroughs became principal town planning authorities, the restrictions on and supervision of municipal expenditure imposed by governments almost ended the municipal provision of green spaces during the 1980s. This situation however created a new opportunity for incorporation of non-governmental organisations into planning processes for provision of new kinds of green spaces like for instance ecological parks. Eventually, by the 1990s, provision of green spaces in London has again become dispersed between actors from local, regional and national levels.



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Theorizing and Evaluating Vienna's Concepts and Performances of Quality Spaces.

The research question of the paper is grounded on the notions of Foucault: "We are in the epoch of simultaneity ... in the epoch of juxtaposition ... of the near and far, of the side-by-side, of the dispersed" (Foucault & Miskowiec 1986). By re-interpreting the quality of urban spaces as the relation among sites, simultaneously re-presenting different quality spaces, the paper seeks to scrutinize the Situationists' conceptualization of a "New Babylon" and its enhancements by Peter Sloterdijk's concept of "Foam Cities" as a blue print for examining physical form, social relations and the aesthetic and atmospheric qualities of urban space.

Recent concepts of quality spaces have developed as a backlash to the shortfalls of modern urban planning. Relating to the notions of Henri Lefebvre, respective visions have been aiming at implementing quality space in terms of 'a human scale', 'diversity', 'encounters' or 'creativity' and promoting concepts of mixed used and walkable urban spaces, where residents find identity and feel "at home". These notions, however, seem to refer to a romanticized historic interpretation of urbanity. Visual strategies and regulations on the aesthetics have become predominant and enforced by law, their objectives have moved on to the production of ambience and emotions. Quality space has become associated with the atmosphere, the oeuvre, the image of urban sites.

Following the line of quality space as conceptualized by Henri Lefebvre, four fragmentations are selected that have been shaping the discourse on and the performance of quality spaces: (1) Culture, heritage and identity, (2) social cohesion, (3) creativity, (4) environmental care. The paper identifies, selects and dissects different realities of urban qualities that have emerged in Vienna, pointing at fragmented representations of quality spaces:

(1) In the historic city center the re-production of an idealized urbanity and of the cultural heritage has resulted in an exclusionary enclave and commodified destination for consumerism. Visual strategies have been extended over the entire city and gained power over the functions that now have to follow the urban form.

(2) In course of a "soft urban renewal program" in the inner city billions of Euros have been invested by the City in the re-production of the historic ambience, at the same time ensuring social sustainability.

(3) Creativity in terms of creative milieus has been implemented in the globalized and/or redeveloped historic mixed used environment of New Urban Centers, even though distant from – in relation to time-distance – within the city center.

(4) Energy efficiency has not only transformed the issues of the soft urban renewal program and the architecture of new constructions, but also provides the dramaturgy for life styles dedicated to ecological sustainability, like a "Bike City" or a "Car free City".

Fluid concepts of quality spaces follow the rationale of a *dispositif* (Foucault), which is constituted by intertwined heterogeneous discursive and non-discursive elements as institutions or architecture, referring to a fluid relation of power, knowledge and space that is continuously negotiated. Inherent contradictions and unintended effects

are re-interpreted and re-integrated, eventually leading to new strategies. When put into practice, concepts of quality spaces reveal themselves as 'Heterotopias' – real and unreal urban spaces – or 'a sort of simultaneously mythic and real contestation of the space in which we live' (Foucault).

Following the notions of Foucault, further research will examine the potential of the concept of "Foam Cities" as a theoretical framework in reading the spatial qualities of cities. The poly-atmospherical "Foam City" serves as a "Meta-Collector" of different quality spaces defined as inventions, installations and interiors of space settings – building the macro-molecular entities of the city, interconnected by communication infrastructure. The Master Plan of the City of Vienna points at this direction by designating 13 target areas, each of which designated to a specific "theme" dedicated to specific combinations and variations of quality space, providing the dramaturgies and the "soundtracks" of the aesthetization of daily life (Walter Benjamin).

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Cohesive Planning with Arguments for Sustainability in Vantaa During 1973–2007

In this paper I will conclude what kind of cohesive issues the planners of the city of Vantaa have addressed in the name of sustainability during 1973–2007, in order to improve an environmental or architectural entity. I define cohesive planning as *planning that actively seeks to improve an environmental entity*, and I regard planning as enabling action with strategic goal setting. According to my definition practicing cohesive planning calls for critical approaches towards the existing – either the already built environment or a valid plan. The cohesive plans have either been conducted in the hierarchical planning process, or as singular plans enabling projects that were due to catalyze a change relating to any aspect of sustainability.

The study is a qualitative recent-historical and intensive case study with an explorative aim. My empirical material is vast, ranging from 1973 up to 2007, covering all the available general plans and detailed plans that the city council of Vantaa has approved and archived. I studied cohesive city planning by means of grounded theory analyses, through plan descriptions. I asked the material, what have been the means of cohesive planning with arguments justified with viewpoints of sustainability. The planners of Vantaa have mentioned cohesive city planning as their leading goal for most of the time the city has been planned. The city of Vantaa is a revealing case since it has rapidly grown into a part of the Helsinki metropolitan area, and it has been considered incomplete.

According to my data cohesive plans can be divided into quantitative and qualitative ones on the base of how they were justified in the plan descriptions. Most of the plans refer to actions taken to densify the urban structure – in the 1970's for quantitative reasons of urban economy and gradually of ecology, too. The ecological arguments have become more common since the 1990's, while sustainable development and eco-efficiency have



gained more politicians' and researchers' attention. Cohesive plans with qualitative arguments for sustainability have been justified with ecological arguments (amendments for sustainable flora, fauna or energy), sociological arguments (amendments for socially or culturally coherent or justified urban structure) and architectural arguments (amendments of cityscapes or urban space). Obviously the themes are reciprocal. Most of the qualitative arguments emerged later than the quantitative ones.

Having outlined the cohesive planning questions, it becomes obvious that a traditional planner in a sector organization cannot plan conglomerate topics, like sustainability, in a cohesive way – even though the study shows they have eagerly tried to. There is a massive lack of understanding how conglomerate topics ought to get handled in planning and planning organizations. Sustainability approaches need more complex, adaptive ways of defining and organizing planning. My Ph.D.-study will go on focusing on selected cases of planning practices that reveal how cohesive planning could be developed, from the ground of the needs evoked in this paper.

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Large Versus Small: an Alternative Review on China's Urbanization Past and Future

This paper would examine the past debates over China's urbanization strategies, the evolving ideology of urban construction concerning the relationship between large and small, urban and rural, its influence on China's urbanization pattern in the past sixty years, and raise questions for China's future.

In China's urbanization past, a pro-small-town rational, or even "anti-urban" in its extreme form, has long existed. In the first thirty years, it was the mixed product from the communist ideology of diminishing the gap between town and countryside, the modernist, if not the Soviet, thinking of urban planning in correcting the "evil" of capitalist industrial cities, and the pragmatism based on scarce resources and a largely rural society. Even in the 1980s, the more significant process of urbanization was happening in the rural area, accompanied with the rise of town and village enterprises (TVEs). In 1980, the first draft of China's Urban Planning Act announced the state principle of "controlling large cities, reasonable developing middle-size cities and actively developing small cities", which had stayed in the Act until 2008. However, entering the 1990s, the pace of economic and political change has accelerated particularly in the large cities and the forces of globalization became an important driver of repositioning large cities in the center of China's urbanization. Furthermore, the strategic vision of the governments and the academia has turned for a more large-city-oriented development model.

The paper would be a historic approach, a re-examination on past policies and ideological debates based on secondary resources, assisted by quantitative analysis on urban and rural statistical data. The purpose of the paper is not only to review past small vs. large debates but also would like to raise questions regarding China's future. It



is especially valuable when China is at the turning point of becoming an urban society where the majority of national population will be urban, and facing the challenge of accommodating 400 million more people, an additional population comparable to that of the United States, in the cities, large and small, in the coming thirty or forty years. Today, one of the legacies of the past pro-small-town policies is that the majority of China's 660 cities are small- and medium- size cities, though the trend is changing rapidly. Shall China embark on a more large-city-oriented development path ever since? How can China avoid the problems of surging rural-urban migration, inadequate urban infrastructure and unemployment, deteriorating urban and rural environment that characterized so many developing countries?

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Housing Demands vs. Heritage Protection in Transitional Societies – a Case Study of Novi Sad, Serbia

This paper will present a case study of 2 neighborhoods (Grbavica and Podbara) of Novi Sad, a medium sized city, second largest regional center in Serbia and the capital of Autonomous Province of Vojvodina. In the last couple of decades the city of Novi Sad has undergone radical changes both within its social and spatial structure that even today are unparalleled in the region in terms of their nature and rate. The relationship between housing demands and preservation of cultural and built heritage is one of the most challenging parts of the transitional process.

In the 1990ties, the specific societal, political and economic conditions have led to the great transformations in demographics, since the city has been rapidly populated by war-refugees from western parts of former Yugoslavia. This has caused great changes of the built form that previous master plans could not anticipate. Firstly the uncontrolled urban sprawl has occurred at the edges of the city, where many monotonous environments were illegally built on arable land. The pressure of new residents has not been accompanied by new economic activities, which has resulted in low growth rates of investment and employment. The transitional context that followed at the beginning of the century brought about new market opportunities, which increased rural-urban migration and the volume of commuting, not only from the suburbs but also from the neighboring municipalities. As an outcome of this "new wave" of population pressure, a new spatial process occurred: the specific densification of the large city core-area (Grbavica neighborhood) was carried out without the proper housing policy. In just a few years high-rise multi-family structures replaced the whole blocks of individual houses built in the 19th century, while the urban matrix stayed the same. As a result, urban conditions decreased and the traditional image of the city was changed irreversibly.

Nowadays local government faces a new challenge: whether to apply the same planning model for the transformation of the other traditional neighborhood named



Podbara? Podbara is one of the oldest city-parts with its 18th and 19th century houses and narrow streets. Many famous citizens were born there and the number of cultural institutions are located in the neighborhood. Since Podbara is a place of urban memory for majority of inhabitants of Novi Sad, the issue of its transformation gained significance. According to survey conducted in 2009 among the people living in the neighborhood, most of them were in favor of creating a new urban image with high-rise multi-family houses (4 floors and more). The opinions of inhabitants were motivated by their financial incapacity to reconstruct their homes and the possibility to profit. On the other hand, most of the professionals and citizens of Novi Sad that are not living in the neighborhood would like to see Podbara preserved. Urban planning institute of Novi Sad gave its version of the plan that is not supported by either group. In order to solve the problem the local authorities should give their judgment, especially regarding the fact that the houses are in very poor condition.

This paper is trying to resolve the question whether housing demands can be dominant compared to cultural significance of this part of the city. The problem is addressed by taking into account all interested parties, "lessons learned" from the previous transformations, the condition of the neighborhood, historical and cultural importance, as well as possible social and political costs for the local government.

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Between Urban and Rural **– Changes of Townscape in a Little Town Lohja from 1940–2010**

There are little towns in Finland which are neither urban nor rural. Thomas Sieverts has developed a term *Zwischenstadt* which means something which is neither rural nor urban. Examples of it are the concept of a garden city and a suburb. The aim of the study is to find out the changes of townscape because of planning during 1940–2010 in a little town Lohja, which is located 50 kilometres from Helsinki and it has about 38 000 inhabitants.

The theoretical context of this research is semiotic, because between opposites: city and country, natural and culture landscape, centre and periphery, and yet global and local. The semiotic theories of Greimas are appropriate because they offer a method for dealing precisely with that which one cannot clearly classify as belonging to some category. The study has moreover applied and developed the analysis of so-called *semes*. The theories of Peirce add the semiotic sign of the index, which can be used by analyzing the changes: e.g. tracks and symptoms which create such entities. The semiotic theories of Lotman are employed by analyzing the changes between different cultures, as well as central and peripheral cultures. Each of these theories complements the others, and not seen as being contradictory.

The indices which show the changes have been examined in the context of the urban and rural, the centre and periphery, and global and local. At the context of urban and rural there are examples of some indicators of a type of *Zwischenstadt*. In this case the



oppositions are open and closed landscape and built / unbuilt townscape. Categories between open and closed are *non closed*, cut down the forest and *non open* which is a thicket. Built and unbuilt townscape has also categories *not anymore built* and *not yet built*. The analyzes has been done of maps with *gis* and the review dates are 1940, 2000 and 2010.

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Hausmannien Paris from the Urban Block to the Situationists Critique

This paper will look at the city of Paris from the late 19th century to the 1960's as an extension to the existing medieval city. Starting with the Haussmannisation of the city at the end of the 19th Century the lecture will focus in the 1960's period with the work of the Situationists in the city and the reaction of Haussmann's theories to solve the problems of the city.

Paris is a city that works at many levels. From very clearly defined districts, to monuments, museums and defined views. It is a city of many contrasts from a very wealthy centre, to poorer suburbs.

This new Paris had somehow to accommodate the aspirations of this new social class: the bourgeoisie. Haussmann's plan is a radical intervention of the original fabric of the city developed over thirty years (1853–82).

By examining existing relevant literature into Hausmannien Paris the author will explore the methods an results ans solutions that the proposals of Haussmann generated.

The Italian architect and historian Manfredo Tafuri says in *Lo Spazio della Citta* in 1969 that with Haussmann 'The city becomes the institutional place of the modern bourgeois society'. George Eugene Haussman at the young age of forty four took its grand plan over the city of Paris with one aim: the implementations of the large plans that were required by Napoleon III. However this was not going to be so easy, so he was quite persuasive to achieve his aims. Haussmann understood clearly the processes of the investment banks, and private businesses and the new capitalist system while implementing the plan in a city that will please the new bourgeoisie.

'The technical challenge was that of modernisation and sanitation and, more importantly, the improvement of living conditions, transport and infrastructure. . The challenges for Haussmann were not easy, and the mechanisms were clearly complex. Behind these new expansions there is the idea of control, and a separation that emphasizes differences not only ideological and social but also the concept of 'zoning' and separation.

'Haussman worked in a largely structured environment. He did not deal with the whole city, but using a limited range of modes of intervention, was concerned only with certain selected elements. At this level is the network of *percees*, which both pierce the city and connect the large monumental establishments such as squares, stations and important public buildings.

But not everything is perfection in Haussmann' Paris. In the 1950's and 1960's Guy Debord and the Situationists do not seem to share that opinion about a perfect new city.



The city has already been established for a few decades, and Guy Debord “dumbstruck by the condition of modern Paris, drew on a speech from Macbeth to endow his critique of the spectacular city with the proper sense of tragedy: ‘From any standpoint other than the point of control, Haussmann’s Paris is a city built by an idiot, full of sound and fury, signifying nothing’”.

He criticizes that idea of official representation of both modernity and urbanism. For him this new city and society is an ‘spectacle’. His critique of ‘the new prefabricated cities clearly exemplify the totalitarian tendency of modern’s capitalization of modern’s capitalism organisation of life: the isolated inhabitants...see their lives reduced to the pure triviality of the repetitive combined with the obligatory absorption of an equally repetitive spectacle.’ 10

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The Analysis of Historical Maps of the Kanazawa Castle Town

Kanazawa city, located on the Japan sea side of *Honshu* was one of the major cities during the Edo feudal period. Kanazawa is the largest and most prominent castle town now in existence because most others were destroyed during the WWII. Therefore, Kanazawa is a good case study for the castle town. This paper presents a our research on the historical maps of Kanazawa using the Geographic Information System(GIS).

Kanbun 7 Map

The oldest remaining historical map of Kanazawa is “Kanbun 7 Map.” It depicts the state of the city in 1667 (early Edo Era) and measures over 56 square meters. The map also shows streets and lot lines and even the full names of Samurais(worriers) are clearly indicated.

Kanazawa, as it avoided war destruction, maintains the historical street system and enables us to trace the historical map on the present GIS map. Therefore, we can compare the historical map with GIS map. By adding the income and position of Samurais shown on the historical map, we are able to analyze such information based on its locational attributes on the GIS map, such as spatial distribution of a Samurai income.

Enpo Kanazawa Map

Enpo Kanazawa Map was drawn for the entire castle town in 1674, 7 years after Kanbun 7 Map. The size of the Enpo map is even larger with 66 square meters but the information written on the map is equivalent to Kanbun 7 Map. By comparing these two maps we can grasp the change over 7 year during the period of early castle town towards its completion.

Comparisons of Kanbun and Enpo Maps

The most prominent change occurred in 7 years is an expansion of the castle town. Samurais settled down in vacant land increasing the town area. The next change we notice was the alteration of first names for Samurai families, indicating the succession of birthright.



Historical Map of Late Edo Era

Ansei Kanazawa Map shows the castle town between 1854 and 1859. We also trace Ansei Map on the present GIS map. The lot lines and names were drawn only for upper Samraais and temples. Thus, we have drawn missing lot lines based on the lots drawn on the 1875 Meiji map assuming the subdivision was held for early Meiji Period.

It is significant to learn the state of the castle town in late Edo Period, as Kanazawa was the largest and most complicated. Also, we can compare the castle town between early Edo and late Edo Era. Although we have no maps in between, we can conjecture the process of modernization for Kanazawa.

Remaining Streets

The historical Kanazawa map in late Edo Era was surveyed by Samurais who already understood the modern Western surveying techniques. They surveyed the streets of the whole castle town area of Kanazawa.

Kanazawa city has reproduced a street map on GIS from this historic survey data. We corrected the errors and confirmed that approximately 60 % of streets remained from Edo Period. Some streets were slightly widened for car traffics after World War II. Most streets of the castle town are traced back to 1667.

Our research shows the validity of overlay GIS analysis of historical maps. In addition, we have constructed historical database on GIS making spatial analysis much smoother. We will further develop urban planning studies of the castle town from the various viewpoints. We hope that our research will contribute to the preservation effort of historic Kanazawa City.

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Contemporary Concepts and Ideals in Urban Architecture: the Urban Renaissance

The alienating and uninhabitable suburbia of European and American cities are the manifest utter flop of modernistic architecture and urbanism. As wrote Andres Duany and Elizabeth Plater-Zyberk, the congested, fragmented, unsatisfying suburban sprawl and the disintegrating urban centers of today are not merely products of laissez-faire nor the inevitable results of mindless greed. They are thoroughly planned to be as they are: the direct result of zoning and subdivision ordinances zealously administered by planning departments.

All these plan based on three criteria for urbanism: the free and rapid flow of traffic, parking in quantity, and the rigorous separation of building use. The result of these



criteria is that automobile traffic and its landscape have become the central, unavoidable experience of the public realm.

The traditional pattern of walkable, mixed-use neighborhoods has been inadvertently prohibited by current ordinances. Thus, designers find themselves in the ironic situation of being forbidden from building in the manner of our admired historic places. One cannot propose a new Pienza, Annapolis or Paris, without seeking substantial variances from current codes.

Today, besides liberating ourselves from so many errors done in more than fifty years of rationalist rhetoric – first of all the zoning dogma – it is convenient to get back to the eternal philosophy which considers the entire urban space as an authentic city; conceived and designed for noble human goals. While the trend towards urbanization becomes everyday more important, it is reasonable to keep the organic unity of both the city and its community, by articulating them into several polycentric units. It is about time to stop designing peripheral areas as completely depending on central ones. It is about time to stop doing social and town – planning experiments which have proven to end into huge failures. On the contrary, it is about time to plan the entire urban land as a polycentric federation of urban neighborhoods, districts and villages, plenty of green, spaces, plazas, schools, theatres, art—galleries, and all connected together by an integrated network of public transit based upon railways, subways, light rails, street-cars.



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The Planned Region – the Modernizing Rationality

The paper analyzes the modernizing epoch of the spatial relationships and conceptions of spatiality in Finland during the WWII, in 1940–1942. The presentation concentrates the genealogy of the rationality of “planned region” in Finland. It was in this planning task where the spatial relations within areas larger than individual municipalities or cities were first understood as needing regulation over the municipal borders. By this way one could ensure better future for whole region.

The emergence of wider scale land use planning technology, the regional planning in the Kokemäenjoki River Valley, generated the arena where the modernizing conception of the spatial relationships and their meaning was construed. The Finnish concept resembles French doctrines of the modern urbanism. It gave strategically central position to the rationality of the “planned city” in the end of the Nineteenth century. The meaning of spatial relationships as guarantors of welfare and prosperity of the society and population changed soon. The conception of the social relationships got this position in France in the Thirties. (Rabinow, 1989).

The Basis

The basis of the presentation is in the historical-sociological dissertation thesis on the Kokemäenjoki River Valley Plan in 1940–1942 (Nupponen 2000). In this new planning case the discourse on the needs to regulate spatial relationships got new elements and quite a new perspective.

The conceptual analysis of the regional plan’s rationalities and its functions approaches the case from the point of view of the Foucauldian “productive power” conception, of the professional theory and of the actor network processes in the thesis.

The plan got ready during 14 months 1940–42 by collaboration of eight municipalities on the region of the industrial city of Pori, the managing director of the biggest Finnish private forest company, the highest state authority in the province, “maaherra” and the planner Alvar Aalto, the cosmopolitan and the vice president of the Finnish Association of Architects.

The plan’s goal was to direct in the river valley area the building to best suited places. Industry, housing, traffic, agriculture and leisure had specific zones in the plan. All this creation for the good future happened in the time of war and national crisis, but also more and more on the basis of programmatic striving for national integration. The voluntary case created elements for the official, more efficient legal regulation of land use. The pioneer case strengthened the national actor position of the rural municipalities and the jurisdiction of the Finnish architects in public commissions made by public authorities – both the local and the national ones.

There was in this case continuity of older forms of the regulation of space, the forms of Finnish urban planning practices, but also new elements. Aalto argued that regional planning had to take into account the fact that the countryside and urban regions were merging and that a new form of locality was beginning to emerge: a “locality level higher than the concept of the town”. This doctrine was closely linked to his programme for renovating the Finnish built culture in rural areas and confirming the professional jurisdiction of the architects. He wanted to save the interests of agriculture and cultural landscape for the benefit of historical continuity in the region and to create new effective roads to tighten the connections of the region to other parts of the country. The plan was dominated by the parallel rationalities of the historical continuity and the new, systemic future-orientation.

The emergence of the rationality of planned region and area had also wider consequences for the way the spatial relationships would be understood in the future. The meaning of the spatiality in the regulation of social relationships changed in the long run. The presentation formulates comparative narratives and analytical concepts and questions and new tasks for further research.

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Neo-Stalinist Territorial Competition: the Production of the Working Class Neighborhood in Cluj

The neoliberal rescaling of the state and the salience of local governance for territorial competitiveness and attractiveness are becoming major sources for remodelling the life chances of people and places in the current global arena. However, the imperative to allure external investment by refashioning territorial attractiveness is not just specific for the post-Fordist and post-Keynesian capitalism. While in Central Europe (i.e. Hungary, Poland), the socialist response to the global crises of the 70s was to transfer a part of the responsibility of supplying goods and producing scarcity through informal and secondary



market competition, in Eastern Europe (i.e. Romania, Bulgaria) the strategy was to intensify the inter-territorial competition for resources within the re-distributive system. Using interviews with former planners, bureaucrats and politicians, I am analyzing the socialist planning strategies and the transformations of the neoStalinist brand of socialism of the Ceausescu regime in the 70s and 80s. I am focusing on the planning and the building of the major working class neighbourhoods in Cluj, the regional capital of Transylvania. The specificity of these neighbourhoods lays in the stark contrast between the complicated ornaments and monumentality of the housing estates on the main streets and the humble inner areas with small and crowded block of flats, with no aesthetic intention whatsoever, just pure functionality.

My analysis shows that the split of these housing estates is the result of the way the socialist system responded to the global crises of the 70s and Khrushchev reforms: on the one hand, by reforming the shortage economy by putting competition as the prime mechanism for regulating scarcity in the redistributive economy (Verdery, Katherine, 1991. *National Ideology Under Socialism: Identity and Cultural Politics in Ceausescu's Romania*. Berkeley: University of California Press), and on the other hand, by leaning heavily on the nationalist ideology for population control (Brubaker, Roger, Feischmidt, M., Fox, J. and L. Grancea, 2006. *Nationalist Politics and Everyday Ethnicity in a Transylvanian Town*. Princeton: Princeton University Press). The official neo-stalinist socialist endeavour was to homogenize the development levels and industrial capacities of the localities across the whole state space through establishing identical, yet always increasing target plans for all territorial divisions. However, the developed cities were in a better position to accomplish the plan than the less developed ones, creating incentives for city growth and expansion. The rich cities were in the position to become richer by appropriating the resources planned for smaller cities. Moreover, the interlocality competition between cities for redistributive resources put high pressure on minimizing the economic cost of production per housing unit. That was done by amassing huge crowds in cheap units. However, in the same time, the neoStalinist regime had to display the ideological superiority of socialism and to give a visual support to its nationalism through massive buildings. The effect was a sharp split of the neo-Stalinist neighbourhood between the frontstage façade and the wide open spaces, that were responding to the monumentality requirements, and the backstage crowded blocks of flats, where space was a luxury, responding to the shortages redistributive constraints in the new logic of territorial competition.

Beyond the historical interest, this case addresses some interesting questions for the current neoliberal competition. The official European current discourse, as Brenner (2003, *Standortpolitik, State Rescaling and the New Metropolitan Governance in Western Europe*, DISP, 152, pp. 15–25.) argues, is that entrepreneurship creates structures of opportunities that motivate localities to be more sustainable, self-conscientious, and more economically dynamic. However, letting aside very different institutional structures, striking similarities can be traced between the neo-Stalinist system, driven by competition, and the current spatial logic of post-Fordist capitalism. In both systems we have flagship developments in selected urban areas and under-investment in the rest of the city territory; growth incentives to attract capital by creating increasingly larger urban and new metropolitan areas; the growing importance of local governance for attracting

resources; the emergence of local and regional elite stakeholder alliances for locational politics that disregard local populations. It is worth pondering on the accumulation of systemic flows and spatial dis-functionalities of the neo-Stalinism because many contradictory effects of territorial competition can be traced in a very different setting, the neoliberal capitalism.

Renzoni, Cristina
IUAV University of Venice (Italy)

Four Images of Territory: Spatial Issues in Italy's National Planning 1946–73

Since the end of WWII Italian governments produced numerous sectorial long-term plans at national scale that represented an intense effort in a continuing experimentation of an Italian way to welfare state: infrastructural plans, agricultural plans, energy plans, multiyear social housing plans, multiyear economic development plans. Although an attempt of a national spatial plan was not prepared until the late 1960s, national economic and social plans elaborated in previous years were often based, in a more or less explicit way, upon strong territorial visions. In particular, the paper will focus on plans of economic development for Italy elaborated between 1946 and the 1973 oil crisis. These provide a wide sample of stratified images and ideas concerning not only economic and social progress, work and productive activities, but also cities and land use. The comparison among these documents may tell something interesting about the representation of cities and territories and the expectations that were projected upon them.

The paper will document the rise of a new attention for the city and the territory, as unavoidable elements of economic growth and, more generally, of cultural and civil progress for a “renewal of the Italian society”. In post-war Italy the spatial issues gradually gained place in national planning until their explicit embodiment in the two five-years economic plans of 1966–70 and 1971–75.

The paper will identify and discuss four territorial images that guided the interpretations and shaped the planned interventions: the territory, it will be argued, could be considered *as a resource, as a support, as a vehicle for progress, or, finally, as a scene for everyday life*. These images can provide a helpful tool in order to analyse the forms of the urban discourse in Italian national policy during the Fifties and the Sixties.

The role played today by the spreading practice of long-term perspectives and scenarios at different scales, justifies a new interest and a reappraisal of the intellectual foundations of the “investigations of the future” that were an important part of planning theory and practice in the decades that followed WWII.

Sarraf, Mohammad
KTH. Royal Institute of Technology (Sweden)

Timeless Urban Form of a Historic City (Isfahan as a Case Study)

This research deals with the socio-physical relations of different architectural elements of the Middle Eastern city of Isfahan, focusing on the impact of social relations on space. In other words, it discusses how social norms and practices have been embedded in the



nascent main structure of Isfahan, and how morphological studies can help analyze the spatial structure of the urban components of Isfahan in relation to the social aspects of the city.

The urban fabric of Isfahan provides an especially compelling example of historic cities in Iran where the city has encountered a myriad of swift transformations during the past few decades. Once the integral urban form of Isfahan was considered as a whole, it is now largely torn asunder in some districts. Here, we have an urban design masterpiece that is on the verge of being wiped out. The integrity of its urban form foundation is being threatened by the current urban developments. While there are many scholarly research projects on the historic fabric of Isfahan and some on its contemporary developments, what remains to be considered is an in-depth study of the relationship between space and urban form with society.

The salient purpose of this research is to explore how to use socio-spatial studies to help sustain and support the historic main structure of Isfahan, and whether the physical and social relations of the urban texture are actually of vital importance to revitalizing the historic city of Isfahan and should be taken into account whenever a future urban design and planning program would be scheduled for Isfahan as well as for similar historic cities of the region.

This paper is based on the qualitative research methodology, considering the city of Isfahan as the main case of study. Samples from the historic urban fabric of Isfahan illustrating the socio-physical interactions are discussed. Finally, this research is an attempt to develop a theoretical frame of reference to address the way we may redefine the urban form of a historic city while at the same time stopping the rupture between historic zones and new parts by amending the social relations that are hidden in its urban fabric.

Schubert, Dirk

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New Waterfronts: Globalisation, Changing Logistics and Local (Re-)Development Projects in European Seaport Cities

It is always in a local context that globalisation processes take effect, are adopted, mixed and refracted ("glocalisation"). Glocalisation describes the combined process of globalisation and local-territorial reconfiguration. Seaport cities as transport hubs have a special position in the context of globalisation which leads to restructuring of former derelict port areas to new uses like offices, housing and cultural facilities. Within this context questions arise about structural similarities, particularities and unique projects. Why are (old) harbour sites on the water's edge favoured by the creative classes in a knowledge based society. redundant and derelict port areas and waterfronts are one of the greatest challenges for town planners and offer great opportunities on a medium to long term basis for new uses such as tourism, housing and offices and for the reintegration of these areas into the urban fabric. While older port areas near the city centre have been (re)integrated into the urban fabric, new port infrastructures emerge which are severed from the urban structure and located in areas where deepwater ports and large areas of land are available.



In the past differences between port cities across Europe were often fewer than similarities. Nowadays cities are growing more alike and port and shipping has become more specialised. Ports have turned into secluded worlds, separated from the urban context, spatially and mentally severed from the city with their own employment, operators and administration structure.

The projects implemented in European cities will be analyzed here by different important dimensions like size/dimension, start of the project/completion of project, intended dominant uses and planning targets, geographic location, planning cultures and national legal frameworks. The identification of similar and dissimilar structural characteristics is relevant for a systematic comparative study since they provide appropriate comparison units. The presentation is based on a comparative research of redevelopment projects. A structural grid is developed that serves as a base for comparative juxtaposition and for the categorisation of projects.

Sima, Yina

The University of Melbourne (Australia)

Space, Governance and the Establishment of Early Melbourne in the Nineteenth Century

The construction of Melbourne in its early days is a process of conflict and compromise. Inspired by observation, this paper is designed to explore the British colonial power of superstructure and then its control over the physical form of the city of Melbourne between 1835 and 1900.

Through the imaging of public buildings in that period, in terms of the historical stratification of religious, political, institutional and recreational architecture in the city centre, the interaction between space and power is to be investigated in chronological order by examining the spatial evolution of buildings and their placement. The appearance and location of these representative buildings are deemed as symbols of colonial governance reflected upon urban space. By means of a spatiotemporal analysis of these architectural entities, the embodiment of a regime can be interpreted in architectural form. Observing the city's development – the intact Hoddle grid for the advantage of land sales, the planning priority given to religious and political buildings, the construction of building for the amusement of social elites – the power of politics and religion can be seen to be overwhelmingly represented within urban space.

The pictorial reconstruction of Melbourne's city life in the colonial past is faced with a difficult task given the lack of adequate image recordings such as historical maps and block plans. Fortunately there are always a few texts that document critical events to present the circumstances of a social, political and historical nature. It enables the imagination, through mapping and imaging, of a city's form in its early stage of evolution. This research is dedicated to fill the gap of a consecutive visual interpretation in the historical development of Melbourne in the nineteenth century.

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Is Urban Underground Space Luxury? **From Infrastructures to Subterranean Structures**

The question whether space is luxury is understood to concern overground space. What happens then with underground space?

I the course of human development, underground space has been used for all sorts of purposes yet to a limited degree and expanse. During the last centuries, the proliferation of infrastructure networks became predominant underground and renewed the interest in subterranean space, which has started to gradually acquire more uses.

The paper argues that the subterranean structures comprise most elements that comprise the over ground city, and bears all its characters, yet less broad structures. However, the sum of subterranean structures, especially those which are accessible and of dimensions rendering them passable to man, comprise a world from which nothing is missing yet under different than overground terms. Life, art, literature, cinema, myths and legends as well as symbolism are present, though with mixes, different than what one encounters overground. Even relevant legislation exists in most countries. The differentiability of the various elements reflects the difference between the underneath and the above.

Today, as capital valorization processes push to an exhaustive exploitation of land, as urban land becomes scarce, while at the same time the concept of compact cities is envisioned as a challenge, city planning may have to start foreseeing the third, Z, axis of cities, in order to avoid superficial and dangerous un-planned action in the future.

The paper concludes by trying to investigate under what terms urban underground space could be conceived as a necessity, or luxury. It prompts for further research on the possibilities for a rational usage of underground space and for the establishment of as set of more detailed planning regulations that respond to the questions raised by rational skepticism.

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Bracket A – FOUNDATIONS

3 Planning Education

Track 3: Planning Education

Track Co-Chairs
Andrea I Frank, Cardiff University
Hanna Mattila, School of Science and Technology
Aalto University

“Space” within the planning education curriculum has become a luxury in recent decades, both physically as well as intellectually.

For one, increasing student numbers or class sizes, widening access and a greater emphasis on CPD (continuing professional development) means educators have to rethink how we ought to use technologies and in which kinds of physical and virtual environments we best deliver our programmes. Second, planning education has been impacted by the general “paradigm shift” in planning theory whereby the formerly central position of space and spatial qualities as well as the discipline of “spatial planning” has been put into question by the “procedural turn” of planning. Undoubtedly, both procedural and spatial issues will always have their place in planning education and practice. But given that the scope of the planning discipline is ever expanding with new topics such as gender planning, professional ethics, facilitation, planning for climate change, intercultural and interdisciplinary working, a balance is often difficult to achieve. It is therefore reasonable to ask: Are we (still) giving enough space to the spatial issues in our curricula? Does the temporal space allow us to educate planners and designers who are able to understand place qualities and are capable of designing liveable urban space? Or are spatial and design concerns considered too luxurious and expensive in difficult economic times?

For this year’s congress, the planning education track invites in particular contributions which for example:

- consider the position of spatial planning, urban place and space qualities and the design dimension of planning in today’s planning education; explore the issue of pedagogy and novel methods especially geared to teach and learn about space and spatial qualities;
- examine the influence of learning spaces and environments upon the efficient education of (spatial) planners and urban designer; or
- discuss more broadly the intellectual space that planning education should occupy in the next decades.

Papers can be theoretical and literature-based, or they can build on practical experience in planning or design education. Please do not hesitate to discuss with us any ideas that you might have, – particularly if you wish to organise a themed session or roundtable even before the formal submission of your abstract.

Amati, Marco & Mcneill, Margot
Macquarie University (Australia)

Virtually Accessible: Teaching about Planning Safe Spaces Using Second Life and Virtual Worlds

A number of online virtual worlds have become increasingly popular during the last five years. Some of these virtual worlds allow users or residents to build objects on land. In Second Life for example, land has become regulated by an overlapping set of covenants as well as a nascent planning system. In this paper we start by giving a brief planning history of Second Life, commenting on the extent to which it reflects nascent planning systems in the real world. We then discuss the development of best practice scenarios for using virtual worlds in teaching planning and design. To do this, we describe the results of a learning and teaching project at Macquarie University which trialled the use of Second Life in class with post-graduate students of the Masters of Environmental Planning. We first argue for four generic scenarios in which virtual worlds can be used for teaching planning. Firstly, virtual worlds can be used for exploring the ontology of planning particularly, looking at the underlying and developing system of property rights in virtual worlds. Secondly, virtual worlds can be used in studio teaching. Thirdly, virtual worlds can be used to generate new forms of assessment such as machinima. Finally, virtual worlds can be used to allow students to reach areas that would normally be inaccessible to them. We demonstrate the use of this scenario by describing the use of Second Life to develop a module about 'Crime Prevention Through Environmental Design'. In particular we were interested in understanding whether virtual worlds could prompt discussion about the subtle and experiential aspects of street design that would be difficult to communicate using traditional teaching materials. We conclude by discussing whether this was an efficient and useful application of virtual world technology considering student expectations and available resources. We also discuss other ways of using virtual worlds to access areas of learning in planning that would be difficult or unethical in the real world.

Combrink, Aneri & Van Rensburg, Leon
North-West University (South Africa)

Cognitive Development in Planning Theory

This paper argues cognitive development in planning theory, in order to expose the underlying cognitive framework through which academics communicate in planning literature. A cognitive framework develops over time and through experience within the minds of theorists and readers of planning theory. This framework forms the basis for orientation and interpretation of planning literature by the reader. This is illustrated by describing the various perspectives within planning theory and the connotations they have with different levels of theorising. The different perspectives involve the nature thereof, the history and its political conviction. The different levels of theorising involve a framework which descends from thinking through to implementation and consists of a philosophical-, meta-theoretical- and a technical (tools) level. The problem is that the concept of a developed cognitive framework is rarely discussed in a constructive manner in planning literature. This proves to be the cause of confusion for students and other



readers whom have not yet developed their own cognitive framework. An incomplete framework causes misconceptions from existing literature for example: the purpose of Faludi's book *Planning Theory* (1973). A discussion of this framework by academics could explain unresolved debates such as the substance and procedural debate and the normative theory versus the positive theory debate. The application of this framework proves that the political conflict in planning theory literature such as the more rational perspectives versus the more socio-political perspectives could be more constructive. Therefore this paper argues that a cognitive framework could be determined by the general perspectives in planning literature together with different levels of theorising, and should become a constructive part of planning theory (debate) and education. Furthermore this paper argues that if all perspectives are allowed to develop fully (non-competitive and attaining all different levels of theorising), connotations could be made on a meta-theoretical level to provide a proper cross range description of planning and provide a proper basis for comparison and would lead to more relevant and constructive debate(s).

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Is Planning an Academic Discipline?

As planning education in Britain celebrates its centenary there remain unresolved questions about its distinct disciplinary identity. The paper argues that although planning has evolved into an academic discipline institutionally and pedagogically, its intellectual underpinning has remained ambiguous. Periodic changes to planning education have neglected the epistemic aspects of the discipline and hence the clarification of its distinct identity. This is substantiated through a critical review of five phases in the evolution of the discipline. These are: formation (late 19th century-1940s), consolidation (1950s-1960s), fragmentation (1970s-1980s), reconstitution (1990s) and maturing (2000s-). The phases are not meant to represent sharp dividing lines in a process which, in practice, has exhibited a degree of continuity and overlap. They are instead indicative of major changes in the institutional (education and profession) and epistemological (knowledge base) aspects of planning disciplinary development. The paper concludes that the intellectual ambiguity about the nature of planning knowledge may lead to fragmentation of planning. Three areas in particular have been identified as the focus for further debate: the nature of spatial relationships as the discipline's substantive object of enquiry, the epistemological challenges of integrating knowledge(s), and the articulation of the interface between knowledge and action. Together, these provide the bedrock for substantiating planning's claim to offer 'something more' than the sum of subjects which it draws upon. If there is a consensus that planning education is about critical thinking about space and place as the basis for action and intervention, there needs to be some intellectual clarity about what this entails. Without a coherent knowledge base, there is a danger that the current instrumental enthusiasm for interdisciplinarity coupled with



the management rationale for the creation of larger units in universities would make it increasingly difficult to sustain planning as a distinct academic discipline.

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Diab, Youssef G.

University Paris Est – EIVP (France)

Urban Planning and Environment Education: Transfer of Knowledge to Developing Countries Towards Sustainability

In this paper, we will present the experience of creating a joint research master degree between France and Syria in the field of sustainable urban development. This project is supported by the French Government, the European Union and the Syrian local authorities. The master team has the will to diffuse this experience into other countries of the Middle East and to open the partnership to other European Universities.

The program was established in the year 2000 in the University Paris East and the Engineering School of Paris. Both of them are specialized in urban sustainable development. It is a very specialized diploma based on the establishment of a reasonable compromise between urban environment issues, social objectives and economic development towards a sustainable urban development. The main entry of this approach is related to environmental issues. The technical issues and the scales for a sustainable urban planning are major considerations of this programme.

Sharing this category of experiences between the North and the South countries is important for all searchers willing to diffuse good practices. This master is dedicated established following a model of 50-50. Half of teaching modules are presented by Syrian professors, the other half is realised by European Professors coming from abroad.

In the first part of this paper, we will present the main principles of this master program and we will focus on the main encountered difficulties. These difficulties are: language, technical level, conceptual and theoretical problems, teaching approach without forgetting difficulties linked to the governance local context.

The second part is dedicated to solutions and proposals. These proposals were based on iterative approach of problems between the European responsible and the local team managing the master. The study tours organised to franc were very useful for the success of this experience.

In third part, we will propose a framework for a better implementation of this kind of experience in developing country. A focus on the role of networking importance will be presented.

Fischer, Thomas Bernward

University of Liverpool (United Kingdom)

Two EA-M Enhancing Attractiveness of Environmental Assessment and Management Higher Education

Two EA-M (Enhancing Attractiveness of Environmental Assessment and Management Higher Education) focuses on EA education in Europe and explores its relevance and



attractiveness for an East Asian audience. Based on a previous project called PENTA (Promotion of European Education on Environmental Assessment for Thirds Country Audience), Two EA-M sets out to verify the usefulness of the materials developed during PENTA which includes an 'Environmental Assessment Lecturers' Handbook'.

This paper aims to provide an overview of the findings of the Two EA-M project. In doing so, the paper sets out to achieve two main objectives. First, it provides an overview of Masters level education for Environmental Assessment and Management in Europe. Secondly, it presents an overview of the feedback received from an East-Asian audience on the relevance of the materials produced during PENTA. This data is collected through three workshops held in South Korea, Malaysia and China. Finally based on the findings of objective one and two, this paper reflects on the relevance of EA education in Europe for East-Asian audience and provides recommendation to enhance its attractiveness to them.

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Frank, Andrea I & Kurth, Detlef & Mironowicz, Izabela
Cardiff University (United Kingdom)

Accreditation and Quality Assurance of Planning Education in Europe – Comparing Approaches in Germany, Poland and Great Britain

In the context of globalisation, the competition amongst higher education institutions and programmes is increasing constantly. Thus, the accreditation of programmes as a means to signify certain levels of quality and the existence of quality assurance procedures is gaining growing prominence at institutional level. Moreover, in the European context, signatory countries agreed to develop and implement quality assurance processes of European dimension as part of the Bologna process and associated reforms of higher education.

To date, there is no specific guidance on how such European-wide recognisable accreditation and quality assurance should be designed and implemented. Indeed, a number of different approaches to programme accreditation and quality assurance co-exist in Europe. This paper will first explore the different definitions and interpretations of programme accreditation and quality assurance in the context of planning education.



Second, we will compare the different approaches currently in place in Poland, Germany and the United Kingdom. These case studies are representative of three different models:

- Programme accreditation through the national government (Poland)
- Programme accreditation through the professional body (Great Britain)
- Programme accreditation through independent agencies (Germany).

Following on from this we will discuss the respective advantages and disadvantages, strengths and weaknesses of these models using a generic framework of quality control criteria and quality assurance theory.

In conclusion we draw some lessons, which may be of value to nations and institutions seeking to develop a system of programme accreditation and quality assurance or review existing processes in place with an aim to enhance practice. Future research may explore further alternative models found elsewhere in the world in an attempt to document practices more comprehensively.

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The Luxury Urbanity of New Housing Projects. Report of an Urban Design & Planning Course in China

The planning task of making better urban places is examined in this paper through the experience of Urban Design courses at South China University of Technology (Guangzhou). Simple exercises with students offer a possible overview of present and future luxury urbanity, both physically as well as intellectually. In 2008 we have started an experimental class, adopting the classic design exercise of residential compounds and introducing some new inputs. The studio is mainly in English; students are requested to debate their proposals; references to existing projects are welcome. We start analysing the “adequate” housing projects which are familiar to our students, and we focus on the stereotyped dwelling patterns coming from Europe and USA that developers are currently adopting, to highlight the challenges in designing new neighbourhoods and places in current China. Does the Chinese context allow us to educate planners and designers who are able to understand place qualities and are capable of mixing a fair distribution of urban amenities with market targets, within a liveable urban space? Or are these urban space concerns considered too luxurious in the present times of fast urban growth?

A multitude of students approaches urban design as a method for creating an economic value (i.e. higher prices), nevertheless we want to define with them some



values for their design. The intellectual space to think about the reason of planning and design decisions has become a luxury in itself, both in education as well as in the practice. A growing population need to be housed into Chinese cities. While a larger amount of population lives into new dense housing compounds, the public is less engrossed in the provision of housing stocks over time. The success of new urban areas or dwelling models is thus legitimated only through the buyers choices; at the same time it is tricky, as educators, to adopt this model as the urban future. When we face the impacts of increasing unequal distribution of urban wealth, our planning courses debate the value judgement of different stakeholders (investors, inhabitants, developers, government). The design usually matters for reasonable improvements, but tentative combinations of density-volumes-spaces questioning the city's growth model can also appear. In fact, the way our students concern of spatial planning, urban places and space qualities, is a possible "paradigm shift" for the future making of the city, on looking both at the location (where the people and functions have room) and the typology (how that new city is shaped).

The students have reached an adequate competence about the existing dwelling models and the market, while the surrounding urban Chinese context has changed: the property market is accepted; private real estates are the references for the modern urban life; an urban ideal which can eventually be restricted to a selected amount of people (as a luxury piece of city) is common. We can say that either European or Chinese urban contexts have similar urgency - and obviously different pace - to satisfy the demand for decent residential places and differentiated spaces which reproduce an increasing disparity. Planners work out luxury spaces, sometimes dignifying the basic needs, some others offering a physical appearance to socio-economic divides.

The economic consequences of house ownership in China is the commodification and the privatization of the new urban space (amenities, services, safety, and so on). The situation is full of spatial dilemmas: from luxury gated communities, to obsolete dense dwellings, both are urban futures which are driven by the housing market and local politics. At the same time schools are mainly teaching the benefit of the traditional compact city. We need to conceptualize and visualize the emerging urban context as well as a different paradigm of housing. Researches on how to provide innovative low cost settlements, balanced subsidized home-ownership into market units, and integrated spaces are the keys to improve the making of better urban places.

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The Comparative Analysis of Urban Planning Professional Education between Chinese and European – Set the China and the UK as an Example

Urban planning professional education has a rapid development in recent years in China, but there are still a lot of aspects that need to be improved. In order to be useful for these



aspects. The article makes a compare of the training mode of the Chinese urban planning professional education in UK and China, since the UK represents the professional training mode of urban planning in European countries. The author selects the Aberdeen Urban Planning and Real Estate, Birmingham Urban and Regional Studies, Cardiff International Planning and Development, UCL Development Administration and Planning, Oxford brookes urban planning and Newcastle town planning in UK for example. Some famous university in China also be selected.

The author makes the contrast on training goal, education concept, curriculum system, teaching process and etc. Through analyzing the difference between them, the author points out that there are great differences in the curriculum system and teaching process, because they share different training goal and ideas of education. The author also find the urban planning and the urban design is quite difference in UK, but it does not like that in China.

The article also summarizes the advantages and disadvantages and with actual situation of the country. The curriculum system and teaching methods of present professional education in urban planning that urgent need to be improved were analyzed, and the successful about those aspects of British universities also were explored, and we can learn a lot from it. The author tries to provide some constructive suggestions and measures for the future development of the urban planning in the end of the paper.

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Formative Assessment: Balancing Educational Effectiveness and Resource Efficiency

This paper summarises the key findings of recent educational research undertaken at Heriot-Watt University, Edinburgh, which was supported by the UK Centre for Education in the Built Environment. The research looks into dilemmas between educational effectiveness and resource efficiency when considering formative assessment. For the purposes of the project, formative assessment is defined as “work that a student carries out during a module for which they get feedback to improve their learning, whether marked or not”. Formative assessment can take a great variety of forms. It can be written or verbal, formal or informal and can be delivered by the lecturer, peers, outside collaborators or oneself. In the current climate of higher education, when it is widely recognised that both staff and students face pressures, there is general agreement that assessment is an issue that is particularly important and challenging.

Key aims of the research are to:

- identify and share good practice in formative assessment, highlighting the wide range of diversity possible and exploring tensions between educational effectiveness and resource efficiency



- encourage lecturers' reflections on their own experience of formative assessment, deepening and broadening thinking about possible improvements and alternative practice.

The following research methods were used:

- A literature review highlighting key issues and good practice principles was prepared at the beginning to inform the whole project
- Templates were produced by staff throughout our School to describe and evaluate effectiveness and efficiency of different types of formative assessment already in use, pinpointing strengths and ideas for improvements from the point of view of both students and lecturers
- A half-day seminar held in November 2009 shared experience gathered through the project, involving staff from the School, Heriot-Watt University, the wider higher education community, a professional institute and employers; discussion during the day informed the final report.

The research findings highlight the crucial importance of assessment generally and formative assessment in particular on student learning in higher education. Formative assessment can be revealing about learning and teaching alike. Lecturers need to be open to reflecting on both of these aspects. Research pressures, larger classes, staff cuts, the potential for plagiarism and more distance learning are all challenges that make the balancing act between resource efficiency and educational effectiveness increasingly precarious. This project has not unearthed any magic solutions to this conundrum, but it has drawn attention to some pointers and examples of how others deal with these dilemmas. The following assessment methods can promote deep student learning while at the same time, save staff time:

- Peer assessment
- Self assessment
- Group working (which can include various methods to judge individual input)
- Comments banks and criteria matrices to speed marking
- Use of IT, including VLE tests with instant feedback
- Pass/fail exercises

To increase both effectiveness and efficiency there is a need to engage students in the whole assessment process by explaining why assessment is undertaken in a specific way. This will help students to understand the purpose of assessment, how it relates to the subject area and the relevance of the assessment to their skills and knowledge development. The engagement of students in the assessment process from inception through to marking is important throughout a course, starting in the first semester. An essential component of formative assessment is the feedback that students receive on work completed. One finding from this project is that issues to do with formative assessment and feedback are inseparable.

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Huning, Sandra & Szypulski, Anja & Peters, Deike
Dortmund University of Technology (Germany)

Gender Issues in Planning Education: Why and How?

Gender is increasingly considered a relevant category to describe and explain spatial development patterns as well as individual spatial behaviour. Research findings show that demographic change, mobility and migration are as much linked to gender roles and stereotypes as are the use and appropriation of public and private spaces. Gender identities and power relations are found to be shaped and reproduced through institutional and individual action and intertwined with race, class and sexual orientation. One political impact of both research and NGO pressure has been the world-wide adoption of the gender mainstreaming principle, which has since been integrated into funding schemes, legislation and political procedures.

Research findings and political obligations indicate that gender issues are relevant for planners. In spite of this, however, gender issues are still not well represented in planning education curricula. The roundtable discusses why this is the case, where the holdups are (institutional, practical, and even personal resistances) and how gender issues can be better mainstreamed and fully integrated into undergraduate and graduate planning programs. Which role do inter-generational differences play? After 5–10 minutes inputs by each participant, the floor will be open for discussion. The following topics will be addressed:

Huning, Sandra: Pro and contra compulsory gender planning classes

TU Dortmund's B.Sc. Spatial Planning schedules a compulsory "Gender and Space" class for all second year students, and "Gender Planning" as one of six elective sectoral planning courses in the third year. This explicit approach to introduce gender issues to planning curricula has both gains and risks. While it offers the opportunity for critical debate and deeper understanding, it may contradict efforts to "mainstream" gender in other sectoral planning classes. The input argues that the compulsory integration of gender planning into planning curricula is an important achievement, but that it needs to be complemented by other factors to actually reach its goal of a broader awareness of gender issues among planning students and lecturers.

Droste, Christiane: Bridging the gap – On the difficulty to implement gender issues in planning administration and housing practice

Raising awareness for gender issues beyond safety aspects seems to be particularly difficult in urban planning administration and housing. The most common counter-argument is that "all this already forms part of good professional planning practice" and that "lifestyle" is a sufficiently differentiating criterion for stock development. A gender consultancy pilot project in Berlin, addressing the Berlin Senate's planning administration and four housing cooperatives as cooperating external partners, tried to bridge the gap between this reluctance and using gender as an instrument for quality-management. How far can the applied methodologies contribute to implement gender in planning education?

Peters, Deike: "Mainstreaming gender through formal processes is a good start but we are a long way from mainstreaming it in experts' minds."

During a UN Habitat meeting in Kenya last fall, an international group of urban planning

and development experts was discussing the draft chapters for the 2011 Global Report on Human Settlements. For the first time, the UN Habitat Secretariat brought in gender experts (both male and female) to comment – who were astonished to find that several male consultants still did not see the ‘gender’ category as fundamentally different from that of physical handicap or poverty. Some implicitly reduced ‘women’ to a simple category of vulnerability, along with children, the elderly, the disabled or the poor; others questioned the very existence of fundamentally unequal power relationships between women and men. The input discusses how to deal with these observations.

Further inputs will be invited.

Petrikova, Dagmar
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Joint Innovation in Spatial Planning Curriculum

Redevelopment of brownfields is a process that contributes to better use of space at all levels of territorial organization. The issue of brownfield redevelopment is pressing in the CEE countries and involvement of universities in dealing with these issues within their curricula is limited. Therefore in the study programme “Spatial Planning” redevelopment of brownfields should be included, based on transfer of know-how and experience from other countries.

In the process of transformation towards knowledge-based economy a new curriculum for a joint diploma of “Master in Spatial Planning” between the University of Reims Champagne-Ardenne, Institute of City, Regional and Environmental Planning in Reims (IATEUR) and the Slovak University of Technology in Bratislava, Institute of Management, Department of Spatial Planning (STUBA), as a specialization in planning to prepare specialists at the European dimension able to handle transnational projects of redevelopment and cope with multicultural context. Curriculum is based on joint research projects in the field of brownfield regeneration and as such is part of a broader system of education on urban redevelopment at STUBA and IATEUR.

Another part of this innovation spread system is a new “Life-Long Educational Project on Brownfield Regeneration in Baltic States” (acronym: BRIBAST) that has started with the support of the CEE countries (CZ, SK) and will disseminate the gathered know-how and experience into several professions that deal with brownfields. This project runs in 2009-2010 in the frame of Leonardo da Vinci II and summarizes knowledge and know-how on brownfield redevelopment in the modules that deal with economic, financial, legal, technological, managerial, social and cultural and environmental aspects. This will bring substantial increase in the skills and knowledge potential of human capital, involved in cross-professional activities of local and regional development. There is a unique opportunity to utilize the richness of local and regional cultural diversity of the European countries in the process of brownfield redevelopment. This aspect of regeneration has not been reflected up to now and it is good that the BRIBAST project emphasizes this aspect too in order not to lose European cultural and industrial heritage.

This contribution is the result of the project implementation: SPECTRA Centre of Excellence for the Settlement Infrastructure Development of the Knowledge Based Society supported by the Research & Development Operational Programme funded by the ERDF.



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- Further research:** Challenge of new situation in brownfield redevelopment in the context of global crisis and regressive population development

Serrano, José & Scholles, Frank & Dühr, Stefanie
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A European Intensive Seminar to Learn About Both Spatial Quality and the Cooperation Process

Climate change has become a major issue for our societies. Technical solutions have been developed to mitigate or to adapt towns to it. For example, in order to decrease energy consumption, buildings are more and more insulated or investigation into electric engines is being developed. Spatial planning can also respond to climate change. Considering that space is a limited resource, urban sprawl can be limited and districts can be designed with higher densities, more compact urban morphology and mixed land use in order to decrease energy needs. Planning curricula are expected to teach students how to design space with such qualities. But it is not enough; skills for collaborative problem solving are also conditions for adapted solutions and they are indispensable practical competences for planners (Geppert and Verhage 2008).

Six European Universities in planning (The United Kingdom, The Netherlands, Italy, Germany, Romania and France) have come together in a network to implement a pedagogical experience which encourages both teaching students to design spaces with high qualities and training them to do collaborative teamwork. Each year, the network organises an intensive seminar funded by the European Union. They elaborate a case study for a group of thirty-six students. The programme is structured around two major phases: the first one of “preparation” is developed within the home university and organises and structures the contents that will be mobilised during the second phase of participation in the workshop. This second phase of the intensive programme is developed in a different hosting partner university every year. In multinational groups, the students have to produce a SWOT (Strengths, weaknesses, opportunities, threats) analysis and to design a master plan for a new district adapted to climate change. Students work in an autonomous way. They are in multinational groups and tutored by a multinational and interdisciplinary staff team.

Thanks to the international dimension of the exercise, this pedagogical experience can achieve benefits both on space design and the collaborative process:

- during the workshop, the participants share their specific competences on the year’s subject, particularly related to different aspects of response to climate change in territorial planning (so as to prepare the students for future demands in the profession). They learn about best practices in planning from each other (Serrano 2004). They have to imagine a response in an integrated way. Considering space is limited, they have to design an area with mixed land uses, high quality public spaces, public transport etc.



- improve their communication and team working skills. The confrontation of complementarities and differences in specific competences (developed by each particular cursus) and of national and cultural contexts allows the construction of a complex and multifaceted thought process and the development of a meaningful complete reflection (Hernandez and Serrano, 2008). Representatives of all the concerned universities agree about the role that the programme plays in the reinforcement of teaching from a cultural, individual, scientific and pedagogical point of view.

Different ways of thinking and teaching the discipline emerge very clearly in the working groups, giving the organisers the feeling that the survival of planning as a distinct field of teaching may be through its differentiation and that in order to conserve the unique status of planning, it will be necessary to multiply its discipline identities. The organising team esteems that this specific exchange gives teachers some basis for critical reflection on the state-of-the-art of planning education orientations.

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Aalto University (Finland)

Place Making in Multiple Scales

The purpose of this paper is to reflect on the question about urban design and urban planning and can or should the two be separated in planning education, research and practice. As references I'll propose many years' praxis in the three fields as an architect and a planner. In Finland we have strictly no "planner education" but we have consensus and understanding that planners need versatile skills and knowledge from broad domains. In urban planning courses at TKK we every year find a spectrum of several professions and faculties among students – and it is inspiring everyone. The basic architectural education includes all scales in physical design and planning but through the ages enlightened students have gathered studies also in the field of social sciences. And who wants to involve oneself deeply in architectural research – he must also study aesthetics, philosophy and geography. Multi- discipline is built in architecture. But nevertheless many architects have on the bottom of their soul the idea of the highest grade in the profession to be the design and imperative the house design. Who can design (and build) a house – can also design (plan?) a town. And other skills and competence should come along. Behind this we probably have the image of the sublime maestro – Alvar Aalto – who with superior competence managed everything from door handle to regional planning. According to my experience in the professional field we need multi-disciplinarity (in research ending in trans-disciplinarity) – and we should not separate urban design and urban planning in education although we can distinct them and see multiple academic



chairs in the area. The capability to see planning three-dimensionally (or of-course even the fourth dimension – time and process) and to give physical forms for quarters, towns, regions or any spatial terms is most important when we are planning places and spaces for people to live in. Creative seeing and having visions is important and when we think urban planner and designer (architect) also having an artistic education – he/she at first is processing the ideas and also the ideals in his/her own work, which doesn't end in "artist's exhibition" but goes on in decision and participation process in more discursive ways. To create spaces and places and to make them understood and appreciated is an extended process in which the master skill "to make houses" is nowadays certainly not enough.

In a long lasting case study of Old Paukku I have researched the identity of a former industrial site which was made a cultural centre (my dissertation 2006: The Old Paukku in Lapua – re-built and re-spoken. Discursive formation of the cultural heritage in built environment). When making the regional plan in Southern Ostrobothnia I also have studied the meaning of built environment for the regional identity (2002–2003). Recently I have been involved in a large trans-disciplinary and international research project (InnoSchool 2007–2010).

In the full paper I would like to clarify this thinking further, if the abstract will be accepted (time is running out!). Keywords: architecture, education, planning, place, space,

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Conceptual Apprenticeship – Heuristics in Training Planning Students in Negotiation Technique and Argumentation Analysis

How do planners acquire their professional skills? *Heuristics*, based on adequate *simplification*, may offer ways of *conceptual apprenticeship*, helping students to learn effective methods to address planning problems, avoiding the weaknesses of both traditional, unreliable apprenticeship methods and of scientific models, complex, costly and soon out-dated.

Teachers at the Swedish School of Planning, Blekinge Institute of Technology, have identified a need to improve student skills in negotiation technique and argumentation analysis. To explore *heuristic simplification and conceptual clarification* toward that end, educational experiments 2003–2009 have yearly tested software and other tools in training students in negotiation and argumentation.

In negotiation exercises, the target skill was defined as the ability to reach mutually satisfying deals, maximising the combined gain. *Athena* software was used to operationalise a conceptual model, based on multi-criteria analysis, providing weights and utilities for a limited number of planning parameters to be negotiated by developers



and planners, like plot ratio and land rent. Operating the model, learning to balance gains and concessions and getting immediate visualisation of negotiation outcomes, consistently improved the results in successive negotiation rounds, helping students to understand better both one's own and the opposing party's interests, facilitating a mutually satisfying outcome.

In argumentation exercises, target skills and the conceptual models used to train these skills were successively modified in view of learning outcomes. The students were asked to assess the strength of arguments, identified in documentation of a complex planning case, where appeals were made up to government level. Their "professional" task was to recommend, on the basis of an evaluation of the arguments, a decision on the case to the "minister of the Environment". After modifications, the target skill was eventually defined as the ability to identify at least two hierarchical levels of arguments and counterarguments and to show consistency in evaluating their strength.

Athena software operationalised a conceptual model to facilitate structuring and visualising complete chains of argument and evaluating them according to *acceptability* and *relevance*. This helped a majority of students in the early exercises to reach a well-founded recommendation, to a great extent conforming to the actual government decision. For several students the exercise led to a deeper understanding of the issues and the characteristics of the Swedish planning process. For other students, using software to structure all arguments may have confused their initial ability to identify the strongest arguments, and led to cognitive overload. Software, however, also helped the teacher to diagnose thinking errors and indicate corrections.

Recently, simplified paper forms, with instructions to indicate the strongest and the weakest arguments of the case, as well as providing space to explain the thinking behind the evaluation, have produced the best results. The use of these forms has helped the greatest number of students so far to evaluate the arguments and reach a conclusion in a logically consistent and verifiable way.

The results support the notion that simplified conceptual models, based on professional practice, facilitates learning by organizing student efforts to acquire complex skills, providing immediate feedback and helping to interpret coaching hints and corrections. Software apparently helps in externalising professional methods, visualising outcomes, and diagnosing student errors. In opposition to several researchers in the field, however, our view is that one should assume no clear relation between features of the software and learning outcomes. Modifying the target skill and the corresponding conceptual model is rather an example of *heuristic simplification and conceptual clarification*, which must be interpreted and evaluated in a specific educational context.

One conclusion is that in managing planning problems, which are inherently non-deterministic, multi-causal, with delays between action and outcome, reduction of *conceptual uncertainty* may be more important than reduction of *epistemic uncertainty*.

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Communication and Education in Brownfield Development

For urban and regional planners there is an excising understanding, that sustainable city and regional development has to incorporate brownfields as potential sites of development to improve environmental quality and sustaining ecosystems integrity. Their development can enhance the quality of neighborhoods, cities and regions. This understanding and task is not self explicable to others. Meaning there is always the task to communicate and educate as well as to form a wide public understanding, why brownfield development matters to stop land consumption and to gain sustainable cities and towns (Bock/Hinzen/Libbe 2009:203ff.).

Target groups of communication and education in brownfield developments are several: site owners, city officials and politicians and the wide public. Within the last group of the general public, there is the firm believe by the authors that it is important to educate children and students (Uttke/Edelhoff 2006) (including university students) and to give them tools and knowledge to participate as knowledgeable citizens or future decision makers or even professional planners in fostering the reduction of land consumption and the reuse of brownfields instead.

The presented paper studies methods, tools and formats of communication and education in brownfield development to university and high school students and children. The studies are based on experiences of the authors within

- 1) an international university exchange program in brownfield development hosting by Michigan State University (USA) and the University of Technology Dortmund (Germany) for the last 15 years (Kotval 2004),
- 2) teaching experiences in built environment education of children and youth by the non-profit association JAS Jugend Architektur Stadt e.V., Germany,
- 3) and by looking at communication strategies tested within the REFINA research program ("Research for the Reduction of Land Consumption and for Sustainable Land Management"), with is targeting new methods and concepts for advisory work and public relations both for education and training and also ideas for an exchange of know-how.

Findings show, there is a wide variety of methods and tools - starting from charretts and study trips over teaching materials for high and elementary schools to web based information tools that seem to be successful to capture attention and creates discussion between students of all ages. The authors discuss best practice found. They also point out that there is a need to incorporate evaluation of outcomes looking at communication and education methods and tools based on qualified or even quantified data. This evaluation is needed for further curriculum development, and it could show decision-making processes and the level of buy-in from stakeholders as well.

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Glass Walls: the Voyeuristic Relationship between Planning Education/ Research and Professional Practice in Local Spatial Planning.

This paper addresses the problematic nature of the relationship between planning education/research and professional practice at a city level, particularly with regard to integrating local land use planning and urban design with regional spatial strategies. It is argued that this vital issue requires a close working relationship involving the detailed local knowledge and practice of those working in local and regional government and the broader and more conceptual knowledge of the academic community. At stake, it is argued, is the successful integration of cities into the restructuring of the European and global economies, and also the ability of local authorities to anticipate and deal with the social challenges associated with that process.

However, the weak nature of the links and communication between practice and academia has often lead to schematic understanding and presentation of the issues involved, the isolation of academia from policy development, inadequately prepared practitioners, formulaic physical proposals, inefficacy at both economic and social levels, and severe challenges for local governance and democracy. Academia and local government, it is argued, at best gaze at one another in voyeuristic rather than interactive terms, through an invisible glass wall.

These issues are discussed firstly at a theoretical level, in terms of the nature of the issues involved, the epistemological approaches of academic research and the practical understandings of local government. Secondly, empirical evidence of the academia-practice divide is presented, as derived from an ongoing dialogue between the Planning Officers Society (of England), the UK government Department for Communities & Local Government, and a pilot group of academic institutions. Given the so far exploratory and open-ended nature of this dialogue, the substantive issues and discursive characteristics of the dialogue will be highlighted, along with tentative proposals emerging from it.

The paper then develops a critical reflection on the growing trend of universities themselves to act as significant agents of urban development. It asks to what extent this trend contributes to or restricts the development of adequate urban and regional spatial strategies, and questions the often ambiguous relationship between university authorities, urban researchers and local government. The paper concludes with a more nuanced view of the 'glass wall' dividing academia and urban and regional spatial policy formulation, and its local determinants, and makes recommendations for greater clarity in roles and relationships and for more effective working links between academia and practice.

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Bracket A – FOUNDATIONS

4 Planning and Complexity

Track 4: Planning and Complexity

Track Co-Chairs

Gert de Roo, University of Groningen

Anssi Joutsiniemi, Tampere University of Technology

Complexity theories have been inspiring to various disciplines related to planning – social studies, economy, geography, architecture etc. – searching for emerging, open ended and evolutionary paths of development. Also within the discipline of planning the interest for complexity theories is growing. Seen from a complexity perspective, space is not the sole creation of planners. Space however is a luxury, as it is the basis upon which various interacting autonomous and induced processes, socially and physically, emerge, to which planners respond in an adaptive way. Spatial planning is dealing with non-linear, emerging processes. For example the rapid growth in scale of urban phenomena is not well manageable in terms of simple or sectoral conceptualizations. Managing these kind of phenomena asks for adaptive behaviour (adaptive planning) which can be supported by both complex thinking and complex methods. These two develop in interaction so that complex thinking conquers new areas by newly developed methods, and these methods again have their critical reflection in advanced complex thinking. In planning practice there are plenty of problems gaining from complex systems, complex modelling and other complex methods. Sustainability approaches can use complex models of local and global metabolisms. The demographic balance of areas can be expounded against flows of people and material resources. Traffic and transport can utilize models of flows and nodes, accessibility and centrality. Land use issues can be modelled as well diachronically as synchronically to see the dynamics of patterns. Land use planning can be liberated from its sectoral stagnation toward emergent impulses. This track invites papers from both theoreticians and practitioners to meet and share ideas, understandings and conceptualizations build upon complexity thinking, to enhance the planning theoretical debate and to support planning practice.

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Open Source Architecture: Johannesburg, South Africa

Especially in the context of slums, the traditional design and implementation methods are not feasible. This research question was born in reaction to work done on site with the existing local community contacts in the townships and slums of Johannesburg, South Africa.

Firstly, there is not yet reliable information of the situation to base a plan on. The grass-root knowledge and the formal information are controversial. Secondly, no conventional plan would be realisable, as the operators are dispersed and polyphone. The execution possibilities are scattered to small units. This makes big scale investments difficult. Simultaneously, the small-scale actors do not usually hold resources to put up any projects.

With open source I refer to the organization model of innovation, operation and implementation that was first practiced by software developers as Linus Torvalds. The organization functions by our need to individualized self-actualization in differentiated peer societies. Model collects the input of individual agents to emergent behaviour and to collective intelligence. At the same it requires someone to enable the organization, curate and inspire it. The model is evolutionary and development happens in cycles as generations. This mode of action has been recently accelerated by the creative use of social media through internet.

In this context, the notion of architecture does not primarily demonstrate the actualized physic buildings but is seen more as a complex system that puts the stress on the action of production of space. Open source architecture is thus becoming visible in new tools, practices, concepts and implementations to our built environment.

The core idea of open source organization is in its functionality. Open source can be misinterpreted if we oversimplify it to its idealistic aspects. It does not refer to practices free of charge but to new models of income. The model functions by building on and by the existing models, not by revolution. It is able to operate in the part of the development process when the move from informal to formal activities is happening.

In the context of development co-operation, open source architecture becomes enchanting, especially, because of its potential as a catalyst for three themes: information, practices and income. To gain development, there is the need for information on the actual reality. This data has to be first collected, processed and then shared. We are also looking for new, more functional and inclusive practices for the production of cities. In addition, we need new models for generating income.

New methods and increasing capacity of organization have traditionally led to systemic changes and turns in development in our society. Social media is a new method of organization and it provides for a capacity of organization not seen before. One of the primary arguments of my research is that the location aware social media, in which in particular the open source organization model, will be in the core of the next development turn. This change in our information society is spatial, which brings the phenomenon to the centre of the profession of the architects.

In my research I refer to how the case study of Johannesburg generated the research question. The relevant theoretical discussions are interpreted through and applied to

the case study. I use image collages that do not present accurate plans but visions, demonstrating both the general theme of open source architecture and the possible responses to the situation of my case study in the summer 2007. I am also introducing the emerging digital tools that facilitate the open source architecture.

In next phase I will focus on analysing the different scales and combinations of this organizational model from the points of views of different urban actors. I will also concentrate more on practical applications and real-life examples. I am to take a more critical view on the concept. I will continue the study in the context of Finnish prefabricated concrete housing areas from the 1970's, their transformation and the questions of sustainable society.

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Predicting the Growth of NORCs and Their Needs Within San Diego County, California

Urban neighborhoods in America are graying and not only in inner urban areas. Today's sprawling developments, which emerged after World War II, are characterized by pods of houses nestled away from shops, employment, and services. Most of these clusters contain the greatest percentage of residents who start considering retirement as the next natural cycle in life. They belong to the so-called Baby Boomer Generation, which refers to those born between 1946 and 1964. Indeed, neighborhood design and provisions could become determinant in the everyday wellbeing of elderly Boomers in two ways. First, they could support positive attitudes by stimulating healthy activities by increasing social togetherness and opportunities for physical activities. Second, contextual qualities of neighborhoods unexpectedly transform senior residents into potential prisoners of space, when large percentages of the population become frail and dependent at the same time. This is possibly the case of many naturally occurring retirement communities – also known as Naturally Occurring Retirement Communities (NORCs) – where, by choice or necessity, residents age in environments lacking basic amenities and services close at hand.

By focusing on San Diego County, California, the research addresses the importance of assessing the socio-physical characteristics of residential neighborhoods with a high incidence of older residents. Answering this call contributes to the ongoing debate about the quality of life of aging residents in general, which is often impacted by neighborhood characteristics too often determined by economic, technological or aesthetic concerns alone and not always related to the full range of human experience, particularly a sense of place and dwelling”.

In summary, the research tries to find answers to the following questions:

- Is there any identifiable spatial pattern of NORCs locations within San Diego County?



- Are the identified NORCs equally served by services and amenities useful to a successful aging in place? If not, what areas are doing better and worst? Is there evidence of social and/or spatial patterns?
- What are the socio-political implications of knowing locations and characteristics of NORCs in San Diego County? How could this help the decision-making process and resource allocations of local administrations?

This project is the second installment of an ongoing investigation tying together needs and desires of aging populations and the actual socio-physical characteristics of the neighborhoods they reside in. The first part of the research has produced a detailed analysis of emerging and innovative initiatives of self-help at the neighborhood level where members pay fees to access an array of services, such as weekly trips to supermarkets, group exercise classes, and referrals for home repairs and home health aides.

The new project continues to build upon this framework. Within San Diego County, it addresses where NORCs are emerging and the needs that each of these communities are likely to face. At the moment there is no evidence that such data has ever been produced, either locally or elsewhere. The new information can be considered invaluable to policy makers and it is expected to generate great interest within the local communities and the media.

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What Can Spatial Planning Learn from Ecologic Management? Exploring Potentials of Panarchy for Spatial Management.

Social-spatial phenomena, such as cities, show similarities with complex systems in their behaviour, e.g. evolution, nonlinearity, self-organisation, and emergence. A crucial aspect of these nonlinear characteristics is the discontinuous evolvement of such a system; periods of relative stability and chaos interchange (Portugali, 2000). Moreover, it is exactly this evolvement of the system, which is the result of disequilibria rather than equilibria, enabling higher levels of complexity to come into existence. Therefore, an explicit inclusion of time is a crucial factor to improve our understanding of the behaviour of such systems (de Roo, forthcoming 2010). Planning in such systems is difficult as cause and effect of planning issues and interventions are hard, or even impossible, to determine and predict (Portugali, 2000; de Roo, forthcoming, 2010). Generally, this leads to correct, but unsatisfactory, recommendations such as 'dealing with uncertainties'.

As in planning, in ecosystem management literature a complex systems perspective can be found. Both disciplines acknowledge that the behaviour of the system under study is dependent on the complex relationships of a system with its context and between subsystems within the system itself. In both socio-spatial and ecosystems, structural uncertainty is limiting the predictability of future states of the system. However, according to Gunderson & Holling (2002) generalisations in ecosystem behaviour can be made, illustrated with the panarchy cycle. Ecosystems face, according to the panarchy metaphor, short and intense periods of destruction and reorganisation after generally longer and slower periods of 'normal' growth. Instead of regarding such destructive



periods as exceptions, they rather see it as inevitable. The panarchy metaphor indicates four subsequent stages of system behaviour, which in turn suggests various management strategies for the four stages (Gunderson & Holling, 2002). Therefore, timing of management actions is relevant, according the authors of this model.

This paper focuses on ways to enhance the management of socio-spatial systems from a complexity perspective, learning from ecosystem management. However, there are fundamental distinctions between socio-spatial systems and ecosystems, relevant for the suitability of several management approaches. Based on a literature review, similarities and differences between complex socio-spatial and ecosystems are discussed. Subsequently, the relevance of the panarchy metaphor is analysed.

This analysis shows that the panarchy cycle cannot be applied literally; it can be used as a metaphor, not as a predictor of change. Nevertheless, several points of particular interest for spatial management are distinguished. First, striving for pluripotential socio-spatial systems could enhance the system's ability to deal with unforeseen change, see also the role of biodiversity in ecosystems. The argument is that after a period of reorganisation other, unforeseen elements of the system can be key to the system's functioning. Second, enhancing the learning capacity of socio-spatial systems by increasing the flexibility of the institutional and organisational dimensions, in order to maintain adaptive capacity, seems advisable. More generally, the balance of the robust and flexible elements of the system is a point of attention during all phases of development. However, as the system's balance shifts mainly autonomous, the planner's role is relatively small and varies during different stages of development.

Although there are indications that planning could benefit from including ecosystem management knowledge, the panarchy cycle in particular, further empirical research is needed to analyse these advantages in more detail. Furthermore, the above-mentioned points of particular interest could be examined on different scale levels, e.g. the neighbourhood, region and even supra-regional level. The central question of following research would be whether and how these rather abstract recommendations can be of assistance in generating planning strategies on different scale levels.

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Discussing the Details, about the Development of Trust in Relation to Long Term Contracts

With the introduction of the Investment Fund for Rural Areas (ILG) the Dutch national government delegated the implementation of national rural spatial policies to the twelve provinces. The basis of the ILG are administrative agreements between the provinces and the ministry of Agriculture in which they agree on development objectives to be reached within seven years. The agreement specifies end results; the provinces are free to decide how to realize them. Involvement of the national government is limited to a yearly round



of talks on the progress and a more extensive Mid Term Review (MTR). The relationship between the provinces and the ministry has formally changed from rather hierarchical towards a more horizontal relationship. In initial research, respondents indicated that mutual trust is essential in this relationship. This is underlined by literature stating that especially in long term agreements trust as expectations towards the future, and a way of dealing with uncertainties and risks is a vital basis of agreements.

To gain insight in the complex concept of trust, this paper will answer the question: How did trust develop over time between the provinces and the ministry and how did this influence the working of the ILG? There are three moments in which the vital role of trust between provinces and ministry is visible: the negotiations on the initial agreements, the MTR and the final evaluation. This paper will first focus on how trust influenced the process of developing the agreements. Secondly, the paper will tackle the question on how these agreements influenced further cooperation within the ILG, focusing on the now ongoing MTR.

This study is conducted through literature studies of both scientific sources as well as policy documents. Furthermore, information is obtained from open and semi-structured interviews in order to gain insight in the relevant processes, viewpoints of different parties involved and trust. In order to conceptualize 'trust' the respondents' view points will be contrasted with the ones employed in literature.

The ILG ideology is strongly based on the belief that provinces can organize spatial development in rural areas more efficiently as they are closer to the areas and their stakeholders and have a better insight into the local needs and possibilities. The idea was to give the provinces sufficient room to maneuver to fulfill this role. Therefore, one would expect the agreements to be relatively open. However, the administrative agreements became closed and detailed. This contradiction seems to be mainly caused by both parties trying to assure that the other could not recall its promises, revealing a lack of mutual trust.

The focus on details and numbers as a result of a lack of trust continues in the later process.

The discussions in the first years of the ILG and on the MTR remained focused on formats, on how to get reliable and comparable information from the provinces, not on the qualitative goals itself. In these discussions it seems that the ministry doubts that the provinces will supply the right numbers, and the provinces worry that the ministry interprets the numbers wrong. This on the one hand can deepen the sense of mistrust and on the other might hamper a fruitful discussion between the provinces and the ministry on what the ILG intentionally was about, namely rural development and a new steering philosophy.

Further research

The insights of this study might be broadened by repeating this study in 2014, when the final evaluation of the ILG will take place. Furthermore, respondents indicated that the Parliament plays a vital role in the discussion about the ILG; researching the political dimension of the ILG is expected to enrich the results of this study.

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'Spatial Strategy' or How to Unlock the Fix Spatial Planning Is in

Spatial development seems to happen with or without spatial planning. When analysing current strategy-oriented planning approaches like regional planning, guidelines, infrastructure plans, and urban development plans we find a certain number of shortcomings. Frequently the planning documents lack a substantiated analysis of dominant spatial driving forces, a coherent spatial vision, an orientation towards intended impact, the communication thereof to key decision makers and ultimately planning interventions are less effective than envisaged. This regularly results in the costly duplication of efforts and only rarely sets free potential synergies.

Supporting arguments come among others from two recent sources. (1) "The growing complexity, an increasing concern about rapid and apparently random development, the problem of spatial fragmentation, the problem of increasing socio-economic polarization, the growing interest in environmental issues, a reemphasis on the need for long-term thinking and the sublime aim to develop a more effective planning approach all served to expand the spatial planning agenda" (Albrechts 2004: 743). (2) "Spatial strategies get to 'work' by providing an orientation, or reference frame, which gets shared by many stakeholders in urban development processes. This orientation may be expressed in general principles or in spatial images such as maps and diagrams" (Healey 2009: 441).

The paper develops its hypothesis by using results from (1) an international workshop on spatial strategies in February 2010 hosted by the chair of spatial and territorial development, Munich University of Technology; (2) findings from impact evaluations of the urban development strategies of the Cities of Munich and Vienna; (3) a case study of the Airport Region of Munich. A part of the workshop (1) is the discussion of projects in different European countries. They deal with strategies for metropolitan regions and strategic urban design. The impact evaluations of the urban development strategies (2) ask about the impact of the guiding principles and their connection to the concrete zoning plans of the cities. Prominent topics of the Airport Region case study (3) are settlement development, traffic system and the potentials for the development of the municipalities.

Looking at outcomes of current spatial planning instruments, we feel a need to propose a complementary approach that goes beyond the existing tool box in Germany. 'Spatial strategy' use a visionary perspective that is (1) more selective than comprehensive, (2) acknowledging dominant driving forces that shape places, (3) focuses on specific areas, priority issues or challenges (select and simplify), (4) requires thinking creatively about possible futures and how to get there (process orientation), (5) visualizes what a place could be or should be in the future, (6) assesses the impacts on the region, its stakeholders and timeline and (7) aims to motivate the involved stakeholders (frame and focus).

Main questions that remain open so far focus first on the minimum conditions for a spatial strategy to become a more generic and generally applicable planning approach. Second one has to ask how is the idea of spatial strategy related to established planning approaches and how would it fit into existing planning procedures?

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Measuring the Spatial Complexity of Urban Sprawl Using Different Methodologies – Implications for the State of the Art

Land-use planners and policy makers depend on accurate and dependable base-line estimates of the spatial extent and configuration of land uses. The accuracy of these estimates is crucial if their plans and policies are to be relevant and effective. Yet, in the field of research about urban sprawl it is apparent that choice of how urban spatial characteristics are measured has significant implications for how we quantify and ultimately define sprawl (Johnson 2001; Torrens 2008). Since sprawl is a complex phenomenon (Frenkel and Ashkenazi 2008), the way we choose to measure it affects results and implications for growth management policies that are developed to direct urban spatial development in a sustainable fashion. We therefore ask the question, "How do methodological choices affect outcomes when estimating the amount and configuration of built space over time?"

In this research, we present three GIS-based methodologies for quantify amount and configuration of built space. Although each is a relatively simple methodology, our preliminary investigations yielded different results for each methodology regarding the amount of built space and its spatial configuration (e.g. patchiness and spatial connectivity between built "patches"). The differences may be significant enough that the end-user of such data would reach different conclusions regarding past trends and future planning and policy needs. This emphasizes the importance of a comprehensive comparison of methodologies.

Our case study for empirically testing the methodologies was a 350 km² region in central Israel that includes both urban and rural communities, as well as agricultural land and other open spaces. The first methodology uses high resolution ortho-photos for digitizing polygons on user-defined cluster of built space. The second methodology uses 1:50,000 survey maps (which are created using aerial photos) to delineate each individual building with a single data point. The data points are then used to create a structure density raster grid using a pre-determined search radius. A minimum density is used as a cutoff to divide between open and built space. The third methodology relies on the same data-point file for structures as the second methodology, but an algorithm is employed to automatically assign structures to a given patch of built space (Density-



based spatial clustering of applications with noise – DBSCAN). We chose two time periods to employ the methodologies in order to quantify changes of built space over time. Our preliminary results showed large differences in estimates provided by each of the three methods. For example, estimates of total built space varied by up to 20 % between methodologies, and the widely used ‘sprawl index’ differed by a factor of two between the methods. When used over two time periods, the differences were further magnified. Through quantitative accuracy assessments and qualitative observations, we assess the strengths and weaknesses of each methodology. One of the most significant implications of our preliminary results is recognition of the need to unify methodologies for measuring sprawl in diverse research and between study sites. Such unification will contribute to resolving scholarly and practical debate about sprawl and the success of policies implemented to address it.

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Rethinking Urban Sprawl: an Unsustainable Urban Pattern or Just New Forms of Metropolisation?

There is a substantial and growing concern about urban sprawl from politicians to academics. Urban sprawl is commonly used to describe physically expanding urban areas, implying little planning control, low density urban development as well as population and employment deconcentration from the central part of cities. Even though European cities have traditionally been much more compact compared to most American cities, sprawl consists in a common challenge throughout Europe to be faced, mostly because of its environmental, social and economic impacts. However, we should look at sprawl as not a static unsustainable urban form but as an ongoing dynamic process of urban growth evolving metropolitan structure (Bogart 2006).

The paper explores the relationship between the concept of urban sprawl, scale and metropolitan form. As city footprint expands, urban growth patterns are undergoing qualitative changes. New (sub)centres may emerge at nodes of transport networks often far from urban core (“edge cities”) and others -usually older towns- may gradually become incorporated into an expanded, yet coherent urban area leading to more complex, multi-nodal urban forms (Anas et al. 1998).

The paper begins with a review of approaches defining and measuring urban sprawl. The concept of sprawl is shown to be difficult to pin down. Different observers have defined it by a combination of its causes, characteristics and effects whereas, the most crucial parameter to measure it, is time and space scales. Taking into account its multiple interpretations, the paper supports that sprawl is not an urban form, but a process of decentralization from central cities to smaller ones. In this context, the paper highlights



the identification of sprawl in a variety of scales, from intra-urban to inter-urban scale at “macro” and, even, “mega” level, originally been identified in Gottmann’s Megalopolis. The paper underlies that sprawl affects urban structure in a double way. Deconcentration processes contribute to the emergence of polycentric urban region through centrifugal, incorporation or fusion modes (Champion 2001). At the same time, deconcentration processes happen in a successive and complementary way shaping new functional urban areas (“city-regions”), that are spatially heterogeneous and fragmented but polarized around major core. As long as distances of deconcentration increase, city-regions are growing in size and diminishing in number. It is concluded that urban sprawl reflects the phenomenon of “new metropolisation”, whose key elements are the vast scale and the complexity of new forms of urbanisation characterized both by general dispersion and reconcentration trends. A number of questions is arising regarding the distinction between urban sprawl and polycentric urban patterns and spatial planning in new extended city-regions.

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The Challenge of Complexity – Mental Models and Cognitive Competences in Planning

Facing complexity and planning for an inherently unpredictable future, planners become increasingly aware of their bounded ability to control and steer complex socio-spatial systems. But we still work out plans – not intending to determine but yet to influence socio-spatial systems and to remain attentive to future occurrences. But how can we create substantive knowledge about the planning situation at hand?

In order to comprehend a situation and to come up with proposals for how to act, planners use so-called “mental models”. As mental representations of our environment they consist of concepts (or terms, e.g. “city” or “traffic”) that can be tied to propositions by way of relations. These propositions, respectively mental models, depict our understanding of a system’s causal connections that determine a planning situation. If a system is to be modified by the intervention of planners, then mental models are used to predict the behaviour of the system and to suggest possible procedures.

The more well-founded our mental models (that is to say our concepts and propositions) are, the more well-founded the knowledge that underlies our plan will be. This paper outlines “key competences” (cognitive skills) planners need to generate substantive and coherent knowledge (mental models) that helps to form plans and strategic recommendations when dealing with complexity. To explore key competences, we examine the debate and current state of research in planning theory and practice, cognitive psychology and the interdisciplinary field of complexity theory.

In the following, some examples for key competences are stated:



§ Because our mental models always underlie some cognitive viewpoints, planners need to reflect and scrutinize their own propositions and assumptions as well as the paradigmatic approaches (points of view) that are inherent in mental models.

§ To shape mental models with regard to the planning situation, planners need cognitive flexibility that is to say to regulate and change levels of abstraction or to explore chains of causation or spatio-temporal relations, etc.

- Planners need “systemic thinking” that is to identify and integrate relevant variables of the given complex situation into their mental models and to choose courses of actions that consider the system’s context, e.g. by minding long range effects, etc.
- Moreover, planners need to question the methods and procedures they consider to be appropriate due to their mental models, because each and every method has a more or less circumscribed domain of application and is not well suited for every situation and task; furthermore, novel complex problems often require procedures that go beyond routines and “conventional” methods.
- Planners need the ability to build up mental models (and corresponding plans) that take into account uncertainty and unexpected future occurrences, for example by contingency plans, stepwise or adaptive planning, etc.

In our paper we outline and define our key competences in detail. In this context we will also discuss how these competences help to avoid some typical cognitive traps when planning: Because mental models are influenced by our perceptions, experiences and subjective viewpoints, they are vulnerable to unconscious and innate cognitive tendencies that underlie planning (for example, we often claim just one cause for the multiplicity of effects or assume that trends will continue in a more or less linear fashion, etc.). We also give a brief outlook on some further questions and research referring to how one might evaluate, improve and train/activate these competences and which tools and methods might be adequate to support competent acting in complex planning situations.

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Social Justice and Urban Sprawl

– Toward an Empirical Measurement of Socio-Spatial Complexity

Justice and injustice have always fed fundamental societal deliberation. Although the meaning of justice has been vigorously deliberated over history, the question of how to translate it into measurable indices that reflect the complexity of the social space still remains unresolved. In the spatial sciences, the discourse with regard to justice appeared in order to understand, measure, and cope with the social consequences of urban sprawl (Williamson, 2010). In spite of the developing discourse, research in this field is somewhat lacking. Much of the urban sprawl literature focused on methodological and conceptual problems, and many attempts were designed to define and quantify the phenomenon.



Moreover, the literature focused on economic and environmental costs, but neglected social aspects that followed unrestricted suburbanization. Therefore, aspects of life chances, equal opportunities, and social reproduction have been ignored in most of this body of literature. One possible explanation for this unsatisfactory situation might be the elusiveness of the very concept and meaning of justice.

Thus, it seems that new empirical tools are required in order to translate justice into measurable values. Accordingly, the purpose of this paper is to suggest a conceptual model that could generate empirically tested hypotheses. The proposed model is based on a human resources sketch that is consistent with the theoretical conceptualization offered by the French sociologist Pierre Bourdieu. The present work used the class structure of modern capitalist societies, based, among others concepts, on the production, accumulation, and transmission of Bourdieu's (2001) three forms of capital: Economic, Cultural, and Social. These three forms of capital enable individuals and social groups to achieve social goods in a variety of fields of life that later translate into capabilities (or opportunities and chances) enjoyed by the social subject. Although Bourdieu was not directly referring to spatial assessment, the social stratification analysis he proposed defined some distributional patterns that might erode spatial justice. It is believed that social processes within built environments influence the patterns in which social goods are distributed (Hillier, 2008). Concomitantly, formation of the Bourdieuvian types of capital is dependent on high-standard amenities and creative social environments, which can generate high-quality interactions. The ability to achieve social goods is enhanced by generating such interactions. Therefore, impairing the capability to produce and accumulate these forms of capital, as it is suspected that the phenomenon of sprawl does to many urban inhabitants, might be an explicit sign of social injustice in space.

In order for this model to be useful, it must be empirically testable. Initial tests drawn from the Tel-Aviv metropolitan region attempted to validate the model. Supported by the theoretical typology suggested in the literature and using institutional databases, local capital profiles were constructed on the municipal level. Through factor analysis, these sets of profiles were reduced to weighted local super-indices that reflected local capital "identities". The analysis reveals that fundamental spatial gaps exist in the way Bourdieuvian forms of capital are distributed in space. It seems that suburban inhabitants benefit from a larger accumulation of capital than do urban inhabitants. The analysis suggested brings forth a new layer of knowledge on which justice and equality can be measured and interpreted, thus providing new insights into the meaning of socio-spatial complexity. The results then can be used by policy makers to reduce social segregation, thereby constituting initial steps toward the alleviation of spatial injustice.

The analysis on the municipal level is limited in the interpretation and insights that can be drawn from it. This might raise questions about the ability to ascribe the results directly to Bourdieu's theory. Therefore, a field survey of a sample of households in the region is currently being conducted. The data collected on the individual level will enable an assessment of the accumulation of Bourdieuvean forms of capital and their impact on these residents' life chances.

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The Inclusive Reductionist or to Use Landscape Perspectives in Urban Planning

The gap between planning theory and planning practice has been discussed in planning (theory) journals, often expressed as theory ascending too far from “reality” (Allmendinger 2009). This paper takes another point of departure, arguing for not to change planning theory into either utopia construction or evaluation exercises, but to engage in the communication *between* planning theory and planning practice, understood as activities in their own right.

Landscape concepts can be used as a way to handle the complexity within urban situations; as a way to understand the interrelationships between the different aspects and issues of the same site or area. To label an area as ‘landscape’ means to alter the focus from narrow and sectorial to broad and inclusive. This inclusiveness is, though, reductive in the way that the separate features and functions are superficially mapped, in a stage of ‘setting the landscape’. This is a precondition to discover and appreciate *relationships* between e. g. traffic functions/meeting places, plantations /stormwater management etc., preceding separate aspectual and functional analyses. Metaphorically, this kind of thinking can be applied also at a theoretical level. Today, the rifts are sometimes hard to bridge between the different academic subjects connected to planning theory, such as political science, sociology, geography and architecture. A ‘landscape perspective’ could make it possible to spot relationships and foster a broader understanding of the theoretical issues (Allmendinger 2002).

The etymology of the word ‘landscape’ stems from rural situations; either it has signified a territory or a scene (Cosgrove 1990, Olwig 2002). Accordingly, ‘landscape’ is a concept not often used in urban planning, except from taking the qualities of the rural landscapes into consideration, in discussions on expanding the urban territory out into “the landscape”, in the areas surrounding the existing town.

The subject for this paper is to actualize the potential use of landscape concepts within an urban planning discourse; partly due to a changing situation for planning, with a more diffuse border between the town and the countryside, between culture and nature and between the regulated and the occasional; but also considering the need for renewed planning procedures. The infra structure, means and routines for planning practice are not considerably changed since what could be called ‘the planning peak period’ (1950-1980). Since then, the awareness of ecological as well as social aspects of spatial planning has increased, and the comprehensive analyticism (specialization and sectorialization) has been complemented with other mega trends, such as inter- and transdisciplinarity within the research connected to planning (Hillier & Healy 2008).

Landscape concepts and perspectives; earlier something exclusively studied by landscape scholars and professionals, such as geographers, ecologists or landscape



architects; have recently become popular in a broader field. 'Landscape studies' is now a subject in most schools of architecture. 'Landscape Urbanism' is a trend within urban design and planning. Following The European Landscape Convention we should reflect upon landscape, in order to "promote the protection, management and planning of European landscapes and organize European co-operation on landscape issues" (Council of Europe 2001).

'Landscape' is one of the few concepts with merely positive connotations. Even in expressions such as 'waste landscapes', 'derelict landscapes' or even 'dystopian landscapes', they have this aspect of artistic scenery that takes us away from smells, cold, hunger and privation, to a sheer visual and aesthetic level of contemplation. This "picturesque" aspect of landscapes could be used in e. g. planning dialogue situations; not to secure a certain appearance, but to question it and discuss the consequences of potential differences; in functional, ecological, economical and emotional terms.

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Structural Change and Urban Planning & Design Ideals

In the last few decades, many western cities experienced structural change with deindustrialisation and public closure as a result. To meet societal transformations of this kind a number of theories, approaches, paradigms, models and ideologies – ideals/trends – have directly or indirectly influenced the practice of urban planning & design. In practice strategies for regeneration have included place marketing and city branding efforts as well as architectural urban design schemes; all of it going hand in hand with investments in infrastructures for production, consumption and communication. The effects can be seen in the form of our built environment, and in a change in the use and understanding of the urban landscape. Identifying the specific ideals dominating today's urban planning & design discourse has been done in diverse ways using various approaches, but never in a more comprehensive and systematic way. For this reason, a certain confusion, fuzziness and misunderstandings, as well as misinterpretations have evolved in the current urban planning & design discourse. Therefore, the authors believe that a stable classification, where items have been categorized in a specific structure, with stable definitions, can enable academics and practitioners to see items in a particular context.

This article intends to discuss various ideals in the context of urban structural change, and seeks to synthesize the contemporary urban planning & design principles, and its consequences for urban heritage and the sense of place, especially in the light of new strategies of regenerating cities. The results that the paper offers and its empirical findings are based on illustrative examples from Swedish urban planning & design practice as well as formed through an explorative analysis of current discourse in the field. The bearing idea of this paper is to contribute to an "urban planning & design taxonomy", and to



provide a conceptual framework for discussion and analysis of contemporary theory and practice in the field. The resulting urban planning & design taxonomy will be a science of classification using a pre-determined system, with the resulting catalogue used to provide a solid foundation for further structured discussion, analysis, and information retrieval. The paper realises its limitations and that this is just a step forward. Further research should investigate more in depth theoretical roots, analytical tools and design practices of each respective ideal/trend of urban planning & design generated by the taxonomy and their effects on the built environment.

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Complexity Theory and Spatial Economic Development: a Comparative Study of Shopping Centers in South Florida, USA and Istanbul, Turkey

Spatially-oriented complexity theorists (Batty, Krugman) have demonstrated that simple agent-based models lead to a polycentric employment structure in metropolitan areas. A major feature of these centers is the shopping center, which concentrates the retailing function into a single place. While the development of shopping centers has a long history in the US, many European and Asian cities now use the development of shopping centers as anchors of spatial structure and/or place icons in contemporary branding and marketing campaigns.

The purpose of this paper is to demonstrate the potential usefulness of a complexity based theoretical structure – developed as an explanatory model – to study the observed and planned patterns of shopping centers in South Florida and Istanbul. We seek to incorporate recent thinking about economic cluster theory (Porter, van den Berg and others) into the basic shopping/retail decision rules and patterns developed and described long ago by Christaller, Losch, and others.

The explanatory model is built on several key attributes of complexity theory including: the notion of a retailing *system* (including attributes such as forward and backward, vertical and horizontal supply chaining); *self-organization* (the tendency to maximize economic cluster features such as feedback and non-linearity to build the functionality of these places); *emergent patterns* that are hierarchical in terms of both space (similar perhaps to a Christaller or Losch representation) and function (system of shopping centers from large to small) landscape); and, *resilience* (the ability of the retailing system to adapt to changing conditions in both production and attracting customers).

The explanatory model is used as a basis for field observation of shopping centers in both South Florida and Istanbul. We focus on larger shopping centers. The major result to date of this effort is a fuller characterization of the emergent pattern of the urban retailing function, demonstrating that shopping centers, while mostly alike on the



surface, demonstrate economic variability and functionality and are more appropriately seen as a system.

Opportunities for future research include: identifying further quantitative regularities in the emergent pattern of all retailing functions, identifying and measuring the impact of these shopping centers on other forms of retailing (how retailers shift from place to place) as well as the economic impact on traditional shopping streets and local shopping opportunities.

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Emerging Public Planning Culture in a Post-Soviet Country. A Comparative Study of Pärnu and Tartu Public Planning Disputes Via Media Reflection

The aim of this paper is to analyse changes in public planning culture in a post-socialist country. During the state socialism, there was no land ownership. Land use was the monopoly of state. However, the actual planning was carried out by also state owned enterprises and planning authorities had sometimes quite limited possibilities to guide spatial processes. There was virtually no public participation, planning was a fully technical process.

Since the mid 1990s, most Central and Eastern European Countries applied new planning legislation. Also in Estonia new planning rules were adapted from the neighbouring Nordic countries. New legislation required also public participation in all levels of planning. However, neither public nor planners and representatives of authorities were ready for that. While the socialist planning authorities forced developers to follow at least some requirements, the introduction of new liberal, collaborative planning (Healey 1997) paradigm based legislation created a chaos: multitude of norms and principles and ad hoc solutions in planning practices.

In principle, people or public bodies whose personal or public interest were violated by planning procedures or decisions made by municipal authorities can apply for planning surveillance procedure carried out by the county governor. In some cases, when particular case has wider public interest, planning debates have been discussed in the media. The last one has certainly considerable learning effect and theoretically this might have strongest impact on the planning culture.

In this paper, we intend to apply three Hofstede's (1980) dimensions of culture that have become the most widely used for explaining various effects across cultures. (a) Power distance used to be quite large with soviet nomenclature, eg. Planners. During the democratic processes of the 1990s, it was reduced to a minimum but has been hypothetically widened again. (b) Uncertainty avoidance makes organizations to choose between rules and strategies that reduce unsure futures. This explains hypothetically why both developers and planning authorities took into use "good old methods", like



respectively partial fraud and elongation. Besides, for both, active public participation might be great source of new extra uncertainties, so it has been quite common to keep public interest as small as possible. (c) Individualism and collectivism are crucial categories in post-soviet planning. After the collapse of Soviet system and its forced collectivism, people tend to overvalue individualism, which has had two problematic side effects: low participation rates in planning processes and the dominance of private interest over public interest in decision making. However, in the course of time, partly because of several hot public planning debates reflected in the media, public interest became more and more supporters.

Our methodological approach applies three types of tools. First we conduct interviews with limited number of planning experts to understand newly applied planning legislation. What was expected in the field of public participation? What policies were applied to encourage public participation? And what came out? Secondly, we document chronology and issues of planning surveillance in Pärnu and Tartu county governments. Finally, we carry out a content analyse of media about public debates in planning and try to distinguish paradigmatic shifts in the public planning culture.

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Integrating Complexity Theory into Urban Planning: Reflections from Istanbul Case

Cities are complex systems and emerge as the result of interactions among many, often conflicting actions at multi scales and urban planning as a discipline is assumed as a tool to regulate these complex interactions. Classic urban planning procedure seeks to regulate the urban structure with a top-down approach, consists of data collection, objective settings, alternative outputs, selection of the best alternative and monitoring. The essential output of this process is a proposed long-term spatial land use development plan which is often implemented to control development. There are number of objectives of land use planning such as protecting the rural land, improving the quality of the physical environment and minimize incompatible uses. However, this process has been criticized since its bottlenecks with explaining complex urban systems' interactions and planning needs.

Complexity theory with its metaphors has the ability to create a new context for urban planning practice. Since urban areas have long been recognized as displaying nonlinear, dynamic properties with respect to their growth, a crucial question can be brought to scholars attention that how complex systems theory can be integrated into urban planning practice.

This paper attempts to revise and/or modify the current planning process with complexity theory in the case of Istanbul which is the largest city of Turkey. Current planning concepts involves vertical and horizontal dimensions including scientific methods and organizational structures based on long-range planning concepts, and try to address the problems and challenges of the urban environment. However, previous master plan experiences in Istanbul showed that the basic challenges were to control the growth of the city, protecting the ecologically sensitive natural resources such as forests, water reservoirs, agricultural lands, and geologically risky areas. In conclusion,



this research paper aims to discuss how complexity theory and the related metaphors can be incorporated with urban planning practice to achieve more effective and efficient planning process in the case of Istanbul.

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The Spatial Planning of Tourism in Greece: Assessment, Prospects

The aim of this project is a presentation of the experience that characterizes the spatial planning in Greece, with emphasis on the links between the sustainable development on tourism and regional/ spatial planning.

In Greece, the tourist organisation was not an exclusive subject of spatial planning, for more than thirty years since the voting of the first law on the spatial planning. However, nowadays we are on a "historic" period where progressively the spatial policy produces planning (Special Framework of Spatial Planning and Sustainable Development of Tourism, General Framework of Spatial Planning and Sustainable Development).

The issue of tourism is selected to be approached in contrast with any other activity, for some reasons, as tourism a) is considered as one of the most important sector of the global economy, b) has a continuously increasing number of employees, c) has flexibility in its location, especially on alternative forms of tourism, and d) is an activity that covers up a big percentage of space (urban and rural) and simultaneously it causes land use problems and conflicts.

In Greece, the spatial organisation of the tourist activity suffers from the lack of planning. This contributed in the creation of some problematic situations, unable to be reversed. As known, the locations that have tourist resources of summer vacations, as coasts and the islands, prevail on the distribution of demand and supply. However, the international tendencies for individualisation of the tourist product, in combination with the increase of competition make the parallel growth of other forms of tourist activity necessary. In front of the new reality, the role of spatial planning seems to be more promising and particularly essential.

The main question is whether the new spatial planning strengthens the existing spatial structure of tourism in Greece or if it promotes a different tourist model aiming its spatial and temporal distribution (sustainable tourist model). Moreover, according to the theory that there are no areas with limited resources but regions with concealed resources, other research questions take place about possible links between planning and "new" tourist areas (especially rural areas).

The complexity characterizing the specific subject imposes a multiple approach of its confrontation. At first, the spatial distribution of tourism, in the course of the last three decades in greek area, is chosen to be presented, as well as the principal factors that configure it. The approach of the issue through the unique, until now, spatial plans of strategic character that include directions for the tourism follows. The final step is the existing drawings' evaluation according to the concrete criteria that arise from the total work. This complex method, with the secondary and primary sources of research that were selected, creates a favourable frame for the confrontation of the territorial issue.

It has to be underlined that the objective of this project is not to prove the small contribution of spatial planning in the spatial organisation of tourism but it points out its weaknesses, omissions and prospects.





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Gender Planning: New Challenges and Chances in Times of Demographic Change?

It is assumed that spatial planning intends to provide equal living conditions for all, to combat spatial and social disparities, to ensure equal access to services and labour markets and that it incorporates the public interest into the development of land by suppressing selfish actions (Fainstein 2009).

While in the nineties gender and equality issues have been on top of EU-policy agenda, nowadays, they have been replaced by policies related to „demographic change“ (DG Regio 2008, EC 2009, AER 2006). But it is obvious that both concepts are belonging together resp. that demographic change is not to be managed without gender and equality issues.

Ageing society, lack of skilled workforce, migration flows from rural to urban, multiple residences, changes in working life careers and changes in partner and family models as well as a shift in societal roles of women and men, young and old as well as the related spatial impacts are in focus of demographic change. In short: emergence of new patterns of settlement - mobility and new core - periphery definitions, new imbalances and disparities and new demands of permanent or temporary residents. Looking at demographic change dynamics and at gender issues means, recognizing a growing diversity of time space patterns, looking very closely at users' needs and integrating the „everyday“ of daily routines and the spatial requirements of the care economy like social infrastructure and services into spatial concepts and organisations. In short: a new relation between the social and the spatial conditions has to be defined. (cf. Bauhardt 2004, Burgess 2008, Greed 2007, Kail 2005, Horelli/Wallin 2009, Tummers/Wankiewicz 2009, Wotha 2000, Zibell 2006a).

As planning experts, we are interested in the interplay between gender issues and demographic change issues and what could gender aware planning contribute to tackle with the impact of demographic change at different scales of spatial planning.

In the paper we will argue that gender aware planning theory and practice, mainly the user centred planning approach, the integration of everyday life and the needs of care economy have to be in the centre of the planning design and process. Further, the paper investigates how useful could be the concept of (gender) fair shared city/region and the more recent concept of „spatial justice“, which „refers to an intentional and focused emphasis on the spatial or geographical aspects of justice and injustice. As a starting point, this involves the fair and equitable distribution in space of socially valued resources and the opportunities to use them (Soja 2009).

The first results of the alpine space project „DEMOCHANGE: adaptation strategies to spatial planning and regional development“, especially from Land Salzburg partner project shall bring evidence how these concepts can be useful for analysing changing spatial and social structures and for developing strategies and measures in a mountain region

Further practice and application of this framework is needed on following issues:

- User centred planning: Which methods/investigations exist for defining the users and their needs?

- What are the answers of the planning discipline? How can planners assure “flexibility” for changing uses?
- What does „fair share” and „spatial justice” mean - within local boundaries between women and men, young and old, residents and tourists, or on another scale: within regional or national or European boundaries?

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Managing Complexity in Sustainable Land Management Research

Searching for effective and efficient solutions for complex problems in planning and development is an ongoing activity in applied sciences and practice. Adequate research programmes and results are necessary preconditions for generating applicable tools of problem solving. Therefore currently in Germany a new research programme “Sustainable land management” starts. Unlike the common use of the term ‘sustainable land management’ in development aid programmes and projects of World Bank or UNDP, the research programme focus on challenges in Europe and especially Germany. Main problems in land management are seen in an up to now missing integrative approach, limited reflections of complexity, fragmented problem analysis, incomprehensive strategy development, and solutions focussed only on specific institutional arrangements.

Complex projects in combination with two accompanying and supportive scientific coordination projects will be financed from 2010 on for generating more appropriate solutions. One scientific coordination project, realized by the authors, will especially focus on two aspects: meta-analysis of successful tools for sustainable land management in Europe and analysis and valuation of inter- and transdisciplinary approaches. Basics are concepts from knowledge and innovation research, organisational change management, governance research and impact assessment.

The full paper and presentation will explain the methodological translation into research practice with details to core modules and processes. One main aspect is how to organise communication and networking, dialog, reflection, interaction and in consequence support for invention and innovation. Important aspects for the discussion



are how far the methodological framework reflects experiences in other contexts and countries and if inter- and transdisciplinarity in research are adequate approaches to guarantee applicable solutions for complex problems.

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Bracket B – SPACES & PLACES

5 European Territorial Cooperation and Policies

Track 5: European Territorial Cooperation and Policies

Track Co-Chairs

Andreas Faludi, Delft University of Technology

Heikki Eskelinen, University of Eastern Finland

"Space is Luxury" being the theme of the congress, this session will focus on how territorial integration and co-operation can help to turn the diversity, in a spatial or territorial sense, of Europe into an asset. The territorial dimension of European policy, and with it territorial co-operation within a system of multi-level governance, are gaining increasing attention. The inclusion of 'territorial cohesion' as an objective in the Lisbon Treaty, the 'mainstreaming' of territorial co-operation as one of the three objectives of Cohesion Policy and the growing interest in territorially focused macro-regional strategies, such as the EU Strategy for the Baltic Sea Region, are evidence for this. This strategy is not only innovative as regards the way it tackles the problems of the Baltic Sea, it also presents a novel institutional architecture that may be indicative for how territorial cohesion policy could and should be conducted in future. However, the future of territorial cohesion policy is intimately related to the future of Cohesion Policy post-2013. In this respect we can take heart from the Barca Report for future Cohesion Policy to be 'place-based'. If adopted, this would move territory and territorial cohesion to centre stage.

We thus invite contributions, also and in particular concerning the future of territorial cohesion policy in the light of these developments and we encourage papers, not only on the internal dimension of the EU but also on the external links with the southern and eastern neighbours. In addition, we hope for reflections on what 'place-based' could and should mean in the context of cohesion policy, whether it is the same as territorial cohesion, or whether there is a substantive difference.

A separate session of the track will be designated to present and discuss the Baltic Sea Region strategy.

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Territorial Knowledge Channels: Mapping Territorial Governance Arrangements in the Enlarged European Union

The proposed paper introduces a 'knowledge' perspective on an exploration of stability and change of spatial policy development in the EU, with particular regard for the recent enlargement rounds. This will involve an empirical exploration into the role of knowledge in the policy process, that is a consideration of the interplay of knowledge and policy development within the cross-scalar and multi-jurisdictional policy landscape for spatial planning in Europe. The contribution is concerned with why, how, when and to what extent 'territorial knowledge communities' engage with different 'knowledge arenas' to advance, inform or legitimize policy agendas or approaches ('policy images') through the strategic use of ideas, data and argument ('knowledge resources'). The location, origins, motivations and nature of these communities and the channels that lie at the intersection of both knowledge resources and knowledge arenas and through which ideas, data and argument are generated and mobilized will be explored. These formal/informal cross-scalar institutional arrangements of European territorial governance or *territorial knowledge channels* (Nunes *et al* 2009), such as advisory boards, professional communities and coalitions, constitute the confluence of diverse communities of actors that can press upon the stability and change in the process of policy development, as a result of having acquired the power to shape or 'frame' new 'policy images' for future policy change or safeguard existing policy approaches. Alternatively they can seek to have an influence on this policy development process as in the case of persuasive expert opinion ('epistemic communities') or external pressures from advocacy groups and professional 'communities of practice' (Adams *et al*, forthcoming).

Thus 'territorial knowledge channels' may begin to offer insights into the links between metagovernance systems and other territorial governance arrangements in the heterogeneous landscape of spatial planning in Europe. In other words, due to the complex interactions between supranational and domestic contexts, it can be argued that European spatial planning operates as a form of governance but also as a form of metagovernance as the discourse trickles down to influence domestic spatial planning debates and agendas (c.f. Haughton *et al*, forthcoming). In the light of the above discussion, the paper briefly outlines a potential framework for conceptualizing the described interplay of knowledge and policy development. Following on from a detailed exploration and discussion of relevant academic literature, three complementary elements are identified as the main strands of the proposed conceptualization and explored in the contribution: (i) the interplay and co-evolution of knowledge and policy development (ii) the use of evidence, argument and persuasion in policy development (knowledge resources) and (iii) the uncertainty, interpretation and path-dependency of existing, evolving and new institutional arrangements (knowledge arenas).

Subsequently, the paper proposes a preliminary operationalization of the proposed framework, seeking to explore the implications for 'mapping' territorial governance arrangements through a set of considerations of different knowledge arenas that have developed at the EU level in recent years in the field of spatial planning (the ESDP

process, ESPON, European Territorial Cooperation and the Territorial Agenda process). This will be followed by a more in depth exploration of the territorial dimension of the cohesion principle through an examination of the responses to the Green Paper on Territorial Cohesion. An analytical framework is established to examine the location, origins, motivations and nature of the territorial knowledge communities engaged in the process and the extent to which they overlap and interact, both with each other and with other knowledge arenas in the field. The geographical and cross-scalar distribution of these territorial knowledge communities is explored to reflect on the prospects and challenges for the effective engagement of experts from both old and new Members states within a European planning community.

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Institutions, Discourse and Practices: Towards a Multidimensional Understanding of EU Territorial Governance

European integration has implied a growing interest for the territorial dimension of community policies in last decades because, coherently with the agreed objective of "cohesion", the European Union aims "at reducing disparities between the levels of development of the various regions and the backwardness of the least favoured regions" (EU Treaty, art. 174).

So, EU territorial governance is commonly understood as the process guiding the Community's and its member states' spatial policies in a joint proactive action, although the Ministers responsible for planning in the EU countries have warned recently that "at this moment, effective and structured EU territorial governance does not exist". This is ultimately due to a lack of community competences as regards to planning systems that, everywhere in the world, allow and condition the elaboration and implementation of spatial policies. Whether and how this circumstance may or should change after formal recognition of "territorial cohesion" as a shared competence between the Union and member states – a novelty established by recent Lisbon Treaty ratification – is matter of possible discussion.

In light of this, the need of deeper understanding of EU territorial governance is also supported by the observation of recent variations in European planning systems styles, concepts, tools and institutions, overall leading to supposed convergence or even "Europeanisation". As a matter of fact, the EU integration represents a unique opportunity of innovation, contributing to stimulate growing reflections on the role of territorial policy at the supranational level and on the potential dialogue between the different spatial planning traditions existing in Europe. So, EU territorial governance is continuously re-defined in the light of a complex processes of mutual adaptation and co-



evolution that influence the Community and domestic realities, involving the emergence of a multiplicity of roles, institutional arrangements, discursive elements and practices, in addition to an indeterminate number of multilateral relations between institutional, political and operational transformations.

Against this backdrop, the proposed paper explores the possibility of representing the relevant features of EU territorial governance through a multidimensional approach. Particularly, the complex set of relations entwining the EU and the different member states in the field of territorial governance is explored through an analytical approach that takes into account and tries to merge various recent theories, such as “multi-level governance” (Hooghe & Marks, 2001), “Europeanisation” (Radaelli 2004), “discursive integration” (Böhme, 2002), “hidden innovation” by practices (Janin Rivolin & Faludi, 2005) and the institutionalisation of an European planning community (Waterhout, 2008).

The emerging framework, in which stages of policy formulation, implementation and evaluation are explored on the background of the ascending and descending phases of European integration, will lead to some final considerations about the meaning of EU territorial governance and consequent implications for spatial planning in the European context.

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Repositioning Europe's Northernmost Regions

The growing perception of the European Union as an increasingly single and integrated territory requires specific regions to position themselves and highlight their specificities vis-à-vis the European space. This is amplified by an apparent re-orientation of EU regional policy towards a more spatial approach that takes the territorial diversity existing into account. In addition, the European Commission has published a number of documents dealing with its territorial diversity and areas with specific geographic features (see, for example, CEC 2008).

The Swedish, Norwegian and Finnish northernmost regions have a long tradition in collective action within the framework of Nordic co-operation. Recently, they presented themselves as the so-called Northern Sparsely Populated Areas (NSPA) and engaged in inter-regional co-operation in order to position themselves on the “regional policy map” of Europe (see Gloersen 2009). Within this setting this paper aims to investigate how actors (regional and national level, EU) attempt to position the northernmost regions within a European territorial context and to examine how European spatial policy concepts are recognized, rejected or adapted during this process.



The northernmost region is particularly relevant for investigating the applicability and adaptive capacity of European policy concepts due to its remoteness, border location and distinctively different spatial characteristics in comparison to EU averages. In addition to the question of how the northern sparsely populated areas position themselves vis-à-vis the rest of the European Union, inter-regional connections with the large neighbour Russia are investigated. The theory is derived mainly from the European spatial planning discourse, in which a number of established mid-range theories are used and applied to theoretically frame spatial planning and development in Europe. Particularly the concept of *territorial capital* will be used to explain collaborative action for the good of the northern areas. Empirical work will include questionnaires and interviews with key decision-makers from the northern sparsely populated areas

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“Euroregional Spatial Planning” as a Possible Variant of “Regional Planning”?

The contribution, starting from the basic concepts of region (Keating, 2004) and regional planning (Hall, 2002), tries to explore the existence of a possible European variant of regional planning (ESPON, 2006) that indicatively could be named, as it is aiming at the construction of “Euroregions”, “Euroregional spatial planning”. Differently from traditional regional planning, this variant, should have the capacity to deal explicitly with the persistence of, often strong, political, administrative and cultural borders.

In all Europe there are more than 500 thousand square kilometres giving home to more than 50 million people. As these territories have hardly suffered, in the past, because of these borders, during the last decades a growing tendency to construct, in these territories, new spaces of socio-economic and cultural cooperation, have emerged. These new interregional spaces have assumed the name of Euroregions (or Euregions). So Euroregions are political, economic and strategic entities (currently more than 130) that, since the fifties, have been developed in the European context with the aim of overcoming those political and administrative borders.

In this perspective, the EC Regulation 1082/2006 on the European Grouping of Territorial Cooperation (EGTC) represents a substantial innovation in the field of interregional cooperation in Europe as it finally provides a legal basis, in the EU law and consequently in the different Member States legislation, to promote Euroregions also in the most complex trans-national contexts.

In many case, Euroregional construction must deal with a paradoxical challenge: until recent times separated, if not in direct conflict each other because of their belonging to different states and nations, these regions are seeking now to move towards more cohesive political and administrative systems (the Euroregions) but maintaining their traditional cultural identity and diversity.



The paper tries to explore the difficulties as well as the novelties that this big political and spatial challenge represents, making specific reference to the case represented by the ongoing process of construction of the Alpine-Adriatic-Danubian Euroregion that refers to an area belonging to states that, for centuries, have been staying at the intersection of three big European cultures and nations: the German (Austria), the Latin (Italy) and the Slavish (among others, Slovenia and Croatia).

Consequently the paper will deepen the following points:

- What is intended for regional planning nowadays in Europe?
- What is the process of building Euroregions?
- How regional planning could help the processes of constructing and maintaining Euroregions?

Proposed solution

With reference to the Euroregional issue in general and to the specific functions of territorial planning, the final proposal of the paper is the definition of the general profile of a possible planning methodology that, according with its particular aims, could be called “Euroregional spatial planning”.

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Key words: regional planning, Euroregions, Euroregional planning.
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Territorial Cohesion Post-2013 (to Whomsoever It May Concern)

This paper will represent the authors' unsolicited advice, based on their separate and joint assessment as an expert with direct involvement in and as a committed academic observer of territorial cohesion policy. Addressed to policy makers and taking as much as possible account of the constellation of forces in which they operate, the statement will have two parts: A 'Motion for Resolution', and an 'Explanatory Statement'.

The 'Motion for Resolution' will start with a number of considerations recounting territorial cohesion now being on the statute book as a shared competence; the Green Paper on Territorial Cohesion and the consultations on it; the Barca Report making the case for integrated, place-based strategies; the EU Strategy for the Baltic Sea Region formulated by Brussels DGs in close cooperation; the forthcoming budget negotiations for the next Financial Framework in view of which the 'renationalisation' of cohesion policy has been mooted. The Resolution will reaffirm that 'geography matters' and that hence integrated, place-based strategies are needed, making territorial cohesion into an integral part of cohesion policy, and with it of the European project. The Resolution will however distance itself from any top-down territorial cohesion policy. Indeed, it will argue that, rather than major legislative proposals for territorial cohesion policy, what is required is more – and more intensive – cooperation. The architecture of the EU Strategy for the Baltic Sea Region is a model for wherever integrated territorial strategies are needed: in other macro-regions, but for instance also in cooperation areas under INTERREG and in cross-border regions, including those straddling the external EU



border. Indeed, territorial ('place-based') strategies giving expression to the dictum that 'geography matters' must be a self-evident part of the architecture of cohesion policy, from the level of the Community (the Community Strategic Guidelines on Cohesion including a territorial strategy); to the national level (the National Strategic Reference Frameworks referring to a national territorial strategy) and the regional level (Operational Programmes being required to do the same). There is thus a need for requisite institutional provisions, beginning with an Interservice Group at the Commission responsible, amongst others, for the territorial dimension of General Impact Assessments. Where necessary, at national, regional and local level, too, the capacity for strategic territorial governance needs to be strengthened. This is a precondition of strengthening vertical coordination: national, regional and local stakeholders participating in the formulation of territorial cohesion policy. None of this requires any new competences, legislation, formal institutions – let alone institutions at the EU level – or funds. The aim is merely to improve on policy formulation and delivery through more focused attention for territory. For this the shared competence under the Lisbon Treaty and the existing institutional settings are sufficient.

Firstly, the 'Explanatory Statement' will give background information on the concept of territorial cohesion, rooting it in the development of EU cohesion policy, including the critical positions taken by some net contributors as regards its future, recounting also relevant positions taken in the consultations on the Green Paper. Secondly, the Statement will provide the theoretical background to the proposal: the concept of soft rather than hard planning for soft rather than hard spaces as evidenced by the Baltic Sea Strategy. Such soft planning is applicable wherever challenges cut across boundaries; wherever there are soft, non-institutionalised spaces demanding joint action. In providing tools for better multilevel territorial governance, soft planning can promote the coherence of the policies of whoever is responsible, this coherence being established from the bottom up, and always taking account of where policies take effect and the specific opportunities and constraints there.

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The Territorial Agenda as an Opportunity in Enlarged EU?

The concept of territorial cohesion in the Territorial Agenda of the EU has been seen as an opportunity for a new approach in European spatial development policy, despite the lack of clarity about a specific definition for the term. EU enlargement clearly increased the diversity of the EU in terms of cultures, natural eco-systems, religions, value systems and other aspects. Such diversity should be seen as a challenge for EU policy. In this context, the concept of territorial cohesion 'opens up' the EU territory and seeks to



identify and strengthen the economic development potential of all territories in order to harness their endogenous potentials and territorial capital to achieve sustainable economic growth. The endogenous development potential is made up of place specific territorial capital that can potentially offer a comparative advantage. In the same time the processes connected with the realisation of the Lisbon Strategy introduced new requirements concerning the quality and organisation of territorial structures that are to a large degree independent from a location in either Western or Eastern Europe. It concerns innovations like new space-time structures, virtual spatial structures, self-learning structures and intelligent cities and regions. However, the most important requirement concerns the optimisation of the environment for the development and dispersal of innovations across the existing administrative borders. Unfortunately spatial planning has often been unable to cope with such challenges. For example the outputs from the ESPON programme without active participation of the representatives from respective member states, often based only upon national statistical data, do not reflect the formation of such structures nor do they reflect the agglomeration effects in new cross-border regions with their valuable internal diversity.

The pragmatic nature of the priorities defined in the Territorial Agenda enhances the potential for achieving them successfully. However, the mixture of 'co-operation', 'cohesion', 'coherence' and 'co-ordination' in the quality of territorial cohesion does not create the potential for securing the desired quality as the added value of the implementation of territorial cohesion as a new objective in the policy practice. The interpretations of territorial cohesion in the Territorial Agenda do not appear to represent a new approach, not even for the 'new' EU Member States. It can be understood more as an expression of the need to follow the system linkages between different dimensions of cohesion in the territorial socio-cultural systems in the EU.

The development process of spatial planning systems and approaches in this context needs to reflect globalisation and integration with all their facets, whilst simultaneously respecting diverse planning cultures in Europe. The lack of a schematic view on territorial differentiation can lead to more flexibility and improved consideration of different spatial components in the future EU Cohesion Policy, and in so doing achieve more coherence between national policy priorities and those for transnational and interregional cooperation.

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Further research: territorial cohesion as the new spatial quality in the EU



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Theorizing External Territorial Governance: Spatial Development Co-Operation between the EU and Russia

We can now look back at more than two decades of co-operation in European spatial development policy and territorial governance. Generally, co-operation in spatial policy and the surrounding academic debate has been rather inward-looking, that is, focussing on intra-European Union co-operation rather than co-operation with neighbouring, non-EU countries; although the European Conference of Ministers responsible for Regional Planning (CEMAT), a European Council body that includes 47 European countries to some extent fulfills that role. Nevertheless, mainly through the ESDP process, which had been initiated in the early 1990s and culminated in the publication of the European Spatial Development Perspective (ESDP) in 1999, the European Union-level has become the main locus of co-operation in the spatial development policy field. This comes despite the fact that, the European Union, i.e. the European Commission, has continually failed to gain competencies in this policy field from the member states. This is not surprising, since spatial planning and territorial governance, as the name already suggests, involves the control over (the development) of a certain territory, i.e. a sphere that generally reserved to nations-states in the past. It also raises the issue of competence and explains why the process of Europeanization and transnationalization of spatial development policy has been, and still is, slow and cumbersome even in the intra-European Union context (see, for example Faludi 2009), not to mention co-operation with non-EU countries

Nevertheless, continuing rounds of enlargement, an increasing interest in the spatial impacts of EU policies and the strive to organize the European Union space into an increasingly integrated territory also raises the question of how to connect this increasingly integrated space to neighbouring territories beyond the external border of the EU. A number of initiatives and platforms of co-operation at regional, national and supranational levels been identified to serve this process (see Fritsch 2009).

By building on previous research on EU-Russian co-operation in spatial development policy (see Fritsch 2009, Fritsch forthcoming 2010), this paper aims to contribute to the widening of the focus of the academic debate on European spatial development policy by developing a theoretical frame for analyzing processes of co-operation in spatial planning and territorial development between the EU and Russia, a country that is not becoming a member of the European Union in the foreseeable future. Particular attention will be paid to the Northern European context, where significant spatial interdependencies, as well as co-operation initiatives, between the EU and Russia exist. Concepts that will be applied and refined for this purpose are (European) 'territoriality'/territorialization (see for example Bialasiewicz et al. 2005) and Europeanization (both in its external and external dimensions) (see Olsen 2002). The paper will help the author to develop the theoretical aspects for his doctoral dissertation.

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Meeting Development Challenges for the Baltic Sea Region – Contributions of Transnational Projects

The Baltic Sea Region is one of the most dynamic regions of Europe. It represents structures which allow for better combining economic development with social progress and preservation of the environment - even under conditions of a global financial and economic crisis.

Improving the environmental status of the Baltic Sea, better exploiting the potential for a knowledge society and diminishing territorial disparities are crucial strategic development challenges for the Baltic Sea Region. Those challenges are largely reflected in the Baltic Sea Strategy of the European Union, in the VASAB Long Term Perspective for Territorial Development of the Baltic Sea Region but also in the transnational cooperation programme for the Baltic Sea Region. The paper describes how far transnational projects can contribute to meeting those challenges thus, supporting the implementation of the respective strategies. Moreover the interdependencies of strategy and of transnational programme development are discussed.

Despite their comparatively low financial volume, transnational cooperation projects display large effects partly going far beyond the project duration. Although the physical effects caused by project investments are comparatively marginal, such investments are often prepared or generated. In the paper, examples prove the effects achieved by transnational projects on the economic, environmental and spatial development policy in the Baltic Sea Region.

Macroregional cooperation does neither necessarily need European funding nor does it depend on the existence of strategies. EU funded programmes however, can give impetus to cooperation and help to better coordinate and focus activities. Strategies can contribute to foster and focus macro-regional development and add political weight to the existing transnational cooperation.

It needs to be further investigated how strategies can contribute in the best way to the development of the Baltic Sea Region and how programmes and projects can be designed in order to support their implementation. Other issues to be further clarified are thematic focus of macro-regional strategies (broad or more narrow) responsibility of preparation (European Commission or Member States) involvement of neighbouring countries (EU or common strategy) as well as certain aspects of strategy implementation (relation to funding, leadership, revision, target indicators). The solutions found in the Baltic Sea Region might become beneficial for other European macro-regions as well.

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The Impact of Identity on Territorial Cohesion

The multi-national territory of the European Union might be described as a ‘melting pot’ consisting of a range of nation-states characterised by differing traditions, cultures and identities. Given this extensive and increasing diversity as well as the ongoing relevance of borders within the European Union, the concept of ‘territorial cohesion’ as a general policy objective turns out to be very difficult to realise.

It is widely acknowledged within the European Union that (territorial) borders have negative consequences for the areas directly adjoining them, but also that territorial cooperation has the potential to reduce the disadvantages experienced by both border areas and trans-border regions. In this sense the added value of ‘territorial cohesion’ becomes increasingly visible and underlines the growing interest of multi-national entities in addressing issues of peripherality in a number of Member States, and improving living conditions for the population in an enlarging EU.

Hence the emerging question in the European Union planning context is *how to overcome the ‘inside/outside’ dichotomy caused by borders, which, even if a territorial border is abolished, remains persistent – to some extent – in the mind of inhabitants*. This complex reality underlines the need to develop or rediscover forms of trust and/or social capital. Therefore the debates concerning a ‘Europe without Borders’ and the accrual of a ‘joint European structure’ maintaining a rich cultural diversity must take into consideration not only the geography or the foreign policy of the territory, but also topics like history and mental borders. Overcoming these mental borders is a long and difficult process, and effective solutions must recognise and come to terms with the ‘others’ and the other identity.

In this regard the paper builds on the hypothesis that *spatial planning and consequently the success of territorial cohesion is strongly (but often unconsciously) influenced by identities*, collective and cognitive (mental) pictures of a specific area, adapted from ‘collective memories’ of social groups like societies, which are only coherent in a relative sense. The paper emphasises the complex concept of ‘identity’ by examining the significance of personal and social identity for planning processes. It will then focus in particular on the impact of identity on territorial cohesion, introducing a future pathway for the building up of an integrated European Identity.

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Perspectives and Challenges for a Danube Macro Regional Strategy

Reacting on a request of the EU Member States the European Commission launched an innovative strategy aiming for a better coordinated transnational spatial development. A so-called “EU Macro Regional Strategy” (EUMRS) is no policy instrument or planning programme in the original sense but is defined as an action and place based strategy with a functional spatial approach. The premises of no new funding, no new legislation and no new institution set the frame for a coordinating strategy of already existing resources, instruments and networks of different legal status and of different tiers. The territorial scope is a flexible one but by definition transnational. Following the place based approach the target area can vary according to the respecting aims and actions. As a first model region the European Commission adopted an EU Macro Regional Strategy for the Baltic Sea Region – a region that can look back to decades of intensive and manifold political and economic cooperation.

This paper will provide deeper insight into processes of the establishment of a second EUMRS. After a request of EU Member States – Austria and Romania as driving forces – the European Commission decided in June 2009 to formulate a Strategy for the Danube Region. The adoption is scheduled for the first half-year 2011.

When analysing the discourse at the current stage the European Commission (DG Regio) and various public bodies and other players of the member states of the Danube Region can serve as sources. To get closer to the happenings of the process and to detect the main challenges of this project qualitative research has to be undertaken and individual players have to be approached. “There is still a lot to clarify” (Kathrin Gruber, Austrian Conference on Spatial Planning) but for sure “the whole process of Macro Regional Strategies is a highly dynamic one and probably a main issue within the future European Regional Development.” (Roland Arbter, Austrian Federal Chancellery). This research brings a multitude of smaller and bigger issues to daylight. In general, procedural aspects and content related discussions can be distinguished. Some main questions are:

- Which players take which roles within the process and within a future Danube Region Strategy?
- What will be the role of the EU Regional Policy programmes – ETC in the first instance?
- Which impacts will have a future Danube Region Strategy on existing programmes, networks and funding?
- Which thematic aspects will be highlighted as an own pillar of the strategy?

Building up comparisons to the already existing Baltic Sea Strategy can clear the view on special challenges for the Danube Region Strategy. The overall setting is quite different. There can be stated a general smaller experience for the Danube Region in terms of transnational cooperation and obviously the heterogeneity of involved regions and actors is higher. E.g. six out of the 14 participating states are no EU Members. Still, knowledge transfer – e.g. through making use of the INTERACT Programme – between those two macro regions seems to be a constructive approach.



It remains to be discussed whether...

- the Danube Region is ready for such a comprehensive strategy like the Baltic Sea. Or maybe a step by step proceeding with a focus on only one or two thematic pillars should be assessed and the door could be opened for more pillars after first feelings of success?
- the policy strategy of EU Macro Regions in its current shape is appropriate for the Danube Region. Or is there a need for a diversified strategy in terms of a stronger institutional approach and including additional funding? Or is there still potential within already existing programmes and instruments to fulfil the aims and there is no need for an extra strategy?

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Growth and Prosperity for the Non-Metropolitan Areas? Regional Development Zones in Spatial Policies and Planning in Finland

Regional development zone (RDZ) is an emerging buzzword in spatial planning and development in Finland. The vision for the national spatial structure for 2030 indicates the importance of RDZs. Many RDZs exist in the spatial strategies around Finland. Respective land-use development projects are being implemented by the private developer and consultant-driven endeavours and by the public-led initiatives. In RDZs, vigorous urban regions are to be created spreading their vitality through and between the key urban centers. RDZs, as an instrument of polycentrism intertwine socially balanced regional development, eco-efficiency and competitiveness (e.g. Meijers et al. 2007; Davoudi & Strange 2009). RDZs are seen both as new tools for the pro-growth urban policy and as a way to promote growth and prosperity even for the non-metropolitan areas in Finland.

This paper discusses RDZs in Finland. The research questions are: (1) what are regional development zones conceptually and how they differ from networks, corridors, etc.?; (2) how regional development zones are connected to broader regional policy and spatial planning development in Finland and Europe?; (3) how regional development zones are constructed materially and immaterially, evidenced by three cases from Finland: the Bothnian Arc, the Jämsä–Jyväskylä–Äänekoski Zone and the Joensuu–Kuopio Axis?

The research is conducted through content analysis of the European and the Finnish spatial policies and key regional development strategies of the case areas, and the GIS-based time series is used regarding population and employment in the case areas. The cases are diverse in their geographical context and implementation. The Bothnian Arc (700,000 people) is consisted of many localities around the Gulf of Bothnia between Finland and Sweden. It has existed in regional development strategies over a decade. In the Jämsä–Jyväskylä–Äänekoski Zone (240,000 people) three functional urban areas have been grouped and recently designed grand visions and concrete strategies for development. The Joensuu–Kuopio Axis (in total, 260,000 people) exists as an idea by



few policy makers to create a twin city or development zone in remote and peripheral Finland.

Currently, urban dimension is becoming stronger in Finland in national development strategies. Besides the metropolitan policy around the capital Helsinki, also other functional urban region focused regional development policies exist, and national policies support the networking between such urban areas. The emergence of RDZs is so far somewhat unclear regarding network policies and how centres and peripheries are linked through RDZs. RDZs have not been properly conceptualized and their connection to the European and national principles of concentration and cohesion is to be clarified. In Finland, RDZs differ from each other in strategies and practices, they are realized in many very different material settings, and some have only a weak linkage to their physical-material environment in their implementation. Better conceptual clarification of RDZs is needed at the policy level. In implementation, the material reality of each RDZs has to be taken more into account to fully exploit possibilities attached to them.

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Macro-Regions as a Concept for European Spatial Integration? – Discussing Positioning Strategies in the Baltic and Northern Sea Regions

Globalisation brings with it significant structural changes for spatial structures and strategies: Offering the most productive environment, being 'attractive' for investors, enterprises, high-skilled work forces as well as providing a high quality of life including sustainable environments have become the touchstones of economic 'success' in globalised markets. It has become obvious in these processes that the social and institutional 'support systems' of local and regional economies and societies are crucial for regions to be successful. In other terms: Regional and local governments, and other regionally-based political and economic forces, have become direct actors in transnational arenas, sometimes in association with central state institutions but now often bypassing them.

Strengthening a region's global competitiveness is not only ambitious and highly demanding in terms of compliance with the Lisbon Agenda; it also requires stronger links as well as synchronised and coordinated action between neighbouring regions and countries (transnational arena) (Ásgrímsson 2008). This links 'globalisation' with the concept of 'macro-regions' which recently has been introduced by the European Commission. Although there is no standard definition for macro-regions it becomes obvious that they include territory from a number of different countries or regions associated with one or more common features or challenges (Samecki 2009). The transnational EU strategy for the Baltic Sea Region – as an European macro-region – already indicates that this strategic approach can be seen as an important way of strengthening competitiveness and accelerating economic integration in the region (CEC 2009, Ásgrímsson 2008). The macro-region serves as a strategy for establishing



closer ties between the Nordic and other Baltic Sea countries and their regions, and for creating a joint platform to enable all partners to act together in a transnational context (transnational level of governance). This approach is intended to allow both European Union and its Member States to identify common needs and to allocate available resources to strengthen economic and social development and to enable sustainable development.

As all place-based concepts, macro-regions require imagination and lateral thinking rather than particular technical planning skills. Following Williams (1996), 'spatial positioning' is one of the key concepts which has to be considered when thinking about introducing macro-regions. Spatial positioning refers, among others, to the capacity to conceptualize or think about one's location or situation within the spatial structure of Europe and the world as a whole to identify comparative advantages (Zonneveld 2005). This assumes that potential macro-regions as the North Sea Region share a geographic, historic or symbolic 'image' which is seen as a precondition for the development of 'radical and innovative solutions' (NSR 2008).

Against this background the paper discusses potentials as well as restrictions of BSR and NSR as European macro-regions. Considering this empirical evidence and introducing comparable concepts in Northern America (e.g. the Cascadia Region, USA/Canada) the paper includes a critical reflection of the conceptual framework of macro-regions.

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Sweden and the EU BSR Strategy

Even though the concept of macro-regions has been used in international relations before, and even though the collaborative work between national and regional actors in the Baltic Sea area has been quite extensive, the EU BSR Strategy brings something new and concrete on methods and actions for a sustainable territorial development.

The need for a EU strategy for the Baltic countries has largely arisen from the fact that eight of the nine Baltic countries became members of the EU with the major eastern enlargement in 2004. In practice, this strategy is a return to what once was with The Baltic Sea as an important communication channel for thousands of years and flourishing trade in the region.

It all started at the December 2007 EU summit, where the EU heads of state and government challenged the Commission to develop a strategy for the Baltic Sea Region.



On 10 June 2009, the Commission presented its proposal, together with an action plan and a timetable for the implementation of the strategy. Later on in October The European Council endorsed the Strategy during the Swedish EU Presidency. The Strategy constitutes an integrated framework to address four main aims: to make the Baltic Sea cleaner and sustainable, to make the region more dynamic and prosperous, to increase the accessibility and to improve security.

The Strategy should also serve as a pilot case and good example on how the Union addresses challenges related to a specific region, from a transnational and cross-sectoral perspective. Deeper integration and the sustainable development of the EU Baltic Sea Region, including improved infrastructure and sustainable management of its environment, will serve the region's Member States and the rest of the EU alike. It would also enhance the Union's possibilities of achieving the overall objectives of the Lisbon Agenda post 2010 and the Lisbon Treaty objectives on economic, social and territorial cohesion.

The macro-regional approach builds to a large extent on the principles of Territorial cohesion. It is *place-based* and *inclusive*. It is *multi-sectoral*, while many of the actions need coordination of sectoral policies. It is *multi-instrumental* since the wide scope of actions makes it impossible to fund them solely through one instrument and it is based on *multi-actor* collaborations between different types of actors at various governance levels to reach consensus and to fine tune the actions.

Macro-regional strategies may be seen as a tool of European integration and increased territorial cohesion. The elaboration of macro-regional strategies makes it possible to promote the territorial dimension of EU policies and cooperation. Tailor-made solutions for each macro-region are needed in order to ensure that the macro-regional approach delivers added-value and helps to release undeveloped potential within a macro-region.

So far there is no extra funding for the EU BSR Strategy, but there are a variety of EU structural funds program relevant for financing the actions. To achieve this there need to be creative implementations and improved coordination between programmes. Furthermore other resources as research and agricultural programmes could be important in that respect.

We are now in the sensitive phase of going from strategy to actions implementing the EU BSR Strategy. Different actors at different levels have to be on the same track pooling resources and aiming for common objectives. The Commission has a central role here because of the implementation of EU directives, financing from EU programmes and the many EU policies that have an effect on the region. The Commission is also a key player with regard to potential future adaptation of EU policies to different territorial circumstances.

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The Italian Perspective for Cooperative Regional Planning

This paper is concerned with cooperative governance in spatial planning processes at a regional level.



Increased decentralization throughout Europe, also occurring in territorial governance, as well as the attempts to define a common and shared vision of the European spatial development in the framework of the ESPD and the Territorial Agenda, lead to the identification of different approaches to the coexistence of collaborative governance and government processes of territorial planning. As a matter of fact, collaborative processes take their legitimacy from both institutional learning and the formulation of territorial policies and strategies, but should also have a dialogue with formal spatial planning procedures and documents.

By now, concepts like territorial cooperation and competitiveness, interaction of actors, multilevel governance, wider public involvement, and interpretative categories such as polycentrism, carried out at the European level (ESPD, Interreg, Territorial Agenda) are even entered into the rhetoric and practices of Italian regional spatial planning.

However, cooperative processes have to fit with formal spatial planning procedures, in a conformative traditional planning system, firmly anchored to administrative boundaries.

The regional planning laws approved after the constitutional reform of 2001, give proper instruments and processes in order to fill this gap, by providing bottom-up governance-oriented approaches, which refer to conferences between the main actors and self-regulating contractual approaches between territories, aimed at defining the pertinent boundaries to deal with territorial issues.

Assuming the region is the suitable level for developing a cooperative perspective in territorial spatial planning processes, the paper aims to explore the contextual issues relevant to cooperative governance attitudes.

The focus on Italian regional practices is concerned with the identifying of:

- the lessons from the experiences of cooperative making of and executing regional spatial plans, in terms of learning and capitalization;
- the future possibilities for a stronger integration between cooperative processes and formal-ordinary regional planning instruments.

In order to reach these objectives, the paper will analyse:

- the influences of EU programs and networks and their learning, transfer and capitalisation in Italian ordinary regional spatial planning laws and practices;
- the different regional laws and conditions which can provide support for governance cooperation, networking and policies in regional spatial planning;
- the inter and intra-regional differences in territorial governance practices, and the analysis of innovative arrangements at interregional level, to examine future exploitation and extension of these processes.

Recent approved regional spatial plans, in regions such as Lombardia, Emilia Romagna, Veneto, Piemonte and Toscana, have been the field for experimenting with a strategic, performance-related method for spatial planning, based on cooperative-governance approaches, even by inserting their own policies in an interregional vision (*the Padana-Alpine Macro Region*).

According to the current legal framework and to these innovative practices, in the Italian context three keywords can be used to describe a cooperative model for regional spatial planning:

- *Sharing of functions* among different institutions and actors;
- *Acknowledgment* of the interdependence of territorial levels and policies;
- *Loyalty* between institutions.

According to the authors, these are the preconditions for the possible exploitation of innovative cooperative approaches in regional planning, and the future perspectives for a stronger integration between cooperative and formal regional planning processes.

Open questions

Moreover, in the framework of territorial cooperation and learning encouraged by the EU level, innovative practices provided by the *Open method of coordination*, such as the EGTC (European Grouping for Territorial Cooperation) as a legal instrument, can play an important role in interregional cooperation, as well as in the field of territorial spatial planning, oriented toward strategic approaches. Their transposition to Italian regional planning practices has to be evaluated.

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Big Regions and Big Benefit? Observations about the Benefit of Large-Scale Cooperation for Rural Stakeholders – Results of a Comparative Study

The paper wants to explore if and how stakeholders for peripheral areas benefit from large-scale cooperation. Large-scale regions, like Oresund Region and Metropolitan Region of Hamburg, results from the trends of rescaling and regionalization of planning issues and leads in a new complexity of Governance structures. It fosters the involvement of a higher variety of partners, interests and challenges and brings new tasks (like territorial cohesion) on the agenda of regional cooperation.

The paper wants to discover, what kind of incentives and potential benefit stakeholders motivate to cooperate in these urban-rural networks, what role different actors assume and what kind of benefit for the whole region can be gained. Special regard is laid on stakeholders of rural and peripheral areas and how they position themselves within such regional cooperation. Therefore an actor's-perspective is used to figuring out what benefit of cooperation stakeholders of rural and peripheral areas identify. According to the theoretical concept of relational spaces (Läpple 1991) soft spaces could offer benefit in a physical, symbolic, normative or interactive dimension.

The question of the benefit of cooperation for rural areas stakeholders should be explored on the bases of two cases: the Metropolitan Region of Hamburg (MRH) and the Danish part of Oresund Region. Both regions represent a new generation of regional cooperation which Allmendinger, Haughton (2009) described as soft spaces with fuzzy boundaries: The regions are set up as soft spaces which means tasks, objectives and resources are not clearly defined, cooperation spaces and partner structures in project



work are tailored in variable geometry with regard to issues and spatial planners became one of the actor's in this governance (type 2) cooperation. The administrative structure of the large-scale regions is quite fragmented¹ and the organizational reforms within the regions fostered a significant rescaling of power to the municipal level.

Both regions developed in the context of a policy turn on national level from more integrative (regulatory) planning tradition to new orientation on growth, competitiveness and innovation which impacts a shift from spatial planning to development on regional level. But it seems that these large scale regions can bring regional disparities on the agenda – by include prospering and lagging regions as well as a metropolis. Thereby the question arises if such large-scale regions can be an instrument of for territorial cohesion!?

Initially the larger regions offer the periphery a say in the development going on around them, however, the fragmented and fuzzy governance structures also leaves the rural actors weak in power struggles with stronger municipalities. The paper explores how stakeholders of peripheral areas deal with these challenges and position themselves within such regional cooperation and discuss whether such larger regional cooperation also means stronger cohesion. Thereby it will contribute to the discussion about new forms of spatial planning besides strategic and regulatory planning (Wiechmann 2008, Waterhout 2009) as well as the role and perspectives of spatial planners within these multi-level governance structures. By focusing on the benefit for rural and peripheral areas and their stakeholders the potentials and weaknesses of regional cooperation for issues of territorial Cohesion will be reflected.

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¹ The MRH covers 3 “Länder”, 14 counties and around 800 municipalities, while the Danish part of Oresund is divided into 2 regions and 46 municipalities.

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No Stakeholders, No Region: Exploring Translational Stratagems in Contemporary Processes Towards Regionalization

Taking its cue from actor-network theory and the sociology of translation, the aim of this paper is to examine some contemporary planning processes with the purpose of investigating how localizations are produced and scale effects created; and also to study how social aggregates are composed and made durable. The paper also revisits the concept of collaborative planning, as defined by Patsy Healey in her seminal work on the subject, not to perform a critique of the concept, but rather to conduct an appreciative elaboration upon her ideas.

The paper contains a discussion of three major planning projects in Scandinavia and Northern Europe in the 2000s. It is argued that these planning projects all can be



analyzed as steps within wider processes towards regionalization, and that a common feature between the projects is that they all appear to have been based upon a *modus operandi* that is described as a “stratagem of translation” in the paper.

Further, based on the empirical examples, it is argued that regions and regional stakeholders are mutually constitutive entities, and that the successful establishment of a regional stakeholder community through the fostering of stakeholder subjectivities eventually will lead to the emergence of an objective region. Thus, for a regionalization process to be successful, the attachment of stakeholders to the proposal of regionalization through the establishment of a territorial, regional logic which leads to the establishment of a territorial stakeholder community becomes a central task for agents of regionalization.

The paper consists of three major sections. In the first part of the paper, theoretical concepts are introduced and elaborated upon. In the second part, three empirical cases are discussed in relation to the theoretical concepts. In the last part the processes and practices that give momentum to processes towards regionalization are sketched, building upon the theoretical discussion and the empirical presented in the preceding sections. The three main sections are followed by a concluding discussion which highlights the moral imperative that becomes attached onto agents of regionalization through the reconceptualization of collaborative planning practice that is undertaken in the paper.

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Special Session on the EU Baltic Sea Strategy – the EU BSR Strategy and the Vasab Long-Term Perspective – Challenges and Opportunities for the Cities in BSR

The Baltic Sea Region has been one of the most vibrant regions in Europe and globally when discussing environmental, social and economical development. Since the end of the Cold War the development and integration of the BSR has expanded and deepened. Much of the activity and integration has happened within and between cities and local authorities in the BSR. Besides the sustainable development and integration of the BSR internally the cities and local authorities have had a key role also in the adaptation and implementation of different EU principles and practices in the region. The new EU Strategy for the BSR and the VASAB Long-Term Perspective address number of issues, both challenges and opportunities, that cities and local authorities are facing and shall concretely work with during the next years to come.

During the last twenty years a paradigm shift has taken place in BSR as cooperation in all levels has changed from earlier bilateral cooperation to multi-level transnational



cooperation in networks, for example city or thematic networks. The networks and cooperation patterns between the local authorities are an existing and well founded resource in the BSR, but their full potential has not been utilized so far.

The mandate of local authorities is to serve the inhabitants, plan for the future and be the implementation level of a various number of laws and regulation, depending on the country. The local authority has a direct influence on the inhabitants and constitutes the closest public authority to the citizens and their everyday life. The decisions taken by the local authorities have a direct influence on the inhabitants but they influence also on the attractiveness of the whole area concerned. The overall attractiveness of a city, including the state of the environment, economic viability and political stability as well as cultural sustainability, is very important in the global competition on business opportunities, investments, establishments and skilled labor. The economic and environmental state of the city has a direct influence on the quality of life and health conditions of all the inhabitants of the city and its functional urban area.

During the last decade the sustainable development of BSR cities has become one of the success factors in the rapid development and integration of the region. However, the BSR and its urban areas will be facing several large scale challenges over the coming years. The challenges are already well-known and some first steps to conquer them have already been taken. Some of the region's main challenges are connected to global issues such as world economic and demographic situations. These are often out of bounds for local governments to change but preventive measures can and should be taken.

Many of the current challenges that are visible in the BSR can be approached also by local authorities, in cooperation with governments and EU. These challenges, addressed also by the EU Strategy for the BSR and VASAB Long-Term Perspective, include;

- the poor state of the Baltic Sea,
- inefficient energy consumption and high energy dependency,
- increasing harms and costs related to climate change,
- health and security related problems,
- aging population and migration
- attractiveness of the BSR and its urban and rural areas
- divide dimensions in BSR (east-west, south-north, urban-rural)

From cities and local authorities' point of view, the opportunities and goals for the BSR co-operation include;

- increased integrated, cross-sectoral work and stakeholder involvement in organisations of local and regional authorities,
- emphasis on analysing existing hot spots and potential risk areas in the urban areas,
- viable local economy,
- eco-efficiency and greening of municipal economic activities,
- bottom-up approach in implementation of EU BSR strategy and VASAB Long-term Perspective

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UBC Sustainability Action Programme for 2010–2015, Agenda for Sustainable Baltic Cities

VASAB Long-term Perspective for the Territorial Development of the Baltic Sea Region.

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The EU BSR Strategy and the Vasab Long-Term Perspective – Complementary or Controversial Approaches towards Territorial Cohesion?

In 2009 two strategic policy papers on the future development of the Baltic Sea Region have been adopted. The EU Baltic Sea Region Strategy, with a clear cross-sectoral approach on the one hand and the Long Term Perspective (LTP) for the Baltic Sea Region (BSR) by the VASAB inter-governmental network for spatial planning and development supported by 11 countries around the Baltic Sea.

The paper will explore the differences and similarities of the two strategies and will define some potential synergies to discuss in how far they may be complementary to each other. It is, however, obvious that the EU Strategy addresses general problems of the BSR without mentioning where they occur or where at best such actions should be tackled. The VASAB LTP instead stems from a more place-based perspective. This is supported by the background synthesis document that is attached to the LTP, which can be considered as a rather comprehensive study on territorial challenges with numerous analytical maps.

Macro-regions with a plain political connotation do not fall out of the blue sky. They are socially constructed and as such (temporary) products of intended actions by a set of stakeholders. In the world of politics they do indeed demand for organisational solutions (mode of governance) to make them relevant for policies and planning. It will be argued that the relations to other regions and scales have to be clarified, which is missing so far in both strategies. Otherwise the risk is that the hitherto established balance of power might be contested since it is feared that the new (macro-)region might consume many resources at the expenses of other fields in policies and planning.

The paper draws on text analytical and participating observation methods. The latter could have been arranged through attending numerous conferences, meetings and workshops. It will seek to identify different tensions that are linked to the further application of macro-regional strategies for the BSR. Illustrative examples are thematic tensions due to the multitudinous and often partly overlapping policy agendas and objectives of the involved stakeholders. Indeed the elaboration of macro-regional strategies needs to fit into the existing dynamics and initiatives within the macro-region as well as the EU's policy framework and further superior EU goals such as Territorial Cohesion. Other fields of tension that will be discussed are for instance of institutional, coordinative and instrumental character as already highlighted above.

The paper will finalize with the identification of a set of future challenges in view of promoting territorial cohesion in the BSR and by making some proposals for the future of EU cohesion policy for post-2013.

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Note: Submission is intended for the special session on THE EU BALTIC SEA STRATEGY within track 5.



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Spatial Rescaling: the Case of European Macro-Regional Strategies

Spatial rescaling arguably represents one of the most significant contemporary changes in planning. These rescaling processes do not simply imply changes in powers across existing layers of decision-making but also involve new scales of intervention, new actor constellations, and variable geometries of governance. A wide range of examples of spatial rescaling can be seen across Europe's continent, varying from intermunicipal through to interregional and international. The emergence of 'soft spaces' – multi-area sub-regions in which regional strategy is being made between or alongside formal institutions and processes – is one of the phenomena associated with contemporary spatial rescaling. These spaces are often overlapping and characterised by fuzzy geographical boundaries (no clear delineation). The formation of these spaces arguably represents a desire to make a break from the rigidities associated with the practices and expectations of working to existing political or administrative boundaries. It represents an emphasis on pragmatism or 'getting things done'.

This paper discusses the recent phenomena of European macro-regional strategies in the light of these spatial rescaling trends towards 'soft spaces', fuzzy boundaries and overlapping spheres of activity. European macro-regional strategies are relatively new phenomena but seem set to play a more important role in European cohesion policy in the future. The development of these macro-regional strategies forms part of a wider reflection on the future of European regional policy beyond 2013, and it is reported that discussions have already begun on the question about whether a specific EU budget line can be allocated to macro-regions in the programming period beginning in 2014. Examples of European macro-regional strategies to date include the Baltic Sea Strategy (published in the summer of 2009), the Danube Basin Strategy (under development and due to be finalised by the end of 2010 and launched in 2011 under the Hungarian Presidency of the EU), and strategies for the Mediterranean, Alpine and North Sea regions (under discussion/consideration).



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Towards the Territorial Approach in EU Cohesion Policy: Overview and Some Evidence from Greece

The importance attributed to the spatial dimensions of EU cohesion policy steadily influences its successive reforms and adaptations. At the same time, there is evidence of an evolution in the perception of the spatial dimensions of cohesion policy in the documents referring to spatial development, and above all the ESDP which addresses not only the administrative territorial units as is the case with the cohesion policy objectives, but also territorial units defined on the basis of geographical and/or functional characteristics as is the case with urban, rural, remote, mountainous and coastal areas.

Important evidence for this is the territorial dimension of the Community Strategic Guidelines for cohesion, which calls for particular attention to be paid by Member States and Regions to the specific geographical challenges and opportunities. Recently,

territorial cohesion has been included in the Lisbon Treaty as a complement to economic and social cohesion. The territorial approach is also stressed in the context of the debate on future cohesion policy, while the emphasis on the administrative units (NUTS II regions) to which cohesion policy is addressed seems to be contested. In this context, the suggested transition to a differentiated way of identifying the reference units of cohesion policy is strongly related with the territorial approach, as the discussion on place-based strategies implies.

In countries such as Greece where a low performance in spatially integrated interventions can be observed, the implementation of EU cohesion policy over the last two decades has enriched the experience of spatial development policies. A considerable number of development programs which were focused on specific territorial-administrative units has been implemented in the context of the successive Community Support Frameworks and Community Initiatives since the early 1990s. This is particularly evident concerning the Regional Operational Programs (i.e. the regional section of the CSFs) as well as the LEADER and URBAN projects. In addition, spatially integrated interventions in localities with specific territorial characteristics (urban, rural, remote, mountainous and so on) are implemented in the context of the ROPs.

This paper discusses the emergence of the territorial approach in cohesion policy, with particular emphasis in the case of Greece. The paper examines the spatial dimensions of cohesion policy in organizational and financial terms as well as the territorial approach as it emerges in the official documents. It then focuses on the fourth programming period and examines the territorial dimension as it is perceived in the National Strategic Reference Framework for Greece in relation to recent developments in cohesion policy. Questions stemming from such an approach concern the potentiality of Greek regions to substantially adapt to the new trends of cohesion policy. This approach is expected to contribute to better understanding of the debate on the future of cohesion policy, as well as consideration of the emerging opportunities and threats for Greek regions and also for regions with similar characteristics.

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Bracket B – SPACES AND PLACES

6 Global Challenges and Local Responses

Track 6: Global Challenges and Local Responses

Track Co-Chairs

Alessandro Balducci, Polytechnic of Milan

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From the 'glocal' perspective, "space is luxury" means both abject lack of space and relentless desire for more space. On the one hand there are hundreds of millions of slum dwellers with no decent space or basic services, on the other hand hundreds of millions of people are over consuming public and private space, water, energy and other natural resources.

At the same time the tension between space of flows and physical space is redesigning the meaning of places and is creating a transformative tension between global space and local places.

The questions that we would like to see addressed in this track can cover aspects of governance, sustainability and economy, wherever the local and the global become interlinked.

- How is planning challenged by phenomena which are determined at the global scale and how is planning able to strategically react to this?
- How to link local, regional, national and global governance and democracy in an age when decisions of global organizations, corporations and financing institutions have direct local implications without the local voice ever being heard at the global level?
- What are the new local responses to sustainability challenges, which by nature are global, but can only be solved at the local level? Climate change mitigation and adaptation typically mean fighting energy poverty while introducing renewable energy sources and finding means to implement more energy efficient urban solutions in buildings, infrastructure and services.
- How are transnational migrations redefining the planning agenda?
- How is planning able to manage the tension between space of flows and physical space?
- What remains to be debated and decided at the local level, if basic public services are delivered by multinational private companies (privatization of the local public sphere)?

We welcome a variety of approaches, ranging from academic papers to case studies on planning and policy practice.

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Creative, Collaborative & Innovative Approaches for Shrinking Cities: More values in collaboration than competition, Key to a More Sustainable Future

In general Shrinking Cities and small towns typically neither have the resources nor the capacity to engage in large-scale projects. But they do have unique opportunities, assets and strengths that they can leverage, especially if they engage citizens and develop grassroots efforts that involve neighboring jurisdictions. Movements, such as Creative Cities, Slow Cities, Beacon Towns, Transition Towns, etc., show us that there is much more value in collaboration than in competition.

New York City may still compete with Tokyo for corporate investment and a better spot in global city ranking, but many small towns and shrinking cities across the world have come to recognize, –often through visionaries of creative non-profit organizations, environmentalists and various grassroots movements – that such competition does not only not help them but in fact indeed hinders them from achieving a more sustainable future. More and more cities are recognizing the limitations of such approaches when it comes to solving complex, multi-dimensional public issues of our times, such as global warming, climate change, economic recessions, social inequities and in fact the recent world financial ‘meltdown’.

This paper examines some of these innovative new approaches through case studies taken by – Canada, US, Europe, Japan, and Middle-East – best practices in: creative, collaborative approaches adopted by municipalities, small towns, and declining cities that are setting precedent and a new tone in how to tackle more wisely infrastructural problems of our times with fresh, critical, creative thinking, in order to achieve not only quality of life and a more sustainable communities but also a more hopeful greener future.

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The Restructuring of Declining Suburbs in the Paris Region (Pre-Organized Session: Global Winners and Local Losers? Regeneration Strategies in Shrinking Cities)

The suburbs of large cities in industrialized countries – particularly inner-ring “first” suburbs – have changed dramatically in recent times. These territories, which developed around metropolises during their first phase of expansion outside the city limits, are now being radically restructured in connection with their specific spatial position in urban agglomerations. Declining industrial, working-class first suburbs are being transformed into prime locations for the metropolitan activities of the global city. In Paris, suburbs



developed from the late nineteenth centuries, as a consequence of rapid, massive industrialization. In response to the saturation of central spaces, industrial activities developed on the periphery, which was increasingly well serviced by rail and where land was plentiful and cheap. As factories-particularly the most polluting and land-intensive – sprang up in the suburbs, a burgeoning working-class population moved there.

The restructuring of the former industrial suburbs, which started to occur in the 60's and accelerated in the 1980s, has profoundly altered the inner-ring suburbs of Paris. The post-Fordist transformation of local production systems and urban territories has accentuated territorial imbalances and polarized regional spaces. Some poles of excellence have gained from this restructuring. These are municipalities that started competing fiercely for investment several years ago, in a pattern typical of contemporary global forms of competition. Among the inner-ring suburbs south-west of Paris, Issy-les-Moulineaux has undergone a spectacular transformation in the past 15 years: once an industrial, working-class town in decline, it has become a dynamic showcase for a local mode of development based on international investment and the promotion of advanced sectors (Fol and Sabot, 2003; Albecker, 2008). By contrast, some territories in the former red belt are destructured urban areas where the economic and social differentiation of spaces is growing more acute. Saint-Denis and the neighboring suburbs north of Paris, for example, are experiencing a much more ambivalent evolution. Investment and economic activities are booming in the best locations, with some districts even undergoing gentrification, while other territories and their inhabitants are increasingly pauperized (Bacqué and Fol, 1997). The former workers' towns of the inner ring are thus caught between two diverging trends, where the best located sites are "recycled", transforming the local economy and social composition, and the least attractive spaces are devalued, leading to the concentration and isolation of the poorest populations.

Urban policies had a key impact on the evolution of first suburbs, with the conjunction of local private and public strategies creating the conditions for the development of those spaces. This paper advances the hypothesis that the recent transformation of declining first-suburb territories, and the form that transformation takes, depend on the local context – the specific socio-spatial configuration inherited from history – and on a combination of public policies and private-sector strategies.

The paper will analyse the transformation processes at work in the suburbs surrounding Paris through the examples of two towns adjoining the city, Saint-Denis and Issy-les-Moulineaux. It will first describe the impact of the deindustrialization of the inner ring on the two municipalities and the manifestations of the ensuing decline. It will then analyze the recent recomposition of the two towns in the context of globalization and the role of the strategies implemented by local actors. It will then examine the specific place of the inner suburbs in the Paris metropolis and the specific tensions and contradictions confronting local actors in their strategies to emerge from decline. Lastly, the conclusion will allude to current debates about the governance of Paris and its inner suburbs, a topic that needs further research regarding the tensions and conflicts between actors at the national, regional and local level.

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Innovation in the Territory at the Night, Lessons from the Old Industrial Buildings New Functions

Starting from the examples of Lx Factory and Braço de Prata (Lisbon, Portugal), Factory 798 (Benjing, China), Kultur Brauerei (Berlin, Germany), RSFactory (Toronto, Canada) and Tate Modern (London, Great Britain) we try understand how global challenges can promote the developments of new economic activities. The main question is: how can some global challenges, like industrial restructuring and financial crisis, have local responses and create opportunities to develop new economic activities? At the same time how new contexts in urban planning, more oriented to the development of services, in particular, to cultural activities, can promote new opportunities to innovate on territories?

All these examples are old industrial buildings, from sectors with very strong process of restructuring (textile, military, typography, beverages...), with central localizations in metropolitan areas. In other financial context these places are very interesting to the investment of the real state sector. In other planning context these places are not change to these economic activities.

These places are very important on the development of tourism and cultural events in these cities. Particularly in a context of reduction of the resident population in the center of the city the development of these complexes creates conditions to attract people and new economic and cultural activities.

The data presented in this communication result of a case of study in a research project about the opportunities and innovation in the territory with the development of night activities. The continuous time of economy and networks provides conditions that allow society to develop more and more diverse ways of life, in terms of the use of time and space. Such transformations generate new opportunities for economic and social development, particularly due to the incorporation, in the scope of the production and consumption of a space-time – the night – which has until now been regarded as unproductive. Nevertheless, these changes supply a potential conflict as most urban spaces have almost always been conceived for a daily use. The circadian rhythm of the traditional city is in opposition with the more diverse and not quite related new rhythms of urban life; in addition, it puts the city that sleeps, works and entertains itself under pressure. Planning must reflect upon the ways to innovate the urban forms, so that territories can be lived, with quality and in a sustained way, 24 over 24 hours.

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The Domestic Intromission: Personal Environmental Responsibility and the Formation of Home-Based Subjectivities.

It is a well established precept that everyone needs to contribute to the successful management of the environment. Early environmental thought proposed this by means of radical social change, and subsequent post-Rio orthodox environmental management strategies attempted to induce changes in attitudes and behaviour through a technological rationality and the logics of the market (especially in the UK case).

This paper argues that something different is taking place in the new millennium. Recent calls for a more home-based approach (Bulkeley and Gregson, 2009) reflect a general tendency to focus environmental management strategies on the private space of the individual (Brand, 2007). This in turn suggests an important qualitative turn in urban environmental management: from a technical approach assuming rationally-calculating individuals to a more penetrative approach based on individual sensibilities and the intimacies of the home and personal life.

The paper explores this issue from both a theoretical and empirical perspective. The paper contains four main parts. Firstly, it outlines the domestic turn in urban environmental policy itself. Secondly, Foucault's notion of governmentality is employed to outline an understanding of such urban environmental management practices as 'technologies of government' and its relation to the formation of 'environmentalised' citizen subjectivities. Thirdly, from this perspective an empirical analysis is presented of individualized environmental management practices in a residential environment (related to things like water consumption, household waste, energy-saving, carbon emission reduction, and so on). Fourthly, it is argued how these are intimately related to the general process of the individualisation of contemporary societies and the politics of "small things, of minor and cramped spaces" (Osborne and Rose, 1999).

The paper concludes with some reflections on the political implications of this phenomenon in the light of two major challenges for city administrations: the collective ability to respond to climate change and the sustainable organization of residential environments.

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A Shrinking City In A Country Losing Population: Osaka In Japan

Part of the SCIRN session "Global Winners and Local Losers? Regeneration Strategies in Shrinking Cities (I) – the global dimension".

Osaka is Japan's third most populated city and its metropolitan area represents the second largest of the country. During the country's High Growth period (1960–1990),



Osaka has become a global city rivalising with Paris or London in terms of GDP. It developed a powerful service-oriented economy while maintaining its commercial and industrial basis. However, since the end of the 1980s a growing part of Osaka's manufacturing sector has undergone strong de-industrialization processes and many Osaka-born companies have moved their strategic activities to Tokyo. In 2007, Osaka had one of the highest unemployment rates among Japanese metropolises of comparable size.

Thus, Osaka appears as a "shrinking metropolis" suffering from a harder competition with Tokyo and other Japanese and North-Asian global cities. It is furthermore located in a country whose population is rapidly aging and officially in decline since 2005, so that almost every Japanese city will be exposed to depopulation trends, with numerous economic and social consequences. Whereas Japan's fast development after 1945 was associated with strong suburbanization processes, fast-built periurban areas are now coping with the adverse trends. The evolution of the Osaka metropolitan area itself reveals patterns of growth and decline that are representative of what Japanese metropolises will experience in the coming decades. In Osaka's most declining neighbourhoods, access to services and maintaining of facilities and infrastructures are now critical planning issues. How does it affect the mobility of their remaining residents ?

This paper aims at localizing urban decline within the Osaka metropolitan area through data stemming from recent population census and other sources. An analysis of the main economic and social factors behind the recent and gradual depopulation inside the Osaka metropolitan area will be presented. The main results show that urban decline is a heterogenous process, but it is stronger in Osaka's periurban areas. Depending from the political viewpoint, suburban decline represents a burden or an opportunity to promote more compact cities. Thus, our future research is trying to assess the perception of urban decline among residents (especially older households) and questions the capacity of local policies to face the combined effects of population aging and rarefied urban resources.

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Challenges and Opportunities in The Integration of the Territorial Agenda and Place-Based Development Policies in Spatial Planning Systems and Practices

The recent debate on the Territorial Agenda of the European Union and on the Green Paper on Territorial Cohesion raises pertinent issues to the design and efficiency of the spatial planning systems of many European countries.



These issues can be linked with concepts of place-based and place-shaping, applied in various reports and studies dealing with development strategies and reforms in EU policies and with changes in the role of local government and governance (see Barca, 2009; Lyons, 2007; Healey, 2009).

On the other hand, we have also been witnessing in many European countries, changes and reforms in the spatial planning system, with the objective of making the system more economically efficient, participatory and adaptable to development and land-use dynamics.

The implementation of these changes and reforms is not a straightforward process. Some of the critical issues are associated with the integration of other policy areas, the rationality involving planning decisions and the corporatism in public administration and planning departments.

The problems are particularly evident in the integration of environmental and social policies and directives in a planning process which involves decisions on land-use changes and property developments. Part of the problems derive from a lack of articulation and complementarities between land-use interests and dynamics and planning systems and practices at the different levels of the local, regional and national administration.

The article argues that this relative inefficiency is associated with the particular characteristics of the property development and land-use regulation system which have difficulties integrating and formalising participatory and collaborative processes. The efficiency and equity objectives which stakeholders, citizens and planners are aiming at, can, however, be pursued through learning from organizational structures and integrative approaches associated with place-based development strategies.

Lessons for implementing changes in the spatial planning system can also be learned from the practice of innovative social networks and European policies such as the "territorial platforms for inclusion". Examples from north and southern European countries illustrate the argument.

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Identity Politics and Culture-Led Urban Regeneration in Hualien City, Taiwan

Since the 1990s, cities in Taiwan have begun to seek urban development strategies to solve new urban problems. The strategies have produced many new urban places, including revitalization of heritage, reuse of spare space, mega urban projects. The production of these urban new places is related to political decentralization and economic transformation driven by globalization, neo-liberalism, post-Fordism, and post-industry. This research will explore urban change and the political and economic context of urban development strategies of Hualien City – a small tourist city in the east coast of Taiwan,



focusing on the period of political democratization and economic liberalization after the 1990s.

Localities have become an important arena to mitigate the impact of globalization. The economic base and spatial structure of most places have changed due to the rise of post-Fordism and deindustrialization. Global economic change also affects new discourses of urban development. Neo-liberalism changes previous urban policies that emphasize redistribution and even development to new principles of competitiveness, privatization, entrepreneurship, flexibility, and decentralization. Therefore, local governments play an increasingly important role.

The paper will explore the following issues:

1. Explore major trends of the world economy, the impacts of these trends on cities of Taiwan, the spatial relations of cities, and the ways Hualien City have responded to these changes.
2. Explore the political economic process of urban policies in Taiwan and urban development in Hualien City.
3. Examine the discourses in the production of new urban places in Hualien City, especially the arguments for and against neo-liberalism (Leitner, Peck and Sheppard, 2007).

This paper focuses on several culture-led urban regeneration projects in Hualien City to analyze Taiwanese state's project to reconstruct Taiwanese identity, enhancing democratic community, and developing cultural economy in order to deal with the new international division of labor and new international relations in the 1990s. The paper concludes that the cultural strategies have increased the participation of local communities and self-identity. Local communities gradually play a crucial role to lead their own development and increase the demand for more participation in local affairs. The active role of the community not only provides alternatives to contest neoliberal development. Their empowerment also has the potential to change local governance.

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Planning Practices in Conditions of 'Disorder'

In a globalized world, the Organized Crime economies became stronger and better able to expand their influence beyond the traditional territories such as in the Southern Italy. The phenomenon of organized crime takes different forms at the local scale and global but some effects are undeniable.

At the local level, the implications for political, economic and social institutions are significant. This is clear if we consider the literature focusing on the link between organized crime and social and economic development, and stressing the weakness of social ties as the critical factor.

These concept evokes the perverse use of relational capital and a network of relationships with local society. The effects are visible and relevant also in the situation of a '*quasi-state*' organization not dissimilar to the '*rogue states*' definition (Napoleoni 2008, Aa.Vv. 2006).

The paper is based on two Italian case-studies: Bagheria (PA) and Afragola (NA). In the case-study on the Urban-Italia Bagheria program I studied how a renewal urban



program has been implemented in a context historically occupied by the most violent forms of organized crime (De Leo 2008, 2009; Cremaschi 2007, 2008, 2009); in the case-study about the “illegal neighborhood” of Afragola I investigated a district where the organized crime ‘planned’ the housing developments.

Both of them will be present to show how:

- organized crime could be influence the implementation of urban policies;
- planning practices should contrast the effects at the territorial level.

In fact, in an increasingly complex and articulate way, criminal organizations often influence the design and implementation of public policies. This influence is far from being a marginal phenomenon at the global scale, and also causes many perverse effects on the practices of urban and territorial planning.

The case-study investigate place where the regulation system is bent to private interests; regulation and practices are geared to influence the outcome of the planning system. Criminal organizations, often in contorted but not necessarily illegal ways, bend the system to support real estate profits (Schneider 2004) for various purposes within the organizational logic (ostentation, money, logistics, etc.).

The case-study comparison show us two key issues are the relationship of ‘territorial rooting’ (Sciarrone 1998) and ‘public legitimacy’ of the power of criminal organizations. The concept of territorial rooting refers to the strong connection between criminal power and specific places and people. Public legitimacy is a kind of social rule based on ‘respect’ (Sennet 2004) rather than the formal attribute of legal decisions at the social level.

The research perspective does not appear to be sufficiently developed, since the scientific findings on description and interpretation of “wicked” urban problems (Rittel, Webber 1973), as was clearly pointed out apparently prefer to fix their attention either on dangerous places (Amendola 1997, CABE 2000, Davies 2004) or on dangerous people (Gledill 2000, Arias, Rodrigues 2006). This dichotomy favours the simplification and prevailing of repressive initiatives and police measures (Wacquant 2008a; 2008b). Instead, the case-study show us that there are places with many different problems, which produce relevant urban adaptations, from which we can recognize certain similarities and the same difficulties of intervention, posing very difficult problems to the urban policies aimed at improving the quality of city life.

Within cities and territories, this pressure and strain on the public and private environments produces stress and strong distortion of trust and social relations between citizens, institutions and physical form.

It is evident that urban planning impinges on all these problematic effects of organized crime at the different levels.

All these issues add new questions to planning theory studies as we know them (Mazza, Mandelbaum, Burchell 1996; Friedmann 2003; Balducci, Bertolini 2007; Thomas 2007) and to their paradigms (Faludi 1982; Innes 1995; Allmendinger, Tewdwr-Jones 2002). Despite this, the exploration of the contradiction between formal and social regulations is very limited, and theories showing the strain of planning systems when regulatory systems are under pressure are not particularly developed.

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Spatial Planning as Spatial Governance: the Case of the Amsterdam Region

The academic debate on planning and planning practice assume a fundamental shift in the characteristics of spatial planning. The 'old' state of affairs was characterized by regulatory planning, comprehensive planning, focused on land use, state centred and hierarchical decision-making. Gradually practice moved to types of planning that are characterized by negotiations, consensus-building, visioning, strategic planning, public-private partnerships and horizontal decision-making. This shift should not be perceived as radical or total, but rather as gradual and resulting in a mixed picture in which different styles of spatial planning exist along side. Nevertheless, the main trend has contributed to a major reorientation of planning theory. A fast part of present day policy and planning studies are actor centered. Many studies of planning are explicitly or implicitly built on theories in which the behaviour, decisions and actions of actors – single individuals or a group functioning as a corporate, collective or composite actor – form a core element of explanation. In addition planning theory took a communicative turn. This communicative turn has contributed to a better understanding of the way actors construct their interests, which should not be judged as self-evident preferences of a rational actor. It also steered the focus of research on metropolitan governance in the direction of plans as devices for framing and re-framing. By doing so, research often emphasizes the role of discourses in establishing collective action. In particular the ability to establish consensus or turn conflicts into win-win situations through communicative planning has been a focal point. This paper departs from the assumption that insights gained from communicative planning can be fruitfully supplemented with approaches of collective action in the tradition of public choice theory. The latter turns the attention to the structure of problems of collective action, the actor constellations underlying these problems and the strategies – including consensus building but not limiting it to that particular form interaction – deployed to establish collective action.

This paper explores the characteristics of housing development in the Amsterdam region as a problem of regional collective action, the key actors and their way(s) of framing the situation and the strategies deployed to establish collective action. The paper includes an analysis of how these aspects have evolved over the last two decades. In discussing the findings we will establish to what extent spatial planning has moved in the direction of spatial governance.

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Constructing Local Narratives of Sustainable Development: the Case of Bristol 'Green Capital'

The UK – in common with many European countries – has witnessed significant reform to the systems of development planning and local governance in the past decade. The 'spatial planning agenda' – characterised by a shift to strategic and collaborative forms of planning – is embodied in the Regional Spatial Strategies and Local Development Frameworks introduced by the 2004 Planning and Compulsory Purchase Act. The parallel 'local government modernisation agenda' – promoting improved public service delivery, reinvigorated local democracy and a strategic 'place shaping' role for local authorities – is embodied in the Sustainable Community Strategies (the local 'plan of plans') produced by multi-sector Local Strategic Partnerships. A core objective of these parallel agendas is the promotion of sustainable development. However, despite the obvious potential contribution of spatial planning to a modernised local governance, achieving synergy between the two projects and their respective policy communities has proved problematic.

Sustainable development is a 'fuzzy' concept. Policy guidance issued by supra-national and national government (e.g. UK 'sustainable communities') is too generic – and international normative models (e.g. 'compact city') too utopian – to provide a basis for unproblematic local implementation. We argue that narratives of sustainable development are constructed *locally*. These narratives are translated into pragmatic projects (e.g. brownfield site development, supporting local centres, integrating land use and transport planning, enhancing green space) locally. Local approaches to sustainable development are informed by national and international policy and guidance but are differentiated according to local path dependencies: economic and social circumstances (high growth / low growth, affluence / poverty), the disposition of local stakeholders (proactive, reactive, passive), etc. In contrast to the hierarchical, 'command and control' mode of government of the post war period, current narratives and projects are co-produced through the interaction of different stakeholders and strategies in a complex, networked mode of governance.

Our principal research question is to evaluate the capacity of local stakeholders to formulate context specific ideas of sustainable development – as outlined above – that provide a basis to develop synergies between the stakeholders and strategies mobilised around spatial planning and local government modernisation.

We consider these questions in the context of Bristol. We are particularly interested in the interaction between the 'Green Capital' initiative, the most prominent project developed, since 2007, by the Local Strategic Partnership and the Local Development Framework Core Strategy published in 2009. The former sets out an ambitious vision to create a 'low carbon city with a high quality of life', exploiting Bristol's assets (economic prosperity, quality of life, local concentration of environmental technology, top ranking in UK Sustainable Cities Index, European Green Capital finalist 2010). The latter is a fairly orthodox development plan that sets out proposals for priority areas, themes and development principles. We present findings from a pilot study of the city, drawing on documentary analysis plus interviews, workshops and on-line discussions with key stakeholders.

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Typology of ICT Policies and their Corresponding High-Tech Spaces: European and Asian Perspectives

Information and communication technology (ICT) is characterised as a 'general purpose technology' which could be used in most sectors of the economy and activities (Freeman, 2003). In order to harness the potential of ICT to enhance and sustain national competitiveness in the global economic network, most developed and developing countries, whether in Europe, America, Asia, or Africa, have established their own ICT policies to advance their economic performance. Since the 1970s high-tech spaces, such as technology parks, science parks, science cities and technopolis, have sprung out around the world. This global phenomenon occurs not only because ICT policy drives the development of high-tech spaces, but also the development of high tech spaces is a main tool for implementing ICT policy. However, while most studies focus on the relation between ICT policy and economic success, there has been less consideration of the relationship between ICT policies, spatial planning policy and their combined impact on the organisation of space.

ICT policy and the mechanisms used to drive it differ from country to country. For instance, the Cambridge phenomenon in England is 'a semi-spontaneous spin-off from a major research university' (Castells and Hall, 1994:85); the Hsinchu Science-based Industrial Park in Taiwan is one of the national economic construction projects in the 1970s under the jurisdiction of Taiwan's National Science Council; in the 1960s and 1970s French national government played a leading role in the genesis of technopôles in order to reshape the imbalanced regional development (Halbert, 2008); in the 1980s basing on Technopolis Law, Japanese central government launched the Technopolis program as instruments of regional development and industrial decentralisation (Castells and Hall, 1994). But it remains further exploration that how these different spatial approaches of ICT policy implementation affect the organisation of space whether at national or local level.

Therefore, this paper identifies main typologies of European and Asian ICT policies and their corresponding high-tech spaces. Official technology policy documents and literature which relate to empirical studies of industrial cluster, technology policies and high-tech spaces development in Europe and Asia will be core references. The results provide a foundation for investigating the varying processes of developing and implementing ICT policy and their corresponding spatial impacts at national and local levels.





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NPM, Local Government Reform and the Transforming Status of Architects Working in the Municipal Sector in Finland

For well over twenty years, the local governance systems in the Nordic countries have been gradually changed to meet the principles of New Public Management (NPM). This process has been described as a shift from bureaucratic to managerial governance (see e.g. Healey 2007). With the purpose of increasing efficiency and effectiveness of the local public service provision, the rationales of the market mechanism and private management have been adopted. New governance instruments have been introduced, such as outsourcing of service provision, applications of the purchaser-provider model, competitive bidding, simulated markets within the public sector, establishment of publicly owned companies, and formation of various partnerships and coalitions between the public and the private sector.

Within Nordic local governments, architects have traditionally occupied central positions in the urban planning offices. There is not much knowledge yet, however, how has the NPM transformation affected the role of the architect-planners working in the public sector.

The paper reports results from a survey conducted in Finland in October 2009 on the changes in the work of architects working in the municipal sector. This national survey indicates how thoroughly, but in very different ways, the NPM reform has affected the work organizations, division of responsibilities and power and the position of architects working in the municipal sector. The data of the semi-structured survey was analyzed by Kangasoja together with Jukka Hirvonen. Hirvonen was responsible of the statistical analysis.

The preliminary results show that NPM has received diverse local interpretations and operationalisations and that as a result the architect-planners have developed varying professional and individual responses and strategies in dealing with the transformations of the content of their work and their work organizations.

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Local Development across Formerly Hostile Borders: the Case of Eilat and Aqaba

The two towns of Eilat, Israel and Aqaba, Jordan embrace the northern tip of the Red Sea. The towns face each other from the slopes of the opposite sides and observe each other's mutual development since 1948. Prior to the peace treaty signed between Jordan and Israel in 1994, the ties between these two towns were minimal, if any. Since 1994 there is a general impression that ties between the towns are developing: bilateral

committees conduct regular meetings, cross-boundary movements of goods and people is on the rise, and plans are made for physical development of tracts of land near the border.

The objective of this study is to examine the evolution of mutual relationships between these two towns and their citizens since 1994. Evidence suggests that, despite the previous hostility and current eruptions of political tensions, interactions between both cities are developing along the lines suggested by House (1981), Martinez (1994), and others. In the models offered by these authors important role in contact development is assigned to borderlanders. Since both towns are remotely located from their national centers of decision making, the local borderlanders tend to create a microcosm within which reciprocal ties are gradually evolving.

A comparison of the actual situation to the prevailing models leads to the conclusion that interactions are still in their initial stage. This stage is characterized by reduction of hostility, increase of curiosity, and the gradual generation of mutual confidence. These features represent transformation from a formerly sealed to a partially permeable order. These developments lead to the question will these two formerly hostile towns develop in the future into the Red Sea Metropolis?

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Void Matters: Temporary Open Urban Spaces in Beirut

Public spaces have played different roles in the evolution of cities but only recently has the role of *temporary* public spaces been acknowledged. This paper examines the nature, role and social values of temporary spaces within multi-cultural contexts. Initially, temporary public spaces signalled earlier miscalculations in the planning and design of cities. Currently, they present opportunities for the resurgence of public spaces in a commodified and communication-oriented world. One illustration of this change of perspective is provided in the case of post-war Beirut with its rapidly transforming urban fabric and the impact on its public spaces. In this setting, the paper examines temporary public spaces within the frame of temporary use-rights and the space's spontaneous activities, which are potential social bonding agents.

The study is conducted through a multi-method approach using space syntax analysis, surveys and case studies, two of which are discussed in this paper. The paper tests the importance of accessibility to the location of public spaces in general and shows the significance of social entrepreneurs in identifying collective needs and searching for appropriate sites. Through the activation of vacant sites, the valuation of open urban spaces is revealed and the potential of these spaces for mitigating segregation is examined. The findings indicate that a deepened understanding of dynamic societies, the consideration of temporary use-rights and the potential for space networking constitute the process for the successful supply of temporary urban open spaces with the impact of facilitating social integration.



In the final analysis, the paper establishes socially- and culturally-specific understandings of the role and potentials of temporary open urban public spaces, and indicates future possibilities for managing urban land in transition and enhancing urban life in the era of multi-cultural contexts. Further research on accessibility and network integration in relation to public space supply and the role of temporary spaces in using and improving the urban context could follow from this research.

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Governing Local Development for an Ageing Population

Worldwide, the number and proportion of older persons is increasing – the population is ageing. Changing demands on places, from the design of housing and neighbourhoods to local service provision, are among the enormous implications of this demographic shift. How do stakeholders deal with these challenges at the local level? The paper presents experiences tackling the ageing of the population in the United Kingdom. Coastal and more rural local authorities that experience strong ageing processes, mainly due to age-selective migration, are in the focus of the research. The British government has issued strategic guidelines for local authorities to deal with this issue, but little is known yet about how actual responses look like.

The paper is based on research for a PhD focusing on the following three questions. Firstly, do strategies exist to deal with population ageing, if yes, which approaches do they follow? Secondly, who is involved in those strategies and how do institutions interact concerning this issue? Finally, how does dealing with population ageing develop over time and why does the process unfold this way? A special focus lies on the interrelations between the three aspects – strategies, stakeholders and the process dimension. The research aims at exploring local reactions to population ageing, adding to theory development by identifying recurring themes and patterns as well as deriving recommendations for actions from the analysis.

Case studies are conducted for answering the questions given above. The case study authorities are all characterized by above average proportions of older people but contrast regarding general conditions like location or administrative structure. The research design is oriented to grounded theory and aims at identifying themes and patterns in the research data by alternating between empirical work and thematic analysis. The research data is drawn from qualitative interviews with local experts and documents, mainly local strategies to deal with ageing. An analytical perspective on urban governance and collective learning approaches are the main theoretical concepts the research builds on.

As a focus of the paper, results about local ways to deal with population ageing will be presented: recurring themes and patterns identified in local strategies and governance



arrangements. Furthermore, factors enabling and hindering local efforts are elaborated; they will be used to develop recommendations for actions to optimize local processes of dealing with population ageing for other areas facing similar challenges. As an example for an enabling factor, the so-called Lifetime Homes standards, design criteria to make homes adaptable for different stages of life, can be used to illustrate how targets given by central government can enter local spatial planning and result in new housing that better suits the demands of an ageing population. Building on these insights, further research should investigate local reactions on a broader basis, for example survey-based. As an additional step, developing criteria for an evaluation of local responses to population ageing is recommended.

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Housing Renewal Strategies and Their Urban Effects in Ancient Inner City Areas of Shrinking Cities. The Case of Mulhouse, Roubaix and Saint-Etienne

Global winners and local losers? Regeneration Strategies in Shrinking Cities

The urban shrinkage can be defined as a systemic undermining of cities. This definition is based on the US literature developed about the Rust Belt. The simultaneous effects of deindustrialization and suburbanization are causing a pauperization and socio-spatial specialization of inner cities. The lack of residential attractiveness is one of the major difficulties that shrinking cities are facing. However, the urban shrinkage also devitalizes the urban space of the city: the deserted residential areas and brownfields are increasing and private accommodation is handicapped by a lack of private investment in housing upgrading. The urban quality of the city declines, which reinforces its lack of attractiveness. Unlike most French cities, the urban shrinkage and crisis in the former industrial areas also impacts the ancient inner city areas, produced by and for industry during the 19th century. Consequently, local authorities are facing atomized and deficient private market actors, which restrain public policies for housing renewal.

This paradox makes one wonder how a shrinking city might create residential attractiveness although the local authorities face a deficient private market and an extensively deteriorated urban fabric.

Mulhouse, Roubaix and Saint Etienne are emblematic cases. Roubaix and Mulhouse owed their prosperity to textile industries. Saint Etienne was one of the major industrial metropolises in France, built on the armament and steel industries. Until the 1970s, managing their growth was the major challenge for these cities. The new economic context had a crippling effect on these cities: the textile industry as well as the armament



and steel factories gradually disappeared. The cities have been depopulating between 1975 and 1999, due to deindustrialization and suburbanization. This lack of attractiveness increases the socio-spatial specialization: the whole city houses working class people, poor wage earners, immigrants and unemployed people. A large number of housing units do not comply with quality standards.

Since 2001, the three cities are implementing housing renewal strategies in their ancient inner city areas in order to restore their residential attractiveness. The main aims of these strategies are the social diversification of the ancient inner city areas and the improvement of residential quality. In the mainstream of urban renewal theory, cities are locally implementing every existing tool in urban project processes. They are involved in a national program, the Urban Renovation National Program, financed and technically supported by the Urban Renovation National Agency. However, the implementation and the project philosophy are different. Scales of intervention and political perspectives can vary, corresponding to the urban renewal theory that advocates a local model of development.

The urban, economic and social situation of the cities is statistically not better in spite of current housing renewal in ancient inner cities, as illustrated by the case of Pile area in Roubaix. The effects of these housing renewal strategies will be measured through the French urban morphology approach.

To sum up, Mulhouse, Roubaix and Saint Etienne make different uses of the national instruments of housing improvement and town-planning policies. Nevertheless, we may wonder whether these local strategies are enough to curb the urban shrinkage of these areas facing a massive concentration of social, economic and urban predicaments. Recently, the Government initiated a new program, Damaged Ancient Inner-City Renovation National Program without redefining the operational instruments. The call for urban quality and value might reach its own limits. Will there then be a shift from systematic urban renewal policies to economic development and employment policies?

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Urban Change: Can We Plan New Urban Form?

Growth and/or decline generate urban change. We consider the change as an essential feature of the city influences the city form (e.g. Mumford, Hall). We argue initially that simple up-scaling of prior city models is particularly inappropriate given effects of globalization and massive restructuring. This has a variety of labels that can confuse and mislead: 'sprawl', 'expansion', 'city region', 'metropolitan area', 'city agglomeration', 'urbanized landscape' but in fact this model leads to new form of the city.



The main issues addressed in this paper are twofold: a general questioning of whether today and tomorrow's cities are built as a comprehensive, complex structure or whether they are built as a collection of independent components; and, in either case, what are the possibilities of planning and designing new city forms. Additional question is if the place where those new structures emerged as an effect of industrial revolution is random or not (e.g. Steinhaus, Zipser) and what are – apart from social and economic – conditions of setting them up.

To address these main twin issues, we rely on a set of methods ranging from 'key features' (e.g. Lynch, George, Beajeau-Garnier and Chabot), communication theory (e.g. Eco, Guiraud, Healey, Castells, Mironowicz and Ossowicz), paradigm of spatial decisions (e.g. Zipser), and theoretical spatial models (e.g. Haggett, Hagerstand, Prosperi, Sieverts, Wilson) including diffusion of innovation model (e.g. Rogers) and intervening opportunities model (e.g. Stouffer, Schneider). Throughout, special attention is paid to defining clearly terms of reference to avoid 'emotive' characterizations of space. The results of this systematic consideration of alternative theories about the nature and structure of cities is a set of possible both spatial and project-oriented planning principles and processes, based on the assumption that today and tomorrow's cities must be organized in different ways than cities in the past.

The final section speculates about possible tools to implement these principles and processes. We will analyze what sort of tools might help with shaping new city form in terms of flows and interactions as well as physical structure. This might open future debate on appropriate tools of which allow to get 'diagnostic transparency' and create new spatial order.

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Strengthening Community Services for Recent Immigrants: Case of Calgary

This applied research looks at individual and community wellness of the immigrant population in Calgary and at how to improve social services to meet their needs. Today, one fifth of Calgary's population are immigrants and immigration is expected to increase by 45% over the next three years, placing increasing pressure on community services. Given this demographic profile, there is an increased need for improved social service planning to better meet the needs of this culturally and racially diverse group. This research identifies immigrant needs, barriers to access, and gaps in social services in Calgary; examines recent innovations in service delivery to meet these need; and involves immigrants in the formulations of recommendations on how to improve and expand access to services to meet their current needs.

This evaluation and exploratory study uses a mixed method approach employing both quantitative and qualitative analysis, including a community survey, key informant interviews with service providers and focus groups with immigrants. The research



explores immigrant needs, their use of a broad range of public and community services, including health, recreational and emergency services, and barriers encountered in using these services.

Findings indicate that issues that concern visible minority and recent immigrants in Calgary, as well as their needs and use of services, are significantly different from Canadian born and long-time immigrant population. Areas of expressed need which are not being adequately met by existing services include physical and mental health, family violence, housing, employment services and discrimination. In response, a number of agencies have recently created innovative pilot programs and community partnerships to improve their outreach within immigrant communities; however, service delivery continues to break down after clients are referred to the mainstream service providers due to a lack of cultural competency, organizational capacity, and skilled manpower to serve this segment of the population. This points to a need to go beyond superficial multicultural provisions (translation services, etc.), to a more fundamental reorganization of what and how services are delivered, in order to improve their accessibility and relevance to a large and growing sector of the population.

While some recommendations are put forward based on the feedback from immigrants and service providers, more research is needed into appropriate structures, mechanisms and best case examples to realize organizational transformations of city and public services to become truly culturally competent and inclusionary.

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Environmental Sustainability Issues under Conditions of Retrenchment: Case Studies in Europe and the USA

Pre-arranged session: Global winners and local losers? Regeneration Strategies in Shrinking Cities

Introduction

Concern with issues of global warming is ever-growing, so policies to encourage energy efficiency and promote renewable energy have received much recent attention – not least among planning professionals concerned with regeneration strategies. Shrinking cities are found in all regions of the world. This is not as we know a new phenomenon: there is however something of a new context. This paper addresses the response to this perception of environmental change, in cities and in particular shrinking cities.

By far the most important anthropogenic source of greenhouse gas emissions is from combustion of fossil fuels. Efficient utilization of these fuels is thus the first objective of programs to limit the negative effects of global warming, and the focus of international



efforts to do so. This paper presents a pair of case studies: local densification in Pittsburgh, US, and density reduction in Salford, UK.

Case studies

Pittsburgh

Pittsburgh, Pennsylvania, is typical of many cities in the US rustbelt. Typical inner city locations in Pittsburgh lost 50 % of their population between 1950 and 1980 (Dietrick and Ellis 2004). The tactical response of city planners to this situation has been typical of US “de-densification” practice. Empty houses have been purchased by municipal authorities, and demolished in order to prevent degradation of the environment and anti-social use.

Under these conditions, however, innovative schemes are being implemented to create local redensification, for example redevelopment of brownfield housing sites (Dietrick and Ellis 2004). This case study looks at the Nine Mile Run redevelopment of a former smelting plant location. This has aimed to provide not only upgrading of the immediate environment, but also improved energy efficiency in the new development. The masterplan refers to the tenets of New Urbanism in its relatively compact layout and plans connections to transit systems.

A typical new residential area offers houses built to be 30% more efficient to heat than the standard design. Additional green features are available on some homes: the importance of energy issues for a truly “green” community is clearly acknowledged.

Chimney Pot Park, Salford

The Chimney Pot Park development – only three kilometres from Manchester City Centre, but falling within the Salford local authority boundary – is an exemplar of density reduction while maintaining urban form. The area consisted of run-down terraced houses of a pattern common to Victorian/Edwardian sections of British industrial cities. .

Chimney Pot Park was scheduled for comprehensive at the beginning of this decade. In 2005, however, the decision was taken to preserve the only the front walls of the terraces, and rebuild the structures behind. The opportunity was taken to rebuild at much higher levels of energy efficiency; and the redesign also enabled the project team to reduce the number of units. The scheme provides good access to the centres of Salford and Manchester, and has contributed substantially to the wider regeneration of the area.

Discussion

Different cities will explore differing solutions to addressing environmental concerns, with reference to their own social circumstances, culture and history. However, the discussion in this paper supports a “filigree city”, in which dense urban nodes – with a few tens of thousands of inhabitants – are interspersed with green spaces.

This revalidation of the urban node to maintain and improve environmental performance will require substantial re-engineering of the building stock. This re-engineering must focus on replacing poor quality housing and workplaces with buildings that will provide a higher quality of life in the coming decades, and lower resource depletion rates.

Future questions

The success of such approaches, in terms of building low carbon places in which to live and work, is yet to be determined. Community engagement moreover is essential if the

aspirations of those who live and work in an urban area – and visitors who are attracted to its special qualities – are to be satisfied. Only then will this population stay within it, and put their effort into building it as a truly sustainable city.

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Soft Spatial Development in Cross-Border Metropolitan Areas: The Example of Basel

The paper discusses the case of Basel cross-border metropolitan area against the background of the theoretical concept of Soft Spatial Planning (Waterhout 2010). It explores consistencies as well as frictions between practice and theory.

Spatial planning resp. spatial development in (cross-border) metropolitan regions can be understood as a type of planning that is hardly grounded on formal procedures and instruments, but rather refers to informal ways of acting and to joint visioning and strategy making. Metropolitan regions, generally spoken, are oriented towards their global integration (as nodes within the global 'space of flows'), as well as their local functionality concerning economy, living, environment etc. As such they represent various 'soft spaces' and spheres with 'fuzzy boundaries' (Allmendinger/Haughton 2009). In the case of cross-border metropolitan regions, the presence of state borders represents a specific geographic configuration where the metropolitan node gets even more complicated by the borders' functions as interface and as barrier (Sohn et al. 2009, 923).

Basel metropolitan region is well integrated both functionally (encompassing peripheral centres into its cross-border socio-economic functional area) and institutionally (joint cooperation mechanisms at metropolitan level). Against this background and considering the theoretical concept of Soft Spatial Planning, the main objective of this paper is to analyse these functional and institutional structures, considering the different actors, their role, and their strategy in relation to the cross-border metropolitan region (with particular attention on the role of spatial planning). By focusing on issues as legitimacy, leadership, mobilisation and multi level governance this paper outlines (1) the current situation of and (2) challenges for spatial planning, including

- **'Soft' spaces and 'fuzzy' boundaries:** Different cross-border actors or institutions (*TAB, TEB, metrobasel*) with their different geographic scales and responsibilities break away from regulatory spatial planning. In other terms, the formal settings of regulatory planning and the further governance system with its multitude of actors, both private and public, from various sectors as well as administrative levels, hardly match.
- **Self-governance and strategic planning by private actors:** The creation of *metrobasel*, a platform and think tank mainly launched by the canton of Basel City and Novartis,



has introduced new actors which, beside traditional spatial planning administrations, produce own spatial strategies and thus influence the spatial development of Basel cross-border metropolitan region. What does this mean for spatial planning? How does private strategic planning influence public decision making and how is its legitimacy concerned?

- **Public bodies' changed role concerning (soft) spatial planning:** *metrobasel* has created a vision 'metrobasel 2020', *Novartis* (as one of the key economic players in the region) published plans for 'NovartisCampus Plus' and the *Basel Chamber of Commerce* is developing its own surveys, e.g. with regard to the quality of life and the economy's requirements for accommodation. Thus, various (spatial) strategies and visions co-exist. How do they interact and what role is left for public bodies and regulatory spatial planning? This has to be considered specifically with regard to the cross-border constellation of Basel metropolitan region.

The paper explores in how far these parameters contribute to the concept of 'soft spatial planning' that differs significantly from regulatory and strategic spatial planning. The example of Basel indicates that 'soft spatial planning' can generate some dynamism in regional development, but that it can also lead to conflicting situations in which public bodies are expected to keep control of strategic spatial development (Sohn et al. 2009).

The paper is based on literature research, the analysis of documents and interviews with actors in Basel Metropolitan Region. Research on soft spatial planning requires refined research techniques as 'soft spaces' and their results are often not clearly visible. The paper includes some proposals how to tackle this.

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Shrinking Cities in the USA in Times of Economic Recession

A shrinking city is characterized by economic decline and – as an effect – urban areas in transformation. Moreover, the loss of a certain type of employment opportunity is setting off partial out-migration. In the USA, shrinkage can either be part of post-industrial transformations related with a longterm industrial transformation process due to the decline of the manufacturing industry, or be triggered by economic changes in the so called "post industrial transformations of a second generation" concerning the high tech industry (e.g. dot-com hype).

The shrinking cities phenomenon is not only related to the well-known post-industrial "Rust-Belt" examples, but other areas are affected as well. There is not one type of a shrinking city in the USA. Due to the overall population growth triggered by immigration, many cities in the USA have to provide for redevelopment in shrinking areas and growth-related development at the same time.



Unlike in Europe, the shrinking cities debate is a rather new research sphere in the US planning realm. Here, urban planning often concentrates on either managing urban growth, or tackling redevelopment in a fragmented (not a regional) way – this despite the fact that shrinkage often occurs throughout an entire metropolitan region. The current discourse in urban and regional planning in the USA still shows a high affinity to growth tendencies.

Three cases of shrinking cities or regions in the USA will be presented: Pittsburgh, Youngstown, and the San Francisco Bay Area, each of them representing a different path of shrinkage, showing certain patterns of shrinkage, and of the related strategies.

In particular, the presentation will highlight how shrinkage has aggravated in the USA during the current economic recession, and – vice versa – how the topic shrinking cities has found its way into a mainstream planning discourse. For the US planning realm, shrinking cities might offer a paradigm shift from growth centered planning to a more careful and place-based approach.

This presentation is part of the thematic session “Global winners and local losers? Regeneration Strategies in Shrinking Cities – The global dimension (I)”

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Governance and Community Involvement in Regenerating UK Cities

This paper is one of a SCiRN session entitled Global winners and losers? Regeneration strategies in Shrinking Cities – the European dimension.

The Shrinking Cities phenomenon is now widespread in Europe. Urban shrinkage was in part caused by suburbanization. But economic decline in structurally weak, old industrialized cities has led to shrinkage. This is not a new phenomenon. Numerous studies have analysed its causes, particularly in the United States. But despite this we still know little about what conditions contribute to the loss of skilled, qualified and creative people, and how urban actors might be able to preserve or regenerate city assets. In particular we lack governance mechanisms that bring together the various stakeholders, who are often in conflict about what needs to be done.

There have been numerous regeneration initiatives in British cities. Some have focused on people, some on jobs and business and others on the built environment. Some have aimed at market adjustment through the supply of land or demolition or at stimulating demand through financial incentives. Some have been community led, many have been top-down initiatives led by local government or developers. Can we say anything about which have been more successful or does it all depend on local circumstances? How important is community involvement?



This paper will draw lessons from the UK experience over the last twenty years. Any major regeneration initiative has to engage the local community and devise community participation events. This paper will analyse existing models of participation from tokenism through consultation to effective involvement in strategic planning. It will address two key questions: what role has community involvement played in UK regeneration efforts and what models of governance have proved most effective in guiding the process?

The paper will cite evidence from various UK cities including Liverpool, Manchester, Sheffield, Nottingham, Derby and London. It will describe the initiatives in each city and assess the effectiveness of community involvement.

It will also report attempts by the author to improve public consultation and promoting stakeholder dialogue. It will describe setting up a futures forum that brought together local authority representatives and planners, business people, developers, architects, conservationists and local residents to develop alternative strategies. The outcomes of each strategy were described in a way that allowed them to be compared and they were then prioritised through a process of public consultation using an on-line survey.

This process of developing alternatives with a forum of stakeholders was then applied in two cities experiencing decline – Burnley and Luton. Funded by CABE, the Commission for Architecture and the Built Environment, the study devised a *Building Futures Game* that has since been published by CABE and the RIBA. The paper will reflect on the progress of these new approaches to community involvement and speculate about the way forward.

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From the “Industrial City” to an Unsuccessful Reconversion Process and the Unfinished Urban Change. The Case of Langreo (Spain).

During the 60s and the 70s, most of the European cities suffer an economic crisis and urban restructuring processes, of more importance in the traditional industrial cities and regions. These places, with a considerable presence of mature industrial sector in their economies, experienced a very deep slow-down in their growth and a decline process with very important decrease in population and employment.

Among the Spanish regions, Asturias is one of the more affected regions by the crisis, and the Asturian cities more specialized in the mining activity and the traditional industry (Avilés, Gijón, Langreo and Mieres) began in the 60s a profound decline process that, in some cases (Langreo and Mieres) is clearly continuing today.

Langreo bears special characteristics: situation in an interior valley very dense, poor availability of land for building, proximity between industrial activities and residential areas; but also a strong reindustrialization policy by the local actors, which has not contributed to modify the image of the “industrial city”. The important presence of industry in Langreo is paradoxical today as services are the economical driving force of the city and its principal source of employment.

The lack of urban planning by the different city councils of Langreo has given rise to a deteriorated urban landscape, where people do not wish to live today because of the proximity of industrial activities and the nuisances that in some cases it causes. The proximity and good connections with the main Asturian cities (Oviedo and Gijón) of Langreo and the low price of building land in Langreo have not reversed this situation.



This paper analyses the unsuccessful process of urban and economic regeneration as well as the current situation of this city. In order to do so, it uses a methodology that combines statistic information with interviews of the local actors involved in the city's development.

The principal results are a critical analysis of the situation of Langreo and its future perspectives, a contrast between the different models proposed by the local actors for the city, and some conclusions about the importance of urban strategies that fit the economic and employment parameters with the physical and territorial conditions of the city. Some questions regarding the intensity of the implication of local actors, or the mechanism that govern the alliances between actors are still to be investigated.

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Regional Impacts of Infrastructural Programmes:

Outline of the main questions, problems, issue addressed by the paper

The main purpose of the project reported in this article consists in contributing to the methodological debate, and to developing a methodology on ex-post evaluation of public investments of large infrastructures.

Statement of the methods, evidence or support arguments

Within this scope research was developed in the Northern Region of Portugal, in order to identify how much past investments in infrastructures (carried out throughout the last two decades) engendered a sustainable regional economic growth, and to what extent they were able to reduce inter-regional inequalities.

It is proposed the development of an integrated and interactive set of tools to support regional planning decisions concerning the aggregate ex-post evaluation of these kinds of investments, in order to: (i) analyze and compute the regional benefits that resulted from public investments already performed, (ii) support the transparent and efficient use of public money.

Data was collected from different sources, particularly the Portuguese Statistics Institute and the Northern Coordination and Regional Development Commission.

Statement of the results, solutions and proposals generated

This ex-post assessment of the regional impact of past public investments is likely to improve current regional development policies through: (i) the definition of transparency and efficiency criteria in the application of public resources, (ii) the redesign of future



policies for public investments, and (iii) the support for more balanced inter-regional development policies.

Statement of open questions and further research

Interesting issues for future research refer to the assessment of the leverage effects of public investments on private entrepreneurship decisions, and how these joint investments will impact regional economic development and, thus, the delineation of future regional policies.

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New Spaces for the New Economy: New Patterns for the Location of Advanced Services in Post-Fordism

Previous phases of capitalism produced specific spatial patterns of location and agglomeration of economic activity in different urban contexts around the world. This is particularly true for sophisticated service firms, which used to rely on specific and very scarce technical and spatial advantages found almost exclusively in city centres

During the 20th century, the general, albeit uneven expansion and spread of urban technical networks allowed sophisticated services to be located more flexibly. In late capitalism, as Fordism gives way to Post-Fordism, the character of spatial agglomeration of economic activity is bound to change. Knowledge-intensive industries have a different logic for agglomeration than industrial activities used to have. They still seem to need to agglomerate and cluster, but for different reasons and in completely different ways. In order to function, advanced services have to build up, manage and circulate an enormous amount of information and knowledge derived from research (explicit knowledge) and practice (tacit knowledge). To do that, firms must make use of the most advanced information and telecommunications technology. They also need to attract individuals who have skills and knowledge that will give them a competitive edge. This is bound to affect where advanced services choose to locate.

This paper investigates the hypothesis that the shift towards a knowledge-based economy and the emphasis on the production, trade and diffusion of knowledge is triggering specific spatial-structural transformations in cities under globalization. The generalization of the capitalist mode of production and the extension and sophistication of urban technical networks were accompanied by the expansion of trans-national corporations around the world. What urban developments are associated with this process?

Instead of using the traditional definition of the knowledge-economy (primarily related to explicit knowledge produced by universities and research centres), this paper concentrates instead on the producers and users of knowledge as a tangible commercial



asset, such as Advanced Producer Services (APS). APS are bound to have a strong spatial impact, because of their requirements for office space, infrastructure, connectivity and image. They have specific spatial needs for the production and diffusion of knowledge. Advanced producer services are, therefore, at the very core of the debate about global cities and regions.

In order to explore this hypothesis, this paper analyses empirical evidence on the location patterns of command activities in the form of advanced producer service firms and transnational firms headquarters in two different cases: the Randstad-Holland and São Paulo. It analyses the impact of location choices in urban structural transformation in the two cases; it also explores convergences and divergences in spatial development produced by place-specific conditions. Moreover, it illustrates how governments have acted to provide the spatial conditions for the location and agglomeration of command activities by carrying out large urban projects in partnership with the private sector.

Common spatial trends are identified and discussed in the light of the theory reviewed. The relationship between previous development and processes related to a supposedly new economy are problematized. The paper comments and reviews the global city model.

According to Marcuse and van Kempen, *the conception that if a city is global, then all of it is global is wrong* (1997:312). Their hypothesis is that, since command activities amount to a very small fraction of all employment in any city, including the most global, their impact on spatial patterns is only one of a great variety of impacts, which are all shaped by the pre-existing fabric of the city. How much of the identified spatial patterns identified in the analysis carried out here is indeed created by the increase of global flows and how much results from existing trends and spatial patterns? Is it possible to separate spatial transformation resulting from old patterns from spatial transformation resulting from globalizing forces?

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The Europeanization of an Urban Regeneration Myth: the Barcelona Case

The paper focuses on city of Barcelona and the idea that it represents the 'great urban transformation success' story of the latter part of the twentieth century. Such an image is widely accepted across Europe (and elsewhere) and has become firmly established in the academic and policy literature. The aim of the paper is to assess whether or not this "image" is an accurate and adequate representation of the city's development or if it is based on an incomplete knowledge of what has actually taken place in Barcelona.

The successful image of Barcelona fostered by public actors from the mid-1980s onwards seems to have slipped uncritically into academic discourses on the urban transformation of the city – it has attained the status of a *truth*. This can be observed



in the Spanish literature on Barcelona and oddly enough, in the many English language papers that have been captivated (spellbound) by the Barcelona case. In most of them a relatively small number of, uncritically accepted, ideas, based on a limited number of bibliographical references are repeated, namely:

- a) the combination of citizen success and international acclamation;
- b) the originality of the urban transformation (public space, design);
- c) the capacity of large-scale events such as the Olympic Games of 1992 to transform the city.

Generally speaking this literature has consciously or unconsciously established a strong relationship between the idea of a successful urban regeneration process and an image of an international attractive city that together have converged to create the myth of the Barcelona urban case.

However, there is another story that we seek to tell in this paper. It can be argued that the city as an urban model and the city as an urban spectacle have literally and metaphorically disintegrated in the eyes of many people, not least in the academic scientific discourse that has been extremely uncritical while dealing with the Barcelona case. The effects, 30 years after the beginning of the process, of such a way of transforming the city to achieve a greater international prominence have emerged in the last years and have just started to be discussed now: the rise of social discontent with massive tourist flows, the growing pressures on the housing market and the sense of loss of the city by their own inhabitants. By examining these developments in detail and in relation to what has actually taken place in the city, rather than in terms of its (mis-) representation, we hope to show the other side of the Barcelona and to consider how such a myth has become Europeanized.

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Transforming the Axis of the Two Main Central Stations in Seoul into an Innovative Industry and Culture Town, as Part of Seoul Renaissance Project

Introduction

Many downtown areas of big cities worldwide are shrinking and deteriorating for various reasons, one of which is caused by the railway stations and their vicinity that divide those areas into two different districts and hamper a systematic and integrated development.

Whereas modern subway systems are being built underground, traditional railways operate at ground level. As a result, most railway stations have many layers of tracks at the surface and underground level as well. In recognition of many problems caused by ground-level railways and stations located at the core of the metropolis, the Seoul Metropolitan government is now planning to relocate and reconstruct the existing ground-level railways and stations underground, thus creating a new open space for the city and its citizens.



Seoul and Yongsan Station, 3km away from each other, are the points of origin, destination and intersection for major Korean railway networks, including conventional railways, high-speed rail, subway, and Seoul Metropolitan urban rail system. The axis linking both stations and beyond (part of City Hall-Seoul and Yongsan Station and Han River corridor) stretches 3~7km long and 300,000~700,000m² wide, depending upon project scale.

The development plan, which has yet to be concretized, will include an R&D industrial park, cultural centers, commercial facilities, a plaza and national symbols, which will be designed in accordance with the Seoul Renaissance Project. It is expected that this project will boost employment and vitalize the existing downtown areas, thereby contributing to resolving shrinkage problems.

Comparative Case Studies

There are several similar cases in which areas encompassing railways and stations at the ground level have been redeveloped and transformed into a newly created urban center for regenerating the shrinking city core, such as High Line Park Project in New York, Avenida America Transfer Center in Madrid, Nagoya Station Complex in Japan, Eurailille in France and Tseung Kwan Project in Hong Kong.

Discussion

This paper aims to show a new approach or strategy to renovate shrinking urban cores into an innovative industry and cultural center by relocating existing railways, stations, and their adjacent areas underground. The author presents Seoul's new Seoul-Yongsan project for a primary discussion and several similar cases worldwide for comparison. Through the presentation, participants will be able to concur first on the universality of this new approach in coping with the problem of shrinking urban cores, and second on the diversity of the detailed ways and means found in other case examples to implement the given strategy. However, it is also to be noted that each redevelopment project should be planned and designed as part of a larger area or city development plan.

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Typology of Shrinking Cities in Portugal

Urban growth has been a synonym of cities' development and accomplishment throughout the world, and the true and single reason for planning's existence. Although shrinkage is not new, it has gained more visibility since undisputable facts started to defy conventional and institutionalized planning paradigms. This study provides an original view on shrinkage in Mainland Portugal, especially at the city level. Population



is used as the main indicator to diagnose shrinkage but other variables/indicators are used in order to proceed with the cluster analysis. First, national general population trends are presented together with official future population forecasts for 2060. Second, a regional analysis helps in setting the context. Then, cities and its surrounding regions come into view as an appropriate geographic level of analysis. Finally, cluster analysis is applied to cities, municipalities and extended regions to find a classification of the Portuguese shrinking cities that helps to portray this phenomenon with further detail. The results show that it has become obvious that Portugal presents internationally solid signs of shrinkage. Despite the emergent nature of the phenomenon besides relatively recognized national and regional evidence of ageing and shrinkage, it is also possible to find shrinkage at cities' geographical scale. Not only are 20 per cent of the cities losing population, including the Capital city Lisbon, population decrease is spilling over to the municipalities and additionally, in some cases, to the first ring of boundary municipalities. Nevertheless, for the reason that the cities are not an administrative level, except for Lisbon and Oporto (in which the cities coincide with the municipalities), urban shrinkage is normally entirely attributed to the cities' historical centres or the central areas. Findings from the cluster analysis present relevant information about the data structure, allowing the definition of a typology of Portuguese shrinking cities. Given the results, planning practitioners and decision makers should be aware of demographic change and its relevance and implications for their municipality or region. The comparison between the patterns of shrinkage in Portugal and other Western countries remains an open question for future research.

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Cities and Regions Shaping Energy Systems: from Hydrogen Economies to Low Carbon Transitions

Cities, city-regions and regions are coming under new policy drivers and landscape pressure to shape systemic changes in the socio-technical organisation of their energy infrastructure. This raises critical questions about the knowledge; capacity and capability of urban agencies and strategic intermediaries in intervene and systemically shape the development of existing and new energy infrastructures. Uniquely this paper explores over two time periods the changing shape of urban energy systems and infrastructure.

An analysis of documents and interviews with the key social interests in London, Teesside, and Wales and at the national level was undertaken in 2004 and then repeated in 2009 providing a comparative review of local efforts to shape systemic change.

In the early to mid 2000s, both urban and regional governments and agencies within the UK began to engage with the concept of a hydrogen economy. London, Teesside and Wales, were the three most active regions engaging with the hydrogen economy and



in each case, particular economic, political, cultural and social factors have produced differing justifications and responses around the hydrogen economy. However, these justifications have not stayed static. During the last five years there has been an important re-alignment of narratives and activities around the hydrogen economy. These changes reflect a range of shifts at both the regional and national level. While the overall issues in which regions are engaging have generally remained the same, there has been a shift to position the hydrogen economy within a wider low carbon narrative. This new narrative has emerged from national government and covers industrial policy, transport and energy. This shift has seen hydrogen being positioned into activities such as carbon capture & storage, CCS, and underground coal gasification. Regional stakeholders are also increasingly working together around transport, seeking to create a national wide hydrogen highway. Consequently hydrogen now has to compete more directly with other competing low carbon development pathways.

The paper considers whether this new more active national context creates a more supportive and amenable context for urban initiatives designed to shape system change in energy systems or whether the autonomy of cities and regions is constrained.

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Clud: A New Sustainable Approach to the Public-Private Partnerships for Urban Regeneration

Main question, issues and problem faced by the paper

Space is a luxury we should learn to use better, especially in an age facing the climate change challenge.

The current energetic crisis does not allow us anymore to think in a-spatial and merely financial terms, by assuming the indifference of transportation costs necessary to move raw material, products and goods, according to the convenience of the cost of the labour force and other factors.

New local-regional coalitions could emerge, focused on the goal of building more sustainable communities, by better managing the balance between production and consumption of goods in specific areas, paying particular attention to the food production.

This process could be related to the construction (or to the preservation) of commercial niches in targeted urban areas, which could both act as drivers for urban regeneration and as spatial urban-rural linkages, by building on the well experimented Business Improvement District (BID) model and turning it from a financial tool into a more sustainability-oriented one, and re-framing it through the new concept of "Commercial Local Urban District" (CLUD).



Methods, evidence or support arguments

The paper investigates through a literature review those BIDs cases, which can be assimilated to the CLUD concept, and evaluates the major asset of those BIDs which better perform in terms of reducing the transportation costs for products and services delivered.

Results, solutions and proposals generated

The paper aims to build on the concept of BID and to analyse its potential in facing the climate change challenge, by enriching the neo-liberal approach embedded in this tool of a more communitarian-based perspective, assuming that space is a luxury we cannot dilapidate anymore.

After demonstrating the added-value of an improved BID concept, i.e. CLUD, the paper formulates recommendations for the future setting of BIDs and more in general of public-private coalitions assimilated to this model.

Open question and further research

In order to test the model and gather more evidences on it, further researches could aim to set the conditions to experiment it through local governments pilot initiative, i.e. Local Action Plans, willing to implement it.

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Sustainable Informal Settlements: Western Concepts Vs On-Field Issues

Background

During 2008, for the first time in history, the population living in urban areas is supposed to have reached 50 per cent of the whole mankind. Furthermore, Un-Habitat estimates that there are already nearly 1 billion Slum dwellers in developing countries.

It is generally assumed that the unitary cost for providing public services may be substantially reduced by the spatial concentration of consumers in urban areas. But the quality of life in most of the cities is extremely poor. Individuals live chronic forms of material deprivation, often associated with lack of human and civic rights.

Indeed, mega-cities in developing countries, where most residents live in slums, have become growing centres of poverty and social collapse.

The expansion of participatory processes and practices in various spheres of the society (the rising of Agenda 21 processes, for instance) responds to an intensified complexity of policy issues, reflecting a dramatic increase in societal complexity. Slums upgrading and sustainable development issues are also subjected to this expansion of governance.



General issues and objectives

Up to the 1990s, the existing development paradigm of central planning has considered slum residents as passive recipients of developmental inputs and not as active participants in development processes. From an activist's viewpoint, there has been a greater concern: that slum residents themselves were internalizing this attitude, leading to decreased self-esteem and diffident attitudes. Nowadays, the critical need is to create opportunities for slum residents to become active change agents of development.

The innovation value to traditional upgrading models for slums is to introduce ecological issues in participatory processes in order to create independent urban contexts in an environmental management framework. Despite an universal admission of the priority of sustainable issues for development, still now few studies have tackled the complexity of upgrading and self-help processes in developing countries in a sustainable way. Most of the studies and researches regards rural areas or local communities installed in specific naturalistic areas. Sustainability and urban development for Informal Settlements remains an open issues.

Self-help typically neglects environmental concerns and priorities housing needs, so few studies have sought to understand whether Western discourse on sustainable development is truly applicable in a developing world context.

So, the following questions still need an answer:

Which can be the theoretical differences between the western sustainability concept and the reality of Informal Settlements?

Is, then, possible to develop new, multi-disciplinary tools to imagine a Sustainable Informal Settlement?

Support arguments, first findings and open questions

The paper, trough the comparison of some case studies, will move some first steps for the general research, looking at the aspect of HBEs (home based enterprises) into the Informal Settlements. From an empirical point of view, the problems arising from presence of such small enterprises into the Informal Settlements have been approached trough two main, opposite points of view:

No way such enterprises can cohabit with sustainable settlements (such as a western land-use zoning applied to the Informal Settlements);

It's necessary to integrate such enterprises for their wide – economical but even social and cultural – relevance into the Informal Settlements.

Then, from a theoretical point a view another question emerges while looking at the HBEs:

Is the Western concept of formal, top-down, land-use zoning of any meaning into the Informal Settlements?

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A Comprehensive Conceptual Framework for Anticipated Infrastructure Development in the Context of Long-Term Depopulation

It is inevitable to discuss how infrastructure development should be in Japanese society, which has been depopulating since 2008. For this reason, a conceptual framework which enables comparisons between two types of population trend is required: the period of population growth, and population decline.

This piece of research develops a comprehensive conceptual framework to structuralize issues of infrastructure development for further analyses. The framework is designed to include a number of elements that are relevant to time and social change; it covers efficiency, equity, sustainability for the chronological aspect; and planning, entities of development and management, risk allocation, finance, and engineering for the social change.

This framework is used as a guide for the discussion of the infrastructure development situation in the past and the situation concerned in depopulated society in Japan. A literature survey was conducted for both cases. Brain storming was also utilized to point out future concerns on infrastructure development in depopulated Japan.

Planning will be more important in depopulated society than that in population growing society. This is because over-developed capacity of infrastructure is fulfilled by the future grown demand usually in population growing society, while over-developed capacity of infrastructure will increase in depopulated society. In addition, the capacity of infrastructure should be reduced in the depopulated areas within finite periods in order to cope with the decline in the demand for infrastructures. This contradicts to the recent engineering efforts of asset management of infrastructures, which means the life span of infrastructure gets longer. Other findings will be reported in the conference paper and presentation.

The discussion results are hypothetical ideas, of which feasibility need to be examined in future works.

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Hamburg – A Metropolitan Region Responding to Global and Regional Challenges Using Emergent Strategies

The paper wants to address both, responses of the metropolitan governance to the global challenges as economic competitiveness and also to the local and regional challenges of sustainable and cohesive development using the case study of the metropolitan region Hamburg.

The paper addresses on the one hand the transformation of the metropolitan governance structure responding to the global challenges in time. On the other hand the paper explores a very current approach going back from global to local challenges, addressing interregional cooperation to reach territorial cohesion.

Three questions are central in the paper:

- 1) How the process of transformation of spatial governance structures is responding to global challenges and how is it characterized?



- 2) What role has spatial planning in the transformation process and what possibilities does planning have to address global and local challenges of development?
- 3) How can politics of territorial and social cohesion be addressed managing the tension between the space of flows and the physical space within and beyond a metropolitan region and what role may spatial planners have in such process?

The paper draws back on extended research concerning a case study concerning the transformation of metropolitan governance structure of spatial development of the metropolitan region Hamburg and a case study concerning urban rural partnerships in and beyond the metropolitan region Hamburg . Both case applying fieldwork as expert interviews, document analysis and guided interviews.

Themes addressed are the significant change from a metropolitan governance structure mainly driven by spatial planners to a metropolitan governance structure mainly driven by strategic stakeholders. Planning was in the beginning a strong actor in play, is now stepping back and one stakeholder within others in the metropolitan region.

Thereby spatial planners need to change and rethink their scope of intervention and acting. In the current model project of urban rural partnerships spatial planner try to address issues of territorial cohesion in emergent regional strategies by setting a framework for coordination and by becoming meta-governor in a complex landscape of cooperation.

These developments can be interpreted as new approaches of spatial planning which are not dominated by planners but planners might be part of it, they are short time and temporarily active achieving a certain goal, which are not responding to or corresponding with explicit strategies but rather emergent processes, which are bottom-up initiated and which have a flexible and relational concept of space.

Question which arise for further discussions are

- what kind of ‘fuzzy’ or ‘soft spaces’ evolve by emerging spatial strategies of different stakeholders within the metropolitan region?
- what consequences do have such developments for spatial planning including the goal set of planning and the roles spatial planners have?
- what consequences such developments do have for metropolitan governance structures?

The paper altogether wants to give an empirical example of change and current developments of metropolitan spatial governance (Salet 2006), using a case study of the metropolitan region Hamburg (Blatter 2004), reflect the empirical results on the background of multilevel governance (Gualini 2004), planning theory and practices (Haughton et. al. 2009) and give statements for further research.

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Borderless Planning In Europe

The paper that belongs to this abstract will form the introduction of and framework for a workshop on 'Borderless planning in Europe'. The workshop is funded by the European Science Foundation, will take place in December 2010 and will be attended by around 25 researchers from across Europe. As such the paper is not empirical in nature, but aims to be both a little provoking and a research agenda. The AESOP 2010 conference will be used to test the paper.

It will be argued on the basis of an extensive literature review that current planning approaches are less effective as the result of 1) the mismatch between administrative systems and soft spaces and fuzzy boundaries (Haughton et al. 2010), 2) complex multi-level (meta)governance arrangements as a result of the ever changing nature of government versus society, and 3) the variety of framing and conceptualising space and spatial development by actors and agents within this society. A general response in practice to the trends above is a process of rescaling planning in terms of scale and scope. However, creating new formal government layers in order to address the increase of scale as such has been dismissed as a permanent solution, as the scale of problems will always vary.

More permanent solutions thus have to be found in other directions. One way of doing this could be the identification of cross-cutting issues that are central to planning. Such issues are: 1) organising legitimate and participatory policy processes in soft spaces and around fuzzy boundaries, 2) addressing the gap between on the one hand spatial development projects, which often originate from local entrepreneurship or sectoral initiative, and, on the other hand, spatial strategy for the wider region aiming at place development (Albrechts 2006), and 3) the role of evidence and data as well as spatial design and visual techniques in informing decisions about spatial development. On top of these cross-cutting issues planning may regain some of its added value by developing substantive answers to new issues such as climate change and energy and to the ever ongoing issue of balanced regional development, which remains acute in central and east European member states.

For spatial planning to remain effective it will be necessary to step over borders and deal with them in intelligent ways. Such borders include jurisdictional borders, administrative borders between various pillars of government, but also, in cases, national borders as well as academic borders. The main question is, what would such planning look like and which promising approaches can we identify already?

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The Innovative Potential of Cities: How the Development of Amsterdam is Reflected in it's Exhibition Center

This article proposes to contribute to the discussion on innovative and competitive cities from an evolutionary perspective. It does so from the micro level of important urban functions. The central assumption is that in order to understand the ability of cities to adapt to changing circumstances, the ability of its urban functions for such adaptation should be understood.

A historical perspective on the development of Amsterdam's major exhibition center, shows how tight the development of the city and its exhibition center are linked. After being one of the major trading centers of the world, Amsterdam's international position declined during the 19th century. The construction of an exhibition center in the 1920s showed the attempt of the city to strengthen its position in manufacturing. A similar action was taken when the exhibition center was complemented with conference accommodation in the 1960's. This exemplified the shift of the city to a more service based economy. The subsequent addition of a theatre and the hosting of sports events, parties and shows signified a flirt with the upcoming leisure economy.

The orientation of the exhibition center has until the 1990s been very nationally. This changed when both the exhibition center and the city realized their international popularity and the opportunities this offered. From this moment on, the exhibition center is one of the main assets of the city in its strive to become a true international metropolis (De Hoog and Vermeulen, 2009).

The article attempts to show the exemplarity of the exhibition center for the economic development of the city. It does so by analyzing four dimensions: the form and function of the facility but also by looking at its embeddedness with the city in terms of complementarities with economic sectors, tourist facilities, and infrastructure. Moreover, attention is paid to institutional and organizational change and the role the city has played in the development and promotion of the facility.

This descriptive case study exemplifies the necessity of urban functions to change as urban economies change. It is argued that the example of Amsterdam is illustrative for developments in other European cities like Frankfurt, Milan, Munich and Vienna in which the development of exhibition centers shows interesting similarities with that of Amsterdam. All these cities have realized the new role their exhibition centers have to play in international competition resulting in new or renovated exhibition centers. In current times of globalization and economic shifts transformative potential seems more important than ever. Innovative cities are those cities in which important urban functions like exhibition centers are operating innovatively.

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Policy Responses to Shrinking Cities in Asia-Pacific, Europe and America

Shrinking cities are defined as urban areas (cities and towns) or regions (systems of towns) that over the past 40–50 years have experienced population loss, employment decline and/or protracted economic downturn (Martinez-Fernandez et al. forthcoming). The literature has long documented urban decline and the socio-economic issues unfolding from population migration, resulting in the worst cases in the eventual abandonment of vast areas of commercial and industrial buildings, and entire neighbourhoods of housing (Beauregard, 2003). The analysis of cycles of urban changes such as suburbanisation, decline of central cities, and regeneration has received the most attention in recent years, urban shrinkage being more and more defined as a “global phenomenon” (Pallagst et al 2009). However, planning paradigms have long focused on urban growth, and urban governance has been primarily oriented to reinforcing the image of cities as growth machines. Therefore a certain stigma is attached to cities that are growing slowly or declining. The perception that rapidly growing cities are ‘successful, desirable and admirable’ render the residents of slow growing or declining cities as living in places with ‘diminished sense of self-worth’ (Leo and Anderson, 2006).

Three regions:

- 1) Asia-Pacific; 2) Europe; and 3) the United States are used to analyse the policy responses in shrinking cities and to identify whether these policies differ by the type of shrinkage and geographical area. The main questions addressed by the paper are:
 - 1) Is there an Asian-Australian type of policy response to shrinkage?
 - 2) Is this response different from the ‘European’ and ‘American’ responses?
 - 3) Which policies are implemented to maintain employment and skills development?
 - 4) Are policies customised at the local level where the shrinking is occurring?
 - 5) Are policies adapting to a new context of global shrinkage or are they still influenced by the growth paradigm?

Using demographic statistics, the trajectories of cities and towns in the three regions were explored revealing different types of shrinkage. Policy implications were explored using a ‘matrix table’ designed to collect policies and strategies in the clearest cases of shrinkage and to classify these policies depending on a key criterion, such as economic development, skills and education, green growth, welfare policies (ageing and vulnerable groups), and land use planning and infrastructure.

This comparative study shows that policy responses to urban shrinkage are strongly influenced by national, regional and local contexts. They depend on the way in which local and global factors interact in different cities. They are also related to national and local modes of regulation. Our results suggest that a typology of shrinking cities regarding policies and strategies is valuable and necessary in guiding further empirical research.

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Shrinking Suburbs between Crises and Opportunities? Case Studies on the Berlin Urban Fringe

Suburbanisation usually happens during periods of urban growth. However, suburbanisation might occur despite urban shrinkage or stagnation. Some suburbs shrink because of demographic change, disinvestments and reurbanisation (Hesse 2006).

A lack of knowledge on urban shrinkage and regeneration has prompted research interest in inner cities since the 1970s. However, shrinking suburbia has remained overlooked. Shrinkage and suburbs are perceived negatively despite shrinkage being a common part of the urban life cycle (van den Berg et al. 1982) and despite outskirts being an integral component of the city region.

During city shrinkage, population and employment decline, fiscal resources decrease and formerly used land is underutilised or abandoned. City shrinkage is a complex multi-dimensional socio-economic problem which affects almost every social group's interests.

Here, I analyse shrinking processes in Berlin's suburbs from three points of view (development of population, employment and emergence of brownfields/potential sites) on three spatial levels (suburbs, community and individual sites) since 1990. I aim to find out if there are general principles covering (1) when, how and why communities shrink, and (2) if and how they cope with shrinkage. After interpreting statistical and spatial data about the suburbs, eight case studies were investigated by conducting ca. forty guided face-to-face interviews.

Eastern suburban communities experienced population shrinkage (1992–2008), while in two thirds of 63 communities employment declined (1994–2006). Selective population migration, demographic change, lack of land demand and investments, increasing competition, accompanying globalisation and disadvantageous location factors all tend to cause shrinkage. Shrinking communities usually have negative external images, but positive self-perceptions. Local stakeholders neglect the fact of shrinkage which can enhance shrinking processes and produce devastating results for the planning.

There are two main planning approaches in dealing with shrinkage: (1) under the old "growth-is-forever" paradigm which involves fast development of new sites, resulting in increased land consumption and a patchy urban fabric and (2) under the newer "reserved development" paradigm in which redevelopment takes priority over new developments

and stabilisation is the principal goal. Planning authority tends to react flexibly and on demand. Thus, this reacting can threaten the sustainability of a shrinking community while weakening internal control.

Suburbanisation, demographic change, shock-like transformation, including the decline of manufacturing industries, have been very specific, with the result that the Berlin-Brandenburg Metropolitan Region is a unique urban laboratory. Growth and shrinkage occur side by side and de- and centralisation occur simultaneously, all in a heterogeneous, polycentric urban region. Hence, a patchwork pattern appears on each scale.

The shrinking suburbs have two great opportunities: (1) plenty of space where they can realise new ideas and develop population densities adjusted to human needs and can provide direct access to green or even waterfront surroundings, and (2) improved environmental parameters. These resources are scarce on the global level; hence their value will increase in future. Shrinking cities can be developed without corresponding to pressure of growth for the first time since the industrialisation – this easing of growth pressure has never emerged in the suburbs before.

A major future challenge for urban studies is to discuss how to shift paradigms from “perpetual linear growth” to “cycles that include shrinkage”. Thus new strategies dealing with shrinkage are needed (cf. Pallagst et al. 2009). The post-1970 situation of a released growth pressure might be the first opportunity to manage shrinking areas in a sustainable way and at the same time balance the forces of growth and decline.

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Randstad: A Soft Space for Planning?

The administrative boundaries of government at various levels of scale seldom match patterns of spatial integration. Also spatial development is predominantly determined by decisions taken outside public administration (Boelens, 2010). As a reaction, as Allmendinger and Haughton (2009) observe in relation to the United Kingdom, policy delivery comes as a jumble of overlapping and multi layered strategic multi-level (meta) governance interventions that break away from statutory planning and are organized around ‘soft spaces’ and ‘fuzzy boundaries’.

In particular polycentric urban regions like the Dutch Randstad might form the type of areas where such processes take place more intensively than elsewhere because of the high levels of territorial integration as well as fragmentation. This paper tries to answer the question whether the Randstad area is indeed turning into a soft place for planning and which challenges arise in terms of the effectiveness and legitimacy of planning.

The first section of the paper focuses on half a century of discussions about ways to bring the territorial organisation of government in line with the spatial organisation of Randstad.



The second section analyses the 'soft' Randstad cooperation structures which have been developed in various parts of Randstad and how problems of effectiveness and legitimacy have been sorted out.

The development of spatial visions is seen as a key instrument in soft space planning: the process of visioning and the vision itself are instrumental in bringing actors together and develop a common frame of reference (Haughton et alia, 2009). Section three of the paper discusses the (political and professional) art of visioning in general while the following fourth section of the paper discusses the recent Randstad 2040 spatial vision issued by central government but developed on the basis of various 'soft' means of visioning.

Section five of the paper focuses on a particular form of visioning on the lower level of the so called South Wing of Randstad. Government cooperation at this particular level is extremely problematic while the only governmental structure which could step in – the province of South-Holland – for various reasons – expertise; policy culture – has not been able to carry out 'explorative' visioning. A dedicated South Wing Design Workshop ('Atelier') has been created but the interface between this 'free' and soft space of visioning and the political system and formal administration did not function properly.

The final concluding section tries to bring the novel concept of soft space planning further and identifies a number of key questions for further research on soft space planning and the role of visioning. The paper is based on literature research, the analysis of vision documents and a limited number of interviews. Research into soft space planning requires refined research techniques as soft space planning processes and their results are often not clearly visible. The paper will do some proposals how to tackle this.

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Urban Shrinkage in a Growing City Region – The Case Of Izmir, Turkey

After years of concerning for planning and policy for growing urban areas, 'urban shrinkage' has been the new focus of recent urban studies. In this context, urban shrinkage has been used as a concept which refers to processes of population decline for various reasons. However, research and policy proposals on how to manage this new process are limited. On the other hand, despite this recent interest on 'urban shrinkage' the term is not in the agenda of urban planning and urban studies in Turkey. This outcome may not be surprising when one considers the fact that (apart from other reasons) the metropolitan areas of the country continue to growth despite relative declines in population growth and fertility rates. However, in recent years the metropolitan areas of Turkey have been significantly transformed thanks to factors such as technological developments and the



suburbanization of retail and other economic functions. One important aspect of this transformation is the sprawl of urban areas towards the periphery. In some metropolises like Izmir, this process resulted in the formation of 'urban regions' or 'polycentric urban systems'. However, in this process the nature of transformation experienced by the different urban areas of the metropolis has been different. While the metropole has continued growing, some urban areas in its periphery have grown and become part of the metropolitan area, leading to the emergence of a city region and some others have declined or lost significance. What is more, the inner city and its near periphery have been affected by this transformation as a result of which there appeared vacancies and demolitions. As a result the city region have experienced the processes of urban 'sprawl', 'agglomeration', 'decline' and 'shrinkage' simultaneously. Despite this transformation experienced by our metropolitan areas however, research that has attempted to document the nature of this transformation and its dynamics has been rare. This paper aims to document and describe this transformation with reference to Izmir-the third important city region in Turkey which has been experiencing the processes of 'urban sprawl', 'urban growth', 'urban decline' and 'urban shrinkage' simultaneously. It builds on secondary data to analyse spatial transformation in Izmir City Region and identify these four processes, describe the nature of urban shrinkage in Izmir City Region and the dynamics behind. In so doing it brings the argument that 'these seemingly contrasting processes are embedded in one another where urban agglomeration and sprawl are accompanied by urban shrinkage and decline, and hence should be managed simultaneously'. The question that follows this argument for further research is what are the differences and similarities regarding the extent and nature of urban shrinkage as experienced in different parts of Izmir City Region.

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Bracket B – SPACES AND PLACES

7 Planning for Rural Areas

Track 7: Planning for Rural Areas

Track Co-Chairs
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The idea of 'rural' or 'countryside' planning has evolved over the 20th century. In many countries, planning was once seen simply as the means of 'protecting' rural resources through the containment of urban areas and the promotion of farming interests. But the complexity of resource questions, of social change and of economic restructuring in rural areas and the turn to a more competition-based regional planning and development policy over the 20th century, and into the 21st, has created new challenges for planning systems. The need to move away from a narrow 'resource' perspective and engage in integrated spatial planning and development for a differentiated and multifunctional countryside has become increasingly evident and has made some parts of the countryside a scant resource. However, this need has been met with varying degrees of enthusiasm and success.

Rural areas now experience land-use conflicts between farming, dwelling, tourism, industry, heritage, nature protection, etc., and cultural conflicts between local, regional, national, and global values and interests. Rural areas can without doubt be incorporated in the main theme of this conference; rural space is luxury. However, the concept of 'space' may be seen as both an advantage and burden of rural areas. On one hand, it is the countryside that can provide new spaces to expanding urban areas and to increasing recreational demands and needs. From this standpoint, physical space is a specific resource of rural areas, at least in the less densely populated areas. On the other hand, distances and scattered population structures, for example, may cause high-priced problems to planning of infrastructure. In this case, space may be seen as a weight, at least among regional and urban planners.

The aim of these sessions is to examine the transformation of planning for rural areas in recent times. The focus is on broad processes (and the widening of planning's remit in the countryside), on combination of top-down and bottom-up policy, on urban-rural linkages, on the role of planning in mediating between competing interests and promoting 'multifunctional' countryside, and on the big challenges that rural areas now face. These challenges include migration and housing pressure, the building of second homes, the development of rural tourism, the restructuring of rural communities and economies, environmental change and environmental opportunities (including the opportunities for addressing global challenges, such as climate change, through more effective rural planning), and the local and national politics of rural planning and of the countryside.

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Strategic Environmental Assessment of Rural Development Programmes: New Challenges for Improving Rural Space Quality Towards Luxury?



The Rural Development Programme 2007–2013 (RDP), included in the second pillar of the new Common Agricultural Policy (CAP), is in progress and all over Europe Countries and Regions are elaborating their own RDP (88 RDP in total).

The relationship between Rural planning and Territorial Planning, not yet well managed, will change the planning of rural areas but, at the same time, will change the Territorial Planning of these areas. The new concepts supported by the CAP will promote the multifunctional role of countryside and the new challenges of rural areas to the environmental protection and valorization: they recognize in a sustainable rural development an important role in facing climate change, water management, bioenergy and biodiversity. All these aims were included in all the RDP approved by the UE Commission.

In Italy, rural territory has always been representing not only the primary economic sector to produce “food” but a patchwork of characterizing landscapes and one of the main cultural and ecological richness of the regional territories.

In this sense the Italian rural space is really “luxury” and, in some particular areas (in Tuscany, in Piedmont), gradually it is going to be considered a relevant heritage that must be protected and carefully managed in order to preserve a World Heritage (Piedmont Region is applying for the nomination of some enology specialized area into the UNESCO World Heritage list)..

The recent Health Check of all the RDPprogrammes has shift the emphasis of the CAP even more towards protecting the environment, encouraging farmers to manage their land in a more environmentally beneficial way. More funding has been diverted from production subsidies towards targeted measures which will improve rural landscape and biodiversity. Through the new CAP the European Commission has encouraged Member States and their own Regions to offer incentives to farmers to make environmental improvements.

In these perspective, if “forest and agricultural soil sealing” is the most direct and measurable environmental effect, the “agricultural land use changing” can be considered as the strong perceptive image of the new Common Agricultural Policy effects on rural landscape to assess.

The authors, involved in the technical assistance to the Strategic Environmental Assessment (SEA) of the RDP of Piedmont Region (Italy), proposed particular research hypothesis about the territorial fallen back of the Rural Development Programmes on the sustainable regional growth and development in Piedmont Region, but aiming to a future possible general extension of the method to the Rural Planning.

The paper will bebased on both literature reviews and empirical experience in the implementation of a Strategic Environmental Evaluation (SEA) process for the RDP 2007–2013 of Piedmont Region. Through the “toolbox” offered by the SEA procedure, the paper suggests the integration between agro-environmental and landscape indicators

to describe, measure and monitor the effects of the new programming cycle of rural development for a sustainable regional growth, particularly discussing the use of indicators of rural use change, and the annexed rural landscape change.

The paper will give answers to the question on how the recent reforms of rural policy can preserve and valorise rural landscapes particularly where the rural landscape is a “luxury” so that it can be nominated as a World Heritage. To answer to this question the contribution will analyse the related indicators that can trace the evolution and the results of the last programming cycle. A special focus will be dedicated to the importance of the participation processes and of the awareness and formation policies to involve all the actors up to individual farmers in virtuous policies, so that space can become a “luxury” to preserve for them, the real rural space managers, too.

Some final considerations will be dedicated to the technical discussion about the indicator elaboration and monitoring and about the quality of the implementation process of SEA of RDP. The doubts about the effectiveness of these tools may compromise the expectations about their role for a real change in rural planning.

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Local and Regional Restructuring in Norway and the Effects on Industrial Development and Attractiveness

From time to time local and regional communities experience major changes in their situation which create needs for help that cannot be satisfied over the ordinary local and regional public sector budgets. For these situations Norway has a national restructuring program with the purpose to give extraordinary help to these local and regional communities, and to support them in their process of restructuring the local and regional industry. The counties have now the administrative responsibility for the program and Innovation Norway as a development agency is the operator of the program in close collaboration with the counties and the municipalities.

In order to become a part of this program and get an extraordinary support from the national state, the direct reduction of the employment during the last three years at the local main factory/industry must be major, and the reduction must be at least 15 percent of the municipality’s total employment. In numbers the loss must be 150 employees as a minimum.

The overall goal for the regional development program and for the program’s intervention in the local and regional development is to strengthen the basis for industrial development trough creating new jobs and increased value adding so the community



gets a more robust and varied industrial structure with job opportunities for both men and women. In addition the intervention shall increase the local industrial development capacity, and the intervention shall be based on a comprehensive approach.

Since 1983 when the program was established, 83 restructuring projects have been completed, and by the end of 2008 there were 32 active projects. Many of the projects have been evaluated, and a main conclusion is that the projects have succeeded more in creating conditions for industrial development than in creating new jobs (Drangslund and Jacobsen 2009). However, based on the existing evaluations, it is not possible to tell to what extent the local and regional conditions for industrial development are improved.

In this paper I want to explore to what extent these projects have improved the conditions for industrial development measured by how the municipalities and regions score on the industrial development index set up by Telemarksforskning, and how they score on the attractiveness index set up by the Confederation of Norwegian Enterprise, both indexes are set up for the whole country each year. By doing so I want to discern how the regional and local communities which have taken part, and are now a part of the restructuring program, are able to compete with other regions and communities, and I will use existing case studies to discuss to what extent part taking in the restructuring program have improved the communities' basis for industrial development.

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The Metropolitan Park of Eastern Hills of Naples. Between Landscape, Practices and Conflict

The north-west area of Naples is occupied by hills, basins, pits, terraces and narrow valleys; the seven areas included in the park includes are an environmental resource for the urban nucleus and this is why in 2004 they have become part of metropolitan park on eastern hills of Naples. The park's areas in some cases become part of the urban context and actually connect different neighbourhoods of the city. The main idea is to intensify this natural dialogue by restoring the old paths and creating new ones, activating projects of sustainable development of the areas enclosed in the park's perimeter. The main objectives of the PMCN are to :

- demonstrate a sustainable and participatory approach in which problems are converted into opportunities;
- promote contact between the park's inhabitants and nature and elevate the quality of the environment;
- offer various forms of recreation and tourism;
- develop an urban, ecological, and self-sufficient form of agriculture;
- organize the park's economy to guarantee that it is self-financing.

The park, which covers a fifth part of the entire municipal territory, includes the city-hill system and defines the city's borders. It is constituted of some agricultural and environmental resistances historically and morphologically very different among them. The integration of environmental dimension with the economic and cultural ones, which



might outline a new dimension of metropolitan park, is still failing in foreshadowing and synthesising the complexity of the management of a so wide area which retains at the same time a profound weakness.

This contribution aims to be a first step of a larger inquiry and to question on the reasons why the process of enhancing regional and local development which had to accompany the birth and the work of the Park Authority slows to start. It also aim to highlight the capabilities and the latent potentials of a lot of "landscape producers" which insist and exist within and around the "park".

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The Governance of Nature

Global biodiversity is under threat, and more and more species are facing extinction. Governments at different policy levels all over the world have formulated policies and legislation to protect flora and fauna. Despite all these national and international efforts and their successes, biodiversity remains threatened. The problematic implementation of nature conservation policies, the difficult enforcement of conservation laws, and the growing opposition against these laws and policies have resulted in an urgent need for a debate about the effectiveness and efficiency of national and international nature conservation policies.

This research project aims to provide a better understanding of the implementation of nature conservation policies and the relationship between these nature conservation policies and planning practices. The objective of this research project is to analyse how nature conservation policies affect planning and decision-making processes and their outcomes and to reflect on the implementation of nature conservation policies in the Netherlands.

We have studied the implementation of nature conservation policies in the Netherlands, using interviews, case studies, literature studies and an analysis of case law.

We like to show that and how formal policies and their use in planning practices are diverging. Not the overall aim of a policy, but the specific targets of a policy become the objective of people's actions and decisions due to the emphasis that is put on procedural requirements of conservation policies. This leads to conformance to a policy rather than commitment to this policy. The quality of the natural environment therewith gets lost in long-lasting procedures and conflicts over plans and projects. The emphasis on conformance has resulted in a lack of attention to the dynamics of organisational processes. The fact that all kinds of reports are written to support decisions but not to contribute to deliberate decision-making, is both a consequence and a cause of the shift in focus to the procedural aspects of conservation policies. The growing emphasis on procedural aspects is a self-reinforcing process, and although it does not contribute by definition to improved protection of biodiversity, it is difficult to change current practices and trends.

In many situation the conservation objectives have been dashed in planning practices in which social and economical interests prevail. The policies no longer promote discussions about different land use activities and their relationships, but have caused



a procedural struggle between people who pursue special interests. We therefore question the efficiency and legitimacy of all these procedures and their implications for decision-making practices. Many people, including those who commission, write and assess these reports, have complained about these developments. However, there appears to be a general ignorance towards this subject.

The findings of this study are not limited to the implementation of the Birds and Habitats Directives. The implementation of various other environmental and land use policies faced similar problems. All these policies have one thing in common: they generate a lot of work for initiators of plans and projects, consultancies, advisors, and authorities. The formal procedures take a long time and many people are needed to write the required environmental assessments and legal reports. Our insights and recommendations are therefore useful for many other policy domains with a spatial dimension.

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Nu_Clear Urban Reform

The UK Government anticipate the UK population to increase to 72.3¹ million by 2050; that's an increase of approximately 17 % ². Given that the average persons per dwelling in the UK is 2.36³, this equates to more than 4.4 million new homes, in essence this means building 110,869 houses per year; and for that you need space.

Contrary to this, there is a growing desire to become sustainable. Yet by 2050, according to CABE [Community for Architecture and the Built Environment] 75 % of current housing stock will still be in use⁴, and by the same date the UK Government are to achieve an 80 % reduction in carbon emissions⁵. This equates to a reduction of housing by 55 %, or new housing sequestering 2.2 times the amount of CO₂ produced by existing houses.

Density and population growth are not only challenged by sustainability policy: Planning policy states that ideal place should not be greater than 50 dwellings per hectare⁶. Given that in terms of undeveloped land, brown is the only way to be green and that there's 63,500 hectares of brown field land left⁷ to develop in the UK, there's 1.23 million homes with no land to be realised: That's potentially 2.97 million homeless people by 2050.

If then, population growth, available land and policy defined densities and sustainability objectives collectively cannot deliver the sustainable future, how can architects and planners respond to the future of urban form without the expenditure of lifestyle?

This paper will discuss the possibility of the UK future density as a self sustained, carbon succinct society. It will provide an assessment of current spatial strategies in the suburban landscape and through employing the mechanisms of the UK Government's Energy White Paper commitment to nuclear power, will offer a utopian solution without loss of the commodity driven lifestyle.

¹ UN predictions available: <http://esa.un.org/unpp/p2k0data.asp> [accessed 29.01.2010]

² Based on a population of 61,899,000 in 2010. Source: <http://esa.un.org/unpp/p2k0data.asp> [accessed 29.01.2010].



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Understanding the Meaning and Significance of Spatial Practices in City Region Governance

There is widespread interest in city regions across Europe. Current comparative research on such developments is founded on two contrasting ontological positions: a division between those that think that the world is made up of causes and effects and those who assume that social reality is composed of interpretations and meanings. In the first case, some researchers assume that the form of city region which is implemented in a particular country and the types of planning associated with it may vary but this is an issue of minor importance to the analysis of broad trends across countries (Brenner 2004). Others take the divergent nature of city regions and city region planning in different countries as a form of 'natural experiment' in which the strengths and weaknesses of these different forms can be evaluated (Salet, Thornley and Kreukels 2003). Broadly in the second camp are researchers who accept that city regions are 'socially constructed', that these social constructions might vary from country to country, and that, more specifically, the boundaries around city regions are 'created in political, economic, cultural and administrative practices and discourses.' (Paasi 2001 16 quoted in Jones and Macleod 2005). Yet the literature involved, under the broad heading of 'sociological institutionalism' (see Healey 2007), seems to have a very thin concept of culture and discourse, and says very little about the values, meaning and significance of places and spaces to the actors involved. It fails to explore the mental models, world views, assumptive worlds, representations of space or whatever we want to call them which shape how people in different European contexts think about planning and the city region. This in turn means that these approaches fail properly to understand the nature of the experiences of actors and their spatial practices in and around city region governance in Europe.

This paper develops this approach to understanding the varied forms of city region planning in Europe by examining city regions in England and France. It draws on interviews with actors in the city regions of Bristol and Southampton in England and Tours and Nantes in France by a research team from the University of Tours and UWE, Bristol. Our approach was sensitive to the language in which people talked about their experience, and the concepts that they used.

Our preliminary investigations show that in understanding city region governance one needs to be sensitive to the 'forms of life' to draw on Winch (1958) within which they are practiced. Thus the context in which they think about planning is shaped by the ideologies of planning in each country with 'town & country planning' and 'aménagement du territoire' providing quite different conceptions of the nature and role of planning.

Two key themes to emerge from this analysis were the concepts of the 'urban' and the 'rural', city regions in bridging this divide invoke quite different sets of meanings and values for the actors and are associated with quite different notions of what inter-municipal relations might constitute, and different types of planning practices in the city regions in these two countries.

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Planning Greenhouse Development through Research by Design at the Landscape Scale

In densely populated regions, where open space is increasingly luxury, land is claimed by multiple urban activities. Open space becomes scarce and as a consequence large-scale agricultural infrastructure, such as greenhouses, is dispersed from rural areas in order to protect the rare panoramas. Moreover, greenhouses frequently encounter social resistance because of the bad image of the sector related to the intensive process of production which comes along with a high environmental impact. However, major resistance against greenhouses seems to be caused by their external appearance.

The assumption of this paper is that societal sensitivities concerning large-scale horticultural infrastructure, can be tackled by landscape integration. The hypothesis goes beyond the visual impact of these greenhouses. Due to their volume, structure, colour, location, etc..., greenhouses have a complex interaction with the quality of landscapes, which the visual impact is only one variable of. By involving the broader environment in the morphological design of the greenhouses, a new perspective is introduced, in which the glass constructions must be considered as important materials for the landscape. Flanders (North Belgium), known as a densely populated region and important horticultural area, is examined as case study.

The worldwide horticultural industry does not escape the globalization trend, in which the principles of 'anything anytime anywhere' rule. But while deep frozen products can be transported around the world, making speed a less significant factor, proximity becomes important when speaking about fresh products. Fresh vegetables can only be produced in a radius of 500 kilometers to a central distribution point from where the products can be transported to regional and local markets. Because of its location Flanders has an eminent position as a an operation base for the West-European fresh food industry.

Flanders has a planning culture consisting of less stringent planning rules and the absence of large areas exclusive for the development of greenhouses. Houses and greenhouses grew simultaneously and the original family businesses resulted in many different types of companies, producing a variety of cultivation products. In order to compete with other European horticulture producers, the outdated greenhouses in



Flanders must be replaced because of increasingly stringent environmental standards and technological innovations. In this search for development possibilities for large-scale greenhouses and the renovation of older ones, the urban sprawl, characteristic for Flanders, should be considered as a specific setting. Greenhouse development can become a way of landscape reinforcement instead of landscape weakening.

In order to create an optimal landscape integration, a good understanding of the current situation is needed. The regional and historical characteristics and the visual features of the area need to be thematically analysed: physical-geographical elements, land use, openness, structuring elements. Next, concepts to consolidate new elements in the landscape can be found in landscape architecture, practice ranging from substitution (complete modification of the existing landscape) to concealment and integration. In other words, before proceeding to the localization of greenhouses, fundamental choices must be made: is the preservation of the traditional landscape or the creation of an entirely new landscape desired? In the blurred and slit up Flemish landscape, it can be a well considered choice to establish greenhouses as an eye-catcher. But when aiming for integration, there are other important factors to take into account: clustering big infrastructure, protecting creek depressions, working at the right spatial scale, recognizing the land topography and protecting landmarks. Since a glass horticulture company not only consists of a glass construction, but of several spatial components, such as the greenhouse and the water basin, a carefully thought out planning shows how these elements can be used to reinforce the existing landscape by giving them the right location.

The paper will illustrate how by research through design at the landscape scale, greenhouse development can reinforce landscape in a densely populated region in Flanders.

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Towards Planning Strategies for Dealing with Spatial-Economical Lock-in; the Case of the Wadden Sea Region

Regional spatial systems can become 'locked-in' in a rigid spatial-economical development trajectory, whereby the system loses its capacity to adapt to spatial dynamics. This is in contrast to most other regional spatial systems that seem to be able to reinvent themselves by adapting to dynamics (Martin & Sunley, 2006). Still, how to understand and subsequently deal with such lock-in situations from a planning perspective remains rather unclear (also see Hassink, 2005). In this paper we therefore present a perspective on complex spatial change, based on complexity theory and the concept of transitions. The perspective focuses on understanding interconnected changes on multiple levels of scale, as a means to better understand regional development trajectories. This provides



insight in processes that are (partly) path dependent as well as processes that influence spatial structures in an autonomous manner (also see Antrop, 1989). The perspective helps us to discuss how, and to what extent planners can intervene in a region its development trajectory, as an effort to avoid and/or anticipate to (potential) lock-in situations.

In this paper we will present a case study of the Wadden Sea Region, an area situated in the north of the Netherlands. Following the perspective on complex spatial change, we analyse influences affecting the spatial structure of the Wadden Sea Region. Interconnected changes ranging from the contextual level to the local level are considered, thereby addressing material-physical, organisational and institutional influences on spatial change. We found that recent dynamics are affecting the spatial structure, causing a demand to revise current planning approaches. Developments within the last decades show that spatial planning was strongly led by functional motives (despite the communicative turn in planning in the nineties). As a result a mosaic of land uses was created where the interaction between economic development and protection of spatial elements (such as landscape, cultural history, nature and ecology) was minimized. Due to the influence of several contextual and autonomous trends, maintaining the traditional structure becomes increasingly difficult. Already innovative niche developments are tapping into contextual trends, thereby breaking with the traditional spatial structure. Still governmental policies and regulations aim to preserve the traditional structure, thereby creating a rigid, un-dynamic, 'locked-in' area. We observe that it is crucial for regional planning to consider the interrelation between processes at the global and national level on the one hand and niche developments on the local level on the other hand. Therefore we argue that adaptive capacity depends on, first, the region its specific characteristics as a result of the regional path dependent development trajectory. Secondly, it depends on the region its ability to deal with and embed the spatial consequences of contextual, autonomous processes (and innovative niche developments).

By combining theoretical insights and empirical findings, we discuss the extent to which the perspective on spatial dynamics is able to enhance our understanding of spatial-economical lock-in. Also insights will be provided to better understand the importance of adaptive capacity of regional spatial systems, whereby interconnected multi scale dynamics are taken in to account. Moreover, we make recommendations for further research on critical issues regarding adaptive capacity. Remaining questions are, amongst others; who decides what the new development trajectory should be, and what are the consequences of promoting adaptive capacity for the legitimization of spatial interventions?

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Aging and Shrinking Villages in Japan, its Reality and Relevance to Planning – a Case Study of Nanmoku Mura Village in Japan

Japan has peaked its population in 2004. The country has begun to experience the long decline of its population. The population has been not only shrinking in rapid pace but also aging as mentioned in “Atlas of Shrinking Cities” (Philip Oswalt and et al, 2006). However, there lies disparity among regions that are shrinking and aging. The shrinking and aging regions tend to consist of villages and towns of smaller population. Especially the shrinking and aging is very stark in rural villages. Japanese rural villages have been facing an unprecedented change in its social structure.

The research examines the case of Nanmoku Mura Village. It is located in Gunma Prefecture, 100 kilometres northwest of Tokyo. The village has the highest percentage of people more than 65 years old. In order to understand what residents consider as a problem living in the shrinking and aging village, and what kind of change that took place in the village this twenty or thirty years were more damageable than others, the research conducted questionnaire study and intensive interview study to the residents of the village along with field surveys and statistical survey. Based on these surveys, the problems in the village associated with the shrinking and aging can be described as follows.

1. Disappearance of living support services, such as shops to purchase daily goods, banks, or clinics.
2. Disappearance in manpower to sustain local community. The village lacks manpower to manage forest, to fight fires, to plow snow, and to conduct local festival and other communal activities.
3. Lack of mobility. The public sector has been cutting public transportation service that resulted in extreme inconvenient situation to the residents that cannot drive cars.
4. Decrease in number of household. This has lessened the social interaction of old residents, and increased the demand for social welfare services.

The former Japanese government, LDP, has been investing in the field of social infrastructure in order to improve rural area’s physical environment. This has been the tradition of the party for long time as depicted in “Douro wo Dousuruka”(Igarashi, 2008). However, the findings of the survey suggest that it is not the physical environment but social capital that has been lacking in the village, thus deteriorating its living condition. The findings suggest the needs to change the planning policy of the rural villages. It should not invest so much on road improvement, which Japanese government has been focusing on, but rather on social capital or social services. Social capital includes shops to buy daily goods and clinics. Social services include providing public transportation and managing forest, etc. In the era of shrinking and aging, market economy will not provide what residents in villages need. It requires more social supportive system in order for these villages to be sustainable. In order to understand what is the ideal system, further research would be needed. The research has not clarified the spending behavior of the residents. It has based on only questionnaire survey due to the lack of these social statistics. With these shortcomings, however, the findings did manage to

show the evidence that the previous Japanese policy depending too much on making public infrastructure will not provide any answer for the shrinking and aging villages and the change of the policy is needed.

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Challenges to Rural Planning in Africa: the Case of Three Post-Democratic Sub-Saharan African Countries

The fundamental transformation of Africa is largely dependent on new approaches to rural planning and development, given that 62 % of the continent's population is classified as rural (UN Habitat, 2008). In spite of this, rural planning and development is often paid lip-service by most development planners. Indeed, rural planning and development initiatives have either failed or lagged behind in achieving positive and progressive development outcomes. This is because regional planning policies and strategies often focus on the pressures of urbanisation and global competitiveness of cities at the expense of rural areas. Currently, the debate on rural planning and development is centered on an expanding body of evidence which supports the notion of rural-urban interdependence and poverty reduction leading to harmonious regional development. In this regard, planning interventions to strengthen rural societies, economies and reduce their vulnerability to urban and global pressures are urgently required. Ultimately, these must be holistic, going beyond ad hoc service and infrastructure provision. They must encompass a series of short, medium and long-term spatial strategies which can aid in the creation of positive and progressive rural spaces and places. This paper identifies the challenges and setbacks of rural planning in three post-democratic Sub-Saharan countries namely, South Africa, Botswana and Kenya. It evaluates the extent to which existing policies and strategies have been successful in promoting sustainable rural development. It asks the following questions: what kind of planning framework would facilitate meaningful spatial transformation of rural areas in Africa? what are the key principles and elements that are necessary for effective rural planning? The paper focuses on reviewing documented case studies on rural planning initiatives and reports on experiences of planners. It proposes a rural planning framework based on appropriate principles for spatial transformation in Africa. It is argued that challenges to rural planning in Africa can be overcome through the formulation and implementation of holistic policies and strategies which are focused, innovative and can produce balanced outcomes. The issue is what rural capacities will need to be enhanced to support the long-term implementation of rural planning interventions and to further promote healthy rural-urban interdependencies. Therefore, planned and developed rural places and spaces must be regarded as complementary elements to urban spaces and vice versa, to promote the success of rural planning and development.

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Participation in Regional Development Processes through a Gender Lens

Engaging the public in regional planning processes remains a persistent concern for planners, yet especially the strategies and topics tackled on the regional level are often too abstract for the population. Furthermore the results and added value of successful regional development strategies have effects in the long term and are in the most instances not visible for the people.

However, diversity issues in planning are manifold and should be taken into account in all participation processes. The question is how to implement the cross-sectional matter of diversity management in regional planning and decision making as there is no universal recipe for implementation. The principle of “mainstreaming”, which consists of taking systematic account of the differences between the conditions, situations and society, has to be applied in all policies and actions. Examples on the regional planning level can be found in selected regions in Austria, e.g. a project manager for gender mainstreaming in the Lungau.

So why is the equal participation of men and women so important? Is it a possible tool to introduce regional topic to the public? Some aspects to legitimate the equality in regional participation are:

- Unused development potential “women”: Women’s contribution to the regional development is significant, but they are a minority in decision-making and planning. As the global competition for regions becomes tighter the regions need all resources for a successful development. By using the knowledge, multi-skills and workforce of women for regional development the living conditions will be improved.
- Top down versus bottom up: Poorly developed regions in Austria strongly rely on the concept of endogenous regional development, which grounds on bottom up processes. To ensure sustainability the top down strategy gender mainstreaming must be anchored in regional bottom up processes.
- Decision makers and regional politics: Public life in poorly developed regions is traditionally dominated by men like the community politic or clubs, regular’s tables, festivities and many more. So still it’s much easier for men to protect their interests and to participate in the decision making process even if they spent less time in the region than women. The role of women in regional politics needs to be strengthened.

Concluding the integration of diversity management in regional participation processes is no new approach in planning, but nevertheless it changed the perspective of development policies in Austria. To ensure endogenous development, planners, stakeholders and decision-makers have to observe the different needs and expectations of people to secure equality in all their concepts and policies. Maybe this is also a technique to ensure “successful” regional planning. Finally, we need to break down existing ideas of governance as the domain of privileged men – removed from the realities of ordinary people – and inspire both women and men to identify their own potential roles in bringing about a transformed, more equal society.

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Sustainable Community Development, Challenges and Gaps

A big number of rural communities in Cyprus have been abandoned by their inhabitants during the past decades. Nowadays, several planning policies and actions focus on the perspective of redeveloping and re-inhabiting these settlements. In some cases, this intention is promoted by emerging land market tensions. The aim of the paper is to investigate whether the implementation of this goal could become part of a wider sustainable strategy for the spatial structure of the Island and for the preservation of the special identity of the rural space in Cyprus. In other words, which is the price these settlements have to pay in order to shift into a development status and improve the quality of everyday life. A central issue of this essay is to outline causes and impacts of transforming these communities into satellite "ex-urbia" for the neighboring urban areas.

The paper's methodology aims to build a research argument through planning project findings. The authors were basic contributors in five "Development Plans in Communities", a new planning tool for a long term upgrading of underdeveloped rural areas. Two of these plans are taken as case studies in a comparative approach. Case study areas are considered to be in different development stage regarding their integration into their proximal urban centers. A further support of the paper's arguments is given by statistical data, geographical survey, by official planning documents, and interviews from key informants as well.

The paper concludes that there are two types of development perspective for these communities, with different feasibility and sustainability levels; (i) "urban – rural integration" that turns the community into a functional part of the urban areas of the district, less sustainable but more feasible and (ii) "community integration" that attempts to attract inhabitants willing to venture on the local potential (heritage and tradition, environment and agriculture), less feasible in a short term base but highly sustainable.

The question remaining open for exploration is which could be the planning adjustments and interventions in order to benefit "community integration". Further research could elaborate on the preconditions for smoothing "urban – rural integration" over their negative impacts on the built and physical environment and on the lost community identity as well.

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Does Climate Change Affect Korea? Regional Economic Impacts of Typhoons and Recovery Construction Projects to Residential Stability

Natural disasters including typhoons or floods have system-wide impacts on disaster areas, through the loss of lives and properties, or through damage to public and private facilities in the era of climate change. These disasters eventually disrupt all sectors of both the regional and the national economy, and all parts of residence and employment for an extended period of time. In many cases, small and marginal communities are very vulnerable to disasters due to insufficient disaster resistance facilities by poor investments, lack of emergency preparedness and readiness by perfunctory disaster education and training, slow and inefficient disaster response by diverse control systems and resource misallocation, and lack of effective recovery programs and system evaluation. Consequently, the extreme severity of disaster impacts in small and marginal communities can be linked to resident poverty and community breakdown by the movement of residents and firms.

Korea has recently experienced severe natural disasters including typhoons. Typhoon Rusa in 2002 resulted in 246 casualties and property damage of 5,147.9 billion Won. The Korean government supported 7,145 billion Won for recovery construction projects to affected communities. There have been many historical evidences that disasters eventually collapse marginal communities and local economy. However, the recovery construction projects seem to generate economic booms to damaged rural areas, resulting in positive impacts to residential stability of affected areas. Thus, the real economic impacts have not been measured in Korea. This issue has seldom been addressed empirically in the field of disaster management. Previous studies have generally focused direct disaster damage rather than residential stability. Consequently, the underestimation of disaster impacts can be linked to deficient recovery programs or misguided governmental policies, poverty and inappropriate development of affected areas.

The objectives of this research are to analyze trends of typhoon events in terms of climate change since the year of 1980 in Korea, and to examine the association among typhoon damage, community recovery construction projects, and residential stability. This research measures the impacts of typhoon damage to local economy and population migration of rural areas. The positive impacts of community recovery construction projects to residential stability are also measured using the Korean regional input-output model. Statistical analysis methods such as correlation analysis, t-test, analysis of category data, Poisson distribution are applied to identify the association between typhoon impacts and residential stability. GIS techniques are used to investigate geographical distributions of typhoon impacts and migration patterns. 'Regional I-O tables' by the Korean National Bank and 'Wages Structure Survey' by the Korean Ministry of Labor are applied to economic impact analyses. Socio-economic data are obtained from Population and Housing Census, Population Migration data, Economically Active Population Survey, Social Statistics Survey, and Industrial Census data of Korea National Statistical Office.

Results from economic impact analyses of typhoon damage and recovery construction projects show that the negative economic impacts of typhoon damage are overwhelmed

by the positive impacts of community reconstruction projects in rural communities, though the Korean government are the primary loser in terms of opportunity cost framework. The research hypothesis of residential pushing effects of typhoon damage is failed to reject in statistical analyses. However, typhoon damage has negative pulling effects of residential migration in statistical evaluation.

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Village Renewal from a Process Perspective

About twenty years ago, a "village renewal" campaign was initiated in the Burgenland/Austria. In June 2007, a newly published village renewal handbook offered guidelines for a novel approach to the process which involves special attention being paid to social aspects and the active involvement of the inhabitants. The new Burgenland model also provides for the Local Agenda 21 to be taken into account in the village renewal process.

The local authority of Unterkohlstätten consists of five small villages that were placed under the responsibility of one local authority for economic reasons in the 1970s. Early in 2008, they decided to participate in the village renewal campaign run by the Burgenland and wanted to start by developing a village renewal guiding scheme based on input from the inhabitants of the individual villages. As one of the first local authorities tackling the new organisational scheme, Unterkohlstätten was chosen as the pilot-project for the Burgenland.

Projects and measures were developed in the context of public discussion events on the following subjects:

- Living and working together
- Tourism / Economy / Infrastructure
- Design of public spaces / villagescapes
- Residential needs and environment

It was exciting to observe the emergence of the guiding scheme: slogans such as: *A local community is growing closer/village networking/a meaningful whole/collaborative design of the context of living/creative development for the future* show very clearly that the stakeholders in the process have realised that joining forces in discussing, planning and implementing measures holds benefits for everyone concerned.

A village community can only work when people identify with the context they live in, when active citizens take part in community life and are ready to assume responsibility.



This requires the preservation and/or creation of publicly accessible premises for meetings and events.

Each village developed projects to create facilities for communication and encounters.

Currently, the report on the master image is being finalised. Some of the projects are in the planning stage while others are already being implemented.

It remains to be wished for the inhabitants that the dialogue initiated between the five villages and the work on joint projects will be continued to enable the community of villages to grow together even closer.

This contribution presents the necessary background knowledge, generally applicable issues, approaches and objectives of the village renewal process, as well as insights gained.

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Is the Romanian Metropolization Process a Special Case?

Cases of Romanian metropolization processes may be considered paradoxical. On one hand, they seem to have followed paths of urbanization and industrialization of other, similar, European regions, until at least the mid 20th century. On the other, the superimposition of strong historical and political evolutions over the spatial dimension have shaped a marked disruption with European lines of development, while producing at the same time an unbalanced territorial development, poised between vast rural spaces and emergent urban agglomerations.

Main question of this paper is, whether European theoretical models can successfully address the directions which Romanian metropolization processes currently take. Furthermore, are features of a Romanian context sufficiently individual, as to develop a specific sub-model, capable of prediction, which to become the basis for a main actions frame? Thus, a general objective can be formulated in order to attempt an institutional adjustment, within the EU conditional development framework, whilst presenting a strong connection to the existing context. A more specific, underlying issue is the problem of understanding urban-rural relations and their growing disparities.

A brief description of the main territorial, historical and institutional conditions found in the Romanian space will show some of the major constraints in spatial development. An overview of the urban network and of the emerging poles of metropolization, based on information, studies and strategies by Romanian specialists, will consequently serve as a platform for discussing and comparing Romanian and European visions for this part of Europe. Territorial statistics will be considered, underlining their limits.

The anticipated results consist of identifying some core features of Romanian metropolization processes that are able to suggest priorities for territorial actions. The



paper will further enumerate domains for immediate actions, with consideration for existing European scenarios for spatial development.

All questions and proposals presented above remain open to the fields of future research and action. However, from a theoretical perspective, they are considered to contribute to a more flexible approach to dynamic and evolving phenomena, such as territorial development and, in particular, emerging areas of metropolization. A more specific array of open questions consists of the following matters. Firstly, is there, or could there be, a relationship between development regions and cores of emerging metropolization? And secondly, what could the specificity of such areas be, given the extreme European peripherality?

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Integrating the Relative Scarcity of Land Resources into an Efficient Local Planning: Some Insights from Zonings in Provence (France)

The public administration of the land resources consists in choosing one or more social function, for spaces where competing uses are present. Because each social function sorts differently the available plots of land, choosing a land use consists in choosing one dimension of land heterogeneity for social valuation. The corollary is that regulation implicitly chooses some dimensions which are not valued. To be more precise, consider that households value the proximity to city center in their residential choices. From region to region, the land near city center has bad or good agricultural fertility. How the land regulation must differ according to the correlation between, for example, urban valuation and agricultural valuation? (What is the weight that urban planning must attribute to agricultural fertility?) We contribute to the answer by focusing on the economic concept of relative scarcity.

Relative scarcity is fundamentally related to physical (non reproducible) attributes of land resources. In combination with underlying social demands, a public zoning have to integrate the relative scarcity (the contribution of physical attributes to a social demand) in order to improve the efficiency of the choices. We propose to analyze such integration inside a “gap analysis”. This methodology permits to face declared objectives (of a zoning) with observed outcomes. In particular, we discuss the adequacy between some zoning’s objectives with the relative scarcity framework and the way to improve the public choices in terms of land-use regulation.

The discussion is based on local conditions and data from Provence, a highly urbanized region of southern France. On the right hand, public policies seek to undervalue the impact of the anthropization on the biodiversity. On the other hand, zonings that effectively protect ecosystems are rather far away from the anthropogenic disturbance (cities). After quantifying the gaps of the situation, we identify some zones of interest for conservation, not in absolute terms for preservation but in comparative (relative) terms.



The results are more illustrative than permanent. By reducing the land resource to their heterogeneities and the objectives of land-use policies to the providing of social functions, we favor the normative dimension of the discussion. To be more easily implemented in local decision, the conceptual framework must be made more complex. Nevertheless, we think that the approach in term of relative scarcity is invariant to this need of complexity.

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The Relationship EU and Local Drivers for Development in Rural Areas

As the objectives of the CAP (the EU's Common Agricultural Policy) shift from an agricultural-centred approach to wider rural development, the idea of multifunctionality of rural areas comes into play. This in turns brings the CAP into closer association with a wide range of other policy regimes (e.g. regional policy, spatial planning, environmental management, social policy, tourism, transport, energy policy). These sectoral regimes interact in complex ways; sometimes mutually reinforcing, sometimes contradicting each other, and with a determining effect on the territorial spatial sustainable development of rural areas.

The EU 7th framework project RUFUS (Rural Future Networks) is concerned with how policy regimes can be combined within regions to ensure more sustainable rural development. It considers the potential contradictions and complementarity of policies.

Case studies in two very different rural areas have been carried out in order to reveal the drivers for rural development and to identify the relationship between EU, national and local policies. The aim is to reveal the relationships among policies on horizontal, vertical and geographical dimensions, and to explain how in combination they affect these two specific regions at the local level. The chosen rural areas are Somerset in the UK and Kop van Noord Holland in the Netherlands.

Interviews with regional and local stakeholders and analyses of local, regional and national policy documents of each area have been carried out. This has provided evidence on the drivers for economic and social development, the endogenous potentials of the regions, and the cooperation between various actors and stakeholders in their visions, policies and actions on the areas' future development. Issues such as multifunctionality, policy integration and the relationship to EU regulations and financial support are explored.

Kop van Noord Holland's economy is dominated by agricultural production. The area is open, flat, windy, and has some recreational areas along its coasts. The initial findings suggest that the area has a strong local cooperation between the agriculture stakeholders



in the eastern part. An example is the newly established Agriboard. The area has an intensive agricultural production, and is self-supportive with almost no financial support from the EU. The area's western part has a mixture of functions (tourism, recreation and agriculture). It has financial support from LEADER+, and there are conflicts concerning multifunctionality, which blocks the possibilities for an optimal usage of functions.

Somerset is a very diverse rural region, with strong urban centres, a diversity of economic, environmental and energy assets and potentials, and a relatively healthy agricultural economy. Formal policy coordination through spatial planning concentrates on the location and size of significant urban developments and has much less to say about rural areas. Responsibilities for rural development are fragmented across many bodies. There is mixed evidence about the success of coordination and policy integration, which is complex and requires much effort.

This knowledge from the case studies will be used for making recommendations for the Directorates-General for Agriculture (DG AGRI), Employment Social Affairs and Equal Opportunities (DG EMPL), Environment (DG ENV), Regional Policy (DG REGIO), and Transport and Energy (DG TREN) on how to deal with the new shift in the CAP on a local level.

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Policy Issues about the Restructuring of Rural Area after Introduction of Farmland Reverse Mortgage System

This paper aims at examining major policy implications about the restructuring of rural area after introduction of farmland reverse mortgage system. Currently, Korean government has examined the introduction of farmland reverse mortgage system. The main causes of introduction of farmland reverse mortgage system are, firstly, to provide stable income basement for rural elderly people, and secondly, to manage effectively the resources of rural area such as rural housings and farmlands. Korea has entered into aging society and its speed is very fast. Especially, rural area suffers from the problems of extreme aging such as unstable and insufficient income, deficiency of labor power, and decrease in the vitality of rural society. Farmland reverse mortgage may alleviate these problems through providing stable income stream backed by rural housing and farmland owned by rural elderly people. By the way, introduction of farmland reverse mortgage system may bring about inevitable restructuring of rural area, because it is accompanied by the changes of farmland ownership and land use. Therefore, it is necessary to study the policy consideration about the effective directions of restructuring of rural area after introduction of farmland reverse mortgage system. As a result, major three policy issues are examined in this study.

First issue is about the integrated asset management system for rural elderly people. It involves the construction and use of database about the information of farmlands and their owners. Integrated asset management system is required in order to consult management of rural resources owned by rural elderly people effectively, and to implement purchase, lease, subdivision and amalgamation of farmland systematically, accompanied by introduction of farmland reverse mortgage system. Therefore, integrated asset management system can be linked to rural welfare system.



Second issue is about the reasonable settlement of corporate farmers system. Until now, farmland tenure system in Korea is dominated by the 'land-to-the-Tiller' Principle. Therefore most farmlands are held by small farm owner. Tenant farming system is restricted. As a result, corporate farmers system is not developed. But introduction of farmland reverse mortgage system is accompanied by the change of farmland ownership, and as a result, emergence of corporate farmers system is inevitable. Therefore, preemptive policy consideration is needed to prepare the emergence of corporate farmers system

Third issue is about the preparations for rural land use planning. Massive change of rural land is also inevitable because of rapid change of farmland ownership. Rural land use system may be shook by the rapid change of farmland ownership. Therefore, preemptive policy preparations for rural land use planning are also needed.

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Government, New Public Management, Public Private Partnerships and Self-Organization in Area Development. A Comparative Evaluation of Dutch Rural Policy Initiatives

In the Netherlands a mixture of policy initiatives can be witnessed in the field of rural and landscape policies. The Dutch government involves in different steering strategies within these policy initiatives, bringing forward a variety of steering to address planning processes in rural areas.

This article compares several policy initiatives in terms of the steering strategies that characterize them. We illustrate that they contain elements of hierarchical steering, new public management, public private partnerships and self-organization, and argue that each steering form has its strengths and weaknesses that influence the planning processes and outcomes. The main issue that this paper deals with is the effectiveness of complex mixtures of steering that are addressed to policy challenges simultaneously. Our main question is: how can we evaluate mixtures of steering that are used to address policy challenges, as they are implemented simultaneously at the site level? And: what can be learned from these mixtures in terms of strengths and weaknesses of different steering strategies?

The objective of this article is to compare steering strategies in different policy categories with each other on: (1) the design of plans, (2) organization (including steering), (3) commitment and (4) finance and to evaluate the effectiveness of planning processes for a sustainable spatial development.

This paper is based on qualitative evaluation research, desk-research and interviews, based on secondary analysis in four case studies in the Netherlands. We use theories of New Public Management, Public Private Partnerships and Self-organization to understand steering strategies in planning processes. The result is to provide understanding about the implementation of several policy categories that are addressed in an area at the same time, how different steering options interfere with or strengthen each other and what can be learned in terms of effective steering. Open questions for further research: Are

there other criteria to decide if steering strategies or mixtures of steering are agreeable with the problems and tasks in the regional area?

If there are mixtures of steering: are there possibilities for meta governance and what does this means for the planning problems or tasks? What does it mean in terms of time and scales? Do planners and policymakers take notion of the fact that multiple forms of steering co-exist when they make plans for regions? Do possibilities exist for steering or does the complexity of multi-level governance, multi-actor governance and multi-sector governance make it impossible to plan? In this perspective, is planning doable or not? What kind of different discourses do planners, organizations and persons in regional planning have and what is the influence on the possibilities of steering?

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Divergence of Rural Spatial Planning Policy and Systems in the Netherlands

Many European countries have seen a form of decentralisation of spatial planning in the last decade. One of the main reasons for decentralisation of rural spatial development is the shift towards a more integral and area specific approach. It is believed that the lower government levels can be more efficient in developing the countryside as they are closer to the areas and stakeholders, and therefore have a better insight in the specific needs and possibilities of the area. Decentralisation should give the regional or local government the possibility to adapt their policies and planning system to their specific situation. It can therefore be expected that the introduction of these new spatial planning systems will lead to a divergence in both policy and planning approaches for rural spatial development. This paper will explore this assumption based on the case of Investment Fund for Rural Areas (ILG) in the Netherlands. The ILG is a major decentralisation scheme in which the national government decentralised the implementation of national rural policies to the provinces. The paper will describe what the range of different approaches of the provinces is, and based on what reasons the differences evolved. It will also explore if and how the national government facilitates the development of different approaches in practice.

This case study started with desk research on policy documents of all 12 provinces, and was then continued with semi structured interviews with officials from a cross section of these 12 provinces and open interviews with the officials of the ministry of agriculture, which is the national counterpart of the provinces.

Results show that content wise there is very little room for the provinces to determine their own priorities based on their regional knowledge. Contracts between the national government and the provinces are based on predetermined national policies. Review of the results is based on generic indicators and standard formats which are the same for every province. On the other hand, provinces can add their own priorities and money to



the goals set by the national government, the provinces make only very limited use of this opportunity.

The provinces do have very different approaches in how they implement the policies. An example is that some decentralise the responsibilities even further to the municipalities, others keep matters in their own hand. These clear differences developed due to political and administrative culture.

This paper only shows the developments in one country, it raises the question how similar decentralisation developments in other countries have taken effect. Besides that a more fundamental question could be raised: whether this limited freedom for the provinces contributes to the quality of rural development.

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Foundations for the Planning of Europe's Rural Areas: Agricultural Landscapes as Cultural Heritage – a European View

Agricultural landscapes are a large, very important and obvious part of Europe's rural areas and their cultural heritage. Although they were manifold interwoven in history and have some European commonalities, they have specific national, regional and local characteristics. Europe is coming closer every day – due to common policy (CAP), common economics and increasing mobility. This process of 'globalisation' may induce conflicts between land-use, heritage protection and landscape management/development.

The European Landscape Convention recognises landscapes "as an essential component of peoples' surroundings, an expression of the diversity of their shared cultural and natural heritage, and a foundation of their identity". It also notes "that the landscape has an important public interest role in the cultural, ecological, environmental and social fields, and constitutes a resource favourable to economic activity and whose protection, management and planning can contribute to job creation". (CoE 2000).

Several demands have been formulated, to responsibly plan and manage our agricultural landscapes as common heritage, carrying social and cultural values. These demands first were induced by the EUCALAND Network (<http://www.eucalandnetwork.eu>), and latest dealt with by the EUCALAND Project (Pungetti et al. 2010). The planning of agricultural landscapes as cultural heritage has to rely on a sound pan-European theoretical, scientific and empirical basis. Therefore the Eucaland-Project has developed a first approach to a European description and classification of agricultural landscapes (with landscapes in the meaning of the European Landscape Conventions' definition as "an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors") as cultural heritage. It has furthermore started a compilation of their history. Based on this analysis, as well as an analysis



of current driving forces to and pressures on agricultural landscapes, guidelines for conservation and planning policies as well as practical management were given.

This paper presents results of the two-year multidisciplinary, international EUCALAND Project funded by the EU in the programme “Culture 2007-2013”. 42 partner institutions from 27 European countries were involved in the project. They aimed at drawing up foundations for politicians, scientists and planners, aimed at making the wider population in Europe more aware of their cultural heritage and hence better able to plan for their future rural landscapes.

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Wind Farms Planning between Latent Confliction and Singular Complementarity?

More often, local, regional and national spaces claim to be free of fossil energies within few years. In a world which is preparing the post-petroleum society and which encourages local answers to global questions, the energy autarky quest isn't anymore the exclusive domain of the futuristic utopias. At the outposts of the climate battle, wind energy daily shoves and reshapes an increasing number of landscapes, and so in the name of the sustainable, clean and low-cost energy development. Like all planning policies, the establishment of wind turbines might occur inconveniences. Ultimately, are we in presence of general territorial planning approaches or in the case of “electrical law”? At odds with this point of view, won't the industrial onshore wind energy be an irrational mess of natural spaces contrary to the sustainable development stakes, which strength their deep attachment to the environment as a main economic resource and – at the same time – as a common heritage to be protected, planed and managed by concerted consultation with the local populations? Then, wouldn't be the wind energy development taking place at the expense of the necessary means for a policy giving the green light to the rising up of a society more drastically restrained, the only available feedback to the energy shortage and ecological challenge we are facing ?

The present communication aims to analyze the contents and the repercussions of two different local initiatives. One is situated in an old industrialized country named France, more specifically in the Region of Nord-Pas de Calais, and the other concern an emerging giant called India, especially the State of Tamil Nadu. Based on a multidisciplinary methodology, melting law (agenda setting, public policies examination, soft law and hard law comparison) and geographical social science tools (direct observations, meeting with the local populations, statistics, mapping), we collected a wide range of secondary and primary informations (interviews, articles, association programs) to match the cases study to the academic debate. Of course, the purpose isn't allocated to compare directly these dissimilar territories, but to evaluate their capacity to set up collectively and locally the implementation of the environmental integration of the wind



power potential, regarding the sustainable development issues (economic development, environmental equity and spatial justice). In fact, nowadays, the restructuring sub-region of Pas de Calais welcomes 10,67 % of the national wind power production, around the rural market-town of Fruges, either it corresponds to 160 wind mills (131 should soon come into being in and 191 planning permissions are still under approval). In the same kind of planning policy, melting renewable energies and greentech clusters goals, wind turbines mushroomed into the landscape of Tamil Nadu State, and especially in the southerner paddy district of Kanyakumari (formerly Cap Comorin). The wind energy capacity is actually generated by 8314 windmills located in the whole Tamil Nadu, thus contributing to 42,39 % of India's wind power total capacity, and Kanyakumari itself is estimated to be closed to the generation of 1500 MW, which is about 20 % of the India's capacity. If those implementation strategies and projects lay down an utility in terms of spatial planning, we observed that most of the time, it's the matter of rural territories intensively boasted, because of their economic growth slowing or removing. Thanks to this typical feature, they are conceived as favorable ground to cater for wind farms; nonetheless those planning policies drag a growing up number of denial forces in the core of the local society. Indeed, these oppositions and their control pressures inquiry the territory evolution symbolic pregnancy and the branding they give us to look up. We show and conclude on the fact that the environmental conflict is more than that; it's always a use conflict between various and sometimes opposite ideas, outlooks and perceptions of their territories, even more when multinational companies are involving in the renewable energies genesis, as it is also the case in the biofuel production. Finally, our presentation illustrates the complex relationship between science and society.

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Gentrification in Rural Ireland: Middle-Class Colonisation of Rural Space, Social Conflicts and Implications for Planning Policy

Debates surrounding gentrification have been dominated by *urban* accounts of the social transformation of localities and neighbourhoods involving the middle-classes. Key themes in this research include the social displacement of former residents and the refurbishment of properties, while theorisation of this phenomenon has focused on both supply-side (e.g. 'rent-gap' theory) and demand-side (e.g. residential preferences) explanations (see for example, Lees, 2000). For the middle-class, residential location is an increasingly important part of self- and class-identity, with some authors using the term 'elective belonging' to signal how middle-class households select a location which most closely aligns to their sense of themselves and their preferences for certain lifestyles, and therefore crucial to place-making. In policy terms, although state intervention may



have initially sought to regulate the impacts of gentrification, more recently policy-makers have shifted attention towards actively promoting gentrification within urban regeneration processes.

While much interest has focused on urban change processes, *rural* gentrification represents an emerging research agenda in the context of in-migration flows into rural areas experienced in many advanced capitalist societies (Stockdale, 2010). From a planning perspective, rural gentrification may have consequences in terms of rising rural house prices and issues related to local affordability, displacement of low income groups and social and spatial inequity. Furthermore, rural gentrification raises the prospect of increased planning conflicts surrounding new demands for rural space as a result of competing values held by new and long-term rural residents. We address these themes in this paper by using survey and interview data to examine the processes of change in three case study areas in rural Ireland associated with the in-migration and consumption practices of relatively affluent households and to explore the extent that gentrification is taking place.

The findings suggest that rural in-migration is characterised by diverse residential mobilities and geographies. Although not all rural in-migration represents gentrification (or indeed an urban to rural flow of population), the middle-class colonisation of rural space is evident across our three case study areas driven by strong cultural preferences among in-migration households towards the consumption of rural space. Understanding these preferences provides planners and policy-makers with analysis of the impact of middle-class values shaping the (re)production of place, which in turn may limit the opportunities and options of marginalised or excluded groups (Campbell, 2008).

Due to Ireland's relatively relaxed approach to housing development in the countryside, an influx of new middle-class rural residents has not been associated with the renovation of rural properties or the displacement of 'locals' from the existing housing market, but often characterised by new-build associated with agricultural disinvestment, leading to a transformation of the rural landscape. Furthermore, we examine the implications of these processes for planning policy. In particular, we focus on attitudes towards accommodating further residential development in rural areas among long-term and new rural residents leading to the breakdown of perceived 'local values' towards managing rural change. We conclude by raising questions concerning the middle-class consumption of rural space as an expression of preference towards lower density, dispersed settlements and its implications for the creation of sustainable places.

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New Forms of Sub-Regional Governance and Implications for Rural Areas: Evidence from North West England

In anticipation of significant public sector expenditure cuts the Commission for Rural Communities in England is arguing that there needs to be careful consideration to ensure that resources are allocated fairly between different places (CRC 2010). As part of ongoing attempts by the state to develop more flexible and responsive institutional capacities to enable or facilitate the processes associated with global economic change and competitive behaviours, city-regions have been presented as a suitable spatial approach for the rescaling of state activity that should be more efficient and effective and targeted towards the particular needs of places (Brenner, 2004). However, considerable ambiguity abounds over the precise arrangements that may be required for the effective governance of city-regions. Consequently, city-regionalism has frequently been understood as the product of a particular set of economic, cultural and political projects each characterised by specific logics and self-interests (Jonas and Ward, 2007). Perhaps it is therefore not surprising to find that in the UK, the government has been rather unspecific on the types of arrangements that may be required for city-regional governance. Nevertheless, the *Sub-National Review of Economic Development and Regeneration* (HM Treasury, 2007) promoted the role of Multi Area Agreements (MAAs) as a mechanism to create 'added value' through cross-boundary working between local authorities (Communities and Local Government, 2009). However, whilst there has been much focus on the impact of such arrangements on urban areas (see Harding and Rees, 2009), the nature and effectiveness of equivalent arrangements that have now emerged as a new form of sub-regional governance in various parts of rural England has been neglected. This paper therefore seeks to address such a gap in knowledge. In particular, it considers the impact of Multi Area Agreements – as a new form of sub-regional governance – on the nature and efficiency of institutional arrangements required for delivering various aspects of rural policy with particular reference to emerging delivering mechanisms in the North West of England.

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Sparsity as Luxury? An Analysis of Rural Policy-Makers' Views on Construction in Low Density Areas in Finland

Traditionally, construction and land use have not been tightly controlled in Finland. This derives from, among others, the historically important role of a land-owning peasantry in the society, and the country's sparse and scattered settlement pattern. Irrespective of the gradual Europeanization of policy guidelines and practices, also the current Land Use and Building Act reflects this legacy. It gives local administrative units (municipalities) large decision-making powers in granting building permissions, that is, in interpreting the guidelines for construction and land use set by the Environmental Administration at the central and regional level.

Due to the anticipated impacts of climate change, land use and construction have grown in importance as policy issues in Finland in recent years. Among the key questions in this debate on the Finnish variant of urban sprawl, the following ones are the main issues of the present study: 1) to what extent the construction of new houses should be concentrated in already existing (densely built) settlements, and 2) whether the tradition of granting building permissions in faraway rural locations wherever somebody happens to own land should be constrained.

This paper reports an empirical investigation concerning the views of local policy-makers on the above mentioned issues. The quantitative and qualitative data are based on internet-based surveys made by regional newspapers in two predominantly rural regions in eastern and western Finland before the Parliamentary elections in 2007 and Municipal elections in 2008 (number of respondents = 1089). The analysis utilizes a grounded theory approach and a deductive content analysis.

In general, a majority of local policy-makers in these rural regions challenge the prevailing views of the need to constrain traditional building rights for environmental reasons. In particular, they argue that municipalities should be allowed to utilize their abundant space as an asset in attracting new residents to shrinking rural regions. This is an indication that the political debate on the Europeanisation process and environment is conditioned by domestic policy traditions and locality-specific issues.

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Spatial Strategies for the Development of Rural Knowledge Regions

Since long knowledge has been a motor for the society's development. But, the way knowledge is produced, distributed and applied, has changed considerably and leads to the development of the knowledge society. This article presents results of different studies conducted in Germany to identify the spatial dimension of the knowledge society and to specify corresponding approaches in planning with a focus on rural areas.

Although the knowledge society is the result of a process, which became particularly obvious in the 1970s with the decline of aging industries and the rise of knowledge-based economic sectors, and even though the first social and economic studies were already available in the 1960s, the topic only recently became a subject of spatial science and spatial policy debate.

Analysing the knowledge society from a multidimensional perspective, the identification of three dimensions can help to describe its spatial patterns:

- The technical dimension describes predominantly the capability of businesses and households to use information and communication technologies.
- The economic dimension takes account of the influence knowledge has on economic sectors and the production processes.
- The social dimension describes aspects of empowerment, in particular the development in education and the growing importance of live-long learning.
- The spatial structure of the knowledge society – along the three dimensions mentioned – will be methodically deduced using secondary statistics and an analysis basing on both a factor and cluster analysis.
- The focus in the contribution to the conference will be laid on the results of qualitative interviews which have been conducted in several case regions.
- The evidence shown in the contribution to the conference will be structured as follows:

On a large, national scale different types of spatial profiles develop:

- (i) the emergence of large agglomerations influenced by the knowledge society (the issue of upscaling),
- (ii) the expansion of the knowledge society in rural areas lying located between metropolitan regions, forming corridors of development, and
- (iii) the case of regions with a knowledge society deficit (which might be perceived as a sort of "new periphery").

For the case of rural regions, it is explained, how regional stakeholders can and do use knowledge as a strategic factor. The explanation is structured according to the three dimensions.

Knowledge society's spaces will, to a great extent, consist of networks which only overlap territorial spatial categories to a certain degree, and will in part consciously ignore them. This has two implications:

Firstly, it is certain that proximity and distance can be both fruitful and restrictive for the knowledge society, and that it depends in each case on the context, i.e. the specific concept of proximity. But, it remains open which importance local flows of knowledge (based on proximity) have in relationship to supraregional networks.

Secondly, the knowledge society is organised in functional networks. The special value these have for a territorial unit such as a rural district can only be made use of when these networks are linked to each other. This affords various transactions, which go along with specific costs. In further research into knowledge society based implications for spatial development, special attention, therefore, needs to be given to the institutional arrangements (i.e. forms of governance) that are chosen by actors in order to reduce these transaction costs.

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Further evidence stems from a more recent project which has not been published so far.

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Public and Private Use of Open Space in a Densely Urbanized Context

The boundary between Flanders' urban and rural areas has faded throughout recent decades. What remains is a chaotic spatial structure without any real notion of centrality. The so-called 'open space', which is far from open nowadays, is evolving from an agricultural production area to a semi-urbanized consumption area where people reside and recreate. On the one hand, the public use of the open space seems to be growing, particularly because of the success of recreational networks. On the other hand, the open space also seems to be increasingly used in a private way, as a consequence of residential development, garden construction and the use of former pasture land to keep horses. Both transformations are rooted in deeper social evolutions of individualization, privatism and changing recreational needs. Because of Flanders' specific and dense urbanization pattern, assessing these transformations in a Flemish context can probably open a relevant research for similar contexts in North-West Europe or other urbanized regions in the world.

The public and private use of open space is operationalized through specific features to be examined. The most important feature of public use is the recreational use of open space with recreational networks, supported by infrastructure, as main elements. The major private features include rural housing, private gardens and horse pastures. It is however difficult to study these features in a temporal dimension since historical data are hard to find. Moreover the existing datasets often don't correspond to the situation on the ground.

Since no effective spatial datasets are available to study the features, a field study (in case areas of approximately 200 ha) was carried out in six municipalities with different spatial characteristics regarding their open space. All signs of public or private use were registered. Additionally, the local policy documents of the six municipalities were assessed on the policy options regarding these features.

The extensive field study confirmed that open space is really becoming more public, even though not all areas in the same degree. Following conditions seem rather determining: the attractiveness of the landscape, the presence of forests and bodies of water, the recreational policy of the municipality, the accessibility and the distance to



residential areas. At the same time also the privatization of the open space is clearly becoming a reality. Its main determining conditions are the proximity of the built environment and the parcel size.

The evaluation of the local policy documents shows that it is not easy for municipal authorities to respond to these evolutions. Most municipalities pay some (passive) attention to the increasing recreational use of open space and sometimes develop specific programs within some spatial preconditions. Privatization, on the other hand, doesn't seem to be an issue for the municipalities at all.

The paper ends somewhat pessimistically. It seems quite impossible to stop these evolutions through (spatial) planning policy alone. Planning policy can only aim to guide these evolutions in the best way possible, considering the limiting carrying-capacity of open space. A better enforcement through the building permit system can be helpful in the short term.

The two transformations often take place in the same area, but it is not yet clear whether or not this generates conflicts. Further research, among others through the interview of users, is necessary to give an adequate answer. Also more evidence is needed to talk of a real evolutionary transformation, since the current analysis is rather static.

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Social and Cultural Sustainability in Rural Tourist Destinations – Young Peoples Participation Reveals Conflicts and Future Challenges

The paper focus challenges in terms of competing interests in two very popular tourist destinations in Norwegian mountain areas. Natural resource management, planning and economic development are core questions for the local authorities in these quite small municipalities. Compared with many other rural districts the living conditions are based on unique natural environments, possibilities for healthy activities and experiences in the mountains, as well as opportunities and facilities based on tourism industry, a wider range of jobs, events and arrangements, and a lot of different visitors. However, focusing the many advantages for the local people as well as for the places overshadow conflicts between rural tourism and social and cultural sustainability. Research methods using young people aged 15–25 as informants, created new knowledge about how they experience that expansion is out of control and that place qualities are reduced. Qualities of place and sense of place are interconnected phenomenon, and the young people's place attachment depends mainly on qualities and experiences of the natural environment, landscape, social networks and rural community. These physical, social and cultural factors shape young people's sense of belonging and well-being, in positive or negative ways. In addition, the economic development seem to influence on social



and cultural disintegration in these rural communities. One example is the impacts on rural values regarding consuming cultures and social status system, another example is the impacts on the housing market. Youths, as well as young seasonal workers, are squeezed out of the housing market as demand presses house prices sky high. This is not simply an economic and practical question, it appears to have a serious symbolic effect. Many young people feel as if they are worth less, and of little importance to the community of the future. Their sense of belonging is influenced in a negative way. Few of them have any wishes to enter into job careers in the tourism industry and the desire to establish themselves at their home place seem to be reduced. Local authorities make serious efforts to counteract intra-migration towards urban regions, and to get young adults return to their home places when higher education is finished. Development of tourist industry and planning for tourism are viewed as part of local political means to construct attractive places. The authorities also pay much attention to the values derived from nature when they promote the place. This study illuminates why the significance of sense of place should be included into place development projects and planning processes. Further research is needed to explain how impacts on rural values and sense of place as socio-cultural resources might be critical, and how governance capacity of places including young inhabitants could possibly create a new understanding of what is at stake.

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A Sociological View on the Aspects of a Motorway to a Peripheral Area

This paper presents the results of a study of how a motorway to the peripheral area of North-western Jutland in Denmark can be expected to influence the social sustainability and the imbalance of the Region of Central Jutland. The project has been motivated by the perceived inequality within the region presented in the local media in North-western Jutland as well as the national media and the fact that the motorway is expected to change this inequality. Motorways are often associated with economic growth or negative environmental impacts, but the social aspects of motorways have not been given much attention in both the academic research and the public debate, which furthermore have initiated the project. In-depth literature surveys, a questionnaire survey with 170 respondents from North-western Jutland, and interviews with three Danish mobility researchers and two citizens from the questionnaire survey are the three main methods, which have been conducted in order to elucidate the problem. It has been clarified that the results include a high level of dependability, credibility, transferability and confirmability.

The results of the study show that it is doubtful whether a motorway to a peripheral area like North-western Jutland will enhance a long-term positive development of the



area and rectify the imbalance of the region. It is to be expected that the motorway will increase the feeling among the North-western Jutes of being recognised by the national politicians as they are being allocated state funds, and for this reason they might see the construction of the motorway as an act of justice. Most likely the motorway will increase the social sustainability by improving the perceived levels of solidarity, social justice, participation and security, and one can ask oneself if this potential improvement of the level of social sustainability is a good enough argument for constructing a motorway to a rural and remote area. A motorway will lead to more transportation in private cars which leads to an increase in the emission of green house gasses and thus have both local and global negative impacts on the environment. It is, however, possible that the low levels of social justice, solidarity, participation and security could be heightened through other national public investments which will not have the same environmentally unfortunate consequences, but also will be more expensive than a motorway. It opens up for a discussion of how feelings of social injustice, insecurity and a lack of participation and solidarity can be improved in peripheral and rural areas.

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Intraregional Assessment of Rural Municipalities in Czech Republic

There are more than six thousand municipalities in the Czech Republic and municipalities with population of 500 to 3000 represent about one third of this amount. They are often located in rural areas and they considerably influence country's landscape. These municipalities don't form homogenous body. On the contrary there are many differences among them. Maintenance and development of municipalities is funded through government subsidies or EU funds. These sources are limited thus it is necessary but difficult to decide which projects and municipalities are in the greatest need of this funding in preparation of strategic plans of regions. Regional disparities are one of the aspects which have to be considered. These disparities are often considered as disparities between regions but there are also equally important disparities inside regions. Our project was aimed at preparation of a model which shall assess potential drawbacks of smaller municipalities in regional sense. Output of the model should be valuable information for regional planning.

The model design started with gathering data. Data gathered from various sources and personal visits to sample municipalities were analyzed using statistical methods such as chi-square test, Spearman's rank correlation coefficient and also using manual "common-sense" analysis. Statistical methods proved some correlations between selected effects (population increase, economic growth) and tested causes (e.g. distance from regional capital, presence of school, pollution, etc.). Correlations were formed into the form of an assessment model. The model takes limited number of municipality's characteristics on the input and summarizes found disparity effects on the output. These results might indicate that particular municipality is disadvantaged regarding some attribute or even disadvantaged overall. Stakeholders then should consider adjusting of priorities to support municipalities whose conditions are worse than average.



In the end of our project the final model was implemented into the form of a software tool. This tool is publicly available to municipal governments, regional planning agencies, etc.

Though the model was prepared some issues still need further research and consideration. The final model assesses population focused indicator. During the project an economic indicator was also prepared but we decided to omit it for the final model as it might lead to penalizing of successful municipalities. Stronger relation to housing problematic remains another open issue because of the questionable quality of related statistical data in the Czech Republic and problematic formulation of comparable criteria. These will be aims for the further improvement of the model.

Bracket B – SPACES AND PLACES

8 Urban Planning and Physical Form

Track 8: Urban Planning and Physical Form

Track Co-Chairs

Ali Madanipour, University of Newcastle

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In this track, we invite both substantive and theoretical papers on the theme of urban space and the role of planning in its transformation. In an urban world, where 'space is luxury', what are the patterns of spatial transformation in Europe and elsewhere? What are the impacts and implications of this urban transformation for social cohesion, environmental care, cultural heritage, and aesthetic quality? How could the quality of urban environment be improved while optimising the use of energy and materials? What is the role of urban form as a frame of 'environmental agency', facilitating prudent behaviour by individuals and companies? How could the diversity of urban space and society be respected and promoted while reducing the gap between social and cultural groups? How can the aesthetics of urban space be improved without undermining the cultural heritage or giving way to consumerism and the rule of spectacle? How can planners create 'places' that cater to local needs while being part of a rapid process of global change? How can public spaces cope with the pressures for commercialisation and gentrification? How can planners manage the relationship between the public and the private, as expressed in urban space? Where do planners stand in evaluating, facilitating, or resisting these changes?

Another set of questions concern the relationship between the physical and social dimensions of the urban environment, between urban design and urban planning. Can or should the two be separated in planning education, research and practice? Can planning interpret the spatial as social but non-physical, or as physical but non-social? In this track, we especially invite papers that approach the links between physical form, social relations and the aesthetic and atmospheric qualities of urban space in an innovative way. What other methodologies can be explored beyond urban morphology to study urban space? We hope to make genuinely new openings in the study of the 'luxury' of public space, or the added value and public good that urban space at its best provides.

A related contention is that of density. From the Nordic perspective of sparsely built cities and the tradition of extensive, little-regulated sprawl, the social and ecological benefits of densely urban settlements need further scrutiny. How can the argument for higher densities be made in the 'luxury' situation of abundance of non-developed land and nature? Does the densification agenda have ecologically and socially relevant alternatives? How should we read and represent the physical form of the large, multi-centred and sometimes transnational metropolitan regions?

Finally, from an economic point of view, the physical urban form plays a role in speeding – or retarding – innovation. While there is broad agreement that innovation is the key to the economic success of cities, regions and countries, surprisingly little is known about the precise links between innovation and physical urban form. While design is a key manifestation of innovative practices, how can urban design foster innovation in cities? How can innovation be promoted without undermining the identity, character, and cultural heritage of places?



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Temporary Uses in Derelict Spaces: a Luxury for Tomorrow's Planning?

Former industrial neighbourhoods are the privileged areas for temporary uses (Andres, 2008; Growth and Corijn, 2005; Haydn and Temel, 2006; Overmeyer, 2007; Urban Unlimited, 2004, Urban Catalyst, 2003) in other words alternative and more or less legal uses taking place in derelict areas for a short period of time (qualified as a watching period) and aiming to evolve as soon as a perspective of regeneration emerge. Because of their momentary exclusion from the property market these territories can house temporary uses and functions. These old industrial inner city districts characterized by derelict building with cheap rents are favourable for the development of studios or exhibition spaces, for the provision of raw material for creative activities (Drake, 2003) and for the creation of creative human networks (Montgomery, 1995; Crewe and Beaverstock, 1998). They offer also many other opportunities for local businesses to settle.

This communication, thanks to various examples taken in France, Switzerland and Great Britain through research undergone in the last 6 years, aims to:

- decrypt the perception of spaces by the main stakeholders (land owner, public bodies, transient actors) in other words the social and symbolic values that are transposed to these areas where temporary uses take place (resource, catalyst, constraint...)
- distinguish two forms of temporary uses: informal temporary uses (without the land owner and-or the local authorities consent) or more formal temporary uses (with a certain consent of these two stakeholders) and demonstrate their impact in the process of reshaping urban spaces
- decrypt how planners can deal with these uses both in evaluating or facilitating them or in resisting against these changes/uses. In other words how including flexibility and permissiveness can be a key to promote a less rigid, more dynamic and perhaps more sustainable city?

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Rhythm-Analyses: Santa Monica, California and Oberhausen, Ruhrgebiet

In search for building an understanding of spatial quality I consider essential the relational nature of space that is conceived according to temporal dimensions. In this paper I aim to contribute to the translation of spatial knowledge into design practice, by means of rhythm-analyses of places. I illustrate this method with my experience with interactive temporalities of places while undertaking research on public spaces across the Atlantic, in Santa Monica, California in the US and in Oberhausen, Ruhrgebiet in Germany.

The example shows that a key in adapting to the pace of change within the contemporary spatial production is the practitioners' capability to develop the habit of reflective action. Hence I argue for design as a reflective practice (Schön 1983), and propose to look at designers as spatial explorers that approach spatial analyses from a phenomenological viewpoint. In the space that contains and represents within itself relationships such explorations become an inter-subjective practice. From this perspective practitioners assume different roles alternatively, by performing sensorial, conceptual, institutional, and rhythm-analyses of places. To explain the various manners in which reflective practitioners interact with places I structure a conceptual triad based on Henri Lefebvre's dialectics of spatial production. I define the design dialectics as a dynamic understanding of a place's biography across the following moments: a) a sense that contours an external image, b) the conception that leads to a professional image, and c) the life that creates lived experiences and an enduring civic presence of a place. In order to incorporate change within the conception process, the planning and design practitioners need a dynamic take across the dialectical moments of this spatial triad, which helps the mediation among the three modes of representation. The dialectical alternative to the design practice that I propose draws wisdom from the senses and the inner being, values the particularities of places and individuals, and is attentive to movements and presentation scales of phenomena.

Within this framework, the rhythm-analyses translate spatial theory into design practice twofold. On one hand, in the spatial production they can restore the role of the human body by reinstating the sensible in consciousness. On the other hand they represent a method to formally integrate social sciences theory into design pedagogy, and to familiarize future practitioners with a critical approach to design reasoning and practice. The example illustrated here is a first step in proposing this reflective method of planning and design practice.

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Companion to Urban Design: Roots, Influences and Trends

This abstract is a proposal for a roundtable based on a forthcoming Companion to Urban Design. The Companion, a collection of 52 chapters, is expected to come out around the time of the conference or shortly thereafter.

The premise of the Companion is that the field of urban design has emerged as an important area of intellectual pursuit, involving theory, research, and pedagogy, all intended to inform and improve practice. In the early stages of its modern professional identity, the field of urban design was defined by the interstices of the more established fields of architecture, landscape architecture, and urban planning with each claiming some proprietary rights. The practice of urban design, while still involving participation from architecture, landscape architecture, and planning, has long eschewed its interstitial legitimacy. It has forged a distinctive identity with applications at many different scales -- ranging from the block or street scale to the scale of metropolitan and regional landscapes, with such intermediate scales of applications as planned new communities, or conservation and design of urban neighborhoods. Because of its multiple scales of application, the practice of urban design now interfaces, if not engages, many aspects of contemporary public policy – multiculturalism, healthy cities, environmental justice, economic development, climate change, energy conservation, protection of natural environments, sustainable development, community livability, and the like. For students of the built environment and urban design, the field now comprises a core body of knowledge that includes a rich history of ideas, paradigms, principles, tools, research, and applications involving aspirations of a good city form, and the consequences of the built environment on human activity. In its remarkable evolution, the field has become increasingly eclectic and interdisciplinary, enriched by influences from the humanities, and social and natural sciences.

Courses on urban design are increasingly a requirement not just for graduate or undergraduate professional studies in architecture, landscape architecture, and urban planning, but also undergraduate studies in urban studies, urban affairs, geography, and the like. General interest in these areas as courses of post-secondary studies is also growing as the world population and developing economies are undergoing an unprecedented urban transformation. The growing awareness of the importance of the quality of life and livability of the built environment extend much beyond the traditional design disciplines. The following are questions addressed by the Companion many of which will be considered in the roundtable.

- What are the intellectual roots of urban design? Who are the important thinkers? What are the important ideas and paradigms that have shaped the field and practice of urban design in the contemporary era?
- What are the important research issues related to the practice of urban design? How have the contemporary challenges of climate change, sustainability, active living initiatives, the information and communication technology revolution, globalization, homeland security, and the like affected or are likely to affect the practice and research related to urban design?

- What are the current best practices in urban design and what are the generalizable characteristics of such examples? How have the innovations in technology and methods transformed the praxis of urban design?
- What are the major debates, conflicts, and contradictions in our understanding of the production and consumption of urban space that must necessarily affect the theory and practice of urban design?
- Which are the important global trends that have influenced the urban design practice
- How has urban design been utilized as a medium for the achievement of corporate, community, and local government goals?
- What are the significant disciplinary influences on the theory, research, and practice of urban design in recent times?
- What are the urban design challenges and opportunities presented by the new global economic order and the forces of globalization in the urban development of the emerging markets and the developing economies?

In addition to the co-editors, the participants of this Round Table will include the following contributing authors from Europe and the U.S.: Matthew Carmona (UK); Ali Madanipour (UK); Danilo Palazzo (Italy); Rafael Pizarro (Germany); and Niraj Verma (USA). Each of these participants will briefly introduce their contributions to the Companion.

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The British High Street as a Cultural Institution: an Anthropological Critique of Retail Planning

The high street with its rows of shops and services is a cherished British phenomenon, physically, visually and functionally pivotal to the neighbourhood. Against the background of successive policies aiming to curb the expansion of large-scale and out-of-town retail on the one hand, and a continuing preoccupation with town-centre/high-street renewal on the other, this paper considers the role of Planning in shaping shopping streets. How does Planning conceptualise the high street? How does it grasp the qualitative factors that underpin success? And, in terms of theoretical innovation, what could an anthropological research approach offer?

The paper draws on the extensive critical literature on retail in the UK (Guy [2006] is a key academic reference, the campaign literature is voluminous) but employs these in conjunction with ethnographic methodology and anthropological ideas about economic life. An anthropological approach allows the policy context itself to be investigated as culturally constructed and it highlights important questions about the wide-ranging cultural dimensions of the high street – as a place of employment, production and consumption; as a forum for cultural production and social reproduction; as a fundamental element of urban morphology. Economic beliefs and imperatives that remain central to collective decision making (despite repeated failure) can be explored as cultural conventions and made available for creative analysis (see Ong and Collier 2005).

Focussing on one planning authority – the London Borough of Southwark – the paper provides a snapshot of the retail landscape and then sketches the key milestones in retail



planning over thirty years. A holistic framework helps to show that shopping areas as part of urban form have long been shaped by a mix of drivers only some of which can be captured in, let alone managed through, planning policies. In the UK these have long been based on the notion of hierarchies or networks of market opportunity which are supposed to translate into both quantitative indicators as well as particular types of urban morphology.

The empirical evidence comes from fieldwork (conducted for a planning MSc dissertation in 2007 and augmented by subsequent research) and written sources. These include documentation on anti-supermarket campaigns since the 1980s and a municipal retail capacity study from 2009.

The paper develops a critique of the assumptions underlying current retail policy, showing the problems created by using a framework that tends to reduce a complex and significant set of activities to a calculus of floor-space, distance travelled and purchasing power. Although policy documents acknowledge the non-market functions of high-streets, retail is routinely described in terms of space, that is, size, and policy overwhelmingly concentrates on market-functions.

Extensive work by Simone Abram, anthropologist of planning, has demonstrated the value of ethnography for investigating planning outcomes. This paper applies this methodology to retail planning and seeks to engage planning academics in the discussion. However, it limits itself to description and critique rather than to generating proposals. The very richness of social life as embodied in the high street has been overlooked or misunderstood for so long, that the first stages of a renewed understanding require above all exercises in documentation, investigation and reframing.

The research will feed into a broader, transnational anthropological research project on the diverse values of built spaces.

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The Softer Side of Density

In the UK, the Government has a set minimum national density standard for new developments at 30 dwellings per hectare. This target is shaped in part by the Sustainable Communities strategy, adopted in 2003, which advocates minimising land use and other resources in the face of an increasing population and a need for more housing. While laudable, the benefits of building at such densities and higher is often lost due to poor transport links, a paucity of local shops and services, the dominance of private vehicles and a lack of quality greenspaces around schemes. These quality of life issues, which comprise the softer side of density, have not been properly considered alongside density in the urban design and development process. This paper discusses the above in the context of a 4-year research project on urban futures and sustainable urban



regeneration. Research questions developed at this early stage of the project include: how is density considered in the literature? How is density related to a plethora of urban, architectural, social, psychological and cultural issues? How can these relationships be visualised and explained? Through an extensive literature review and an examination of case studies in other countries, these questions are answered. In particular, a typology of density is created that shows the relationships between density and various issues. The literature review prepares the authors for the next stage of research: conducting case studies in the UK that will attempt to uncover the processes, tools and priorities of stakeholders who make decisions about density in urban design and development projects. From this work, it is believed that a tool can be created that incorporates both the soft and hard elements of density in decision-making. In addition, density solutions that are seen as sustainable in urban regeneration terms—no matter what the future holds—will be developed, tested and validated with experts in urban regeneration, planning and sustainability.

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Place, People and the Organization of Urban Space. Milan and Turin under Observation

In the last decades the promotion of inner city redevelopment projects has become a major focus for many cities seeking to meet the global challenges of new economic and social development. Large scale urban projects are assumed as relevant fields for the development of the contemporary city as they are displaying new forms of spatial and social arrangement of urban life.

While urban planning has been focused on definition of new governance assets, on the innovation of new public-private arrangements and on the regulation of building rights, the physical transformation in large-scale urban development projects and the reuse of industrial brownfield areas has often occurred along the interests and logics of the real estate market. In Italy, moreover, urban space being produced in several housing development projects in many cities reveals a remissive attitude of the public actor in the guidance of the intentions, preferences and values leading private investments and the outcomes in terms of spatial and social organization of new housing areas seem to be undervalued.

What is at stake is the production of the contemporary city and of new urban cultures and while a urban renaissance is undergoing in many European cities, a new pressure is being put on city cores and relevant questions emerge: Which are the conditions and the forms of the social and spatial re-organization of the contemporary European city? Which are the spatial characters of new developments and which are the forms of articulation,



selection and separation that are emerging in the new urban developments? *What are the expectations, fears and needs of new inhabitants of these areas? According to which values, rules and norms is contemporary urban space being shaped? How much is fear a drive – tough implicit – shaping forms and spatial and social organisation of the contemporary city?*

The paper will discuss the outcomes of a recent investigation aimed at interpreting the key factors guiding social and spatial organisation in new middle-income housing developments through ethnographic work and in-depth interviews to inhabitants. Case studies were developed on three cases of recent urban development projects in Milano and Torino within a research project commissioned by the research programme of the Plan Urbanisme Construction et Architecture Research Agency at the French Ministry of Planning.

The research remarks that the negotiation between public and private is producing a space which is characterized by simplification: neither the public nor the private seem to take any risk in articulating a more complex urban space. Moreover, a tendency in producing and organising separation between different social groups as well as a rise in intolerance against what could for many reason be considered the core of urbanity seem to be rising.

While a new focus on “places” is emerging as a key issue in academic research, the exploration of the implementation of these new urban areas reveals the urgency of enhancing competences in qualitative urban research and of bridging competences on the borderline between different sciences. While the coupling of “place” and “people” was assumed by Robert Park already in 1925 as the basis of any understanding of the urban realm, a gap between social and spatial sciences still seem to be relevant when urban development is being designed. Contemporary urban development projects call for innovation in qualitative research methods and for new insights and support to processes of social and spatial organisation.

Further research is currently being developed to review and investigate which are the elements and conditions which could foster the development of a planning approach being more responsive to the processes of spatial and social organisation which are embedded in urban form.

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Decoding Design Guidance*

This paper focuses on the use of design guidance as a tool in the design / development process. At its most basic, design guidance can be defined as a generic term for a range of tools that set out design parameters with the intention of better directing the design of development. Different countries have different traditions and use different forms of guidance to greater or lesser degrees. The German Bebauungsplans, for



example, represent sophisticated site-specific tools for guiding the urban structure of developments, whilst in France typo-morphological guidance is commonly used to understand and respond to the character of larger historic areas. In Australia, Victoria's Rescode provides a state-level design guide for residential developments, whilst in the USA, the New Urbanists' Transect offers a generic form of design guidance offering prescriptive design solutions for all types of development across the continuum from city core to countryside.

Reflecting this diversity, there has been a proliferation of types of design guidance. In the UK for example, there are: local design guides, design strategies, design frameworks, design briefs, development standards, spatial masterplans, design codes, design protocols, and design charters. These terms are often confusing, poorly defined and overlapping, and despite attempts to classify them in relation to one another, their sheer variety only helps to illustrate the ambiguity of design guidance as a design / development tool, and the confusion that can too easily result from its use.

The paper begins with a short introduction to design guidance as a generic type, revealing its variety and distinguishing characteristics. Based on empirical research in England derived from a national pilot program, discussion goes on to examine one particular form of guidance – the design code. The aim here is to explore in greater depth the relationship between design guidance and the broader design and development process. The discussion recognizes that the nature and limitations of all forms of design guidance need to be fully understood before they are applied in practice.

* This paper is offered as part of the proposed Round Table discussion on the forthcoming book "Companion to Urban Design" by Tridib Banerjee and Anastasia Loukaitou-Sideris.

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"Landscape Is Luxury": Searching for Images of Sustainability

The extraordinary success of the "landscape" topic in the societal and political discourse may be referred to two emerging issues: the demand for "beauty" (a sort of new citizens' right) and the anxiety for the loss of nature. As a consequence, in the landscaping debate, the emphasis is on the potential relationship between esthetics and ecology: landscape can give an expressive form to ecological processes, give a vision for "green" policies and plans, and allow the public at large to understand what is at stake. But, at the same time, "green-washing" and misuse of nature symbols show some of the discourse's ambiguity and risks.

In the contemporary age, the power of images has grown more and more: most territorial changes are planned on the basis of various forms of representations and rendering – we can now "see" the landscape before territorial processes have taken place, we can decide the future partly on the basis of these visions, and manipulate the land in order to shape it at will. What images of change are planners and designers putting forward? Do these images reflect the ideals of sustainability? "Eco-towns", so similar to the old Garden Cities, or hi-tech "Bio-tower" for "vertical farming", Wind farms in the shape of "tulip island": are these images able to represent innovative scenarios, to offer a new green "myth" in order to guide the collective action?



The landscape is close to the way in which people perceive their own living environment, so it can be a powerful visioning tool for participatory democracy, for representing collective aspirations to beauty and sustainability. The paper presents some case studies, and discuss the role of landscape imagery in orienteering the processes of territorial change. Particular attentions is paid to forms of strategic planning and policies, which use landscape visions.

It is proposed that the landscape debate should be re-oriented, from the prevailing attention paid to the identity, as an heritage of the past, to a stronger focus on the “aspirations of the public” (European Landscape Convention) and to the creation of new landscape identities.

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Shrinking Cities: a Comparison between Liverpool and Leipzig within a European Context

Urban shrinkage has become a new normality for a growing number of European cities and urban regions. The phenomenon is the result of different but strongly interconnected processes: uneven economic development, demographic change, shifts in land, resource use, urban form, housing preferences and lifestyles. These triggers or drivers will also increasingly impact upon urban and regional development in the future. Population losses and economic decline have led to uneven development pathways of urban regions, not only in terms of the local economy but also in relation to the physical, social and environmental performance of cities. Their effects are strengthened by processes of globalisation, European enlargement and integration and related processes of economic restructuring through the post-socialist transition in Eastern Europe. Shrinking urban regions develop their own patterns of development, and form distinctive dynamics that differ from those of their growing counterparts. Although urban shrinkage represents one of the major challenges for urban Europe in the coming decades, it is still under-researched and lacks a sufficient body of comparable knowledge (also “for action”). This is a problem especially concerning trajectories, triggers and consequences of shrinkage, better understanding local specifics and overarching challenges, and developing more effective ways of responding to both particular and general requirements.

In the paper, we deal with local trajectories of urban shrinkage in Liverpool (UK) and Leipzig (Germany). In the first part, we describe the local trajectories of urban shrinkage for the two case studies. In the second part, we contrast them – looking for both analogies and differences. Liverpool and Leipzig look back to a long history of urban shrinkage and a recent story of recovery (reurbanization).

We build our analyses on a research project which focused on Liverpool and Leipzig undertaken in 2005 (5 FP project URBS PANDENS) (Couch *et al*, 2005), and we present



the first findings of a current collaborative project. The authors are participants in a pan-European EU funded research project [SHRINK SMART*] examining the impacts of 'shrinkage' on urban and regional development and the relationship between 'shrinkage' and local governance arrangements. The project is a collaboration of teams from seven countries, and focuses on one case study area per country. Two of these are Liverpool, UK and Leipzig, Germany.

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* SHRINK SMART is funded by the EU Framework 7 research programme. It seeks to examine 'the governance of shrinkage in a European context'. The project is coordinated by the Helmholtz-Centre for Environmental Research – UFZ, Leipzig.

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The Redevelopment Process of Entertainment Zones and the 'Creativity' Discourse in Vancouver and Toronto: a Necessary Path towards 'Place Making'?

In this paper, we investigate the link between the homogenization of planning approaches in the case of redevelopment initiatives in downtown areas of Canadian cities and the use of the 'creativity' discourse to legitimize these initiatives. In regards to this situation, Evans (2003, p. 417) states that: "The designation of the cultural city and the use of the arts and entertainment as tools of urban regeneration is now a universal phenomenon which has accelerated in the era of the 'city of renewal'".

According to Vanolo (2008), the urban creativity discourse serves as an umbrella concept to market the contemporary city and to foster its attractiveness. Vanolo (2008, p. 381) argues that the urban creativity discourse often results in "a 'cheap' group of heterogeneous actions (from supporting the local art scene to the organization of public events) that can easily create a public consensus". We concur with Vanolo's statement and we argue that this discourse is merely a disguise to hide an agenda driven by private interests.

Our aim is therefore to study how the 'creativity discourse' is used by urban stakeholders to legitimize redevelopment initiatives in downtown areas of Canadian cities. We argue that in these initiatives, this discourse is used to promote an attractive image related to economic development (one based on the creative class thesis). Our hypothesis is that there is actually a lack a consensus-building regarding the definition of objectives for these initiatives during the planning process. We concur with Salet (2008, p. 2344) who refers to the framing of urban mega-projects: we believe that in the case of redevelopment of downtown areas, successful planning strategies should also "overcome single-issue coalitions of interest and power...and requires intelligent strategies of framing".

In order to verify our hypothesis, we base our analysis on the study of the planning processes of two case studies: the redevelopment of the Toronto Entertainment District and the Granville Street redesign project in Vancouver. These planning process involve different urban stakeholders: City planners, local Business Improvement Areas (BIAs),



stakeholders from the civil society (residents' associations, community organizations), elected officials and planning professionals from the private sector. Our research is based on interviews with stakeholders as well as on the analysis of official planning documents for both projects.

Both planning approaches are similar and are based on the use of the discourse of 'creativity' to legitimize the transformation of former entertainment zones into international tourist destinations. Although the planning process is different in each case (the planning process appears more inclusive in the case of Vancouver with a more meaningful public involvement process), cultural-led regeneration is used in both cases as a tool to market the area for private investors. Our results emphasize the link between the 'creativity discourse' and design-based planning incentives focusing on 'place-making' for restricted areas of the downtown in the contemporary Canadian metropolis. We argue that these redevelopment initiatives primarily appear as 'high-profile visible schemes' to create an attractive image of former entertainment zones. We conclude that the objective of 'place-making' in particular requires meaningful public involvement during the planning process.

We find that the following research questions would be relevant for further research: are these initiatives, based on 'design-based' planning, sustainable in the long term? What would be the necessary conditions during the planning process to promote redevelopment initiatives based on consensus-building and aiming at fostering a sense of place in downtown areas?

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Public Space and the Governance of Publicness: a Framework for Analysis

Over the last two decades the literature on public space has registered the emergence of alternative forms of public space provision which depart from the traditional model of direct state ownership and management. IN the UK, apart from privately owned public spaces there has been a proliferation of business improvement districts, town centre management schemes, user-led neighbourhood management initiatives and other arrangements through which provision and management have been transferred to organisations outside the public sector. Overall, the picture that emerges is a complex one, not so much one of privatisation of public space as often portrayed in the literature, but instead one of complex redistribution of rights and responsibilities over public space provision and management to a range of social actors beyond the state, varying in degree and form from place to place and from one type of public space to another. As with other public goods and services, different stakeholders have assumed a variety of



roles in policy design and service provision as a response to changing demands that have challenged the capacities of pre-existing governance arrangements.

These new forms of public space provision and management require a rethinking of the concept of 'publicness', how it is constructed and how the values it embodies can be secured in changing urban governance contexts. Most of the literature on the subject assumes an absolute and invariable definition of publicness, often based upon state ownership, and see in those new arrangements the potential for exclusion and a narrower definition of entitlement to use public space, for the erosion of accountability for the running of those spaces, and for the increase of inequality in public spaces reinforcing other inequalities present in society. Whilst acknowledging that these risks are real, this paper takes at its core the idea that 'publicness' is a relative concept, which needs to be understood as a result of changing patterns of distribution of rights over urban spaces, shaped by social, economic and historical processes, in which societal objectives for public, semi-public and private spaces are negotiated, defined and secured.

On that basis, the paper explores the concept of publicness implicit in emerging alternative forms of public space provision and management in the UK, and how issues of rights, access, accountability and image have been addressed in public space governance arrangements based on contracts, legal agreements and performance management mechanisms, rather than traditional public sector processes of policy delivery and accountability. Based on the analysis of cases in the UK, the paper suggests a framework for investigating how 'publicness' is constructed and maintained through these arrangements and what the implications are for our understanding of the roles and nature of public spaces and for policies to deal with them.

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The French Public Places of the Modern Movement. From a "Free" Place of the Postwar's Years to a Requalified Contemporary Place Became Rare and Precious.

Our reflection attempts to observe the functions and the qualities of the public place in urban planning projects since the second world war. It leans on scientific results stemming from two researches in the course of publication: P. Duarte et N. Seigneuret. *Convergences contemporaines des démarches de projet et de planification territoriale durables en Europe: négociation et itération*. Dans M. Zepf et L. Andres (sous la direction). *Les enjeux de la planification territoriale en Europe* (à paraître au PPUR, 2010, Suisse) et P. Duarte (sous la direction), C. Ambrosino, L. Andres, et N. Seigneuret. *Représentations, légitimités et traductions des démolitions-reconstructions dans les projets de renouvellement urbain de quartiers* (à paraître à L'Harmattan, 2010, France).



First of all, we have to admit that in France during the period of reconstruction and construction of territories, that is “the urban expansion” of the years 1950–1970, the professionals of the town planning of the Modern Movement have difficulties in thinking of the public place in the peripheral city, in particular in “Grands Ensembles” (great districts of social housing). These professionals try to offer a quality of housing for the inhabitants of a new town, superior functionally and qualitatively to the historic city. In their thought, the architectural object is dominant. It is the only and autonomous object which occupies the center of the plot of land. The public place is extremely “free”, opened, dilated, unlimited and loses its sense.

Then, from “the urban regeneration” of the 1980s, with the refusal of the “*tabula rasa*” of the “beauties of past” and the development of the approach of urban project, the public place becomes again central in the thought of the town planners. The accent is put on the various functions and the qualities of the public place. The public place has to do the link between the various pieces of the city. It is then identified as the place of “to live together” which offers a guarantee to the expression of the democracy.

So, the research which we made on two districts of social housing, built in the 1950s and 1960s, the districts of Mistral in Grenoble (Isère) and La Monnaie in Romans-sur-Isère (Drôme), shows that these districts were considered for a long time as “enclaved”, “rigid and unsuitable mono-forms”, in the residual public places, without quality, not treated on a hierarchical basis and illegible. These districts made and make since the 1980s the object of actions of town planning and rehabilitation. Today, in a context of rare and precious space, the projects of urban renewal are mainly translated by actions of demolition-reconstruction of the architecture and the requalification of the public place. The new typologies of buildings are in “human size” and diversified and the public place becomes continuous, orderly, recomposed and drawn. All the professionals of the town planning draws from diverse historic references of public places planning’s, without innovating completely. The objective explicitly developed in these projects is to propose a spatial and regulatory framework which allows the construction of new urban forms and housing.

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Consequences for Social Network Development of Rebuilding and Planning of Cities Damaged by Natural Disasters: L'Aquila (Italy)

This paper presents the early findings of a study to explore the consequences for community relationship networks of reconstruction and planning in cities damaged by natural disasters. The planning of new cities, post disaster, contribute to the creation of new community networks and new dynamics inside the cities. In fact, changed physical networks lead to changed changed dynamics and relationship.

This analysis is the early step of a Ph.D. thesis, and would use the Latour’s critical theoretical approach (Latour, 2005) of ANT (Actor-Network Theory).

After a review of the present literature the research focuses on the L'Aquila (Abruzzo-Italy) study-case. L'Aquila is a little/medium size city seriously damaged by an earthquake on 6th April 2009 and now is in a context of post emergency rebuilding. About it there is a strong debate regarding usefulness of a New Town project (C.A.S.E. Project, acronym of



Eco-compatible Sustainable Earthquake-proof Compound) and about some intervention modality by Italian institutional risk defense department (Protezione Civile).

The study seeks to understand the social consequences of planning at the urban scale and particularly on changes in community tangible and intangible network (relationship grids, socioeconomic opportunities, places perceptions) after the realization of New Town project.

So, the research would comprehend if the physical and social structures created by planning are similar to the “old” and how they have sought to renew the community networks. Further, the aim is to comprehend the changes after disaster and the consequences on social, cultural and developing opportunities of the city.

In exploring the role of planning, the study seeks to identify the degree to which planners in the case study areas are, or were, aware of the relationship between pre-disaster physical networks and social networks and the relationship between physical networks at urban level and the community’s relationship with the urban centre.

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Cities in the City: “Shelters”, “Glades” and “Tracks” (as Figures of an Innovative Urban Form), as the Base of a Regeneration Strategy

The paper’s main case is a relevant cultural-tourist policy promoted by a public Foundation in charge for managing Naples International Fringe Theatre Festival. The policy is based on a temporary re-use strategy of public out-of-use buildings and open spaces.

The title, “cities in the city”, reflects different issues:

Firstly, the project comes out of a Euro-Mediterranean cooperation initiative grouping 10 cities of different size and culture (Naples, Marseille, Athens, Seville, Tangier, Tunis, Algiers, Beirut, Amman, Istanbul, Damascus, Alexandria). Each city will be offered a few localization options in the Naples central area, in order to set up temporary uses and functions for public use. Each site (building or open space) will be temporarily managed by foreign economic operators in the cultural business sector (handicrafts, cultural activities, leisure, etc.) for a limited period of time.

Secondly, this temporary uses strategy can be the occasion to highlight urban parts and relations mostly unknown (or considered of no importance) till now. And this can be regarded as the added value of this cooperation initiative: not just the making of a repertoire of available sites for a temporary cultural event, but the challenge that Naples – as it used to happen in the Baroque feasts in the past – may temporarily turn into a “different place”, deeply rooted in its traditions and history, but completely different compared to its usual, stereotyped image. In other words, this could be the occasion to re-discover places and buildings usually “forgotten”, and never open for public use.

In practical terms, the project is based on an urban data-base made of public open spaces and buildings out-of-use or partially abandoned. Linking all sites in a temporary-use urban network is the strategy to allow citizens to practically learn about urban policies concerning the re-use of these sites (plans and projects the local governments have been carried out in the past years), to focus on urban relations too often neglected, even if sometimes obvious (for example, to figure out the port as an urban system between the city and the sea, and not just as a specialized urban enclave).



In such a perspective, the project can be highly innovative, as it is based on a different conception of the urban form aimed at overcoming consolidated visions of the central area.

From a spatial point of view, the idea is that temporary regeneration projects are to be based on some morphological archetypes:

- the “shelter”, i.e. the place to stay and get together, big home where participation and cultural dialogue become possible;
- the “glade”, i.e. the place to rest, to isolate from the hyper-semantic noise of the big city all around;
- the “track”, i.e. the network of paths connecting urban sites for inter-cultural hospitality.

In these terms, the project’s nature is basically theatrical: given its temporary character and the forms it will use for implementation (not restoration/refurbishment, but exhibition/set design), its outcomes would be more in terms of fiction, happening, ephemeral glance at possible worlds and close cultures (the Mediterranean as the big, common narrative, in Braudel’s terms).

It would be premature, at the moment, to foresee practical outcomes of the project on urban places. Monitoring the implementation process – which should be over in a year – is one of the issues in this research project agenda.

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The Difficulties of Directing Development: an Examination of the Effects of Recent Planning Policy in Melbourne, Australia

A perennial theme of planning strategies for Melbourne, Australia, since the first planning scheme in 1953 has been the desire to create concentrated centres of retailing and services around key transport nodes in suburban locations (Goodman and Moloney 2004). While early versions of the policy have focussed particularly on directing the location of retailing and offices into these specified locations, the more recent strategy has also included the goal of directing a greater proportion of housing in and around these designated locations. This paper reports on results from a project which investigates the links between planning policies and the built form. The project seeks to establish whether changes to land use planning policies impact on the form and location of housing supplied, through a case study of both planning policy and housing supply in metropolitan Melbourne since 1990.

In this paper we focus in particular on the ‘Activity Centre’ policy of the strategy *Melbourne 2030* (DOI 2002) released in 2002, and attempt to determine the effect this policy has had on the location of new housing. Property sales and valuations databases



are utilised and integrated with locational information to identify the characteristics of all new housing constructed in Melbourne on greenfield. This will permit identification of the types and characteristics of properties identified as newly constructed during the period, and most significantly their location in relation to the various activity centres named as sites suitable for future increased development in Melbourne 2030. The proportion of new housing within set distances of designated centres is tracked over time. The characteristics of centres which have attracted greater proportions of new housing are also examined. The findings are discussed with reference to the difficulty of directing the housing market under the current flexible policy settings.

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Negotiating Open Space in Informal Spheres of Dhaka – Consequences for the Transformation of Space and Users' Rights

The megacity Dhaka is one of the densest cities of the world, with an average of 30,000 inhabitants per km² and a total population of 12 million inhabitants. Space for the expansion of the city is scarce as Dhaka is surrounded by rivers and retention areas. Thus land value is high and the rural-urban migrants and urban poor struggle to secure their share of city space. Currently about 40% of Dhaka's inhabitants are living in slum areas. These areas only cover 5% of the urban area, and thus densities are extremely high, with an average of 220,000 inhabitants per km².

Because of such high densities the availability and accessibility of open spaces are of crucial importance for the urban poor's livelihoods, e.g. for street vending, small market stalls or production activities. But Dhaka's slum and low-income areas are seldom recognised by official authorities and thus the statutory planning system does not provide for open spaces such as markets, playgrounds or community squares and parks. The absence of statutory planning, however, does not imply the absence of control. Rather, the individual's 'right to space' is limited by informal institutions filling the gaps of state power and establishing the rules of the game within a particular settlement.

This paper aims to explore how the accessibility and use rights of open spaces are negotiated in informal spheres. Informality here is understood along with the most recent debate as "an organising logic", "a process of structuration that constitutes the rules of the game, determining the nature of transactions between individuals and institutions and within institutions" (Roy, AlSayyad 2004: 5). How does informality as an "organising logic" transform the social space? How do the outcomes of such negotiation processes affect the users? In how far are these informal negotiations contributing to social and spatial exclusion or even dislocation? And finally, are informal negotiations able to produce 'spaces of justice'?

The negotiations of space were investigated following a multilayer methodological approach in two case study areas. Solicited photography provided the key method to



explore the everyday life routines and regulation mechanisms that shape and produce open spaces from the perspective of the inhabitants. Secondly ethnographic fieldnotes from participatory observation, where the researcher stayed with a family of the case study area for a long period, provided a continuous insight to the meaning of open space for everyday life. These two central methods were framed by follow-up interviews and key informant discussions.

This research contributes to the theoretical debate on informality, moving away from the notions of an formal-informal-dichotomy or a formal-informal-continuum. So far this research has shown that due to the informal nature of arrangements concerning the use of space the urban poor have no secure 'right to space' but rather a permanently contested one. Thus continuous negotiations and often adjustments of livelihood strategies are required to secure access to a specific place. Furthermore the negotiation processes tend to be dominated by some local authorities who acquired strong power in the community. These powers are not easily contested by the community. The informal institutions at work in these places are far from creating 'spaces of justice'. The question remains as to how and by whom 'spaces of justice' could be created for the urban poor. The current framework of an inadequate statutory planning system and a highly politicised informal sphere does not enable the urban poor to claim their 'right to the city'.

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New Forms of Public Spaces in Bangkok: from Houses and Pavements to Condos and the Third Place

The shifts in consumption patterns have very visible consequences on the urban form which characterises the contemporary city. Examples include the emergence of tourist districts, the proliferation of places of consumption such as shopping malls and entertainment centres, and the quick spread in the gentrification of city neighbourhoods. These changes have profound impacts on the quality of public spaces which are often perceived as a landscape of exclusion.

The paper addresses Thonglor area in Bangkok, Thailand as a case study. In the last 20 years the area has transformed dramatically from a quiet, low-density yet socially mixed residential neighbourhood to a, now one of the most vibrant and convivial places in Bangkok – with fast proliferation of outdoor cafes, shops, galleries, condominiums, and so on. However its image has become strictly exclusive and promotes only enveloped developments which are completely devoid of their surrounding – a sharp break from the traditional Thai urban form that the public realm is considered egalitarian and welcoming for all.

The paper maps the spatial and social transformations of the area from the late 1950s to the present and investigates changing typologies of public spaces over time. It raises questions: how are public spaces constructed and managed? What are the roles of the



community and the public sector in shaping the public realm, which is mostly dominated by private capital? And in which ways and to what extent do private developments and investments affect the ever-evolving tradition and meaning of public spaces?

The case study is conducted through historical research and ethnography. Other methodologies include stakeholder interviews, media studies, and other archival data such as demographic composition, types, numbers of business establishments and related urban policies. The findings reveal the persistence of nevertheless thriving indigenous scenes and a high degree of socioeconomic diversity despite the seemingly hegemonic discourse of newcomers.

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3 X Beetham – Banal Luxury and ‘Quality Places’

The UK has seen the longest period of boom in the construction industry since WW2, with continuous growth between 1993 and 2007, a context that dramatically and radically changed following the global financial crisis of 2008-10. The boom coincided with a revived focus on the city centre as a space where regeneration of post industrial cities could be catalysed and with the raising in public consciousness of design as a qualitative and desirable commodity through exposure in popular media. Responsive political and planning objectives have lead to the introduction of new areas of built environment focussed policy and guidance aiming to ensure design ‘quality’ that embodies the values of ‘place’ in both urban space and built form.

The boom resulted in hitherto unseen building types, encouraged by the agenda of inner city regeneration that resulted in self-similar (yet uncoordinated) built form being delivered throughout British city centres. It also saw the re-emergence of Modernist language as an acceptable form of architectural production within certain identifiable cultural constraints and (peculiarly) contextualised by a new traditionalism. The inter-relationship between Neo-modernist luxury loft apartment and new urban square was set up, as city authorities demanded developers to give back to the city, in exchange for being granted permits to build.

This paper explores the legacy of this strategy, which focussed on leveraging the market to produce inner city regeneration. The resultant financially driven building types and the spaces, sanctioned by planning authorities as part of their strategic mission, forms the basis of a case study based critique. Built and almost built exemplars in the major UK regional centres of Manchester, Liverpool, Birmingham and Leeds are used to articulate the meaning of ‘quality’ as a deliverable objective, achieved through the production of ‘luxury’ space, founded on a mixture of financial, architectural and urban speculation where the drawing, description and preconception of a scheme is often more important than the finished results. Fantasy beats and sometime parallels reality. The paper explores the concept of consumed space where use destroys value and looks at the idea of legacy, both finished and unfinished.



The move from culturally unacceptable ideologically based Modernism, to superficially similar yet acceptable Neo-modernism, is a subtext of the analysis, revealing how the culture of an era informs the production of architectural form and urban space. This exposes the tension that exists between the desire to make 'places' and the drivers of globalism. The value of place as defined by its icons is a key feature of this new (peculiarly) heritage responsive context, throwing up unexpected and bizarre results, driven by the desire to produce 'statement' buildings and 'quality' places. The past, present and future value of these case studies is used to identify trajectories of use and themes for a revaluation of the role and value of urban (and built) space in urban regeneration.

The basis for functionally defined built form and urban planning models is the idea that function is a valid means of defining use. This paradigm starts to collapse when the market distorts the functional rationale for the production of space. Critically use has to map onto function or the underlying model breaks down. When does a dwelling space become a dwelling *style* space, when does an urban space become an urban *style* space. The question of how to define a post functionalist and post formalist planning paradigm will be discussed, along with the role of design in the regeneration process.

The legacy of urban strategies that rely on the idea of continuous growth appears questionable in the new climate of austerity and sustainability. Luxury depends on exclusivity. When anything becomes ubiquitous it is no longer perceived as a luxury, becoming either a right, or banal, or a problem. The inner city loft market has rapidly moved through the cycle of luxury to ubiquity, what is the legacy that this has left British cities?

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Space for Innovation

Cities and regions in Europe struggle with finding and developing concrete policy-tools for strengthening their spatial-economic structure in the light of the knowledge-based economy and the Lisbon Strategy. One policy-tool might be the spatial-economic concept of campus development, which is increasingly initiated in the The Netherlands.

The use of spatial concepts in The Netherlands has a rich tradition in spatial planning, but changed over time due to institutional changes. Spatial concepts are seen as normative and thus present images of a desired spatial structure. They are used to make sense of the complex world we live in, and to structure that world. Originally, concepts in The Netherlands were mostly developed by the national government as generic spatial concepts. However, there has been a shift towards more regional and locally applied and developed concepts. Moreover, the role of the concepts also broadened: from guiding policy of lower tiers of government with generic concepts, towards articulating identity and positioning of regions. Apart from these shifts in use, also the scope of concepts has changed. Before, spatial concepts were only aimed at structuring spatial development, but since the publication of the Spatial Strategy in 2004, also spatial-economic development is envisioned in concepts. As a result, spatial-economic concepts are more concerned with specific regions and places that contribute considerable to the economic growth of the country.



A well-known local spatial-economic concept is the Science Park concept, which had been widely implemented throughout the world. A Science Park is generally seen as a property-based development close to a place of learning and supplies high quality premises, and is developed by a mix of private and public actors in the light of knowledge-based regional development.

Recently, another spatial-economic concept can be seen throughout the Netherlands under the label of campus development. Seen as space for innovation, this concept shares much with the Science Park concept, however, this is not mentioned by policy-makers. Moreover, it is not clear to policy-makers what the campus concept is, yet it seems highly popular among policy-makers. Therefore, the questions addressed in this paper are: what is the campus concept according to policy-makers? What is its relation with the science park concept? Can the campus concept be seen as a proliferation of the Science Park concept? How is this new concept being shaped in planning practices?

Through a qualitative study on various actors in The Netherlands, this paper aims at generating insight into the process of shaping the campus concept. Moreover, via analysis of policy reports insight is gained into the with and extent of this development in The Netherlands. The paper ends with questions for future research concerning the existing literature of spatial concepts, in which the capacity of concepts to structure policy is underexposed.

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Temporary Uses as Strategies for Urban Redevelopment

Many cities have experienced or are experiencing disinvestment. This trend has left many cities with areas of underutilized, or vacant, land and building space. Vacant land is not only a signal of disinvestment but can also become a targeted area for activities that could threaten the health and safety of a community. Finding productive, temporary uses for vacant land and buildings can reverse this trend and instead foster a sense of community. In addition, maintenance of vacant or abandoned lots and buildings can be a significant drain on a municipality's resources.

In addition to creating a productive use, curbing crime, and saving on maintenance costs, other possible benefits of temporary uses include:

- revenue for a city
- income for businesses/residents in a city
- reduction of blight/crime
- development of interest/investment in an area
- increased standard of living
- market demand to incubate future permanent uses



- safe, affordable activities for citizens. Aside from these benefits, temporary uses can also spur economic activity for surrounding permanent businesses by attracting likely shoppers into the area. This in turn can increase tax revenue received by a community and can increase household incomes.

In economics, it's called the agglomeration principle. The concept is that the more thriving businesses that are located together, especially if they sell similar goods, the more they all prosper. Small businesses usually think vendors take away their business, but that's not always true.

Implementation of temporary uses to build strong communities has become a common economic development technique. Independent planning and research firms are now beginning to recommend temporary uses as a way to create market demand and raise property values. In addition, research has shown that temporary uses can have not only short-term benefits for cities but also long-term advantages. By retaining and leasing an open lot dedicated toward temporary uses, a city could create revenue and increase interest in the area. Increased interest could result in increased property values, making the lot more valuable for sale and development in the future. Maintenance of the lot would have to be considered.

Lastly, temporary uses are not only for periods of disinvestment. They can enhance the overall atmosphere and vibrancy of any city and can help develop and incubate new businesses. Temporary uses are also a great way for cities to ensure economic diversity and help prevent future disinvestment.

This paper offers an overview of common practices and key points for consideration. Temporary uses can be an effective community and economic development tool, but proper planning and analysis are keys to their success. While there are limitless opportunities for temporary uses, this paper will explore four increasingly popular uses: events, building reuse, urban agriculture, and street vending. In addition, it will address implementation opportunities and challenges including regulatory environment and principles of good planning practice.

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An International Perspective on District Centre Regeneration – between Urban Planning and Promotion of Economic Development

In the “European City”, district centres are important nodes within the public sphere that are constitutive for a neighbourhood's identity. They serve as places of supply, meeting points and culture for local residents. During the last decades, the structural change in retail, globalisation, demographic change and an increasing mobility have had negative impacts on the existing centres. They led to traffic burden, shop vacancy, trading down effects and neglect of public space. But unlike inner cities, district centres are not within the focus of political attention and municipal economic development departments.



This evokes the following questions: 1. What types of district centres qualify for which regeneration approach? District centres can have various physical forms and differ in terms of location (e.g. distance to the inner city, accessibility), size, catchment area, retail offer, existing urban structure (e.g. former village cores, blocks from the 1950s, large-scale malls) and historic roots. A new district centre typology is proposed and put up for discussion. 2. In order to revive district centres, stakeholders from different levels and departments have to cooperate: Who are they and which strategic instruments are suitable in order to develop a reliable development perspective and steer the process of cooperation?

In this paper, different approaches to district centre regeneration in Northwest Europe are introduced and compared. Findings are derived from the Interreg IV b Project MANDIE ("Managing District centres in North West Europe") that was launched in 2008. Supported by funding from the EU, the eight participating cities from the Netherlands, Belgium, Germany and the United Kingdom as well as universities and associations from these countries exchange their strategies to remedy the decline of district centres.

So far, the project has shown that the participating district centres have various physical forms and individual framing conditions. Therefore, "district centre management" takes place in manifold organisational forms: from Business Improvement District and local partnerships to municipal caretakers, neighbourhood offices and more informal project-oriented networks. The responsible bodies stem from municipal departments of urban planning, urban marketing or economic development, local association of retailers and real estate owners, private firms or local regeneration partnerships. Funding can come from state-initiated, regional or municipal programmes. When it comes to implementing measures, there are big differences in the level of obligation which may be governed through incentives, coercive and be backed up by legal framework.

Altogether, the international experiences indicate that approaches from economic development, urban marketing and urban planning need to be tied closer together. Instruments provided by planning law and incentive-based measures can mutually complement each other. But successful revitalisation also depends on how concepts are supported by super-ordinate planning and backed up by political decisions and economic development strategies on municipal and regional level. For a sustainable regeneration of district centres, the remaining question is whether and how European Cities will wholeheartedly engage in stopping the ongoing approval of further out-of-context shopping locations.

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Political Theory and Public Space

The paper first discusses the rising anxiety about urban public spaces and how it is located in the context of major structural changes in society. The paper argues that public



space is a social good that needs to be delivered through a democratic process. A key tension, however, characterizes the crisis of public space, whereby the provision of social goods is at odds with the ascendance of a market-based paradigm and the increased levels of social inequality. As public spaces mirror the overall conditions of society, some of the public spaces that are being created reflect these tensions, becoming vehicles of gentrification, paths to consumption, and attempts at marketing within the context of globalizing cities. Meanwhile, marginal spaces, which play a limited part in these processes, suffer from decline, conflict, and lack of attention. The paper then evaluates how different political theories have responded to the crisis of public space. Theories of public sphere lie at the heart of political theory, and different schools of thought imagine different ways of constructing public sphere and the role of public space in the process. The solutions that libertarians and communitarians offer are analysed, and a critique of their approaches is developed. While one approach appears uninterested in, the other seems unable to deliver social goods such as public space. The paper argues that a democratic solution to the problem is needed, which can be developed by making accessible places through inclusive processes. Public spaces can only be public if they are accessible to as many people as possible, and if their process of creation and use is also as inclusive as possible. Under such conditions their accessibility and publicness is more likely to be ensured.

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Urban Compactness: New Geometric Interpretations and Indicators Applied to English Settlements

The 'compact city' concept is prominent in contemporary policy debates about ideal or 'sustainable' urban forms (Jenks *et al.*, 1996; Neuman, 2005). However, the property of compactness itself is not well defined. For example, compactness is sometimes confused or conflated with density (which itself has multiple interpretations: Burton, 2002); or is presented as the antithesis of sprawl (a concept that itself is not well defined).

This paper investigates the concept of compactness, and develops a general definition and specific indicators that can capture this as a geometric property in the urban context. This provides a useful alternative to using density as a proxy for compactness in debates about possible ideal urban forms.

The paper first contextualises the urban compactness debate, and then reviews existing concepts and indicators of compactness, identifying key attributes that are associated with the concept. Then, the paper develops a new general conceptualisation of compactness, and specific indicators that allow quantification of compactness. It is suggested that compactness can usefully be quantified in relation to urban diameter and perimeter, in a way that conversely can distinguish urban forms that are not compact,



either by being elongated, straggling or dispersed. A variety of theoretical geometric shapes are used to demonstrate different degrees of compactness for these indicators.

Additionally, just as the general concept of density can be associated with a range of more specific derivative properties such as building density or population density, we can also identify specific properties such as 'building compactness' (embracing the third dimension) or 'population compactness.' Compactness can therefore be seen as a concept more fundamental and wide-ranging than is perhaps normally assumed (i.e. compactness is not simply a proxy for one kind of density), while also being quantifiable in terms of a range of specific indicators.

The paper then applies these compactness measures to demonstrate a range of values across a range of English settlements, to demonstrate the use of the different indicators; these are also contrasted with corresponding measures of density, hence demonstrating urban areas that are compact but not so dense, or dense but not so compact, and so on.

The paper concludes on the potential use and application of the compactness indicators and their possible contribution to the 'compact city' debate. This relates to the ability to articulate – separately from density – aspects of compactness which may be relevant to issues such as minimisation of distance within settlements; the three dimensional topology of settlement form and structure; and tensions between the desire for compactness and the desire for linearity (transit corridors) or polycentricity. The research also opens the door to further testing of the significance and sensitivity of the compactness indicators.

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Retail and Urbanity – Urban Integration of Inner-City Shopping Centers

Inner-city shopping centers in Germany are enjoying a boom like never before. They are considered to strengthen the position of city centers and to form a counterpart to not integrated out-of-town shopping destinations. However, in the past few years, this strategy has been questioned because of the negative impacts on urban space and functionality that became apparent in many cities.

The Paper is based on a dissertation that examines the possibilities of urban integration of inner-city shopping centers. It reflects the current state of research and derives indicators for evaluating the urban potential of innercity shopping centers. These indicators refer to spatial conditions that promote urbanity. The research design consists of a combination of short project analyses and detailed case studies. Due to the fact that especially large introverted shopping malls conflict with inner-city environments, the paper focuses on outstanding mixed-use retail outlets that interrelate with public space



in various ways. They are classified into three main urban typologies: arcades, courtyards and open compositions.

The empirical part highlights potentials for innovations and reveals new options for spatial integration of inner-city shopping centers. Even though some problems persist (e.g. the integration of large dimensions and of loading zones), the examined examples show that the idea of shopping centers – centrally planned and administered accumulations of retail outlets – is not limited to fully-enclosed malls but includes alternative concepts whose potentials may contribute to sustainable city development. It appears that shopping center typology is more flexible than expected when considering most of the recently built examples in Germany. The results indicate that alternatives to introverted shopping malls can be developed that are equally profitable but much more compatible with the inner-city environment.

Based on the results of the theoretical and empirical study, the paper gives recommendations for the evaluation and urban qualification of future shopping center locations. Finally, the thesis points out one important finding: Whereas, in principle, it is possible to vitalize city centers by the means of innercity shopping centers, there are spatial as well as economic and functional limitations for this strategy. City centers only offer confined capacities to accommodate quantitative growth of functions. Overuse of areas in the historic city center for example would conflict with historic heritage and narrow the urban qualities achieved through city renewal measures. Despite of the described integration potentials, the dimensions of large shopping centers are able to “burst” the scale of historic downtowns. Overcommercialization may lead to disequilibrium in regard to economic and functional aspects. Therefore, economic, urban and functional factors must be carefully balanced and typologies must be developed that are closely linked with the existing structures. They should form part of superior concepts that not only aim at the integration of new retail projects but also enrich the city by cultural, recreational and residential uses.

Despite a variety of different statements reflecting the development of inner-city shopping centers there are only a few science-based papers that focus on urban and spacial planning aspects. Therefore further studies are necessary that examine the possibilities of urban integration (especially of new open compositions) and the economic impacts on the existing city centers.

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New Guidelines for Inner Urban Development – Approaching Private Property Owners Is Worth Doing It

Despite of stagnant and declining demographic development there is a high consumption of land in Germany. There is also the fact of stagnant regions in the South-German



“Länder” – often close to the increasing and attractive residential areas with economic strength. At the same time especially in small and medium sized towns and municipalities there is a huge inner urban development potential (seen as vacant plots, underused land and abandoned farm sites). Although a lot of experience in traditional inner urban development, for example with urban regeneration funding of village renewals there is no systematic use of these small and widespread inner urban development potentials. What are the obstacles to activate these potentials? What are feasible and applicable tools to overcome these restraints and to create suitable strategies to mobilize these potentials?

Searching for inner urban development potentials in four co-operating municipalities with 7000 to 18000 inhabitants (GIS based land register), analysis of literature, questionnaires, qualitative interviews and intensive coordination with the municipal authorities were the essential components of the research approach to generate new feasible guidelines to support active inner urban development.

The obstacles of mobilization arise out of a lack of a comprehensive overview of existing inner urban potentials, the “individual case” difficulty, no knowledge concerning the interests of private property owners and a not widely held opinion about the benefits of urban densification. Target group for the mobilization of inner urban building potentials are the owners of vacant plots. Up to now they are not the main objects of municipal endeavours are not aware of them to strengthen inner urban development. Responding private property owners is a sensitive issue of local government politics. A special created questionnaire was used to provide the local authorities insight into the owner short- and long-term plans. At the same time with the field survey new communication strategies have been used to promote the benefits. The response was extraordinarily positive. The results show also a remarkable vote of the owners to sell their plots – an attractive base for e.g. a stock market of vacant plots at the municipal homepage. To approach the private property owner is worth doing it.

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Tracing Nature for Walking – Planning Needles, Stones and Roots Under Suburban Pedestrian Feet

This study examines how suburban walkers are provided nature under their feet in a compacting city structure. The study is based on the walking interviews made in forest city Haaga, Helsinki, and the literature of walking research (Ingold, 2004; Ingold & Vergunst, 2008). I study the forest suburbs, or cities, by examining how the local forests are lived and practiced by the inhabitants in everyday life. When examining the common route selections and their sensuous qualities, the walking interviews revealed that forests are encountered very differently from the sealed trails than on the footpaths which are carved to the natural terrains (Mäkinen, xx). Although unofficial and randomly formed, the footpaths seem to provide feelings of privacy, comfort, sensitivity, adventure, joy, effort and fascination for many residents, and this was not similarly perceived on sealed passages. Walking on the footpaths represents a thorough embodied integration to the nature in walking sensations and choreographies. This was found in a variation of tactile sensations, sensitivity in choreography and agile performances on the winding paths.



In compacting suburbs, the places for nature under the feet will decrease. The forest patches become smaller, less walkable and more remote for the users. Moreover, the current management of recreational sites encourages the walking on the marked trails to preserve the vegetation from trampling. Feet searching nature take often alternative steps to feel the ground: short-cuts, detours, loops and parallel paths. This may also require steps beyond local norms. In porous landscapes like forest suburbs, although rather spacious, there are limitations for walking on the ground, which many inhabitants would favour in their traversing for their easiness, fastness and attractive qualities. *No trespass*—signs and disapproval are common in between the estate borders and public land. Also, natural topography (cliffs, pits) combined to a housing structure may prevent flexible movement. A rich kinaesthetic movement and a sense of natural terrains seem to become luxurious and marginal in a future suburban space. In a compacting space, the private, wild and casual encounters in the urban woods need a help from the planners and managers to provide a fluent, acceptable and enjoyable locomotion also on the natural terrains. The planning and management can promote this activity that represents a hidden walking geography in urban spatial management, discourses and research. In early decades of the forest suburbs, the forests represented the unplanned space (Saarikangas, 2002), where the local forest practices and expeditions were performed. Currently, the decreasing nature space should be more regarded as a planning object concerning the lived spaces and routes. How to preserve the intimate, tactile nature encounters, sense of unofficial space and alternative tracks in a suburb? In planning, this could be promoted by examining green area continuums from this aspect, negotiating locally of the permissions to traverse through public-private lands and by inventing and designing, with the local residents, new alternative nature and/or soft-terrained paths to the existing suburban passage structure. The forest planning and management should subtly monitor the unofficial, man/women-made paths. The fascination of the footpath is partly in their alternative and private, even secret, nature: a footpath is to form by walking and not every footpath should be found, revealed and made official. Also, footpaths and desire lines are used for contesting space: whether negotiated or not, some will use and create these. Allowing footpaths in future cities promotes explorative, joyful, sensitive, hidden and unofficial spaces and routes in the suburb. More studies of walking experiences and their sensuous geographies are needed to identify enjoyable and problematic pedestrian routes and terrains in our cities.

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Shifting Planning Doctrines and Urban Transformation of Belgrade: from 19th to 21st Century

Urban planning evolves over time and transpires as ideas, concepts, methods and practices. It is manifested through planning processes, documents (plans), resultant built environments and activities and experiences within them. It responds and adjusts to specific contexts and circumstances – political, social and economic. Taken together, the context-specific planning practices and approaches constitute a planning doctrine or a model (Faludi, 1999). Faludi defines planning doctrine as “a conceptual scheme giving coherence to planning by means of conceptualizing an area’s shape, development



challenges, and ways of handling them” (p. 333). In this paper we present a case study of the city of Belgrade (Beograd), the capital of Serbia, to illustrate the shifts in planning doctrines and their corresponding urban development. We compare the various doctrines with respect to their spatial imprints (i.e., extent and pattern of development) and their capacity to implement ideas and visions proposed in the key planning documents.

The period from mid 19th to early 21st century is probably the most dramatic and certainly the most dynamic time in the urban development of Belgrade. It starts in 1867 after five centuries of Ottoman rule with transformation of a provincial center of population of 20,000 to a modern capital of Serbia. From then on, Belgrade is all about continuous growth, however, under shifting and disaccorded planning doctrines. The *foundation of the modern capital* based on 1867 Regulation Plan was followed by early 20th century's moderate growth and investments in infrastructural improvements and key public building and spaces; the period between the First and the Second World War saw post-war rebuilding in the context of the established Kingdom of Yugoslavia and major new developments guided by an *engineering / regulative* doctrinal mindset imbedded in the 1924. Plan and 1931 Building Law; another re-building works followed the Second World War along with a shift to *socialist planning* and cities (Novi Beograd / New Belgrade) founded on collective goals and the 1950 General Plan; 1970s and 1980s were the 'golden years' of Belgrade's urbanism and *integral planning* proliferating with comprehensive strategies and bold visions, many of which included in 1972 General Plan, and driven by unprecedented growth under able municipal leadership and with substantial financing; in contrast, the last decade of the 20th century was characterized by *ad hoc urbanism* formalized through detailed planning, absence of strategic vision, illegal construction, land speculations by local tycoons, and general decay of infrastructure and housing stock; the 20th century begins with the final detachment from communism, new planning law, (controversial) 2003 General Plan, some renewal of the building stock and infrastructure, but overwhelming development challenges dominated by *investment urbanism*, spatially unbalanced economy, and transportation issues, among many others.

As the final result of the historical development and shifts outlined above, in 2009, Belgrade is a large city of about 1,5 million, but with low internal cohesion, inadequate connectivity between the center and suburban areas, and major shortcomings in public infrastructure and functions. Belgrade grew under different doctrines, but ultimately, under an assumption that spatial resources are ample. How can we explain that the city at such an advantageous geographic location developed in such an inefficient and irrational manner, with a major neglect of urbanistic parameters (e.g., open space, parking, transportation), and with generously dispersed urban matrix? Would a particular planning doctrine offer a key to understanding the nature of urban development? Could an unstable doctrinal environment itself be a reason for discontinuities and incoherencies? Is it too late for Belgrade to achieve a more compact and viable structure? In this paper we will try to tackle those questions through qualitative reasoning about the relationship between doctrinal influences and planning and development practice and through quantitative and visual evidence about the extent and pattern of the city's growth.

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Emergence of the Polycentric Urban Region: the Case of Detroit

The concept of polycentricity and its characteristics has been much debated in the literature on urban form and development. However, the origins of polycentricity and the impacts on functioning and interactions in urban regions are rarely investigated empirically. The fact that polycentricity is often observed based on morphological criteria at a scale beyond the scale of daily urban systems – while it may also be said to originate from increasing spatial interaction between nodes – points to a need for research into the processes creating polycentricity as well as the implications of polycentricity in terms of interactions and functioning of the region.

This paper focuses on the development of the Detroit Metropolitan Area as a rare opportunity for documenting the transformation from a monocentric urban region with a strong centre – to a polycentric urban region – within a 40 year time horizon. In 1953 one of the first comprehensive transportation studies was carried out for The Detroit Metropolitan Area. The paper replicates maps and inventories from the 1953 study with 1994 data – to analyse and document 40 years of change in desireline traces, freeway network, industrial land uses, trips, trip lengths and autoownership.

The development in interactions in the Detroit region is clearly marked by the shrinking core and overall decline and relocation of activities from the centre towards a ‘ring’ of new centres 10-15 miles from the old CBD; paralleled by an increasing spatial scale for dependency of the metropolitan area. Thus population growth shifts towards locations outside the Metropolitan area of 1953 and some form of monocentricity seems to be regained at the scale of the enlarged region.

The paper discusses the causes of this development and its impacts and/or associated changes in travel patterns in the region. Key questions relate to the impacts of polycentric urban form on travel patterns; the significance of ‘polycentricity’ vis-à-vis the regionalisation/enlargement of the urban system; the interdependencies between polycentricity and enlargement; and finally the importance of context differences – especially the difference between the US case and European cases where land has been less ‘vacant’, public policy stronger, and personal mobility lagging behind compared to the US.

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Open Space vs “Luxury” Neighbourhoods

In the last 10 years a variety of neighbourhoods have been built in central London where space is “a real luxury”. Recent realisations have demonstrated how inadequate is the answer, they have forgotten some basic requirement related to the everyday life. Innovations are related only to a specific sector: planning or environment or urban design.

The “crazy” building market has grasped the opportunities without answer at “the sustainable living”. ...*All the power is in property, which fuelled the economy over the last decade, with such disastrous consequences...*(Minton, 2009)

The major challenge had to be: find solutions “through” the spatial dimension. Planning and urban design will become key factors in shaping, managing and generating “spaces”. The making of better places that are valued and have identity had to be once more the mission/ambition of planning and urban design. Planners should have the courage to manage the complexity of the competing uses, residential and commercial vs open space, “through” the spatial dimension.

In London the Boroughs, as Local Authority, have taken consciousness on how distant they are from contemporary city reality: a veritable archipelago of inhabitant where often space is a reason for serious conflicts. Recently they are testing innovative methods, in terms of physical planning and urban design, to analyse and to respond the demand of this archipelago of inhabitant, starting from urban green space design.

The large variety of communities that live in can have positive consequences in the fields of urban design and physical planning only if perceived as an opportunity to exchange experiences aimed at enriching the same city with different practices.

How can be characterized a local open space to answer at: social integration demand; uses related to everyday life (primary services as schools, shops, health facilities and work places close to the home, public transport,...); differentiated demand for each social and settlement context in the contemporary city?

The paper approach the links between physical form, social relations and aesthetic qualities of urban space.

The investigation field is supplied by the Open Space Strategies written by each Borough giving specific answer in term of design parameters (urban green space connections, open space standard, quality of everyday life...) to find solutions for a more sustainable urban settlement.

If our final aims is the right for inhabitant to actively participate at the citizenship (equal civil, economic and social right,) physical planning and urban design had to be generators and catalysts of place making, place identity, liveability and quality of urban space.

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Design Review

– What Place in Urban Design Guidance for Planning Decision Making?

Regional Design Review panels are becoming established nationwide in the UK as a means to help raise design quality of new development through the planning process. The panels have the support of the Commission for Architecture and the Built Environment (CABE) at national level in England and the weight given to Design Review panel comments in planning decision making appears set to increase. No statute however, or even national policy, explains the role of the panels or their place in relation to other design guidance available to Local Planning Authorities (LPAs) and developers. This means that planning practitioners, the development industry and the public may have difficulty using Design Review panel advice, accepting its legitimacy or according it appropriate weight in planning decision making.

Recent research by CABE (2009) indicates that Design Review panels provide a useful input to the planning decision making process, but this same research does demonstrate that there are areas of concern, especially amongst planners. These areas of concern include the lack of any specific criteria or policies against which Design Review comments are made, so increasing the difficulty for planners in weighing Design Review advice against a wide range of relevant design policy and guidance from other (mainly government) sources. There has also been recent debate between planning academics on the role of Design Review panels.

It is a challenge to ascertain what the wider Urban Design framework actually constitutes and especially the weight or relative importance of any element within it. The place of Design Review is elusive in part due to lack of statute relating to it and the lack of clear connection it has to more established parts of wider Urban Design guidance available.

The views of Design Review panel members throughout the UK (mostly independent architects and planners) as well as user (local authority planner and developer) perceptions are examined in this research through semi structured interviews. The main area of investigation is users' experience of Design Review and the relative importance they attach to it compared with other design guidance and advice available. The influence of Design Review on decision making and the problems of communication between key players and conflicts of interest are examined too.

Possible approaches to clarifying the place of Design Review within urban design guidance more broadly as well as ways in which Design Review panels might improve communication with users are among the outcomes from this research. A requirement that the panels must use some given design policy criteria to set their comments against might be helpful, and establishing where and when Design Review should be used



together with what relative weight it should be accorded may represent some progress. It is hoped this will assist planning decision makers in using design advice appropriately, and with confidence, for the benefit of the final approved design.

Further research on this topic could examine international examples of good practice in seeking and using design advice in planning decision making, or examination of ways in which to simplify the design advice and guidance system from a users' perspective.

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Merging New Green Infrastructure with Traditional Urban Form: New Urban Structures for the 21st Century?"

Until the Industrial Revolution, the connection between environmental resources, urban systems and their societies was tight. Human settlements had to deal with sewage, solid waste, energy generation, and the provision of water and food within their boundaries or, at least, within short proximity of the settlement. The advent of the 'modern' city, however, with its new infrastructure technologies and the globalization of foodstuffs, effectively removed such life supporting systems from city boundaries. Drinking and wastewater treatment and energy production were removed from the core of cities and dealt with in large, centralized, energy- and fossil-fuel-guzzling plants. Food production was also industrialized, removed from the proximity of cities and became heavily reliant on petroleum-based herbicides, fertilizers, defoliants, packing materials, and transportation. The looming environmental, social and economic crisis associated with climate change and peak oil, however, has made us aware that such costly, large-scale, fairly inefficient and energy-hungry life-supporting systems have to be replaced by decentralized, neighbourhood-scale, non-fossil fuel-based infrastructure systems, the so-called "green infrastructure." Although there is currently substantial research and pilot projects on small, renewable energy-based green infrastructure and urban-based food production ("urban agriculture"), a prototype urban district that integrates the new green infrastructure and food production systems with more conventional urban space does not exist. Indeed, it is not clear how the new infrastructure and food production systems will interact spatially, aesthetically, technically, socially and even culturally with more traditional elements of urban space such as parks, squares, plazas, boulevards, or commercial streets. This paper explores the literature that makes these connections. In our review, we found that although most of the literature on sustainable urban planning and design and on the post-carbon cities addresses the production of energy and food, of wastewater treatment, and of solid waste management in a way that is sustainable, non-fossil fuel-based and at the scale of urban districts, no work addresses the integration of all these systems with more traditional urban space. We also found that current publications on urban design are almost exclusively focused on the aesthetic, political, social, cultural or perceptive dimensions of urban space, effectively ignoring the new sustainable infrastructure and food production systems as new important components



and spatial elements of urbanism in the 21st century city. At the end of the paper, we propose a matrix that shows what green infrastructure systems relate to what specific types of urban spaces in an effort to build a research framework to produce the basic knowledge needed for designing a prototype model of urban districts in the times of climate change and peak oil. The review covers all the literature on the subject in the English and German languages.

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“Under the Bridge”

– Compressing the Urban Space and Time into Happy Tiny Packages

In the contemporary metropolitan areas the difficulty of finding enough free spaces inside the dense urban tissue, seems to be a non reversible condition. That's because of the extreme development of new city places all over the world, connected directly with the rapidly rise of the land's value.

This paper, by having as a given fact the above, investigates a number of examples and introduce several thoughts that could propose an alternative point of view, concerning the meaning and the use of public place, as a “compressed package” of city space and time.

Firstly, it's marked that the existence of large open spaces it's not a necessary and sufficient condition for a demanded quality of activities. From the other hand, in growth metropolitan areas it's a highly importance to create conditions for the development of fresh and flexible activities inside the stable urban tissue. That's could happen, by introducing a framework, which proposes conditions for spending time, -and time as we all know is quiet valuable for the contemporary urban life to be spent- anywhere just because there enough space.

Street art or urban sports in large cities, is a good example of creating expanded networks of activities, taking place at a minimum of existence spaces, such as side walls, small inner courtyards, terraces, fragments of pavements etc.

In this framework, it's appreciable most of all, the communication among young people, which is the strongest motive for spending plenty of time and energy. This also gives the temporary magic of the place, which exists as the urban event happens and after this, the place vanished to become just a fragment of city space. So, a climbing wall might return back to just a side wall, a skateboarding slope to an old street bench etc.

The creation of these “spaces” doesn't refer to any proper process of design. It is more connected with the relation “action – reaction”, where everything change under the pressure of city life, making this places vulnerable and sometimes close to the limits of legality and property violation.

In addition to all the above, the paper will present and analyze three examples, in



order to support the above: a game place, where young people meet each other at a minimum remained space under a motorway bridge in London, a place where several groups of young bike riders meet each other inside a deserted underground tunnel (tunnel jam) and finally the creation of a place, which occupies just only a "parking seat" in Los Angeles, where the tenants of a block of apartments, can temporally relax, discuss and meet each other. (Park(ing) day/Green Guerilla).

In these examples the meaning of the "luxury of the place", might more be an outcome of the luxury of having free time and also by the strong will for creating new social relations, than the existence of satisfactory space conditions, shape and design.

Finally, through this paper, it will be revealed that these "compressed packages" of minimum hidden urban spaces, can be found in many different parts/fragments of the existing urban tissue, and they might play one of the main roles, concerning the future of the urban life and city environment.

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Compact City. How Does the Greek Planning Institutional Framework Deal With This Urban Pattern? A Theoretical Analysis

Greek cities illustrate a territorial reality of an idiomorphic after-war sociopolitical and economic system which was developed in the whole country and led to an extreme exploitation of urban and rural land. This was achieved by a combination of increasing urban densities –through the increase of building ratios set by the various urban plans- and decreasing urban free space. High urban densities were adopted as an official planning policy aiming to: a. provide private housing to a high percentage of Greek population and b. secure a theoretical alibi of this policy by relating it to the "compact city" theoretical concept. Nevertheless, even though the implementation of high Building Ratios in the Greek urban planning system was extensive, the "compact city" principles appear only as wishful thinking (mainly after L.1337/1983 and L.2508/1997) aspiring to bring in accordance Greek urban reality to the related policies of the European Union. Thus, compact forms are followed -mainly in the central district areas- but other prerequisites of an acceptable and sustainable urban pattern – such as a reliable and effective public transport system, and upgraded and functional public spaces- were far from being materialized. On the other hand, Greek cities have managed to demonstrate a remarkable diversity and mixing of land uses, in other words a "chaotic harmony", but with common aesthetic and structural elements. This was based on the wide use of common types of buildings like apartment buildings (polykatoikia) as the main element of the urban form, which combined an intensive adaptability in exploitation of urban space, and a social identity with complex characteristics. The proposed presentation analyses the inherent contradictions between the expressed goals of official planning policy in Greece for "compact cities", and the unplanned outcomes of a process which is the resultant of social, economic, political and cultural factors intervening and competing in the stages of a rather anarchic urban evolution.



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Evolution of the Shopping Mall Type, a Morphological Analysis

Given the ongoing transformation of the city from the traditional urban form to *metapolis*, there is a need to describe the morphogenesis of the key elements of the contemporary city as to identify and understand the structuring mechanisms of urban process. As part of a study of new urban spatiality we take a closer look at a type iconic to late-modern urban condition, the shopping mall.

The concept of an enclosed shopping centre was created half a century ago. As a successor of the modern shopping centre in typological evolution it responded to the urban phase of after-war suburbanization, automobility and consumer culture, creating new hybrid urban space that differed clearly from the spatial practices and experience of that of a traditional city. Hybridisation continued as the concept proliferated to town edges, to intersections of the highway system, followed by a large range of subtypes – variations of programme, size and form – due to different retailing and location strategies in the next evolution stages. Thus, in the typological process, initially a suburban local aggregate level type was transformed into a larger aggregate level type in the deurbanisation phase – and further meeting the challenges to adapt to city centre morphology in the reurbanisation phase.

The shopping mall type represents a “quantum leap” of urban scales and transformation of lifestyles: lower urban scale strategies, flows and encounters of urban life, were enclosed and packaged into a neat form, a “city within a city”, connected by mobility strategies on a larger urban scale. As compared to traditional urbanity connotations of “inside” and “outside”, relations inherent to urban morphology, were inverted. Although additional distinctive notions like those of public and private, real and artificial, place and non-place, have eroded for the resentment of academics, for their users, shopping malls are no longer an urban anomalia, and meanings given to them are in flux.

The formal characteristics of all subtypes may vary but still the organizing principles that constituted the basic type, have remained the same. Using syntactic and semantic approach, a typological and morphological analysis of the mall type is made. Focusing at space, form and use we define the constituent elements, basic formal features and spatial processes in relation to urban conditions that generate specific mall spatiality. The global features are then compared to shopping centre typology in the Finnish context focusing at local modifications.

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Youth, Place and Alcohol: a Framework to Investigate Regional Variations

Increased alcohol consumption amongst young people and particularly 'binge drinking' presents problems for many national and local governments across Europe and is a particular concern of the UK government. Explanations for a significant rise in consumption have highlighted issues of the availability of alcohol, the regulation and control both of premises and people, cultural norms and attitudes towards drinking and other relevant social and demographic factors. The significance of a homogenisation of youth cultures, exploited by transnational corporations, has also been demonstrated. Nevertheless, it is important to note that drinking cultures are not uniform and not all young people drink, nor do they drink to excess. Within England, there are considerable regional variations in alcohol related harms and by inference drinking cultures, particularly between the south east and the north-east. This is intriguing and suggests that if more were known about the precise influence of place and space on young people's drinking habits, then positive intervention might lower the level of personal alcohol related harms and contribute to creating a more convivial urban landscape for all ages to enjoy.

This paper will review evidence to suggest that there is a complex interplay between national and local influences on drinking practices with regard to the opportunities to drink, to go out at night and either to engage in non-alcohol related activities or to drink in a restrained style, the regulation of consumption with regard to both people and places and the circumstances of consumers themselves in terms of their cultural norms. It will set out a framework for analysis that draws particular attention to the spatial and physical features through which cultures are formed and performed. In doing so it will highlight and explore the differences between different age groups within 'youth', from adolescents aged under 16, who in the UK consume alcohol illegally, to young adults aged under 24. Differences between genders are also significant in that female youth alcohol consumption is still rising slightly whereas male youth drinking has shown a reverse trend. In distinguishing between different ages, the spatial focus of investigation will shift typically from the home, neighbourhood and the neighbourhood park to the town centre with its bars, clubs and drinking circuits.

The paper is an early output from an ongoing research project run between two universities and funded by the Joseph Rowntree Foundation. The paper will conclude its elaboration of the analytic framework of place-based opportunity, regulation and culture that will be employed in the study by going on to outline the questions raised and the methods that are being used to answer them. Some preliminary findings will be presented.

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Building a Metropolis from Infrastructure: Lisbon from 1940 to 1966

The paper stems from ongoing PhD research addressing the morphological interpretation of the metropolitan region of Lisbon from an infrastructural matrix approach, bringing forward the spaces and processes where and by which infrastructure and territory are combined into specifically metropolitan configurations. It will specifically focus on a time period (1940-1966) during which changes of relevance are identified, looking for ways how urban and metropolitan planning established design and organizational inter-lockings (Easterling, 1999) with infrastructural development. The research is mainly based on a two tiered methodology: 1) through the identification, characterisation and conceptual discussion of the most relevant array of urban and regional plans of the time in Lisbon, focusing on the roles of infrastructure in the establishment and evolution of territorial concepts and 2) through a morphological and architectural interpretation of metropolitan spatial transformations, resorting to a multiple source and timeframed cartographical base upon which specific graphical interpretation is drawn.

Up until the 1940's Lisbon metropolis was essentially monocentric with an urban growth pattern of a rather contiguous configuration along the coast and old royal roads. From the 1940's to the 1970's, there is a changing role of infrastructure within the practice and institutional framing of metropolitan planning, being the driving force of a national policy of public works and urban improvements at an initial stage, then losing ground within a more technocratic milieu.

Under the guiding impetus of central government agencies such as *Junta Autónoma de Estradas* (National Board of Roads, set up in 1927, in charge of planning and designing a national road network), infrastructural development policies have had significant repercussions in Lisbon and in the making of a new structural strata for the metropolis, as major public works and facilities are built and opened around 1940. Even if such approach was mainly led by an energetic body of engineers within a broader context of an *integrated infrastructural ideal* (Graham and Marvin, 2001), special attention has been paid to architectural details and urban design, bridging the international influences of functionalist urban planning with more traditionalist images and models of national references. These infrastructures would become the backbone for urban growth and industrial development during almost three decades, and although there wasn't an institutional or planning framework for the emerging metropolis, one argues that their careful and innovative approach to road design, landscape integration and interfacing mechanisms between local and larger scales of the territory, would make a contribution to what we can call of a *metropolis of public works*.

The first acknowledgment of a metropolitan entity for planning purposes would have to wait up until 1967, when the *Plano Director da Região de Lisboa* [Lisbon Regional Plan] brought forward an ambitious layout of ring motorways, a new river crossing, a new international airport and large port and industrial areas around the Tagus and Sado rivers' estuaries. However, and unlike the 1940 praxis, the Regional Plan faced greater difficulties of implementation with many investments postponed to the late 90's and some never built. Urban growth became unaccompanied by needed infrastructural support widening a gap in between planning policies and the fast transformations



on the ground. The switch from a *public work* approach to planning to an *economic infrastructure* perspective, although in line with contemporary planning references, eroded an intermediate level of spatial quality and scale interfacing mechanisms. At the transition into the 1970's Lisbon was becoming a *metropolis of disrupted strata of infrastructure*.

The paper elaborates on specific cases to trace morphological and design related specificities of such planning processes within this thirty years time frame, and how they are part of today's metropolitan landscape. Further research will elaborate on a wider time frame, encompassing the genetical traces of metropolitan development from late 19th century to the most recent trends of European and global integration.

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Urban Regeneration of the Heraklion Western Waterfront: 5 Years After

The western waterfront of the city of Heraklion in Crete has been a deprived rundown zone for many decades. Excessive illegal housing paired with obsolete factories and warehouses have been the main characteristics of a 5 kilometres coastal zone which stretches itself from the inner part of the historic walled town to the site of the new Olympic stadium of Crete and embraces the northwestern edge of the city's impressive fortifications.

As it had become apparent that apart from the environmental deprivation, a potentially important asset was kept unexploited, the municipality decided to launch a programme of interventions to reshape the area's character. The programme took advantage of the European Initiative Urban II which aimed to the regeneration of deprived inner city areas. The particular conjuncture was singularly favorable as the programme was also supported by the Athens 2004 Olympics which, apart from projects in the Greek capital, also involved the improvement of new stadiums as well as their catchment area in four other large urban centers in the country, including Heraklion.

The programme rested on the idea that the building envelope of obsolete industrial uses may be utilized to house functions related to culture and leisure as this has been implemented in a number of similar cases across Europe and the US since 1990. The core of the intervention has been the utilization of the former electric power station as a creative Natural History Museum. Its adjacent open air fruit market has been transformed in a community cultural centre based on the drawings of the relevant European winning scheme. The programme was further supported by the establishment of other museums and cultural activities in the area as well as the relocation plan of illegal settlers.



Nearly a decade after the programme started to be implemented we now experience the redefinition of the coastal zone's character. In less than 5 years the city's western waterfront managed to get rid of its long lasting stigma and to attract small businesses mainly relating to leisure activities. Environmental conditions and urban infrastructure have been ameliorated and have had a direct positive impact on the area's standards of living.

In view of the above, the purpose of the present paper is to attempt a comprehensive overview of the venture's characteristics. More specifically, the involvement of the public and private sectors is assessed in view of the needs of the local and broader community. The role of the actors involved is considered in relation to the risks taken in view of the anticipated returns. Finally, the improvement of the area's identity is appraised in terms of its contribution to the overall image of the city of Heraklion.

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Cities Regrowing Smaller – Regeneration Strategies for Ljubljana Urban Region

Slovenia is a Central European country with less than two million inhabitants. In the 1960s and 1970s, it witnessed accelerated urbanisation when the percentage of the urban population grew gradually. After 1981, settling flows began to run in the opposite direction – from towns to town edges and suburban villages. Already in the beginning of the 1990s, a third of the Slovene population lived in suburban areas. For these areas, dispersed growth was a major characteristic. We can legitimately speak about a spatial reorganisation of the population and because of suburban sprawl also about shrinkage of population in main cities (Ljubljana, Maribor, Celje, Koper). Major demographic issues of these cities are: slowly decreasing number of population, low fertility and population ageing.

Extensive suburbanisation with dispersed and relatively low settlement densities has negative effects on efficient land exploitation, environment and economy. Problems are:

- Large built-up areas and wasteful use of land,
- Insufficient communal infrastructure;
- Monofunctional, monotonous districts;
- Car traffic dependance;
- Uneconomical construction of roads and other infrastructure;
- Increased environmental pollution because of daily traffic;
- Problems with sewage and waste-water treatment;
- Issues in cultural landscape preservation, protection of agricultural land;
- Decreasing economic investments in these areas etc.

We will present the planned regeneration strategies on the case of Ljubljana Urban Region.



As the capital of the Republic of Slovenia, Ljubljana is a political, cultural and economic centre (with 270 000 inhabitants in the municipality and more than 500 000 in the region). A considerable number of commuters on daily basis is typical for the urban region, where scattered single-family housing is a characteristic urban pattern. These districts generate a large volume of transport, especially by car. They need urban restructuring and renewal, condensation of settling and better connection with an effective public transport. One of the most important problems the city and its urban region will have to face in the next years is how to improve the public transport (light rail, buses and tramway) and organise urban development in the connection with it. Another two questions are: how to restrict the uncontrolled spread of low-density construction (mainly detached one-family houses) and rehabilitate it. It is therefore urgent, to consider thoroughly where, in what form and to what extent the newly built housing communities could be located.

In order to promote sustainable development of the city, the principle of a decentralised concentration of settlement has been adopted. It comprises the growth of a compact city with its historical core (the renewal of existing city surfaces and improvement of urban fabric) and decentralised concentration along the lines of public transport in the suburban areas, especially along the light rail. The connection between the urban development and the new (planned) light rail system is essential. City of Ljubljana also plans to stop negative migration trend and increase its attractiveness to young inhabitants with more accessible apartments, new employment opportunities and better living conditions.

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A Mosaic of Suburbs

The historical suburbs of Palermo are often wrongly neglected by those who describe the city, although by the end of the 18th century they represented the first expansion cores of a growing city. Originally born as agricultural or fishing villages, many of them are now part of the city and veritable urban neighbourhoods. Yet, despite their origin, they do not perceive themselves as integrated parts of the urban texture, but rather as isolated points, as evidenced by the often-repeated idiomatic expression “scendere a Palermo” (moving down to Palermo), as if Palermo and its suburbs were completely different places. The city, especially since the 60s, has grown up to a new, metropolitan scale. Interestingly enough, though, many suburbs still maintain a strong historical, urban and social identity.

This paper aims at showing how these suburbs would rather live within untraced yet perfectly recognizable boundaries, and would reject most of the contacts with the other parts of Palermo to strengthen their ancient identity borders. Still, nowadays, the most



recent urban flows are slowly but constantly turning the suburbs into powerful junctions of a larger and cosmopolitan network, forcing them to become tiles of the mosaic that is being created, regardless of the voluntary participation of social actors. The suburbs work as *tesserae* which may fit poorly inside this new mosaic; yet they have no choice but reshaping themselves to answer the city calls.

This paper also suggests a reflection on the responsibility of urban and territorial scholars, whose role is to facilitate the interactions between the different urban parts, retrieving the perhaps neglected notion of *neighbourhood*.

Inside the framework of an action research project, we aim at understanding the morphological, functional, architectural and social aspects of suburbs, reflecting on the relationship between neighbourhoods and urban networks.

In the Urban and Territorial Analysis workshop held inside the Faculty of Architecture of Palermo, we have used both quantitative (charts, diagrams, thematic analyses) and qualitative (interpretations, interviews, participant observation, active listening) research techniques to try and capture the unique characteristics of Palermo suburbs, and outline the similarities that link many case studies.

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Planning the Growth of a Metropolis: Factors Influencing Development Patterns in Western London, 1875–2005

The paper presents the results of a study that traces the emergence and evolution of London's metropolitan form from the second half of the nineteenth century to the present. A longitudinal land use database, developed by digitizing highly detailed historical Ordnance Survey maps, is used to reconstruct the growth of a 200 sq km area in Western London parcel by parcel and building by building. The study area is selected to explore a major axis of London's historic growth, covering one of the most dynamically evolving segments of London's metropolitan fabric. The study utilizes the data to explore some of the main factors shaping the patterns of London's urban growth including public policies and private investment strategies related to the development of the metropolitan infrastructure and the spatial allocation of land uses. The impact of urban growth agents is tested in a cellular automata land use change model that serves as a laboratory for testing the nature and magnitude of the relationships between the determinant factors and the resulting physical patterns of growth.

The unique database stretches the boundaries of conventionally employed data in urban modeling along several dimensions. First, the study uses highly detailed historic Ordnance Survey (OS) maps at a scale of 1:2,000, which allows the identification of a wide range of land use categories and building types with a high level of spatial and interpretational accuracy. This presents a significant improvement in data resolution compared to traditional land use and land cover databases derived from remotely



sensed (RS) imagery. Another important unique feature of the database employed by this project is the extensive time coverage, which spans the last 130 years of London's urban growth. The unusually long time horizon of this study (reaching the pre-urban era of the metropolitan periphery) allows to trace the emergence and evolution of London's suburban fabric from its incipient stages of urbanization.

The high resolution of the data, the extensive longitudinal coverage, and the large areal extent of the study allow the development of a model that is designed to capture how local action framed by environmental and policy constraints generates global patterns of metropolitan form (Batty, 1997). Unlike conventional aggregative modelling techniques, CA-based models can handle high-resolution applications easily in conjunction with the precision of high-quality data sets typically resident in GIS (White and Engelen, 2000). The model thus utilizes the advantages of CA approaches for exploration of complex spatial phenomena such as the dynamic formation of patterns of nucleation, diffusion, and conurbation within the metropolitan fabric. The study illuminates the importance of the pre-urban cadastre (agricultural land ownership patterns, system of country roads, existing settlement structure) as major spatial determinants framing the subsequent patterns of urban growth. It further highlights the significance of government action and urban planning ideas as factors determining metropolitan growth in an environment that is traditionally viewed as dominated and shaped by the pervasive power of private interest (Cherry, 1974).

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How Can Urban Design Work Efficiently under the Traditional Urban Planning and Administration System in China?

Along with the incredible 'explosive' urban development, Chinese cities are suffering from lots of urban problems, such as space disarray, environment deterioration and cultural-heritage destruction. Thus urban design has been a more and more important instrument for planning governments to guide the sustainable development of urban space. However, since urban design in China, which has been popular since the late 1990's, is a kind of informal planning, it becomes a big challenge for both urban designers and city authorities how to implement urban design and make it work effectively in the long-established formal planning and administration system which legally utilizes Master Plan and Detailed Plan as regulations to manage the urban construction. Therefore, it is not surprising that even though there are thousands of urban design projects made in China every year on different scales of city, district and site, the actual influences of these designs are only a few. Almost as a rule, after the splendid process of urban design competition or design-making, the outcomes, for example, design guidelines, design codes and visional figures, have only been decorations, advertisements or blueprints for



the planning governments. Obviously, the difficult problem merging urban design into the traditional urban planning and administration system through institutional innovation to make it work has been a serious bottleneck for the further development of urban design in China. Targeting to solve this problem, the article makes an in-depth analysis of the status quo of urban design in China, summarizes the causes of its failure and explores the potential methods leading to good urban design operation. According to the special city planning situation of China, it points out that 'Urban Design Guidelines' and 'Planning and Building Permissions' could be used as effective tools to implement urban design. By integrating the design guidelines into legal Master Plan or Detailed Plan, or using design codes as criteria for permission approval, certain kind of design control or design review could be realized in China. Through case study, the paper also illustrates these methods in detail on how urban design guidelines and strategies can be developed and how the local authorities can use them in different ways.

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What Matters Most: Delivering Better Places in Scotland

In both the UK's urban design policy guidance and in the urban design literature more generally, there is a relative consensus about what makes a 'good' place. The real challenge, however, is to deliver good places on the ground. In the Scottish context, for example, there is a dearth of exemplar schemes which might illustrate what can be achieved with vision, dedication and commitment. Glasgow's Crown Street stand as a significant exception, but it is sobering to realise that this was started in the early 1990s and is an exemplar of the late twentieth century rather than one for the twenty-first century.

This paper reports and comments upon the results of a research project entitled *Delivering Better Places in Scotland: The role of property economics and delivery models and supported by the RICS and Architecture + Design Scotland*, in which the overarching research question was: What matters most in the delivery of good places? The research project involved in depth studies of eight case study developments – four in England and four elsewhere in Europe – and a cross cutting analysis of similarities and differences in terms of processes and products in each location. Though the research was specifically commissioned and intended to speak to the Scottish context, the conclusions and recommendations are universal and given constructive and important lessons in how to achieve good places on the ground.

The paper is in four main parts. The first part sets the challenge of delivering better places. The second explains the structure of the research and briefly introduces the eight case study projects. The third presents an event sequence model of the place production process, which served as the analytical framework for the project. Based on a cross-



cutting analysis of the case studies, the final section outlines eleven key conclusions/ recommendations and illustrates them with examples of good practice drawn from the case studies:

Stage One: anticipation and conception:

Proactive place-shaping

Compelling place vision

- Going-the-distance – Sustained determination and commitment to creating a better place
- “Special” place delivery bodies matter

Stage two: project development

- Fostering social capital
- Control over land development matters
- Focus on place-making (not Architecture)
- Future proofing – build/foster sustainable, resilient neighbourhoods
- Advance infrastructure matters (masterplan + advance infrastructure)

Stage three: implementation

- Small-is-beautiful

Stage four: management/legacy

- Early development of succession strategy

Further research will (i) develop and refine the event-sequence model used in this project, and (ii) provide more systematic and focused analysis of the development economics and financial models of the case study projects.

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Conceptualising and Measuring the Publicness of Public Space: Towards a New Model

This paper presents a model of, and method for, benchmarking the publicness of public spaces, which is intended to be of value, first, for comparative purposes (i.e. measuring the publicness of one public space vis-à-vis another) and, second, as a departure point for deeper, more qualitative investigations of why particular spaces are more/less public than they could/should be.

The model is a constituent part of a wider research project which examines the production and quality of new cultural public space in waterfront locations. As a necessary prerequisite of this task, it explores the question of ‘What makes a public space, public? Public space is neither an uncontested nor an uncontroversial arena.



Debates on the “politics of space” (e.g. the tension between surveillance and access rights to public space), for example, continue to capture academic and public attention, raising important questions of social justice, such as: ‘Who makes and controls public space?’ and ‘Who benefits from the development of new cultural public space in the context of a restructuring of the city?’

Attitudes to contemporary public space and its future range from the more pessimistic to the more optimistic. More frequently heard, the pessimistic voices highlight the breakdown of society and ‘the fall of public man’ (Sennett 1977); to the play of neo-liberal forces (Foucault 1986); to a ‘public’ pacified by ‘cappuccino’ and seemingly reluctant to fight for ‘social justice for all’ (Zukin 2000; Atkinson 2003); to a loss of ‘community spirit’ (Putnam 2004); and to the emergence of more and more privately-controlled spaces (Zukin 2000; Mitchell 1995; Davis 1998; Sorkin 1992).

While much has been written on the issues of public space, and to related concepts such as ‘public sphere’ (Habermas 1989) and “public realm” (Lofland 1995), there is a gap in the literature when it comes to providing a consistent and multidisciplinary way to analyse the ‘publicness’ of public places. Although several attempts have been made (see Nemeth & Schmidt 2007; Van Melik et al, 2007; CABE 2007), these are all in one way or another partial and do not present a comprehensive view. This paper thus proposes a new model for benchmarking publicness. As is explained within the paper, the focus of the model is necessarily limited to first, what is here termed “convivial” – rather than “restive” or “restorative” – public space and, second, to the supply of public space – that is, the actions of, and influences of supply-side actors – including regulatory and managerial actors – in the development process.

The paper is in main five parts. The first part discusses the problem of the publicness of contemporary ‘public’ space. The second defines publicness, focusing on six key dimensions of publicness: ‘ownership’; ‘control’; ‘physical configuration’; ‘use’; ‘civility’; and ‘meaning’. The third presents a pictorial model of the publicness of public space, which relates and calibrates these dimensions. To illustrate the model’s potential, the fourth applies the model to three different public spaces in central Glasgow. The final part discusses the model’s value, strengths and limitations, draws conclusions and suggests avenues for further research. Furthermore, given that any model of publicness must inevitably advocate a certain type of publicness, it also explores the issue of analytical and normative ‘ideals’ of the publicness of public space.

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Parque das Nações, Lisbon: the Design of Urban Space on the City Edge

Often, in large-scale redevelopment projects, the conflict between strategic and design objectives conditions the nature of the spaces that these projects design. In this paper, I explore the large-scale redevelopment project as an occasion for city design by addressing the question: *How can strategic and design objectives be reconciled in the design of urban space?* In particular, I am interested in the ability of the large-scale redevelopment project to promote the continuity of space between the new intervention and its existing surroundings. I look at the case of Parque das Nações in Lisbon, a high-profile neighbourhood created from a tabula-rasa condition on a former brown field on the city edge. The new settlement, initiated in the early 90's, is expected to be completed by 2010. My aim is to investigate how the solution of spatial design that the project developed for its site articulated strategic and design objectives with the conditions on the ground. In particular, and given the area's accentuated fragmented character, I am interested in how Parque das Nações reconciles the objective of the transformation a peripheral waterfront location into a new metropolitan centre with that of the design of an urban neighbourhood spatially integrated into its surroundings.

Building on Madanipour's (1996) notion of the design of urban space as referring to both a *process* and a *product*, my approach to the case study of Parque das Nações is two-fold. I carry out an investigation of the project's design process, drawing mainly on interviews with key design participants; and, concomitantly, I conduct an analysis of spatial outcomes, or *impacts*, on the ground with the help of visual material (photography and plans).

The paper concludes that the design process was characterised by dissociation between urban design and urban planning activities and framed by a deficient institutional context. Under these circumstances, the poor integration of design and strategic objectives became a matter of inevitability, with relevant implications on the ground. For instance, the relation between the new neighbourhood and its surroundings evidences numerous spatial discontinuities. Particularly problematic was the option of consolidation of the new centre with prestige facilities at its core. While this option may have ensured the long-term viability of the development, it appears to have had a detrimental effect on-site, diverting attention and financial resources away from the project's sensitive edges. My findings suggest that a more active role of the institutional context in the mediation of strategic and design objectives could have helped prevent spatial outcomes such as those occurred in Lisbon. This indication is of relevance to other cases of large-scale redevelopment projects proposing the design of new neighbourhoods, in particular those cases whose contexts display spatial features that make the design of urban space difficult.

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Urban Morphology and “Energy Behaviors of Settlements”

The stating hypothesis of this work is that a strong correlation exists between settlements morphology (physical and functional organization) and “energy behaviors of settlements” (conservation, efficiency, local renewable energy potential). The aim of the work described in this paper is to propose innovative operational instruments to analyze and design urban settlements taking into account the energy parameter. First of all the definition of “energy behaviors of settlements” is given and supported by a wide literature review. Second, the methodology framework is built and described in its parts. The methodology is based on: – the interaction between the physical and functional components of urban system and the demand/use of energy; – the interaction between the physical and functional components of urban system and the local renewable energy potential; Third, a correlation matrix between morphology and energy behaviors at different scales is proposed. Fourth, a set of instruments (spatial indicators, GIS, statistical tools, etc.), and datasets (LiDAR – Laser Scanner survey, satellite images, spatial indexes derived by physical models, WEB 2.0 etc.), is defined. Finally the methodology is applied to a case study: an urban system settled on an Alpine Valley floor in Italy: the Valsugana. The methodology proposed is mainly addressed to the definition of urban plans, programs and policies which aim to take into account the “energy” parameter in their processes. The work gives a contribution to the debate trying to partially answer to these questions:- In which way the spatial structure of settlements determine different levels of energy consumption and renewable energy potential?- How to identify critical and virtuous situation in this context?- The myth of the high energy efficient compact city is true? – Which are the correct scales to analyze and design the topic of energy sustainability of cities?- Which innovative instruments exist to fill the gap between theory and practice of energy spatial planning?

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The People’s Square in Central Shanghai: a Spatial and Socio-Historical Analysis

Since the founding of the People’s Republic in 1949 the People’s Square in central Shanghai has gone through two major transitions, which happened in the Maoist era and the post-Mao era respectively. The two transitions not only changed the local landscape of the Square but also brought a significant impact on the global spatial structure of central Shanghai. In addition, the socio-political premise and consequence of the transitions were closely related to the dominant ideology of their respective era. This paper is firstly an attempt to reveal the spatial and morphological effects of the transitions at both local



and global levels, secondly an observation of the subsequent social uses of the Square, and eventually an exploration of the relation between the evolving landscape and the changing ideology.

A graphic study and a statistic investigation based on 'space syntax' developed by Bill Hillier demonstrate that the two transitions were leading to opposite directions in terms of the formal expression and the impact on the spatial structure of central Shanghai. The founding of the Square on the former racecourse in the Maoist era opened up a vast space accessible to the masses. In the meantime, central Shanghai as a spatial system became shallower and the Square became more permeable to that spatial system. Nevertheless, the reconstruction of the Square in the post-Mao era cut the vast open space into fragments through landscaping and building grand edifices. In comparison with the situation in the Maoist era, central Shanghai became deeper and the Square became less permeable to the spatial system of central Shanghai.

The social uses of the Square also changed dramatically through history. Public assemblies and demonstrations were regularly staged on the vast open space of the Square in the Maoist era. The less restricted spatial structure of central Shanghai and the improved permeability of the Square released the political potential of the space. Nevertheless, the Square in the post-Mao era became more and more culturally and entertainingly oriented after the reconstruction. It was beautifully landscaped but no longer required to hold any major public assembly. The more restricted spatial structure of central Shanghai and the relatively less permeable Square suppressed the political potential of the space.

The socialist ideology in the Maoist era emphasized the revolutionary mass mobilization. The initially founded Square therefore satisfied the demand through both the spatial structure and its social uses. On the other hand, after China adopted the neo-liberalist ideology in the post-Mao era, the Square was again reconstructed to correspond to the conservatism in politics, which is a crucial aspect of the neo-liberalism. It is apparent that the evolving landscape of the People's Square was a socio-spatial embodiment of the dominant ideology through the Maoist era and the post-Mao era.

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The Luxury of Silence, Cemeteries as Places of 'Aposiopesis' in the City

'Aposiopesis' derives from the greek word 'αποσιώπησις' meaning becoming silent or maintaining silence. It is when a statement or address is broken off, left unfinished, only to be completed in the imagination. Bearing in mind that 'place' has been defined as 'the concrete manifestation of man's dwelling', it becomes a paradox that cemeteries are probably the only 'places' manifesting very little about their 'dwellers'. Therefore, they appear as remote urban spaces in aposiopesis of their content and habitation. Someone would be more precise describing contemporary cemeteries as 'uninhabited',



but yet not 'empty', urban places. Viewed as places of expression of our 'being-in-the-world', they transcend every aspect of functionality. Therefore the current discussion on the formation of contemporary 'gravespaces' as urban territories arise multiple quests about their content and identity in the city.

This paper deals with cemeteries, as public 'places' dedicated to those who are not among us. They appear not as the actual location where death 'takes place' but as the public terrain where we come to terms with our private loss. Therefore, cemeteries are formed almost without functional requirements becoming a reflection of our existential quests. Through the typological evolution of cemetery design, from 'tender graveyards' to 'remote necropolises' and 'crisp forest burial grounds' an emerging trend of site-specific cemetery design can be observed. The research will be based on emerging theories and contemporary European examples of cemetery design. The central argument of this paper concentrates on the present relation between the city and the cemetery formation through social, cultural and aesthetical aspects.

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Bracket C – POLICIES AND FIELDS

9 Culture, Heritage and Planning

Track 9: Culture, Heritage and Planning

Track Co-Chairs

Zeynep Enlil, Yildiz Technical University

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Since a decade or so culture and creativity have been widely recognized to be central when addressing local and regional economic challenges. A creative fever has infected planners and policy makers in Europe. According to the creative city discourse post-industrial cities and regions in Europe will only have a chance to be competitive and successful in attracting investment, qualified labor and events, if their cultural assets are seriously seen as valuable endogenous assets. Such cultural assets include a wide range of things, both tangible and intangible. Tangible elements of the built environment combined with aesthetic and symbolic elements strengthen the cultural identities of spaces and places. While globalization tends to promote homogeneity, competitive cities have a strong individual and particular cultural identity. Thus globalization paradoxically calls for strengthening local and regional identity. Planning and local economic development are now exploring how to benefit from culture and urban heritage as a significant potential for spatial and economic development, for creating and securing jobs, without turning European cities into cultural Disney parks.

European cities, at least most inner cities, are “luxury spaces”. Their cultural heritage is protected and highly regulated. However, conflicts arise, when developers aim to respond to the creative city fever. They do it to benefit from changing values and housing preferences of middle-class households, who wish return to the cities from dull and eroding suburbs. They respond to consumer trends when shifting shopping centres from green-field sites back to inner city locations. And they support universities wishing to expand their inner city campuses to meet the requirements of their knowledge workers. Following mainstream policies for attracting the trendy “creative class” to their cities, city managers and their advisory circles, they support the development of creative spaces and the promotion of creative industries, wherever urban conditions allow. As a rule they are not aware, or they rather tend to accept, that they accelerate gentrification processes and add to the social polarization and fragmentation of the city. Though strengthening the local identity has undesired social implications for those citizens, who cannot afford to live in such luxury spaces, who are driven out to live in the suburbs, where local identity is weak, urban heritage is poor, and access to cultural facilities is limited. This is the experience in many cities all over Europe.

It is not an easy task planners have to face in Europe. Promoting culture, heritage and creative spaces in cities, while avoiding negative social implications, requires much sensitivity and strategic thinking, particularly in times, when cities have to cope with the financial repercussions of the global financial crisis. We invite you to submit papers exploring such challenges and we welcome both theoretical insights as well as practical case studies. Thereby we have a particular interest in papers, which address strategic solutions to the new challenge.



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Dilemmas Arising from the Idea of Improving Physical Accessibility in Relation to Aesthetics and Architectural Heritage

The Norwegian state has been working for more than ten years on various ways of improving accessibility for the general public. An important part of this work has been to develop new legislation and other forms of formal guidelines to reduce physical barriers. Last year, two new Acts were passed into law. The first is the Anti-Discrimination and Accessibility Act, a prohibition against discrimination due to disability, and the second is the new Planning and Building Act, which aims to make buildings, facilities and outdoor areas more accessible. These new legislations raise several questions that need to be discussed.

Section 9 in the Anti-Discrimination and Accessibility Act, *Obligation to ensure general accommodation (universal design)* introduces some complicated dilemmas, especially the formulation: “When assessing whether the design or accommodation entails an *undue burden*, particular importance shall be attached to the effect of the accommodation on the dismantling of disabling barriers, the necessary costs associated with the accommodation, the undertaking’s resources, whether the normal function of the undertaking is of a public nature, safety considerations and cultural heritage considerations.” What is an “undue burden” in relation to architectural visual qualities and to the historical heritage expressed in buildings and townscapes?

This paper will look into these dilemmas by discussing specific cases from some European, Australian, Japanese and American cities. What kinds of procedure are suitable and decisive when it comes to these complicated questions? Is this a task exclusively reserved for professionals, or should the voice of laypeople be heard and taken into consideration?

The empirical material will be based on the author’s work on Universal Design, Inclusive Design or Design for All, using written documents and drawing on discussions held over the last ten years with various persons working on this issue in Europe, Australia, Japan and North America. Do the different countries handle these questions in different ways?

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Contested Space in Former Colonies: What Is the Role of Representations of European Colonial Heritage Outside of Europe?

The implantation and representation of the European use and presentation of space through hundreds of years of colonialization has left a built form legacy in all continents. Some examples represent an attempt to simply transplant form and function at a particular period, in others there has been a considerable attempt at adaptation and



modification to meet local circumstances and needs. What do we make of such places in the twenty first century? One interpretation is that these are despised places, symbolic representations of conquest and imposition. On the other hand some are celebrated as bygone relics of past glories and periods. A third view is of curiosities, with some taking on the elements of, almost 'theme parks', in a global tourist market looking for the next new unusual place to visit.

All these forms and spaces, even those with a contemporary interpretation, present narratives of European themes, of events and forces, of design and creativity, and yet they are all physically, and now politically and culturally remote from their European origins. This paper examines four such themes and places as case study examples. The four themes and places are; Portuguese Catholic religious zeal in Old Goa, now part of the State of Goa in India; military power and administration as represented by the Dutch forts of Sri Lanka with a focus on the fort at the southern city of Galle; the British penal system and its convict settlement at Port Arthur in Tasmania Australia; and the architecture and urban form of the goldfields towns of central Victoria in Australia which for a short period with unprecedented wealth drew inspiration from across Europe.

The contemporary comprehension, interpretation and exploitation of these places is mixed between their presentation as a survivor of a bygone past and their current ongoing role as places where people live and work. At the same time they are increasingly being packaged, developed and consumed by mass domestic and global tourism, which presents them as curiosity pieces, while offering employment to local communities. As Henderson (2000) notes colonial places often represent disturbing associations and symbolic reminders of oppression, they do not necessarily sit comfortably with the current use of space whether as places of contemporary life or for economic gain through tourism.

Development interests are now in conflict with the local, national and international pressures to preserve such places as sites of truly significant cultural heritage. Lowenthal (1985) in his seminal work suggests that the 'invention' of the past is a construct that only represents those elements which contemporary society wants to see, hardship, suffering and cruelty are overlooked or are just a component part of the package. These places now attract 'creative classes' on a temporary or permanent basis who have their own version of how space should be interpreted, presented and used.

Each of the four case study locations is recognized as a World Heritage site or there is an active campaign to seek listing. All are recognized formally at their national level as representational of an important past period. With this recognition and profile, tourism, both mass and special interest, has arisen but largely it has been of the exploitative type.

Significant ongoing research questions are raised in the subject matter and the paper presents ideas and methods to address them. How are these colonial representations to be realistically preserved? The suggestion is that much of what is being presented as heritage has been conveniently 'airbrushed'. Waitt (2000) notes that much of society is now fragmentary and as a consequence the true meaning of places is conveniently forgotten or overlooked. Each of these four places represents exploitation of the original native residents, a plundering of resources and systems of wealth long gone. Is their future representation to be largely places visited by tourists on package deals

collecting digital images and cheap souvenirs? Is their fate to now once more be places of exploitation or is it possible that with concerted effort they can be presented to reflect what they truly represent?

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Development Plan versus Urban Design: Experience of Izmir

Izmir, third biggest city of Turkey has experienced various architectural and planning approaches under the impact of different socio-economical and political actors. While the city was looking for a new identity and modern image through western planners and architects in 1920s, recently it is in pursue of a global city with its vision, 1/25 000 scale master plan, and strategic planning. However within all these production periods of the city, none of the plans has accomplished the quality of liveable urban city life. Most of the implementations were incremental rather than comprehensive. Development plans are two dimensional which atrophies the meaning of space and just becomes the practise of defining and shaping the ownership that is lack of spatial richness.

This paper aims to give a brief explanation about how Izmir went through different master plans, misfits of these plans, regulations, and policies. It tries to find out the role of master plans and regulations in the transformation of urban morphology of the city through theoretical analysis. Master plans are one of the important tools for urban design, hence it is essential to understand what urban design means for Turkish Cities. Are there any successful urban design examples? How local authorities deal with urban design? What kinds of master plans are developed for Izmir? How Turkish architects and planners shaping their cities? The tension between architecture and planning in Turkey is apparent. While planning just deals with development plans that does not include the third dimension. On the other hand architecture is more individual dealing just with the building and some, sensitively within their context.

Hence in order to understand the reason of dilemmas, inner dynamics that shaping the form of the city, we have to look within the geography and culture that we stand. Social behaviours change from settlement to settlement and from culture to culture. These behaviours and norms shape spaces and cities within time. Consequently, after examining briefly the planning history of Izmir with all its pros and cons, this paper concentrates on the recent development approaches and policies regarding the future of the city; whether these plans include participation of the community, different professions and public-private sectors, collective design processes, and urban design projects.

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Black-Box Approach for Analysis of Characteristics of Creative Industries and Regional Development Policy and Strategy in East Asia City

This study focuses on analyzing the relationship between creative industry and regional development upbringing policy and strategy from the comparative case study in representative city in East Asia cities focused on Korea. The major variables are classified into three groups: economic, social- cultural and sustainable aspect. As delineating the creative industry, it shows the how it contributes to East Asian competitiveness, the role of creative industry and contribution GDP, growth and create job.

Regarding economic, social and cultural, and sustainable development aspects, this study develops a creative industry policy in Korea elucidating the dynamic relationships between the key factors by black-box approach. In specific, it examines the structure and function of creative industry and regional development in creative industry market, human resource development and technology development.

The limitation was existed to East Asia cities have different classification of creative and culture industry's policy and strategy. Moreover each country have different representative item among creative industry. Korea has also limitation such as lack of facilities for poverty and elderly and connection with regional human resource management and its connection with local industry. It examined policy interruption as upbringing regional economic condition, social -cultural and sustainable aspect.

Judging from a series of analysis, cluster and network system required in East Asia city to raising policy and strategy. On this respects, Korea, creative and cultural related policy and strategy are oriented to social welfare, regional development, culture conservation and sustainability. This study stresses that creative industry and its policy should be strengthened in the East Asia city as the strategy of the engine of economic development in the context of creative economy.

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The "Mediterranean Cities Project".

Temporary Re-Uses of Urban Space and Urban Regeneration Strategies

The paper's main question is a case of urban regeneration related to an international cooperation project between various Mediterranean Cities, among which Naples. More specifically as for the Neapolitan case, the project's main concern is re-using some abandoned or partially used buildings by temporary refurbishment, provided by economic and cultural operators from other Mediterranean cities involved in the cooperation project. The project shows some interesting issues worth to be highlighted:

- Regeneration strategies connecting public and private sector, at the national and



- international level;
- The relation between urban regeneration strategies and everyday practices of place-making in the city;
- The construction of interactive knowledge as a base for a regeneration project.

The Mediterranean Euro-conference in Barcelona in 1992 was the start-up event for the Mediterranean Euro-Partnership. The crucial role acknowledged to the Mediterranean Region, both from a political, economic and cultural point of view, requires a better knowledge dissemination and exchange among all countries involved in order to improve the common work of cooperation. But what do we intend as “Mediterranean”? According as we look at it from Beirut, Marseille, Tunis, Athens or Barcelona, every culture has its own ways to define this liquid region, working as a huge network of cultural and economic trades, where different languages and cultures meet, merge and clash. “In the physical landscape, as well as the human landscape, the Mediterranean as the crossroads, as the heteroclite, comes to our memory as a coherent image, a system where all melt and emerges as an original unit” (Braudel, 1992). The Mediterranean is “border” and “bridge” connecting Europe, Asia and Africa, at the same time.

The reflection about this territorial formation is basic in the re-configuration process of the European identity, and therefore crucial to outline goals and methods of national/international cooperation programs dealing with spatial and social transformation.

The case at hand is a cooperation project based on the partnership between two Italian Southern Regions, Campania and Sicily. As for the Neapolitan side, foreign partners (11 Mediterranean cities) would “export” to Naples some of their entrepreneurial excellences and temporarily locate them into some public out-of-use buildings in the central area.

In a long-term perspective based on private/public partnership, this project would be the occasion to re-think role and function of a massive urban system made of public areas and buildings still waiting for destination. Therefore, a survey has been carried out by a research team in order to:

- Make a repertory of all out-of-use public buildings in the urban central area
- Figure out different scenarios of urban regeneration according to different uses and functions, as well as specific characters of each building
- Reflect about different project suggestions in a Mediterranean perspective
- Experiment an innovative methodology of territorial marketing for Euro-Mediterranean cohesion strategies.

The project is still on the run and far from the implementation phase, which should occur in a year. Therefore, inasmuch it shows several interesting issues from a scientific point of view, the political results are not to be given for granted. Nevertheless, it can be a valuable contribution to the debate – quite vibrant in Italy at the moment – about the effectiveness of re-use strategies of massive urban assets (the public property city) local governments often have been trying hard to deal with in the past 15, 20 years.

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The Representation of the City in Recent US TV Series: an Element of Cultural Planning?

The main issue is to examine how the representation of the city in cinema/ TV can be an element of cultural planning. One peculiarity of the media is that they are a type of cultural activity and a means of transmitting other cultural activities (especially artistic), while, simultaneously, they constitute a power capable of transforming them. The role of the media is twofold: they can offer a plurality of options, but, by supporting the idea of 'common sense', they can contribute to the imposition of stereotypes of action in time-space, thus acting as a constraint.

As far as the importance of the audiovisual dimension of urban planning is concerned, it is an element which, even if for a lot of experts that are occupied with the city (both in theory and in practice) is not considered as given, today it can be based on an important bulk of material (written and audiovisual). The representation of the city in cinema has been a subject of a variety of English and French, as well as the recent Greek, bibliography. City and cinema are interrelated: in the experience of daily life often the cities appear to allocate a cinematographic quality: the city has been shaped from the cinematographic form, while also cinema owes many from its characteristics in the development of the city.

The television products, more specifically the TV series, have been less studied compared to the cinematographic ones, even if there exist very few recent exceptions concerning types as the television drama. The analysis will be based on specific types using a plurality of examples focusing on recent US TV series which show an exceptional good quality: a) comedy [e.g. *Monk* (2002–today, Los Angeles)], b) drama [e.g. *West Wing* (1999–2006, Washington and various cities)], c) crime/ thriller [e.g. *CSI Las Vegas/ Miami/ New York* (2000–today, 2002–today, 2004–today)], d) youth [e.g. *OC* (2003–2007, various places as Newport Beach, California)], e) documentary [*New York: a Documentary Film* (1999, mini series)].

There will be an attempt to answer the following primary questions in relation to cultural planning: a) how can the interrelationship of city and cinema/ TV influence the theory and practice of urban planning, b) what are the actual differences in representation between real or 'fake' cities (e.g. the use of various places as Newport beach in *OC*, as well as the use of Toronto as New York), c) what is the role of memory of the older image of cities, e.g. Casablanca), and d) what is the importance of city marketing (e.g. Rome in the TV series *Rome*). There are also some secondary questions to be answered: a) how is the relation to improvement of quality in TV series (in terms of the effect of cinematic quality in TV and but also of the TV quality in cinema) influence the representation of the city, b) is there any difference in the representation of the city that is due to the type of series, and c) what are the stereotypes transmitted through TV series.

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Beyond the Standards: Is Quality of Place and Creativity Luxury?

During the last decade concept of *creativity* become much more important than before and many cities have sought to promote creativity as a driver of their development projects. They have done this by encouraging specific sectors of the “*creative industries*” to locate both in inner cities and peripheries. The location decision is important in terms of planning process, in making successful urban places and helping creativity in cities. In this context, this paper focuses on creative cities, creative industries, and restructuring of inner city areas. Most of the studies focus on more environmental, economic and social issues but there is less emphasis on place as it is pointed out as “*a critical piece of the total package*”. It is aimed to discuss attributes of place for creativity and to find out how creative industries help to create successful urban places. The paper focuses on the case of London-Soho as an example of cultural quarter analysing the attributes of place that makes it successful and restructuring process to understand how planning helps creativity. Soho also hosts most of the creative industry companies and institutions such as film production companies, music stores, lots of cultural places such as theatres and cinemas. Their effect on urban form and the production of art is important and needs to be explained. As cities are competing in the knowledge era, research gains importance in order to develop creative planning and development strategies to improve quality of urban environment and also to ensure competitive advantage for future. On the other hand there are other issues like global warming, eco-planning, renewal energy or hazard planning which also are the priority of governments, public authorities. So within all these concerns to what extent it is important to provide the qualities of place that helps to make these so called creative milieu. Phenomenon of creativity might seem as a luxury theme within all these vital debates. By exploring the development process of Soho it is aimed to discuss the importance of creativity and the contribution of investments in place quality in making Soho a better place to work, live and visit and so does for creativity. The paper aims to discuss and explore a quest for new forms of future-oriented urban environments incubating and fostering creativity and innovation as the basic needs of both today's and future's cities.

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Creative Istanbul: a Vision (Im)Possible?

Creativity, creative sectors, cultural industries, culture-led regeneration have lately been buzz words for those who have been concerned with reviving the deprived economies of de-industrialized cities. Examples set by cities such as Bilbao, Barcelona or Glasgow have set up expectations for a cultural turn in urban redevelopment. Many cities from around the world attempt to pursue cultural policies and urban strategies geared to make them vibrant urban centers attractive to capital as well as to the workers of global economy that is increasingly based on knowledge, innovation and creativity. Istanbul is no exception to those cities, striving to gain a competitive advantage with an attempt to re-structure its economy.

Yet, there is a growing acceptance that policies and strategies that are successful in one city cannot easily be exported to another and that every other city is a unique case. In addition, there is an increasing concern that culture-led regeneration policies can lead to schemes that are nothing else other than property-led redevelopment under a cultural guise. Bearing these two fundamental issues in mind, in this paper we attempt to analyze the opportunities and challenges in Istanbul of a cultural turn in urban policy that seems to have gained an additional impetus with the city's new status of European Capital of Culture for 2010. No doubt that with its many layers of history and rich heritage, Istanbul offers significant potentials to act as incubators for creative sectors and cultural industries to flourish. But is that enough?

The analysis offered in this paper is based on our recent research on some of the strategically important cultural industries and the cultural infrastructure of the city. Using both quantitative and qualitative data and in-depth interviews, our findings indicate that creative sectors and cultural industries both at the production and consumption ends tend to cluster in the central area of Istanbul we name as the "cultural triangle." The rest of the metropolitan area with a population of over 10 million is a highly impoverished landscape of creative sectors and cultural facilities. Moreover, the gap between the center and the periphery is not only a matter of access to culture, but it is about income, housing quality, education and so on. Hence, we argue that any attempt without proper policies to overcome this gap between the center and periphery will be an effort in vain to make Istanbul a socially just and culturally viable, creative city.



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Characteristics of Local Resources and Modernisation Heritage at Sensyu Area – a Case Study of Wooden Textile Factories in Izumisano City, Osaka

Recently, Japan is facing movements of preservation and renovation of modernisation heritage such as industrial factories, which had been built.

To explain the reasons, it may be important to inherit culture and history of these buildings and to conserve resources for the next generation. Moreover, it would be important to reuse these resources for creating sustainable society.

However, Japanese buildings are made of wood, which makes it difficult to conserve them for a long period.

This paper will focus on textile mills in Izumisano city, Osaka to examine material interests as modernisation heritage. These mills are still remaining and having possibilities to become local resources and modernisation heritage.

This paper focuses on Izumisano city, which had started textile industry since 1887. Textile industry was imported from the UK in 1872. Izumisano city is one of the first area to start towel textile industry in Japan after the success of towel making in 1887. Now, Izumisano city has 49 % share of production in Japan in towel making. Although, import products increase every year from China.

On the other hand, it might be difficult to imagine the increase of textile mills in the future, due to the changing of industrial structures.

The decrease of textile mills may lead to the loss of culture and history of Izumisano city.

Therefore, the purpose of this paper is to examine culture and industry from historical changes 1977. It also aims to conserve textile mills in Izumisano city and to present data for the city as one of the materials for future planning.

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Cultural Conservation under Occupation Conflictual Powers and Meanings in the Historic Centre of Nablus

Drawing on Foucault's conceptualisation of power – as a set of actions performed upon other actions and reactions – this article aims to understand how mechanisms

behind cultural conservation where nexus of conflictual powers is particularly intensified as an effect of two forces: occupation and the international intervention. Thereby, it examines the way discourses of cultural meanings are formed, transformed and correlated influenced by the multiple powers involved in the politics of cultural conservation. The link between discourse and power is illustrated through a particular enactment of a concrete research in which the Historic Centre of Nablus in Palestine is identified as a case. Conflict of power relations and interests is a universal question however it becomes a unique phenomenon when happening in an occupied society. This article argues that occupation force, local resistance and international community interventions have exposed the cultural resources of the Palestinian Historic centers to 'concentrated' processes of both 'destruction' and 'conservation'. Understanding the current mechanisms behind cultural conservation may therefore explore possible ways for locally-sensitive cultural conservation.

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The Reorganization of University System in the Context of the “Greater Paris”: Questioning the Potential of Development through Culture.

This paper takes into account some results of the research about “Territorial Attractiveness”, supported by the French Ministry of Ecology (PUCA), from 2007 to 2009.

This research is expected to continue, at the present time, including the question of universities in future urban planning strategies in the context of the Greater Paris projects.

The rearrangement of the Ile de France universities around PRES (Research and Higher Education Centers) located in suburban campus (new or refurbished), demonstrates the difficulty of building a real territorial project which can make these places, what is called “culture producers”, more visible and attractive, in order to disseminate and share this culture with the general public. While economic development is based on a culture of collective action that gives primacy to social innovation and creativity, the fact remains that it is difficult to manage the relation between culture / economy / territory (both physical and social).

Knowing that cultural economy are based both on circulating cultural products that use globalised structures (both material and immaterial items) and fixed ones (permanent: monuments, museums... and temporary: events, fairs...), and given the various challenges present in Ile de France, particularly taking into consideration of the Greater Paris, would it be possible to design these new university areas as a cultural area in a full degree?

What is their potential for cultural supply (artistic etc...)? Could it be that these places are also shared with local inhabitants? Are they attractive (not only for students and researchers) for both simple visitors and tourists? What would be the economic, social and spatial spillovers from this innovative concept for university?

In the context of the Greater Paris, a new structure, the “Atelier du Grand Paris” has been created at the Ministry of Ecology in order to associate all the architects in charge of the Greater Paris. Some of them are thinking of the new shape of this university



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Central Public Spaces as Interfaces between Cohesion and Competition: Why 'Culture' Matters

During the last decade, changes on the political agendas in different European cities have underlined the new importance of a cross-cutting policy field gaining importance during postFordist transitions : Public space (Vaz et. al. 2006). Barcelona, Lyon, Berlin, Copenhagen and nowadays as well Vienna are for example pioneering a trend that can be considered a new systematic turning to the special role of public space as places where jumping spatial scales between the micro-level of a square, the meso-level of a city and the macro-level of global urbanization processes as a whole is possible (Knierbein 2008): Here, global pressures and local needs are merged into *glocalization* processes during which a repositioning of economic interests meets the increased necessity to find solutions to crucial challenges of increased human mobility, rapidly changing consumption, intercultural coexistence, image construction processes, and so forth. As these aspects serve as initial base for the formulation of new demands as regards the *designed (material)* and the *communicated (immaterial)* city, cultural interventions and culture itself have become more and more a solid instrument with which planners and politicians try to address the ambivalent potpourri of necessities and pressures at the same time. 'Culture' serves, first, as entry dimension for market actors that strive to discover new paths of capital accumulation (Zukin 1995), 'Culture', secondly, helps the state to communicate the legitimization for urban regeneration and to promote mental change to citizens. Thirdly, 'culture' allows civil society players to actively get involved in an attention-seeking, life style oriented re-symbolizations of the environments they live in, in strengthening what is considered as 'identification with place'. This permanent de- and rebalancing of political motives – to offer a first hypothesis – that underlie public space production processes at the crucial interface of social cohesion and economic competition has contributed to the fact that 'culture' has become one of the mostly employed and yet one of least defined concepts used by planners and by urban politicians. Its use implies – to give a second hypothesis – interpretative leeways, concept stretching and, overall: positive connotations. What is de-facto understood as 'culture' and which associations are generated that remain unspecified when it comes to the implementation of 'culture' in urban politics and urban planning? This paper aims at offering insights into an initial empirical inquiry (qualitative policy and planning analysis) and investigates contrasting elements in the rhetoric of culture in planning and urban politics as regards interventions in public spaces especially in Vienna.



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Please note: This paper is related to the special session on "Public Spaces and Urban Cultures"

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Front Page Planning

The spatial planning related issues covered by the media and the way they are treated is both a by-product of specific social procedures and a significant factor in construing related mental schemata, public expectations and attitudes. Apparently, media coverage is a strong component in setting the agenda of planning related issues and conflicts, and thereof a major factor to be reckoned with in urban or spatial governance. Arguably more important is the educational function performed by subtle variations in the selection of the words used and the connotations allowed for in the text, mainly the title design. This function could be of a deep and rather permanent impact and strongly affects the way planning, space and indeed the production of space is perceived.

Contemporary Greece does not really have a strong spatial planning tradition. This could be attributed to a series of factors, the more important one being its turbulent history. Modern Greek state emerged in 1827 and initially covered only a small part of the contemporary state's territory. Greece as a social-spatial formation suffered long periods of turmoil, in the more recent period including World War II, the German occupation, the civil war of 1945–49 and the military dictatorship of 1967–74. The urban system adapted to the historical and social developments with traumatic transformations caused by very strong immigration and emigration flows. The late fifties to mid seventies migration flows from the countryside to the urban centres were accommodated in illegal housing in the outskirts of the major cities. Under these circumstances, spatial planning agencies could barely survey the dramatically changing urban system. To actually control it and plan its form and development was an impossible task. The situation has been greatly improved since the late seventies – early eighties but the tradition of illegal housing and unplanned spatial development still continues although in smaller numbers and new forms.

As it is today, a phenomenon that deserves our interest is that of illegal vacation housing and the subsequent attempts of superimposing a town plan on an area already built-up for the most part. The way this social practice is handled by the press may well be a significant step towards either its reproduction or degradation.

The paper deals with the front-page coverage of spatial planning and socio-spatial issues in the Greek newspapers of national circulation in 2008. The issues covered in the front pages range from regional planning, activity location and natural resources preservation policies to building regulations and site specific interventions. The issues covered and the way they are treated depends on the political affiliations of each newspaper, its specific style and thematic orientation and so on. The paper argues that,



on the level of connotation, space is mainly conceived as, and reduced to, real estate prices, opportunities and transactions. The paper focuses in the way town planning and illegal housing, and indeed the relation between them is treated in the newspapers. The paper argues that the way town planning is associated with the so called legalisation of illegal housing leads to establishing town planning as a metonymy of the latter. Two other relevant issues are the alleged and perceived corruption of the town planning agencies, as presented in the newspapers, and the emergence of a vocabulary of key words, some of them only making sense by connotation, used in the newspapers to refer to spatial phenomena and practices.

The paper attempts to articulate these topics into a coherent but not oversimplified picture. It seems that the way spatial planning related issues are covered by the media gravitates towards the reproduction of the prevailing practices.

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Town Planning versus Built Heritage Conservation: Historic Urban Cores' Development in Serbia

In order to establish the link between spatial planning and built heritage Graham *et al.* (2000) is discussing how heritage and geography intersect, identifying three dimensions – (a) location, (b) distribution, and (c) scale. As a spatial phenomenon, all built heritage occur somewhere, and it is spatially distributed. Scale as an intrinsic attribute of places means that heritage exists within a hierarchy of spatial scale, according to its importance and function.

The concept that integrate spatial planning and built heritage conservation was introduced in 1960's and further established through the European Charter of Architectural Heritage (Council of Europe 1975), now known as *integrated conservation approach*. Subsequently, heritage conservation emerged as a legitimate planning objective in the 1970s (Delafons, 1997, Strange and Whitney 2003). Over the course of the 1980s and 1990s, the economic functions of conservation became more significant. Conservation has been encouraged to develop its regenerative potential, particularly through the more economically productive use of historic buildings. Moreover, as local authorities have turned to 'culture' as an instrument of urban renewal, historic environment has become a key resource to be used in the regeneration process. Therefore, various ways in which historic assets can be used and adapted for economic uses became evident in contemporary conservation thinking and practice. However, Strange and Whitney (2003) pursue the argument that strategic thinking and policy integration has been absent, while practice is opportunistic and pragmatic. As a one of the reasons for that they point out the fact that heritage conservation has been developed as a separate field from planning and that only in the recent time it started to be interlinked. What causes the problem is that conservation is still not fully integrated into planning and that there are quite a lot of constraints for seeing conservation as a legitimate goal of planning strategies.



In practice, heritage and development strategies has been often seen as contradictory ideas, although preservation and development are by definition contradictory processes. Preservation, as Ashworth (2006) argued cannot be anything else but prevention of change, while development is the change with the goal of altering present state. In that sense, preservation has been often confused with conservation, causing common misunderstanding that heritage is contradictory to development. Fortunately for this argument, heritage without contradicting to development could be used either as an objective of development or an instrument to support it.

The paper is aiming at identifying, describing and producing an analysis of the factors contributing to the tensions and the lack of collaboration between town planners and conservation officers within the process of historic urban cores' conservation and development in Serbia. The research here will be based on three sources of data:

- 9–12 semi-structured interviews conducted with town planners and conservation officers at the local level in three cities in Serbia (Subotica, Pancevo and Kragujevac) in October 2009 and February 2010. Also, another 6 interviews are conducted with town planning and built heritage conservation experts in Serbia;
- Various official documents, such as, Spatial Development Strategies, or built heritage conservation related research documents; and
- The analysis of legal and sub-legal documents in the fields of spatial and town planning, and built heritage conservation.
- The research uses post-positivists approach to policy and narrative analysis focussing in particular on issues of discourse, power, and narrative.

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Heritage Preservation and Persuasive Storytelling in the Changing Contexts of Planning.

One of the current challenges that the planners are facing in Finland is how to densify existing settlement structures, in order to reduce car traffic, support local services, strengthen the customer base of public transportation etc. Search for a more sustainable model for the city for the 21st century is going on. The aim to develop new qualities to existing built environments causes potential contradictions at the local level. Densification and development is in many cases opposed locally, with varying arguments. As for the existing townscape as a public good, new development ideas can in many places be seen also as a threat to cultural historic values of the existing townscapes. From the point



of view of public interest the opposition is tricky: the idea of historic features of the built environment, seen as a public good, is opposed to development of other positive qualities of urban environment, producing public benefits as well.

James A. Throgmorton has presented the idea of planning as persuasive storytelling. With this, he refers both to various actors' aims to develop persuasive argumentation for their own views in planning situations, and, also, to seeing the whole planning process as a story. According to Throgmorton, it is fruitful to see planning as a flow of utterances, rather than as a rational process. Arguments opposing and competing with each other refer to incommensurable facts that are based on different disciplines and fields of expertise. In addition to that, the individual actor groups have different motivations and follow different logic in their action. Planning stories and storytellers exist and relate to each other in a web of partial truths.

What is the role of heritage preservation in this web? Heritage can be seen as a potential planning issue. I discuss Havukoski district in Vantaa city as an example. The area, as a whole, is listed as a monument, and the preservation orders are being followed in its maintenance. No "planning" is needed in Havukoski in this respect, and, thus, it is possible to say that the built heritage is currently not a planning issue in Havukoski. However, if a significant actor would present strong arguments for changes in Havukoski, the heritage issue would (again) become a subject of planning. The current status quo of preservation in Havukoski aims at minimizing changes in the area. The idea of changes would challenge this status quo. The new argument might lead to an open conflict between these opposing views, but, also, to an attempt to fuse horizons, adapting different aims to each other in negotiations.

Leonie Sandercock has argued that telling new stories about our past can also help imagining the future differently. Concerning Havukoski, it is possible to see the history of the area and its original town planning ideas in multiple ways. Can this be relevant to a discussion on preservation aims? Preservation is based on certain dominant ideas we have of an area. Do these ideas change as the context of planning changes?

Fusing different horizons can be seen as one of the key targets in planning, since the development of a city is not guided by one dominant aim but several parallel ones. Michael E. Gorman has discussed the relevance of interactional experts in the contexts of co-operation between multiple stakeholders representing different cultures. Interactional experts are able to understand the languages and norms of several stakeholder groups, and can gradually learn enough to make original contributions in different disciplines. Gorman's remark poses a question concerning the necessary skills of interactional experts in the conflicts between preservation and development aims.

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Slow Food, Grow Food, Show Food, Know(Ledge of) Food, Throw (Away) Food

As urban communities become increasingly more pressed for developable space, it is imperative to integrate them with sustainable living practices. These practices have an immediate effect on everyday life and touch upon a wide spectrum of issues. One of these issues is the local production and consumption of food with its environmental, economic and social consequences, as opposed to its industrialized (or international) production and transport, which greatly depends on the use of mineral fuels for its conveyance.

The proposed research is being developed around the aspect of locally produced food in urban areas. Historically, food production, distribution and consumption seem to have been dominant in the creation and shaping of cities and the organization of their urban fabric. Thanks to evolving agricultural practices, humans developed tools and mechanisms that were closely associated with places catered to these cycles of food processing and procurement.

These in turn shaped not only the organizational principles of physical planning and the administrative and socioeconomic frameworks of various civilizations, but they also played a significant part in everyday family life. Joys and sorrows were unfolded both in the market place and around the communal dining table, which became precious and luxuriously vibrant venues in the sometimes oppressively packed cities.

However, the idea of 'sharing' nourishment and 'facilitating' social and cultural interaction is in short supply in today's society of 'solitude' and a 'fast' lifestyle. Furthermore, fast food franchises – with their efficiently packaged product and their iconic architecture – corroborate 'fast' living and homogenize the venues of cultural consumption by disassociating the other two traditional processes of production and distribution.

With many sociologists remarking that "You are what you eat" in this most recent interpretation (agri)cultural production, the concept of 'slow food' was born to sensitize people about the importance of preserving and appreciating local traditions and local recipes. Consequently, the proposed research examines the spatial interpretations and related infrastructures as once again the cycles of food are interweaved back into city living and are seeking to carve a new and luxurious venue out of the closely knit urban milieu.

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Urban Heritage in the New Strategic Plan for Cairo Mega Region: Vision 2050

Since the mid 1970's, the adopted urban policies in Egypt were dedicated to stop investments in Cairo to transform it to a centrifugal city and direct all national and international investments to new cities in the periphery. This approach tried to control



the growth of the city by freezing it which did not reach a significant success. The huge number of slums within the city, which reached about 30 slums, may be reasonable evidence. On the other hand, Cairo Mega Region includes two sites inscribed in the UNESCO world heritage list which are historic Cairo and the Pyramids area. However, through the course of the last sixty years, historic sites were treated as an Issue of the ministry of culture, thus as isolated islands within the urban tissue of Cairo Mega Region. Very little attention was paid to those areas through some restoration projects to save some monuments, however the majority has kept its high degree of degradation.

In Vision 2050, and for the first time in the history of strategic plans for Cairo, built heritage is considered as a key stone for urban regeneration of the Egyptian capital. Many of the suggested projects within this strategy are based on the idea that Cairo is a historic city and all historic sites shall witness a high level of improvement through integration in a comprehensive master plan for all the city. Accordingly, within this paper, the role of the built heritage in the new strategic plan for Cairo Mega Region will be investigated. This investigation is mainly based on a document prepared by the GOPP[1] and presented in different national and international events to promote this Vision before the official announcement. Additionally, personal interviews took place with some Egyptian experts to discuss and evaluate the role of heritage in this Vision. Finally, published interviews with the head of the GOPP are considered to clarify some points.

It seems that this strategic plan is, once again, an example of top down policies that adopts hard interventions to reach political goals. For instance, the transformation of 1400 feddan of cemeteries, almost one third of those cemeteries are historic ones, into a public park means the reallocation of at least 200,000 people in the periphery adopting this prestigious reason of saving the heritage.

Finally, an important prospect for future researches may be about the best way heritage can be used to achieve a comprehensive urban regeneration from below.

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- [1] General Organization for Physical Planning, it's a sub-organization of the Ministry of Housing and it's responsible for strategic plans in Egypt and accordingly for Vision 2050.

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Urban Creativity and 'Place Effects': the Case of Porto City-Centre

The thriving literature on the 'creative cities', the 'creative class' and the 'creative clusters' inspired many urban policy initiatives focused on city-centres, seen as the privileged setting for creative blossoming (Landry, 2000). City-centres often provide some of the vital elements of 'alternative' lifestyles, such as strong identities, opportunities for interaction, diversity and flexibility. By attracting innovative activities and talented people, these 'place effects' should trigger creativity.

Yet these assumptions are far from unproblematic. Observed trends are often portrayed as universal and inevitable, regardless their specific, historical and cultural



contexts. As creativity may assume different forms, it is not obvious that it necessarily flourishes on city-centres, or that talented people inevitably want to live or work there (Musterd, 2004). Even when city-centres become 'luxury spaces' where creative people and companies want to settle, they are not immune to path-dependency. For context-specific reasons, 'place-effects' may vary widely. They have different origins, such as aesthetics, heritage, networking or social diversity. Sometimes, the educated elites who move to the cities in their quest for 'authenticity' find a new kind of homogeneity, due to the displacement of previous residents (Shaw, 2005). In other contexts, new urban wealth coexists with old-style poverty. These facts illustrate the need for a better understanding of the relationships between place effects and city-centres capability to attract creative people and activities. The paper aims to contribute to these debates.

The paper addresses the case of Porto city-centre (Portugal), the core of an industrial region threatened by global competition, which struggles to redefine its identity. As elsewhere, urban creativity is often the prescribed receipt. In the last decade, it emerged in the form of flagship projects, but also in less outstanding ways, such as the rising number of 'cultural-creative' activities (art galleries, design studios and fashionable stores and cafes) in some of the city-centre narrow streets. Attracted by space availability at low rents and the 'authenticity' of a decaying built environment, talented entrepreneurs are producing a 'hybrid' urban scene, where signs of creative clustering still coexist with a depressed setting.

We aim to analyse the role of place effects in the location of cultural-creative activities in Porto city-centre, over the last decade. By assessing the residential preferences of those who work in these activities, we also aim to evaluate the influence of place effects in talented people. The main methods include documental research, statistical data and semi-structured interviews with creative activities' workers and managers, and members of local authorities' technical staff.

Results show different spatial patterns within the area and across cultural-creative activities. Place effects seem to influence spatial dynamics in diverse ways, according with the characteristics of the activities, locations and clustering processes. Nevertheless, although a strong demand for creativity is fostering the concentration of creative companies, Porto city-centre is far less attractive for creative workers, who tend to live outside this area. This is partly due to high housing costs and still poor quality of life indicators.

As research suggests, Porto City-Centre is diverging from elsewhere in Europe, regarding the role of place effects in attracting creative residents. This may be a consequence of context-specific factors, such as those related with housing markets and quality of life indicators, which need to be addressed in further research. On the other hand, there is a need to explore new, more innovative ways of tackling the increased social polarisation related with the coexistence of a new wealth and the 'creative have-nots' who always lived in the area.

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Converted Residences – Re-Inventing Urban Identities. A Sociological-Architectural Enquiry.

We are, from different disciplinary perspectives of residential sociology and architecture, united in the general interest of observing the nature of processes behind emerging new distinct ways of residing, the construction of urban identities and their manifestations in residential architecture. More specifically, our research interests centre on the dual processes between subjective dispositions and the social, cultural and material structures, the reciprocity of the latent and the visible in the formation of modern residential identities. Hence, the focal point of the accentuated importance in current inquiry would be an understanding of the production of symbolic values informing identity building upon interrelated individual personalized aspirations for desired life quality in residential situations and that of singular architectural inventions, with reference to a wider question of resilient residential futures as linked to socio-cultural and economic processes unfolding in urban spatial scenes.

The main theoretical and methodological challenge for this research would be the distinct logics of disciplinary analysis what is the actual core underpinning this joint-research of social residential and material architectural practices. Nevertheless, drawing primarily on the ontological views of Bourdieu, Baudrillard and also of Bauman as well as philosophical considerations of Deleuze and reflections by Nouvel the research departs from the creative principles of social constructivist epistemology. By applying qualitative research methods and, in particular, the techniques of in-depth interviewing and architectural interpretive observation, the paper attempts to disclose the nature of residential identity building within the subtlety of relations forming between residents and architects and other actors or supporting structures as intermediated in residential situations.

Our site of interest unfolds on a complex building of a historical pulp-and-paper factory which has been recently converted into a top-market residence in Tallinn. We consider this a model case, perfect for the study of increasingly diversifying lifestyle-driven shaping of residential identities suturing with the becoming of the symbolic signs consecrated in architectural solutions for modern residences considered as a residential situation of transgression. As a singular object this particular building might be entitled to have succeeded in re-creating an urban and architectural landmark mainly due to its seducing 'eye-catching' aesthetics. Yet this socially and physically highly individualised residence along with added hybrid programme and multi-functionality manifests re-founding the long abandoned almost centrally located site within the city as part of urban renewal processes.

In our presentation we aim at reflecting on (always) unique practices of re-invention of the built residential heritage and the symbolic significance of individualised residence forming on the duality of explorative residential design and transforming ways of residing apparent in advanced consumer cultures.

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Culture as a Territorial Development Project: the Role of Culture in the Regeneration of Lille Métropole

Many cities, today in Europe, try to appear on the map. Competition between them has increased a lot since the 1980s. Cities, the most dynamic of them at least, implement strategies to strengthen their competitiveness and attractiveness. The aim is obviously to attract investors, but it is also a question of accompanying an evolution of the whole society, and of facilitating, within each urban society, the development of, economic, as well as cultural, creativity¹.

In this logic, culture appears as the keystone of the system. It is at the same time a lever to act on internal transformation of a society for more creativity, and a powerful vector of image, in particular through certain big events. The experience of Lille is certainly a reference on the subject. Since the early 1980s, both politicians and economic decision-makers have worked to design and implement a successful international development strategy for Lille. Following the bid for the 2004 Olympics, the successful nomination as the European Capital of Culture in 2004 was, in this perspective, a main step in the recent evolution of this city.²

In cities or regions, sometimes, a key moment, an event, reflects a whole transformation process, which impacts this city, this region. This moment is thus strongly translated in the local history. It can be a tragic event, as the 1996 bomb attack in Manchester, which marked the beginning of a huge transformation of the heart of the city. It can be a big sports event, as the Olympics of 1968 in Grenoble or the 1992 ones in Barcelona. Regarding Lille, without any doubt, the European capital of the Culture 2004 plays this role.

To better understand the success of Lille 2004, it is necessary to set it back in its historic context. For many years Culture has been mobilized as a lever for territorial development in the Nord Pas-de-Calais region and particularly in Lille metropole. 2004 was indeed a special year for Culture in Lille, but the interest for cultural issues shown by decision-makers and the wider public was certainly not an exception

Cultural factors have played a crucial role in the redevelopment of Lille for the last decades. But what is probably the most interesting about what has been achieved in Lille, is that it was not just about image promotion and tourism, but also about local people self-confidence and civic pride and even about industrial conversion. Even if it was probably not fully planned from the very beginning, cultural concerns have been present for more than 30 years in the regeneration strategies; moreover the cultural dimension quickly became an integrated part of the local development strategy. Culture appears thus as a relevant indicator of the development of a metropolitan system. The



status of European capital of the culture in 2004 was actually rather an opportunity to reveal it on local, national and international scales.

Framework for the paper

1. LILLE, a metropolis, a network of metropolitan centres.
2. The success of "Lille 2004"
3. Lille 2004, outcome of thirty years of cultural policy
4. Lille after "Lille 2004"
5. Culture as a territorial development project

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¹ Landry, Charles, *The creative city*,

² Paris D., Stevens J.F., 2000. op.cit.

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Cities in Transition. Torino, Oxford and the Management of Cultural Heritage.

The aim of this paper is to investigate the features of urban tourism and to analyze and define the attractive potential and the way of valorization of the tourist offer in some urban areas defined "converted cities" (Judd and Fainstein, 1999) or "cities in crisis", that need great regeneration policies (Costa, 2008).

This paper is founded on a comparison between the cultural policies of two of the main converted cities in Europe: Torino (Italy) and Glasgow (Scotland). The paper proposes an integrated analysis of the cultural system of the two cities: the structure of supply, the characteristics of the demand, the analysis of the resources, the evolution of planning tools and their impacts over territorial organization. Both Torino and Glasgow are actually setting cultural policies even if in a quite different way and starting in different periods. If Glasgow was the European Cultural Capital already in 1990, it is just the Olympic Winter Games of Torino 2006 that have been the starting point of Torino's cultural policies. For both of the city the heavy industry (Glasgow Boats on the river and Torino Cars in the FIAT plants) had led the economy for more than 50 years: now they have both begun a transition process towards new territorial assets in which the cultural dimension will probably gain a much important role.

The paper is organised as it follows. A first part moves at a theoretical level, and it is based on the Pearce grid (Pearce, 2001): the grid offers a model to analyse the cultural offer of a specific city, integrating urban and tourism plans. The second part works empirically on the two case studies, and it compares problems, difficulties and opportunities linked to the transition of Torino and Glasgow towards cultural cities.

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Public Visibility as a Constituter of Public Culture

Some urban theorist conceptualized public culture as a source of city image and identity constructed by socio-spatial encounters in the public spaces of the city, as streets, parks, and squares. They argue that visibility of distinctive urban groups in public space gives them an opportunity for recognition by other groups, and contribution to public culture with their own image (Young, 1990; Zukin, 1995).

Given this, this paper examines, how a marginalized urban group, Turkish migrants, are visible through their distinctive establishments on the streetscape of Amsterdam, and the role of spatial structure of the city on the locations and the ways these establishments operate. By Turkish establishments, I refer to the shops, tea houses, organizations, religious practices, workshops where language or signs declare ethnic origin, ethnic product, or a specific activity which might give a reference to this urban group. Throughout this paper, I will call these establishments as *Turkish visible signs*. By spatial structure of city, I refer to the street structure of Amsterdam. Because, as many studies suggest, the street is the core of urban public life, a site of vernacular culture by staging everyday encounters of different urban groups (Sennett, 1990). Further, the street constitutes the public space structure of the city by linking everything to everything else (Marshall 2005). In this paper, I will argue, as a form of representation, public visibility of a marginalized urban group in a certain spatial setting provides possibilities to enrich public culture and create new channels for engagement between residents, as well as residents and strangers.

The motivation of this study is the ongoing urban transformation projects in Amsterdam which aim to improve the negative image of some '*problem neighborhoods*', which are mostly accommodating immigrant population, by demolishing old social housings and building up private housings for higher income groups. What is essentially missing in these projects is the lack of attention on the role of public spaces, particularly neighborhood main streets, where livelihood is produced. How do distinguished ethnic establishments operate on the street, and how do they make use of local and non-local spatial settings to constitute neighborhood public culture? What might be the ways to support their facilities to improve neighborhood public image? These are the some of the crucial issues that we need to ask to be able to understand the everyday mechanisms of neighborhood public life.

The paper focuses on Turkish visible signs, locations and the ways they operate. The two types of analysis have been done here: The first is the analysis of spatial potentials of nine neighborhood streets in Amsterdam region to generate everyday encounters between residents and strangers. By examining the physical settings, use, user potentials of the case streets, the study makes a comparison between them based on the addressed themes. The second analysis maps the location of *Turkish visible signs* on the case streets and through interviews, the research examines and maps how these locations are facilitating the spatial potentials of the streets where they accommodate.

The findings of the study highlight that there is a relation between the spatial settings and the ways that visible establishments of a marginalized group operate. By focusing on

these characteristic urban establishments, these findings illustrate the relation between public visibility and constitution of public culture in local and non-local settings.

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Revitalization Strategy for Historic City of Jaipur

The current trend of urbanization has brought new opportunities to the approach in revitalisation of heritage cities in India. The integrated approach to urban conservation and urban development brings reforms in policy for development and a design concept of 'Public realm' as an important tool to resolve issues of heritage and infrastructure. The process of modernization has led to a large scale social and economic change in the urban life and physical environment in India, creating an urgent need for strategic intervention against the threat to all the historical buildings and environments. Tourism has emerged as an important force to mediate conservation and local economic development, and to revitalize the essential structuring elements of built environment. India represents an interesting case of diversity through its socio-cultural patterns with a predominant practice of religious pilgrimage as a part of the tourism activity and bringing a new dimension to the conservation approach. Most Indian old cities have been marginalized in the process of urban growth. The walled city segment of the old cities languishes from multiple deprivations such as poor urban infrastructure, poor income and employment. Jaipur walled city, planned in 1727 is one of the important case of a "living heritage city". The threat the city faces is the rapid conversion of land use and congestions due to vehicular movements, parking requirements and the basic infrastructure needs of the local as well as floating population. The imbalance is resulting in the environmental deterioration and possible loss of the heritage fabric if not intervened urgently. Both the urban elements and the urban structure need to revitalize its potentials and engage into a new relationship. Jaipur with no critical industry is strongly dependent on tourism since long time. Jaipur is also a critical element of the golden triangle of Indian Tourism comprising New Delhi, Agra and Jaipur. A Revitalization plan will address the issues critically, improving the situation qualitatively and conserving the heritage value of the Walled City as it is one of the rare examples of urban planning and architecture in the world history. The revitalization strategy has become possible due to infusion of Government of India funding for infrastructure improvement of its major cities including Jaipur. The basic augment of this paper highlights how provision of adequate infrastructure and public domain through minimal investment can significantly improve the quality of life as well as the local economy. Tourism can play a vital role in consolidating the economy of the city as against development of industry or other economic activities. The public realm is the constant which holds both the traditional and modern life and hence an important tool for continuity. The Public realm can mediate the issues of traffic, tourism,



conservation, culture and commerce in a more meaningful way. The detailed study of the existing situation of the walled city of Jaipur established several issues about its deteriorating conditions and potentials of being an important heritage and economic living city. The revitalization plan integrates the infrastructure needs, strengthen the historical elements, providing good tourist facilities, creates neighborhood spaces and heritage walks, decongest the traffic and improve the quality of space to allow both the people of the city and tourist to enjoy the experience.

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Cultural Mapping: the Semantic Web as a Survey Tool for the Construction of the Cultural Plan

The research falls within the studies of the methodological approach to the cultural planning. In particular, we have focused on how the technique of cultural mapping, which is currently considered the first phase of the construction of the cultural plan, might be considered the key to identify the potentialities of the territory in the framework of urban development.

While the technique of cultural mapping was used by agencies such as UNESCO or ASEAN to understand and represent the history of indigenous people or to describe the traditional activities of a territory, we suggest an idea of cultural mapping as a process of gathering, recording, analysing and, finally, synthesizing information. We mean a method to describe and depict resources, networks and links within a group or a community.

In our scientific approach cultural mapping is not only used as a mere tool of gathering information, but it becomes also a means of consultation, in order to highlight the cultural traits of a community or a city, involving citizens in the decision-making.

All of this is possible thanks to new technologies. Within the research project coordinated by Professor Antonino Porrello the Sistema Informativo Semantico delle Risorse Culturali (SISC – cultural resources semantic informative system) has been implemented which allows us, on one hand, to define the state of a territory and its cultural offers and, on the other hand, to let all stakeholders and users share the actual implementation of cultural mapping. The potentialities of the Semantic Web applied to a Semantic Geo Browser are the fulcrum of these technologies. In this sense we wonder if the use of new technologies in building cultural networks may encourage the affirmation of a culture in the web network, on different levels of demand, through the action of cultural actors.

Furthermore, is it possible to conceive a cultural plan that could be not only a support to decisions and policies, but also an useful way to involve citizens? Eventually, from a strategic point of view, can we think of the application of the cultural planning as an effective instrument that does not exhaust its proactive charge just in drawing the plan? Oppositely, may it become a means to build a continuous and direct relationship between territory, stakeholders, institutions and citizens?

We have tried to find an answer to these and more queries through a theoretical study as well as a practical case study in the Italian Region of Veneto.





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A Study on Designation of Kuroshima as a National Historic District

Kuroshima is part of the northern area of *Ishikawa* Prefecture. It had been known as a well preserved historical town and long been a candidate for a National Historical District. However, the actual designation was made possible only after the *Noto* Peninsula Earthquake in March 2007 and the local community started the designation process in July 2007. We have presented at the ACSP in 2008 how urgent the designation should be to keep the area viable and how extensive our effort could be to pursue the goal.

Early 2009 we have presented a report of historical, architectural and townscape investigation for *Kuroshima* Historic District, and in June 2009 the Agency for Culture Affairs approved of its designation.

As of 2009 more than 80 National Historic Districts have been designated and the process normally takes three to five years. We argue that this designation is the quickest among the 80 Districts taking less than two years. This became possible for certain reasons specific to the *Kuroshima* case. We will analyze these reasons based on the following three analysis methods:

- 1) We review all the documents accumulated through the process of designation and try to analyze the elements contributing to its speed-up,
- 2) We collect questionnaires from local government officials, residents, experts involved in this process, and analyze them, and
- 3) We compare *Kuroshima* with other recent cases of designation for other historic districts.

Based on the above mentioned analysis, we have identified the following six perspectives as the reasons for *Kuroshima's* quick designation:

- 1) *Kuroshima* was one of the best preserved historical areas in *Ishikawa* before the earthquake and possessed a number of favorable elements to be counted for the designation, the well preserved and continuous townscape for the entire town and architecturally significant characters,
- 2) After the earthquake, the prefecture government moved swiftly for the recovery of the area, was determined to save *Kuroshima's* historic character, and sent its talented officials to the municipal government,
- 3) The local community was firmly united from the very beginning of the process to pursue historical preservation through the national program and was willing to cooperate with the survey team,
- 4) The project was financed by the Agency's subsidy and earthquake restoration fund enabling it to hire a consulting firm to assist on the survey and report making,
- 5) Universities, especially Kanazawa Institute of Technology, committed themselves to the project and our research group contributed to the project from assisting various surveys to editing the report, and
- 6) The survey team utilized GIS to integrate all the survey data collected and made use of the system for report making.

Although the quick designation works in favor of *Kuroshima's* preservation, the local community is not well prepared for the community vitalization through historical preservation. The designation process normally takes much longer and gives the

local community enough time to adjust themselves to receive national attention and subsidies. Therefore, it is essential to make the community aware of the problem and ready for the change.

We have shown how exceptional Kuroshima's designation was and how difficult to repeat the process in other historical areas. It is often the case when a Historic District was designated within two years, everybody assumes it is possible for all others. However, we argue that repeating the success in *Kuroshima* is not a common matter but rather a quite rare case.

It is also noted that quick designation has left the community off balance in terms of its awareness of national importance and its readiness for self preservation efforts. We are proposing a new research to help the local community challenge this problem with the help of the Prefecture Government in the next three years.

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Urban Environmental Cultures and Public Space: New Challenges for Urban Planning

In recent years, the emergence of a new environmental culture is posing new challenges to public space management. Urban social movements in the Global North are claiming public spaces that reflect stronger concerns for sustainability, climate change and environmental quality. From Landshare to Urban Harvest, from Guerrilla Gardeners to the diverse practices of collective urban agriculture, a wide range of initiatives is experimenting and enacting –with different degrees of legality – new ways of sharing spaces while producing food and experiencing conviviality in public spaces.

In some cities these initiatives start and evolve within marginal/liminal spaces (illegal allotments, guerrilla gardening etc.) while other groups and organisations are seeking a more systematic dialogue with -and support from- local institutions (Landshare, Transition Towns, Urban Harvest, Abundance, Permaculture associations, etc.). Nonetheless, it seems that the ability of local and regional institutions to respond to these new demands are somehow limited and constrained by planning traditions that have not been permeable to emerging urban cultures and their needs, failing to create flexible or more adaptable public spaces. As a result, short term satisfaction to these needs is found in the possibilities left open by "loose spaces" (Franck and Stevens, 2006) or ad-hoc negotiations between grassroots groups and local councils (such as for the concession of public land), but none of these go beyond the status of emergency or residual practices.

Drawing on preliminary academic-activist research into several of these practices in UK and Italy, and adopting a relational perspective to the construction of public spaces



(Lefebvre 1974, Jessop 2001), this paper aim to present and discuss a research project on the challenges that these practices and cultures pose to the political and planning agenda for public spaces in regimes of energy and space scarcity and climate change. It specifically addresses the following questions:

- How the emerging environmental culture is challenging land use and public space management?
- Is the current global financial crisis is opening new possibilities for urban planners in meeting these new challenges and how does this affect the understanding of “Space is luxury” in this specific field?
- How the planning community could address these demands and challenges, by taking into account the contextual specificity of the local community?
- How can urban design which incorporates element of flexibility and looseness – therefore accommodating ever changing social practices – be more effective in meeting the challenges of climate change and sustainable urban environments?

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Developing Industrial Tourism in Greece. A Methodology Approach for the Identification and Recording of Industrial Heritage and Ex-Industrial Places

This working paper aims at the creation of a methodology in order to locate, recognise and record the local industrial heritage of different areas, so that any prospects of developing industrial tourism will be revealed. This methodology basically pivots on existing bibliography, other sources like National and state files, and in materialised studies and projects, data bases etc, in order to create an industrial map, locating places of interest(industrial heritage) where in a second level more precise research should be realised.

Through this research and based on an intermediate phase of collecting more precise information about specific industrial clusters of interest, using a inventory bulletin for recognising the historical value of its place or element of interest; we can draw a clear opinion about the industrial heritage located in place and in a next level evaluate and set in order of precedence all available elements for development

Basic condition for the development of industrial tourism is on one side the existence of cultural heritage in building equipment, machinery, but also practices as traditionalism in certain industrial sectors, intense relation between population and industrial activity.

Industrial heritage is not always protected by legislation in force, because of the lack of an automated system of recording and protecting such monuments and sites, nevertheless the value of the industrial past of an area is historically easy proven.

The lack of policies of protection and potential exploitation of industrial heritage, as subset of cultural wealth, in Greece, constitutes an obstacle for the development of alternative forms of cultural tourism.

Industrial tourism as a special thematic form of tourism activity is not yet developed in Greece. On the contrary other European and other countries that intensely experienced the deindustrialization have exploited their industrial heritage in the axis of tourism development.



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Heritage as a Strategic Asset: How Planning Tools May Help a General Reconsideration of Territorial Policies on the Basis of Historical Knowledge. An Italian Case in Piedmont.

In the context of regulatory revision pursuant to the implementation of the Cultural Heritage and Landscape Code, which today regulates the planning and protection of cultural heritage and, at the same time, of landscape in Italy, regional government is responsible for the application of legislation. Between 2007 and 2009 Piedmont regional authority has promoted a plan with a new concept, one among the new generation of Italian regional landscape plans, greatly focused on historical-cultural assets and landscape. The plan identifies *historical-cultural systems and structures* defined by schemes of historically consolidated relations, with a particular territorial and landscape value, taking into consideration tangible and intangible aspects. The general idea of the plan was to work not on an inventory of listed assets, a traditional approach of the culture of conservation, but on the correlations – functional, perceptive, symbolic – between assets, considering processes and dynamics of change, more than buildings and monuments.

We all know that the complexity of the historical dimension of landscape and territory makes its accurate and precise description problematic. The paper will show how the studies of the Politecnico di Torino for the new Regional Landscape Plan have tried to highlight the typifying characteristics and the correlation systems with the local context and with the other systems of assets which “make landscape” and how this may help a general vision of local identities as a fundamental asset for the preservation and development of the territory.

As historical-cultural features are necessarily strictly linked to the different European cultural identities, we should be aware, in the basic and applied research, we are not analyzing landscape but *landscapes*, non territory but *territories*. This is clear for the Italian case study, where the variety and age-old stratifications of contexts suggest the need for constant verification in relation to the specific local conditions. One of the remarkable results of the historic research made for the plan was in fact the enhancement of the local identities, a plurality of identities we must say, some of them almost forgotten, also by the “insiders”. The results of this two-year analytical research in field are now part of the plan, of its general strategies and its regulations, and the paper will show briefly how the historical-cultural features are acknowledged as a relevant contribution: heritage is not a luxury...

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Conserving the Identity of a Territory under the Pressure of Development: the Case of Montalbano in Tuscany

The conservation of a territory is only partly an issue of preservation of its ancient buildings and monuments, as it should be approached considering the territory as a unitary entity, as a whole, with its own characters and its fundamental elements, such as the historic routes, minor features (e.g. dry stone walls) and even its intangible heritage. In other words, it is necessary to maintain the identity and the authenticity of the places, especially, when these are under the pressure of an intensive development which rapidly modifies the economic dynamics which have characterized them across the centuries.

The Montalbano is a relief situated among the plain of Pistoia and Prato, the Arno valley and the Padule di Fucecchio. Archeological and historical evidence has demonstrated that this territory has been continuously inhabited since the Etruscan period. It has been the birthplace of many important characters among which it is important to recall Leonardo da Vinci.

The study has addressed two main components: the history of the territory and its reflections in the preservation legal system (national, regional and municipal laws), and its planning status (municipal landscape plan) so as to highlight synchronies and incongruence. With respect to the issue of preservation, both tangible and intangible heritage have been identified, considering that the territory under study has been (and is) a “unitary cultural asset” in its entirety – a cultural asset well-known for its morphology, flora and fauna, and well-placed to provide evidence of a landscape in its evolution between the Middle Ages (the system of towers and fortresses on the Via Francigena or Romea) and the Renaissance (Medici’s Villas and Farms). It has also been an agricultural experimentation field since the 16th century. It is, in fact, within the Montalbano area that the first Tuscan wine of controlled origin denomination been registered through an edict of the Granduca of Tuscany (1726). It is a productive capacity which still today presents characteristics of excellence and which benefits from a prestigious landscape and from a micro-climate which allows for producing olive oil and wine at elevated heights and latitude. All this hilly system has been threatened by a strong building pressure occurring in the surrounding plain areas where residential areas and industrial areas co-exist in a confused pattern. This is an urbanization which is in conflict with quality agriculture, recreational activities and spa-related tourism.

The study has directly involved 10 municipalities and has already had some positive outcomes: (a) the request by some of the single administration of a common preservation policy (unitary landscape plan for the Montalbano at an inter-municipal level) so as to guarantee a milder pressure from the residential and tourism-related real estate development on the hilly area; (b) the necessity to implement restoration projects, for medieval buildings, agreed by, and common to, various municipalities; (c) the restoration of degraded areas (ancient quarries) as a cultural system (scientific-geological pathways, open-air theatre, sculptures’ park) and as a landscape system integrated within the

surrounding territory; (d) the identification of criteria for sustainable development of the area linked to the landscape-wellbeing-culture-agriculture system of quality-tourism, so as to compete with the manufacturing sector which is exhibiting some sign of crisis; (e) the development of a common-area marketing.

The methodology developed has allowed for perceiving more and more parts of the Tuscan territory as a unitary “cultural asset” and for linking the theme of cultural identity to development issues. In this context, the search for sustainability become a key element of the forecasts, not only with respect to the definition of the “boundaries” of the expansions (industrial and real estate activities) vis-à-vis the resources, but, most of all, in placing the “cultural capacity” of the territory as the trigger of landscape-planning forecasting for the future. The study-group is verifying the proposed methodology on some specific areas such as the Padule di Fucecchio, Pratomagno and the coastal area of Piombino (archeological parks system)

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Bracket C – POLICIES AND FIELDS

10 Sustainability: Climate Change, Risks and Planning

Track 10: Sustainability: Climate Change, Risks and Planning

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Awareness of climate change has increased and, as a result, more and more mitigation strategies are being developed and implemented. Notwithstanding these efforts to reduce CO₂-emissions, the effects of global warming cannot be stopped instantly. Consequently, adaptation to climate change is high on the political and societal agenda. Adaptation strategies focus on anticipating upon the impacts of climate change in three respects: monitoring potential damage (risks); coping with the consequences; and taking advantage of opportunities.

Spatial planning can be of major importance in making urban and rural areas more climate-proof. We need to plan in a sensible way, in order to both prevent dangerous climate change and protect present and future societies from the climate change that undoubtedly will occur.

From the perspective of mitigation, careless use of space is becoming a luxury we can no longer afford. In the near future, both policy options and our everyday choices are increasingly measured by their carbon footprints. In planning, issues such as urban sprawl and car-dependency are challenged by peak oil and carbon reduction targets. Overall, the need to accommodate increasingly stringent climate policy and energy efficiency goals is a huge challenge for planning. We know that we need to reduce carbon emissions, but there are obstacles and complexities in the way of implementation.

Adaptation, on the other hand, requires space for absorbing climate impacts and resulting risks. Climate impacts call for measures such as flood retention areas or the relocation of vulnerable groups and functions to safer places. Developing and implementing adaptation options is complex for several reasons. First, the knowledge base for defining the problem and identifying possible solutions is both insufficient and disputed. Second, the processes of autonomous change that are concurrent contribute to the uncertainty and unpredictability. Societies change too, not only the climate. Third, investments in adaptation are not only a matter of infrastructural adjustments, like building dikes; they also involve broader issues such as ecology, agriculture, urban and regional planning, nature preservation, and energy supply.

Climate change is a global phenomenon and therefore requires collective and international agency. Here “global” does not mean “elsewhere” but everywhere and everyone. This implies scaling problems, as the effects are felt at the national, regional, and local levels. Threats and chances deriving from climate change differ from place to place; moreover, climate adaptation takes place in a multi-actor setting. Together, these processes are blurring the traditional boundaries between countries, between administrative scales, and between the public and private sectors. At each of these levels, the actors bring in a variety of values, interests, and resources. The problem cuts across jurisdictions and routines of organizations and sectors. The multifaceted problem of climate change could thus provoke divergent policy impulses and conflicts when different governments are involved. Moreover, the dynamism of social and ecological processes requires long-term horizons, which in turn demand a specific commitment by taxpayers, politicians, and scientists. Long-term investments seem to be needed, though it should be realized that today’s solution could become tomorrow’s problem.

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Valuing Attractive Landscapes in the Urban Economy: Specific Challenges of Two UK Case Studies in the Context of Climate Change

Mitigation of climate change and adaption to its multiple impacts is currently high on the political agenda. The protection and enhancement of green infrastructure is an important way for urban areas to meet these challenges. Consequently, the consistent planning of urban green infrastructure and the sustainable development of particular green spaces represent key issues of local strategies targeted at making urban areas more climate-proof (CABE, 2009). However, as urbanisation and urban intensification increase throughout North West Europe, public and private green spaces are being lost to housing and commercial development, which are seen as more valuable in economic terms. In the face of these trends, attempts have recently been made to challenge the dominance of the economic dimension of sustainability in its own terms – by demonstrating that green infrastructure is a valuable part of the urban economy (Natural England, 2008). Yet – the impact of green, open spaces on house prices apart – there is limited economic evidence of the value of green spaces and of their contribution to urban competitiveness and growth to support policy- and decision-making.

These issues are being addressed by VALUE ('Valuing Attractive Landscapes in the Urban Economy'), an international, interdisciplinary research project funded through the European INTERREG IVB programme for North West Europe. The paper describes some of the initial results of the research.

First, a framework for assessing the economic value of urban green investments will be presented. This is derived from a wide-ranging review and analysis of academic and applied literature (Allin & Henneberry, 2010). It is based on the use of a range of evaluation techniques that are consistent with Cost Benefit Analysis. Structurally, to capture all their impacts, green infrastructure investments should be appraised at the site scale and at the city/region scale. Technically, the evaluation process itself covers the use of both qualitative (focus group interviews) and quantitative methods (including Input-Output and Multiplier Analyses, and Stated and Revealed Preferences Techniques). One interim result indicates the importance of sound linkages between, on the one hand, the characteristics of a particular green infrastructure investment and its expected impacts and benefits and, on the other hand, the choice of appropriate evaluation techniques. Only then is it possible to elicit its value in a comprehensive way.

Second, the paper will report the results of the qualitative assessment of green infrastructure investments in Manchester and Sheffield undertaken via focus groups of local residents and businesses. Both UK case studies, Oxford Road Green Corridor, Manchester and The Wicker Riverside, Sheffield are strongly linked with a range of climate change and sustainable urban regeneration issues (for example, flood prevention, tree planting and the installation of green roofs to mitigate the impact of climate change). Thus, related planning tasks and stakeholder involvement challenges are complex and display various interdependences to other fields of sustainable urban development. With regard to the Sheffield case, these are also investigated by a conjoint, mainly EPSRC funded research project. 'URSULA' addresses the social, economic and environmental gains to be made by integrated and innovative redevelopment of urban river corridors

('blue infrastructure') and, thus, the sustainable regeneration of river-side communities in general. Finally, both UK case studies and their outcomes will be compared with four equivalent evaluation exercises being undertaken in Belgium, Germany, and the Netherlands. Across national distinctions, one of the aims of this comparison is to demonstrate best practices of how planning systems and institutions can respond to the challenges of green infrastructure planning in the context of a changing climate.

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A Prerequisite to Participation: Understanding the Addressees

For several decades natural hazards related decision making was a closed environment reserved to experts and scientists. However, the importance of involving all relevant stakeholders in this process has since been acknowledged. Nowadays the challenge is to include the public in decision making.

This requires not only willingness of the authorities, but also a good understanding of the public's perception of the risks. Before considering any action, it is crucial to think about the addressees of natural hazards related policy: those who live with the risk. How do they understand the situation? What do they see as the main issues? What do they expect from the authorities, and more largely, from all involved stakeholders?

In an attempt to answer those questions, we carried out a survey in a mountain community in the Southern Alps (Barcelonnette, France). We developed a questionnaire that has been sent to the entire population of four communes. The large amount of answers received (more than 15 %) showed that our initiative was welcomed by the population.

The results gave us precious information about what the population expects regarding risk management. We could identify how the different natural hazards threatening the areas are perceived and ranked, how the inhabitants want to be informed about those risks, or which topic was relevant for information campaigns. Moreover, further analysis helped us to draw a first pattern of the different groups (age, gender, education, experience regarding natural disasters) and the differences between them.

The results from our survey will be used to offer the authorities different possible actions to adapt their strategies of "dealing with risk" closer to the populations' expectations: information campaign, public meeting, educational action in schools.

Furthermore, we intend to help the authorities build up a two-ways communication, offering to the population a possibility to provide feedback information.

This work was carried out in the context of a PhD research in spatial planning, supported by the Mountain Risks project, a multidisciplinary training network.



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Approaches to the Planning of 'Low-Risk Urban Areas'

Recent changes in the international disasters policy spearheaded by UN and its new organ ISDR insistently point to cities as major risk pools, and to the need of lowering risks deviously concentrated in large urban areas. Natural and technological threats in settlements are now believed to consist of a wider spectrum of hazards from global climate change to terrorism. These seem to cause ever greater harm, hampering community life and economic development, and demand special methods and devices to reduce their adverse and complex impacts. The task of avoiding and reducing such losses addresses urban planners.

Apart from giving priority to risk reduction methods in cities, recommendations of the new international policy also promote participatory decision-making, involvement of local authorities, and exhibit special concerns for the impoverished communities and disadvantaged groups. These tasks also necessitate the expertise of planners.

Yet ways of identifying and tackling urban risks seem to vary according to professional interests and individual attitudes. A survey of approaches in this area reveals a family of propositions, from the simplistic assumption that only buildings need be retrofitted, to the reallocation of land uses, and even to abstract simulation models of social-physical systems.

A comprehensive approach could identify four forms of planning in the context of disaster policies:

1. post disaster 'reconstruction planning';
2. 'preparedness or contingency planning';
3. 'mitigation planning'; and
4. 'resilience planning'. Urban mitigation planning in particular, has to determine threats or hazards, methods to make this public knowledge, identify spatial and non-spatial risks, and devise and implement multi-dimensional risk reduction methods apart from or with spatial and physical decisions in tandem.

Each of these four forms of planning has to be accommodated within the legal and institutional structure of contemporary societies for a 'sustainable urban millenium'. ISDR in its most recent (2010–2011) campaign of safe cities intends to highlight and promote good local practices, with an ultimate aim of mainstreaming such procedures. The new global issue of 'safe city' demands not only new methods of analysis and tools of enforcement, thereby divorcing the task from traditional post-disaster management experts and institutions, but also makes it imperative that structural changes in the institution of planning are achieved.

Safety in cities could dictate new constraints on space allocation or designation. After all, only safe space is luxury.

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Adaptation to Climate Change as a New Stimulus for Regional Development? The Potential of Water Management in the Case of the Emscher-Lippe Region (Ruhr Basin) in North Rhine-Westphalia, Germany

For many years the Ruhr Basin Region has been trying to cope with the ongoing structural change and to develop new socio-economic perspectives. Some considerable effort has been undertaken and highly visible led to concrete results – such as the successful application for the European Capital of Culture or the International Building Exhibition “IBA Emscher Park”. Nevertheless the River Basin Region falls short of other German regions and a lack of regional cooperation, the so-called parochial thinking, is often deplored. In consideration of the urgency of climate change with its manifold effects and repercussions, particularly with regard to the regional water cycle, the Ruhr Basin region is facing a new, additional challenge of high importance. A varying precipitation regime with more dry summers and humid winters implicates a more probable occurrence of risks like flooding or droughts with considerable consequences for the population, economy, environment and infrastructures. The assessment and coping with these new appearing risks cannot be resolved by local authorities on one’s own. That is why a cooperative regional approach with new arrangements and procedures is needed in order to guarantee a sustainable development facing the dynamics and uncertainties of climate change.

This paper discusses how to create and to improve successful regional water management, how to achieve an awareness rising by all relevant stakeholders including the population and how to let them participate. It finally asks, if regional water management has the potential to constitute a new initiative to regional cooperation and development and which significance can be attached to spatial planning and the “space” in these contexts?

A response to these questions is tried to be given by the current research project “Dynamic Adaptation of Regional Planning and Development Processes to the Effects of Climate Change” (DynAKlim) in the Emscher-Lippe region in North Rhine-Westphalia, Germany, which aims at setting up a sustainable regional network with a region-spanning roadmap process in order to assist the region to develop itself into a future-based conurbation with an improved ability to innovate and to adapt to climate change. First results show the integrative character of water – as a link between different sectors like urban design, economic development, nature conservation or other politics like health care management industry in order to bring together different stakeholders. Thereby could be hearken back to a rising public awareness due to negative repercussions of recent extreme weather events or the ongoing transformation process of water infrastructure and a new approach to water in the urban landscape in the River Basin region. Furthermore the orientation towards functional boundaries opens a new area of action by integrating the urban hinterland of the Ruhr Basin region. In combination with the recent transmission of the regional planning competence of three district governments to one “municipalized” authority this could probably be another opportunity for implementing adaptation concerns and to strengthen the region’s potential and its

economic competitiveness. Notwithstanding there remain further open questions such as how to deal with uncertainty or how to design participation processes guaranteeing democratic principles.

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The Social Acceptance of Planning to Mitigate Climate Change

The strong commitment by European governments to urban sustainability has encouraged experimentation with innovative planning policies, in the widely shared conviction that extensive building on the urban peripheries not only consumes precious land resources, but is largely responsible for the high costs of infrastructure and high energy use. It has been demonstrated that low-density housing areas are the places where people have the greatest energy consumption (Dodson, Sipe, 2008). As in many countries, fuel prices increased continuously in France between 2004 and 2008. Moreover, a carbon tax project, aimed at reducing greenhouse gas emissions is on the French political agenda. The climate change issue has also been much popularized through some major cultural and media events. So, both ecological and economic pressures may have led to important changes in the suburban way of life. In this context, a survey has been done in outer Paris suburbs to understand better the social acceptance of climate change policies.

Indeed, this survey examines how outer suburb residents respond to the continuous rise in fuel prices and to climate change issues. For example, this raises the question of the reduction of their use of car and of the possible move into denser and better equipped areas. This research examines whether the projects of the households are congruent with the common views held by planners.

A survey has been done in three different towns located between 40 and 50 kilometres from inner Paris. 140 in-depth interviews were conducted with a questionnaire that contains open-ended and close-ended questions. The questionnaire is in four parts relating to 1) the residential mobility of households; 2) the daily mobility of households; 3) the habits and projects of households in their house; 4) their ecological sensitivity and practices.

The results of this survey allow:

- estimating the capacity of households to change their energy behaviour for mobility and in their house;
- assessment of the effects of ecological discourses, especially about climate change, on household behaviour;
- anticipating the residential strategies of households in the face of energy constraints.





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Dealing With Climate Change **– Opportunities and Conflicts of Integrating Mitigation and Adaptation**

Combined work to mitigate climate change and adapt to unavoidable impacts of climate change on a strategic level is now called for. Especially in spatial planning, an integrated perspective seems sensible since planning practitioners have already gained experience in mitigation, which could in turn be applied to adaptation, which has come into the forefront. This is evident through for example the results of a survey addressing regional planning authorities in Germany. The survey was arranged by the working group 'Climate Change and Spatial Planning' of the Academy for Spatial Research and Planning (ARL) in 2009. Similarities can be seen in the Baltic Sea Region. Within the EU project 'BalticClimate' led by the ARL the Centre for Climate Science and Policy Research (CSPR, Linköping University, Sweden) has taken responsibility for a survey in six Target Areas situated in Estonia, Finland, Germany, Latvia, Lithuania and Sweden in 2009. The results have shown that knowledge about mitigation is more pronounced than in adaptation. An integrated perspective seems needed: neither a thematic shift from mitigation to the relatively new policy of adaptation is desired, nor are authorities meant to choose between both. Furthermore, there are certain synergies and conflicts between adaptation and mitigation which should be considered (Wilbanks, et al. 2007). Instead, expanding and deepening the mitigation perspective to include adaptation provides a way for authorities to continue moving forward within the constantly changing sphere of climate change information. Langlais and Dymen (2009) deal with that combined perspective under the rather new-fashioned term of 'adaptigation'. Consequently the question arises, "which aspects of climate change mitigation could be linked to adaptation strategies?"

In order to steer spatial development processes in a sustainable way, opportunities, as well as conflicts, of an integrated perspective are described and discussed. A literature review supplemented by reflections on the EU project 'BalticClimate' progress is used to find arguments. 'BalticClimate' offers possibilities to briefly analyse ongoing regional and local case studies. These practical case studies focus on the sectors of transport, energy, agriculture and/or housing/settlements and are implemented in the six Target Areas. Furthermore, the work undertaken consists of mitigation, as well as adaptation using a vulnerability assessment, alongside other climate change decision making tools under development.

Different aspects of mitigation related to spatial planning, such as (a) the intensified use of renewable energy, (b) the development of low-emission and energy efficient settlement structures, as well as, more indirectly, (c) the protection of undeveloped, open spaces serving as carbon sinks (especially forest, marsh) can be connected to adaptation strategies and measures. In dealing with several aspects of climate change, synergies can take place in rural, as well as in urban areas. Moreover, synergies in land-use have to be tackled particularly in areas where 'space is luxury'.

Although in principle, mitigation and adaptation strategies and means do not run contrary to each others' objectives, conflicts can potentially occur. First of all, detecting all synergies between all relevant issues would not be realistic despite strong efforts.

The two spheres of action are complex, with their own specificities, and thus also justify deeper analysis independent of each other. Second, in some instances, trade-offs can be identified to avoid unnecessary delays in action, increased vulnerability, increased emissions, or increased costs. Thus, integration should take place at some level.

Additionally, policy options of dealing with climate change should not be developed without taking further major challenging factors like demographic and economic changes, into consideration. Spatial planning in Germany, for instance, is characterised by the weighing of several interests, equivalent of a special competence for a comprehensive strategic integration of mitigation and adaptation. Thus, the potential or conflicts for sustainable development can be identified and accounted for in the necessary integration process.

Further research should deal with the questions:

- To what extent is the integrated perspective able to contribute to maintain adaptation in spite of uncertainty?
- What is the minimum amount of information that is needed for local and regional authorities to sufficiently integrate mitigation and adaptation?

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Resilience and/or Vulnerability? Relationships and Roles in Risk Mitigation Strategies

Resilience and vulnerability are currently two core-concepts in the disaster field: both of them may act a key role in risk prevention and mitigation. The resilience concept has been largely widespread into international reports devoted to risk mitigation in the last decade. Vulnerability has been in-depth investigated since Seventies. Nevertheless a shared theoretical and operative approach to resilience in the disaster field is still missing and the relationships between resilience and vulnerability are still a nebulous matter in disaster literature.

Hence this paper, based on a research work developed within the 7FP Ensure Project has been addressed to a twofold aim:

- to deepen the concept of Resilience that, according to Rose (2007), "is in danger of becoming a vacuous buzzword from overuse and ambiguity", due to the heterogeneity of approaches and to the different disciplinary perspectives and
- to explore the relationship between vulnerability and resilience. Such a relationship has been analyzed by numerous scholars (Adger, 2000; Turner et al., 2003; Paton, 2008) even though finding out some shared ideas in order to drive future approaches is not an easy task.

In respect to the first point, the evolution path of the resilience concept and the reasons leading to its spreading into the disaster field have been in-depth analysed. Then, by integrating different disciplinary perspectives, the main performance dimensions of



resilience and their mutual influences have been singled out and arranged into a circular framework which follows the main phases of the disaster cycle: impact-response-recovery-preparedness. Such a framework represents a first attempt to systematize the main inherent "performance dimensions" of the resilience concept stemming from current literature and may represent an useful supporting tool for driving policies addressed to enhancing resilience. Moreover, it underlines the dynamic feature of resilience, highlighting that its different dimensions (robustness, adaptability, etc) come on stage in different phases of the disaster cycle and most of them (e.g. learning capacity, rapidity, ...) are largely time-related.

As concerns the second point, the relationships between resilience and vulnerability have been in-depth analyzed, grounding on the review of current scientific literature, on the in-depth analysis of past disasters and on numerous case-studies clearly highlighting how mitigation measures addressed to reduce vulnerability do not necessarily result in an enhancing of resilience and vice-versa.

Thus, according to the provided systematization of the resilience concept and based on the awareness arising from case studies that the relationship between vulnerability and resilience cannot be reduced to a flip-side one, the paper highlights that resilience and vulnerability can be interpreted as separate processes, acting in different phases of the disaster cycle, at different levels (individual, communities...). The two concepts are interpreted as different "lenses" or conceptual categories, both of them useful for analyzing how a complex system, namely a territory in all its aspects, reacts to an hazardous event: nevertheless, even though the two concepts can be separately investigated, the mutual influences among vulnerability and resilience have to be taken into account in order to guarantee the efficacy of risk mitigation strategies.

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Planning, Energy Development and the Politics of Its Regulation

Sustainable energy development is a key aspect of government policy, from its role in the climate change agenda to deliberation on the realisation of a resilient future energy system and the significance of security of supply. Energy policy and related social, economic and environmental drivers for managing change are prompting a deliberate interest in securing greater energy efficiency in buildings, together with diversification from traditional forms of energy supply. This paper considers the role of spatial planning as a key element



in the framework of regulation to facilitate the development of renewable energy and its supporting infrastructure. Changing state-market-civil relations under devolution, decentralisation, and localism have combined with the emergent influence of new European thinking around spatial planning and the execution of a modernisation agenda for the public sector. To consider the development of sustainable technologies in relation to the promotion of renewable energy there is a complex set of linked issues that need to be addressed in an integrated and cohesive manner. This requirement sits alongside the provision of an appropriate comprehensive institutional framework of regulation and longer term management. In moving to arrangements of sustainable energy transitions, that will likely involve mediating contested positions, new low carbon outcomes need to be facilitated through conventional regulation and resource management (Peel & Lloyd, 2007a). A case in point concerns the politics of energy development – of renewable energy sources and the necessary supporting infrastructural network and associated distribution that will be necessary. The realisation of a sustainable energy framework will require a holistic approach to consider further integration and cohesion within government. The implications of major projects such as these have already pressurised government under existing structures, with the challenges set to continue.

Planning for energy development has traditionally been a relatively controversial subject, particularly in the UK and Ireland, where there is a relatively heavy reliance on fossil fuels. Associated pollution and the scale of power stations used to generate energy have created adverse planning impacts in visual terms. As well as the ensuing land use conflicts, there are a wide range of environmental and social implications in planning for energy. The location of the energy resource may often influence the selection of energy production sites, which again can precipitate conflicts in statutory land use planning decisions about development proposals to recognise the scenario that undisturbed open countryside is fast becoming a luxury asset. Very often, for example, energy resources are located in environmentally sensitive areas, which therefore require responsive regulatory planning and strategic, forward-thinking to balance future energy needs with what is currently proposed. Wind farms are a typical example of this contrast, as they are often located in more exposed areas to avail of the wind resource. Looking to the future, for example, Shove (1998, p. 1110) asks what particular energy futures might look like... 'what new techno-economic networks do technological visions presume and what forms of social realignment are required along the way?' These types of issues form the basis of the land use planning arena, and pose important questions for a development planning framework that, on the one hand, prioritises renewable energy policies and, on the other hand, has to give sufficient attention to all other material considerations. As issues relating to climate change start to alter land resources, due to erosion or flooding for example, the availability of land is set to change. This emphasises the need to recognise that space is becoming a more finite luxury that must be managed effectively now to achieve the long term objectives of a sustainable future. This paper examines issues relating to regulation, spatial planning, sustainability and contestation within the current systems for energy development.



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Resilience: Old Wine in New Bottles?

This paper will examine how the concept of resilience has emerged in ecological theory, which has broadened its scope from adaptive resource management to include social phenomena (leading to social-ecological theory (Gunderson & Holling 2002)), influenced thinking about cities (Vale & Campanella 2005), and recently begun a productive dialogue with communicative-action planners (Goldstein 2009). Goldstein (2009) has produced a first attempt to synthesize the different conceptions of resilience used by these two groups.

We will critically examine this synthesis & show how the two types of theory which are at the basis of our dialogical planning approach (Harper and Stein 2006) can avoid some potential pitfalls of the synthesis Goldstein proposes. (1) A pragmatic epistemology can avoid the relativism of social-constructivism and the rigidity of positivism or realism, offering an objective grounding for knowledge which still allows for diversity, integration and radical change. (2) The broader reasonableness of Rawlsian political liberal approach can avoid the limitations of rational choice theory while still providing a solid rationale (grounded in a commitment to shared liberal democratic values) for preserving common property. Working from these theories, we will propose a practical synthesis of the different views of resilience, and continue the exploration of how resilience might make productive contributions to urban and regional planning. We will also assess to what degree these contributions are in fact new, or whether they are a recovery of old ideas which planning lost in its attempts to be modern and scientific. Perhaps this could be old wine in new bottles?

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A New Planning Focus? Climate Planning in Norwegian Municipalities

Our paper will especially address questions related to how planning systems, institutions and organizations become aware of and respond to the multiple challenges of climate change. We will focus on Norwegian municipalities who have made a climate plan. First of all we will study what kinds of municipalities that actually makes such climate plans: Can we see patterns where specific types of local communities do or don't make plans (linked to variables as size, location etc)? Secondly we will focus on the actual plans: What kinds of strategies have been applied in order to integrate climate strategies in the planning practices? To what extent have adaptation and mitigation measures be integrated? And to what extent are local and regional plans coordinated and linked together?

The critical and overarching challenge of climate change is how and when to act in the face of scientific evidence: Who are new scientific findings put in to practical use in the local planning? There is also a high degree of uncertainty concerning some of the projections: For example; new projections from global assessments suggest that observed and projected sea level rises may in fact exceed those reported in IPCC. How do municipalities act upon such new information: Can we see new strategies put into action in the local climate plans?

In addition to our own studies on the field we will use literature both from Norway and from other lands. An important book on adaptation is Adger et al (2009). As far as mitigation is concerned several studies are relevant, such as Robison (2000) and Groven and Aall (2002). The first of these two references give an insight of local planning in other countries, the last one of previous Norwegian studies on the field.

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Regional Challenges of Climate Change Adaptation: Grounding of National Climate Strategies in Finland

Climate change adaptation presents a challenge on all scales of governance with action now being taken at the European level (European Commission 2009), at the national levels within countries (Swartz et al. 2009) and at the regional level (Risbey et al. 2009). Finland's national adaptation strategy was perhaps the first in Europe in 2005 (Marttila et al. 2005), but it has not yet rooted as an integral part of local and regional activity. As impacts of climate change are most acutely felt and addressed at the regional and local level, there is a need to understand the limits and barriers of designing and implementation of adaptation measures on these levels in order to improve the societal responses to climate change.

The aim of this paper is to focus on the regional level in Finland in order to identify the limits and barriers to regional implementation of climate change adaptation in a multi-scale governance context. In order to do this, the paper draws on several empirical studies on adaptation within the regions of Uusimaa and Pirkanmaa in Finland. The paper utilises qualitative data from interviews undertaken within the projects, as well as relevant policy documents and other material.

As a result, the paper highlights the problems of a project-based approach to adaptation that currently dominates regional approaches in Finland. One of the major problems in regional co-operation is that regional strategies are non-binding in nature. The weight of a regional climate strategy depends entirely on the extent to which the strategy is capable of drawing up cooperation towards adaptation and mitigation activities. This, too, has underlined the need for regional co-operation among civil servants and extensive political commitment to adaptation projects. Furthermore, many



potential threats magnified by climate change such as flood events call for a regional and cross-sectoral approach but these are slow in forming because of the short term project cycles. Finally, a significant barrier at the regional level is the exclusion of regional level from the national level strategy that underlies the resourcing problems on adaptation, but equally importantly liability and financial questions that have only recently gone under re-evaluation.



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Bomb Shelters in the Suburb – a Case Study and Discussions

The bomb shelter in a residential building or a block of flats is a collective good, which is often in very different use than what it was basically planned and built for (Kopomaa 2010, to be published in Finnish; the research is based on interviewing experts [N=5] and residents [N=18]). Typically, the shelters function as store closets and places to keep things. This 'recycled use' of the space allows it to be used for storing items for outdoor activities, yard care, civil defense, but often also forgotten junk. Occasionally the shelter rooms have been used for hobbies and gatherings of people. Often these premises are the most extensive common indoor facility for the dwellers of the high-rise building.

The protection of the city dwellers has its urban background history and tradition of civil defense, which has its roots in air defense and experiences of war time air raids on city centers. After the Second World War these experiences were exported, developed and turned into standards of civil defense in the newly built suburbs.

The spaces of shelter are silently present in the everyday life of the residents and at the same time they suggest the possibility of sweeping hazard, something that we should be afraid of. Building civil defense and preparing for potential threats and understanding it as a development project requiring economic investments has in fact been largely ignored in many housing corporations. In general, the public attitude toward the bomb shelters in recent years has been mainly passive and not a topic of discussion. Lately there has been some public debate on them revolving around two opposing points of view: the criticism of the necessity to provide bomb shelters at all on the one side, and the demand to keep the shelters in operation and the facilities updated on the other. The interest of the society has focused on the role of the bomb shelters as a means to decrease the effects of potential emergencies.

The mode of housing defines the need for shelter. The residents are treated unequally in terms of their possibilities to seek one's way to the bomb shelter in a case of emergency. The residents of one-family houses take care of preparing for themselves.

With energetic creativity and planning for the near future the bomb shelters could be interpreted as a kind of loft-space of the suburbs, unfinished, but flexibly implemented for common extended living space. The everyday use of the shelters should be one consideration in renovation plans of the building. The shelter of the house reserved for collective action could be 'participation space', 'cosyfication room', 'cultural hatchery' or 'container'. We can also name four different strategies for developing the suburbs. These are strategies for *new housing suburb*, *retro-suburb*, *cosyified suburban neighbourhood* and *defended suburb district*. Each of these can be associated with a different kind of view about the use, the maintenance and the equipment of the bomb shelter.

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Climate Change Adaptation in Latvia: from Water-Related and Academic-Driven to Cross-Sectorial and Stakeholder Involvement

Academic debate on such water-related aspects as hydrological regime, nutrient fluxes, inland water ecosystems, coastal processes, marine bio-geochemistry, marine ecology, runoff extremes in connection with climate change impacts and adaptation was initiated by the National Research Program “Climate Change Impacts on the Water Environment in Latvia KALME” implemented in 2006-2009 (University of Latvia, 2010). The research program provided new scientific evidence on climate change impacts and the hydro-ecological status of surface waters in Latvia territory both for inland waters and the Baltic Sea. The national research program financed events, information materials for wider public as part of public outreach activities. The research program initiated discussion on climate change implications in Latvia and relevance for its economy, nature and people. In wide meaning water-related climate change impacts and even adaptation measures have been studied. The paper analysis the process and the results of the program KALME as an evidence of conceptual characteristics of water-related academic’s epistemic community and its produced discourse on climate change adaptation. Climate changes, variability and adaptation are new concepts that have to overcome socially constructed boundaries. Epistemic communities are knowledge bearers and advisers to decision-makers but also can be involved into the institutionalization of specialized knowledge. Epistemic communities or knowledge-based experts are crucial in articulating the cause-and-effect relationships of complex problems, helping states identify their interests, framing the issues for collective debate, proposing specific policies, and identifying salient points for negotiation” (Haas 1992:2). The second part of the paper is devoted to the challenges and first evidence of climate change aspects distribution and its channels to other epistemic communities. Based on interviews and document analysis spatial planners at national and local level are studied closer. Other Latvian climate change policy drivers like the Ministry of Environment, municipalities, universities, EU-financed projects, including BaltCICA, pushed national dialogue towards more cross-sectorial, Latvia and regionally relevant and applicable measures, and more active stakeholder involvement. There are indications that due to economic crisis only the most urgent and cost-effective measures will be selected, and that interest focus to implement adaptation policy is moving from national to local level and from environment sector to spatial planning in its visionary phase, infrastructure management and economic sectors that have most visible impacts or predicted gains.

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Integrating Climatic Risk into the System for Spatial Planning and Urban Disaster Prevention in Taiwan

Taiwan is situated in a region most exposed to multiple hazards, with 73 % of the population living in more than three natural disaster impact zones (World Bank, 2005). About 70 % of the population lives in areas which occupy less than 20 % of the total land area and which are most at risk from earthquake, flood and landslide. Therefore, disaster management becomes an important issue for urban planning and the review of development projects in order to reduce risk.

Taiwan has established a spatial planning system for urban disaster prevention. The system incorporates scenario setting, risk estimation, supply-demand analysis of public facilities, disaster mitigating measures and strategy formulation so as to provide an advanced planning procedure and evaluation methods for allocating shelters, rescue sites, emergency road network, logistics, and so on in responding to natural hazards. It includes procedures and methods that combine the spatial system with multi-hazards risk analysis.

Due to its geographic characteristics, Taiwan is very sensitive to the changing climate and there has been research on the simulation of the impact of future climate change on Taiwan (GCRC, 2008). The major phenomena include temperature rise, precipitation change, high variation, extreme weather events, and sea level rise. These phenomena could increase the frequency and magnitude of natural hazards and bring about significant disaster. In order to strengthen the capacity of urban areas to adapt to extreme weather events, this paper reports on new research on the possible consequences of urban hazards under climate change, and the adjustment and future direction of the spatial planning system for urban disaster prevention. The elements of climatic risk can be involved to the process for the purpose of reducing the possible loss and damage. While in the effort of developing sound planning process, scientific simulation and impact assessment information should be well prepared for the reference and the public awareness should be promoted through efficient participation design.

The paper will explain the components of the planning system, the procedures, methods and demonstration projects on urban disaster reduction in Taiwan, in the context of increasing risk. With the consideration of the impact of climate change, the paper will propose some adjustments for the original process by means of the conjoint analysis and discuss its limitations and recommendations for further testing.

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Climate Greening London, Rotterdam and Toronto: the Governance Capacity of Spatial Planning to Adapt Cities to Climate Change Through Green Space



This paper addresses the question what the key barriers and opportunities are with respect to the governance capacity of the spatial planning policy field to adapt cities to climate change by means of green space. The use of green space is a no-regret adaptation strategy, since it not only absorbs excessive rainfall and moderates temperature, but it simultaneously contributes to the sustainable development of urban areas. However, green space competes with other short-term socio-economic interests that require space. As a cross-divisional policy field spatial planning can mediate among these competing demands for land use and as such offers potential for the governance of adaptation. Through their effect on land use and spatial configurations in cities, spatial planning policies can affect resilience to the impacts of climate change. Nevertheless, climate change considerations have not yet had much impact on urban planning. Through an in-depth comparative case study of three metropolitan areas, Rotterdam, London and Toronto, the legal, managerial, political, resource and learning capacity of the spatial planning policy field are analysed and the main barriers and opportunities to the overall governance capacity identified. In addition to a horizontal comparative perspective, the content analysis of policy and strategy documents of each city provided a top-down perspective, while in-depth semi-structured interviews with key actors and stakeholders in each city provided the bottom-up perspective. The conclusion is that the legal capacity of spatial planning appears to be most important for climate greening cities, while the managerial capacity is seriously hampered by the complexity of urban governance structures, leading to compartmentalisation and institutional fragmentation as the two key barriers to the capacity for climate greening cities. The biggest opportunity seems to be the establishment of strong links between adaptation and other important societal governance themes, the most obvious one being climate change mitigation. Ultimately some first insights are generated with respect to the necessary institutional conditions for climate greening cities. Further research is recommended to verify or falsify the universality of the key governance barriers and opportunities, with different case studies in various (governance) contexts.

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Adaptation and Resilience: Securing Regional Futures Through Alliances

The accelerated change in global climate and the growing awareness of its effects on natural habitat and human society has increasingly provoked international attention towards practicable measures focussed on adaptation as a means for immediate localised responses. In the policy arena, global institutions such as IPCC and the UNFCCC have provided broad guidelines and various strategic objectives for adaptation to climate change. The European Commission's recent White Paper proposes a strategic two-phase approach for climate change adaptation (EC, 2009). In the UK, an intricate framework is being formulated for strategic urban policy development and planning in the form of Planning Act 2008, Climate Change Act 2008, and subsequent Carbon Budget 2009 in addition to a number of Planning Policy Statements in existence.

There is no doubt about the role that planning systems can play to deliver climate change adaptation strategies (Davoudi et al., 2009). Many of the analytical tools and appraisals underpinned by sustainability principles are situated in the realms of urban planning. This is due to the fact that urban planning, as an integrating activity, has the potential to assist the climate change adaptation measures (Wilson, 2006).

In the UK, as the climate change issues are increasingly incorporated in urban and regional policies (Jones, 2008), Bulkeley (2006) has identified how regional bodies are beginning to integrate climate change agenda into spatial planning policies and practices. One such example is the consideration of social, economic and landscape issues in the adaptation strategies to climate change for strategic urban planning (Gill et al, 2008). There are also efforts in place for an integrated approach to decision making within the context of the built environment to increase the adaptive capacity of urban areas (Hall, 2009). However, one specific vehicle of devising and implementing resilience and adaptation strategies in urban setting is through the role of alliances, networks and partnerships. These partnerships may exist at different spatial scales and can be composed of various actors, networks and institutions representing public bodies, private interests, and/or civil society organisations.

From the particular perspective of strategic urban planning in UK, this paper will address the following research questions:

- What are the key processes and mechanisms of climate change adaptation? (such as, policy intervention, awareness raising, producing guidelines, research and development, etc.)
- How to assess adaptive capacity of urban areas (technically, socially and institutionally)? And what are the key drivers of adaptation agenda?
- What kind of partnerships, alliances and networks are active in climate change adaptation? And what (if any) are the conflicts and synergies between the institutions involved in the process?

An attempt to answer these questions will enable to understand the adaptation priorities in different urban areas and clarify what leverage is given to resilience and adaptation in certain strategic policies. It will also help us appreciate the role of partnership building in climate change adaptation strategies.

This paper will elaborate from an ongoing pilot study that looks at the adaptive capacity of two different regions in England: First the largely urbanised, central and more concentrated area of Greater London, and second the relatively peripheral region of North East England that is composed of disparate urban settlements. The two case studies will also allow observing the variety of institutions that are engaged in policymaking as well as implementation of climate change adaptation planning and practice in each case, apart from looking at the conflicts or synergies between adaptation measures and other policies.

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Foundations of Eco-Planning

In front of global warming, UN, EU, other international organizations and many States are enacting policies of mitigation and adaptation. Expectations for the 2009 were higher than that are been met, nevertheless a change in sustainability occurred, urging deeper involvement of human responsibilities in design and management of built environment.

Historical urgencies need not the creation of a new planning branch in climate change, on the contrary is the whole planning theory and doctrine that need a review in the founding principle and in the current practice because cities, regions, territories and the whole mankind built environment are changing their character. Modern metropolis developed in an age of energy low cost is becoming outdated by the peak of oil production with increasing prices – effect of the consumption of a non renewable fuel – while carbon emission is generating a dangerous greenhouse effect.

Much improvement may be operated with technological devices on the housing and other building assets, changing behavior, better management. On the short run they can reduce very significantly greenhouse gas emission and fuel saving. But, on the long terms, increasing dependence from renewable will touch morphology of mankind settlement and need the elaboration of an ecoefficient urban model.

The starting point is to overcome the resistances of the planning culture involving some basic myths as low density, territorial equilibrium, priority of the car circulation mode, functionalism.

Than we need, second area, the creation of a systematic framework to support and compare urban planning and design research on the substantive issues, in a comprehensive way.

The main tracks are:

- the urban/metropolitan model whose most agreed upon features are: polycentric, compact, high density, mixed use



- sustainable transportation mode: collective commuting on rail on long distance, cycling, quality and safety of the pedestrian environment
- green infrastructure: storm-water saving, recycling and management joined to the nurturing of the open green space at high biodiversity nested in the urban fabric
- energy efficient urban installations: trying to relate waste management, energy saving and production from renewable, heating and conditioning in the urban setting
- social cohesion and equity in cost-benefit sharing.

The third area is review the planning process integrating the decision making model with

- the priorities of the substantive issues, whose main steps are:
- reconstruction of the natural environment before the human alteration of sites
- concentration of metropolitan sprawl in the public mass transportation mode
- energy rehabilitation of historic centres and compact cities
- development of the vertical, multi-layer, mixed use urban complex.

The fourth area is the creation of planning tools and legislation able to make plans real as transfer of development rights, planning bonus, special taxation.

On each of the previous points there are results, shared ideas and agreed upon research perspectives. Any subject needs much more investigation. In this field demonstrative projects are helpful to find what results come from innovative proposals, also if they require large investment hard to found.

This paper tries to join the large amount of different works in a comprehensive picture. The expected results is not an Encyclopaedia, but an evolving frame of reference and a constant call to make comparisons

Some attempts to design ecocity models are

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Urban Adaptation to Climate Change by Urban Green Systems in Relation to Spatial Transformation in Cities

Urban development has to face the challenge of establishing adaptation strategies to climate change. Green infrastructure is assigned a crucial role in these adaptation strategies by their potential to regulate the urban climate and to offer cooler places in the dense and hot city. So, urban green spaces have direct influences to the quality of life and the health of urban population. Not to forget, urban green spaces may also be a part of urban mitigation strategies: urban vegetation also has functions as a carbon sink. Shadow provided by urban trees may also reduce the effort of energy for air conditioning.

Processes of economic and demographic change lead to urban transformation, which also has impacts to the spatial structure and physical form of our cities: Brownfields resulting from the abandonment of former industrial use, the deconstruction of buildings and the increase in vacant buildings and lots in shrinking cities as well as land use change by concurrent suburbanisation determine the spatial structure in cities. On the one hand



urban transformation and changing physical structures call for green space development. On the other hand transforming urban structures include potentials and therefore the "luxury", to develop urban green systems, which provide climate regulatory effects, and not least manifold other ecological, social and aesthetic benefits.

The initial question of the proposed presentation is: Which potentials and constraints for adaptation to climate change by the development of green spaces is provided in terms of spatial and physical transformation of cities?

1) The starting point will be research findings regarding the (future) relevance of urban green spaces and systems in urban adaptation strategies. This is derived from quantitative evidence and information according climatic effects of urban green spaces gained from structural analysis of urban green and results of climatic modelling according determining factors of the climatic effects and relevant parameters regulating microclimate. Based on urban vegetation structure types, relations between structural parameters as green volume, vegetation height and size of urban green spaces and climatic regulatory effects are presented. Urban green spaces do have potentials but also existing physical limitations to regulate the urban climate, depending on their size, vegetation structure, position within the urban green system and the built surrounding. Especially related to the use and maintenance of urban green spaces also constraints of the cooling capacity and the climatic regulation functions have to be discussed.

2) This will be supplemented by research findings in shrinking cities according physical patterns of cities and future urban models. Several spatial framework of urban development will be discussed according their potentials and constraints to realise adaptation strategies based on green space development. There is a wide scope between visions, which are strongly determined by open and green spaces, and models, which are stressing density, urban inward development and compact cities. This debate also has impacts to the discussion of urban mitigation, fostering compact cities to reduce emissions, and adaptation, increasing urban green spaces to reduce summer heat waves.

Both, physical and functional aspects imply future challenges for urban planning and especially urban green space planning and development. To involve belongings and objectives of green space development, the topic needs to be regarded on different levels of planning. Therefore possibilities and gaps according the implementation of this knowledge in the planning practice needs to be analysed. Not least urban green space development also needs to be seen in relation to other challenges of urban development, for example objectives to enhance the biodiversity in cities, sustainable urban land use and the socioeconomic framework.

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Flood Risk Management From a Cultural Perspective: a Review of Flood Risk Management Planning and Strategies in the Bangkok Delta-Metropolitan Region

This paper describes dynamic territorial development processes from a cultural perspective. It focuses on analysing the relationships between institutional transformations and planning cultures, as well as their impacts on planning practices with regards to flood risk management. This is necessary because although reformation of flood risk management planning and strategy has been informed by transfers of knowledge, technologies and planning policies, how they are understood and practiced is place-specific, underpinned by local planning cultures (Friedmann 2005; Gullestrup 2009).

Flood risk management planning and strategies of the Bangkok Delta-Metropolitan Region (BDMR) are investigated as a case study. It is relevant to the aim of the paper because the local institutions and planning cultures regarding flood risk management in the case study have been strongly influenced by transfers of knowledge, technologies and planning policies from various successful cases for more than a century. However, a number of conflicts between planning and practice in the former development can be observed.

Two main issues are to be investigated. They are: (i) *how have the dominant management typologies regarding flood risk management been changed over time?* and (ii) *to what extent did institutional transformations lead to changes in planning cultures and why?* The cultural theory refined by Thompson *et al.* (1990) and the cultural changing processes proposed by Gullestrup (2009) are employed as fundamental principles for analysis. Both formal and informal institutions are analysed with respects to the three levels of action: the constitutional level, the organisational level and the operational level.

Flood risk management planning is classified using a simplified analytical tool constituted by two axes. The horizontal axis indicates the level of social contact, while the vertical axis indicates social transactions and levels of control. Additionally, the transformation processes are described based on four elements of analysis, which are: (i) the degree of integration; (ii) the degree of homogeneity; (iii) the culture internal power relations and (iv) the interplay between the initiating factors of change and the relevant values of the observed culture.

The analysis shows that although the formal institutions have been transformed at all levels of action, some conflicts amongst governmental planning agencies are apparent. This is a result of the different management typologies inherit in different agencies. This contradiction is even greater between the formal institutions and the informal institutions. Furthermore, despite a high degree of integration of the transferred policies, low degree of homogeneity to the observed culture results in the unsuccessful practices. These conflicts partly explain why the imported flood risk management planning from the successful cases were not successfully implemented in the Thai specific cultural contexts.

Regarding the analytical tool employed in this study, it shows that despite its limitation, which greatly relies on indirect interpretation of cultures, it still tends to be a promising

approach. Preliminary results show that this tool may enable a better understanding of cultures as an organising principle in territorial development processes. In other words, it shows that this approach helps facilitate a better understanding on how policy and institutional adaptations are determined by cultural values. Further development of the analytical tool appears to be necessary. An important aspect to be improved is how to minimise the subjectivity of analysis derived from an individual interpretation.

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Governing Climate Change Related Risks in the Netherlands: Challenges and Responses of Urban Planners

Climate change is associated with a number of risks, such as flooding, heat stress and vector- and rodent-bound diseases. While some of these risks are new, the large majority of them rather imply an intensification of already existing risks. In either case, dealing with climate change related risks in terms of adaptation requires a critical evaluation and, most probably, a redesign of governance strategies currently in place.

Thus far most research has concentrated on the identification and quantification of climate change related risk and the exploration and development of measures to reduce these risks, in proactive as well as in reactive ways. Yet much less is known about how planners and decision-makers actually perceive and deal with climate change. This paper focuses on governance of two climate change related risks in urban areas in the Netherlands, namely heat stress and flooding. Three questions are addressed: How do urban planners and decision-makers frame the risks of intensified heat stress and flooding and what are the similarities and differences with scientific framings of these risks? Are strategies to govern these risks in accordance with what scientists consider to be adequate strategies? And what explains the recognition of these risks and governance strategies developed or under consideration? Exploring the ways in which urban planners frame the two climate change related risks and the contingencies that they face when developing adaptation strategies not only fills a knowledge gap, but also may facilitate science-policy interfaces in this area: to what extent is knowledge about the two risks adequately communicated and to what extent do the proposed measures fit into the planning context in which they have to be implemented?

Our first research question will be answered by a comparison of how both scientists and planners frame the risks of intensified heat stress and flooding as a consequence of climate change in terms of occurrence and consequences.

In order to answer the second research question, we will first identify effective governance strategies that are proposed in the academic literature. Defining characteristics include the framing of risks and adequate risk levels, decision-making procedures, division of responsibilities for risk management, stakeholder involvement, knowledge



sources and risk management instruments. The International Risk Governance Council's (IRGC) framework will be employed in order to assess the adequacy of governance strategies being developed or considered by urban planners. The IRGC framework distinguishes between four idealtypical risk governance strategies that are considered adequate for risks with varying degrees of certainty and contentedness (see Renn, 2006). The framework will be supplemented with studies such as those by De Bruin et al. (2009) proposing specific risk management instruments for the two risks at issue.

In order to explain why in practice governance strategies for intensified heat stress and flooding are (not) in line with those proposed in the academic literature, we will validate the importance of hypothesised stimuli and barriers as suggested in literature on climate adaptation and more general literature in planning and policy.

The empirical analysis will be based on literature and in-depth interviews with urban planners and other experts. The aim is to provide a broad picture of how urban planners in the Netherlands deal with the two risks discussed above. The lessons our paper draws are not only relevant for the Dutch planning practice, but more generally provide insight into some challenges to science-policy interfaces related to climate change adaptation.

This is an ongoing research project, the results of which are expected in May–June 2010.

Recommendations for further research will be based on our findings.

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Adapting the English Suburbs for Climate Change: a Conceptual Model of Local Adaptive Capacity

Recent climate change modelling suggests that we will experience changing climatic conditions such as higher temperatures, altered patterns of rainfall and increasingly frequent extreme weather events regardless of mitigation efforts on the production of greenhouse gases. Consequently there is a need to consider processes of urban adaptation as well as exploring the means of climate change mitigation. Adaptation research identifies how we can best modify existing built environments, economies and lifestyles to cope with the anticipated changes to our climate. In this paper we seek to conceptualise the potential for adaptation to climate change at the neighbourhood level, focusing on the capacity of communities to identify and implement adaptation measures. Based on a review of existing literature and the examination of secondary data, the paper firstly explores claims that 'neighbourhood' is an appropriate level through which to tackle adaptation to climate change and secondly conceptualises what the adaptive capacity of an English neighbourhood be.



Neighbourhood has been a particular focus of English urban policy and of local planning (see Lowndes and Sullivan 2008) and is seen as a potential arena for influencing sustainable behaviour (see Williams and Dair 2008). More than this, suburban environments are particularly problematic for managing widespread change given that they are dominated by owner-occupiers and are thus 'co-produced' over time by homeowners, public bodies, and private companies, through processes of 'autonomous' adaptations (i.e. those done by private householders, or companies, for their individual benefits), 'planned' adaptations (undertaken by public bodies, usually local authorities, for the public good), and occasionally 'communal' adaptations (undertaken jointly by community members). However, these processes are not well understood, particularly in the context of climate change and in relation to 'ordinary' neighbourhoods.

Whereas the concept of adaptive capacity has been embraced by researchers thinking about climate change (e.g. Adger 2003), there is less work considering local adaptive capacity. First, most of the research deals with extreme events associated with climate change, such as flooding and storms, rather than more gradual ongoing changes, such as those related to temperature. As such, there is a tendency to view adaptation as a single response to climate hazards rather than a process of ongoing change. Second, empirical studies of adaptive capacity focus on developing countries which have distinctly different capacity barriers (i.e. access to technology) to developed countries. Third, there is a lack of work translating national models of adaptive capacity to local or neighbourhood scales, where government institutions interact with communities at multiple scales. Fourth, much of the literature fails to adequately address neighbourhood governance and social learning, reflecting a divide between the physical sciences origin of climate change research and the social sciences understanding of change management.

Through a comprehensive review of the literature on the process of adapting to climate change, in this paper we seek to address these gaps and, in doing so, develop a conceptual model of local adaptive capacity for climate change at the neighbourhood level. Our model will identify the factors of adaptive capacity (i.e. socio-economic characteristics, access to forms of capital and the institutional framework for producing/reproducing suburban environments) presented in the literature and conceptualise the relevance of these factors at the neighbourhood scale through consideration of actions undertaken by individual homeowners, local groups, private organisations and government institutions. This work forms part of a larger 3-year EPSRC funded research project entitled Suburban Neighbourhood Adaptation in a Changing Climate (SNACC).

Further research questions:

- How can local adaptive capacity be measured at the neighbourhood scale?
- How is local adaptive capacity mobilised within a complex multi-level governance context?
- What can be done to improve a community's local adaptive capacity?

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Energy Sustainability in Urban Renewal

Energy is one of the major factors to be considered in the debate about sustainable development, and it is intimately connected to urban settlements and cities. Contemporary city is the concentration of activities and population, the centre of production, use, transformation and deterioration of natural resources, energy and matter. It is, at the same time, the place where human activities produce environmental problems related to the global scale at the local one, as the ozone hole, acid precipitation and world climate change (greenhouse effect) as well as air quality in urban areas. Therefore the improvement of the efficiency in the final use of energy in cities can produce important effects in terms of reduction in non-renewable resources use and in pollution control. This goal requires sound attention to the different scale of intervention: the building, the districts and the city. Moreover, it is necessary to consider that in some countries, as the European ones, the building renovation rate is only 0,5 % per year and that many districts in the post-war period in Europe were built following the functionalist schemes and making use of building technologies characterised by low energy performances. For these reasons cities have to improve energy saving and energy production from renewal resources, starting a rehabilitation process.

The scientific literature, since the 1970's, has researched by means of empirical surveys and theoretical projects what are the relationships between energy and urban areas. A lot of physical factors contribute, in a strong interaction, to energy pressure: urban shape and urban size (Owens, 1986; Steadman, 1979; Martin and March, 1972; Ratti et al. 2005), population density and urban sprawl, microclimate conditions (Givoni, 1989), built features and mobility (Newman and Kenworthy, 1989). However, a small number of these studies intervene in the debate concerning the role of urban planning in the rehabilitation on the vast heritage of existing building areas in terms of energy sustainability. This is particularly important in the perspective of a more active role of local authorities and urban planning in pursuing such objectives.

Designing successfully a new integrated approach to urban renewal process in terms of energy sustainability, with the intent to support decision-making, is the main objective of the research that is under development. Its basic goal is to develop efficient method which help to solve energy problems in urban context by means of partnership between Local Authorities and private owners. The planning process has to focus on critical urban areas with intermediate level plans, which can be managed more easily than comprehensive plans at the whole city scale.

First of all, the research elaborates a set of indicators able to assess the environmental energy sustainability, the "energy image" of the urban territory and of its single parts. This helps to classify the city districts considering the different typologies of urban areas, of buildings and of energy consumption. The classification allows to identify the best practices to improve the energy sustainability of district which will be evaluated while neighbourhood plans are designing.

Secondly, energy efficiency and environmental objectives can be pursued by more efficient actions, taking into account the fragmented ownership of areas and buildings, and land use planning strategies, like transfer development rights (TDR).



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Planning and Flood Risk Management: Risk, Resilience and More Sustainable Cities

As a vital human need water has been absolutely critical to decisions as to where cities originate, how much they grow and the standard of living of the inhabitants. The relationship is complex however; we both need continual availability and protection from its potential impacts: either too much or too little can have devastating consequences.

As the populations and value of cities rise, so has the need for urban areas to continuously identify and adapt to potentially detrimental influences. This has proved challenging however, despite living in an age of unparalleled knowledge and expertise we currently have the highest ever exposure and vulnerability to natural hazards within urban areas. Over recent decades flooding episodes have become commonplace in even the most advanced countries. Moreover, future projections of changing climates, burgeoning populations and escalating urbanization has created an intense need for intervention measures that are appropriate to this uncertain context.

Flooding has been traditionally been managed by a technocentric paradigm, but hard experience has taught even the most advanced nations that flood defences may not be reliable; technology can intervene, but nature can occasionally provide catastrophic evidence of its inherent limitations. The frequency, scale and impacts of flooding have driven a managerial shift with the debate turning towards people and places; key tenets of spatial planning. Indeed, these events cannot be disassociated from the socio-economic context within which they occur; being directly related to how we live, where we live and how we govern. Whilst the requirement for more effective interdisciplinary managerial intervention has become apparent, in an increasingly uncertain world within which it is acknowledged that floods will continue to occur, there is a similar need to make people and places more resilient to their effects.

This paper initially analyses the changing nature and scope of the flooding problem, before discussing how this has driven a series of fundamental shifts in our management of risk. The final section of the paper discusses how this ongoing uncertainty necessitates a move towards embedded resilience and suggests a framework for considering notions of risk and resilience within spatial planning.

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Bracket C – POLICIES AND FIELDS

11 Housing and Regeneration Policies

Track 11: Housing and Regeneration Policies

Track Co-Chairs

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Anneli Juntto, University of Eastern Finland

The repercussions of the recent global financial crisis created a new set of challenges for the actors engaged with regeneration and housing. Gone is the (misguided) certainty of economic growth fuelled by cheap credit and real estate price inflation. For many advanced capitalist economies the aftermath of that era will be unsustainable levels of public debt, over-leveraged households and a dysfunctional banking system that may hamper growth for years to come. It also appears that the unquestioned faith in market-led solutions which underpinned housing and regeneration policies during the last two decades has been seriously eroded. New social visions guiding regeneration policies and practices have to be formulated and with these new visions a different balance will have to be struck between the market and the state, between public and private, between the individual and the collective. What will the role of regeneration and housing policies be within that context? Will there be space for luxury in that new era and what will the new luxuries be? Will things like public space and social infrastructure, social and economic diversity, environmental standards, energy usage, design quality, construction quality, fitness for purpose and user friendliness become even more of a luxury themselves?

The track welcomes papers focusing on the following themes/questions:

- How have the existing housing provision models fared out and what new models are emerging, especially regarding the provision of high quality affordable housing in regeneration areas?
- In what ways are the roles of the state and the market in housing provision and in regeneration changing? What solutions are emerging for balancing risk, efficiency, affordability, quality and quantity of output? Which trends are currently emerging with regard to the importance of and the balance between new-built and adaptive re-use/renovation?
- What is currently the scope for housing and regeneration policies to affect the physical, social and cultural diversity/richness of regeneration areas? Has the discourse of mixed use, mixed community schemes gone out of fashion or is it becoming an even more crucial focus for policy in future? Are there indications that regeneration and housing policies are rebalancing their approach to satisfying household needs and preferences according to life cycle, household type, ethnicity, lifestyle or demographics?
- How much is there to be hoped for from alternative means and models? What kind of housing and regeneration initiatives are developing from the bottom up in an era of limited public and private resource availability? How could such bottom up community-led schemes be funded in the short run and maintained in the long run? What is the current policy response to such alternative models?
- What could the role of public goods be in future regeneration and housing schemes? Will good quality public space, the provision of hard and soft infrastructure and other public facilities become a luxury we are unable to afford or are these factors going to play a more important role in creating long term value in regeneration schemes? How could art play a role within such a regeneration context? Similarly, what could urban ecosystem services have to offer?

Academic contributions as well as more practice-oriented or policy-oriented papers are welcome. Interdisciplinary approaches tackling the transformations of regeneration milieus and associated processes would be particularly valued.

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Multisensory Environmental Experience

Due to financial constraints in the building industry, uniform design solutions and building materials are being used. The originality, cultural and historical stratifications of the environment disappear and way finding is becoming difficult. The staircases are designed for movement, in accordance with specific fire and safety requirements. The standard materials and railings used in the design of the entrances and staircases make them monotone. Nevertheless, the moment of “Reaching Home” is important when people return home from work, from school or from public urban spaces back to their privacy, to their roots. An entrance acts as a business card of a building. It should be unique, interesting and memorable.

The usability of the built environment is not the same for all user groups. The immediate surrounding is not attractive or the building doesn’t enable the resident to go out. Therefore, particularly elderly and disabled people spend most of their time indoors. The physical form, the aesthetic and atmospheric qualities of urban space can promote social relations and are in a specific role in urban planning. Space planning, furnishings, colour and material choices as well as natural elements influence people’s well being.

In order to create sense of community, local culture and history should be made visible. In addition, new possibilities for multiple functions in courtyard and in semi-public spaces should be created. Good design promotes social well being and the notion of “aging in place”. Beneficial spatial design will help in way finding and in maintaining the functioning capacities of the residents. An aesthetic environment which stimulates all senses will also increase safety.

“An architectural work is not experienced as a series of isolated retinal pictures, but pleasurable shapes and surfaces molded for the touch of the eye and other senses, but also incorporates and integrates physical and mental structures, giving our existential experience a strengthened coherence and significance” (Pallasmaa 2005).

The goal of this research is to develop user-centric, multisensory residential environments that promote social and physical accessibility. The study focuses on the semi-public indoor and outdoor spaces in the residential environments, including staircases, common spaces, entrances and courtyards.

During the study small-scale experimental pilot cases are being realized in new and in old residential areas. In the chosen living environments resident’s use of space (paths) in the neighborhood will be monitored. Some residents will be interviewed and measurements of their vital functions will be carried out. This gives experimental and measured data that can be related to their welfare.

In this multidisciplinary study individual, affective and memorable experiences in residential environments are developed by means of architecture, arts, cognitive and usability research. The experience is attained by means of acoustics and lightning as well as spatial, urban and landscape planning.

The project produces new knowledge which can be utilized in construction and refurbishment of residential areas. As a result of this study, the quality of built environment and common spaces will be improved. The factors that add to security and

comfort of the immediate surroundings will be increased. The study focuses especially on life-cycle housing and on the requirements of the population ageing in the coming years.

This project transfers the research data of operational environments related to the elderly, the disabled and other disadvantaged groups, and the data obtained from usability research concerning spaces and technology, into practice. Hence, these best practices can be transferred directly to the architectural design and to the development of building materials.

This study is a multidisciplinary opening in the Finnish research area related to common spaces of residential environment, focusing on the possibilities to connect science, technology, arts and new practices in order to develop the versatility of the semi-public and public spaces.

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The New Localism: Evaluating the Importance of Neighbourhood Governance in Delivering Regeneration Strategies

During the past decade English local authorities have experimented with new governance arrangements for delivering integrated services at the local level. A number of Neighbourhood Management Pathfinders have been funded to develop new ways of improving the quality of local services, making them more responsive to local needs, integrating services across policy boundaries and directly consulting and engaging local communities in how this is done. Principles of neighbourhood management (NM) have now been applied more widely in other local authorities. Since these areas often contain high levels of deprivation and poor living conditions, housing is normally one of the core services around which others are integrated.

This paper will set out to review this trend towards NM and will draw on research carried out in 2010 for the City of Westminster in London. This involved reviewing a range of models of NM in different English cities and a more detailed investigation of the approach adopted in three neighbourhoods in Westminster. A series of in-depth interviews were carried out with officers, elected members and residents and internal documentation was analysed.

Key questions to be discussed are: what are the key criteria for successful NM? What role does housing play in the delivery of local NM strategies? What new partnership and governance arrangements are emerging and could these be replicated more widely? How are local communities and service users engaged and what contribution do they make? What are the wider implications for creating sustainable communities?

The paper will be divided into three sections: An overview of NM in England and the potential benefits it can bring, particularly in the delivery of local housing policies; an exploration of the different models and approaches to NM with a special focus on Westminster; and, a discussion of key findings and whether these indicate new forms of delivery and governance which might be replicated more widely.



Although the main focus will be on England, the paper will be relevant to the many other western economies which have adopted the NM approach.

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Defining Sub-Regional Housing Market Areas in the English Regions: Methodological Approaches and Practical Implications

In recent years, housing market research and policy in the UK have come to acknowledge that housing markets are heterogeneous and characterised by local issues. However, engaging with local housing market processes has been difficult because of the dominance of a narrow research and policy agenda that has tended to focus on the national level housing market. Traditionally, local authorities have co-ordinated local housing provision and have been responsible for assessing and allocating the amount of land needed to accommodate new housing and this has led to an acceptance of local authority administrative boundaries as approximations to local housing markets. However, in practice, local authority administrative boundaries have little functional meaning within housing markets.

In response, there has been increasing emphasis in recent years on understanding the analysis of sub-regional housing markets processes. *Planning Policy Statement 3: Housing* (PPS3) encourages the identification of 'functional' sub-regional housing market areas as a basis for developing a housing evidence base that could be used to inform regional and local plans and policies. However, how sub-regional Housing Market Areas (HMAs) should be defined has been subject to much debate in England. There has been limited guidance offered by central government in the form of its Housing Market Assessment Manual (2004) and more recently the Housing Market Area Advice Note (2007) but, significantly, the Advice Note offers no firm recommendation as to how best to define Housing Market Areas, instead suggesting three broad approaches that could be adopted: house price modelling, migration patterns, and travel-to-work patterns.

This paper draws on research currently being undertaken on behalf of the English National Housing and Planning Advisory Unit (NHPAU) involving an examination of the implications of different methodological approaches for the purposes of defining sub-regional HMAs within the North West region alongside a broader review of the methodologies that have already been adopted by all regional planning bodies across England. In doing so, it considers the implications of adopting alternative approaches for defining HMAs in terms of housing market analysis and the development of spatial planning policies.

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Urban Villages in the Heart of the City: Planning Contradictions and Challenges

The aim of the paper is to examine the complexities of planning for creation of “urban villages” in historic city areas and to question critically the suitability of conventional planning approaches to realising these ambitions. Core questions within this are:

- What are main planning challenges in encouraging urban village principles and the balancing of diverse interests and ambitions, given the particular nature of historic industrial districts?
- What kind of planning approach is best suited to this task – in terms of land use regulation; the use of special development vehicles; long term management; and the nature of the planning process?
- To what extent is it realistic to even attempt such ambitions given the inherent complexity and sensitivity of such city districts?

The urban village concept has been prominent in planning aspirations in European cities for many years, either through initiatives bearing that name or similar planning approaches that apply many of its core tenets. Urban village initiatives have been studied to some degree in the context of new residential developments in brownfield sites, and in connection with attempts to develop cultural quarters. But they are less understood in complex inner city environments where the foundations for sustainable, integrated districts may already exist in many respects.

The paper grounds the discussion in relevant debates concerning sustainable urban development, and urban villages, before exploring the planning challenges and implications through a case study of the historic Jewellery Quarter district in Birmingham, England. This traditional manufacturing area on the city centre fringe was designated for regeneration and planning reform in the 1990s following several decades of economic decline. This case study draws upon analysis of land use change, social and economic data and planning and policy frameworks. This is augmented by interviews with key stakeholders and interests, including businesses, residents groups, public authorities and property sector actors.

The paper examines the planning approach and framework instigated by the quarter’s designation as an Urban Village in 1998. It reviews the subsequent diversification of uses before examining growing tensions between different interests – the new residential population, diverse business sectors (jewellery, creative, professional, night-time leisure), visitors, landowners and developers, public authorities – as well as the influence of the quarter’s historic built fabric, and its city centre setting. It explores the more recent effort to tighten planning policy, the effects this has had, the new tensions that have arisen, and remaining challenges after several years of trying to find a sustainable balance between different interests.

The core issue that to emerge concerns the tension between the merits of adopting a “light touch” planning regime focusing on land use designation and flexibility, and a more prescriptive, interventionist approach that might more overtly direct uses to particular sites, afford specific protection to uses and areas, and shape patterns of land and property ownership. The sheer range of interests and ambitions for the area, plus

its main characteristics (history, built form, urban setting) make these planning problems particularly acute in the area. Finally, the experience raises important questions about the implications for the planning process. Ambitions for a genuinely collaborative, inclusive approach have foundered in part of the very complexity of the districts and its interests. A more top-down, imposed model of planning, alongside may be more practical for the quarter in some respects, but is that a really sustainable approach in the longer term?

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Causes of Decline of Industrial Estates

Urban areas face the process of decline. There are however large differences in the pace in which this process takes place. A special type of urban area that experiences negative externalities that come with urban decline is the industrial estate. Literature on urban decline and regeneration of housing and inner city areas is extensive (e.g. Roberts and Sykes; 2000) the decline of industrial estates has to the best of my knowledge not been researched much. This paper tries to contribute to filling this gap in urban literature. The causes and effects of urban decline and regeneration are much debated (ibid.) and although there are differences between the processes of decline in housing and inner city areas on the one hand and industrial estates on the other hand, there are also similarities. The physical effects of decline are but one of these. The main research objective of this research is to gain insight into the differences of decline between industrial estates. In practice, some industrial estates decline over much shorter periods of time than others. The relation between different regional and site-specific characteristics and decline of industrial estates will be empirically tested. Special attention is given to the relation between investment decisions and decline of industrial estates.

A quantitative indicator for decline of industrial estates will be used to measure decline and make it possible to compare between industrial estates. The development of property value will serve as the key indicator for decline. Existing studies on the valuation of industrial property and determinants of local business rents (e.g. Hennberry et al.; 2005) will be used to set a conceptual framework with explanatory variables. One of the explanatory variables is the investment decisions of property owners. Investment has long been an important policy measure to stop the negative effects of urban area decline, following the principle of property-led urban regeneration (Healey 1991). The role of investments and other possible explanatory variables in the process of decline are hypothesized and will be analysed by performing multiple regression analysis.

Industrial estates in the Netherlands will serve as a case study in this paper.

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A Surfeit of Surface and an Excess of Space: New Islington, Manchester

Periodically Manchester has been the subject of planning studies which have sought to provide an improved urban environment. These have reflected changes in architectural fashion, and historically have comprised proposals for the central civic areas, slum clearance leading to comprehensive redevelopment, and most recently re-urbanisation. Because of their size and the only partial and haphazard completion of these public strategies, as well as the fluctuating fortunes of commercial development, a fragmentary urban environment has been the result.

Cynicism and disillusionment are the pervasive attitudes common to harsh economic climates, and a city which shows the persistent scars of decline seems likely to encourage only the most basic of constructions, devoid of any aesthetic sensibility. Manchester's long international reputation for commercial pragmatism regardless of the social and urban consequences, has had a short-lived revival during the recent construction boom. The current accommodation between public and private interests presented a series of development opportunities, although the projects which have been implemented suggest a certain level of enduring banality. The image of the industrial city which survived and has been promoted is now complemented by the elaborately patterned facades which conceal the shells of unoccupied spaces. This sharp division between utility and decoration continues to haunt architectural and urban debates, and Manchester's present state is entirely typical of many British cities, despite the oft-repeated claims to primacy or uniqueness.

Despite the general distrust with which the architectural and planning professions are regarded, it was recognized that radical solutions were required for the masterplanning of some of the most problematic areas. Will Alsop's 2002 masterplan for the Urban Splash development in East Manchester, a project dubbed New Islington, exemplified the mediation of this strategy through the use of seductive communicative means, a narrative which suggested that a difficult reality had been overturned by an urban fiction. After substantial infrastructural works and relatively modest domestic projects by other architects were completed, this landscape of continuing urban desolation has been epitomised by the finalising of Alsop's long-awaited CHIPS apartment building. Nothing could be further from the anodyne image of conventional urban renewal in Britain. Uncannily similar to the computer simulation produced as part of the marketing campaign, Alsop's brightly-coloured reveals, the building's super-graphics and the waterside location will perhaps distract the architectural tourist from the brittle quality of the building's construction.

While CHIPS exemplifies a certain degree of disengagement from its context, this distance is only a symptom of the frenetic switching between development and disillusion which has provided the backdrop to British urban regeneration. This see-saw now moves at such a pace that forms are exhausted virtually the moment they are disseminated, diminishing the aura of the architectural and urban object, while fuelling the appetite for

further novelty. However, what is most startling in the fulfillment of the masterplan is the meanness of the spaces provided for occupation in contrast to the generous provision of public open space, in sharp contrast to the overdevelopment evident in other parts of the city. The lack of construction caused by the economic downturn therefore means that a series of isolated developments will enjoy an amplitude of open space in varying degrees of completion and abandonment for some time to come. The bus stops are in place to ferry future residents, but eight years after inception one would still have to be a very optimistic pioneer to invest your hard-won mortgage in this key example of contemporary urban anomie.

Whether ambitious projects such as New Islington indicate foolhardiness or naivety, they suggest that an incremental and open-ended policy for regeneration would be less wasteful of resources and aspirations, and would produce an environment where the quality of the public realm could be utilized rather than merely decorated. The economic benefits of such a strategy might take a long time to accrue, but the indications are that such a course might result in a city which is less self-consciously alienated from its inhabitants.

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Regeneration and Social Enterprise: a Model for the Future?

The UK is currently experiencing the longest and deepest recession since the 1920s. For over a decade, economic growth driven by the finance and service industries has seen considerable private sector investment into urban areas, helping to fuel the regeneration of city centres (Jones and Evans, 2008). With the economy retracting during 2008–09, this has impacted on both the public and private sectors' ability and willingness to finance regeneration projects, be they physical, economic or social, either already in progress or in the pipeline (Parkinson, 2009).

Social enterprise is increasingly been recognised by policy makers as playing an important role in the local economy, as an alternative way of promoting economic development (Office of the Third Sector, 2006). Notwithstanding the definitional debates surrounding the term, social enterprise is seen in the context of a recession as providing opportunities to combine both economic and social objectives, within a new social vision. However, the actual community benefits of social enterprises are poorly researched, with just an anecdotal evidence base to support the commonly perceived view of social enterprise as a 'win-win' situation (Hart and Houghton, 2007).

This paper addresses that research gap, by examining evidence in the literature of the links between social enterprise and regeneration and then by taking a series of case studies in the UK, where social enterprise has been embedded with regeneration strategies. Through detailed case study work and in-depth interviews with key actors in each case, the paper explores the benefits of, and challenges for, social enterprise in a regeneration context, and draws out some of the lessons learnt that could be applicable in a post-recession context.

The paper concludes that the recession has offered opportunities to review the ways and means of delivering regeneration objectives, in the light of the neo-liberal approach



to urban policy over the last decade. From the evidence presented, it appears that there is real potential for social enterprise to play a role in future regeneration schemes, developing from the bottom up, in community-led initiatives. However, social enterprise is only one potential solution to the deep-seated challenges that underpin deprived neighbourhoods. These should be addressed through a wider holistic strategy to create more sustainable and socially just communities.

Further research that could usefully be undertaken includes the role of social enterprise in initiatives to build more sustainable places, such as 'Eco-towns' in the UK. There are also methodological challenges in measuring the contribution of social enterprise, in areas such as building social capital, and promoting collective action and civic commitment. These could usefully be explored further.

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Urban Planning and Urban Inclusion. A Review of the Implementation of the Districts Act Law in Catalonia (Spain)

The Districts Act Law (Ley de Barrios) contains provisions that affect the development of the city by highlighting different forms of state intervention and sharper socio-spatial impacts in Catalonia, Spain. It pursues goals of reconstruction and urban regeneration, which can be physical, environmental and architectural, in order to ensure effective overall planning and rational use of scarce land available. Furthermore, in addition this law prevents urban degradation and social segregation in the neighborhoods of Catalonia. It is an instrument to build and strengthen social cohesion, preventing the emergence of ghettos in historic centers and suburbs. The most important tool of law is the creation of a fund Government's financial rehabilitation for districts of Catalonia for municipal development or the accomplishment of goals that will enhance civic character. The establishment of monitoring and evaluation committees for each of the districts participating in the program of action was essential to the outcome of the Law. Intervention Projects that are formulated in this program do an analysis of the context that justifies the intervention, a diagnosis, establish a strategy for urban intervention and propose one or several fields. The role of the committees is coordinate the actions, monitoring their implementation, evaluation of results and promotion of citizen participation in the process of comprehensive rehabilitation of the neighborhood. This paper examines and discusses the implementation, coherence and efficiency of the social integration mechanisms deployed by Generalitat de Catalunya's Ley de Barrios, that is: promotion of urban inclusion, social housing plans, social integration projects, subsidies and the bill on land use and social integration currently being discussed by the Generalitat de Catalunya's Parliament. In particular, it reviews the analysis of the effects of the Law on urban rehabilitation since 2004. It also investigates the effects of the



increased emphasis on community participation, evidencing how it helps to more fully adapt the incentives faced by benefits of this policy.

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Urban Integrated Regeneration Programs in Italy: Integration of Actions, Actors and Policies

Starting from the EU's *Urban Initiative* in 1994, a large number of experiences on Urban regeneration programs (URP) have been developed around Europe; this has generated different approaches to the regeneration of run-down neighborhoods and new competences and learning paths for the actors involved in those processes, both private and public. New forms of governance have been developed in the different member states to manage those integrated programs.

According to *Urban* principles, urban regeneration is a program of local innovative actions which are multidimensional (including physical, social, and economic actions, which go beyond redistribution and assistance policies), inter-sectorial, inter-institutional, aiming at forming partnerships and at involving inhabitants, with a special attention to social exclusion situations (CEC, 2007).

Firstly, the paper deepens the Italian case, in order to understand the way in which the *Urban* principles have been declined in the "Mediterranean Perspective" (Janin, Faludi, 2005), related to the governance of the European spatial planning amongst different countries.

Secondly, with a closer look to a single case-study, and to the way in which *Urban* criteria have been developed in Italy, it shows how these processes have had methodological fallouts on local administration *modus operandi*, notably in the fields of subsidiarity and intersectorial actions, developing different organization models within the administration body, and in the relation with the actors involved in the process: from an exclusively public and hierarchically organized action, to the participation of different levels of actors alongside with non public actors.

Moreover, there has been an evolution in the Urban Regeneration Policy: formerly seen as a goal, now seen as a means for a cohesion and competitiveness policy. (Governa, Rossignolo, Saccomani, 2007)

In this context, we have seen a change in the approach of local policies towards run-down neighborhoods: urban regeneration policies are always linked to social, cultural, economic and environmental ones. The paper analyzes the way in which URP in Italy have generated different ways of integration, referring to local policies: how they have been related to each other, and how they have been related within the local network of actors and actions involved in the program.

In particular, three kinds of integrations are defined: I) integration of public administration policies, II) integration between local actions, related to different city-departments, III) vertical integration, between public administration and local actors. The aim of the paper is twofold: on one hand is to build a grid to put in relation local integrated "immaterial" actions (related to social, cultural and economic fields) with the various policies they came from, analyzing the reciprocal interaction and integration.



On the other hand is to apply the grid on an Italian case study in Turin, to compare how they had approached to those projects and what do they have learned after the program in term of knowledge and new skills: to see how the Urban regeneration approach has changed the way of working of public and non public actors in the renewal of the cities (Briata, Bricocoli, Tedesco, 2009).

The research is based on formal and informal documentation about URP brought to an end, developed in Italy in the last decade, and on a qualitative survey, with evidences from key informant, professionals, and public administrators, to investigate the way integration has been realized in those contexts and the learning paths that has generated.

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Housing Search and Moving Intentions: Implications for Spatial Planning

Intense political and governmental concern with the supply of housing in many countries, including the UK, has been paralleled by a longstanding academic interest in the efficacy of housing markets. Despite moves to enable a deeper understanding of housing markets to suffuse public policy and plan-making, there remains a significant gap between conceptual and empirical treatment of housing markets by academics on the one hand and research practice among policymakers and planners on the other (Jones and Watkins 2009). This frustrates attempts to plan for the building of the appropriate quanta of the appropriate type and size of new housing at various spatial scales.

Drawing on a recent empirical study of householders in the UK we examine two related questions which have fundamental implications for estimations of housing demand and their treatment in spatial planmaking.

First, we attempt to tackle the criticism of methods (e.g by De Groot et al. 2007) that rely on householders' own estimated movement propensities by employing a repeat sample to determine whether householders move when they say they expect to. Second, we move away from the use of revealed preference models that use migration data (criticised by the likes of Bramley and Watkins 1995) by analysing the housing search behaviour of households.

Our resulting analyses have implications for the methods that are used to estimate housing demand at different spatial scales and the ways in which such estimates are used by spatial planners. We conclude by commenting on these implications and drawing out lessons for practice.



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Using the Real Options to Evaluate the Effectiveness of Floor Area Bonus in Urban Renewal Projects in Taipei City

The goal of urban renewal policy is to promote urban functions, improve urban living environments, and to increase public welfare. In order to promote urban renewal projects, especially in Taipei city, many incentives are proposed by the public sector including tax incentive and floor area bonus. However, there is a growing trend that cases proposed by the private sector are mostly seeking for the greatest floor area incentive instead of fulfilling the goal of urban renewal. To balance development profit and public interest, urban renewal code instructs that certain degree of floor area bonus has to be invested in the public facilities. However, this regulation has also raised several debates. Such as can investing in the public facilities truly realize the public interest? Are the profits of the floor area bonus in urban renewal projects in a reasonable rate? From the best return perspective, how much should the investors decide to invest in the public facilities? This paper is trying to explore the possible answers of the above by adopting the real options method to evaluate the optimized investment of the public facilities and its return in the urban renewal projects in Taipei city, Taiwan.

The first part of this paper is to review the floor area bonus system in urban renewal projects in Taipei from the economic, social, and legal perspectives. Secondly, the real options method will be adopted to evaluate the development value of urban renewal area to avoid the uncertainty of the management flexibility and time defer when using the net present value (NPV) rule which is adopted most to evaluate urban renewal project in Taiwan. Finally, taking the Taipei City as the case study target area, collecting and evaluating the data of real development cases that have completed in the past three years, this paper aims to explore the best rate of investment in the public facilities in order to further evaluate whether the incentives have achieve the goal of urban renewal policy.

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Institutional Change and Governance Dynamics in Local Strategic Partnerships

A case study analysis of the realisation of area-based arrangements for housing, care and support in Arnhem-South.

The desire for 'independent living' has become one of the most important features of today's and tomorrow's generation of older people. This preference of many older – as



well as many disabled – people in need of care and/or social support requires a shift within the traditional provision of housing, care and social support services in the Netherlands. Since two decades a transformation from traditional institutional ‘intramural’ care (for instance in large nursing or care homes), towards more ‘extramural’ or home-based care and social support services has become prevalent. This transition goes along with a widespread and generally accepted policy discourse of ‘ageing in place’, which demands for a more demand-oriented and integrated supply of these services, preferably to be delivered within the direct living environment of older and disabled people. Together with a growing awareness of the demographical change towards an ageing population, the integration of these new combinations of housing, care and social support within local urban development and regeneration processes constitutes an urgent challenge.

In many Dutch municipalities local strategic partnerships unfold initiatives to realise so-called ‘area-based arrangements for housing, care and social support’ (AA) in search of improving the quality of dwellings, the everyday environment and services for those inhabitants in need of care and/or social support. Organisations that generally participate in these local partnerships are local authorities, care and welfare providers, housing associations, commercial real estate developers as well as client and/or citizen organisations. Recently, these organisations are confronted with changing national policies in the fields of housing, care and social support. These policy changes contain both (further) decentralisation to local authorities and the introduction of market competition elements in the provision of care and social support services. New policies and legislation may lead to institutional changes in – cross sections of – the policy domains of housing, care and social support, and – consequently – bring about new dynamics for existing local collaborative practices between organisations involved in the mentioned partnerships.

In this paper we try to understand these institutional changes and transformative governance dynamics within a concrete Dutch local partnership, by presenting the results of a case study analysis held in the city of Arnhem. By applying Healey’s framework for the analyses of governance dynamics (Healey 1997a and b) – following a ‘sociological institutionalist’ approach – much of these dynamics within the collaborative ‘episode’ of organisations participating in the strategic partnership in Arnhem can be understood in a comprehensive perspective. However this analytical framework offers a valuable tool for empirical research, we argue that it could benefit from making the (structural) impact of changing policies on the behaviour of agents in local a partnership more explicit by paying specific attention towards the inherent governance dynamics within local strategic partnerships (see Lowndes & Skelcher, 1998).

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The Interaction of Housing and Labour Markets and the Implications for Spatial Planning in England

The interaction of housing and labour markets has long been recognised as being a key process shaping the structure of cities and regions. However, in England planning has traditionally failed to deal with the interaction of housing and labour markets due to the dominance of an overly macroeconomic perspective which has underpinned policy responses to the relationship between home and work. The dominance of the macroeconomic perspective has meant that planning has been unable to deal effectively with commuting and migration, the spatial processes connecting home and work, and has been ineffective at integrating housing and labour market issues in national and regional plans and policies (Wong, 2002).

When the British planning system was reformed in 1968 planning was given a broad scope to reflect its role in helping to address wider social and economic processes. However, during the 1980s the scope of planning was restricted and the role of plans was primarily based around allocating land. By the end of the 1990s, the land-use planning system was coming under increasing scrutiny and was being attacked for being slow, inefficient, for failing to respond to emerging economic and social issues, and for serving to exacerbate uneven spatial development. It was against this backdrop that proposals were made to introduce a radical new approach to planning in England based on the concept of spatial planning. Given that the 'new' spatial planning system is intended to put planning at the centre of the spatial development process, not just as a regulator of land and property uses but as a proactive and strategic coordinator of all policy and actions that influence spatial development (Nadin, 2007), it seems timely to explore recent attempts at addressing the interaction of housing and labour markets in England. This paper draws on the findings of two studies: an investigation into the interaction of housing and labour markets undertaken for the North West Regional Development Agency (NWDA) (Hincks, 2007) and aspects of a three year government-sponsored study into effective practice of spatial planning in England. In demonstrating deficiencies in the current macroeconomic agenda in addressing the interaction of housing and labour markets, the paper offers a critical reflection on attempts to address housing and labour market interaction in England and explores the potential for the new spatial planning system to address the interaction of home and work. The paper has three objectives:

- To review and explore the spatial processes and outcomes underpinning the interaction of housing and labour markets;
- To critique recent national policy responses to the interaction of housing and labour markets in England;
- To identify the implications of recent policy agendas on planning for housing and labour market interaction and to explore the potential role of spatial planning in delivering more effective responses to housing and labour market interaction in England.

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The Evolution of Residential Spaces in Chinese Mega-Cities' Peripheries – Shanghai case

Housing development usually has crucial impacts on urban spatial structure (McGee, Lin, Wang, Marton, & Wu, 2007). Shanghai, playing a role as China's largest commercial, financial and industrial city, experiences dramatic urban transformation and expansion caused by radical market-oriented land & housing reform and a series of economic and political reform acknowledged as 'Open Door Policy'. Shanghai peripheries accumulate tremendous urban redevelopment and a massive increase of housing construction due to less expensive land, better environment and flooding population (Wang & Murie, 1999). Hence, residential spaces in urban peripheral areas change dramatically influenced by both state and market (Wu, 2001). However, there has been no systematic study on the transformation of Shanghai peripheral urban spaces and their relation to the commercializing housing system. This paper aims to extend understanding of Shanghai's peripheral development mainly in terms of residential spaces and relate them to the commercialization process of housing system. First, it recounts radical market-oriented land and housing reform with up-to-date information on the recent housing boom through literature reviews, and institutional mapping. The second session focuses on Shanghai's spatial changes through spatial mapping and connecting them to economic, political and demographical changes in chronological order. This study finally identifies differentiated neighborhoods and socio-spatial polarization by in-depth interviews and questionnaires within case analysis. The conclusions draw attention to several important problems of residential development in Shanghai peripheries, including uncontrolled construction of housing estates, mismatch of housing supply and affordability, segregated residential spaces, and socio-spatial polarization in regard to the underdeveloped urban housing market. Further, it implied that a normal understanding of housing development in Chinese mega-cities' peripheries from either policy or market perspective is not enough to interpret the relationship between the housing system and urban peripheral spaces. Housing implementation process within housing supply system became more flexible and played a crucial role in transforming neighborhood developments and the corresponding urban peripheral spaces. However, in which way the changing housing system especially the housing implementation process influences socio-spatial structure in Chinese mega-city peripheries need further research.

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Urban Living in France Tendencies, Similarities and Differences – a French German Comparison

An increasing appreciation of the attractiveness of inner city habitation has emerged in Germany. After decades of concentration on social housing it is meaningful to regard urban owned property. The value of proprietary projects and inner city revitalisation policies lies in what they may offer the middle and upper classes that have, until recently, been leaving the city centres.

An obvious point of comparison and focus is our German neighbour, France, where especially in its capital, Paris, there is a long, unbroken tradition of inner city habitation. In this work, France and studied French living examples are examined through a German point of view. Paris is the embodiment of everything associated with the European city. There one feels a strong and rooted awareness of the city. One might ask how the German-French differences in living and in city-awareness arise.

An important contribution in the creation of this difference was the urban transformation carried out by Baron Haussmann in the middle of the 19th century. This 'Haussmannisation' of Paris meant the end of the social structures existing within buildings as well as separating the city into residential quarters for the working class and for the bourgeoisie. However, the construction of quality residential buildings in nice areas along urban boulevards created a foundation which sustained the presence of bourgeoisie in the city, in contrast to German cities, where the upper class was already starting to migrate from city centers to colonies of suburban villas.

The work explores the continuity of inner city habitation in France. French urban owned properties as opposed to social housing have hardly been analysed so far. In addition, the question is addressed as to why France, in contrast to Germany, has experienced no cessation in the tradition of building and living in the inner cities; it is sought to identify those factors leading to the creation, in Paris, of a successful recipe for the continuing habitation of the upper classes.

To trace this development, case studies were chosen throughout different eras. They illustrate the different types of housing and apartments which helped to form the aforementioned continuity; as well as making clear the variety of types of inner-city habitation they also illustrate the differing adaptabilities of the various house and apartment typologies to new living demands. With these examples the advantages and disadvantages of the different living areas are able to be shown. The case studies also highlight the living demands of today's inner cities – if in a very specific, upscale segment of society.

The study shows that in France – in contrast to in Germany – there has not been a cultural devaluation of the city centers and of inner city living, but an architectural and cultural, as well as sociological continuity of urban habitation. It explains why the perceived quality of urban living does not revolve around the transfer of suburban patterns to inner city areas, but on the further development of urban-specific forms and types of habitation. There are historic as well as cultural differences in living, which also manifest in differing urban living demands. Not least, this perspective is validated by the



lesser importance given to private terraces and balconies.

The study, although not representative, could differentiate and expand the generally accepted thesis that there is not a typical city dweller. This means raising the yet unproven thesis that urbanites differ, especially in their preferences for new or old buildings. Quality does not seem to be a question of modernity, functionality nor of a specific living form. Thus there cannot be a sample solution applicable across all urban habitation projects. Only variety enables the different types of city dwellers to fulfil their living preferences in the city.

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Local Firms, Place and Social Responsibility

Urban regeneration that combines integrated and place-based approaches increasingly aims at the involvement of private companies in social activities in neighbourhood revitalisation be it in the form of formalised public-private partnerships or otherwise. This is expected to contribute to regeneration in various valuable and sustainable ways including alleviation of public expenditure. As such public planners' expectations to local private companies are considerable and therefore the paper investigates the companies' attitude towards engagement in local neighbourhood regeneration.

The study comprises three case studies in selected inner-district urban neighbourhoods in differently sized Danish towns and cities. It combines a number of different data sets. Official statistical data and planning documents and analyses are used to get a general profile of businesses in selected neighbourhoods. Primary data are collected by means of individual and group interviews in private and public business firms, observations at local business or neighbourhood meetings, etc.

Findings confirm that there is considerable incongruity between the views of public planners and company managers as regards what is at issue in the neighbourhood. Private business is primarily preoccupied with the nature and quality of the physical environment. This includes buildings, parking space, physical infrastructure, etc. When it comes to corporate social responsibility, or local social responsibility, companies' interests are very often focused on matters of self-interest such as safety, cleanliness of public streets, and quality of public services whereas local social engagement is considered irrelevant or a matter for public authority. However, some companies and particularly entrepreneurial, rapid growth businesses within so-called experience industries have some interest in a socially and ethnically wider contact to for example local teenagers. These and other companies also favour urban neighbourhoods that are more or less characterised by being in a transitional phase between previous uses and new, still partly unknown local urban functions and activities.

Finally, the study shows, that there is a significant gap of knowledge of the other part between planners and local companies respectively. Consequently, there is a need for



further research as to the ways interaction between public planners and local companies is improved and for more knowledge of possibilities and constraints in relation to involvement of local, private business firms in urban regeneration.

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Internal Housing Space: by Regulation or Negotiation?

In the majority of EU member states, internal housing space (however defined) provides an important measure of housing quality. A minimum space 'standard', to which all homes must comply, is usually justified in terms of the need to deliver against basic levels of 'utility' or 'fitness': will a home provide for the *needs* of its occupants, which may well change over time, and will it be *fit* for habitation? There is one part of the EU, however, where it is not considered necessary to regulate for minimum space standards. Rather, such regulations are viewed as superfluous and as a threat to achieving other planning priorities, including an increase in housing supply, intensification of development and housing affordability. The UK remains the only member state without fixed standards, though even here standards now apply in Scotland.

This paper looks at the role that regulation plays in achieving housing quality (a combination of fitness and utility) by comparing two countries with very different experiences of space standards. In Italy, standards are viewed as a crucial means of delivering quality homes, and they are generally accepted as part of the wider regulatory framework by private housing providers. In England, however, standards are viewed as unnecessary. Here the emphasis is on market forces with a 'light touch' regulatory approach; housing quality is delivered through a locally negotiated approach facilitated by planning authorities.

Drawing on case studies (and interviews with house builders and regulators) in Manchester (England) and Turin (Italy), this paper aims to highlight the benefits and shortcomings of both 'regulatory' and 'negotiated' approaches to achieving minimum housing space standards. In particular it focuses on the English experience of using housing development to bolster the regeneration of urban areas. Here space standards become part of a negotiated compromise which takes into account, among other things, the need to increase land values to attract development. It briefly traces the history of internal space standards in the two countries before reading the effects of national 'regulation' and local 'negotiation' in available floor space and dwelling characteristics data. It then draws on interview findings in the case study cities to explain patterns in the data and, in the case of England, to consider whether a more regulatory approach to internal housing space is warranted and whether it could be made to work with existing house building practices, market characteristics, and to sit comfortably with other planning priorities, including housing production output, intensification and affordability.

The paper argues for a regulatory approach to internal space standards in England. While the limitations of such an approach are acknowledged (minimum standards can become maximums for example) the evidence suggests that the negotiated approach all too often leads to space – and therefore utility – being traded off against other factors.



The paper also reflects on the implications of regulation at the dwelling level for urban neighbourhoods and whether standards in England might provide an antidote to the concentration of small investment properties in some inner urban areas in recent years, which have arguably become socially unbalanced as a result of a de facto planning-out of families and larger households.

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Tenure Neutral Development, Space Standards, and Economic Shocks

The recent global economic crisis has impacted profoundly on residential development. Although the market in the UK has not crashed, interest and activity is at low ebb. Over the last 18 months, a number of development projects have run into economic difficulty with projected profit margins erased by the loss of market confidence. In some instances, developers have approached or been approached by social housing providers: the hope has been that incomplete homes delivered through speculative development and intended for sale to owner occupiers can be completed for social renting, sold at a discount to social providers and rented out to eligible households without the means, in this difficult economic period, to meet their own needs. This appears to be a win, win, win situation: the speculator avoids bankruptcy, the social providers gain an asset (using public funding), and someone gets the keys to a new home. However, this apparently straightforward transaction has been made more complex by the differences in build and floor space standards in 'social' and 'private' residential development in the UK (or, specifically, in England and Wales). The funding rules of the Homes and Communities Agency preclude the use of grant funding to build or acquire homes below a minimum benchmark standard. What seems like a logical exchange – from the private to the social sector – during a period of economic difficulty is regularly scuppered by the differences in standards, highlighting that homes in the UK are built with a particular tenure in mind, often making them unsuited to a different market or purpose.

At its inception and production, housing in the UK is not 'tenure neutral'. Whilst there have been major policy-driven transfers of public housing to private ownership, for ideological reasons, this has been one-way traffic. Much of the housing sold to sitting tenants from the 1980s onwards was built to an exacting space and build standard. Private buyers had little problem raising mortgage finance on these assets. And while social providers could doubtless raise private finance on unsold private homes today



(once the mortgage market picks up), they are unable to secure grant support for the purchase of these homes as the distributor of this grant views them as being, in several respects, sub-standard.

This paper draws on a research study, involving interviews with stakeholders from the private and social sectors, looking at a selection of aborted attempts to transfer speculative development into social housing use during the recent financial crisis. It isolates issues of build and space standards (and how these contravene funding rules) from other factors preventing the purchase of private homes (especially flat developments) from private developers encountering financial difficulty. These include, for example, failure to agree a price or the unsuitability of units for occupancy by persons selected from a social providers waiting list. In some instances, the cost of retrospectively altering a private development comprising one bedroom flats, for example, to a development comprising a mix of dwelling sizes may be prohibitive. Beyond these other considerations, the paper assesses the importance of space standards, in particular, in determining the success or failure of transactions and transfers. It highlights this as a major barrier to flexible tenure arrangements.

The paper then tracks the divergence in public and private space standards in the UK, referencing both more historic debates and the recent arguments in favour and against a common set of housing space standards. Traditionally, development interests have resisted calls to regulate internal housing space, arguing that this would undermine the achievement of other planning priorities including housing affordability and the efficient use of land. In reality, developers fear the possible impact on profitability and on the returns they can offer to investors. However, recent economic shocks may offer an economic case for common standards that allow tenure switching at times of economic difficulty. They may also allow developers to offer standard products suited to different markets, delivering homes that for the first time are fit for general purpose. Recent experiences in the UK draw attention to issues of variable housing quality and also to a means of creating a stronger partnership between social and private housing providers.

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Urban Design as Tool for Transformation of De-Industrialized Cities

De-industrialization is a challenge faced by many cities and that poses problems of social and economic transformation that social scientists and policy makers are still concerned and reflecting upon. Transformations in the urban design characteristics of de-industrialized cities have been hailed as having the potential to renovate and reinvigorate the social and economic fabric of the city even if, paradoxically, social scientists are often little involved in the project (Carmona and Tiesdell, 2007). There is a neglect of the benefits that urban design-based interventions can bring to a city and that are directly influenced by urban design itself. These benefits include the exploitation of already urbanized land that has fallen into misuse or is underused, the reconversion of underutilized spaces that are often illegally occupied by squatters, illegal immigrants, drug dealers and outcasts and that create social problems in the affected neighbourhood,



the increase of land value in the focus neighbourhood and in the adjacent ones and the preservation of land in the city edge, as the expansion of the city occurs within the city limits. (Hubbard, 1995; Gospodini, 2006)

This is the main question in focus on the present paper is thus: How is urban design used for the transformation of de-industrialized cities?

Cities with a strong industrial tradition are privileged places to study this transformation, because of the frequent existence of built heritage associated with the industrial period. Through urban design, a transformation of this built heritage is often promoted, in order to mark the path towards a de-industrialized reality. The goal of this paper is to look into what two European cities have been pursuing in this context. I will do this by focusing on three sub-questions: what are the interventions that are taking place in the focus neighbourhood and/or city; how are they transforming that physical space; and what are the new users and uses that place has after the transformation, if any.

The paper will be developed following a method that Klarqvist and Min (1994) used in a study of neighbourhood morphology, in which the analysis is guided towards discovering the links between (social) intentions behind a project and the resulting plan pattern. The social intentions set the context in which the urban design project is included. Urban design is the tool used to give a physical reality to these social intentions. The paper thus follows a qualitative methodology, in which a literature review guided by the proposed interaction between de-industrialization and urban transformation goals and urban design interventions will set the background. The study cases will be constructed through the analysis of the official documents on the transformation strategies, though interviews to the city planners, and on site visits.

The expectation is to find the clues of how these cities, affected with the economic and social decline caused by the closure of big industries and the rise in unemployment, used urban design interventions to build a way out of this socio-economic crisis. Question can be raised regarding the circumstances under which urban design interventions are an appropriate way of handling the problem. Problems of this type are normally not solved by a single intervention. In best cases they transform the problem.

The paper will be structured in five parts: an introduction to the concept of urban design and some of the ambiguities of the term that help to understand the high expectations regarding the reach of urban design interventions; a brief discussion on the connection between de-industrialization, urban design and urban transformation; a reflection on why urban design has become an important part of the post-industrial city, an overview of the urban design strategies used in the two study-cases, and conclude with the main attributes of a de-industrialized city's transformation through urban design interventions.

Further research will be needed to extend the study into a third aspect of the relationship between de-industrialization and urban transformation through urban design – has the plan pattern delivered the expected social and economic transformations? This is a question that I intend to address further on in my research.

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Brownfield Regeneration in Marginal Areas in Osaka, Japan – Comparative Study on Brownfield Regeneration Japan and UK

This paper aims to identify the regeneration of brownfield sites (post industrial contaminated land) in marginal areas in Osaka, which is drawn on a comparative study conducted with Oxford Brookes University in the UK: “Regenerating Hardcore Brownfield Sites in England and Japan”.

Marginal area means mainly sites located in an isolated area from urban centres where the industrial structure has been largely changed. Hardcore sites are long-term derelict sites where contamination is a particular issue and where the site may be located in a marginal location, often with fragmented ownership and many different interests within a single parcel of land.

In Japan, the regeneration of brownfield sites is a relatively new urban agenda. The awareness of the brownfield issue has been gradually risen by the establishment of the Soil Contamination Countermeasure Act (SCCA) in 2003 and the revision of several real estate regulations. According to the current statistics (MoE, 2007) Japan has some 113,000 ha of contaminated land and its worth in value terms is 43.1 trillion yen. In Japan, brownfields is defined as: ‘lands which are unused or with extremely limited use compared to their intrinsic value because of the existence or potential existence of soil contamination’. In contrast, data from DCLG (2008) suggest that there are 67,000 ha of brownfield (or ‘previously developed’) land in England. This includes land that is still ‘in use’ but identified as potentially latent brownfield but with possibly as many as 25% of the total number of sites being ‘hardcore’. The focus of our previous study on brownfield regeneration (Otsuka et al., 2008) and other studies that identified ideal countermeasures and key policy issues at sub-regional and national levels (Dixon., 2007) have only focused on large-scale ‘flagship’ projects. There has been little research on assessing the potential reuse of smaller derelict contaminated sites, as well as marginal areas.

Brownfield issues are clearly a global problem in developed country, but little or no research has sought to compare experiences and lessons between western countries and East Asian countries such as Japan which has potentially severe environmental issues arising from previous industrial use.

This study examines the regenerating and current land use of brownfield sites in three marginal areas in Osaka Prefecture where many marginal sites are recorded in Japan. The three areas selected for this study are: East Osaka District that is a heavily industrialized area with many small and medium-sized manufacturing facilities; West Osaka District that is an industrialized area where the industrial structure shifted away from “heavy

and sluggish” industries toward high-value-added “light and nimble” industries; and Senshu District that is located in suburb area far from the centre of Osaka, where its industrial structure has greatly changed with the decline in the textile industry.

The preliminary findings from the case studies are as follows:

- Many brownfields had been already redeveloped in Osaka before the launch of the SCCA without investigation of soil contamination. However after that, the SCCA seems to have hindered the redevelopment of brownfield site in marginal area in Osaka.
- Brownfield sites had been redeveloped where the land prices of the sites were high enough to cover the cost to countermeasure soil contamination in Osaka.
- Redevelopment has been currently stagnated, since the second wave of recession in 2008.

In the next stage, a limited number of site based case studies within the three areas will be carried for the further investigation in parallel with the Manchester study undertaken by the UK counterpart.

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The Intensification of Development and the Provision of Family Housing in London

Since the 1990s the UK Government has espoused the concept of the compact city and adopted a policy of absorbing growth within existing urban areas. This approach is resulting in an increase of residential densities in areas of high demand. The focus of government policy has been on the numbers of new homes produced, but over the last decade there have been growing concerns that majority of new homes built have been one or two bedroom flats (Drury et al, 2006). There are fears that such a concentration of small units in urban areas is likely to lead to a socially unbalanced community and a high turn over in population. Silverman et al (2006) argue that it is important to attract and retain families with children in dense urban neighbourhoods, because they have a high stake in their neighbourhoods and thus play an important role in promoting social cohesion. Thus the provision of a good supply of family housing is important to the social cohesion of urban areas where development is being intensified.

This paper will focus on London, which has experienced a high rate of population growth within the existing built up area in the last two decades. It will review the policy relating to the provision family housing and examine how policy has been implemented in two London boroughs. It will examine the data available on the size of units, which in the UK is generally measured in terms of the number of bedrooms. It will also present an analysis of a sample of plans assessing the quality of provision in terms of overall floor



area and the floor area of bedrooms, kitchens, living rooms, and private outside space. It will report on interviews with key stakeholders on the challenges involved in providing both social and market housing for families. The paper will conclude with a discussion of the likely impact of the current recession on the provision of family housing and of what policy changes might improve the future provision of family housing.

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The Regeneration of 'Hardcore' Brownfield Sites: England and Japan Compared

This paper examines comparative approaches to regenerating 'hardcore' brownfield sites in England and Japan. Over the last decade, the regeneration of large-scale 'flagship' projects has attracted political attention in the UK, and previous research has discussed policy issues and key barriers at these sites (Dixon, et al, 2007). However, further research is required to explore specific barriers associated with smaller or marginally located 'hardcore' sites.

In the UK, 'hardcore' sites were referred to those which had been vacant or derelict for nine or more years (English Partnerships, 2003). In such sites, a combination of site-specific factors (e.g. ground conditions, contamination, local market, accessibility, fragmented ownership, and their location in marginal areas etc.) caused extensive constraints on the regeneration process (EPs, 2003). While the redevelopment of 'hardcore' sites has been lagged behind and under-researched even during the booming economy in the UK, recent economic downturn will clearly bring much bigger adverse economic impact on such sites than well-established and large-scale brownfields. Compared to the UK, brownfield is a relatively new political agenda in Japan. Japan has less experience in terms of promoting the brownfield redevelopment at national level (Otsuka & Abe, 2008), and therefore it is not surprising that the specific issues of 'hardcore' sites have been under-researched. Furthermore, Japan has been already in recession since the middle of 1990s which made it difficult to regenerate even flagship sites, and it was inevitable to leave 'hardcore' sites being almost untouched. Therefore, it is meaningful to investigate the regeneration of 'hardcore' brownfield sites under the current economic conditions in the two countries.

The paper seeks to reveal the contextual differences and similarities between 'hardcore' brownfield regeneration in Japan and England. The research reported in this paper firstly identifies the contextual differences, national policy frameworks and key issues to regenerating 'hardcore' brownfield in the two countries. Secondly, these issues are examined in detail through 4 case studies of 'hardcore' sites in Manchester and Osaka respectively. Finally, the findings from the case studies are reported with implications for bringing 'hardcore' sites back into beneficial use shared by the two countries.



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Increasing the Availability of Low Income Housing in Sao Paulo, Brazil After the 2002 Master Plan

This study analyses the low income housing production in the neighborhood of Lapa in Sao Paulo, Brazil, in the period that follows the 2002 Master Plan of the city, when the Special Zones of Social Interest (ZEIS) were created, with the aim of controlling land value in certain areas of the city in order to be accessible for low income people. The paper seeks to give subsidies to the various low income housing promoters such as the municipal government and private developers, to reevaluate and improve their actions to reach the goal of decreasing the lack of adequate housing for the poor.

Considering that this paper deals with relatively recent housing policy provisions, the literature about the subject is very scarce. For this reason, the research method was mainly based on fieldwork, including visits to the sites, to check if and how constructions were occurring in the ZEIS. Simultaneously, an investigation of all the housing projects that were approved for construction by the municipal government was conducted to ascertain if they were in accordance with the recently created law.

According to the Municipal Government of Sao Paulo, in 1970 one out of every 100 dwellers lived in a slum. In 2005 this figure increased to 20 out of every 100. The land value in central areas is significantly higher than in the suburbs and this has encouraged a process of occupation of the outskirts of the city where the urban infrastructure is precarious and the public transportation is inefficient. At the same time, the central areas have lost population and many buildings remained vacant.

The 2002 Sao Paulo Master Plan created 686 ZEIS with the objective of providing housing for the population of the city that is currently living in subhuman conditions in the slums, risky areas or invaded buildings. Some of these zones are located in central areas and this is the case of the area that concerns this paper, the Lapa neighborhood, where the land value is high due to the fact that it has a complete urban infrastructure and that there are plentiful job offers.

Despite the new legislation created to protect certain areas of speculation, the real estate market is finding ways to occupy some ZEIS and to build housing for the middle class or even the upper middle class, guaranteeing a much higher profit. The lack of housing in the city is so great that it is impossible to diminish the housing deficit without engaging the participation of private builders. The goal of this study is to understand how and why the process of disrespecting the Master Plan occurs and to develop planning instruments to prevent this. It also aims at finding ways to secure the commitment of the private sector to contribute to building low income housing, considering that legislation alone does not warranty land accessibility for the poor.



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Different Neighbourhoods but Also Different People?

Case-study realised in four neighborhoods in Flanders, searching for differences and relations (inter)between the physical characteristics of the areas and the lifestyles of their inhabitants.

In the past planners or designers often tried to describe or understand inhabitants in relation to their demographic or socio-economic profile (children, young families, elderly people, mid-income families, singles, ...), meantime focussing on the quantitative demand for new housing types or areas for these focus groups. In other fields researchers use the concept of lifestyles to explore the consumers diversity in relation to their consumption (= marketing), societal aspects (= sociology) (Bourdieu,1984) or individual value-patterns or personality traits (= psychology).

In Flanders, the idea of lifestylegroups is not yet introduced in the planners-world and this PhD-research can be seen as a first explorative step. The aim is to focus on the concept of lifestyles in general, to introduce a typology of lifestyles within the Flemish context and to explore relations between lifestyles and housing environments in order to develop new concepts for spatial planners dealing with the design of housing environments or with the adaptation of older housing areas.

The issue addressed by the paper is an aspect of the latter one, focussing on the relations between lifestyles of inhabitants and characteristics of their physical housing environments. The idea that there is a relation between the people and their neighbourhoods is not new and has been studied before by researchers as Wirth, Bourdieu, Rapoport (1967) amongst many others.

The lifestyles of the inhabitants are explored through four main concepts or themes, extracted from recent Flemish research projects looking for the factors driving demand preferences for different housing environments, and being economic status, openness, (un)safety and ecology.

A field study is carried out in four housing areas in Flanders, sampled from a cluster analysis. Two different methods are used. On the one hand the physical appearance of the neighbourhoods is analysed, as seen by an outsider, a non-resident. On the other hands a representative selection of inhabitants is questioned on their appreciation of their neighbourhood and on their lifestyle-characteristics.

This approach results in maps and pictures of the four neighbourhoods, showing for example the different status or openness of the areas and in lifestyle-groups based on the quantitative analysis of the survey. The confrontation of both sources makes it possible to confirm or deny relations between inhabitants and their neighbourhoods. A first analysis learns that a relation can be confirmed but not for all the themes, and



that there are meaningful differences in homogeneity of the population in the four neighbourhoods.

The next step in the research will focus on the implementation of this information into the planning policy and practices.

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Regeneration of Main Street in Post-Industrial City – Polish Experience

Traditional main streets and squares located in post-industrial Polish cities are under the influence of two different processes. On the one hand it can be observed reduction of traditional commercial function due to outflow of customers to the shopping centres located nearby downtown. Meanwhile, traditional commercial places are changing very often into so-called banking streets. On the other hand local authorities put a lot of efforts into regeneration of main streets as a representative urban places. However, results of regeneration projects undertaken by public sector are very little in case of vitality and viability of traditional main streets and squares. The biggest challenge of main street regeneration is the involvement of property owners, inhabitants and other local resources.

This paper presents theoretical framework of main street regeneration. It is review of main street programs based on approach creating by “The National Trust Main Street Center” and town centre management approach created by “The Association of Town Centre management”. It is also focus on measurement of vitality and viability of main streets and public places located in city centres. The paper explores main street regeneration process which is taking place in Dabrowa Gornicza, post-industrial city located in the Upper Silesian metropolitan region, south of Poland. The main objective of the article is evaluation of regeneration projects involving different partners from public, business and cultural sectors. Projects are examine on ability to build network, capitalize existing assets based on industrial heritage of the city and creating new products and services likely to attract both inhabitants and tourists. It is also examine the changes on the street as a local public good and the role as a representative place. In this paper are presented the analysis and assessment methods of regeneration process. In conclusion it is a list of recommendations for planning and implementation of main street regeneration projects.

The findings suggests that further research should focus on:

- Examine of cooperation process between different ‘actors’ of regeneration projects,
- Examine the changes of street space as a ‘public’, ‘club’ or ‘merit’ good,
- Examine of the influence of gentrification and creative industries on main street regeneration.

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Accessibility in Society; an Annotated Bibliography for Dealing With Impairments and Disability

Accessibility in the built environment is important for both the rights of equality of citizens in modern western European societies, as well as for the services needed in aging countries, such as Finland.

This paper seeks to explore aspects of the current state of accessibility in society, and what is the relationship between impairment, disability and stigma. Some background knowledge on treatments, aids and devices for persons with impairments is given. The paper also discusses the need for wider studies on the humanities level for dealing with the theoretical background for accessibility in our societies.

Accessibility is the ability for persons with impairments to fully participate in society, including a safe and nurturing childhood, education, working life, family, recreation and other opportunities for participating in society as citizens should.

However, those persons with movement, hearing or sight impairments may need support systems such as ramps, written or verbal texts and interpreters for their mobility, ability to communicate and interact in society. Persons with mental impairments need some sort of assistance, but partial independent living is always possible.

Several areas of accessibility in society will be analysed and conclusions for what needs to be done will be given.

Most societies react in some way to cognitive differences, and in others those with physical or behavioural differences will suffer from restricted access to social contacts (Shuttleworth 2003). In families, this is not always the case, especially in Asian societies, where older persons are respected and taken care of by the families themselves. Negative social impacts can be stigmatisation, or the formation of a group of persons to be separated from the main stream.

"Individuals are *impaired* if they experience physiological or behavioural status which are socially identified as problems, disorders, illnesses or other negatively valued differences" (Shuttleworth and Kasnitz 1999). How should a community react to those who are different in movement ability, to those who use aids and devices to ease everyday tasks in their lives?

Since the *Americans with Disabilities Act of 1990* in the USA, this discussion has become a political and a judicial question. Citizens are guaranteed the right to access to public buildings and participation in society. When this is not allowed, we have a case of discrimination, and court battles may take place.

Persons with disabilities have depression too. Sometimes the barriers seem insurmountable, and it takes real mental ability to keep struggling, even though your physical strength may be diminished.



Anthropologist Prof. Robert Murphy (1990) wrote a biography of his life first as an overactive Professor and who later in life suffered from paralysis that eventually took his life.

His research at Columbia University showed that one physically impaired person can make a difference. He headed up the committee for renovating their campus to become more accessible, and succeeded by sheer perseverance to get the job done.

Murphy also talked about breaking down barriers between disabled people “As liminal people, the disabled confront each other as whole individuals, unseparated by social distinctions, and often they make strikingly frank revelations to each other.”

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The Housing Regime in the Helsinki Metropolitan Area

The paper is a part of a multi-disciplinary research project URBA, which aims to bring together a wide range of stakeholders and actors of the housing sector focused to develop new urban housing concepts in the Helsinki Metropolitan area (e.g. Norvasuo et al. 2008; Puustinen & Kangasojä 2008). The paper is based on a Puustinen’s research project which examines the nature and the characteristics of the housing production and the housing policies (the housing regime). Moreover, the problems and needs of change in the regime are scrutinized.

The research problem is approached by a comprehensive analysis from the viewpoint of a regime theory in the context of urban change and governance. The emphasis of the regime theory is on the interdependency of governmental and nongovernmental forces in meeting economic and social challenges. It focuses attention upon the problems of cooperation and coordination between the actors.

The essential contribution of regime theory is the focus on the problems of collective organization and action. (e.g. Stoker & Mossberger 1994).

The central research questions in the paper are:

- What are the typical features and characteristics of the housing regime in Finland, focusing the Helsinki Metropolitan area?
- Who or which are the most influential governmental and nongovernmental actors at the housing regime and what is the nature of their reciprocal relationship? What are the most important external factors affecting on the housing regime?
- The risks and interests of the actors
- Are there shared goals or ambitions in the field; by whom and how are they defined?
- Are there needs of change in the regime and is there capacity for change seen by the actors?
- What is the role of citizens in the housing sector/regime? What kind of participatory procedures or technologies are there?



The research data is based on 15 theme interviews of the central “power players” in the regime. Interviews were carried out in November–December 2009. The interviewed persons were representatives of ministries, cities of Helsinki Metropolitan Area, developers, building constructions companies and of most important organizations and associations. Statistics and written documents are used as a background material. While writing this abstract (January 2010), the analysis of the data is in its early phases so the results are preliminary. The research is drawing an overall picture about a housing sector as a regime with an abundant cooperation between the governmental and the nongovernmental actors. However, the cooperation is seen by the actors, as *an arena* for observing the possibilities to promote one’s own goals, and as *a mean* to realise these goals. Substantial common goals are few and they are difficult to perceive. The governmental actors are characterized by a neoliberalistic (but so far relatively unsuccessful) efforts to clear norms and to reduce all kinds of economic supports and benefits orientated towards housing sector. At the same time, the new global level challenges like climate change, global financial crisis and economic downturn take major part of the attention and the action potential. Efforts to develop housing or housing construction are scarce and merely directed to technical, but not to social, solutions. The cities at the Helsinki Metropolitan area are burdened by the struggle with many external and internal factors like immigration, economic situations and trends and mutual competition. Building construction companies are, for the most part, passive and conservative adapting their businesses to given conditions. The citizen’s opportunities to effect on the conditions of housing and living are minimal. In general, the housing regime lacks future & change oriented, demanding professional expertise. This expertise would be needed especially among the developers whose role is seen crucial by different actors.

At the same time, the different actors of the housing regime are willing to change, for example to develop the quality and the versatility of housing. What is desired by different actors is a clear and intent governance of change. The paper leaves an open question of how the perceived willingness to change could be best benefited. This would be an interesting theme of further research.

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A Neo-Liberal Housing Policy? Convergence and Divergence between Italian Local Housing Policy and European Trends

Housing policies in Italy have been traditionally weak, particularly with regards to support for rental housing. However, during the last few years, in tandem with the decentralisation processes that transferred authority in the housing sector to local and regional levels, some examples of innovative housing policies have emerged. They seem, at least partly, to make Italian policies more similar to those of other European countries especially northern countries, where traditionally there was a greater involvement of the state in housing as part of welfare state. However, in the recent years European housing policies show an increasing tendency towards a neo-liberal political project: deregulation of the public sector; the centrality role given to the private market and, specifically, to home ownership; and the progressive withdrawal of State intervention in the regulation of the financial system for ownership.



Starting from an Italian case study (Turin and Piedmont Region), the paper tries to explore the hypothesis of a growing convergence between the Italian local (municipal or regional) housing policies and those of other European countries. Turning to details, in Turin some characteristics of actual housing policies clearly demonstrate a neo-liberal approach, in keeping with traditional Italian housing policies: the expansion of programmes for supporting home ownership; the reduction in the construction of public housing (costly to manage and to maintain); the reorientation of public social expenditure towards the individual; the expansion of public-private partnerships and the role of private interests in housing policies; and the growing professionalisation of the sector.

In other respects, there are signs of a shift away from this neo-liberal approach by stressing a new trend based on: the recognition of the growing diversity of housing demand and of its continuously changing nature, with an attempt to adjust housing policies to the diverse set of social groups in situations of housing hardship, or groups at risk of housing deprivation; the implementation of rent subsidy policies, a traditionally 'weak' sector in Italy. In mean time this new trend tries to eliminate the inefficiencies of both centralised control and total public management of the housing problem and need to respond to the lack of public resources for housing, opening it up to market finance and influence, seeking, however, to reconcile the public interest, housing market requirements, and the interests of people in need. The resulting panorama is one of lights and shadows, where innovation and continuity coexist and it is still unclear whether the signs of change in actual local housing policies in Italy are capable of amounting to a real alternative to the pervasive neoliberal housing policy model.

The hypothesis of a convergence of the local Italian housing policy with the trends in other European countries' housing policy is explored through the case study and a literature survey. This exploration could be the base for a further research using other European case studies.

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Regenerating the Core: Adaptive Reuse and Housing in the Historic City

Outline of the main questions, problem, issue addressed by the paper: The proposed paper looks to examine the effectiveness of recent attempts in a broader context and then use the municipality of Nicosia in Cyprus to engage in adaptive reuse of existing buildings for housing purposes to revitalize its historic center as a case study. The aim has been to promote the heritage of its cultural core through a series of strategic renovations of its urban fabric and the relocation therein of a returning population as well as such institutional clients as the City Hall, the Nicosia Municipal Museum and the strategic



spatial planning and adaptive reuse of abandoned or underutilized municipal service buildings and existing housing stock to bring new life to the historic core.

Statement of the methods, evidence, or support arguments: Several municipalities in some of Europe's older cities are adopting urban redevelopment policies that aim at housing investment capital for their underutilized cores. Their efforts are often characterized by the provision of new housing units, the organization of events and/or relocation of institutions geared towards the promotion of heavily marketed cultural consumption and the examination of examples focusing on Nicosia's historic core as the main case study.

Statement of the results, solutions, proposals generated: Since the late 1980s the encouragement and assistance given by the European Union to both economic and cultural development has benefited city-regions, as representative sites for the European common heritage and inheritance – many of these displayed idealistically for new and local residents, as well as tourists, business and leisure and cultural activities. A focus then is an analysis and examination of the evolving methodology on the process and practice of planning for new or adaptively reused housing has been turned by a number of cities to comparative advantage in the regeneration of their historic core.

Statement of open questions and further research: Cities in many European countries have sought to understand the dynamics of cities, which have triggered regeneration through their downtown redevelopments. The regeneration was promulgated in Europe in the late 1980s, while writers such as Kevin Lynch and Jane Jacobs in the United States have been influencing these initiatives since the early 1960s. Jacobs, in particular believed that the practice of braking with the past had robbed cities of their natural sense of order and space. Twenty years down the road, the proposed paper also questions why this continues to be a strategy adopted for urban regeneration where others have failed.

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Brownfield Regeneration and the Delivery of Sustainable Communities in England: What Happens to the Most Deprived Neighbourhoods?

With the emphasis on the urban renaissance agenda (Urban Task Force 1999) and the publication of the sustainable communities plans (ODPM 2003), government policy in England since the early 2000s has focused on the importance of using brownfield land to deliver housing targets as well as regenerating towns and cities. This paper analyses the cumulative impact of government's housing, regeneration and planning policy since 2001 on the environmental quality, housing markets and the wider socio-economic dynamics in the most deprived urban neighbourhoods. Previous research by the authors has shown that the redevelopment of brownfield land in England has been much less dynamic in the most deprived areas when comparing it to other areas. To investigate the patterns of change in the most deprived neighbourhoods in more detail, the paper follows the following key research questions:



- 1) Has the high density brownfield development approach substantially changed the neighbourhood dynamics and living conditions in the most deprived areas?
- 2) In which way has the shift towards high density brownfield development affected the housing market in these locations?
- 3) Can different types of changes be identified in different types of deprived neighbourhoods with varying socio-economic composition and dynamics?
- 4) Will the high density brownfield development approach continue to be relevant for meeting housing delivery targets and urban regeneration objectives under the current macro economic climate?

To answer these questions, the changes in the most deprived neighbourhoods are analysed by using a number of datasets. As a starting point, the Indices of Multiple Deprivation are used to identify areas of severe deprivation, while the recently published Economic Deprivation Index allows analysing the dynamics of change in these areas. To identify the reuse patterns of brownfield land since 2001, the National Land Use Database of Previously Developed Land is used. Small area experimental population estimates, available from 2001 up to 2008 provide information about the dynamics of population change, while the Land Registry house price data, from 2001 up to 2008 provides information about the changes in the housing market. Finally a dynamic area typology is used that has been developed for the Department for Communities and Local Government by a team in the Centre for Urban Policy Studies led Brian Robson.

The findings of the paper can contribute to reassessing existing planning and regeneration policies as well as highlight needs for further research in exploring the interplay between physical and socio-economic regeneration.

This paper is based on findings from an ongoing research project, The Housing and Neighbourhood Monitor developed for the Joseph Rowntree Foundation, as well as on a project for the Homes and Communities Agency, the national housing and regeneration agency for England.

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Creative Urban Regeneration in Lisbon

This paper intends to present the guidelines for an urban regeneration strategy in Lisbon, having in account the principles of urbanity, density, liveability and social and territorial cohesion.

The case study will be Avenidas Novas district, in Lisbon, Portugal, as it is a paradigmatic example of a central area which coexists with dynamism and decadence. The development model for Avenidas Novas was inspired on French boulevards and was planned to be the modern face of a medium to high social class population, as it was until 1940's. Today, as a consequence of further developments which annulled the first principles and concept, its urban fabric is becoming less coherent and adequate to the needs of the population who works and lives there.



From an analysis to the various components of the urban fabric, the paper will identify the major problems that are happening on the site, related to the accessibility between residential and work areas, mobility, functional diversity and urban design quality. Once understanding the impacts of an unsustainable territory management and urban design, the aim is to develop the principles for an urban regeneration strategy for Avenidas Novas district.

The study will be based on the theoretical issues of compact city and walkable distances in order to develop quantifying parameters of urban quality and to promote human scale public spaces and territorial cohesion on an urban environment.

The focus of this paper is to give a strategic basis for the increase of density in cities, thus reducing urban sprawl. The methodology will proceed with an analysis of functional, environmental, urban design, space and human issues, which will contribute to the description of the urban space elements and allow the characterization of its network.

The research will use the syntactic analysis methodology, and techniques of observation, interpretation and evaluation, in order to gather the necessary data about the case study and thus contribute to the development of a sustainable and integrated strategy for urban regeneration.

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New Urban Housing: Quality, Design and Delivery

There have been significant changes in the design of new urban housing in English cities in the last decade. High-density apartments built by the market have become the norm, a product of policy objectives to boost housing supply within towns and cities, and a booming housing market that boosted both occupier demand and investor demand for city-centre flats. While the initial reaction to such development was largely positive, with new urban housing a key component of the urban renaissance in English cities, there is an emerging critique that refers to the quality of the housing and related community facilities and the lack of diversity of housing types. The global financial crisis and subsequent housing market collapse has impacted particularly severely on this market segment, raising questions about the longer-term sustainability of the market-led approach that has dominated urban residential development. Previous research has begun to describe the scale and nature of new urban housing and the factors shaping this form of development. High density apartments are very different from the traditional market housing product where the emphasis is on tried and tested standard house types, built at much lower densities, in suburban locations. There is evidence that developers adapted their practices and the product quite quickly when policy signalled a shift to urban brown field land. However we have a limited understanding of what influences



contemporary housing design and quality. This paper reviews the literature on housing design, planning and the residential development process, and makes a case for further research which tries to understand better how new urban housing has been 'produced', and what and who influences the specific design qualities of new urban housing. This understanding forms the basis for thinking about the development models, the policy frameworks and planning tools that might be needed to produce better urban housing quality, design and delivery.

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Demand-Oriented Housing – Communicative Methods in Regeneration Policies

Against the background of demographic and social change housing is permanently confronted with new challenges. An aging as well as declining population, new lifestyles, changing households in size and structure, and technical developments force the housing industry to concentrate more intensively on specific needs. Demand-orientation stands for regarding wishes and requirements of different groups respectively (potential) households. Considering new results from research and development and the analysis of current and future trends on the housing market are relevant for the design of innovative products as well.

Up to now, the design of housing-supply has mostly been based on quantitative methods. Portfolio and market analysis as well as surveys inform about changes, demand and needs of residents. However, a demand-oriented development is expected to be broadened by new communicative methods comprising far better the requirements of residents and potential stakeholders. Characterized by an open structure these methods allow an explorative approach and are appropriate for developing future ideas and new activities. In contrary to quantitative methods they also allow conclusions on specific groups' motives and arguments. Concepts and tasks can be developed more adjusted to the residents' current requirements.

Within the research project "Demand-oriented Development in housing industry" (German acronym: NaBeWo; duration: 2007 to 2010) selected qualitative methods were tested in residential co-operatives in the cities of Berlin and Erfurt. As a result focus group, future search conference and residents' workshops are appropriate to create and discuss new concepts and tasks with different stakeholders. The focus group has the intention to test a new housing product for acceptance. The future search conference is a method for large groups and is used to design new concepts and activities on the basis of agreed future visions (e.g. low-cost accommodation for elderly people). The residents' workshop is a group discussion and is more open concerning procedure and number of participants.

In general, the research shows that communicative methods are convenient for implementation in the housing industry. In addition to conventional quantitative methods they allow creating new ideas and innovative development strategies. Their specific strength lies in direct participation of consumers and in their impulse function for further communicative processes between stakeholders). Transparency, acceptance, engagement, planning period and goal-oriented behavior are specific success factors



for their implementation. A high degree of process transparency and the immediate transformation of participation results enhance the acceptance of the results. -Repeated engagement with different methods and forms of participation promotes a sustainable process and enables long-term cooperation.

Permanent communication between the parties stimulates the identification with the housing company and with the implemented results. For activating the residents a project-oriented, approach with precise and achievable targets is well suited, as well as adjusting the methods to the specific challenges of the housing industry and to the local framework. Thus, the results of the research project NaBeWo can help establishing new qualitative methods for decision-making in housing industry.

Furthermore the efficiency and effectiveness of used methods is a relevant question for the housing industry and their economic reasoning. This includes checking the relation between purpose, effort, and expected results. Here again research has to solve the problem that besides measureable factors (e.g. time, costs) as well those being incapable of measurement (e.g. motivation, networking or image) have to be considered. Quantifying efficiency by using monetary figures rarely succeeds in practice, as pilot projects in NaBeWo have shown. Moreover, a particular target of qualitative methods is the initiation or further enhancement of communication processes between the stakeholders. This is known as a precondition for cooperative acting.

Regarding further research, open questions concern the participants' acceptance of the process or follow-up activities and their integration into housing supply. Further questions consider how exactly the housing industry benefits directly and indirectly from the implementation of new communicative methods and which basic conditions have to be met for their widespread establishment. Furthermore, studying the relevance in different housing markets (e. g. growing, stagnating, shrinking regions) could afford information for differentiating the methodological concept.

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Reinforcing the Problem: Poor Quality Physical Built Environments in Socio-Economically Disadvantaged Areas

This paper seeks to discuss whether disadvantaged areas experience reinforced socio-economic problems due to poor quality physical built environments. Many city centres have seen the emergence of a high quality built environment mainly in the form of 'luxury' apartment housing and commercial office space – largely driven by the high capital growth of city centre real estate prices (Harvey, 2008). Recessionary impacts on property and the real estate sector have seen a slow-down in city centre property



development as has the opportunity for new design opportunities. Cause for alarm is the reduced in-flow of investment in peripheral areas marked for regeneration. These areas may be at most risk as they will experience both market difficulties along with the current drive to reduce public spending.

Within this context of economic development constraints there will be critical analysis of relationships between low quality design and low value neighbourhoods in disadvantaged urban areas (Gospodini, 2002). Poor property design facets to be considered are those such as inadequate leisure facilities, local services, transport accessibility and housing types. A specific example would be the designing out crime for defensible space that often encourages a more austere appearance (Newman, 1996). Discussion of historical design legacies in the urban fabric are discussed in both private and public developments. This is in addition to contemporary public-private regeneration initiatives that tend to use low cost design and low cost building materials.

The paper will uncover exemplar locations of where socio-economically disadvantaged areas have a poor quality urban design. There is also a discussion of what factors encourage the development of poor quality built environments even if regeneration funds are being implemented. Key actors and participation in the process of building design in socio-economically disadvantaged areas need to be considered – especially if local knowledge is ignored to the detriment of building design that should be fit for purpose. The overarching consideration in this paper is whether low quality design will always be intrinsically applied to low value spaces that contain socially and economically disadvantaged people – and thus reinforcing urban problems.



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Harmonious Coexistence of Housings and Manufacturing in Industrial Area, Japan

This paper aims to examine the current approach and challenges of ‘Harmonious Coexistence of Housings and Manufacturing’ town management in industrial area with a lot of small factories in Japan. We will focus on a detailed set of case studies on town management with Housings and Manufacturing in Higashiosaka (Japan).

In this paper, the term of ‘Harmonious Coexistence of Housings and Manufacturing’ is defined that it aims to realize sustainable development and compact city in the area with mixed use of housings and workplace.

The motivation of this research is as follows:

- Sustainable development and compact city (DETR 1999) with coexistence of housings and work-place are clearly global concepts, but little or no research has sought to ‘Harmonious Coexistence of Housings and Manufacturing’.
- There are many areas with mixed use of housings and manufacturing in Japan, because land use for housing is not prohibited in the industrial area by urban policy (Shimizu 2007).
- In industrial area with a lot of small and medium-size factories, there has been mixed use of housing and manufacturing since 1980s and there were many studies (Ando 1985), but these researches at that time is the one of the historical background with an active factory location. New concept on mixed use of housing and manufacture is

strongly expected.

This paper focuses on Takaïda district with a lot of small factories in Higashiosaka (Japan) because the local government has positively promoted 'Harmonious Coexistence of Housings and Manufacturing'. Takaïda district is located in west side of Higashiosaka with approximately 120 ha. The land use of this area is planned for almost industrial and semi-industrial. (e.g.; machinery or metal smelting and plating).

In this paper, examinations for this research are as follows:

- Transition of conditions of land use will be identified by literature reviewing.
- Substance of approaches by the local government will be identified by some interviewing and field survey.
- Consciousness of administration and relevant stakeholders will be identified by some interviewing.

The preliminary findings are as follows:

- The size of industrial area has decreased approximately 29 % and the size residential area has increased 34 % between 1983 and 2003 in Takaïda area.
- Some residents suggest that it was more important to keep their living environment and to control the noise of the factory. In contrast, the factory owners suggest that it was important to protect operation environment and to stop the advance of the residence. At last one public sector suggest that it was important to stop collapse of accumulation of factories and to keep the living environment in Takaïda and will make the master plan using planning system of district in Takaïda.
- There are more over 3000 land owners and leaseholders in Takaïda area, it is difficult to build the consensus for making the master plan. It would be important to review or manage a new system to make the master plan easily in such a region in the future.

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Mobilisation of Land and Provision of Housing: How to Articulate Public and Private Interests?

Since the start of the 1990s, most countries in Western Europe have experienced an important increase of property prices, followed by a fall after 2007–2008. In the same countries, the public sector has become less influential in the delivery of housing (Whitehead and Scanlon, 2007). Partnerships with private developers, and the attraction of private sector investment, have become crucial elements of housing provision.

Within this context, the mismatch between the supply of housing and the socio-economic profile of the potential purchasers has increased. In public initiatives in order to reduce this mismatch the mobilisation of land is important. Prices of land have risen,



structures that enabled the public sector to intervene in the provision of land for housing have become less influential.

This paper addresses this issue through a comparison of England, France, and The Netherlands. It is based on a research seminar organised by the author in Paris, October 2009, completed by a subsequent comparative analysis of national practices and case studies in France and The Netherlands.

A common trend appears to be that as providing land becomes financially less attractive due to falling house prices, reaching the objectives of housing policies becomes problematic. Private actors are less eager to engage in housing production. The lower supply of housing in which this results is problematic for two reasons: The first one is that there is in many countries a perceived shortage of housing. A drop in housing production will worsen this situation. The second is that when demand starts to rise again, supply will not be able to follow, which might result in a new steep increase in house prices with negative consequences for access to housing (see also: Parkinson et al. 2009).

These effects are reinforced by the objectives of many countries to produce more housing on previously developed land. Housing provision on these sites usually is more complicated and more time consuming than on greenfield sites. As a result, the risk-reward profile of these operations is less favourable and when property prices fall, these operations will be the first to be abandoned by private developers.

Since the property markets have become closely linked to financial markets, planning and land policies cannot by themselves stabilise the market (Aveline-Dubach, 2008). They only act upon the supply of housing, whereas an important explanation for the property cycles is to be found in the (speculative) demand. They can however play a role by reducing uncertainties in the development process. This can be expected to have two effects: a stabilisation of land prices and a private sector who needs less financial rewards in order to engage in the production of housing. Both positively influence the provision of housing.

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The Role of the Central Government on Mass Housing Policies and Practices in Turkey

There has been a great rise in the role of the state in housing debate. In addition to its interventions to housing standards, the state undertakes to regulate production of housing by acts affecting land owners, housing and finance institutions, and to directly or indirectly intervene to production of housing.

There has been migration from rural areas to cities and the fast population growth rate accompanied with the housing question and increasing housing demand since 1950s in Turkey. In the past 60 years, housing policies of the state and its place in housing



production varied. And it is possible to define this period by different sub periods. What is the reason behind this periodic varieties?

Turkey is governed by 1982 Act (law constitution). The 57th number declares that the state has to make steps to overcome housing demand and to support mass housing initiatives. In this respect, the state aimed at meeting housing need with mass housing by 2487 Numbered Mass Housing Act (1981). With reference to this aim, The Mass Housing Act was provided in 1984, Administrative Office of Mass Housing and Public Corporation (TOKİ) was founded, and by Public Housing Fund supported many housing initiatives with housing credits and cheap lands. Furthermore, housing ownership mostly depended upon market conditions after 1980s and low income groups were no exception. In Turkey housing owning types are; individual owning, gecekondü, constructing-and-selling, cooperatives, and mass housing production.

TOKİ has decreased its effect between years 1994 and 2004, although it has greatly supported cooperatives by credits in 1984–1989 period. In 2003, housing campaign and gecekondü prevention has been started. And in last few years, TOKİ has given rise to its own built houses which were comprised of generally high rise and multi flat apartment buildings. Among the housing campaigns TOKİ provided housing on its own lands, housing at hazard areas, prestige and luxury housing projects on greater municipality owned lands, regeneration projects on gecekondü areas, agriculture and village implementations, and infrastructured land implementations

This paper critically aims at bringing about the role and affect of the state, its implementations and criticisms against and seeks to answer these questions:

- What is the role of the state in mass housing production?
- What are the differences in state's housing policies in different periods?
- In such a liberal country, how can the be so interventionist and regulationist like a social state? And what is the proportion of providing social housing among these actions?
- How did the mass housing provided by the state affected urban development in Turkey?
- What are the criticisms against TOKİ implementations provided by the NGOs (for example Chamber of City Planners)?

All the questions will be answered with reference to socio-economic formations of the country in within the related period. The methodology will comprise literature survey on mass housing policies, quantitative and qualitative analysis of TOKİ implementations, and geographical mapping with visual presentations.

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Bracket C – POLICIES AND FIELDS

12 Mobility: Transport Planning and Policy. Is Mobility a Luxury?

Track 12: Mobility: Transport Planning and Policy. Is Mobility a Luxury?

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Since the industrial revolution mobility has grown exponentially. In contemporary industrialized societies people typically travel in one day the distance that before industrialization they used to travel in one year. Mobility, and particularly by car, has become a major item of personal consumption, the second most important after housing. Similar explosive growth trends apply to freight transport. The recent, breathtaking progress in information and telecommunication technologies has not resulted, as some had anticipated, in any reduction in flows of people and goods. Rather, growth in the one seems to reinforce growth in the other, while new combinations of virtual and physical mobility are unfolding ('telecommunicating while travelling'). As a result, contemporary societies and economies are strongly intertwined with mobility. We have come to depend on it, as we realize when the transport or telecommunication system breaks down, or when for personal reasons we are not able to access it.

To those that could afford it, mobility has granted a degree of access to resources (jobs, services, social contacts, markets) unthinkable without it, and this has greatly contributed to the enrichment of lives and the flourishing of businesses. Mobility is however, not without a cost. Present mobility patterns are not sustainable. Transport is a major contributor to the disruption of natural and human environments. While there might be significant progress in some directions (as with conventional pollutants) there is little in other (as with greenhouse emissions or space consumption). And while there might be some signs of decoupling of economic growth and transport growth in some developed countries, in most of the rapidly industrializing and urbanizing, developing world the negative trends overwhelm the positive.

Transport and land use planners are faced with a complex dilemma, and a huge challenge. How can we achieve a transition to sustainable mobility and yet acknowledge the deep intertwining and even dependence of contemporary lifestyles and businesses on mobility? Is mobility a luxury we can do without? Or is it rather a basic need? And if we agree that at least some mobility is a luxury we cannot afford anymore, how to curb it? Will people accept to give up this luxury when they have it, and give up the dream of it when they don't have it yet? Why? How? And more specifically: which sort of planning strategies and policy instruments can help us through this transition? What is the role of transport and land use planning and policies? And what are other planning and policy domains that need to be involved? What are the carrots (developing alternatives for mobility) and what the sticks (charging for mobility), and how to combine them? Finally, what does this all means for our cities? Can a city thrive without mobility? In which way?

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Models, Manipulation and the Environment: Power and Filtering of Knowledge in the Decision-Making Process on the Third Limfjord Crossing



Using the Environmental Impact Assessment (EIA) of the proposed Third Limfjord Crossing in Aalborg as an example, this paper discusses how transport models can be designed, consciously or unconsciously, to be imbued with a political program of discrimination causing forecasting error in transport infrastructure planning. First, different types of functions complex decision support tools can undertake and how some of these functions can cause biased forecast will briefly be reiterated. The proposed Third Limfjord Crossing, the planning and decision-making process and some of the main conclusions of the EIA report will then be described. Supported by traffic model calculations indicating that traffic growth would be the same regardless of whether or not a new motorway was constructed, the planners concluded that intolerable congestion would arise in the absence of increased road capacity. The assumptions of the Limfjord case traffic model about relevant causal mechanisms will be discussed in the light of state-of-the-art knowledge about induced and generated traffic, demonstrating how the model's assumptions led to an unrealistically negative representation of the zero-alternative. Thereupon follows a narrative about a formal complaint put forth by a political party opposing the motorway project and the responses to this complaint by the county authorities, the consulting firm responsible for the model simulations, and the Nature Protection Board of Appeal. In the final part of the paper, possible explanations of the unreliable traffic forecasts will be discussed. The paper concludes that a process of knowledge filtering has taken place, where state-of-the-art knowledge about induced and generated travel ended up being dismissed in the political and legal decision-making system. The paper recommends that, in the light of the inevitable and considerable uncertainty associated with the results of transport modeling analyses, the possibility of replacing such model computations with simpler assessments of the magnitudes of relevant factors that may contribute to increase or reduce traffic, and their approximate net effect, should be seriously considered. Future research within this area includes a recently started in-depth study of the organizational context of transport modeling as well as a study of systematic biases in a larger number of Nordic transport projects.

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Pedestrian Safety of School Children: Toward Improving Walkability of Inner City Neighborhoods

This research project provides the results of an in-depth case study of four elementary school neighborhoods in inner city Los Angeles that examined the major factors affecting the safety of children, especially on their journey to and from school. Particularly, the study employed a child-centered approach in which children provided valuable insights into their experiences and perceptions of risks and safety associated with walking to school. A total of 104 children in 5th grade participated in visual, verbal, and written exercises (i.e., map drawing, place mapping, discussion, and questionnaire) designed to elicit children's perspectives of 'lived' experience. The results showed that children had an acute sense of place based knowledge about safety issues in their neighborhoods and along their school travel routes. Particularly, barriers to walking to school were more closely related to social milieu for the child participants in this inner city area than traffic or other environmental features. When crime and violence were major concerns, commercial places played an important role, perceived by children as stimulating and safe, while parks or recreation centers were often perceived as unsafe or unfriendly. This suggests that any policy responses aimed to promote walking among children should be responsive to children's concerns about gangs, drugs, and crime as they pertain to how children experience and use their local environments in low income inner city area.

It is our contention that children are capable of forming their own view of the environment that each child actively experience, interpret, and negotiate in his or her "daily commerce" with their surroundings. The current state of knowledge on children's school travel and supportive policies for walkable environment however have primarily been built upon adult caregivers' (or parents hereafter) attitudes and choices. It is largely based on assumptions that: (a) children's travel is entirely under the control of parental decision; (b) parents have an acute knowledge about the risks that children actually encounter and might perceive; and thus (c) environments perceived safe and walkable by parents do reflect what children would perceive as safe and walkable. Through this chain of suppositions, children have, by and large, disappeared into the backdrop of parental anxiety and choice. As much as understanding structural relationships between factors that influence children's travel is a timely topic that remains largely under-explored, recognizing a relative marginalization of children even for the matters pertaining to their immediate well-being also needs to be reckoned with.

In light of this knowledge gap as well as a critical missing link in current school travel research, the study seeks to contribute to a greater understanding of how to improve the safety of children by identifying relevant pedestrian safety issues perceived by children, particularly in order to develop effective interventions for promoting safe and active travel to and from school. Hence the objectives of this presentation are two-fold: (a) to enhance understanding of environmental opportunities and risks associated with children's school travel; and (b) to explore methodological strategies in school travel research that empower children as active participants.

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Social Cost-Benefit Analysis: Learning Tool Instead of Final Assessment

The Social Cost-Benefit Analysis (SCBA) is an ex-ante evaluation tool, which aims to provide transparent policy information for the preparation of infrastructure projects. In the Netherlands the SCBA has an increasing important role for evaluation and is obligatory for large infrastructure projects. France and the United Kingdom as well have a formal framework for appraisal and evaluation of large infrastructure projects to encourage a more thorough, long-term and analytically robust approach. Nevertheless, the SCBA is heavily contested in Dutch planning and abroad (Haezendonck, e.a. 2007) and experienced by many Dutch planners as a frustrating tool, especially when used for evaluation of infrastructure projects with a broader goal for economic development (Savelberg e.a., 2008).

The contested elements of the SCBA can roughly be divided in content and process related problems. This article will focus on process related problems, which are for example the experience of local civil servants and politicians that the SCBA is not transparent (black box) and is preceded too late in the planning process as a final assessment instead of learning tool. Similar process-related concerns are experienced in many countries when using the SCBA. The European Conference of Ministers of Transport (2003) stressed that, though robust economic appraisal is necessary for infrastructure project development, assessments should not be seen as a blunt yes or no: "They should be used instead to draw out issues and propose ways forward. They should also provide a mechanism for drawing stakeholders into a consensus as to the fundamental problems a projects is to address, the alternatives available and the solutions preferred" (ECMT, 2003, p.8).

The frustrations by Dutch planners when using the SCBA seem to represent a classic clash in planning theory and practice between the technical rational and communicative rational approach and also touches on the role of information in planning (Owens e.a., 2004). Nevertheless, Owens states that a potential new model should not dismiss calculations and quantitative analysis, but should take into account that in communicative planning, information becomes gradually embedded in the understandings of the actors in the community, through processes in which participants, including planners, collectively create meaning. The attempts to integrate elements of the communicative approach within or complementary to instruments of the technical approach forms therefore a step into the search of finding balance between these two approaches, adjusted to the contemporary demands in planning. This search for balance is necessary



and not finalized yet, considering the ongoing tensions and frustrations in Dutch and European planning practices of appraisal of infrastructure projects with a wider goal for economic development. This leads to the question what influence the form of the SCBA-process has on the usefulness of the SCBA in planning according to planning theory and to Dutch planning practice, which this article will address.

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The Disconnect between Mobility-as-Plan and Mobility-as-Practice Case Study Urban Parking Policies in Lyon

This abstract aims at presenting a research work focused on the rationalities of *resilient* car-driver's social mobility practices in the metropolitan space, compared to the rationale of urban mobility masterplans in order to underline the disconnect between the design of mobility systems and their actual use in the context of targeted modal shift. "*Resilient*" refers to the ecological concept and is applied to social practices of mobility that remain stable in spite of urban environment changes (parking policies, public transportation alternatives, development of intermodal solution). We consider here the urban environments (in the plural form as many of them are different) as the subject of urban planners and designers (broadly referred to as architects, urban planers, elected officials together with engineers) [Toussaint, 2004]. In the new paradigm of the so-called sustainable city, these planners and designers now target a modification of social behaviour, which is particularly obvious in the urban mobility field. Among other minor targets (such as decreasing autocar dependency or isolated attempts of car-free neighbourhoods, which are far from sustainable planning practices) the issue of modal shift seems to gather consensus in the planning community in a majority of European metropolitan contexts. Having said this, the majority of French metropolitan cases show no decline in the modal-share in favour of private cars but only stagnation in some of the most volunteer cities. This situation leads us to our first hypothesis assuming that mobility-as-planned is developed in a different rational context than does mobility-as-practices'. To establish this hypothesis we refer to several recent works from the French-speaking urban planning research community¹ [Kaufmann, 2002]. This approach of identifying the disconnect between rationalities in planning and rationalities in social practices in the urban mobility context is aimed to extend to the complex perception of urban environments by car-drivers, to identify the target of modal-split policies. This perception will deal with several issues in the urban fabrication (time, space, distances, social context, prices, and constraints for parking).



The second main issue of this conceptual framework deals with rationalities of user's mobility practices. The axiological rationality [Boudon, 1995] seems to be heuristic to question values and practices, searching for the rationale behind the conclusions that users draw when making mobility decisions (for example, "the car is faster"). This justification process needs to be finely analysed in combination with several concepts, norms and values that "make sense" for the individual. We propose the hypothesis that the combination of perception biases and axiological rationalities could help to explain behaviours defined as "irrational" for urban mobility planners.

Assuming that the best experts in usage are the users themselves, we developed a user-oriented methodology for the first and most important field-work survey of my PhD. This survey will be organized in three phases and will follow the key-issues and concerns of 50 individuals with car exclusive modal practices throughout metropolitan Lyon.

- "In action" survey giving hand held recorders to private-car drivers to describe their urban environments and their choices during their mobility practices.
- After the synthesis and analyse of practices, half-guiding clarifying interviews with drivers.
- Comparison to "real" environments (price, distances, time...) and their planning rationale.

This survey will start in two weeks making allowing for the presentation of first results during the congress. The objective is to focus this presentation on the role of "parking" and "sustainability" in the axiological register of justification by resilient drivers.

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¹ Vincent Kaufmann particularly focused on an interesting urban mobility key-issue concerning the misunderstanding of the low rate of modal-split. He assumed that the modal choice is mainly a matter of *duration* (time-as-perceived by individuals) and less a question of *time* (as calculated, and used in the mobility planning studies of urban impact of projects).

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Towards a Programmatic Approach in Dutch Infrastructure Planning? Lessons Learned From a Dutch Air Quality Programme

Planning and implementation of infrastructure development proves to be a complex issue. Worldwide, infrastructure projects fail to meet deadlines, budgets, and quality requirements (resulting in failure before court). Many reasons for this have been discussed in literature (Flyvbjerg et al., 2009). A fundamental reason may be the intrinsically limited scope of projects, which makes it hard to deal with the complexity of the planning task. In the current network society we have become increasingly dependent on each other, and the question can be raised whether the project oriented mode, which is so characteristic to infrastructure planning, is able to deal adequately with this growing interdependence. The fact is that the management of infrastructure development mainly focuses on internal project management and less on the continuing interaction with the



social and physical environment. Besides, the vast majority of practical and theoretical developments on project management have been related to single projects in particular (Lycett et al., 2004), while the different project developments are often interlinked. Within this context, it is interesting that in Dutch planning practice we see a trend from a project-oriented towards a programmatic planning approach, which searches for a way to connect different projects and their environment as to better deal with project level complexities. The goal of this paper is to explore the consequences when we move from a project oriented planning towards a programme oriented planning approach.

We start the paper with a discussion regarding the background of the strong project orientation in infrastructure planning and the transition towards programme oriented planning. Then we address the characteristics of planning programmes and the implicit assumption that programmes could tackle better the complexities of project oriented mode of planning. Furthermore we investigate whether a programmatic planning approach in itself may provide something 'extra' to the planning process (e.g. synergy, top-level consultations). Subsequently, we will examine a recent case of Dutch planning practice: i.e. the air quality dossier. Due to strict European air quality standards, stringent implementation in the Dutch legal system and high background concentrations of air pollution, spatial development projects have almost come to a standstill in the Netherlands. New projects would deteriorate the air quality even more. Recently, a national cooperation programme on air quality (NSL) has been implemented, which aims to enable again new spatial development in the Netherlands. The NSL balances at the one side all major development projects and at the other side the collaborative measures to improve the air quality into one programme. In our paper we analyze to what extent such a programmatic planning approach is able to deal with the complexity in a more constructive way and what points of attention can be seen. We conducted over thirty semi-structured interviews with different stakeholders in order to gain an overview of the historic and current situation and to gain insight into expectations. In our analysis we specifically focus on issues such as administrative collaboration, both on central and decentralized level, governance, project, process and programme management, and judicial implications. On the basis of our analysis we discuss key factors in a programmatic planning approach and first recommendations for an improved infrastructure planning in general.

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The Influence of the Structure of Network in Metropolis on Tourism Industry Development

Transportation plays an important role in shaping urban structure and the distribution of industries in many metropolises. However, some traditional measures of transportation accessibility have shown their limits in analyzing complicated urban networks, such as that in Taipei of Taiwan. In viewing of this problem, space syntax method has been employed by several researchers to address the relationship between transportation network and urban activities. Comparing to others conventional measurements in urban spatial analysis, space syntax method has shown their capacity in analyzing network typology of entire transportation system.



Given the location and development of urban tourism industry has received much attention by many governments in recent year, and the fact that many. Previous literature show that the convenience of transportation may be an key factor effecting the development of urban tourism, systematically address the relationship between transportation networks and the development of tourism industries has become an important issue. In Taipei, the rate of taking public transportation is to get 45 %. With the trend of the growth of rate, it shows that the transportation network truly effects the spatial development of urban tourism industry in the future.

In light of the complicated transportation network system, we use kinds of transportation networks to analyze the issue. A combination of space syntax and structural equation modeling is employed to address the relationship the affection of urban tourism development and different transportation network.

According to our research, we find that it verifies that the structure of transportation truly has quite influence regarding the development of the urban tourism industry. On the other hand, the mass rapid transit (MRT) structure of network is the most effective factor than road structure of network. With the advanced of urban tourism industry, government should pay attention to the relationship between the industry development and the transportation project.

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The Capacity of State and Local Planning Authorities to Deliver Sustainable Transport: the Case of Metropolitan Perth

Globally, the capacity of local and regional governments to implement policy and invest in integrated land use and transport decisions has emerged as an important issue for urban transport policy and for sustainability. In Australia there is a National Charter on Integrated Land Use and Transport Planning and at the state level, in Western Australia, the metropolitan local governments have an 'Integrated Transport Planning Partnering Agreement' with the objective of working cooperatively with the state. However while optimal planning outcomes are well understood in theory, bringing together the policy tools in such a way to aid delivery for sustainable transport outcomes is an ongoing challenge.

This paper reports the results of a policy content analysis of state and local government policy texts in order to understand the capacity of government, if any, for land use and transport integration in the Perth metropolitan area. A comprehensive set of land use transport integration (LUTI) principles were developed to frame policy content analysis and are grouped into three key components: 'access', 'land use', and 'people places'. Policy statements were assessed, recording whether these made both a positive or negative (productive or counter-productive) contribution towards LUTI and a how well (or poorly) the policy statement performed in relation to satisfaction of LUTI criteria. We examine the extent to which there is 'vertical integration' of policy – from state to local government, and the extent to which there is 'horizontal integration' of policies documents within any given agency or level of government.

Overall, we found that while there was significant commitment to many of the principles that enable the integration of land use and transport there were many



shortcomings which must be addressed if sustainable transport outcomes are to be achieved. While non-statutory policy at both the state government level and at the local government level demonstrated the greatest capacity to deliver compared to statutory policy instruments, but not all local governments have developed these policy instruments nor are they required to do so. Furthermore non-statutory policy is accorded less weight in decision making. Statutory policy at the state level, compared to the local level shows more consistent and broader coverage of the LUTI principles. At the local level the representation of LUTI criteria is inconsistent and often patchy and, therefore, can be seen to currently reflect varied capacity to implement LUTI across local government, and often, a limited capacity to support LUTI.

From this first stage of research there would appear to be benefits in introducing the following measures aimed at improving the capacity of state and local government to deliver sustainable and integrated transport. A requirement for all local governments to produce a Local Transport Strategy would ensure the full range of 'access' considerations are covered. An improvement to the mechanisms to ensure state policy is articulated into local government policy. This may require both improvements to the state government's guidance notes and a review of the way in which local schemes and strategies are assessed by the state. An improvement in the way local planning schemes are integrated with and informed by policy contained in the local planning strategy. Finally the 'showcasing' of exemplars in professional workshops would provide for those more innovative authorities to lead the way forward.

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The Dead End of Demand Modelling: Supplying a Futures-Based Public Transport Plan

Australian cities are in the midst of a significant change in transport infrastructure provision acknowledging the need to provide accessibility by public transport as a serious contender to car reliance. This has raised new challenges for land use and transport planners as it becomes clear that there has been an absence of policy tools that usefully inform key decisions about the extent of future public transport networks and their location in relation to accessibility improvements. It is apparent that traditional transport demand modelling, with its weaknesses in considering induced demand and travel time savings, cannot serve this challenge alone.

This paper reports on the issues that are exposed when new accessibility tools have been employed, designed to address the above challenges. We report action research from case studies in Perth and Brisbane. We discuss the benefits of focussing



on metropolitan-wide supply side modelling as opposed to simply applying demand forecasts; the need to, and challenges of, setting benchmarks that define quality public transport and accessibility; the need for iterative review by setting long term visions and back-casting as well as looking forward from current city structures.

Our work is raising some interesting questions. It is evident that the past practice of incremental and ad hoc changes to the public transport network will not meet the Australia's urgent challenges as outlined above. What is required is a step-wise change. But this requires both a long term view of future city size and structure, this represents a challenge for land use planners who have thus far not planned in this way, and considerable public funding in the short term, where public transport has been the poor cousin relative to private transport. It is questionable whether the pace of change necessary can be achieved.

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Renaissance of the HSR Ages? Effectiveness of Spatial Policy under HSR Network Based on Comparative Studies in China and Europe

High-Speed-Railway (HSR), offering mass-capacity and low-carbon transport, promoting cross-border economic flows, and stimulating spatial transformation, shows obvious attraction compared to the other long-distance transportations. With the different chain reaction and policy response of the recent financial crisis, governments all over the world happen to coincide in enhancing the sustainable public transportation. In Europe, years of negotiation and argument didn't stop the construction of more railways including HSR. In China, a HSR network is conceived and partly established, bearing the hope of spreading new growth-poles along the corridor and reconstructing the modernization pattern.

Is the renaissance of 'the HSR ages' really coming? It's common accepted that the impact of the HSR on urban development in the history is not inevitable and direct, and the evidence remains to be proved (Sands A,1996; Blum,1997). The railway stations are both 'nodes' in emerging transportation networks and 'places' in the city (Bertolini L & Spit T, 1998). This research is based on the cognition that attention should be paid on four potential dilemmas behind the inspiring bubbles:

- the reiteration or misleading of the spatial and industrial development;
- the over reliance and estimate on the driving force of the Transit-Oriented-Development;
- the high return stress on the development resulted from the tremendous investment on the infrastructure facilities;
- the dilemma on the multi-stakeholder coordination accompanied with the technicality of the transport infrastructure construction;

The research aims to address the forth dilemma, the spatial policy response and implementation institution in the spatial transformation under the HSR network. Correspondingly, the key research question would be: What institutional variables contribute to strengthening the effectiveness of spatial policy within the HSR urban network? Here come the sub-questions:



- What spatial policies are made in the spatial configuration responding the HSR network? What're the expectations?
- What are the institutional settings in framing the expectations of the spatial policy?
- What are the variables of public/private/civic actors in the implementation process of achieving those expectations?
- How did those variables interact within different institutional settings?

Hence, the conceptual framework will be outlined in two dimensions: On the static dimension, the institutional setting will be analyzed, including the strategic input on the national/inter-regional level, and the policy response on the regional/local/station area levels. On the dynamic dimension, the process of implementation will be examined, including the expectation and orientation, the resource, and the instrument held by the actors.

The theoretical approach will overlap the key-stones from two ranges of theories: the frame reflection theory (Schon, D.A. & M.Rein, 1994) and the actor-centered institutionalism (Scharpf, F. W, 1997). The former one would be used to mapping the expectations framing of the spatial policy response, while the later one would be used to illustrate the different choices of actors. To carry out the framework, comparative case-studies from China and Europe will be investigated in order to build a practical policy implementation frame guided by multi-actors-centered institution. The research would choose cases in two types: two mostly implemented and two freshly established.

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Is the Future Electric?

The delivery of sustainable mobility poses many challenges to planners and policy makers around the world; chief among them is the role of the private automobile. The resurgence of the electric vehicle in the past few years has been met with widespread enthusiasm from many quarters and has been hailed as a win-win solution that benefits both the environment and society in equal measure. The results of a recently completed research project in Reykjavik, Iceland, suggest that the introduction of electric (or other alternatively fueled vehicles) serves to reinforce and extend the dominant techno-scientific rationality that has governed mobility planning in Reykjavik since the 1960's and therefore may not necessarily represent a turn toward a sustainable mobility as posited by Banister (2008) and others. The two primary research questions were: 1) What have been, and are, the dominant rationalities, concepts and values in planning for mobility? (and are they changing?) and 2) How are planning professionals facing current challenges of delivering sustainable mobility?

research was a qualitative case study based on document analysis of national, regional and local land use and transport plans and enabling legislation combined with semi-structured, face-to-face interviews with 16 politicians, planners, journalists and representatives from the non-governmental sector. The gathered data was analysed using Banister's framework of a sustainable mobility paradigm and interpreted via the creation of storylines that were drawn from the research data.

The primary conclusion is that the Electric Vehicle storyline represents a conventional transport engineering approach rather than a shift toward sustainable mobility. The



authors also suggest that the adoption of policies and strategies aimed toward bolstering the use alternative fuel vehicles may undermine on-going efforts to create denser urban forms in Reykjavik.

There are two primary areas of further inquiry to be pursued: 1) What are the theoretical, strategic and policy implications for sustainable mobility planning given that electric vehicles are an extension and reinforcement of the dominant techno-scientific rationality? And 2) How can planners and planning institutions respond to the demands of the politicians and public to deliver sustainable mobility (and land use) in the face of continued reliance on the automobile as the main mode of transport?

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From Line Towards Area Oriented Approaches in Infrastructure Planning: a Historical, Comparative Analysis

In Dutch road infrastructure planning we see a gradual transformation from more traditional line-oriented planning towards area-oriented approaches. Area-oriented planning – observable in different gradations from landscaping, context-sensitive design, area-oriented approaches to area-development – is expected to better incorporate the complex array of needs, demands and opportunities of the area surrounding newly planned road infrastructure. The convergence or integration of infrastructure planning and planning in other spatial policy sectors such as housing, working and recreation, is expected to lead to better, more sustainable road infrastructure developments. In the Netherlands, the recent growing attention can also be deduced from the increasing number of area-oriented infrastructure projects in practice.

This paper explores the shift from line-oriented planning towards area-oriented planning. We conduct a historical analysis of policy trends and developments in the Dutch road infrastructure planning in the last approximately sixty years. The developments in the infrastructure sector are compared with those in other Dutch spatial sectors on the one hand, and with international developments in road infrastructure planning on the other hand. Regarding the latter we point our attention to western countries, with a specific focus on adjacent European states and the USA.

Next, we discuss an analysis of relevant (inter)national literature and policy documents. Based on an inventory of important policy developments and societal changes we see a trend of an increasing integration of Dutch road infrastructure planning with and other spatial policy sectors. For this comparative (international) analysis we have also used information from policy documents and scientific literature.

Based on this comparative historical analysis we finally aim to better define and conceptualise area-oriented approaches in road infrastructure planning. Regarding this, we propose a distinction of different (theoretical) gradations of area-oriented infrastructure planning and a framework for further empirical (and theoretical) research on the role and added value of area-oriented approaches in road infrastructure planning.



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Workplace Interventions to Reduce Co2 Emissions and Encourage Active Travel

A sustainable transport system can be defined as one that prioritises the opportunities for walking and cycling in urban areas, followed by improving the opportunities for, and the environmental performance of, public transit and multi-occupancy vehicles. There are a number of transport and land use interventions that do not incur substantial investment by the public and private sector and which will help to make lives less car-dependent and will educate and inform individuals about the most energy efficient means of travel. These interventions, which include personalised and company travel plans, the workplace parking levy, eco-driving and intelligent transport systems, can have a substantial impact in terms of changing routinised behaviour patterns particularly if their application is widespread (Gray et al, 2006).

A company travel plan can be used as a tool to achieve CO₂ reductions and energy efficiency in company and employee travel and be supported by an organisation policy on tele-working and teleconferencing to cut down on the need to travel. Some companies also provide real alternatives to private car use by running their own special bus services (para-transit) to collect and return staff to rail stations or city centres, giving financial assistance with public transit costs, and prioritising car parking space for car sharers (Curtis and Olaru, 2007).

The essence of a successful travel plan is an evidence base on the origin of trips (homes) and modal choices that can be used for a car sharing information interface, and measures to make bicycle use more appealing by providing covered bicycle racks, shower facilities, and financial incentives. This paper uses the findings of three travel surveys undertaken at Universities in Scotland (Heriot-Watt, Napier, and St. Andrews University) to assess:

- What evidence is available on the potential of travel plans to reduce GHG emissions, and
- How they, in combination, with other instruments may impact on urban modal travel outcomes.

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When Space Is Luxury: Planning for Competing Uses in a Recreation and Protected Area, the Meijndel Dunes, With a Long-Standing Visitor Monitoring Program



For sustainable urban living conditions in affluent Western countries the cohesion between cities and surrounding green areas in a so-called metropolitan landscape is considered vital. In the Netherlands the Meijndel Dunes, bordering The Hague (450.000 inhabitants), is such a green space, covering 2000 ha. However, the area is as well important for nature conservation, recreation, drinking water production and sea defence. In the Valley (180 ha) great nature qualities and the main leisure activities meet, making it a contested area.

We aim to show the role of a long-standing programme for visitor monitoring in planning, both for recreational mobility and resource management for nature conservation.

From 1992, daily counts on all 4 entrances with automatic devices and a pressure-sensitive tube across the road provided the basis for the visitor monitoring. All can be accessed by bicycles and pedestrians. Only one of these entrances provides access for cars. Visual sampling is used to correct for inaccuracies by the detector, and the vehicle occupancy to re-calculate the number of vehicles into the number of visits. These coefficients were gathered in 1992–1996 in 4 seasons, spread over weekdays, Saturdays and Sundays, allowing for a classification into 12 types of days. Planning and leisure literature was used for further analysis.

On average the annual number of visitors in 1992–2008 is 893,500; it varies between 807,400 (1998) and 963,000 (1994). The average modal split is 53 % by bicycle (range 50–57 %), 44 % by car (40–48 %) and 3 % on foot.

Interesting is the relationship with several management measures. Because of nature values in the valley, there is a policy of outplacement of activities, especially those not necessarily bound to this sensitive location. Examples are the introduction of compulsory use of leashes for dogs in this former leash-free zone (1995), resulting in less walking the dog. After outsourcing of a jumping-off place for horses in 1997 the number of trailers decreased with 55 %. In two phases parking policy measures were taken. A capacity reduction with 300 places in the Valley in 1995 resulted in a decrease of 40,000 cars. An extension of the parking at the entrance with 150 places in 2000 brought an increase with 20,000 cars. However, the number of cars going into the Valley slightly decreased, while the numbers of visitors only knew a temporal decrease.

A point of special interest is the opening in 2007 of a new bicycle path to the Valley. About 70,000 bicycles used this path in 2008. However, the total number of visits per bicycle in 2008 (488.000) is only slightly above the level in 2006 (469,000). A remarkably decrease of the annual number of visits per car is seen with some 60,000 since 2005, compared with a level just above 400,000 visits in 2001–2005. In the mean time the number of visits by bike has grown leaving the total numbers of visitors at almost the same level.

These examples illustrate the importance of long-term monitoring for evaluating spatial measures in transport planning as well as resource management in a contested

area. However, count data should be used with an awareness of its limitations. Numbers *can* be an indication of effects, but there are too many variables to allow evidence of these effects.

From the long-term observations we conclude a decrease of visits by car, and, “hidden” within considerable year-to-year fluctuations, an increase for visits on bicycle. Weather conditions are thought to be an explaining factor. This needs further research, however. The same holds for an eventually exchange between car and bicycle when visiting Meijndel.

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Everyday Mobility – the Actancy of the Urban Structure?

The problems related to growing car traffic since the 1980s have placed several traditional views of “progress” in doubt. The notion that more and better roads, flowing and growing car traffic do not guarantee growth in well-being in neither economic nor social terms has led to the realisation of the need for alternatives to such development. Until recently, planning practices have had, in general, rather conservative approaches that take the main traffic conditions, such as growth in overall volumes, and the rise of mobility in favour of the private car (as opposed to rising accessibility to cater for a variety of modes) as a given framework rather than one to be assessed and dealt with in transportation and land use planning. These conservative approaches (including planning tools, concepts, calculations, methods of data gathering) can be seen as part of “car-system” or path dependent self-expansion of automobility (Urry 2007).

These approaches also reproduce themselves through the everyday life routines of travelling, for which they create the conditions. How is this happening? And – on the other hand – do “alternative” practices of travelling, especially walking and cycling, have potential to challenge this car dependency?

The urban structure is becoming a natural part of everyday routines, black box for practitioners and professionals alike. We ask what are those qualities of the urban structure – as a concrete geographical form, as functional relations and as relational abstractions – through which the black box is created and externalized from personal agency. This enables us to interpret the urban structure as an “actor” – with natural as well as and knowledge qualities – embedded with properties that not only condition, but also influence the perception and behaviour of the human actors, creating outcomes that condition automobile dependence. (c.f. Latour 2004). Trying to open this black box we are examining the sphere of everyday life routines, where the actancy of urban structure is illuminated by the concept of affordance (Gibson 1979).

The patterns of daily mobility and the relevance of the urban structures to variations in mobility are studied through a statistical and spatial analysis of a survey conducted in



nine Finnish urban regions. Information concerning the perceptions of the qualities of the urban structure, in relation to most important issues concerning "automobility", is gathered through both expert and inhabitant interviews.

The results point at two interdependent issues that are of importance.

First, the interaction between the inhabitant and the urban structure has different qualities in different living environments, as a function of

- the degree of "self-selection" of residential location in favour of accessibility to services and amenities by foot and cycle, and
- the degree to which the locational possibilities are realized for reduced automobile use in everyday practices.

Second, the characteristics of the "mobility microenvironments" provide affordances

- subsequently influencing both location selection and everyday mobility decisions
- that create the necessary conditions for the realization of individual and family mobility choices.

Those who see their environments through car oriented mobility, the actancy of the urban structure is seen as distancing and obstacle-creating – something to be overcome through the use of car, a dragon to be slain. However, those with a pedestrian/cyclist mobility insight see this actancy more as enabling, though they may also identify the restrictions it creates to their action and social organization of their everyday life. They may also see their own potential to resist this actancy, which can be seen as a form of empowerment.

In further study, the difficulty of distinguishing the actancy of urban form from the agency and actorship (reflexive, conscious) of the travelling individual should be addressed.

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Chances and Risks by Disintegrating Light Railway Systems – a Planners Approach

European and national policy aims towards a common market for services. Therefore the organization and planning of public transport is changing: While in the past public transport was provided by – often public owned – monopolist companies from one source, today competition is getting usual. This comes along with new and more stakeholders like transnational transport companies. The provision of public transport is divided between the municipalities' sovereign task of planning and one or even more transport companies' duty to operate busses, vehicles and infrastructures. In this context transport and spatial planning face new challenges like market regulation.

Other than in the bus sector the configuration of light railway (trams, underground metros) systems' disintegration is highly dependent on the organization of property rights on infrastructures (such as tracks, workshops or vehicles) or immaterial resources like planning data (i.e. traffic demand forecasts). The planning process of light railway systems



with its specific infrastructures and the interaction of track and vehicles is more complex as in the bus sector. If the infrastructure's construction, maintenance or operation as well as the train operation and the overall planning is divided between different actors, their interaction becomes complex. Increasing transaction cost will occur. The level of such cost is depending on the mode of the light railway's public management.

The PhD-study to be presented is based on concepts such as new institutional economics (Williamson, 1990) and regulation theories. In case studies it is researched which institutions are necessary to join the economic interests of infrastructure owners, operators and tram operators with the political aim of providing sufficient and sustainable public transport as a service of general interest (SGI). In a first step analogies from other transport sectors with yet proceeded market liberalization such as heavy rail or bus are drawn. Based on own empirical research in 15 case studies in Germany I developed categories for the examination first experiences in Europe with privatized or disintegrated light rail systems.

In opposition to recent economists' works (i.e. Eisenkopf and Schnöbel, 2007 or Hirschhausen and Cullmann, 2008) focusing on monetary effects of disintegration in public transport on an aggregated level, a planners approach needs to describe the reasons. It will be highlighted how the access to properties like tracks, trains, data or IT infrastructures is regulated in detail and which technical interfaces and institutions of interaction potentially cause high transaction efforts. The aim is to provide local policy makers a guideline how to organize the municipal light railway services and find a good balance between market competition for services and reliable service of general interests.

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Measuring Accessibility to Healthcare Services: a GIS Application

Childhood asthma is a prevalent health problem. According to the most recent statistics published by the Center for Disease Control and Prevention (CDC), about 9.4 % of all children, or about 7 million children have the disease in the United States (Bloom et al., 2009). Empirical data also show that there is a consistent variation in childhood asthma and emergency room visit across gender, race/ethnicity, and income groups, with boys, non-Hispanic black, and children in low-income families having a more prevalent rate of asthma than their respective counterparts (Miller, 2000; Li & Newcomb, 2009; Bloom et al., 2009).

The causes of childhood asthma disparity have been the subject of enquiries in the health and other communities including the planning community. From the planning's



perspective, it is important to know if accessibility is a contributor to childhood asthma disparity, since the information will have implications to planning policies and practices as to what can be done to improve accessibility and equity, which are important elements for building and maintaining a socially and economically sustainable city and community.

This study explores the use of GIS for measuring the accessibility to healthcare services and examines disparities in accessibility among pediatric asthma patients in different socioeconomic groups. Accessibility in this study is defined as the ability to reach to healthcare services financially and physically by means of transportation. Data of pediatric asthma patients who had emergency room visits to the Cook's Children's hospital for asthma treatment in 2004 and 2005, as well as pediatric clinics and hospitals in Tarrant County, Texas are used for the analysis. GIS is used to geocode the residential locations of asthma patients and the facility locations of healthcare services, to analyze the spatial patterns of asthma patients and healthcare facilities, and to estimate the distance and travel time between residential and facility locations. T-test is used for testing the group difference in accessibility.

Preliminary analysis indicates that healthcare facilities are well concentrated in downtown Fort Worth and surrounding areas. The distribution of healthcare facilities is somewhat spatially corresponding to residential locations of asthma patients. While the average distance to the nearest healthcare facilities for patients in low-income families may not be longer than that of those in families with higher economic status, there is a significant difference in travel times among patients in groups with different economic status. The results suggest a role of transportation planning in addressing the issue of health disparities and the need for further research.

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Living Near Roads: Exploring the Trade-Off between Accessibility and Environmental Effects

Road projects are generally viewed as regional economic development issues. Macro-scale accessibility problems in a region or part of the country are often the primary reason for considering new road infrastructure early in the planning process. However, regional accessibility gains are not the only relevant impact; road infrastructure development has also large positive and negative consequences on its direct environment. On the positive side, improved road capacity makes the development of new working, housing or leisure development near roads attractive – the so-called highway locations. For the people who live in the vicinity of a road, poor air quality, noise exposure, local traffic, barrier effect and blocked views all contribute to a decrease of (local) environmental quality. Apart from health problems, it may also affect people's residential satisfaction, pushing them to move houses. Not surprisingly, road infrastructure development provokes frequently (local) public resistance – the so-called not-in-my-backyard (NIMBY) phenomenon. Unfortunately, in current Dutch planning practice these negative (environmental) side effects of road are, generally speaking, considered only in a late stage of the planning process. Environmental impacts are assessed and mitigated in order to make the project



acceptable with respect to formal regulations and to get planning approval. Although a project may conform to formal environmental quality standards, the various groups of people in the neighbourhood may perceive the externalities rather different. What is at the individual level the trade-off between accessibility and environmental liveability? In this paper we aim to gain greater (qualitative) insight into the role that road-related factors play in households' residential satisfaction. Sideways we also look at location preferences. We do this all on the basis of an extensive literature review and by using information gained from expert interviews.

A main finding of our analysis of existing literature is that both positive effects of road infrastructure (i.e. accessibility gains) and negative externalities (e.g. noise, air pollution) seem to influence households' residential satisfaction and preferences. Distance between the road and the home location seems to strongly influence the strength of these effects. The kind and number of variables included in the different studies, as well as the methodology used, largely vary. That makes the results difficult to compare. Also, the reviewed studies often focus on only one type of road-related effect (either accessibility, noise or air pollution). Furthermore, these effects seem to influence households' residential satisfaction and decisions at different spatial scales. Generally speaking, the negative externalities related to a road operate at a lower scale than accessibility. The effect of noise and air pollution, for instance, are limited to the first hundred meters from the road. For this reason, it may hardly affect the neighbourhood choice as such, but it may strongly influence the decision of where to live in that specific area. Research investigating the determinants of residential satisfaction (and preferences) have highlighted the need to take households' socio-economic characteristics and attitudes into account. Nevertheless, it is not clear whether objective or subjective measurements of externalities are better indicators for explaining differences in the residential satisfaction and location preferences of households. Property values could be seen as a proxy for residential satisfaction. Therefore, further research might use hedonic pricing method to understand to what extent road proximity, and related positive and negative effects, influence housing prices. Subsequently, these objective measurements may be compared to individuals' perceptions of road-related effects. People may for instance be asked in questionnaires how they actually value (different aspects of) road infrastructure and to what extent it affects their residential satisfaction. In this paper we argue that a more integrated approach at the start of the planning process by including the influence of both positive and negative effects on the residential satisfaction would give a more realistic picture and could contribute to a more balanced planning of road infrastructure.

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Planning Night Life in the City – a Transport Dilemma

This paper presents some conclusions of a research Project about the night and urban planning of night city. Specifically it looks upon the study of the location of areas with movement during part of the night namely with night entertainment and the offer of public urban transports and the way nets are planned. The almost inevitable use of private transport presents several problems namely parking.

Urban planning develops all its proposals based on daily activities, seldom and for quite specific areas due to their functions, the night period is considered. This period is considered by many as the time of regeneration of the city with many working people to whom is denied the type of infra structure, such as transportation, that is considered essential during the day.

Public transportation nets are mainly planned to serve a population that uses them during the day. There are in the big cities nets of night transportation that copy completely or almost completely the nets of daily transportation serving mainly the big traffic axes leaving the people with great difficulties to get back home during this period. In smaller cities even if there is a daily transportation net it is not available during the night.

Night life in a city has sustainability problems associated with the need of public transportation and the almost obligation of the use of private transportation.

This problem is not exclusive of big cities; in medium and smaller cities going out at night is almost totally dependent on the use of private transportation.

This study has been elaborated with the help of enquiries to the users of these spaces and to their options in terms of transportation and the reasons why they do it.

The aim of this work is to understand better the ways of the use of urban space during the period of the night and create solution to the problematic of public transportation.

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The Dual of the Transportation Problem and Its Implications for Transport and Land-Use Planning

In the last two decades, a significant degree of attention has been placed on the concept of excess commuting as a means of measuring the efficiency of regional commuting patterns (Murphy, 2009). The idea utilises the average minimum and maximum commute, derived using the transportation problem of linear programming, as lower and upper bounds respectively of the possible commuting range for an urban region. In other words, they represent the most and least efficient commuting arrangement possible within the constraints set by a fixed distribution of jobs and housing. Actual commuting is then assessed within this framework to measure relative commuting efficiency. Little attention has been paid within the excess commuting framework to the dual solutions of the transportation problem of linear programming. This is rather



unfortunate because they can provide additional information about where additions to the transport network would be most or least efficient. In a transport planning context, each shadow price associated with the dual linear programming solution is a measure of the cost to the system of generating a further trip at a origin zone or accommodating a further trip at a destination zone (see Stevens, 1961). By solving the dual it is possible to determine where new trips entering the system should originate and terminate in order to maintain optimum efficiency for spatial interaction purposes. For the current paper, the foregoing research was undertaken for the Dublin region. Using data from the Dublin Transportation Simulation Model, the shadow prices associated with dual solutions for 1991 and 2001 were determined for public and private transport and for the peak and off-peak period. They were then mapped to provide spatial information about relative location advantage within the study area and how that advantage differs between transport modes and the travel period under scrutiny. Broadly speaking, the results show that individuals located in outlying areas have a locational disadvantage in the peak period suggesting that the locational relationship between home and work is not perhaps as important in determining location choice as has traditionally thought to have been the case.

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Uncertainties in Travel Demand Forecasting: Considerations for a Methodology of Appraisal

Project appraisal and impact assessment are critical tasks for any branch of the planning profession. The main purpose of impact assessment is to anticipate as precisely as possible the consequences of proposed projects and initiatives, but it is also an important task to recognize and address uncertainties of various kinds in them. In this paper we discuss the inadequacies of previous uncertainty measures and how to improve these, inspired by experiences from the transport sector. During the recent years, inaccurate and biased traffic forecasts have increasingly been addressed as a threat to rational decision-making and political accountability for transport projects. Notably, the studies by Bent Flyvbjerg and his colleagues have shown erroneous forecasts to be a widespread phenomenon. These studies have shown particularly large deviations between forecasted and actual traffic for rail projects, where forecasts show a strong tendency of exaggerating the actual number of passengers. For road projects the deviations were somewhat more moderate and also more symmetrically distributed between under- and overestimation of traffic. Even so, there are some indications that the traffic on the new roads may have been underestimated in periods where limiting the growth in car traffic has been a political goal.

The most common method for evaluating the performance of demand forecasts in transport projects is to compare forecasted traffic volumes before project implementation with actual traffic volumes after implementation. This paper addresses some of the



problematic limitations that such a simplified appraisal methodology invokes. First, the choice of which forecast to include in an analysis is not always obvious, as multiple forecasts are often conducted during the decision making process. Second, the time of measurement for actual traffic volumes often focuses on the opening year, while ramp-up effects in the following years might be quite substantial. Third, a blunt comparison of forecasted and actual traffic volumes does little to aid in the understanding of potential psychological, political or institutional factors that could influence the results. Fourth, focusing solely on the implemented project omits the option of investigating potential inaccuracies in the forecasts for alternative projects, which can also be a source of uncertainty in the decision-making process. The last two points imply that there are a number of uncertainty factors that lie beyond the technocratic domain, and we argue that quantitative analyses might be insufficient to assess these. These factors must be taken into account if we wish to get a better understanding of the uncertainties in demand forecasting, and want to improve the available information for decision makers.

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Grassroots Organisations, Eco-Transport and Behavioural Change in the UK and in Italy: the Example of the Transition Towns Movement

This paper explores behavioural change as a fundamental, but often neglected, issue in relation to the emergence and promotion of eco-transportation in cities developed on assumptions of inexhaustible supplies of fossil fuels.

Despite notable successes at the levels of global and national environmental policies, it is clear that without concomitant behavioural changes at a local level, the possibilities for realising more sustainable cities are limited. Drawing on examples of grassroots movements in the UK and Italy, the paper explores the distinctive approaches such groups are developing to change everyday behaviour to more eco-transport modalities in post-oil city scenarios.

Given the reluctance of many countries in ratifying the Kyoto Protocol, the importance of bottom up initiatives aimed at behavioural changes is vital, particularly since the emerging trends concerning daily lifestyles in urban areas in Europe are clearly demonstrating the urgent need for a significant change. In particular, we focus on an example of the more established Transition Town movement in Kingston-upon-Thames (London) and nascent, grassroots movements in the Milan urban region (Italy) to understand the effectiveness and impact of strategies to achieve behavioural change.



In light of the general debate on climate change and peak oil emergences, our research investigates the role of the Transition Towns movement in the UK in contributing to behavioural changes of local communities in relation to the use of greener forms of transport. In doing so, it looks at the case of Kingston-upon-Thames in the Greater London, as a relevant example of Transition Town movement grown in a suburban and oil dependent location. It will also investigate examples of eco-transport practices in the suburban area of Milan, which aim to respond to climate change.

In the local sustainability field there are a number of innovative grassroots initiatives, more or less explicitly connected to public agendas and policies, for instance in the field of food production and distribution, natural resources protection, alternative mobility strategies.

Within this complex environmental frame, what emerges internationally from strategies, plans and policies at different governance levels is that the importance of individual environmental responsibilities and motivation in changing daily climate related behaviour has been significantly overlooked. In fact, the emphasis in mobility and transportation policies has been frequently on the supply side, while less attention has been paid to the ways in which local communities' self-awareness can be improved, through the construction of individual and community paths towards more responsible mobility behaviours, with regard to climate related questions.

A different perspective characterises a recent grassroots movement called Transition Towns which has been rapidly gaining ground because of its proactive approach in generating awareness of sustainable living and building local resilience. The movement has diffused in the UK and in other European countries (including Italy, although still at an early stage) and elsewhere. Transition Towns is a bottom-up movement specifically based on the increasing recognition of the possible combined effect of climate change and of peak oil on the global environment and urban life. Not institutionalized (as yet) like other initiatives in which Local Authorities play a central role, the Transition Towns initiatives aim to promote a change on the dependence on petroleum and its derivatives by encouraging alternative ideas for low-carbon living.

The paper will critically discuss some findings from an ongoing empirical research, focusing on research questions such as: how the change of people's behaviour in relation to the use of eco-transport modalities has been mobilised in the Transition Towns movement agenda and more specifically in the Kingston experience; how has the suburban location been taken into account by grassroots movements under study in the UK and in Italy in elaborating a specific agenda, which aims on the one side to promote eco-transport options/solutions and on the other deal with a more diffused urbanization; which are the opportunities for grassroots movements focused on post-carbon cities to learn from each other in relation to eco-transport and changes in behaviour.

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Uncovering Urban Dynamics from Mobile Phone Data

In recent years, a new approach for estimating people's movement in cities through mobile phone traffic analysis has been developed. Compared to the traditional methods of urban surveys, the use of aggregated and anonymous cellular network log files appears to be a promising tool for large-scale studies with notably smaller efforts and costs.

In particular, the use of mobile traffic phone data shows many advantages, for example:

- large data samples, proportional to the mobile phone use;
- monitoring of any area, given the extent of mobile phone coverage;
- generation of data almost in real time;
- high spatial and temporal resolution .

However, despite the positivist approach to the new methodology, the latter has not been yet fully addressed. Additional evidence is needed to show how cellular network signals correlate with the actual presence of people in the city, and how this source of information can be used to characterize and to map different urban situations and their occupants.

The paper will deal with this topic by presenting the results of a research carried out in the Lombardia Region (Northern Italy), during the 2009 for Telecom, the main Italian mobile phone operator. The aim was to assess the contribution of cellular phone traffic data for understanding and analyzing urban dynamics and to propose possible uses of this kind of information in urban planning.

In order to analyze the complex temporal and spatial patterns of mobile phone activity, we were given access to data covering the whole Lombardia Region, provided by Telecom in form of Erlang, a measure which describes the mobile phone activity as a function of position and time, recorded at a spatial resolution of about 200 meters, every 15 minutes in the period January -October 2009.

The first step of our research was the reconstruction of mobile phone activity trends for some already known urban sectors, subjects of previous research, selected on the basis of present land-use patterns of population and activity, densities, socio-economical profiles. For each of these urban sector we studied the Erlang trends, to verify typical temporal patterns of cellular phone usage for similar urban sectors in terms of density, land-use patterns, prevalent use by urban population.

Preliminary results show that mobile phone activity trends can provide useful information for interpreting the specific urban dynamics of different urban areas (intensity of use, temporal patterns, differences between working days and holidays).

In the second step of the research, we explored the statistic correlation between the mobile phone data of the main cities of Lombardia Region, and the dynamic of population during a typical weekday. The latter was obtained from a traditional mobility data-base, the Lombardia Region Origin-Destination matrix.

Results seem to confirm a high level of correlation between these variables, confirming the hypothesis about the existence of a correlation between daily changes of urban population at the municipality scale and the mobile phone traffic activity.



Analyses carried out at the two different spatial scales, show that the cell-phone traffic correlates strongly with people's daily activities intensity.

Preliminary findings suggest that mobile phone data can be used to characterize and map urban contexts and their occupants and highlight that the proliferation of mobile communication devices has the potential to drastically change the way we view and understand the urban environment.

The work also want to explore whether the mobile network data may describe the temporal and spatial dynamics of city usages, missing in traditional analysis, and could thus describe cities dynamically over time. Finally, it will also outline some general issues of accuracy in using aggregate mobile network data for estimating people's presences in cities.

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Travel Related Zones of the Urban Form –a Well Known Urban Form?

Urban form can affect sustainability, but there are lack of consensus about how. There are confusion about what forms, which scales and which issues. Many research projects made in Finnish Environment Institute during the last 15 years has attempted to find some answers. Together with many urban and transport planners in many cities and research partners these projects has developed a method where urban area has divided into zones according to their location in the urban form and public transport supply. The zones are pedestrian, cycling, public transport, car oriented and car dependent zones. These zones are used in real planning mainly on strategic planning phase.

Research method is to 1) draw these urban zones of the transport supply and its spatial changes in the last 20 years, 2) analyse travel demand of these zones using statistic profiles from the last 20 years of the many urban form morphology elements as (density, polycentricism, connectivity, mix of land uses etc.) and 3) link the travel behavior into these zones using travel surveys. All empirical analyses has made using high resolution GIS data and generated into 250 x 250 meters grid cells. This resolution makes also possible to use the Finnish Monitoring System of Urban Form and Spatial Structure (MUFSS) where is lot of statistic that can be use in these analyses.

The method is to use these empirical analyses to find thresholds from changes in the urban form as an evidence to travel behavior, like changes in modes. One example is the population density where urban zone will change from one car per household to "multi-car zone". Also greenhouse gas emissions are calculated to the urban zones. The research projects provides also information concerning the factors affecting the daily travel choices.

The object of the research projects is to refine the land use and travel behaviour data for the purposes of land use and transport system planning. The latest study area of



the projects is the metropolitan region of Helsinki including the commuting area of the region. This evidence base planning method is used in the Urban Zone –project (UZ) in the Uusimaa Regional Council strategic land use planning process together with Finnish Environment Institute, Tampere Technical University and Aalto University. In the UZ –project urban zones will be made into year 2035 using different scenarios. The next step is to compare Helsinki metropolitan area with international metropolitan areas using this same method of travel behaviour in public transport, walk and car oriented urban areas. This will be done in EU 6th framework project “Plurel” where Finnish Environment Institute is one partner.

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Sustainable Transportation in Mega Cities: Strategies and Instruments – Case Study on Hefei, China

The paper explores the possibilities to develop sustainable transport in future mega cities in China. Generally, urban transport is highly correlated with the rapid urbanization process in China. Increasing transportation volumes are thus a common experience in Chinese cities. Although private car ownership is still low and individual travel distances are generally much smaller in China, congestion costs and rising environmental costs have already become impediments to economic and urban development. Sustainable mobility concepts are thus necessary to keep mega cities and urban areas functioning and dynamic. This paper addresses two main questions: How can a sustainable urban transport system be achieved? What is the role of urban planning?

Hefei, a second tier city in the Anhui Province with nearly 5 million inhabitants in the core city and surrounding counties, is taken as a case study. The paper is based on a policy analysis of urban transport policy, urban transport planning and urban planning on the local and national level. The main finding of the policy analysis is that there is no adequate integration of urban planning and transport planning. Building new city quarters and thus extending the urban fabric only results in the extension of the road network. Motorized transport remains the main means of transport. Therefore minibusses, taxis and motorcycles are still the backbone of the urban transport system in Hefei. Consequently, congestions and emissions are constantly increasing. Although Hefei’s planning authorities will introduce mass rapid transit such as bus rapid transit (BRT) and a metro system, the co-evolution of urbanization and motorization will hardly be decoupled. Furthermore, a coherent strategy is complicated by the fragmentation of planning authority on the local level. The institutional reform in the year 2008 and the creation of new ministries on the national level such as the Ministry of Transport (MOT) are meant to ease the problem, but the reform is still on the way of being implemented at the local level.



In Hefei, the following open questions remain: How is it possible to coordinate the different actors in urban and transport planning? What can be done to implement sustainable mass transport means? Will the realization of mass transport increase the sensibility of urban planners for sustainable and integrated urban planning?

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Refining Accessibility Tools: SAL And SNAMUTS for Porto

Accessibility measures play an increasingly important role in the discourse and practice of transport and sustainability planning in metropolitan regions. To date, many of these tools have been developed with a particular application, on research perspective in mind: as a result, they tend to be fine-tuned to their specific research agenda, policy context and geographic location while necessarily weakening their ability to be applied more universally, or to allow accessibility benchmarking between cities or areas of interest.

This paper will attempt to address this shortfall by testing the compatibility of two previously developed accessibility tools, using the Porto metropolitan area as a case study. The Structural Accessibility Layer (SAL) has been developed locally and makes use of a highly detailed and specific database of land use and travel opportunities, while remaining relatively cursory in the field of transport network performance in the measure of local accessibility. The Spatial Network Analysis for Multimodal Urban Transport Systems (SNAMUTS) tool, first developed for Australian cities, uses far less detailed input in terms of land use data but focuses intensely on measuring the ability particularly of the public transport network to provide connectivity and centrality to specific places across the metropolitan area.

By adding the SNAMUTS output to the SAL database, we will show the extent to which a more meaningful, accurate and applicable accessibility model can be built by combining both approaches. We will explore what these outcomes imply for planning practice: does the combined tool still provide the necessary coincidence of methodological rigour in an academic sense with hands-on applicability through practitioners while delivering measures and visualisations that are easily understood across disciplines? In conclusion, we will draw some recommendations from this exercise for the development of accessibility tools in any policy or geographical context.

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Cost Action 358 – Pedestrians Users Needs

Right from the beginning of car transport development pedestrians have been paid little attention; with the growing number of vehicles and roads for these vehicles their position is becoming even worse. Unequal position of pedestrians is also emphasized by their significantly greater vulnerability in the road traffic as compared to other road users. These circumstances have been highlighted more frequently only in recent years, when suitable solutions have been searched on the worldwide scale particularly with regard to making especially the roads in towns safer and friendlier to pedestrians.

Comparative Case Study Czech Republic – impact of safety programmes. The objective of this study is to map feasibility of Road Safety Programmes, legal bases and urban planning attitudes for searching optimum outputs.

This work has introduced a certain legal and planning framework, which defines a mutually relatively well-balanced system of rights and obligations of road users increasingly focused on the protection of pedestrians as relatively most vulnerable road users. Nevertheless, any legal arrangement only provides a certain degree of formal protection, and to achieve the highest possible safety of pedestrians a strong appeal to each individual is necessary. Particularly recently it has become obvious in the whole society that each road user is starting to understand in a better way the importance of enhanced safety of pedestrians. This was mainly helped to by relatively new legal regulations encompassing some essential elements of pedestrian protection, such as the introduction of an absolute right of way of pedestrians, decreased speed limits of vehicles in towns, and also reduced tolerance to drinking and driving.

Sustainability is based on three pillars: economy, ecology and social life. Consequently, cities that claim to aim towards sustainability should envisage management and measures that support appropriate development in these three areas. In this respect, mode choice is one important issue to be dealt with. For instance, to enhance walking can be seen as one right step towards sustainability: From an economical perspective, walking is cheap as far as the provision of adequate infrastructure is concerned; if the provision of walking infrastructure enhances walking it also appears to be cost-effective: recent studies have shown that an increase in portions of walkers always boosts local economy. Walking is of course advantageous from an ecological point of view; it produces no exhausts and little noise, and as between 10 and 20 % of all car trips barely are walking distance there is considerable room for reducing ecologically disadvantageous car use and replacing it by walking; appropriate measures have to be taken, though. Walking is positively connected to social life: where there are walkers there is life one could say; people feel safe where there are (many) other people and there thus is social control; walking allows one to be with or at least among other people. Not least, walking is healthy, which can be counted as an advantage from all three perspectives: economically, ecologically, and socially. From an individual perspective, the advantages of walking could have different forms; either one has internalised the economical, ecological, and social values connected to walking and is motivated to walk in order to support these values – one could say of idealistic reasons; or one has experienced that walking satisfies other needs that one



is not conscious of without having experience with walking: walking, according to many studies, provides feelings of freedom and independence, of fitness and strength, of relaxation, etc. As said, however, these feelings hardly turn to motives that steer behaviour by only being reported by others. It is important that one experiences such feelings oneself. Thus, sustainable policy by city management would include incentive measures to make people walk and thus to make them feel the advantages of walking.

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Balancing how Urban Structure Constraints and Influences Travel Behaviour: the Case Study of Oporto.

Despite extensive and worldwide efforts to understand the combined and overall effect of urban structure on the current patterns of urban mobility, we are still quite far away from a consensual perspective on this complex matter. In the current context of growing unsustainable mobility patterns, jeopardizing the quality of life and economic development of many urban areas, it is crucial to find solid evidence to support the formulation of policies for mobility management.

This paper brings a new approach to the research on the relationship of urban structure and travel behaviour by using two existing methodologies to study the relationship between urban structure and mobility in Greater Oporto. One methodology uses quantitative and qualitative surveys and analysis to explore the overall relationships as well as the more detailed mechanisms through which the location of residence influence travel behaviour. The other methodology uses the concept of 'structural accessibility' to reveal which travel choices are made available to inhabitants by the urban structure, through the use of activity-based accessibility concepts analysing the ability to reach the main travel generating activities from a given origin.

We firmly believe that the combination of these two complementary research methodologies will provide new insight into this research field and into the understanding of the relationship between urban structure and travel behaviour. In this way, the structural and behavioural aspects of mobility patterns will be analysed and compared. This research provides a broad platform of discussion on the relationship of urban structure and travel ranging from how it enables certain travel choices to how it influences the actual travel choices.

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Barriers to Transit Oriented Developments in the Netherlands: a Luxury Problem?

Spatial planning in the Netherlands has been held up frequently as an example to the rest of the planning world. However, the rosy image belies frustration and difficulties that are experienced by planners, market parties and consumers, especially in transit oriented developments (TOD) which calls for integration of spatial and transport policy. This situation has occurred despite the numerous policy and instrumental changes that have taken place in the Dutch spatial and transport planning circuit, that sought to improve the legal, financial and functional aspects of this conundrum.

The integration of urban spatial development projects with public transport is not revolutionary in the Netherlands and can be charted by the numerous amounts of transit related projects that has occurred since the 1980s. Transit oriented projects range from extremely costly high speed rail station locations to regional transit corridors, both dealing with a complexity of stakeholders, political goals and regulatory instruments. The TOD implicit developments in the Netherlands have not achieved the spatial and functional integration within both the station location (local) and transit corridor (regional) as exemplified by certain projects in other countries. In addition, the inability of current transit related areas in fulfilling their synergetic potential as successful transit oriented developments by generating additional value (financial, social and spatial) does not justify the time and monetary budget these complex projects often require.

In order to understand the complex issues and barriers faced by TOD developments in the Netherlands, this article seeks to catalogue and identify the issues and barriers faced by the stakeholders in the i) public (ministries, municipalities), ii) private (transport providers, developers and real estate) and iii) semi private (interest groups, knowledge institutes) arenas at the a) local, b) regional and c) national scale level. The research is supported by a consortium of both academic experts and practitioners who represent stakeholders on all facets of this problem allowing for empirical qualitative data to be collected through a series of interviews and workshops to analyse the circumstances of this problem. Attention will be placed on selected Dutch cases that are critical as potential TOD examples in the Netherlands and nominated by the research consortium for study. This is then compared with a quick scan on international 'best practices' of successful TOD projects to generate an understanding how similar issues have been resolved in those cases and their respective context.

The following questions are expected to be answered from the results generated by this explanatory cycle of research:

- Which are the critical implementation barriers faced by TOD in the Netherlands?
- When are these barriers faced during the planning process?
- How have similar barriers been resolved in other TOD projects in other contexts?

The article is part of the first steps of a research that tries to understand the role that institutional incentives plays in achieving successful transit oriented development. The focus on the role of institutional incentive as a possible crucial factor in determining the success of TOD projects stems from the observation and understanding that regulatory and fiscal solutions that have been implemented in the last decades have not contributed

to the creation of successful TOD projects in the Netherlands. This is in contrast of apparently more successful experiences abroad. The later phase of this research will seek to understand if and how the solutions identified elsewhere could be transferred as learning experiences in existing Dutch cases through a series of exploratory pilots that relies on an experiential research design to test and refine hypotheses by monitoring change in the Dutch cases as nominated by the consortium.

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Urban Public Spaces' Planning and Sustainable Urban Mobility: Users' Perception

Urban public space is considered a key resource for a sustainable city. Nowadays, urban agglomerations are facing ever-increasing problems of traffic congestion, which lead to the deterioration of the urban environment and the degradation of the quality of city life. At the same time, there is a progressive minimization of urban public space that causes feelings of isolation in many categories of urban residents, especially those with lower mobility abilities (children, elderly, vulnerable road users etc.).

One of the challenges that cities face, is their ability to provide and allocate urban public space 'effectively and fairly' between the different categories of users (motorized and non-motorized) and to create a 'friendly city' and living environment, where citizens feel comfortable and safe to achieve their daily mobility needs and enjoy a high standard of urban living. Urban public spaces have to be of high quality of design and facilities must be safe and readily accessible so they could play an important role to the sustainability of urban areas, by allowing and promoting people to move in the city in alternative ways (walking and cycling).

The provision and function of urban public space in Greece today is mainly characterized by two interrelated elements that affect its potential to promote alternative mobility patterns and ultimately urban sustainability: firstly, by the adoption of ineffective, fragmented, piecemeal planning characterized by lack of vision and inadequate orientation and design principles and secondly, by the progressive elimination of existing public space mainly because of its legal or illegal occupation, i.e. used for parking, or waste disposal or the transfer of use rights by municipal authorities to private enterprises.

This paper aims at exploring peoples' perception about the effectiveness of existing planning and use of urban public space and the way this understanding can contribute to better planning and design practices and ultimately to sustainable urban mobility in Greek cities. The medium size city of Volos will be used as a case study where a planned



intervention was implemented in the city center for the improvement of public space with one of its goals the promotion of alternative mobility patterns. A qualitative research will be conducted based on the use of a survey, involving a semi-structured questionnaire and a stratified sample. The issues explored by the study will include among others: the degree of non-conformity (non-correspondence) between the planers' initial concept and goals regarding sustainable urban mobility and the final design and use of urban public space on one hand and residents' opinion of the effectiveness of the planned intervention on the other; residents' perception on design and use characteristics of public space along with their perception on general practices and behaviors that promote sustainable mobility.

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Spatial Thinking Within Canadian Federalism: Creating the Asia-Pacific Gateway and Corridor

The research aims to understand how inter-governmental spatial policy coordination impacts Canadian governmental institutions through a case study of the Asia-Pacific Gateway and Corridor Initiative. The Initiative seeks to improve Canada's position within the Asia-Pacific global supply chain by undertaking targeted improvements to the country's transportation system. In doing so its mandate covers multiple areas of governmental jurisdiction at the Provincial and Federal level. The Initiative's goals are outlined in a plan written by Transport Canada that stresses the need for inter-governmental and private sector coordination through goal-oriented, spatially specific, investments in infrastructure. The research highlights the creation and impact of the Initiative at both the Federal and Provincial level, the role of the plan in facilitating inter-governmental coordination, and how the spatially specific nature of the Initiative altered the institutional perceptions of government officials involved in its creation and implementation.

These issues of spatial policy coordination within a federal system are examined first through a content analysis of federal and provincial government policy documents related to the Initiative, with the goal of understanding the specificity of spatial references and investments as well as the types of coordination mechanisms noted in the documents. This is followed by an analysis of in-depth semi-structured interviews with government officials who are both directly involved in the implementation of the Initiative as well as those officials who have responsibility for departments that are impacted by it. The interviews primarily focus on four goals; to understand how government officials think about space generally; how the officials understand the spatial implications of the Initiative for both their department as well as others; to gain an understanding of both the formal and informal government coordination mechanisms related to the Initiative;



and to determine the impact that the Initiative's spatial plan has on framing government officials understanding of space and coordination issues.

The research concludes by noting that the Asia-Pacific Gateway and Corridor Initiative has had a dramatic impact on inter-governmental coordination at the project level, altering institutional conceptions of space among government officials involved in the Initiative. Many noted that the outcome driven, spatially specific plan approach is fairly unique in Canada when dealing with cross-provincial/federal projects and investments. Those not directly involved in the Initiative had some difficulty making the shift from thinking provincially and federally towards narrower spatially focused policy. While the plan itself is quite specific with regard to spatial infrastructure investments it is more general when it comes to inter-governmental coordination mechanisms. Existing formal and informal mechanisms were largely used to coordinate activity, yet those involved suggested that the simple existence of a spatial, goal-oriented plan kept those involved focused on outcomes rather than process.

At the Federal level of government the plan sparked the creation of similar initiatives in Central and Atlantic Canada, yet some of those interviewed noted that this was most likely related to the need to be seen as being 'fair' in terms of Federal investment across the country, highlighting the difficulties of balancing equity concerns and space within federal systems. Provincially the plan is seen as having only a limited impact on inter-provincial coordination but many noted it represents a broader trend towards increased provincial coordination.

Over the longer term additional research on the effectiveness of spatially specific plans in delivering desired outcomes within federal systems is necessary. Of particular wider interest is further examination of how government officials view space during the development of policy when operating within a federal system where areas of jurisdiction overlap the same geographic area.

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The Public Transport for People with Disabilities

The Future Rail Transport for All -project is related with the development and the continuation of the West Metro Line and the urban circular Ring Rail Line in Helsinki Metropolitan Area. The rail transport is an ecological transportation system and rail in particular, has an important role in the development of a sustainable city. The development of user friendly and safe transportation system is of benefit to all the user groups. The aim of the project is to render the new metro and local train stations and their surroundings accessible to all user groups. The accessibility is important for the people with mobility disabilities and with hearing or visual impairment as well as for the rapidly aging population.



The study was done in close collaboration with the Finnish Association of People with Physical Disabilities, the Finnish Federation of the Visually Impaired and The Finnish Federation of Hard of Hearing. The usability of the existing metro and local train station areas were visited together by researchers and 8 different groups of public transport users with physical, hearing or visual impairment. The visits were documented and videotaped and station areas were analyzed. Twenty two persons of the target group were interviewed more in detail. A questionnaire about the difficulties experienced in use of the public transport was also publicized in the internet for people with disabilities and the answers (N=151) were analyzed. The flow of pedestrians in two metro stations was videotaped and analyzed in the department of transportation engineering. The researcher also visited Copenhagen and Munich metro systems.

The route of a public transport user was analyzed from one point to the other. The entire route to the metro platform from the feeder transfer stop or parking place has to be accessible. The way finding becomes as important as the physical accessibility of the environment. The guidance has to be continuous and uninterrupted all along the route. The public transport user also needs information to plan his trip, to reach the station area, to buy a ticket and to find the right tram, train or metro. The visually impaired people, as a user group, encounter most difficulties using public transport. The results of the project can be utilized in different ways, especially in the planning of rail traffic in the near future. The ongoing plans in the seven new West Metro stations and Ring Rail Line are active targets of development in this project. The results of this study can be realized in these projects. The new knowledge achieved through the interaction between planning and research will be part of the results. Two masters thesis are also done during the project.

In this study the technological possibilities for the information flow were not developed. The technological aids for real time information at station areas, transfer of timetable information on the mobile phone and other useful technologies were not analyzed. In the near future it is possible to take advantage of all these applications and take them into use.

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Land Use-Transport Studies: Immature Discipline or Multidisciplinary Field of Study?

Since more than half a century both mobility scholars and planners acknowledge a key role in determining travel patterns to settlement features. Traffic is no more considered as flux/capacity ratio while as a derived demand, generated by the need of travelling from a place to another in order to reach and carry out activities. Therefore, different settlement features and structures will result in different travel patterns. Several assumption and beliefs arose around this issue, as, among the others, the idea that high density and mixed land use will result in the reduction of car travel, and in the increase of non-motorized travel. Still, the abundant literature on land use and transport interaction brings out the complexity of this phenomenon letting emerge the groundlessness of some of these popular assumptions.



Intuitive considerations on the influence of settlement features on mobility styles reveal themselves all but grounded, bringing out important questions and problems. As a matter of fact, the idea of the need for a more strict relation and integration of land use and transport studies, policies and planning, that is widespread both in the scientific community and in common sense, is grounded on these considerations.

A deep comprehension of the link between settlement features and mobility styles is then a necessary prerequisite for planning, being it mobility planning or urban planning, assuming that both of them are aimed at improving the quality of life.

The predominance of transport engineers attention playing its part, the approach to this issue is often strongly sectorial, technocratic and resistant to change. Land use and transport studies are often considered as an immature discipline, and this is one of the reason why theories and methods are borrowed from more 'mature' disciplines, like natural sciences. This, and the often deliberate choice of a limited perspective as well, may be ascribed to the need of developing analytic descriptions of reality, to be inserted in planning support tools.

Wider perspectives or theories that are more close to reality but less suitable for simulation models get less attention, while the scientific community keeps on adopting theories whose distance from reality is widely known.

The interest is then much more focused on tools and empirical analysis than on theoretical knowledge and thinking.

Nevertheless, the attempts of conceptualization do exist, and their analysis brings out signs of an evolution, attesting a growing attention on cognitive and decisional processes and as a consequence on psychological theories. This implies the acknowledgment of the core role of individuals, that in its turn imply the actual difficulty, if not impossibility, of schematically represent such a complex phenomenon, whose study is – and must be – multidisciplinary.

As the literature confirms, a more human oriented approach reveals itself much more helpful and successful than more 'mature' or 'scientific' ones.

Instead of considering land use-transport studies an immature discipline it must be acknowledged its peculiarity in being a multidisciplinary field of study. More attention and effort is needed on the theoretical ground, even if efforts of conceptualization would not result in a comprehensive, strong, 'scientific' description.

The paper discusses these issues, focusing on the evolution of theoretical thinking and references in land use and transport studies.

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The Burdens of Place: a Socio-Economic and Ethnic Exploration into the Urban Built Environment, Travel Behavior, and Physical Activity in the Lansing Region, Michigan



This paper explores the relationship between socio-economic status, race/ethnicity, urban form, pedestrian activity, and obesity in six, 2.6 km² neighborhoods, in the Lansing Capital Region, Michigan. The research examines travel behavior in different urban environments through a study of length of trips, travel frequency, mode of travel, and pedestrian and physical activity in a region characterized by rapid suburbanization and urban decline. *The general hypothesis is that neighborhood structure is a precondition in defining individual and community activity patterns. Social class, race, along with the sense of value of personal well-being, are key determinants of travel behavior.* A particular focus in the research is placed on comparing and contrasting more moderate to lower income neighborhoods in the inner-city with higher-income, White neighborhoods in the inner and outer suburbs. Previous research in the U.S. context on urban form and travel behavior has not examined how socioeconomic and ethnic variables might affect the urban environment in poor, inner city neighborhoods, and how this affects travel, physical activity, and obesity.

Information on land uses (residential, commercial, retail, industrial, and public) and building types (single family detached, duplexes, apartments, and factories) were collected in the neighborhoods. In addition, a total of 594 surveys were gathered from randomly selected households with responses on exercise, travel behavior, and other personal variables. The study shows that higher densities, mixed land uses, and greater connectivity do overall, reduce distances between destinations and do encourage non-motorized travel and greater physical activity. Respondents from the outer suburbs were far more automobile dependent and engaged in significantly less physical activity than respondents living in higher density, mixed use, inner suburban and urban neighborhoods.

However, while higher urban densities, a greater land use mix, and greater connectivity do reduce distance accessibility, and hence promotes non-motorized travel, this relationship is strongest in neighborhoods that are wealthy and White. The relationship between compact and mixed land use developments, and reduced distance accessibility, is not as strong – and completely breaks down for supermarkets and non-fast food restaurants – in poor urban neighborhoods. The selection of rich and robust urban centers and neighborhoods in previous studies on urban form and travel behavior (such as San Francisco, Austin, and Boston) has ensured that the existing patterns in relationships between urban form, accessibility, and travel patterns have been focused on a particular class and ethnic composition, largely the wealthy and the White. The traditional relationship between compact urban form, greater accessibility, and pedestrian activity is not as strong once you introduce declining inner cities and the urban poor. Without the equitable spatial investment in amenities, such as supermarkets, certain destinations will remain distant from certain subpopulations, and particularly the poor. The research also shows that while higher urban densities, mixed land uses, and greater connectivity promote pedestrian and physical activity, regardless of urban built

environment characteristics and physical activity patterns, when it comes to poor inner city neighborhoods, residents suffer higher levels of obesity. Again, these outcomes are influenced, in part, by inner city disinvestment and the resulting lack of basic urban amenities—in particular supermarkets and non-fast food restaurants—that offer healthy eating options.

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Challenges of Multilevel Territorial Governance: Infrastructure Networks Development and Regional Planning. Lessons from a Case Study in Northern Italy.

The development of infrastructure networks is a key issue in the debate and in the initiatives aimed at supporting economic and social development. Decisions involve an array of actors and concern strategic perspectives as well as engineering problems and physical planning procedures. The emphasis put on the social and economic results expected by the infrastructure on the one side and on their economic and environmental costs on the other, makes it always difficult to take a decision and planning documents are often overcome by other procedures.

In the case of large projects such as an infrastructure corridor, different institutional and territorial levels are involved, from the EU (TEN-T) and the state, to regions and local communities. They raise, therefore, many questions relating to the spatial-economic structure activated, the physical and social development sustained, the governance structure required (Albrechts and Coppens, 2003).

Innovative approaches, which consider the re-scaling of state powers in favour of regional institutions, the presence of a plurality of agencies and the growing role of the private sector are therefore needed. The key question regards how the consolidated planning processes are responding to new infrastructure proposals and how multilevel governance procedures are activated, taking into consideration that new actors are on the scene, from the public sector (agencies) and the private one, together with more active local communities and a plurality of stakeholders.

The paper is aimed at focusing the change in the planning practices on the basis of a case study in Northern Italy in a changing institutional and political framework (Gualini, 2003; Governa and Salone, 2005). It regards the elaboration, by the Ministry of the infrastructure, of a proposal for a new connection between the Brenner axis and the Tuscany harbour system. It is an innovative solution which can change traditional fluxes of goods and passengers and therefore challenges the regional and sectoral plans of the territories involved.

The paper, on the basis of a policy analysis methodology, develops the reconstruction of the decisional processes going on vis a vis the planning documents of the territories interested and the set of actors involved, both institutional and non-institutional.



The lessons which can be learnt concern the re-scaling of powers and roles in a changing institutional framework, a growing role of EU projects and territorial cohesion documents and actions, the innovation in spatial and physical planning practices and documents – with an increasing use of strategic documents –, the activation of agencies and the involvement of the private sector in a field traditionally managed by the public. Last, information plays a crucial role, as relevant documents are produced not only by the official technical staff but also by opponents, while institutional learning on how to manage complex issues is not always adequate.

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Bracket C – POLICIES AND FIELDS

13 Resource Management, Energy and Planning

Track 13: Resource Management, Energy and Planning

Track Co-Chairs

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Continuing urban sprawl as well as expanding infrastructure, and growing resource and energy needs mean open, green and undisturbed space is rapidly becoming a luxury in many countries world-wide. Whilst most planning systems aim at striking a balance between satisfying different spatial economic, environmental and social needs, frequently the pressure to deliver on short term economic objectives means that wider environmental interests loose out. Regarding the resource of open and undisturbed land (ie open space), this is a particular problem. Policies for restricting sprawl and infrastructure networks extensions by e.g. densifying existing urban areas have frequently shown to either have a poor impact or are inconsistent with other (including eg economic development, construction and transport) policy.

Further pressures on open space come from, for example, the energy and resource extraction sectors. Regarding the former, renewable energy policies at times lead to consumption of large areas of land. Examples include wind farms and solar parks. Waldpolenz Solar Park in Germany, the world's largest thin-film photovoltaic (PV) power system is covering an area of 220 hectares (2.2 km²). Horse Hollow Wind Energy Center in Texas, currently probably the world's largest wind farm, spreads across 190 km². Regarding the latter, particularly striking examples include oil extraction from tar sands and open cast coal mining. In the tar sand mining area around Fort McMurry in Northern Alberta (Canada) open cast mining operations are currently spreading over an area of about 600 km². The Nchanga Open Pit Mine in Zambia, finally, covers nearly 30 km² and is up to 400m deep. Such large-scale energy and resource extraction evidently restricts the use of the land for other purposes, and creates conflicts between various land-use types emphasising the need of careful land-use planning.

We invite you to submit papers to this track on 'Energy, Resource Management and Planning'. Papers may deal with all aspects of energy, resource management and wider environmental planning, including those mentioned above, as well as eg water resource management or environmental protection planning. In this context, our particular interest is on approaches that aim at striking a balance of the different spatial demands on land, including economic, environmental and social. We welcome papers from both, academic and non-academic authors and perspectives.

Within Track 13: Resource Management, Energy and Planning, a special session will be organized on "sustainable urban land-use policies for resilient cities". The aim of this session is to explore sustainable land use policies, plans and instruments with reference to the question of 'resilience' both theoretically and practically.

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“Lost at Sea?” – How Great Ambitions in Conservation Planning are Subverted on the North Norwegian Coast.

The production and implementation of national plans for nature conservation typically generates a predictable pattern of support and opposition. The first regional coastal conservation plan in Norway thus met with strong protests from the coastal industry interests (aquaculture, but also fisheries) and from some local inhabitants and politicians. The planning proposal was launched in November 1994, and would – under normal conditions, and after some revisions based on inputs in the hearing phase – have been finalised in 1996. In the actual case, it took another six years (until December 2002) before the plan was adopted by the Government. The whole planning process had been thwarted, coming to a temporary halt in which the coastal conservation plan for Nordland county was made subject to a formal parliamentary debate. This development is not understandable/explicable with reference only to the expected local and aquaculturist protests. The main question, of both analytical and practical import, thus becomes to identify the processes, structures and conditions that caused the planning process to derail, and in fact also to challenge the institutional arrangement of nature conservation that has developed in Norway since the early 1970s.

The analysis of this case is based on documentary sources (plan proposals and its responses, media coverage, governmental white papers, minutes of parliamentary meetings, etc.) covering the period 1994 to 2002 (Buanes 2008).

The analysis shows that the “assault” on the conservation arrangement followed three institutional trajectories: 1) the interest-based opposition from the aquaculture industry was enhanced by prospects for further growth (surplus and employment) in the industry, and also mobilised the fisheries authorities in a institutional domain conflict versus the conservation agencies regarding the meaning and future use of the coastal areas; 2) Political populism in the Nordland coastal communities won the new Coastal Party one seat in Parliament, providing leverage for combating top-down state conservationism; 3) an intermunicipal initiative for coastal-zone planning, supported by the county council, suggested that local planning based on the Planning and Building Act could become an institutional alternative to state (conservation) zoning through the Nature Conservation Act. As these pressures coalesced in the mid- to late 1990s, the institutional order of the dominant conservation policy arrangement was challenged. In the end, however the conservation arrangement prevailed in its original form.

How do we explain the inability of the challengers to change the planning system and the contents of the proposed plan? From this single-case study, we have learned that (1) scientifically grounded and top-down governance still may prevail over (2) an alternative power constellation (organized and institutionalized industrial interests), while (3) populist political opposition tends to undermine the legitimacy of the process. What we consider as the most well argued opposition, from (4) local authorities cooperating on the platform of the Planning and Building Act, never gains ground in the process. We will invite an audience of theorists to discuss what are the adequate analytical tools for analyzing planning complexities of this type, suggesting an approach combining institutional and discourse analysis.



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The Transformation of Urban Social Geography and Urban Resilience under the Influence of Global Processes

This study is concerned with the different dimensions of the transformation process that many cities around the world are experiencing in the recent decades. After 1980s, the increasing globalization of economic activity introduced new conditions for maintaining the economic sustainability of countries and cities. The search for economic development and prosperity through integrating into global networks and achieving global competitiveness brought a process of change to many cities.

The paper discusses how urban policies shaped around such global processes influence the socio-economic restructuring of the urban geography. New types of urban investments that are developed within the scope of these policies became an important source of change – disturbance, which influence the social resilience of cities as well as their economic and ecologic resilience.

The paper aims to provide an in-depth investigation on the processes that concretize the consequences of the introduced policies, plans and projects. It is asserted that urban policies, plans and projects shaped with global concerns condition the functioning of urban mechanisms, which produce the built-environment, the socio-spatial structure and the economic structure of the city. These mechanisms are for instance land and property markets, which involves all kinds of real estate transactions and which defines the socio-economic profiles of urban areas, the price and rental value of properties, the quality of the built environment and the investments to be made; labor markets, which involves the characteristics of available positions, and work force, the level of wages and the conditions of working; Social Networks, which implies the level of social cohesion and social connectedness within urban areas. The outcomes of these mechanisms determines the ways the urban socio-economic geography is reproduced and the level of urban resilience changed.

Within this frame, the paper claims that the implementation of different inner city and city periphery projects, reshape urban socio-economic geography by intensifying socio-spatial segregation and socio-economic polarizations; initiating new forms of poverty, unemployment and homelessness in the city; producing restricted spaces or causing the loss of urban heritage and memory. On the other hand, these implementations increase the global competitiveness of the city; contribute to the creation of job opportunities for some and to the improvement of built environment, although accessible for one part of the urban population.



The city of Istanbul, being the city where the impacts of global processes is most profoundly experienced in Turkey. The development process of the growing central business district area in Istanbul, along the Büyükdere-Maslak axis and the transformation of adjacent residential neighborhoods will be investigated in the study. The office area comprise urban investments, realized both with national and foreign capital and supported by the governments with the intent to create the global finance and office centre of Istanbul. The production of high-rise office blocks and residences, the provision of necessary infrastructure, supportive interventions in transportation planning are all part of this scheme, which aims at increasing the economic resilience of the city. However in terms of social, ecologic and social resilience the ongoing development process is expected to have negative as well as positive outcomes for the adjacent residential neighborhoods and the city in general.

The paper presents the findings of the research that study the transformation of the socio-spatial structure of the area – the socio-economic profile of the residents, the built environment, intra-urban mobility, level of spatial differentiation; and the economic structure of the area – work and employment conditions, the choice of location of economic activity – in order to understand the changing level of urban social and economic resilience.

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Evaluating Urban Policies from a Resilient Perspective: the Case of Oporto

The concept of resilience has regained relevance in the urban planning debate. Resilience is an essential capacity of urban systems, as disturbances can occur unexpectedly. Planning has never been predictable, but uncertainty and sudden disturbances are surely important aspects to take into consideration, presently, when analyzing the complexity of our urban systems. The planning system should have a prompt response to cope with these disturbances and deal with the most vulnerable aspects.

The paper is part of a two year research project – Sustainable Land-Use Policies for Resilient Cities (SUPER-CITIES), integrated in the Urban-Net European Network. In the first part of the paper, a methodological framework to evaluate land-use policies from a resilient perspective is proposed. The development of the methodology considers its application to different contexts and different policy instruments. The main assumption is that resilience can be measured through a set of attributes that should be defined as a positive quality, should reflect a dynamic perspective, should be able to cross all dimensions of analysis (economic, social, environmental and governance), and finally, should be defined so that overlaps are avoided. As such, the methodology follows a traditional matrix format to make it as simple as possible and ensure, in principle, comparability among the different case studies. The matrix includes:

- the main attributes of resilience;
- the evaluation questions;
- the dimensions of resilience;
- the components of resilience;
- the indicators; and finally,
- the main sources of information.



In the second part of the paper, the methodology is applied to two case-studies in the Greater Oporto area. The first case is located in an urban heritage area in the centre of Oporto, and the second one in an old industrial site, still surrounded by farmlands, in a peripheral municipality of Greater Oporto. The selection of the adequate attributes to each case study is justified, as well as, the components of analysis and the indicators. In the centre of Oporto, *recovery* is a pertinent attribute as we are facing a heritage site that urgently needs a physical regeneration process. *Building capital* is also an important attribute to consider in the analysis of such a vulnerable area in terms of its old and dependent socio-economic structure. In the case of the peripheral area, the attributes under analysis are *transformability*, and also *building capital*. Transformability because there is an urgent need for a physical transformation of the urban landscape, in terms of land use and functions. Building capital because this area potentially presents a strong socio-economic structure (young and active population but not highly qualified), although it needs to be adjusted to a new development scenario. In each case study, the methodology evaluates different policy instruments that refer to formulation and implementation of Policies, Programmes, Plans and Projects.

The conclusions of the case studies will contribute to a better understanding of the tools and instruments that potentially improve the resilience of urban areas, providing further recommendations for policymakers.

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Resilience and Polycentricity – the Case of the Stockholm Region

The normative concept of polycentricity at the regional level is increasingly considered as being a promising tool to promote some commonly shared positive images (e.g. economic growth, spatial equity, diversity, and complementarities) and to combat those which are of rather negative character (e.g. urban sprawl, excessive dependence on the car, degradation of green zones).

In 2001, the regional plan for Stockholm has introduced the concept of polycentricity with such intentions. The emerging polycentric shape shall be structured by all in all seven so-called regional urban cores located in 15–30 kilometres distance to the central core (the city of Stockholm). Such cores shall serve as 'territorial anchors' to concentrate land developments as well as some distinct urban functions. In the present draft of the new regional plan (which will be presumably adopted in 2010), this normative concept has been renewed in order to follow-up the intended gradual transformation of a rather monocentric urban configuration into a polycentric one. The rationale behind both plans can be summarized as follows: The development of the selected regional urban cores shall be promoted by distinct investments in the transport system, by increasing the density and compactness of energy efficient settlements, by improving the urban



environment, by creating competitive milieus and finally by providing these centres with different urban functions.

The paper aims at exploring the relations between the practices of following-up a polycentric strategy in the Stockholm metropolitan area (since 2001) and the concept of urban resilience. Urban resilience is here defined as an established type of an operating governance regime (with various modes and mechanisms) that integrates a high-degree of adaptive and strategic capacity to manage different socio-economic, ecological and spatial dynamics in a sustainable manner. In doing so, the experiences and learning processes by planners at the local and regional level with following-up the concept of polycentricity in the Stockholm region will be examined. Here the basic objective is to analyse in how far a polycentric strategy is being considered as a robust and promising tool to identify trade-offs upon contested projects with a strong impact on land-use development. In addition the performance and conformance of plans and land policies in line with the factual land developments will be evaluated.

This empirical analysis shall help to approach the following questions: a) in how far the regional plan for Stockholm has helped to deliver a 'polycentric structure', and b) in how far the application of this concept can be assessed as being a driver to develop a 'resilient governance regime' in this respect? More specifically the intention is to explore if the normative concept of polycentricity at the regional level can be considered as being a useful tool to establish a spatial system that is less vulnerable to future disturbances and that is better able to manage urban dynamics. The paper will finalise with a more general assessment of the applicability of the concept of polycentricity (as being derived from the Stockholm case study) for enhancing the adaptive and strategic capacity of city-regions.

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“Resilience Perspective” for Urban Analysis and Planning

Recently the question “how might urban systems accommodate increasing global disturbances in whatever different forms they take?” became very crucial, due to increasing vulnerability of urban systems following repeated global economic crises as well as expected global ecological problems and catastrophes.

This question raises the need for “resilience perspective” in planning, which is rather underestimated in the planning literature up to the recent years, since the recent attempts on planning theory have concentrated on more on processes and methods, but less on principles. Resilience perspective necessitates focusing on the capacity of urban systems to absorb unforeseen shocks, continually adapting and evolving so as to resist collapse, by providing a framework to define the interplay between deterministic forces and random events. As Baud and Hordijk (2009) states its application in urban systems so far has been limited to the field of disaster management, but has to be the core of a new paradigm



for planning practices under global disturbances and uncertainties. The difficulty is the adaptive capacity is not restricted environmental/ecological concerns or the changing urban built environment. The evolving social and economic issues as well as and the governance practices make to settle planning principles planning practices following resilience perspective quite complicated. The existing urban resilience literature, which became increasingly blurred in recent years, in order to adapt the concept derived from ecology to urban analysis and planning, unfortunately concentrates on one dimension of change by ignoring the others. The composition and context of projects of URBAN-NET program of EU (URBAN-NET, 2009) are good indicators of this attempts, which try to depict the different aspects of resilience of urban systems.

This paper attempts to decipher the concept of resilience in urban analysis and planning, first by working on the terms used in order to explain “resilience”, second to define a framework that defines the basic principles of building resilience cities and third to discuss these principles in the Istanbul context in order to investigate the critical issues for planning this city region, which became increasingly vulnerable in recent years.

In order to reach this aim the paper proposes a framework to understand and analyze the changes and processes with the use of attributes of resilience under the headings below; disturbances, vulnerability of the urban ecosystems, adaptive capacities and outcomes of disturbances on urban sub-systems as self-organization, adaptation or transformation.

Using the exploratory questions and indicators that define the adaptive capacity, the research on Istanbul has been designed to identify the critical issues in urban analysis and planning principles to be followed in Istanbul under the resilience perspective. The paper presents the findings and discusses how general principles as well as principles based on local issues and priorities can be defined in planning practice.

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Space At Sea: Manoeuvring Towards a Relational Understanding

The current establishment of spatial planning practice for marine territories, especially in some north European countries, raises important questions about the forms of planning that are developing within this context. One of the key issues is the understanding of space that is being adopted within marine planning. The examples that are now emerging of government-led spatial strategies for marine territories, especially for the North and Baltic Seas, are dominated by attempts to allocate discrete areas to different or multiple uses. This exposes a fundamentally physical, Euclidean understanding of space, within which activities and interests may be situated. However, the current debate about the possibility of introducing more relational understandings of space to planning practice may be particularly pertinent in a marine context. From this perspective, space is understood as a consequence of relations between objects rather than an independent



‘container’ within which objects may be placed; the focus is upon the sense of space created by the dynamic interrelationships of varying interests. In this paper, I test the hypothesis that relational views of space are particularly relevant to and necessary for the advancement of marine planning. This likelihood arises from the special characteristics of the sea and its use, such as fluidity, manoeuvrability and connectivity, and the delicate inter-relationships that must be negotiated between different interests at sea. This is investigated empirically through a study of one key sector likely to be significantly affected by marine planning, that of navigation; in particular, the concerns of a shipping interest group in the Netherlands which was set up specifically to engage with an emerging marine planning initiative for the Dutch section of the North Sea. Findings suggest that the sensitivities of marine navigation are unlikely to be given adequate representation through the conventional defining of areas for particular uses, and that expressions of planning would more appropriately focus on the need for constant negotiation between the shifting and sometimes precarious elements of sea use.

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The Purpose and Process of Marine Spatial Planning: Insights from Terrestrial Planning

100 years after the 1909 Housing and Town Planning Act introduced the UK's first terrestrial planning system, the 2009 Marine and Coastal Planning Act has provided the foundation for a new system of spatial planning for the UK's seas. This experience reflects growing international appreciation of the role of the sea in adapting to and mitigating against climate change, rising concern about increasing human pressure on marine areas, and recognition of the need for improved regulation of human activities. As a consequence it can be anticipated that over the first quarter of the 21st century governments across the world will be considering what form such regulation might take. This paper proposes that in undertaking these activities they will find it helpful to look at the planning regimes that they have developed for the land, and in particular to draw upon the wealth of debate there has been regarding the purpose and process of planning. It aims to illustrate the richness and value of potential linkages and encourage intellectual and practice exchange across the land sea divide, drawing especially upon experience in the UK. The paper starts by outlining the origins of planning for the land and the striking similarities and also differences to the current context in which more formalised planning and management for marine areas is emerging. It then provides a summary overview of some key theoretical debates regarding, firstly the purpose, and secondly the process of terrestrial planning. In each instances it explores through the use of examples how this understanding could stimulate valuable critical reflection upon the purpose and process of marine spatial planning. It concludes with summary agenda of potentially fruitful areas for further research.

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Nature Conservation Management in China-A Case Study in a Rapid Growth Industrial Area, Shenzhen

The primary aim of this research is to explore how decisions are being taken about the planning and management of ecological conservation areas in China. There are a number of reasons for choosing this topic. One set of influences comes from theoretical debates about the politics of conservation management. Another set of influences relates to the specific context for conservation management in China, including: (a) increased pressure on ecological areas due to rapid urban development; (b) increased attention to ecological concerns in China; (c) evidence of a distinctively 'Chinese' approach to the philosophy of society-nature relations in the past. Contemporary ecological protection policy in China is thus interesting from both a theoretical and empirical perspective.

A critical realism position on conservation management helps to show how social actors across a broader spatial scales and social division might be involved in the decision-making process of conservation management, and how their particular social value positions towards nature may be used to justify different conservation management options. Using qualitative research methods, a case study of the Dapeng Peninsula in Shenzhen was conducted. The Shenzhen 'Special Economic Zone' (SEZ) was China's first 'special economic zone' (SEZ) which has grown up at an amazing speed. Its astonishing developing speed, however, has brought about sharp contradictions between development and resource conservation. In order to balance economic development and local environmental protection, the Shenzhen local government concentrates its efforts on protecting and efficient use of the eastern coastal part, where Dapeng Peninsula locates. Dapeng therefore became the focus of increasing social, culture and political debates. A set of research questions are: What are the crucial issues that are emerging from conservation management process? Who are involved in the process of decision-making around the issues mentioned-above, with what kind of value positions? How those different social actors and their value positions are involved and compete for ecological resources by power struggles in the conservation management process?

Data was collected from the followings sources:

Documents – both official and non-official documents. The official documents included the governmental publications as well as the governmental files, which were, of necessity, selected on the basis of their relevance and availability. Non-official documents like research reports, novels, diaries, memories, newspaper etc, were reviewed.

Observation – I travelled around the peninsula both by car and on foot, gathering data from 'all senses-seeing, hearing, feeling, and smelling' (Flick, 2006: 216).

Interviews – semi-structured interviews and groups interviews with selected participants and some open-ended impromptu interviews.

This research provides insights into the changing context for conservation management and environmental governance more generally in China. It also theorises a new era of environmental management and provides a framework for understanding the processes and outcomes of environmental policy in China. It was found in the case study that, decisions about conservation management might be informed by particular social,

cultural and technical understandings of ecology, and subjected to political frameworks for ecological regulation as well as increased pressure from different interest groups in China.

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Urban Resilience in Planning

Urban resilience is a concept referring to the ability of urban areas to cope with hazards (both natural and anthropogenic) and reduce their vulnerability to these hazards. Urban resilience often considers four main aspects: metabolic flows, governance networks, social dynamics, and built environment (CSIRO et al., 2007). The approach emphasizes non-linear dynamics, thresholds, uncertainty and unpredictable factors (or 'wild cards').

Early ideas behind the concept of resilience originated from ecology and related disciplines, and focused on applied mathematics, modelling and large-scale management disturbances (see, e.g., Holling, 1973, Walker et al., 2004, Folke et al., 2004, Folke et al., 1996). Since then, the concept has gradually widened to include ideas from biodiversity (Perrings et al., 1992), human geography (Zimmerer, 1994), and complex systems theory (see e.g., Rapport et al., 1985; Steedman and Regier, 1987; Baskerville, 1988; Turner et al., 1990). By the late 1990s, more emphasis was placed on the social and economic aspects of resilience, corresponding to the broad idea of sustainable development as a way of reconciling environmental, social and economic issues (Gallopini, 2006, Geis, 2000, Folke, 2006, Folke et al., 2004, Folke et al., 2005). Resilience has since found its way into various planning-related concepts such as 'disaster-resilient communities' (see e.g., Mileti, 1999; Tobin, 1999), sustainable quality-of-life (Geis, 2000) and urban resilience (Godschalk, 2003).

Urban resilience remains a fuzzy and inadequately understood concept in planning strategies. In some cases, the concept of urban resilience is simply used as an acronym for sustainable development. By means of a literature review, this paper aims to provide an overview of the history of the concept of urban resilience, drawing from various discourses in areas such as urban ecology, sustainable development and urban governance. The paper also seeks to identify the relevance of the concept of urban resilience for planning strategies.

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Exploring Potentials of Sense-Making Theory for Understanding Social Processes in Public Hearing

This paper aims at exploring the potential of using sense-making theory to explain the social processes within planning practices. Public participation and involvement of stakeholders are an exchange of opinions and viewpoints with varying benefit for the



planning process. Sense-making theory includes concepts that are in this paper is used as a frame for studying the exchange among actors in planning processes.

Weick's sense-making theory is a social constructivist theory inspired by socio-psychology theory that has spread from organization and management disciplines to other research areas. Weick (2001) describes sense-making as the making of sense. It is what people do to grasp situations and events, and involves processes of noticing and bracketing cues, labeling events and creating meaning.

Based on sense-making theory, Gioia and Chittipeddi (1991) presented the concept of "sense-giving" as "the process of attempting to influence the sensemaking and meaning construction of others toward a preferred redefinition of organizational reality." (p. 442). Maitlis and Lawrence (2007) developed this concept further by introducing the concept of "sensegiving contests" in which different actors try to influence others actors' view on a given action.

The potential of sense-making is explored by a case study from a Danish context which relates to the AESOP theme "Space is luxury"; a planning process for placing a large test centre for windmills in Denmark. The placement of the test centre was based on specific criteria, e.g. a considerable amount of space, wind potentials, and distance to neighbors. The planning process was led by the ministry and was characterized by secrecy towards the public. The late public hearing became an arena for trenchant opposition from locals and NGOs towards the rationales of the ministry. How opinions are put forward and reasoned in the public hearing is seen as an act of sense-giving and the hearing forums as a sense-giving contest.

The case study is based on observations from the process, document analysis and a questionnaire to key actors. The study is part of a PhD process on environmental assessments in the Danish energy sector, and it is expected to finish in the spring (like the planning process). The conclusions of the study are therefore still to be made, although the preliminary conclusions show considerable potentials of the sense-making framework.

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Analysing Social Impacts of Mining Activities

Mining activities, especially in the regions with large mineral extraction and complementary industries, induce diverse impacts on the population on local and regional level. It can mean employment increase on the local and regional level, economic and demographic growth of rural and/or urban surrounding. But at the same time those activities can cause numerous negative effects, both during the extraction period (monofunctional economy that causes economically dependent workers, hard environmental problems, health problems) and after it has finished (demographic decrease due to the loss of jobs, damaged environment, etc.).

In the process of spatial planning of a certain area it is important to discover, compare and assess possible effects of significant changes before they appear. Those effects can be different depending on planned development, and include changes in housing models, infrastructure, economic welfare, demographic trends, health, etc. Analyses, follow up and directing of social consequences represent an important part of planning.



In the last 40 years majority of planners and decision makers has accepted significance of analysing social impacts parallel with economic and environmental: due to their importance and correlation with other impacts; as a respond to growing tendency for social responsibility; and for promotion of sustainable development which demands application of the precautionary principle.

This research will intend to analyse and assess possible social impacts during the mining activities, as well as the impact of mine closure. It will mention existing instruments and techniques for assessment of social impacts, as *Strategic Environmental Assessment* which analyses social aspects together with ecological, economic and other influences, and *Social Impact Assessment* as a separate document which analyses only socio-economic impacts of the planned development and is compulsory in some countries (e.g. USA, Canada, Australia). Both assessment instruments should be implemented in initial phase of planning. The main problem in many countries is that, in the past, priority was given to economic factors, while social impacts on population have been neglected. Also, interests of the local community have been neglected due to higher, i.e. national interests.

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Assessing Urban Resilience in the Metropolitan Area of Lisbon – the Cases of Cacém and Alcântara

Cities' key topic has always been change. However, its impacts, by means of functional and spatial complexities, arise now as a pertinent, if not fundamental, topic of research. What is change, and how to use it to strengthen cities? How to cope with risks and use them as levers to help cities become more resilient?

These are the questions the paper tries to answer with regard to the Metropolitan Area of Lisbon (AML). The paper addresses preliminary findings of an ongoing research entitled 'Sustainable Land Use Policies for Resilient Cities' (Urban Net), a comparative study which includes the Metropolitan Areas of Istanbul, Lisbon, Porto, Rotterdam and Stockholm. Assessment of urban resilience in local case studies, by resorting to a common framework, constitutes a research outcome.

Current key topics in the AML's planning and policies documents include i) multilevel and cross-scale coordination, ii) ecologic metropolitan network, iii) an effective metropolitan transport authority and iv) development of polycentricism. From the 90's onwards the Metropolitan Area of Lisbon starts shifting from a model based on the fordist functional dichotomy between centre and periphery to a knowledge-based model expressed through a polycentric system, clearly stated as an objective in the various planning documents. Governance topics are also steadily referred, e.g. *Lisbon 2020* strategy and give rise to new institutional solutions in a few local interventions, like Cacém and Alcântara, which give reason for selecting them as case studies.



Cacém and Alcântara represent two different realities in the AML, in what urban trends and population dynamics are concerned. The first is a suburban area to regenerate and the second an interface area to develop as centrality.

Cacém is located in Sintra municipality. Its growth depends firstly on commuting, mainly to the suburban railway line and the motorway to Lisbon, contributing to the current development of a monofunctional residential area. Thus, actions envisaged by the *Cacém Detailed Local Plan* gave priority to the revitalization of the urban centre, by promoting mixed land uses. The quality of the urban design, the creation of public spaces and the implementation of new planning tools were identified as primary factors of success. Hence, regarding further appraisal on the subject of resilience, it has been hypothesised that the improvement of multilevel coordination might allow for the decrease of Cacém's vulnerability, by promoting urban continuities, the environmental and public space qualification, and stimulating urbanity with the introduction of mixed land uses and a multimodal interface.

Alcântara is located in the western side of the city of Lisbon. Its urban fabrics, land uses, links to the city and to the metropolitan area, allow typifying it as a nodal zone in-between compact urban development. Its former industrial, harbour activities and social structure contributed to a shrinkage condition, which is being approached through the 'step by step' implementation of various actions included in the *Alcântara Urban Development Plan*. Alcântara's potential as a vital node in the polycentric metropolitan network has always been acknowledged. Recently, this condition has indeed been reinforced, as it is now considered in the main polycentric system devised by the new Lisbon's PDM (Comprehensive Plan for the city), anchored in 5 centralities rooted along the city's ring railway line. Therefore, regarding further assessment of resilience, it has been hypothesised that the improvement of infrastructural connectivity could increase the socioeconomic adaptive capacity of Alcântara, by promoting a new metropolitan centrality, introducing land use diversity, urban continuities and public transport alternatives.

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Integrating Strategic Environmental Assessment in River Basin Planning: Institutional Landings

The research addresses, in particular, the specific problem of the integration of the Strategic Environmental Assessment (SEA) in river basin planning systems. Starting from French experience, a planning approach based on river basin is being diffused to the whole Europe. Defining the river basin as "natural geographical and hydrological unit" the the EU's Water Framework Directive (WFD) asserts the supremacy of the basin scale in comparison to the traditional administrative and/or political within. According the EU' WFD strategic decision-making has to be built at the river basin large scale, to guide



actions at sub-basin or local levels. But if from an “ecological point of view” any single management intervention at the local scale has implications for the system as a whole, from a “strategic point of view” the guidelines at the river basin scale have necessarily to be the result of a non-linear summation of the system of interests, conflicts and development strategies that act and overlap at the different scale.

The research argues that new institutional models are required for effective river basin management, in a multi-scale pattern as that of the water territories, where the *décalage* between the ecological and territorial fragmentation of administrative boundaries is added to a system of government structured into different and overlapping layers.

Through the analysis of two case studies pointing to two different institutional, planning, environmental and evaluation logics – the case of the SEA of the Progetto Strategico Speciale Valle Po (in the Po river basin) as the Italian one and the case of the Schéma Directeur d'Aménagement et Gestion des Eaux of the Rhone river basin as the French one – the work aims to discuss on how the integration of the SEA in a river basin planning system could build an institutional design process, based on the “variable geometry” of the river basin environmental dimension, going over the administrative boundaries: the results of the research will find it the success key for a sustainable and integrated territorial development of the river basin as a whole.

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Designing the Metabolic Impact Analysis for Urban Planning

This paper is part of an on-going research project undertaken by eight European research centres, the *Sustainable Urban Metabolism for Europe* (SUME) that studies how future urban systems can be designed in a way which is consistently less damaging to the environment than the current status. This article focuses on a particular part of the project, the proposal of a methodology to evaluate the impact of urban plans and projects on urban metabolism – the *Metabolic Impact Analysis* (MIA).

The first part of the paper presents a literature review on four fields of knowledge informing this research, evaluation, urban form, urban metabolism and planning. The review is oriented to the identification and characterization of evaluation methodologies in planning relating to urban form focusing on the flows of people, energy and materials.

Based on the literature review, a set of principles framing the design of the methodology is defined: MIA evaluates the urban development process, from a metabolic perspective; it focuses on plans and projects as fundamental drivers of the urban



development process; it assesses the impact of the proposals included in plans and projects on the territory; the rationale of evaluation is provided by the territory; the evaluation is limited to short-term (ex-ante or ex-post) analysis, due the complexity and to the ever changing relationships between variables; and finally, the environment is dealt with in an integrated way.

The Metabolic Impact Analysis involves six different stages: the definition of the study area, the metabolic (space/land consumption, energy consumption, and material consumption) characterization of the study area, the metabolic characterization of the object, the identification and characterization of the impacts, the evaluation of the metabolic impacts, and finally, the potentiating of the metabolic efficiency.

Further research will involve the application of MIA in four European cities – Oporto, Newcastle, Stockholm and Vienna – to validate the methodology in different contexts, and the proposal of models for alternative (metabolically optimal) urban forms and restructuring.

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Environmental Performance of the Urban Form.

The paper deals with the experience of a four-year research at the University of Naples “Federico II” focused on environmental performances of urban space in small towns and villages of Southern Italy. The study proposes a knowledge-oriented methodology aimed at enhancing the value of the urban form in terms of relationships between natural and built environment, empirically demonstrating the existence of a (somehow implicit) ecological design approach of the primary urban patterns that characterizes “urban signatures” in terms of pattern itself, building shape, use of materials, construction technologies.

The research wants to point out the value of the original construction process and it aims at highlighting the coherence between city form and the natural environment notably focused on the sustainable use of local resources (vegetation, soil and water) corresponding to ecological cycles and fit on human activities.

Ancient towns and villages in Southern Italy are a meaningful example of ecological design in which built technologies were strongly oriented by the site and by the availability of natural resources. They intermediate the relationship between natural and built environment and supply dwelling performances coherently with local context. Harmonization of nature and architecture in many historic towns shows this positive integration and represents an important topic in terms of urban management and urban planning.

Ancient villages, especially, present urban patterns deeply linked to topography and to the natural environment thus also urban signatures are designed in such a way to give environmental benefits to the whole built-up area in terms of improving microclimate,

managing rain fall water and controlling environmental risk. Moreover urban signatures are featured by a common constructive approach aimed at a sustainable use of local resources, as some sort of “instinctive care” to Life Cycle of building materials.

This kind of implicit sustainability of urban space is now treated by the impact of modern transformation of historic assets – even by the aim of rehabilitation or maintenance – in which the misunderstanding of primary, sustainable building processes could upset local ecological balance and site identity. The common and acceptable instance of updating services and performances of historic urban space by modern dwelling functions – such as accessibility by car, improving infrastructure and nets, developing commerce, etc. – ought to be compared to the original state of the site and ought to be adequate to local, specific carrying capacity.

According to these remarks, the purpose of the study is to propose a methodology for “scanning” city space in a way of emphasizing the coherence between the urban pattern, urban signatures and some key constructive elements.

Three key assumptions drive the study. First assumption is the *ante litteram* sustainability of ancient town, tangible evidence of building tradition devised by economic opportunity and by environment understanding, a special condition that drove constructive solutions towards forms and functions adequate to local carrying capacity. According to this, the second assumption regards the application of LCA to the urban signatures. The study aims at recognizing the original life cycle design approach aimed at preserving natural resources, reducing transport costs and optimizing the life service of each element. Third and last assumption concerns the qualitative approach to LCA. It is targeted on a sort of eco-balance more than an inventory itself, focusing on pre-industrial constructive process and local design strategy. From this side, attention will be given at some environmental parameters such as the use of natural resources (local and global), the life cycle management (urban and natural), the re-use and re-cycling of materials that could act as constraints in rehabilitation or management projects.

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Marine Spatial Planning: Is It Possible to Act in the “Sea Interest”?

The long awaited and anticipated Marine and Coastal Access Act received Royal Assent on 12th November 2009 (DEFRA, 2009). This ground breaking legislation introduces a range of innovative measures aimed at improving the management of the UK’s marine environment and for the first time establishes a comprehensive system of Marine Spatial Planning (MSP). Current research dominating MSP debate has merely addressed the rudimentary development of MSP, primarily relying on emphasising expert opinion and institutional analysis. Current discussions have not effectively dealt with defining, what may be considered a “marine problem” (Peel and Lloyd, 2004), how participation for MSP may be carried out effectively within this new planning arena. This paper aims to make



a significant contribution to the academic development of MSP by focussing specifically on the unexamined and untested issue of stakeholder participation. The proposed model of stakeholder participation for MSP, emerging from government is based on the traditional approaches of consultation, most associated with Land Use Planning (LUP). Given the very different customary and property rights and issues of stakeholder conflict and contest associated with the marine environment, this paper seeks to highlight that government have proposed a naïve rhetoric of participation in MSP, in terms of defining stakeholders' role and what can be achieved from participation. In LUP, participation has been relatively successful in terms of producing planning outcomes, mostly associated with the "public interest" (Campbell and Marshall, 2002). Yet it is suggested that a similar concept of the public interest in MSP is lacking. The results of an in-depth qualitative study of stakeholders' perspectives produced five discernable broad views, or discourses, illustrating that stakeholders are likely to resist government's proposed participation strategy, defined around consensus, agreement and avoidance of conflict. Additionally, it was found that, amongst other defining characteristics, each of these views produced a different notion of the public interest, there was found to be little, if any unifying interest between the discourses. This proves that there is much more scope for academic debate on how the public interest for the marine environment should be constructed within this unfamiliar environment. A prominent finding that stemmed from the interpretation of the discourses in the empirical research was the concept of the "sea interest" and it is suggested in this paper that this could be the starting point for future discussions in driving forward the evolution of MSP.

Open questions and future research may include addressing if the idea of the public interest is an outdated concept and how can we begin to define the "sea interest"?

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Retail Policy for Resilient Cities

This paper is based on the on-going research of an Urban-net Project on the relationships between retail systems and urban sustainability and resilience.

The project is based on the assumption that (i) in a consumer society, retailing and shopping places are essential to urban life, and their vulnerabilities affect both the quality of living and the sustainability of the city; (ii) urban sustainability is intrinsically associated with the preservation of retail systems diversity able to respond with efficiency to the needs, wants and desires of different kinds of consumers. (iii) Recent trends on retail development and shopping practices have shown that different urban retail facilities and shopping districts have distinct levels of resilience that can be empowered by sector and spatial planning policies.

Retail is an open system operated by different actors that went through periods of intense innovation and change followed by periods of reaction, and adaptation, sometimes leading to the decline of some neighbourhoods. It makes sense to study it through the lens of urban resilience concept trying to understand the processes and conditions for success and failure of different retail spaces.

In the last decades retail systems went through deep changes in terms of composition, spatial organization, location principles, operation, and relation with producers and



consumers. These changes reflect changes in retail development, consumer's behaviour and values, governance and they had impacts on neighbourhood's supply and city structure. Most of the new retail premises are out-of-town favouring the use of the car for shopping and bringing in difficulties to retailers in the inner city districts.

The increase in the number of closed shops makes the supply of many people, obliged to do longer trips for shopping, more difficult, brings decline to neighbourhoods and sometimes also insecurity.

Most of literature deals with city centres (downtowns) decline and the efforts to reverse it but there is little research on changes of other levels of the urban retail structure and their effects on people's life and neighbourhood's resilience.

Following the main assumptions already presented, and the acknowledge that resilience improves with diversity, our research is focused on the changes in different levels of city retail centres to evaluate their causes, identify the lines of resistance and adaptation and how adequate policies can improve the strength of diverse types of retail facilities.

According to these ideas the big questions to answer are:

- How and why are urban retail centres changing, distinguishing global/general factors from local conditions.
- How can we make the different retail centres less vulnerable to changes induced by the new actors (big corporations and retail chains)?
- How can urban planning consider retail in order to assure the viability of different retail centres and their role in the creation of place identity and a sense of place?

Statistical data and literature allow us to identify the main trends on retail change and put forward some hypothesis about its impact on city sustainability, the role of the main actors and the results of the policies adopted in different countries, as well.

By means of deep interviews with retailers and other stakeholders on the production of the urban space and fabric we have an understanding of their views on the challenges presented by the evolution of the retail activity, competitiveness, and consumer's behaviour and, and how they read the reactions of retailers to those changes in order to survive.

The interviews also focus on the effects of policies (retail and urban land-use) or their absence in the strength of urban retail areas.

The paper presents the first results that come out from the surveys and the interviews conducted in Lisbon metropolitan area and other cities studied by partners in the research network.

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Environmental Quality in “Ordinary Territories”: the Ecological Network Model in Spatial Planning. A Balance after a Decade of Practice

A luxurious thing can be *rare*, having a *high quality*, but also being superfluous.

If high environmental quality spaces (including rural areas) become more and more rare, their systematic consideration into spatial planning cannot be an optional.

It's not a luxury for planning -research and practice- focusing on this topic, as it is not longer an optional planning in order to spread the luxury of having high environmental quality spaces even outside Protected Areas (PAs).

Global and pan-European political decisions state the preservation of biodiversity prescinding from PAs' administrative boundaries and focusing instead on the integrity of the ecosystems (Convention on Biological Diversity, 1992), while the European Landscape Convention (2000) provides landscape-quality objectives addressed to the whole territory of the Parties (including everyday and degraded landscapes).

In the last ten or fifteen years, ecological networks have been adopted by spatial planning as a reference spatial model to spread and put in practice the instance of environmental quality spaces even in “ordinary territories” (Cook *et al.*, 1994); and, from a theoretical point of view, the concept of ecological network has undergone a very deep development, moving from a strictly-ecological meaning, to a more holistic one, with the introduction of the concept of multifunctionality (Antrop, 2004).

In planning practice this model has spread throughout Europe and at any spatial scale, from pan-European to local level.

If during this period planning research has mainly focused on how to integrate and support ecological networks in planning process and instruments (Apat, 2003), maybe it's now time for research to reflect on how this has been effectively implemented during almost fifteen-years practice. This can lead to:

- register problems in putting into practice the ecological network *model*;
- redirect some theoretical but also practical aspects;
- have a sort of feedback on more general issues such as planning models and environmental governance.

The aim of this paper is to purpose some reflections on this topic, starting from Italian case-studies at sub-national scale examined through the following hot-spots that relate ecological networks and spatial planning from different points of view:

- ecological network in planning processes and environmental governance;
- instruments adopted to plan and implement ecological networks;
- multifunctionality: from *ecological* networks to *multifunctional* networks?

Some critical considerations on the theoretical shift from a strictly-ecological oriented interpretation to a more holistic one, with special attention to some critical aspects concerning this shift.

Some results and open questions for further research that will be presented are related to the three previous hot-spots, and can be summarised as follows:

- changings in environmental governance due to the assumption of a spatial model (ecological networks) that forces to cross administrative boundaries, either in

- planning process or in implementation process;
- the need for new implementation instruments and the role of pioneer of planning, that usually needs to search new ways to make its provisions executive (sometimes going beyond the poor ones codified by old laws);
- the spread, in planning practices, of *multifunctional* environmental networks that answer not only to ecological, but also to aesthetical and fruition needs: positive aspects related to the diffusion in practices of the concept of multifunctionality, but also some risks related to a superficial assumption of this concept will be discussed.

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Sustainable Urban Metabolism for Europe: Mitigating Climate Change through Urban Development

As noted in the AESOP 2010 conference theme, “the major challenge of spatial planning is to find solutions for a more sustainable urban millennium”. The Sustainable Urban Metabolism for Europe (SUME) project is an attempt to do just that. SUME is a three year EU-funded project which aims to “Contribute to the reduction of space, energy and material consumption of urban regions through strategies of urban restructuring and urban planning, founded on a comprehensive metabolic analysis/modelling”. Researchers at Newcastle University are leading Work Package 4 within the SUME project, and this paper will focus on that Work Package – *Transforming urban planning policies and strategies*. The paper will, at the halfway stage of the project, present some of the key findings thus far, and set out what is to be considered in the second 18 months of the project.

The SUME project draws on the concept of urban metabolism, which uses the ‘stocks and flows’ approach to help understand and analyse how societies use resources, energy and land for maintaining and reproducing themselves. This is being combined with in-depth analyses of urban development processes and consequent urban form production to generate an understanding of: firstly, the potential for transforming the existing urban built environment in order to significantly reduce the impact on resource/energy consumption; and secondly, how future urban systems can be designed in a way which is consistently less damaging to the environment.

The paper will discuss the research undertaken so far, which has focussed on two main areas. Stage 1 of the Work Package was to explore how relevant actors (institutions, policies and strategies) influence urban structures and hence resource/energy flows. Drawing on the work of Healey (1992) amongst many others, a new socio-environmental model of the development process has been developed. This identifies



a series of key interactions between actors, institutions, structures and mechanisms to result in the production and consumption of the urban form. A small number of key factors influencing different “layers” of urban form have been identified and will be presented for discussion. Stage 2 of the Work Package is ongoing, and seeks to identify new strategies, policy tools and evaluation frameworks aimed at interacting with these key factors to deliver more sustainable, or “metabolically optimal”, patterns of urban form. The draft outputs of this stage will be at the core of the paper.

Stage 3 of the Work Package will be to test the key outputs of the whole SUME project with key actors, gauging their responses to new policies/tools, exploring policy acceptability and likely policy effectiveness. Some key questions to answer in the further research, comments on which will be particularly welcome, are:

- Would the suggested urban forms/structures identified by the project be acceptable to key actors?
- Do potential new strategies, etc appear appropriate to key actors?
- How can policy packages might be made more effective and acceptable?
- What needs to be done to ensure actors’ acceptability of new policy packages, policy tools and evaluation frameworks?

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Towards just Social-Ecological Systems

In the process of facing environmental problems like climate change and biodiversity loss, but also in issues like poverty and health, the sustainability concept has gained importance in decision-making on different levels of society. Sustainability is sometimes vaguely defined and sometimes defined in different and antagonistic ways. Since sustainability can have different meanings, the concept needs to be defined in specific policy and planning situations. Several parallel sustainability discourses exist and they mirror different views of human relations to ecosystems, which can be categorized along a continuous scale. The extremes of this scale are at one end very ecocentric and at the other end very anthropocentric. Thus, they differ in things like their view on nature (as remote and something to be preserved and protected or as the place where we live, work and play), what is defined as problems and what are seen as solutions. We have identified two perspectives that are often lacking in some of the most common sustainability discourses. These are resilience theory and environmental justice, i.e. understanding the dynamics of the ecological basis for sustaining societies and highlighting the distribution of environmental resources and environmental impacts between different groups in society. The ecological support systems and their services are often disregarded in urban and industrialized societies, since globalization has dispersed our dependence on ecosystems over the globe and made us seemingly independent of the local resource base. Similarly environmental justice perspectives have been neglected because human suffering from environmental degradation will



often occur at a large distance from the end-consumer and because affected groups may have little influence on policy and planning. This paper is a literature review where we relate theories of environmental justice and ecosystem support to each other. We discuss in what ways they could be linked to each other and how they relate to other sustainability discourses. We also discuss why these theories are needed in policy and planning and how they can be applied and operationalised. The result is a framework for a merger of elements of several environmental discourses, mainly environmental justice and resilience theory. We conclude that incorporating environmental justice perspectives and an integrated view of ecological and social systems can be fruitful for developing a more holistic sustainability discourse within policy and planning. In future it would be interesting to do research on real planning situations and see how a merger of these theories could be used in real planning situations.

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Shifting from Sustainability to Resilience? Planning Strategies, Climate Change and Flood Risk in Rotterdam

Cities are increasingly seeking to respond to climate change in planning and identifying ways of dealing with its impacts. In parallel with the development of new planning instruments to deal with climate change, a paradigm shift is taking place from urban sustainability towards urban resilience. While the former primarily aims at *preventing* disturbances or threats (such as climate change, natural hazards, economic crises, etc.), the latter focuses on adapting to new urban conditions and *managing and coping with* change. This new paradigm implies planning systems that are able to absorb changes, reorganise themselves, and develop new adaptive strategies that are able to manage and cope with changes like climate change.

This paper addresses two dimensions of this new paradigm. First, from a theoretical perspective, it evaluates the extent to which a paradigm shift from sustainability to resilience is occurring within the framework of climate change and flood risk in the city of Rotterdam. Second, the paper examines the ability of the current planning system in the city to manage and cope with the possible future outcomes of climate change. Evidence for a paradigm shift is explored primarily by means of literature review and policy analysis. This will be supplemented by an examination of new urban development patterns and an assessment of the extent to which these patterns may reflect a change in principles or practices.

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Integrating Resilience Theory with Ecosystem Services in the Case of Omerli Watershed: an Informally Developing Urban Biodiversity Hot-Spot of Istanbul

UN Population Revisions indicate that more than 50 % of the World's population lives in "urban" areas since 2008. As estimated by UN, in 2030, 95 % of population growth will be originated from urban areas and a few metropolitan areas of rapidly growing developing countries will absorb much more of this growth. This reality, together with population estimates indicate urban dominated problems will continue to grow with more complicated impacts on natural, social and economic dimensions. Due to the accelerated urban growth and uncontrolled urban dispersion through naturally significant areas, sustainable urban growth management becomes a critical urban development policy for the global agenda.

Likewise many other developing countries, the case of Istanbul has been attracting much of internal migration with a dramatic urban growth process since 1950s in Turkey. Turkey exceeded urban-rural population threshold during 1980s and Istanbul was always the number one population attraction node in the country as still it is. Istanbul Province, with over 10 million people in 2000, is the most populated city of Turkey. Beside population growth, Istanbul experienced a growth in built-up areas around 700 % after 1950s and has been struggling with a considerably rapid urban development in or around drinking water basins since 1980s.

As in other developing countries, the uncontrolled urban development urges better understanding for the impacts of spatial developments on ecological units and their functioning, in other words "ecosystem services (ES)" in Istanbul as well. Omerli Watershed, which is a unique case for informal urbanization in Istanbul dispersing like mushrooms since 1980's, is located on the Asian side and it is the largest drinking water source of Istanbul and accommodating high biodiversity abundance with national and global significance (Tezer 2008). In addition to environmental degradation with informal constructions, uncontrolled ground water pumping, lack of drinking and waste water infrastructures which have been endangering well being of environment as well as people, on the other hand serious poverty problem are the concerns of the watershed for urban resilience (UR) (Berkes et.al. 2008, Walker et. al. 2006). This paper aims to discuss the impacts of urban development on key ES by using past and present land use data; spatial development plans (environmental development plans and/or master plans) and integrates these impacts with UR theory.

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Multiple Land Use Planning and Urban Designs for Building Resilience in Metropolitan Landscapes

The Dutch metropolitan landscape

Large part of the Netherlands can be characterised as a 'new city', the Delta Metropolis. This metropolis is located in the delta of the rivers Rhine, Meuse and Scheldt and stretches out over the Dutch Randstad, the German Ruhr district and Belgian Flanders. It is a spacious highly-populated metropolis with villages, urban centers, suburbs, industrial estates, harbors, airports, forests, woods, lakes, beaches, reserves, pastureland, fields, roads, canals, railways and high-tech areas of agricultural land. Their spatial, economic, social and cultural interrelationship is strong. Almost all of the components that make up this spacious metropolitan landscape fulfill more than one function, but still a shortage of land is being experienced.

Integrating ecosystem functioning in urban planning

Metropolitan landscapes has their own collection of underlying patterns and processes, which provide the conditions for a self-supporting urban ecosystem within which ecological, physical and socioeconomic components interact. Urban ecosystems can only be meaningfully understood if we see urban ecology in the context of the urban landscape, one that is designed, constructed and used by humans. Humans are more than just designers and users of urban landscapes; we also have clear wants and needs with regard to nature and green space. The open space in this urbanized landscape is a specific urban commodity.

The ecosystem services-concept (Constanza et al. 1997) is especially suited for metropolitan landscapes in which function combinations are needed to cope with divers land claims. Urban regions are eager to learn how new functions can be added to the planned green- and blue structures. One of the new functions may be 'biomass production', using the urban green to generate electricity. If enough biomass can be produced to generate electricity, the urban landscape may become an energy landscape. With 'urban energy landscapes' cities will be less depending on (inter)national energy producers. This implies that as trees and shrubs are considered as local energy resource, urban green may contribute to the resilience of the local ecosystem and human society. As Folke et al. (2004) explains, this is because in this situation the capacity of the local urban system to absorb disturbance (e.g. less import of energy) and still retain the same function (being a city environment) is enhanced.

For urban planners the potential function of urban green to act as energy resource can be combined with other urban green functions like recreation, landscape value, biodiversity conservation, air pollution mitigation etc. By accounting for and integrating a greater diversity of ecosystem services in spatial planning, societies hold a greater chance to:

- sustain social-ecological complexity,
- be more open to learning and nurturing the diverse elements necessary to reorganize and adapt to novel, unexpected, and transformative circumstances.

This includes responding to the increase loss of ecosystem services and to (sudden) changes related to globalization, urbanization and climate.



Urban biomass production in the Arnhem-Nijmegen case

The metropolitan area of the City Region Arnhem Nijmegen (CRAN) consists of two larger cities (Arnhem and Nijmegen) with 18 smaller municipalities. This metropolitan area is located in the east part of the Netherlands, in the middle of an intersection of 3 main rivers and several different landscape forms. The CRAN administration would like to explore how biomass production (in relation to other energy suppliers) can be considered as a relevant local service. In our study we focused on how to integrate ecosystem services into the landscape and urban planning processes to increase resilience. Using the framework of ecosystem services, two themes of analytic inquiries were pursued: (I) limitations and constraints in current modes of spatial planning and governance, related to energy and specific biomass production, and (II) examples of new integrative urban spatial designs. Four futuristic scenarios were examined on their capability to enhance the region's resilience. These scenarios concern a rural or urban setting within an autarkic or global oriented development. 18 different detail studies were executed to further elaborate several options into specific designs.

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While Time Goes by; Dealing with Time and Multi-Dynamics in Spatial Planning and Design

In Dutch spatial planning and design practice, a growing focus is put on multifunctional land-use, either from a horizontal or vertical spatial perspective. Space still is the keyword in today's practice. An other (new) dimension for multifunctional land-use can be the time aspect. Time, as a dynamic component in this process, is not yet addressed in its full capacity. Many different time frames can be identified. One can consider time as dynamic changes from hours to seasons or even decades and centuries. Or low dynamic land-uses can be combined with high dynamic developments. Or temporary use of space for specific purposes can be considered. Time can be approached from a socio-economic perspective, including politics, policy development, procedural time and project development time, or from a spatial development perspective in which a large variety of dynamics within different land-uses can be distinguished. For instance, ecological development takes much longer to be effective than recreational or urban land-use changes or infrastructural interventions; each has its own development time frame.

All these time frame perspectives over short- and long-term developments have to coincide one way or the other; however most often they result in future conflicts. Examples are current water storage and shortage issues, increased vulnerability of urban areas for the effects of climate change, or the growing importance of ecological or cultural historical aspects that seriously delay project developments. There are long-term developments like ecological changes, and short-term developments and impacts, such as political decisions or housing projects, usually with longer-term effects. Formal procedures around a planning project reflect steps to be taken over time, based on aspects of duration, sequences, frequencies and position in the time development frame. From a political point of view only developments with short-term results will more favorably be supported (after max four years new elections will be held!). These differences in



time frames should be taken into account in the planning and design process to be more effectively prepared to the future.

In addition to current competing uses of space, adaptation for climate change presents itself as a new spatial claim. Although climate change has a totally different time frame, it is already important to deal with it nowadays. Current spatial developments determine our vulnerability in the future and potentially reduce our flexibility to adapt to changing conditions. In spatial planning practice, short term needs and interests prevail, increasing the vulnerability on the longer term. Dealing with these different dynamics and time scales in planning and design is important to adapt to the effects of climate change. This requires commitment by stakeholders, as long-term and short-term investments need to be considered in a different but coherent way.

An interactive design approach has to be put into action in a combination of different disciplines, methods and participants, brought together to provide region-specific solutions and knowledge in order to support a more time-space oriented design strategy and develop a methodology for multifunctional and multi-dynamic landscape development. Stakeholders, involved in areas such as housing, agriculture, ecology, leisure, climate change, landscape design, blue and green network development, infrastructure and cultural historical issues, have to identify claims from many different preferences in time and in space. These claims have to be met to develop a more sustainable design and development process to arrive at a time oriented regional system innovative result. The constraint theory of Hägerstrand offers opportunities to determine the influence of a "content" related time approach, focused on the time-space development competition between a large variety of land-uses.

Two project examples are used to illustrate different aspects of a more integrated time-space approach. The first case, with a focus on biomass energy production, will explore a variety of temporality options, based on possible delays during a housing site development, that can offer a broad range of temporary uses over a longer period (10 to 30 years). The second case will deal with temporary housing in future water storage areas as a promising way towards a sustainable development, a way to deal with short-term needs and conflicts as well as long-term effects of climate change. Both cases will be examined on the consequences for planning and design and discuss the feasibility in planning practice for temporality and dynamic aspects.

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Environmental Policy and Politics in the Chinese Post-Reform Urban Growth Regime

This paper seeks to address the main issue about how local authorities and politicians in China have responded to various forces, pressures, and demands in the process of local environmental policy-making under the post-reform urban growth regime. The significant environmental policy initiatives and interventions in a selected Chinese city are analyzed to explore the dynamics of local urban environmental policy-making within the ecological, social, economic, and political contexts, and the impacts of both central and regional policy initiatives and interventions on local environment. Local



environmental policy is understood to be determined through the balance of pressures, demands and opportunities related to different aspects, which take place temporally or spatially under various constraint or incentive and are conducted by different actors according to power relations and the selectivity of policy. The pressures, demands and opportunities reflect structural and local framework, and forces of different actors in a specific national-urban context. The objects, priorities, and strategic selectivity of local environmental policy reflect the overall economic orientation of urban strategy in China. The status of urban entrepreneurialism is compounded by the ways in which strategic selectivity of national regulations offers relatively little support or incentive for proactive environmental policy compared with pro-growth economic policy in Chinese cities. Local urban political leaders in China would like to do more on local environment policy, as witnessed by some proactive activities and evidence of a change in approach over time, with environmental policy becoming more of a priority. Things are changing but the strategic selectivity of national economic and urban policy does not offer much incentive for radical changes. This study has concentrated on the relationship between economy and environment. However, the notion of sustainability also implies a focus on some possibilities of conflicts between social demands and ecological imperatives. There is a need to explore what social forces might change the current mechanics of local environmental policy-making in the Chinese context.

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Resilient Ecosystem Services Management through Urban Planning – Towards a Typology of Approaches

This paper presents results from empirical work in Stockholm, Sweden that analyses historical, contemporary and future approaches to consideration of ecosystem services through urban planning.

The purpose of the paper is to develop a typology of 'city states' (after Brown et al 2009) that characterize a range of different planning approaches to urban ecosystem services along a resilience spectrum. Brown et al (2009) propose such a typology for urban water management regimes 'for underpinning the development of urban water transitions policy and city-scale benchmarking at the macro scale'. By contrast, this paper generates a 'city state' typology that can be used to evaluate the resilience of approaches to the governance of urban ecosystem services through planning at the metropolitan and project scales.

The paper draws on detailed historical analysis of how metropolitan plans in Stockholm have framed the governance of ecosystem services, analysis of three contemporary urban development projects (Hammarby Sjöstad, Norra Djurgårdsstaden and Campus



Albano) and a review of best practice approaches to ecosystem service management through planning.

The paper seeks to make the following scientific contributions:

- generate a heuristic that can be tested further in comparative case study research undertaken in cities across the Urban Network Research Group
- extend application of the ecosystem services framework and resilience science to urban systems through a focus on urban planning and governance

The paper asks:

- How have ecosystem services been governed through metropolitan planning?
- How are ecosystem services managed through contemporary planning practice?
- What would a typology of ‘city states’ that characterize a range of different planning approaches to urban ecosystem services along a resilience spectrum look like?
- What insights does this generate for the governance of urban ecosystem services through planning?

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Perspectives and Concepts for Developing Regional Settlement Systems

The development of human settlement in a regional context is facing great challenges which are rooted in a society characterised by many – partly dynamic – changes in environmental conditions (e.g. demographic change, climate change) and resource shortages (land, energy). Not only unhelpful, the urban sprawl observed in the last 50 years is even highly counterproductive.

This situation calls for the conception of a stable settlement system meeting quality aspects connected to landscape and urban design, requirements of resource efficiency in terms of settlement structure and the needs of inhabitants in terms of quality of life.

Individual elements of such a concept already exist:

- the tradition of the “European city” (mixed-use structures with a differentiated system of streets and public spaces) ,
- theoretical considerations on the evolution of a “linear town” (with public rail networks serving as basic communication-system),
- the guidelines for “cities of short distances” and “eco-cities” as sustainable strategies.

If nature and the countryside are considered to be the primary support system and a high-performance public transport system to be the secondary support system for settlement development, units with differentiated key areas (retail, education and technological development, small trade and industry) need to be integrated in and/or linked up to



these systems. The settlement units are to be designed along the lines of a “city of short distances” (essential daily needs provided in walking distance, medium-term and long-term needs accessible by public transport in key areas and/or centres). The units are connected in the form of a linear city (along public transport lines).

If consistently implemented, the principle of metropolitan development along development axes (finger development) comes very close to these objectives.

As far as existing settlements are concerned, there is the need to prevent the using up of more land and to condense settlement to a degree commensurate with infrastructures.

The principles noted above will be helpful for regions confronted with population declines and a connected negative settlement growth and allow them to define core areas and strategies.

When developing new settlement areas it is recommended to design settlement units taking the form of an “ecocity” at locations corresponding to the above-mentioned conceptual elements and strategies.

The principles sketched out were tested on the basis of the Helsinki region and other sub-regions in Europe. These principles are conducive to the definition of focus areas and strategies in regions confronted with population declines and connected negative settlement growth. This differentiation will be the subject of further research.

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Articulating Resilience in Flood Risk Management and Regional Planning

The relation between spatial planning and water issues throughout Europe, and world-wide, is in a process of fundamental change and renewal. As a consequence of factors such as increasing water surpluses and shortages, and urbanization pressures on water, the emphases have shifted from water management as a separate regulatory activity and aimed at building physical resistance against floods, towards a broader perspective featuring vulnerability and resilience. While much is known about conventional flood control measures like dykes, pumps, and drainage systems, comparatively few insights exist about how a focus on the ‘receiving side’ of floods might be articulated in planning practice. This paper makes a series of suggestions for strengthening our understanding of resilience and vulnerability to flooding in particular.

Based on a literature review and three case studies from the Netherlands (Rotterdam), Germany (Jade Bay) and the United States (Mississippi delta), the paper explores current practices for dealing with resilience against flood risk. A key question is: what ways could there be to understand and evaluate resilience in terms of flood risk? Resilience could be seen as a measure of resisting, coping with, and recovering from the impact of



floods (e.g., Burby et al, 2000). In this view, the *vulnerability* of the affected area (both in physical and socio-economic terms) is central (Cutter, 2003). Alternatively, resilience can be understood in terms of *capabilities*: the way in which the spatial characteristics of an area might offer opportunity, freedom and well-being to its people (Sen, 2000). Also *adaptiveness* is an important principle. Adaptive measures are crucial for tackling uncertainties (e.g., climate change). They are needed to respond in a flexible way to (flood-related) incidents, and the unique conditions of a locale (like the responsiveness of people).

Accordingly, the paper offers a framework for planning practice featuring vulnerability, capability, and adaptiveness as evaluative indicators. The suggestions are intended to show a way to reveal the resilience or, in a way, the 'spirit' of a specific flood-prone areas, and contribute to the quality of planning work in this field.

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Bracket D – INSTRUMENTS & PROCESSES

14 Participation and Governance

Track 14: Participation and Governance

Track Co-Chairs

Louis Albrechts, KU Leuven

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Institutional fragmentation; multiplication of agencies, social media and complex webs of relationships; breakdown of established networks; disparity of powers and responsibilities across different tiers and departments of governmental and non-governmental bodies; increasing role of market forces in the spatial distribution of development; and, confusion over 'who does what'. Against this background it is understandable that, more and more, spatial planning is looked upon as spatial governance. If we take that stand then effective spatial planning can only take place if it is connected to civil society through wider governance mechanisms. A main challenge becomes the creation of effective governance capacity in the midst of an increasing diversity of actors, institutions, and interests. If we accept that spatial quality, sustainability within a context of equity and fairness constitutes the core business of spatial planning then we have to develop a governance system that makes it possible to link these challenges to all phases of the process, to every single step, to all strategies, to all actions.

The recognition of the significance of governance capacity, and of the value of a wide range of actors in forming that capacity has led to the expansion of policymaking space and engagement of actors. In terms of spatial planning processes, actors may be drawn from beyond the boundaries of the formal institutions of government, spread among public, private and voluntary sectors, and, in the case of large metropolitan areas, straddle the boundaries of different political and administrative jurisdictions. In situations where formal government systems are ineffective or lack respect, fragmentation and diversity is also experienced, often in very acute forms.

We fully realize that this includes a clear and persistent call upon the civil society for a renewed civic engagement and this track looks for discourses, episodes, cases on emerging governance capacity (a strong and active civil society) of places. This track looks for practices mobilizing a broadly-based effort to introduce more effective spatial planning and how this may help to build better governance capacity and sufficient state capacity and resources at different levels – to create more and different spaces of 'luxury'. Papers on these topics and experiments are particularly welcome.

In addition, this track will include a special session designated to ICT assisted participatory planning tools. The session will comprise invited lecturers and an open floor discussion.

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Strategic Projects: Vehicles for Action?

Within an intrinsically changing, fluxing and transforming social and physical reality our society is called upon to study the forces of (structural) change and to look for means and instruments to make alternatives happen. In our field plans are seen as instruments to provoke change. Unfortunately many plans, as regulative and control instruments remain too much of “an administrative framework” for development instead of an “action plan” aimed at the implementation of visions, policies and concepts.

In the 1980s, within the architectural/urbanism discipline, a new approach emerged to land use regulation and urban projects (Secchi, 1986; Motte, 1994; de Sola Morales, 1989), especially for the revival of rundown parts of cities and regions. A new generation of strategic – mainly urban – projects, such as the French “Projet urbain”, has been trying to develop a more inclusive approach informed by insights in policy analysis and strategic planning. From these practices a whole body of knowledge is developing which could be described as “theorizing practice” (Masbouni & De Gravelaine, 2002). Planning and urbanism seem highly complementary in their approach, but also in their weaknesses and strengths.

In order to meet the challenges and the subsequent call for transformation and in order to respond to a persistent request for a more action oriented planning the paper argues that socio-spatial innovative strategic projects, as a merger between the ‘urbanism’ tradition and a strategic planning tradition, could serve as a vehicle to tackle the challenges and to bridge the gap between planning and implementation. It, therefore, argues for a cross-fertilization between the often more model-based and top-down planning views, discourses from the social, cultural, social, political, ecological, participative, economic fields and more casuistic, bottom-up experiences. The paper relies on a selective literature review, case studies and the outcome of the Strategic Planning to Strategic Project research program (Oosterlynck et al, 2010; Van den Broeck et al, 2010).

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Exploring the Concept of Institutional Thickness as a Methodological Framework for Empirical Research: the Case of Liverpool

This paper presents the findings of a recent British Economic and Social Research Council (ESRC) funded PhD thesis (Award number – PTA-031-2005-00070). The thesis investigated the utility of the ‘institutional thickness’ concept as a framework for empirical research. The concern of institutional thickness is with the nature and interaction of institutions active in an area with a (theoretically) common purpose. The concept was first introduced by Ash Amin and Nigel Thrift in the mid-1990s (Amin and Thrift, 1994), and aimed to give an explanation of why, in the context of global capitalism, certain places fair better than others. They suggested that in the more economically successful areas of the time, such as Silicon Valley and the Third Italy, there existed/exists an institutional ‘thickness’, and that the success of these areas cannot be “reduced to a set of narrow economic factors”



(1994, p. 14). Their argument aimed to highlight the importance of social and cultural factors in economic development, with the authors going so far as to suggest that these “live at the heart of economic success” (p. 14). Four elements of institutional thickness were suggested:

- A strong institutional presence
- High levels of interactions between institutions
- Sharply defined structures of domination and patterns of coalition
- Mutual awareness that they are involved in a common enterprise

In 2007 Coulson and Ferrario described Amin and Thrift’s work on institutional thickness as a “significant development” (2007, p. 593) because it “emphasised the importance of institutions for local economic development” (ibid.). Further, they noted that, despite the fact that “10 years after its introduction [the] concept has not developed significantly” (p. 610), it is still of relevance in the current context:

The concept of institutional thickness may therefore be conceived as a building block for an analytical and replicable approach to the analysis of the role of institutions in economic development. (p. 593)

They developed a replicable empirical framework for the investigation of institutional thickness in a locality. This was based upon Amin and Thrift’s four elements, and comprised of both quantitative and qualitative indicators.

Through undertaking an in-depth case study of the institutions involved in the economic regeneration of Liverpool, UK between 1978 and 2008, the thesis developed, applied and evaluated their methodology within a general consideration of the utility of the institutional thickness concept as a framework for empirical research. In testing the framework, a number of theoretical concepts were drawn upon. These included ‘regulation theory’, theories of political ideology, theories surrounding local governance and Bob Jessop’s ‘Strategic Relational Approach’. Further, ‘critical realism’ also provided an ontological and methodological basis for the study, as well as a series of concepts which were utilised during evaluation.

The paper presents the PhD’s findings, the analysis undertaken, and its conclusions.

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From Citizen Science to Grassroots Sensing

Citizen science is a term used to describe the engagement of everyday citizens in scientific tasks such as observation, measurement or computation. The most cited citizen science project is the Christmas Bird Count, an annual bird count performed by volunteer ornithologists all over the US. Another project is the National Spatial Data Infrastructure specifying a framework for US citizens to assist mapping their country (Goodchild, 2007). To guarantee that collected data are scientifically useful, citizen science relies on extensive protocols and training sessions.

The last decade witnessed the proliferation of technologies such as Web 2.0, embedded network sensors and georeferencing, supporting a complete army of citizen scientists, employable in nearly any scientific field (Burke, 2006). These technologies not only allow each citizen to collect, but also to interpret and distribute data, be it without protocols and trainings guaranteeing a minimum level of scientific quality. The result is a datacloud, no scientist can ever hope to interpret.

There is quality hidden in the cloud though. Take, for instance, renown pioneers such as Wikipedia and OpenStreetMaps. In the case of Wikipedia, the quality is said to be the result of the large number of contributors, steered by a fixed team of editors, generating a collective intelligence no single scientist can reach. In the case of OpenStreetMaps, the quality is the result of the extensive protocols defining how data should be collected and of the simplicity of the data to collect. Goodchild (2007) refers to the resulting information as Volunteered Geographic Information (VGI), data collected by networks of sensors, owned and operated by everyday citizens, going about their everyday activities.

But what about situations where the number of contributors is not that high, or cases involving more complicated data collection. More specifically, does the concept of VGI also work in the context of small scale participatory processes, for instance, to involve citizens in the planning of their neighbourhood? This would imply a shift from sensing facts to sensing opinions. And this is difficult. Contrary to observation or measurement it is not that evident to squeeze participatory processes into strict protocols and to subject each participant to training sessions. The consequence is that VGI resulting from participatory processes is all too often of poor quality, based on data that is not reliable or representative.

The question therefore is how to employ technology to generate VGI that truly improves small scale participatory processes?

According to Burke et al. (2006), the key lies in the architecture of the technology. The focus should shift from data collection to real time data analysis, feedback and interpretation. They propose to automate the citizen science protocols and data interpretations, to improve data quality, but also to reduce the dependency of an official scientific body: *'With the right tools, professionals and community groups alike could employ participatory sensing campaigns to gather data about short-term concerns (e.g., changes in traffic or weather patterns, rerouted school buses with increased pollution exposure because they are now travelling on freeways) without waiting for a formal project or grant funding – yielding bottom-up, grassroots sensing'*.

The development of this architecture proves to be very technical, not only requiring the automation of protocols and interpretations, but also the redesigning of sensors and networks. First experiments appear successful, but hardly leave the lab-setting (see a/o Goldman et al., 2009), focusing mainly on observing, measuring and computation, as in the original objective of citizen science. So far, there seem to be no experiments involving the mapping and interpreting of opinions as in a participatory process.

To generate VGI that does improve participatory processes, we therefore argue that the level of automation should be slightly reduced and that experts or policy makers should re-enter the sensing process, not to the level of the original citizen science setup where citizens collect and scientist interpret and direct, but as equal conversation partners, all giving feedback on each others input. The architecture of the technology

should then not only be updated to improve the quality of the data being collected but also of the communication process between citizens, scientists and policy makers.



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From Regional Management to Regional Governance – an Attempt to Bring a Theoretical Concept into the Regions of Lower Austria

From a theoretical point of view it is quite clear how Regional Governance should work to facilitate Regional Development. Even if there is no clear definition about Regional Governance the main Dimension such as institutional context, vertical and horizontal interaction structures and processes, accountability, regional context, organisational and political context are well known. From a scientific point of you we also know that there are basically three main forms of Regional governance – Regional Governance without Government, Regional Governance with Government and Regional Governance by Government – but the most important question, how this concept can be used in practice is unsatisfied answered.

This question was the starting point for a research project for the Government in Lower Austria. Lower Austria has the largest area and the second largest population (after Vienna) with over 1,5 million inhabitants of the nine federal provinces in Austria.

In particular the task of the project was to develop a Regional Governance model for Lower Austria considering the specific role of Regional Managements in such a model. Lower Austria has about 30 years experience with Regional Managements. Today Lower Austria is divided in 5 sub-regions supported by Regional Managements. These five Regional Managements are incorporated in one Regional Management Association.

Based on a status quo analyse of the existing Regional Governance structure, together with regional managers, stakeholders out of the region, representatives from the administration of the government and other governmental and non governmental institutions the following crucial questions have been answered:

- How can the ideal role of the Regional Managements in Lower Austria in the context of Regional-Governance look like, considering more „Top-Down“ and „Bottom-Up“ approaches and between more strategic and project orientated procedures?
- How is the interface in such a model between Regional Managements on the one hand and the administration of the government and other governmental and non governmental institutions one the other hand in the province of Lower Austria an in the regions designed?

The paper presents the results of this research project, explores the gap between theory and practice and investigates the obstacles for implementation.

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Connections and Disconnections in Joined-Up Regeneration

Since New Labour have come to power in the UK in 1997, they have promoted the idea of 'joining-up'. This implies that in order to improve the effectiveness of urban regeneration and activities such as public service delivery, the plethora of different organisations and agencies involved in the process must work together to ensure effective coordination of policy.

Regeneration is not a neutral activity; it takes place in a structured environment which favours certain strategies over others. There are also a number of different frameworks that are in place which will focus action on the ground. These frameworks will range from national level, to city level, and also down into the neighbourhood, creating a complicated and heavily structured environment. All of these different frameworks will in theory guide the different organisations involved with the regeneration towards a common strategy, helping to coordinate their actions and reduce the number of disconnections that may occur.

However, due to the complications that are involved, it is possible for a number of disconnections to appear in the process. Where these disconnections appear there is a chance that gaps and absences may appear in the regeneration, reducing efficiency. This will result in the regeneration falling below its potential, so it is important that mechanisms are in place to avoid this. However, whilst regeneration is taking place using a multitude of organisations there is always the chance that this will occur.

The paper will explore the governance mechanisms that have been set up in Liverpool to try and ensure that the multitude of different organisations and stakeholders involved in the regeneration are able to coordinate their actions. From the research, it appears that there is a very extensive and complicated network of different structures and frameworks that are set up on different scale in order to guide this action. These frameworks are then able to enable or constrain different groups within the city. The research has focussed on both the city level, and also on more detailed analysis in two neighbourhoods. It was found that although the neighbourhoods were suffering from similar levels of deprivation, the response has been very different, mainly due to the different policy mixes. This has created different potentials and opportunities both for developers, and also other stakeholders that are involved in the process.

A statement of open questions

- What might we examine in terms of the 'joining-up' of regeneration?
- How can it be ensured that the number of disconnections in regeneration are kept to a minimum in future projects?
- What are the benefits of 'joining-up'?
- What theoretical frameworks might be useful to analyse and assess 'joining-up'?

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Democracy or Efficiency: Contradictory National Guidelines in Local Urban Planning in Norway

This paper focuses on the emergence of a new urban planning in Norway as a response on new and partly contradictory national guidelines. The planning and building legislations consists of two governance lines. One vertical governance line is related to planning legislation linked democratic values as participation, transparency and openness. There is another vertical governance line related to building legislation linked to efficiency, integrated administrative routines and negations. The two governance systems build on different values, knowledge and institutions but they both frame the urban development plans.

How and to what extend have local planning practices adopted these two contradictory national systems of legislation in urban planning practice and institutions? In contrast to many other countries, Norwegian government has not a planning monopoly. However, local government must adopt all plans.

The intention for giving the right for private to plan was to add democratic rights for local communities. The current planning consists is highly privatized. 80-90 percent urban zoning plans are private plans dominated by plans made by professional developers. We find that the efficiency paradigm in the building legislation has affected the urban planning. The development plans are initiated and made by developers and their proposal are not necessary in accordance with master plans. The process consists of negotiations among local municipality and developer rather than participation and openness.

The planning administration is streamlined to address the proposals of private development plans. Readymade packages for developers are available in the municipalities, and most city municipalities have formalized meetings with developers where the frames for the actual development plans are set. These meetings are not open or announced. The role of local municipality is to administrate the plan for political improvement and serve the developers. Local community actors report that they regard political lobbying and media as more efficient methods in planning than traditional participation. This Norwegian model seems to be an efficient model in terms of a high number of new houses. But it challenges the perspective on planning as a governmental activity, planning as meta- governance, planners as core actors and participation.

The paper builds on research project consisting of a survey to the 145 largest municipalities in Norway with 3600 respondents, document studies of 100 development plans, interviews with politicians, civil servants (planners), developers and local organization, and three case studies of particular planning processes. The project was funded by the Norwegian Research council.



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A Decade of Strategic Plans in Italy: Hypothesis for an Evaluation

Strategic planning in Italy is nor a compulsory planning activity, neither has a binding role. Cities, networks of municipalities, provinces, have promoted strategic plans in the last decade on the base of different perspectives, interpretations and expectations about

a strategic approach to planning, and trying to address different kind of problems and cope with different challenges.

The RECS, Networks of Strategic cities (Rete Delle Citta' Strategiche), a network of cooperation and discussion made by cities which have voluntarily produced strategic plans, has recently decided to make the point on the outcomes of this season of experimentations. The paper will critically present and discuss the results of this first evaluation process.

the paper will have a specific attention on the particular nature evaluation is asked to assume in order to deal with similar plans (both in terms of efficacy and legitimacy). In particular it will compare cases in terms of the reasons which have lead cities to experiment this approach, the different interpretations cities have adopted, in connection with the nature of experts involved, the topics addressed and the context conditions which have been relevant in each local process, as well as the added value produced by strategic planning. in particular it will show the deep relationship between forms of strategic planning, political leadership and urban question in Italy. Finally the paper aims at proposing a general reflection on the innovations produced by these processes locally and more in general in a planning theory perspective.

The paper, referring to case study research produced through interviews and official documents exploration, will present synthetically the result of a research project based on case study analysis, within a policy analysis approach.

The paper is part of a wider research project and interests shared by the authors, which aims at producing general reflections on:

- the specificity of a strategic approach to planning and its capacity to address the challenges of contemporary cities;

- the added value it can bring to planning theory and practice challenging in particular the special relationship between knowledge and action planning is based on

- main differences in relations to the production of strategic plans promoted by the Ministry of infrastructures in the last five years.

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Internet Accessibility and e-Governance Applications: Spatial and Content Issues and Some Evidence from Greece

In recent years, Information and Communication Technologies (ICT) have been highlighted as promising for research and applications in various socio-economic fields. Their potential extends from scientific implementation to the everyday life of citizens. A wide range of government services and communication between citizens and government which are often interactive, are based on ICT in the context of e-governance at the national, regional and local levels. Spatial planning, environmental protection, citizenship participation, and support for entrepreneurship and innovation are some of the fields that can be facilitated by e-governance applications.



The promotion of comprehensive and democratic approaches to e-governance, which is a key objective in many cases, depends on the content of e-governance applications as well as Internet accessibility, which in turn reflects the status of the digital divide. Spatial dimensions are of particular importance in this respect given that both Internet accessibility and the content of applications are related to the specificities and potentialities of various territorial-administrative units in which e-governance is implemented. The digital divide does not only exist between social groups but also between places. On the other hand, e-governance applications are not uniformly implemented across all territorial units.

In the case of Greece it can be argued that the spatial dimensions of Internet accessibility and e-governance applications have not been fully addressed. Data and surveys on Internet diffusion and penetration, for example through the measurement of the use of ICT by citizens, enterprises and the government, are usually limited to the national and regional levels while the local level has not yet been fully investigated. Nonetheless, at the same time there are promising projects and applications being launched in several Greek cities and localities. Furthermore, the establishment of the so-called digital municipality lies at the core of the recently launched debate on the reform of the spatial administrative structure of the state.

This paper aims to examine the spatial dimensions of ICT applications, and more particularly the way the spatial dimensions of e-governance are addressed in the case of Greece. It begins with spatial disparities in Internet accessibility and the obstacles which emerge when trying to study them. It then goes on to investigate the way e-governance applications are spatially allocated in the various territorial administrative units, especially municipalities. In so doing it tries to bring to light not only issues of diffusion and access, but policy and content issues as well. This approach can contribute to the way various Information Society studies and surveys are structured as well as to the establishment of spatial dimensions in e-governance, which in turn can promote the exploitation of e-governance in territorially based strategies.

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Community Planning through Networks: Bonding Ties and Brokering Links

There is a resurgent debate in the UK surrounding the role and influence of communities in planning for future housing provision. A clear dividing line has been drawn between those who believe in firmer strategic direction of housing growth according to economic



and demographic signals and those who advocate a new localism in the planning of future delivery, with communities given a bigger say in development decisions. UK experience over the last 10 years suggests that this debate does not divide neatly along party political lines. Despite Labour's depiction as a centralising force in planning policy, against an apparent Conservative preference for local decision making, the current government (current, that is, in January 2010) has grappled relentlessly with balancing local choice with strategic priority. It has, on the one hand, presided over a local government reform agenda that seems to devolve power to local groups. But on the other hand, its reforms of the planning process have appeared to some, to contradict government's new found faith in communities by handing effective decision making to unelected bodies, including Development Agencies at the regional level and an Infrastructure Planning Commission nationally.

This paper focuses on the struggle to bring together community groups with regulators at the local and regional level and build consensus around future development decisions. It draws on research being funded by the ESRC, which focuses broadly on the generation of capacity within local community groups and coalitions and on the way in which these groups (or 'soft' planning structures) are able to build linkages with policy makers and decision takers (the 'hard' infrastructure of planning), thereby gaining effective influence.

This broader project, and this paper, takes as its starting point the production of community-led plans in England – which are often expressions of community fears and ambitions – and how these are accommodated within the planning process. Drawing on ideas taken from social network analysis and a considerable body of work on this topic in the US, it begins by looking at how the desire and capacity to engage in community planning is dependent on 'bonding ties' between individuals and individual local groups. By allowing access to different resources and knowledge bases, local *networks* deliver a *potential* to engage in a policy process that will influence planning outcomes. However, these networks may form cliques, removed from a policy community that has its own rules of engagement and speaks its own language. In the UK, government has suggested that community ambitions need to be integrated into the policy framework through an instrumental framing by planning professionals, who will work with communities to deliver 'achievable', correctly articulated, sets of objectives. But this view has been rejected by those who argue that communities should be treated as equal partners when decisions are made that have a direct impact upon them. Hence, there is a need for 'mediation' between local interests and policy communities – between soft and hard planning – that challenges traditional power relationships. It is suggested in this paper that 'brokering' links between these cliques have a potential role to play in 'bridging' the worlds of lay interest and professional planning, achieving greater policy consensus, and transforming the *potential* of communities to act in their own interests into a real *capacity* to act. How this brokering might be achieved is the central theme of this paper.

Drawing on research in a small cluster of parishes (the smallest units of local government in England) in the Ashford Growth Area in Kent (South East England), this paper begins by outlining the basic conceptual roots of our work: in social network analysis, collaborative planning theory, and in recent work on network power. Using the concepts of bonding and brokering ties, and drawing on interviews with community

representatives and the professional planners they come into contact with, the paper discusses the means by which community groups increase their potential capacity through building local alliances, and the means – real or projected – by which they realise this capacity and gain influence in the planning process.



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The Luxury of eDemocracy in Vast, Remote and Sparsely Populated Spaces

How can rural areas enhance the participation and inclusion of the local population in democracy and governance processes? Many municipalities are testing new ways to secure inclusion by eDemocracy tools. How does the behavior related to participation and decision making change by using virtual tools? How is the understanding of governing space as a collective, democratic process affected? How is land planning decision making supported or influenced by?

Work in progress will be presented based on continuation of the Collaboration@ Rural. The new EU project called Parterre will provide new opportunities for testing how elected citizen and civil servants make use of the virtually introduced decisions at council meetings in issues focusing on land planning. The new land planning software and new virtual decision making tools are tested technically. On these occasions observations and interviews will be done to monitor attitudes and responses. Questionnaires clarifying the perceived benefit of virtual preparation and decision processes will be conducted.

The new project is starting in the Spring and will have results from one round of meeting at different locations in Europe. Based on these results an analysis will be made. Comparable data on dynamics of attitude development and behavioral differences emerging from testing eDemocracy in land planning meetings will at that stage be still an assumption. However, the initial situations and the theoretical framework that will be considered appropriate will be already an interesting outcome.

The paper will provide a contribution through empirical observation of a practical experience in a democratic decision making setting that has not yet been approached. This is possible thanks to the developments in virtual decision making and in planning issues – situations that have not been observed until now from the point of view of acceptance, active partaking, transparency, and 'collective' land planning.



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Five Rationales for Collaborative Governance

The widely documented shift from 'government' to 'governance' in policy-analysis circles (Hajer & Wagenaar 2003) has turned attention within the planning field to the potential for new relationships between governments and actors in the private and civil sectors (Taylor 2003). The notion of the all-powerful state delivering social change has been replaced with a more complex understanding of change produced by networks of interrelated actors from government and nongovernment organisations. Government organisations are no longer considered to be the locus of power (Rhodes 1997) in what

is now seen as a 'shared power world'. Power is dispersed amongst a range of actors in government, and in the private and civil sectors. Effectively addressing public policy problems often requires coordination across institutional and jurisdictional boundaries and joint action from actors across these sectors.

The emerging governance discourse has given rise to new government practices in spatial planning where governments act as coordinators of policy discussions. This has resulted in a shift toward multi-level governance, decentralisation and devolution, and the opening up of decision-making to greater participation (Taylor 2003). New practices focus on partnerships across different levels of government, public-private partnerships and public participation. As a result, other actors from the private and civil sectors are increasingly playing an active role in both the formulation and implementation of public policy.

In this paper I identify five rationales for collaborative governance – 1) it is necessary in a shared power world; 2) it limits potential opposition to spatial plans; 3) it generates community support for new planning strategies; 4) it disperses responsibility for policy-making; and 5) it shares responsibility for achieving positive change. These rationales are drawn from an analysis of government discourse during an eighteen month ethnographic study of a case of collaborative governance in Western Australia.

The presence of these rationales for collaborative governance in the case examined points to a potential conflict between choosing to involve other actors for instrumental reasons and choosing to involve other actors to improve the quality of planning decisions and outcomes. Governments may embrace collaborative governance with the aim of sharing responsibility for planning but not necessarily with the intention of sharing power over decision-making.

Further questions:

- What impact does the shift towards collaborative governance have on traditional participation mechanisms? How are formal participation mechanisms affected by the introduction of informal collaborative forms of policy-making?
- Do partnerships and public engagement, as reflected in current practices, offer the best way forward for collaborative governance?

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Learning to Plan in Partnerships for Innovation in Regional Development – a Typology and Examples from Dresden

Learning to plan in partnerships for innovation in regional development is difficult. This is so for various reasons. Among others, the following are crucial for the paper. Firstly, from a conceptual perspective, it is not clear if, and if yes, under which context conditions and how planning, learning, and innovation can be synthesized. Some argue that planning



on the one hand and learning and innovation on the other are antipodes (Mintzberg 1994). Others are more optimistic that local and regional actors can combine planning, creativity, and learning to establish innovative solutions in regional development. Secondly, planning, learning, and innovation are shaped by complex context conditions that evolve over time. For instance, scholars that follow the “crisis-reform-thesis” argue that crisis or even disasters are “good” triggers for reforms and innovation. Others point out that crisis and disasters often trigger “blame games” and are difficult to exploit as windows of opportunity for fundamental changes (Boin & t’Hart 2003).

The paper argues that difficulties in understanding and promoting relations between learning, planning, and innovation in regional development are partly due to the fact that the temporal dimension of strategy making has been and still is often neglected. Based on work by Jones and Lichtenstein (2008) that pays attention to questions of social and temporal “embeddedness” of inter-organizational relations, especially project-based partnerships, the paper develops a typology with two dimensions: (1) time horizon (closed or open) and (2) budget constraints (high and low budget). The paper seeks to show that this simple typology of partnerships in regional development is capable of explaining which learning and planning issues are important for effective partnership development, especially in an early stage, and why partnerships often fail to meet important requirements. The paper gives evidence to this argument through referring to completed as well as running projects for innovation in regional development on different scales (from small to large). These projects deal with issues of climate change adaptation and flood risk management in the region of Dresden. They show that initial conditions for planning are crucial for partnership development. Arguments from research about path dependency are considered and open questions about the possibility of path-breaking interventions are mentioned.

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Softgis-Method as a Bridge Builder in Collaborative and Participative Urban Planning Practices

Current urban planning practices require a new way of thinking but above all new methods to improve the role of participative and collaborative planning. With the help of information and communication technology new possibilities emerge to ease the communication between urban planners and residents. One of the supporting systems is geographic information system (GIS) that has a lot of potential to be more effectively utilized in this regard. Recently a lot of work has been realized under the terms public participative GIS and planning support systems (PSS). Parts of these new methods aim to support the participation of the inhabitants in urban planning practices. Alongside



the technical implementation work e.g. different mash-ups we need also to consider the appearance of functioning democracy as well. We need to ask whether these actions support deliberative democracy process further or not.

Internet based softGIS methodology aims to gather the experiential localized knowledge of the inhabitants, facilitates the participation of inhabitants and establish their role as the experts on that environment. On the other hand it offers this novel knowledge to urban planners to be utilized in their planning practices and above all introduces to them a method that can support the collaborative urban planning practices. The role of web-based softGIS emerges as a planning support system that strives to build a bridge between residents and urban planners. SoftGIS development work started 2005 and has been carried out through several case studies realized in the Centre for Urban and Regional Studies (YTK) in School of Science and Technology in Aalto University. The softGIS team includes several researchers and has been coordinated by leading researcher Marketta Kyttä.

We will introduce this new collection of softGIS methods and evaluate them in the context of current critical GIS discourse. SoftGIS methods can be categorized in the following way: softGIS methods for mapping perceived environmental quality, thematic softGIS methods, softGIS as a method for a special group. In addition to these we will also evaluate the possibilities of the softGIS questionnaires and continuously open softGIS service. Our aim is to promote the method but also consider critically the potentiality of the method in supporting the collaborative and participative urban planning practices.

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Non-Governmental Initiatives Meet Institutionalised Planning: Potentials for Influencing and Changing Urban Planning Practices.

Noticing an emerging engagement around urban planning issues in the Norwegian public debate the last years, this paper addresses a special kind of engagement where non-governmental planning initiatives based on professional and/or civil society actors themselves *do* planning activities either in cooperation with the formal planning agency or autonomous from them, and thereby challenging established practices of urban planning. The paper is based on my ongoing PhD-project where two cases of such non-governmental initiatives are studied. The cases are 'The City Development Year' in Tromsø and 'The "Government" of Nyhavna' in Trondheim. These initiatives are actors outside formal planning agency that challenged institutionalised discourses of planning practice through doing planning and governance activities themselves. They were both focused at enabling more participation and openness in planning processes and thereby challenging what they saw as more market-oriented and technocratic practices. At the same time they developed substantial policies about respectively the centre of Tromsø city and the Nyhavna Harbour in Trondheim.

The paper is especially focusing on the "City Development Year"-case with the aim of trying to understand and explain *if, how and why (not)* the initiative succeeded in influencing and changing both the city plan and, more broader, the practices and discourses of urban planning in Tromsø, for instance towards a more participatory and open direction. To a certain extent experiences from the 'Nyhavna "Government"' is also



used to shed light over potential for new initiatives to influence established practices. The study is based on an ongoing fieldwork primarily based on interviews with central actors and of analysis of plans, documents and media reports. Analytically the paper is developing a framework for studying potential for change through combining insights from Patsy Healeys (and others) constructivist institutional approach to planning and governance change, and post-structural discourse theory (Laclau, Mouffe, Norval). This implies a relational approach emphasising the encounters and struggles between institutionalised planning and new initiatives where they through their discursive practices construct and struggle over different conceptions of appropriate urban planning practices and policies. The paper concludes that – with a reservation made about this being a preliminary analysis – it seem to be *some* influences of the plan and the broader urban planning practices but that it did not succeed in to a larger extent transform institutionalised discourses. However I will discuss if it could have laid ground for this in the future. Further, the paper argues that such studies of potential for influence and change in urban planning practices need not only study how it affect formal planning agencies but also acknowledge the relational complexity of contemporary urban planning practices and therefore look beyond formal planning agencies for understanding the potential such initiatives can have for influence the practices of urban development and planning.

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Network Platform Concept in Renewal of Urban Infrastructures and Services

There are great challenges to the renewal of urban infrastructures and related services in today's world. Service improvements based on increase of resources are not sufficient solutions due to the financial problems of municipalities. New innovative approaches should be found for production and financing of the services. The municipal sector is a huge network with multiple layers. This paper addresses a network platform approach in developing municipal infrastructures and related services.

A network platform is an organizational concept that helps the sharing of joined understanding and the decision making in large network structures. The platform invites the major actors of the network around the table and shares joined visions and understanding between the actors. The platform prepares development agendas and develops the shared innovation environment. Very crucial issue is the development of trust and social capital. The platform operates in a role of a network leader.

The network platform concept has been developed and then successfully applied and tested in two long-term case studies with participatory action research. The first



case study was conducted in the Salo region in South-Western Finland for improving the regional innovation environment and innovation capabilities. The results have been promising and the municipalities have successfully applied the network platform concept since 2003. The latest activities aim to build a regional cluster for applying fuel cell technologies. In the second case, the concept has been applied in developing regional technical infrastructure operations within seven municipalities in the Mikkeli region in Southeast Finland. The network participants were able to share understanding and create a joint regional vision for improving technical services within a year from starting the platform activities.

In the on-going study, the network platform concept is applied in a larger network and context. The 18 biggest cities in Finland have established a national KEHTO consortium in order to raise up the status of urban infrastructures and services and to recognize new innovative models for operating and financing of the related services. The consortium is an excellent example of the network platform concept and its operation will be further developed and piloted in a two and a half year project. The project started in August 2009 and will end at the end of 2011.

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Participatory Urban Design with Advanced Information Technology Support

This presentation provides an overview of the research work within an ongoing interdisciplinary research project PUDAS (Participatory Urban Design Support with Advanced Information Technology Environment) funded 2009–2011 by the Academy of Finland. The project is continuing our earlier work done within previous research projects for several years now. The purpose of our research is to iteratively construct information technologies for augmented collaborative design work from the user's point of view. Two design disciplines are working together in this project: technology design and land use planning. Special attention will be given to technologies supporting participative land use planning and design together with the local citizens. In this presentation we will shortly introduce participatory land use planning and design mediated with three different technologies: WebMapMedia, Tell-A-Story and Browser. Internet based *WebMapMedia* is a map-based application used for citizen participation and for public location-based discussions and information sharing concerning local data. Mobile application *Tell-A-Story* is used for augmenting designers when collecting location-based design data. Finally, *Browser* is an application user for augmenting designers' work with collected and shared digital design material in the design studio. We will also share some of our



core use experiences of participation. Experiments have been carried out in the context of Master's level *Municipal planning* –course provided by the *Laboratory of Planning and Urban Design* for the students of architecture. One of the core objectives of this course is learning participatory design with local citizens, especially those involved with strategic and general planning of the development of a municipality. In our presentation we will address some challenges identified in our research. First, there is the challenge integrating paradigmatically new participative design approach and traditional, individualistic planning and design process of architects. Secondly, there is the challenge of integrating new technologies into both of these planning processes. Thirdly, there is the challenge concerning the real effect citizen participation could have within the administrative urban planning process and policymaking in general. Our current findings are mainly based on multiple video, audio, image and text based data collected during our observations and action research done within the *Municipal planning* -course.



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Meaningful Devolution or the State in Local Clothing? Local Area Agreements and Their Role in England's 'Local Government Modernisation Agenda'

The search for good governance and the effective delivery of local public services is not new (Darlow et al: 2007). In an English context, Local Area Agreements (LAAs) were introduced in 2004 as part of the Labour Government's agenda to modernise the institutions of Local Government and to increase the level of involvement that local areas have in the issues that affect them.

They are implemented through a Local Strategic Partnership, intended to be 'the partnerships of partnerships' (Geddes et al: 2007) involving all the major stakeholders within a local area. This LSP produces a Sustainable Community Strategy (SCS) outlining their vision and aspirations for that area. The LAA is the delivery document for this vision. This is achieved by identifying up to 35 indicators from a national dataset of 198 indicators which reflect the goals of the SCS and against which progress is monitored. The LAA is signed off with representatives Regional Government, who act on behalf of Central Government. Once these targets are agreed they form the basis of a three year contract between Local and Central Government.

Consequently, a series of issues arise around the extent to which the national indicator dataset allows local areas to focus on the issues of importance to them against the delivery of national priorities and the extent to which the negotiation stage with Regional Government Office impacts this (Johnson and Osborne: 2003).

This paper will draw upon the results of a national survey of LAA practitioners in England and early findings from detailed case study work to explore these issues.

The findings cover several issues of relevance including how the phasing of LAAs, the changing nature of guidance, the role that Regional Government Office plays in negotiating LAA targets and the role of elected officials within this process can affect LAA delivery.

Therefore, the overall aim of this paper is to critically comment on the extent to which LAAs are best placed to deliver this modernising agenda of which they form a central part.

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Community Capture in an Era of Multi-Level Governance

Recent trends in urban policy and urban governance have featured an ever expanding range of participants operating at a variety of administrative scales. As part of these developments, 'community' involvement within both the practical plans for regeneration, and the arrangements and processes designed for their delivery, is promoted by policy makers to be *essential* for overall success. Not only, the well rehearsed arguments proceed, should local communities have a significant role in steering the trajectory of specific regeneration projects, but they should become 'empowered': developing the capacity required to take charge of their own socio-economic and even political destiny.

However, attempts to promote community involvement, particularly in managerial aspects of regeneration governance, are fraught with practical challenges and are subject to intense academic scrutiny and conceptual debate. Critical questions arise regarding the role and (more fundamentally) the motivations of statutory actors when they intervene to support communities in decision-making. For instance, despite rhetorical statements that communities can lead programmes with significant independence, or the assertion that aspects of state-power has been 'hollowed-out' or 'rolled-back', considerable doubt remains regarding the depth and extent of autonomy possessed by non-statutory actors. It has further been proposed that efforts to engage communities within regeneration governance programmes are fundamentally insincere. Rather, they represent ever more sophisticated strategies to lend a degree of order or control to society and are ultimately designed to underwrite legitimacy for statutory institutions and programmes.

Drawing upon a detailed ethnographic/qualitative case study of a community-led regeneration partnership primarily funded by European Union Structural Funds (Objective 1), the paper analyses how the 'long arm' of 'the state' frequently restrains rather than empowers community partners. In particular, it details how rules and restrictions, often designed at some distance from the neighbourhoods targeted by regeneration programmes, may culminate in a number of serious frustrations for participants. Critically, though, the paper also demonstrates how, even whilst under a significant degree of pressure from the regimes and administrative structures of regeneration management, opportunities for resistance – to challenge the boundaries of 'conventional' practice – may arise.

Overall, the paper sheds a significant degree of empirical light upon an important aspect of contemporary urban regeneration policy and practice. It demonstrates how community groups must navigate complicated terrains of governance that contain both unavoidable pulls into regimes of power but also opportunities for alternative or autonomous modes of practice. The paper also raises some important further questions



regarding relations between communities (or civil society) and the state, especially regarding tensions between distance and proximity for actors that engage in locally-based decision making.

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Exploring the Changing Practice of 'Strategic Spatial Planning' in Denmark

This paper takes a point of departure in the new theorizations of spatial planning at the national and regional level (Albrechts 2004, Albrechts, Healey & Kunzmann 2003, Healey 2007). The argument presented by these theorists is that a new approach to planning called 'strategic spatial planning' is emerging. This turn towards 'strategic spatial planning' is build up by cases of 'strategic spatial planning' in practice, particular at the scale of urban regions.

In Denmark, planning practice at the national and regional level seems to be changing towards the direction suggested by these new theorizations. This is a change that has been noticed by practitioners and academics since the beginning of the 1990s. The change has become even more visible in recent (2006) national spatial policies, which articulates the *New Map of Denmark* as consisting of two metropolitan areas: the Greater Copenhagen Area/Zealand and Eastern Jutland. Whether the changes in the nature of Danish 'strategic spatial planning' correspond with the recent theorizations of 'strategic spatial planning' in the literature has so far not been fully researched.

This paper explores the Danish approach to 'strategic spatial planning' by looking at three sub-cases: the Eastern Jutland Region, the Greater Copenhagen Area and Region Zealand. The planning processes here are particularly interesting because very different approaches to planning have been taken. The paper explores the nature of the changes in Danish 'strategic spatial planning' by asking the following questions: *How are content, scope and driving forces of planning changing? How are planning processes being changed? How are the ways in which legitimacy is built changing?*

This paper is based on interviews with planners involved in the mentioned planning processes along with document analyses of the prepared spatial strategies and other available empirical evidence such as working papers, minutes from meetings etc.

Preliminary results suggest that new forms of governance along with new scales of spatial planning are emerging as a consequence of changes in the Danish planning system these years. Planning practice seems here to connect with the new theorizations of 'strategic spatial planning'. In other urban regions with a strong tradition for spatial planning at a strategic level such as the Greater Copenhagen Area, more traditional approaches to planning seems still to dominate. However, the picture of 'strategic spatial planning' is not that simple. New and old approaches seem continually to clash, but



also to coexist, which complicates the picture of 'strategic spatial planning' in Denmark. This raises the question of how different modes of planning can coexist within the same territory.

Further research will explore more in depth how the new theorizations of 'strategic spatial planning' (Albrechts 2004, Albrechts, Healey & Kunzmann 2003, Healey 2007) correspond with 'strategic spatial planning' in practice in a Danish context. *How well are the new theorizations of 'strategic spatial planning' able to grasp the changing Danish practices? Is the Danish case a good example of the new theorizations of 'strategic spatial planning'? Or is something going on that is much more complex?* This will help us to understand the changing nature of 'strategic spatial planning' in practice much better, along with how the theorizations of 'strategic spatial planning' might be helpful.

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Going Beyond Physical Urban Planning Interventions: Fostering New Social Relations through Urban Renewal in Brugse Poort, Ghent

Strategic urban planning interventions in post-industrial cities often are one-sidedly focused on upgrading the built environment. Improvements of the physical living environment are meant to increase their liveability and attractiveness. However, particularly in those urban neighbourhoods confronted with strong forms of social exclusion and weak social cohesion, neo-communitarian strategies for urban renewal emerge to address social alongside spatial problems. Neo-communitarian strategies critically involve local civil society in urban renewal strategies and lay a strong focus on social economy initiatives in pursuing urban socio-economic regeneration. Neo-communitarian forms of urban planning have been criticised for instrumentalising civil society to act as a flanking mechanism to cope with the inadequacies of market-based urban restructuring (Jessop, 2002). Others, however, have highlighted the potential for social innovation in neo-communitarian strategies, i.e. the potential to generate new and more inclusive forms of urban governance (Gerometta et al., 2005). This socially innovative potential can be assessed by analysing the extent to which the involvement of local civil society in urban governance leads to a stronger focus on local social needs (as opposed to e.g. attracting more wealthy residents) in urban renewal strategies (Gonzalez and Healey, 2005).

This paper explores the socially innovative potential of neo-communitarian urban renewal strategies through a case study of the strategic urban project 'Oxygen for Brugse Poort'. Brugse Poort is an old industrial neighbourhood with a high population density, bad housing stock, lack of open space, a socio-economically marginalized population and a vibrant but fragmented local civil society in the Belgian city of Ghent. It will analyse how the participation mechanisms set up by the Ghent city council's to mobilise local



support for its strategic urban intervention in the neighbourhood became a vehicle through which local civil society was forced to overcome its fragmentation, forge new and more cooperative social relationships and succeeded in putting local social needs more central to urban renewal. The analysis is based on interviews with key actors from the city council and local civil society and on the study of policy documents, reports of meetings and other relevant publications.

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Participation and Planning: Wicked Problems in Tuscany, Italy

During the last decades, the use of participation in planning processes has become an ongoing practice in Italy. A specific Tuscany law about the promotion of participation for governance of territory has encouraged the practice of participation techniques at municipal level. Revising case-studies, interesting dilemmas about the relationship between participation and planning have come out. At the same time the need to evaluate risks and opportunities of civic engagement in planning processes has emerged with brilliant evidence. This article focuses on the general question deepened by the notes specified below; further on it deals with the *liason* between participation and planning as a technical design process showing the case of the city of Prato (Tuscany).

Trying to define an interactive local planning model (as in the case of Prato), it has been attempted to give an answer to the following problems:

- Many participatory planning processes go ahead separately from technical design processes. Technicians and planners work on different tables far from interactive practices domain, which is managed by specialized agencies.

On the other side, it doesn't exist a standard model of participated planning processes referred to a large city. In the last years many Italian municipalities have undertaken planning processes getting on participatory practices too, including civic engagement and social network consultation. Notwithstanding the results are not so satisfactory from our point of view.

In this case it has been chosen to organize the participatory process in two different steps:

- The first is a “critical listening” phase. It consists in a specific path of interactive planning knowledge building.
- The second is a deliberative phase. It consists in a deliberative discussion on “Territory Statute”, one of the constitutive part of Tuscany municipal plan (a sort of social deal on planning rules), realized through an e-Town Meeting.

The most important outcome of the adopted model is the building of a structured and clear frame of connections between interactive processes and technical procedure of plan making, improving each others. The main aim has been to guarantee the autonomy



of the single process and at the same time the coordination of each other's activities. Through this way the collaboration between "expert knowledge" and "interactive knowledge" has become concrete and has affected the building of the plan.

The presented case has highlighted a quite large sum of "participation and planning dilemmas" (relatively to planning and urban design processes). They represent a big amount of research opportunities on these issues. The following note is about some of the most relevant: the absence or the inadequate definition of what is at stake; the lack of the empowerment; the lack of the institutional will to transfer power from "policy communities" to "social networks"; the refuse to re-discuss political and negotiated decisions made by groups of stakeholders.

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Nexthamburg **– a Future Lab as Catalyst for Emergent Strategies in the City?**

Nexthamburg is an open and independent lab which was established in spring 2009 in Hamburg. It is financed by the program of National Urban Development Policy (BBR/BMVB) and by Partner like the World Future Council, Hafencity University Hamburg und IBA Hamburg.

Nexthamburg makes people to city planners. On the website and in playful sessions – with speed-dating, a Grand Prix for ideas and an award for winners – ideas for the Hamburg of tomorrow were collected. Everybody who feels motivated can post or vote ideas and nominate the idea of the month. There are no barriers, no qualification needed and no restriction regarding topics, thoughts and ideas. Does this still means planning? Is it open source planning 2.0? Is it an ongoing experiment or engagement of civil society par excellence?

Nexthamburg is a planning process for civil society. Central element is a tool for generating and qualifying ideas in an open and interactive exchange. Spatial planners are not involved as initiators or experts but as equal partners. The process is following a different logic than linear planning processes. Instead of spatial analysis Nexthamburg starts with fast postings of wishes, apprehensions or ideas which become concentrated to family trees of ideas and developed to implementable projects in cooperation between citizens and experts afterwards. The developing process from an idea to a future study is accompanied by the description of mutual dependencies and background information in thematic blogs which are used as medium for information and knowledge generation for more overall topics.

In the Nexthamburg understanding planning is an emerging strategy where strategies, topics and structures of decision making shape up during the process instead of being a result of linear planning or decision-making processes of planning experts



(Wiechmann 2008, Healey 2003). The focus on emerging strategies supports a future oriented planning with special regard on the immanent logic of a city (L  w 2008) which has its expression in decision-making and strategy development as well as routines of acting and patterns of decisions become spatialized in the built environment, its qualities and specific habitus.

These characteristics of the Nexthamburg process refer to recent tendencies in urban development. It relates to the growing individualization of society and the accentuation of individual responsibility (see Heidbrink 2007) which is fostered by the attribution of responsibility from the state (e.g. in the announcement of social responsibility) as well as through voluntary adoption of public tasks by private stakeholders. It might refer to a loss of acceptance of public intervention which can be recognized in spatial planning. A growing number of inhabitants seem to feel their interests poorly represented by spatial planning authorities like expressed in the recent example of the network of initiatives "right of the city" in Hamburg. This movement can be interpreted as a critic of the dependency of urban planning from urban politics as well as a critic of traditional forms of public participation which involves the public in a late planning phase (after concept development). The initiatives highlight the demand for an involvement in urban development and decision making – starting with the definition of problems and challenges and ending with the development of measures.

With a look at the Nexthamburg process as platform for emerging strategies open question of adaptive planning become visible:

- What kind of legitimization needs an open planning process? How can the arena be formed into a democratic and fair platform for different interests in the city?
- How influential are different constellations of power regarding the setting of agendas, the definition of problems and regarding the planning process?
- How can long-term and complex interrelations and mutual dependencies be simple communicated and thereby embedded in the decision making process (in a proper way)? How can the development of ideas be concentrated and systemized to sustainable strategies?

The paper will give an introduction the intention, proceeding and open questions of the planning method which will be reflected by theoretical models of strategic planning and relational spaces.

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Web, Bodies and Hyper-Local Communities

The innovative *web 2.0* environment has revolutionised the way in which information is produced and disseminated on the Internet. As a matter of fact, this network constantly expands and evolves thanks to the contents created by its users, new ways of sharing



information and the development of relationships based on new forms of social interaction as well. In some cases this interaction actually leads to the formation of real communities. In a certain sense, these new characteristics enable the web to create its own physical space: not a mere simulation of the world but an actual part of it.

At the same time, the very fact that web 2.0 is constantly fuelled by location related data means that physical space has become part of the web. For instance, through innovations in information and communication technologies as well as the use of global positioning systems in everyday devices, the user's body, and not just mind, hopes and aspirations are all quite literally transferred to the web.

It is therefore evident that current planning practices cannot afford to ignore these new ways of creating and disseminating information. On the one hand, with particular regard to experts in the field, geographic information systems are revolutionising the methods used for elaborating, storing, analysing and presenting location related data. On the other hand, web 2.0 offers immense potential for interactive communication and this has sparked interest, not only among administrators, politicians and decision-makers, but also among activists and self-organised citizens' associations who want to make use of the spaces the web offers in order to rally public opinion regarding matters of general interest. It is therefore of the utmost importance to devise and experiment with tools which combine the potential geographic information systems have for the presentation and visualisation of spatial data with the interaction and communication potential of blogs and social networks.

This paper will discuss the use and valorization of GIS technologies and digital media in the field of participative urban/landscape planning. It will focus mainly on the social networking platforms which information and communication technologies have made possible and how they can be exploited to better understand public opinion regarding the quality of cities and landscapes.

More specifically, this paper will present two examples of applications: an institutional tool for the "Citizens' Atlas" from the Puglia Region Landscape Plan and the experimental *Florence Emotional Map* which has been developed in collaboration with the Emo-Mapper website.

The former will begin by describing the methods used for the project, both in technical terms and in terms of contents. As part of this project citizens are asked to comment on the quality of their living environment by leaving an annotation on the map. One of the main aims of this project is to understand how to address the results of web-participation within an institutional framework. Therefore, the illustration and interpretation of the data, which will be collected from the "Atlas" 12 months after its activation, will be a key part of the study.

The latter will describe an experiment aimed at mapping the *emotional mood* of local people or visitors to the city of Florence and its main focus will be the geographic visualisation of emotions and interrelation between users.

This experiment should stimulate the spontaneous creation of hyperlocal communities of neighbours based on a common shared spatial interest.



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The Significance and Role of the Design of Digital Tools in the Context of ICT-Mediated Citizen Participation in Urban Planning: the Case of Urban Mediator

The development of Information and Communication Technologies (ICTs) has opened a window of opportunity for citizen participation, as it provides governments, municipalities and planners new tools that range from online forums and voting systems to WebGIS applications. However, citizen participation that applies ICT tools in a top-down way does not provide a viable solution. Technology can mediate participation but it does not create it. The gap between technology developers and urban planners seems to mean that there is often little awareness of the technical possibilities that these new solutions can bring to planning (Rinner and Bird 2009). Moreover, ICT-solutions for participation often come in the form of ready-made packages. They are imposed on both planners and citizens, and they are difficult to customize.

This paper presents the case of the design and development of Urban Mediator, as well as its use in several citizen participation projects. Urban Mediator is an online platform for sharing location-based information. It was developed in a participatory and iterative manner. It followed the Participatory Design approach (Greenbaum and Kyng 1991) through a series of workshops, prototype developments and prototype use in which different stakeholders were involved. In the later stage of development of the software, Urban Mediator was used in a series of citizen participation projects that were set up in collaboration with city officials.

The participatory design of Urban Mediator, as well its use in real urban planning contexts made it possible to identify some of the socio-technical challenges that need to be addressed in order to achieve successful ICT-mediated citizen participation in urban planning. These challenges are related to the design of technological solutions, as well as to planning and decision-making processes in municipalities. Furthermore, the study highlights the importance of participation in the design of the tools, as well as in the planning process as a learning process for both citizens and city officials. Thus, the process may enhance the understanding of the many facets and potentials of ICT-mediated citizen participation.

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Local Internet Forums, Interactive Land Use Planning and Urban Development in Neighbourhoods

The Internet is shaking up the expertise and production of knowledge in the planning institution. Digital citizens are searching for information from different places, combining formal and informal sources without apology, and are debating and speaking out on

matters. Public planning organisations will be fully stretched to adapt their practices and services to meet these demands.

The background of this article is an extensive research project called Learning-based urban planning, OPUS , which was carried out by Aalto University (earlier Helsinki University of Technology) in 2005–2008. Several methods utilizing the Internet were developed in the OPUS project and their suitability for interactive urban planning processes was studied. The Internet forums, OPUS forums, presented in this article are part of methodological framework that can be used to develop practices for learning-based urban planning. The key concepts are local knowledge and interactive knowledge building in which social media and volunteered citizen sensing of the daily environment are in focal roles.

An OPUS forum is an Internet-based concept where local place-based knowledge, information and data is compiled, processed and shared. It is a knowledge building platform where knowledge is linked to local land use and development projects. OPUS forums act as meeting places for formal and informal information. They offer inhabitants, local service providers, developers and planners a platform for partnership and collaborative projects. The forums compile many types of information from various sources and the information accumulates in such a way that a locally important databank is created.

Three different forums for different stages of urban development will be presented: inventory forum, planning forum and development forum. Several interactive applications (e.g. local knowledge map and “process tree”) were also developed for these forums to support public participation in ongoing land use and development projects in the City of Espoo, Finland.

The research results demonstrate how fragmented local, place-based knowledge is, how difficult it is to combine informal and formal information in urban planning, and how inaccessible public data systems still are.

The experiences on the forums also show an increasing need for knowledge management as a part of planning institution. The knowledge management model tested on one of the OPUS forums revealed the need for changes in operative practices within the planning organisations and in the local community, as well. The key role of an intermediary level was recognised and will be reduced in the future. This will allow more effective and systemic dissemination of knowledge. However, this requires not only an improvement in the awareness of the forums but a new operating culture at the local and institutional level.

Planning institutions cannot become enclosed in their own information systems any longer. Internet-based participative applications will operate to an increasing extent on the principle that the information is gathered from databanks produced by several different actors and organisations. The basic challenge is to genuinely link planning-related local forums to the actual decision-making process. Technical possibilities for this already exist. The planners will get eventually familiar with online interaction with the citizens: municipal interaction in local and other forums will be understood as part of the openness and transparency of governance as declared in the municipal strategies.

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Trust in the Process: Inter-Actor Trust in Coordinated Public Transport – Land Use Planning

The transformation of the city from a simple mono-centric urban area to a poly-centric network city region with a number of specialised centres has increased the necessity to adequately connect these centres to a public transit network and ensure that spreading urban development is concentrated in areas with good accessibility. This requires coordination between the fields of transportation and land-use planning at a regional scale. Accompanying this shift is the well documented progression in planning from rational planning to a communicative model where planning occurs in what have been described as consensus oriented governance networks. Resources of multiple actors are necessary to deliver a successful outcome, but often the definition of the problem and a 'successful outcome' differ between parties. Criticism of the disjointed coordination of transport and land-use planning in for example the Netherlands and Canada testify to the complexity of planning across scales and traditional institutional boundaries. Inter-actor trust (or the absence of it) seems to play an increasing important role in these processes. Important also is the realisation that such plans are carried out in a specific socio-political context with institutions that form the 'rules of the game', but also evolve over time.

The concept of trust has received much attention in management science, but surprisingly little in planning despite the growing similarities between the two and the increasing importance of ensuring coordination between multiple, heterogeneous actors in delivering developments.

This paper explores the role of trust in coordinated public transport and land use planning processes. Based on literature research and two empirical case studies, we will define the concept of trust in planning, analyse how it functions and elaborate on the influence of institutional structures on the importance and formation of trust between stakeholders. The two cases examined are the *Stedenbaan* programme in the *Zuidvleugel* (South Wing) of the Randstad in the Netherlands and the *Big Move* and *Places to Grow* plans in the Toronto metropolitan region in Canada. The *Stedenbaan* program is moving into the implementation phase; the Toronto plan is at a much earlier stage of development, but aims to achieve similar objectives. The planning conditions in these urban regions exemplify the aforementioned complexities. The plans must be implemented both at a regional and local (station area) level, require coordination between transportation and spatial planners at multiple levels and are dependent on the support of property developers and transit operators and involve some form of public private partnership.

During a period of four months interviews were carried out with representatives of stakeholders involved in the making and implementation of the plans in both regions.



In addition to this, interviews were carried out at two site area locations in each region. Broader plans and records were analysed to place the projects in an institutional and historical context and supplement the findings of the research. The results of the research suggest first and foremost that in both institutional planning contexts trust is an important element in achieving successful outcomes. This said, institutional contexts within the stakeholder organisations and their mandates have pronounced impacts on the ability for trust to take root. Trust was often identified at a personal level which can bridge institutional differences between organisations, but that can be hindered by a history of distrust between organisations. Finally, as in any successful relationship the building of trust between stakeholders seems dependent on a commitment to building a good relationship early and openness throughout. Breaks in trust between actors, so long they are not fatal, can lead to a stronger trust relationship in the long term.

This research suggests interesting courses of further research. These include the impacts of the development of a trust relationship on institutions and institutional renewal. Furthermore, the role of personal relations and trust warrants further consideration throughout the entire planning process.

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In a Public Participation GIS, What Is the “Public” and What Does “Participation” Mean?

Collaborative planning efforts sought to recognize and reach out to all those with a stake in the locality. A central theme in planning theory and practice is thus the perceived need for enhanced public involvement. The recognising of the full range of stakeholders is the basis to find a stable, enduring and legitimate spatial planning projects. Unless all stakeholders are acknowledged in the process, policies and practices will be challenged, undermined and ignored (Healey, 1997). If this occurs, governance procedures and actions, as well as the required legitimacy and social trust, can be seriously challenged.

In this article we try to carry out a study on technologies that could facilitate the incorporation of a large number of citizens in a complex process of decision making. The idea behind of such technologies, like Public Participation Geographic Information Systems (PPGIS), is the empowerment and inclusion of marginalized populations during the planning process. However, we have found there are significant differences between case studies that have taken place in developed countries and those carried out in developing countries. In the first case, PPGIS is focused more on GIS technology than on the study of participation processes through this technology. There is a considerable ambiguity surrounding terms such as “participation” and “public”, being difficult to understand what they do mean in the scientific literature on PPGIS technology. On the other hand, PPGIS has usually based his concept of participation on the so-called



«wish of crowds» (Brown and Reed, 2009), without taking into account that interest groups and social networks can play a important role in spatial planning, or the influence that race, gender or class may have on access to new technologies. In addition, it has been overlooked by the PPGIS case studies in developed countries, how language and modes of communication play a key role in shaping planning practices, institutions and processes of collaboration. In contrast, PPGIS case studies in developing countries show how PPGIS is a tool that can facilitate processes of territorial governance. This can be explained because PPGIS practices are embedded into long-lasting spatial decision-making processes, normally associated with methods of Participatory Rural Appraisal. In order to differentiate it from the PPGIS approach, it is often called Participatory GIS (PGIS).

In this paper we try to explain how PPGIS, has several difficulties to become a framework that allows for a straightforward empowerment and inclusion of marginalized populations by replacing more traditional and unmediated participatory techniques (Stern, Gudes and Svoray, 2009). It will be suggested, after analyzing the PPGIS case studies that are available, the importance that social networks and the communication «face-to-face» have to achieve a degree of participation that can be considered acceptable for all participants in the planning process. More empirical research is therefore required to know better which are the conditions of participants (social and economic) that have a major influence on an effective participation in planning, both through new technologies as well as through more traditional methods.

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ICT-Assisted Participatory Planning

– Reinventing Practice and Research in Urban Planning

Information and communication technology (ICT) is changing urban planning and the methods of citizen participation in urban issues (Foth 2009, Hudson-Smith & al. 2009). Digital tools invite people to experience urban space in new ways. The massive invasion of i-phones, web 2.0, navigation tools and digital mapping tools such as Google Earth, GIS and 3D-modelling have extended the limits of understanding and deploying space from the augmentation of reality with context-aware information to the virtual exploration of environment and communities. In addition to the planners, the users are able to participate into the production and delivery of the urban information. The evolution poses a great challenge, as both the development of ICTs for participation, as well as urban planning issues should be addressed concurrently (Saad-Sulonen & Horelli 2009).

In this introduction to the special session “Digital tools in participatory planning”, I argue that the technological change is simultaneously a great opportunity and a challenge for participatory urban planning. The practice of ICT-assisted participatory planning is yet sparse and dispersed. So is the research of this field. The aim of this



introduction is to explain some basic concepts, and to find a common ground for the research work which has chosen many different methods and diverse technological applications in varying planning and development cases. I seek answers to:

- What is ICT-assisted participatory planning?
- What are the major experiences in this field – both in the practice as well as in the research work?

I concentrate on the Finnish examples in order to provide some common background to the changing social, technical and political realm. The paper presents an overview of the cases that deal with the development of ICT tools for participatory urban planning. The cases cover examples of participatory GIS and public web portals designed for master plan processes, specialized tools and mash-ups for public participation in local development projects which use multi-channel technology of GPS, web 2.0 and urban screens.

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Local Opposition Versus Political Opportunity Structures: Room for Uninvited Public Participation

When citizens oppose against planned development they reject, they will promptly learn that they need certain windows that allow them to link into the formal system. Local opposition by citizens, although by itself typically spontaneous, reactive, unplanned and emotional, eventually needs to connect to the formal system to be effective. They will therefore have to anticipate to the unique formal planning structures present in their country or region. How does that interaction between the spontaneous and the formal work?

This paper explores this question theoretically by reviewing concepts of participation and nimby-ism so familiar to planners, but combining those with political-geographical concepts of resource mobilization and political opportunity structures (Meyer, 2004; Koopmans, 1999) to shed light on what people can and can't do with their discontent. I want to show that planners need to acknowledge that systemic opportunities (and systemic unresponsiveness) are vital to understand change in land use; where is new housing and industry being built and why is that logical, given the decision-making structures? Cox (1998) shows that Local Opposition Groups (LOGs) do strategic and pragmatic mobilization of networks to make the best of the limited opportunities to exert power. I add to this by putting forward the concept of power geography, because we cannot understand power structures only by studying the rules for decision-making



(who are entitled to submit objections and at what point do possibilities close) but equally important is the geographical pattern of administrative boundaries.

Together with this theoretical strand, I use evidence from a Dutch survey among Local Opposition Groups to provide empirical evidence on the actual features of Local Opposition Groups. A total of 133 LOGs on open space loss in the Netherlands (presumably close to the total number of LOGs on open space loss present in the country) were asked to fill out a questionnaire on how they organized, against what exactly, what strategies they develop. Given the 38% response rate, some conclusions can be drawn on how strategies relate to who and what they are fighting (full analysis forthcoming by Van Dijk and Van der Wulp in *Landscape and Urban Planning*).

Our survey shows that citizens appreciate open space as a luxury, but the larger picture is that more importantly, room to genuinely engage in decision-making is luxury. In a governance setting, we should ask ourselves if we still want to practice participation in its current limited formal meaning, or create opportunity structures that make planning more responsive to local emotions. But as any structure will favor participation of some groups and interests over others, how can we tell what structure is better?



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Merging Virtual and Physical Participation Articulating and Orchestrating Different Stakeholders Voices

Governance is gaining grounds, challenging planners to generate innovative responses taking advantages of new tools and information technologies, namely to assure and conduct enlarged participatory processes involving wider diversity of stakeholders with different access to knowledge and technology.

The Marine Park Luiz Saldanha was created by a top-down process that generated conflicts, in particular with the local fishing communities unable to accept the restriction of their rights without being involved in the decision process. The project MarGOV, under way, aims to develop a Model of Collaborative Governance with the local populations through promoting dialog and joint actions to address the existing conflicts, to overcome these difficulties.

The project resulted from the acknowledgement that weak governance and absence of local stakeholders' participation in the management of Marine Protected Areas are obstacles to the sustainability of the Ocean, due to the inexistence of a social agreement about conservation and use of marine resources, and the weak articulation between entities with different competences and legitimacy. Therefore, the proposal is to develop a model of collaborative governance supported by knowledge and by interactive participation techniques to contribute to the sustainable management that can be extended to a future Protected Marine Areas Network.

We present the methodology and the structure for the development of this model that defends the sharing of responsibilities among stakeholders, namely in areas of coastal habitats and artisanal fisheries. The project focuses is to:

- Empower actors for change for the sustainable governance of the Ocean, by the intensification of the eco-social dialog;
 - Strengthen the social and human component for the management of marine protected areas promoting active participation of local communities;
 - Structure a GIS for the integration of data to support the collaborative process and to become a database of information/knowledge to support the development of actions for long term management;
- It intends to encourage:
- The sharing of responsibilities of management by the different social and institutional stakeholders on the coastal habitats and artisanal fisheries;
 - The involvement of stakeholders, contributing to the exchange of ideas and experiences and technical-scientific cooperation, and the integration of knowledge and good practices;
 - The focus on the conflict as the core of the strategy in the search for collaboration among the stakeholders to build joint definitions of more robust and less contested decisions.

The research work case study is the Marine Park Luiz Saldanha. The prototype of the model to be developed is expected to be replicated, after adjustments to other contexts. A SIG will integrated the information and knowledge collected and developed along the project, supporting the whole collaborative process.

A top down decision of implementing a Marine Protected Area, bringing stronger management restrictions put at stake the traditional fishing activity, affecting adversely local fisherman community of *Sesimbra* town. The project Margov¹ – aiming the development of a collaborative model of governance emerged as a response to an installed conflict. It intends to facilitate building up synergies by a participatory process creating dialog platforms that allow for a safe and constructive dialog among the parts, acknowledging the different views and constructing collectively over them. Stakeholders being involved are direct users of the Marine Protected Area and users of the surrounding areas, namely the Territorial Protected Area.

To assure an expanded stakeholder involvement, the team developed a methodology, taking advantage of the new information technology. Simultaneously, through informal meetings, the team created a parallel process to assure the integration and involvement of the info- excluded. stakeholders This first phase of the process intends to serve as a basis for structuring the work to be developed in a face to face expanded dialog forum.

This paper focuses the debate in the methodology used, presenting the results achieved, which will serve as the basis for structuring the enlarged forum. It also debates key issues to be taken into account in overcoming participative process limitations while taking advantage from the new tools and information technologies available.

¹ <http://margov.isegi.unl.pt>



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Investigate Collaborative Planning Support System for Local Transport Planning Practice

There are many computer tools which aim to help with public participation and urban regeneration: but up to now, few have been broadly recognized and widely used in practice (Geertman and Stillwell, 2004). Meanwhile we have reached a threshold, where e-communication, e-social-network, and e-governance are now becoming the norm for social and political activity. Such a universal information infrastructure brings great potential for public participation on collective goals and common concerns.

While, in spatial planning and regeneration there is a new focus on 'place shaping' and 'collaborative participation' towards a socially sustainable future. Local governments are seeking for innovative approaches to formulate evidence based policy and stakeholder engagement. Each of these relies on greatly enhanced information processing to enable coordination and forward planning. Local transport planning is one example of the challenge of bridging the gap between 'experts' and policy-makers on one side, and stakeholders and residents on the other.

This research examines the state-of-art on public consultation in local transport planning by interviewing practitioners. The investigation targets on revealing how public participation works in local transport plan making, what techniques are engaged in obtaining public opinions on proposed transport development scheme.

Then, a future software system structure of decision support tool is proposed for enhanced information visualization, processing and sharing. The conceptual framework is based on a review of current innovations in technology and paradigm change in planning world. It aims to bring together existing technologies and tool functions in producing better information integration in collaborative planning decision making.

At last, a prototype Planning Support System was developed using Rapid Systems Modeling method (Mathiassen et al., 1991). The online information platform gives a quick demonstration of the proposed system with more effective knowledge collection, communication, and collaboration.

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Bracket D – INSTRUMENTS & PROCESSES

15 Planning, Law and Property Rights

Track 15: Planning, Law and Property Rights

Track Co-Chairs

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Most countries today have laws and regulations that govern property rights in land as well as the rules of public land-use planning. The realm of the law interacts with almost all planning decisions at some stage in their implementation. All too often, implementation of venerable goals – such as safeguarding land because space “is luxury” – fails due to an insufficient understanding of how planning relates to the legal sphere. More sophisticated research is merited.

Our goal in this track (now in its 11th year at AESOP) is to provide the platform at AESOP for academics in planning to share their recent research on the broad range of topics where planning, law and regulation interact. If you are researching any of the following, or related, topics, we welcome your submission to your abstract:

- Private property rights in land and buildings: expropriation, compensation, land readjustment, taxation of land values, transfer or development rights, customary private rights.
- Public property rights: “the commons”, land for public services, the tension between private and public rights in property, customary collective rights.
- Land use regulation and controls: zoning, building permits, agreements with developers, “exactions” or “planning gain”, regulation of open space and natural resources, design and historic-building regulation etc.
- Statutory planning systems – analysis and evaluation: the roles of statutory planning institutions, relationship between central control and local governments, public participation procedures and the law, etc.
- Statutory plans: How laws structure plans differently in degree of legal force, contents, scope, time frame, format, and rules for review.

Papers may look at the general theory of planning and law or investigate particular issues, focusing either on a particular country or town, or cross-nationally. All contributors are encouraged to remember that conference participants come from many countries with different legal and planning systems. Therefore, legal structures and procedures should be made accessible to all.

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Property Rights and Land Use Regulations Around the Globe: Similar Issues, Highly Divergent Legal and Policy Responses

No land-use law in the world can evade the need to address the relationship between land use regulation and property values. Especially contentious are situations where planning regulations lead to a reduction in property values *without* actually taking the title to the land – that is, where there is no expropriation and thus no expropriation-based compensation. This is called by Americans “regulatory takings” and by the British “worsenment”. The issue is to what extent should there be a right to claim compensation from government.

Despite the importance of this subject for cross-national knowledge exchange, it has not drawn much attention from researchers. A just-published book (2010, American Bar Association Publishers) presents path-breaking research to fill in some of this void. The book provides a platform of systematic comparative knowledge on the laws and practices of 13 countries located on four continents. Selected to represent a variety of legal systems, institutional formats, planning culture, size and geography, these countries are: the USA, Canada, Australia, the UK, Sweden, Finland, the Netherlands, France, Germany, Austria, Poland, Greece and Israel.

The purpose of the research to provide a platform for cross-national learning about a variety of underlying ideologies as well as more practical legal instruments that some countries have successfully adopted to resolve the land-value problem of planning regulations.

The research first created a systematic theoretical framework that could encompass the complex – and previously unresearched – differences and similarities among countries in how their laws approach “regulatory takings. The framework identified three types of downwards impact of land use regulations on property values: total obliteration of a property’s value, direct partial injury and indirect partial injury. For each country, Alterman invited leading legal or land-policy scholars to apply the framework systematically. The analysis encompasses constitutional and statutory law as well as court decisions. The comparative prism yields some counterintuitive observations that shed a new light on the cauldron of the “property rights debate”.

The findings show a surprising variety of approaches to “regulatory takings”. No country’s laws and policies on this issue are similar to the other. Many of the conclusions are counter-intuitive, negating many prior images we hold about presumed property rights in some countries. No “explanatory variables” are available to “explain” the similarities or differences among the set of countries. Political-constitutional structure, legal “family”, language-culture affiliation, geography or size – all fail to provide an exogenous “explanation” for the findings.. The conclusions provide an initial explanation for this surprising conclusion, probably based on endogenous factors and institutional evolution.

In the proposed roundtable, several scholars from the participating countries will report on the laws and policies of their respective countries. Rachelle Alterman will lead the discussion and report on her comparative analysis and conclusions. The focus will be on the extent to which systematic comparative research can indeed be valuable for cross-learning about alternative legal norms and their policy implications.





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Popular Regulations for Popular Appeal: Misguided Attempts by Government to Address Climate Change

In this paper, Janet Askew and Graham Parkhurst combine their knowledge on regulatory reform in planning and greener forms of transport to examine the Government's response to demands to cut emissions. Regulatory reform is high on the UK Government's agenda, and rafts of new rules are being published with alarming frequency often in response to problems without proper consideration of the consequences and lacking the necessary evidence to introduce the right reforms and the latest of these is in response to address climate change. Emphasising the need for a more considered approach to prevent unintended consequences, the paper suggests that hastily devised legislation does not take account of the fact that many of the solutions are new and unproven technologies, examining these issues particularly through the linked examples of microgeneration and electric cars.

From the planning perspective, there is evidence to suggest that some regulations are not always conceived correctly, whilst the Government expects planners and others to implement them quickly. Changes have already been made to the use of micro-generators on domestic dwellings, just one year after the initial regulation was published. Linked to this, the Green Energy Act of 2009 (section 3(1)), somewhat unusually contains a clause which requires certain alterations to the General Permitted Development Order 1995 to provide for the grant of planning permission for specified classes of equipment for micro-generation in and around dwelling houses. There are many flaws in this kind of impulsive policy making, not least of which is that the regulations are often not underpinned by research, and they may, therefore, lead to unexpected impacts.

Another example of policy making of this nature refers to new regulations to allow electric car charging points in domestic and non-domestic settings, including in the public domain. The Government is rushing through regulations to make it easier for companies and householders to install electric car charging points again through another amendment to planning regulations. But questions can be asked about the extent to which electric cars are a genuinely sustainable alternative to current cars. There are concerns about the security of supply of essential resources for electric car technologies, and although electric cars offer energy gains over internal combustion engine cars, the majority of the electricity to power them will in practice be derived from fossil fuels. They offer no solution to traffic and congestion levels, and the street works necessary to put in additional electricity will involve expensive disruption in the short run. There are aesthetic considerations, especially in conservation areas and rural areas, and implications for parking arrangements, ranging from equipping all public off-street parking with charging points to the creation of new parking regulations for homes and businesses. There may be safety concerns raised if householders in the many UK terraced dwellings run recharging cables across pavements in the absence of official carriageway recharging points. None of these issues had been considered before the draft regulations were published.

Drawing upon research carried out by the authors, this paper will consider what kind of regulations new technologies might require in respect of their impact on land uses, or

perhaps instead the desire amongst politicians and the public to identify ‘technical fixes’ which appear to solve the environmental problems in return for minimal behavioural and policy change. It will conclude that a more measured approach, backed up with more research and probably resulting in more fundamental cultural-behavioural change will take longer to deliver but may be more effective in the long run, and only then will it be necessary to reform the regulations. This paper is relevant to future research since there will always be new technologies which require regulation, and the question is how to devise appropriate legal approaches.

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Changing Urban Governance in the Auckland Region: Prospects for Land Use Planning

The transformation of local governance through the adoption of neoliberal reforms over the last two decades has had a profound impact on the operation of local governments around the globe. In the New Zealand context, a strong agenda of economic rationalism and efficiency underpinned the restructuring of local government in 1989, and implementation of the Resource Management Act in 1991. The introduction of measures such as transaction-cost analysis, the separation of policy from service delivery, devolution of decision-making to local levels and reduced intervention by local government for landowners signalled major shifts for the practice of urban planning. At the local government level, these managerialist-led reforms resulted in the separation of planning policy development from implementation.

While there has been considerable attention on the wider effects of these neoliberal reforms upon local governance, there has been less analysis of the more specific consequences of separating planning policy development from implementation for urban planning practice. Research by the author suggests that the reforms have in part shaped critical disconnections within local statutory planning documents in respect of planning policy intentions, planning methods and the planning outcomes delivered ‘on the ground’. A further difficulty is that the separation of urban planning functions within councils has created a knowledge gap between the plan makers and the plan implementers which further exacerbates the gap between policies and implementation.

Given these findings, plans to radically reshape Auckland local government raise critical questions for the future delivery of statutory land use planning in the region. The statutory process now underway will amalgamate seven existing local councils and one regional council into one new unitary council which will be responsible for providing local services for 1.4 million people, a third of New Zealand’s total population. The new Council’s structure will maintain the separation of urban planning functions, with the



only formal coordination being at the Chief Executive level and requires the development of a single statutory land use plan for the whole region. The Council will commence activities on 1 November 2010.

This paper explores the implications of this reorganisation of local governance for urban planning practice in the Auckland region. The paper draws on findings from 20 in-depth interviews with urban planning practitioners and analysis of 24 case studies of plan implementation in three existing Auckland councils. It also examines views of local government employees of the new organisational arrangements canvassed as part of transition planning. The paper shows that current institutional barriers will be maintained in the new structure and suggests the planning policy-implementation gap is likely to continue. This raises critical concerns about the capacity of the new single statutory plan to enhance urban planning outcomes. The paper concludes with some suggestions on how organisational arrangements for plan-making and implementation can be reconfigured to address these critical concerns.

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Paper Versus Reality: the Dutch Plan-Led System in a Development-Led Practice

Every planning system tries to balance legal certainty and discretion in decision-making (Booth, 1996). Napoleonic systems are assumed to be focussed on legal certainty whilst the British allow for more discretion. However, some have argued that in practice the difference between both legal families is not as great as often claimed (Moroni, 2007). Dutch land-use plans too, do not provide as much legal certainty as some would assert (Buitelaar & Sorel, 2010). Empirical research on the use of the land-use plan under the old spatial planning act showed that many land-use plans were obsolete, they were bypassed by the use of exemptions and they recorded development rather than planning it (Buitelaar & Sorel, 2010). Since July 2008, the Netherlands has a new act, which aims for a stronger position of the land-use plan. A combination of stimulating and mandatory measures has been taken to achieve that. Obsolescence of land-use plans is sanctioned (by prohibiting the levy of building fees), some options for exemption have been abolished and the length of the plan-making procedure has been reduced by abolishing provincial approval and limiting the options for third-party appeal. We have looked at how that works out in practice by making use of both nation-wide descriptive statistics and in-depth qualitative information from interviews with twelve municipalities. From this we conclude that statistically the land-use plan has become more important. But functionally, the practice is still (inevitably) development-led, with the land-use plan moulded in a way that allows for the continuation of existing practices. Although the



paper looks at the Dutch case, an analysis into the relation between formal institutional change and informal institutional inertia is worthwhile for a wider audience.

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Crisis and Deconstruction in Fragmented Territory: the Case of the Canary Islands

The Autonomous Communities were created in Spain under the Democratic Constitution of 1978, and were materialized once their respective Statutes had been fully developed and passed (1982, in the case of the Canaries).

From then onwards, the Autonomous Communities engaged in a process of creation of bodies of legislation pertaining to their territories. However, it was only in 1998, via a sentence of the Constitutional Court, that full responsibilities in *territorial planning* were devolved fully and exclusively upon the Autonomous Communities.

This gave rise, in the case of the Canary Islands, to three laws which have been essential from their creation: *The Law on Tourism* (1995), the *Law on the Organization of Natural Areas and Territorial Organization* (1999) and, last but not least, the *Guidelines on General Territorial Organization and Tourism* (2003).

The philosophy underpinning the last of these three documents was based on the need to ensure sustainable development, giving territory the consideration of a scarce and limited resource and therefore attempting to limit land use together with built areas, whether such building be directed at normal land use such as housing, or for the tertiary sector, such as for tourism.

At the same time, between 2002 and 2005, and as a result of low inter-bank interest rates, there was a spurt in real estate activity in Spain, both in the urban housing and the tourism sectors. This 'boom' gave rise to surplus supply and a whole series of speculative ventures which coincided with a disproportionate promotion of land for property development, with the corresponding tangle of corrupt deals inherent to such a situation.

The world crisis in 2008 put a stop to this process of land trafficking by affecting the flow of tourism, which fell off substantially.

The government response was to produce legislative reforms riddled with loopholes designed to allow ways of getting round earlier restrictions which economic agents claimed hindered job creation.

In two months alone, in 2009, two laws were passed as emergency measures, thereby reforming not only the Law on Tourism (*The Law for Modification of Territorial Organization of Tourism in the Canary Islands*, April 2009) but also the Law of Territorial Organization (*The Law of Urgent Measures in the field of Territorial Organization*, May 2009)



Paradoxically, this was designed to revitalize the real estate economy by a devaluation of the existing laws, while also, implicitly, reforming the *Guidelines for Sustainability*, passed in 2003.

The most significant elements of the modification consisted in permission being granted for certain activities on rural land (*Plans for Territorial Activities*) which overruled and modified the Master Plan, allowing for the introduction of tourism in formerly protected natural areas via the '*Special Plans for Tourism*'.

The modifications made to the Law on Tourism, moreover, were justified by alleging the need to align with Directive 2006/123/EC of the European Parliament and Council, relative to market services. Thereby, they flexibilised the norms allowing for legalization of formerly illegal establishments, lowering the demands, above all in questions of support infrastructure and, likewise, making it possible to carry out activities in protected areas without previous authorization.

The operation has even gone so far as to propose the modification of the '*Catalogue of Protected Species*' (flora and fauna) in order to allow for developments in areas of environmental protection without any legal impediments.

This attitude on the part of the government, whereby it has systematically *deconstructed a whole body of legislative doctrine* created over the last decade, has triggered a negative situation of uncertainty and total rejection in professional circles and the society in general, leading to the resignation of the Director and Scientific Commission of the Sustainable Development Watchdog Committee.

This paper is an attempt to analyze the legal mechanisms whereby territorial planning has been diluted in response to the pressure exerted by the real estate economy.

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Distributive Justice and Regional Planning: the Politics of Regional Revenue-Generating Land Uses in Israel

In recent years, many local authorities in Israel are unable to pay their employees' salaries, and are also unable to provide their residents with appropriate public services, such as education, culture and welfare. An examination of the municipalities' undergoing economic crisis shows that in most cases, much of their population is of low socioeconomic status and that the proportion of active industrial and business zones is small relative to that of other local authorities in the same region.

In my research I propose one explanation for this situation and for the dire budgetary deficits of many local authorities in Israel. I point to a connection between planning policy and the distribution of industrial and business zones in the region, on the one hand, and issues of distributive justice and social equality, on the other. The goal is to examine the extent to which planning policy regarding the distribution of revenue-generating land-uses (industrial and business zones) in Israel accords with the principles of distributive justice, and the ways in which these issues affect socioeconomic inequality between individuals and groups.

The conclusion I draw from the analysis is that the policy does not accord with the Rawlsian principle of distributive justice, which involves giving maximum (or at least more) benefits to those with minimal natural assets and bettering the condition of the



weakest. As I will show decision-makers in Israel's planning and lands authorities have always given greater weight to national objectives, such as population dispersal and the perpetuation of the Jewish communal and rural sectors, than to social objectives, such as reducing the socioeconomic gap between groups and individuals. Consequently, the plans approved by Israel's various government authorities have tended to increase social gaps. Surprisingly, this trend has increased over the years, especially since the 1990s, as I shall show.

I also consider the role of the Israeli planning system in creating such inequality, its justifications for doing so, and various attempts to remedy the situation.

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The Model of Property Rights Regime in Land Development

The application of property rights theory to planning and development issues indicates the significance of the allocation of rights and responsibilities in the regulatory framework of the process of land development. The different formal rules in relation to land specify who may benefit or may be harmed, and, therefore, to whom belongs the economic right in land development. Partitioning and allocation of property rights drives the various applications of the property rights theory. In relation to land development the concepts of the property right regime is discussed. The property rights regime in land development is defined as an integrated system of property rights connected to land that includes civil law, public law (e.g. planning law) and other types of law (like fiscal law and contract law) influencing the property market, (Geuting 2007).

This article addresses the question of what constitutes the elements of the property rights regime in land development. Based on comparative research and literature review an attempt is made to conceptualise the property rights regime in land development. The model of the property rights regime distinguishes legal and conventional aspects of property rights, as well as legal and conventional aspects of land use and development. The characteristic of these aspects is discussed based on literature review. Further the focus in this article is on the modelling of the legal and conventional aspects of land use and development based on empirical research. The explanatory variables were identified, which are important characteristics of the property rights regimes. Three explanatory variables: the position of the municipality in the development process, the flexibility versus certainty in development control, and the economic right in land development were investigated further in order to find the operational components (partial rights) of property rights regimes. The delineation and allocation of rights in connection to the selected explanatory variables were investigated in comparative research of two countries Poland and Finland. Finally the model of property right regime is proposed and the analytical method to study property rights regimes in further research is summarised.

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Space in the Negotiation of Water Supply in Dhaka

The public utility of water supply in Dhaka can precisely be described with its purposive actions, tolerance to informal activities of urban powerful and, at the same time, negligence to the needs of others. In this exclusionary urban environment, the needs of the urban majority, the excluded, are negotiated in a transformative 'space' (Lefebvre 1991) of complex hybrid institutional sphere. Here, the changing nature of the state and urban groups and the complicated and dynamic relationship between and within urban groups indicate urban governance to be operated in a 'thirdspace' (Edward 1996) of constant negotiation and contestation of the meaning of relationship. Space thus explains urban governance relating it with a new urban regime of difference and exclusion.

In this paper I will explain how the social and political construction of space is embedded in the negotiation of water supply. In doing so I will first explore how spaces are constructed in the socio-political environment of the study settlements. I will then relate the meaning of space in the negotiation of water supply and for the resulting consequences on the life of the inhabitants. The explanations are drawn from field investigations conducted in a squatter characterised by absence of any official water provision and a privately owned peripheral informal settlement serviced by the public utility responsible for water supply in Dhaka. The findings therefore present the dynamics of spaces constructed at socio-political environment of different spatial characteristics.

This paper is based on empirical evidences originated from case study field investigations. A multidimensional methodological approach has been considered for the empirical study. At the community level, the relationships between community groups have been mapped considering their positions in the social-political sphere and thus to understand the construction of spaces in the negotiation of water supply in the settlement. At another level, a detailed investigation of the public utility for water supply has been executed to explore these socially constructed spaces as considered for its business strategies and decision making process. An understanding of the political society was also necessary to explore how political interests are embedded in the social construction of spaces. The method of key informant interview, exercise of venn-diagram, indepth interviews and participatory observations were considered for information collection. Overnight stays at a rented house/room at the settlement helped trust-building process and thus supplement the empirical study.

The paper contributes to the theoretical discourse with the empirical findings that indicate space in the negotiation of water supply as a purposive construction of the society in which the interest of the state authority lies in its very survival in the face of neo-liberal forces and of the powerful urban group in the maintenance of their privileged positions at the cost of the underprivileged.

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Changing Landscapes, Challenged Planners: an Analysis of Two Recent Dutch Regional Area Developments in Which an Airport Becomes a Park and a Polder Is Converted into a Lake

Regional planning and development takes an important role on the Dutch planning agenda. An important viewpoint within the increased orientation on 'development-oriented spatial planning' was that the active development of various project initiatives should be strengthened at the regional level. Herein, regional governments, i.e. the provinces, would play a much more active and strategic role. They should claim a role in the actual realization of regional development proposals. As these regional developments should constitute a provincial interest, in order to give the provinces a stake, they often involve the improvement of the overall quality of the area, with emphasis on nature and recreation developments. Although many planners in the Netherlands questioned whether the provinces would be capable in organizing these processes, many of the Dutch provinces started with these regional area developments over the past decade. This paper will illuminate the challenges the provinces faced in these regional development processes.

The paper builds on case studies of two regional developments projects, the Hart of the Heuvelrug project and the polder Groot Mijdrecht Noord. The first project involves an innovative plan to re-use but also re-nature an abandoned military airport. The project is about the exchange of red and green developments where the balance should be in favor of more green developments which are financed by red developments. The second project involves the inundation of a polder, including the village of Waverveen, in order to meet the European Water Framework directive. Both projects are located in the same province, Utrecht, and the planning processes took place in parallel. During both projects, the new Dutch planning Act came into effect which changed the provincial planning authority.

The planning processes of both regional area developments have been studied intensively over the past five years, which made it possible to give an in-depth overview of the challenges the planners faced and in what way they dealt with them. Although the aim of both plans was to improve the overall quality of the area, they both are seen as regional area development project and the planning processes started in a quite similar way, the outcome is completely different. The aim of this paper then is to analyze, based on document analysis and interviews with the key informants of the area development processes, both planning processes and explain the different outcome. The paper discusses the planning approach that was chosen, the way the planners dealt with the existing property rights, and in relation to this to what extent compensation and non-financial compensation instruments were used. Furthermore, the paper will elaborate on the way the planners dealt with the legal challenges in both projects and it will show the changes after the new planning law was adopted.

The paper will show that the possible win-win solution in the Heuvelrug project, compared to the by definition win-lose situation in Groot-Mijdrecht Noord, put completely different requirements on the planning and decision-making process. The paper will conclude with some lessons for comparable projects that follow from the analysis.

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The Integrated Urban-Rural Planning During China Urbanization

China has achieved remarkable development since it implemented the reform and opening-up policy in 1978. However during the rapid economic growth and urbanization, the urban-rural binary divided structural in China exposed many problems like decrease the farm land, disorder the land use and its waste, and extend disparity between the urban and the rural area, environmental degradation and so on, which cannot be put off.

The urban-rural binary divided structural in China includes the urban-rural divided planning management system. Urban areas and rural areas were controlled by different legal system respectively before the “urban-rural planning law” (2008) appeared in China. It creates the overexploitation accompanied with urbanization and a lot of serious problems in rural-urban fringe and rural areas.

It is necessary for China to adopt an integrated rural-urban planning to achieve a harmonious coalition between the urban and the rural as keeping social stable and economic growth.

This research show that the possibility of the integrated urban-rural planning under the China’s existing urban-rural systems. It also examined effective formation approaches to the integrated urban-rural planning. It is focused on proposals for formation and implementation of the integrated rural-urban planning in terms of practical and specific tools for China’s future.

Specifically, it is for (1) to understand concepts, formulation and role of integrated urban-rural planning through literature review; (2) to summarize the development process of China urban-rural planning system and its existing system, and entertain possibility of integrated urban-rural planning under the existing planning system in China ; (3) to review its effective formulation and empirically analyze the way to integrate urban and rural planning under the existing planning system by case study of Wenling city in China.

As a result of the analysis of planning system in three periods, existing planning system has the following improvements:

- Since national/provincial town system planning, country/village planning are legal duty, and planning is ensured corresponding to specific area within the inclusive urban-rural region.
- In addition to the former “one letter, two notes” permission system for urban area, rural area turns also necessary to get permission for development.



However, there are many limitations and subjects also. As inclusive in region as it is, the legal town system planning is more strategic than practical and specific. Besides urban master plan and rural planning are each take either urban or rural areas as a sole object, neither can not regulate urban or rural integrally. So far there is no a specific and detailed overall planning to incorporate both urban and rural.

Alternatively, the result of case study shows that the integrated urban-rural plan based on the existing planning system was actually executed, and the plan reflected the integration relation between the urban and the rural areas effectively in the Wenling city. Therefore, it has been understood that the city becomes a preferable administrative unit in the execution of an effective integrated urban-rural planning. It is necessary for China to devise the new style of integrated urban-rural planning to achieve its effective formulation and empirically.

Based on conclusion, this research proposes the following two points about the ideal way of integrated urban-rural planning for it's effective decision and execution in China's future:

1. Legislate the town system plan at the city level.
2. Expand the purview of master plan to every region of the administration areas.
3. Formulate the integrated urban-rural plan individually.

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Decreasing Land Consumption by Using PPP in Land Use Management

During the last decades the municipalities in Germany competed for citizens and industrial settlements in their area in order to create new jobs and more income taxes. In times of economic growth this has never caused any problems, because the growing population and the demand of sites for industrial settlements remained stable. In the meantime, the progression of globalization and the declining population forced the municipalities to reduce their prices for real estate properties, especially to be cheaper than the regional competitors in order to attract at least a few inhabitants or industrial companies. As a result of this cut-throat competition the municipalities and other real estate owners were forced to develop vacant and well accessible sites in the outskirts of the residential areas. The developments in the outskirts were cheaper than the redevelopment of brownfields in the centre of the municipalities. Between 2005 and 2008 the average daily land use for new settlement and transport-related areas was up to 115 hectares per day. This high land use has a multitude of ecological and socio-ecological consequences like loss of space for agriculture, loss of function of ground by sealing, social and geographic disparity and rising cost of settlement structure.

These circumstances can be found for example in the old-industrial region of the Ruhrgebiet in West-Germany. Some municipalities and one of the biggest real estate owners of brownfields in the region recognized the gravity of the situation and are now willing to activate a new dynamic to the gridlocked processes of brownfield revitalization. The results of the public financed research project "PPP in land use management at regional level", which is a part of the REFINA-Program of the German federal government offer a possible navigation for their action to promote efficient land use. In the course of



this research project, a regional site management concept was developed. This concept aspires a coordination of municipal's and real estate owner's interests at an early stage of regional planning. The aim of this concept is to create a ranking of the new development brownfields.

The paper will present the dimension of land use for new settlement and transport-related areas in Germany, the results of the public financed research project "PPP in land use management at regional level" and the first "real" steps by the municipalities and the big real estate owners to overcome the regional competition and enhance the reuse of brownfields in the old industrial region "Ruhrgebiet" in Germany. Furthermore it shows how these different kinds of stakeholders with often diverged interests find a platform of organization and communication to manage this "Public-Private-Partnership" model on the regional level.

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Planning, Public Contracts and European Land Law

Public authorities sell land for planning purposes. Recently, it has been debated whether such a sale of land entails a public works concession and should follow European public procurement proceedings. This debate is going on in several cases in different countries, such as in York (UK) for the sale of land for a new housing area, in Wildeshausen (Germany) for the sale of land of a former military area, and in Eindhoven (The Netherlands) for the sale of land to promote urban regeneration. The idea is that the transfer of land is part of a constellation of contracts, which for a part is about the realisation of public works. The development value of the property on this land is seen as the pecuniary interest of the contract. The European Directive on public contracts defines a public works concession as a public contract in which the consideration for the works to be carried out consists either solely in the right to exploit the work or in this right together with payment.

As the Treaty of the Functioning of the European Union (Part of Lisbon Treaty) states in article 345 (former article 295 of the Treaty of Rome) "The Treaties shall in no way prejudice the rules in Member States governing the system of property ownership." This does not involve that Brussels has no impact on property, "...because the workings of the internal market are immune from the article 295 proscription" (Sparkes, 2007). In his book of 547 pages Sparkes analyses the diverse ways the internal market has created a substantive European Land Law. In our paper we will elaborate on the contribution of the public works directive towards European Land Law. In what ways is the sale of land for planning purposes affected by this element of European Law?

The relationship between a public public works concessions and the right of ownership has according the advocate general Mengozzi 'significant theoretical and practical



implications' (AGECJ, 2009, nr. 86). This paper discusses these implications. The theoretical implications will be focused on the relationship between European law and planning law. The practical implications will be focused on planning practice.

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Spatial Plans and Their Promulgation: a Greek Case of Reversing Legal Hierarchies

There is a hierarchy of spatial plans in Greece, starting from the National Framework of Regional Planning and Sustainable Development, which is mostly the expression of development policies at a national level, and ending to urban plans of small settlements, or neighbourhoods, or even one or more building blocks. All these plans are legally binding, and their validation commences after their promulgation to the Official Newspaper of the Greek Government. And there is also a hierarchy in the authority of implementation: plans of lower territorial levels (i.e. local) are supposed to comply with the ones of the upper levels (i.e. regional, national). Until mid 80s, the responsibility/authority for promulgation of spatial plans belonged to central government. Since then, and as part of a general policy for decentralization, promulgation rights were given to regional and local authorities, in accordance to the principle of subsidiarity. Later on, though, and after rulings of the Council of State based on the constitutional premises that spatial planning is exclusively the right of the State, these rights were taken away of local authorities and given back to the central government. The result was that minor modifications of city plans were supposed to be signed by the Minister of Planning, whether spatial plans of higher hierarchical levels (i.e. Master Plans for municipalities) were signed by regional authorities. Given the legal tradition according to which, legal documents get their ranking in legal hierarchy according to the hierarchical rank of the authority which promulgated them, an apparent contradiction arises: is a spatial plan of lower territorial level which is now a Presidential Decree, still obliged to comply with a spatial plan of a higher territorial level, which is though legally "minor", being only a decision of the Regional General Secretary?

The present article addresses the above issue, and describes the consequences of this paradox to the planning reality in Greece. It further analyses the relative legal framework and attempts to elaborate alternatives which will overcome the present complexities. Finally, it relates this issue to the evolution of the legal and planning traditions in Greece, and poses questions and suggestions for further research, related to the harmonization of these traditions to the current trend for Europeanization.

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Voluntary or Mandatory? On the Legitimacy of Policy-Making by Voluntary Regional Associations with the Amsterdam Metropolitan Area as Example

As urban growth stretches both the spatial margins and conceptual parameters of the city, city-regions become increasingly important. Cities can't get there alone if more upscale issues appear. For example, the process of globalization and the need to enhance competitive advantage in a European or global context, is a challenge that cannot effectively be taken on by a single municipality in a city-region. Also the issue of enhancing sustainability of social and ecological systems can to a large extent only be effectively managed by progressive planning on the regional level and not the city level. As a consequence, many urban regions are in need of new metropolitan strategies.

In the past, academics and planners looked for patterns, borders and solutions, for example by scaling up institutions. For some regions this has been quite a success, but in general institutional reforming processes seem to be exhausted. New institutions and layers of government seem to only lead to temporary and partial solutions to the challenges city-regions face: city-regions do not stop to develop and grow, and different policy issues always concern different parts and actors of a region. Therefore a more flexible but collaborative approach seems necessary. The Amsterdam Metropolitan Area adopted such a more or less voluntary regional collaboration on metropolitan scale, on top of the imposed city-region. Over the years this regional association developed some policy capacity to address the regional challenges, like the allocation of housing and regional landscapes. At the same time the legitimacy of the policy-making took place at the formal levels of the municipalities, city-regions and provinces. A tension between these ends is often felt, and it is often questioned to what extent the regional policy-making then is legitimate.

Answering this question is the aim of this paper. For this purpose, we confront the Amsterdam regional practices with a set of legitimacy requirements. In the paper, we will map and elaborate on the collaborative policy-making initiatives in the Amsterdam Metropolitan region first. Second, we will elaborate on the position and value of these initiatives within the Dutch polity and the way legitimacy is secured for these initiatives. In the final section we will critically discuss the legitimacy of these regional policy-making processes according to our set of legitimacy requirements. The paper ends with some insights for urban regions that face the same challenges.

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Putting a Price on Planning: Conceptualising the Marketisation of Land-Use Under England's Reformed Spatial Planning System.

Chronicling the emergence and enduring presence of a neoliberal policy paradigm in most western democracies has been a keen source of academic interest (for example, Peck and Tickell, 2002). For the range of commentators who seek to use space as an analytical container, the territorial implications of many policies reformed along neoliberal lines – from health and education to criminal justice and employment law – have been understood as reinforcing the logic of uneven development which has remained the enduring characteristic of consecutive administrations in many national contexts since, at least, the early 1980s (Brenner and Theodore, 2002a, 2002b; Jones, 2002). Collectively, for many, these academic case studies of public sector reform in a variety of contexts has provided a persuasive account of the pervasiveness of neoliberalism to the extent that it is now accepted to be hegemonic.

One area of policy 'modernisation' which has gone uninterrogated however has been the regulation of land, waterways and coastal zones administered by many nation states through a system of environmental planning. For example the extensive overhaul of the English system of land-use planning effected by a suite of legislation between 2004–2008 has significantly altered the nature of environmental planning in England, previously understood to be "almost certainly the least-changed feature of the sweeping changes introduced by the 1945 Attlee government" (Cheshire and Sheppard (2005: 648). The central contention of this paper is that, whilst in many national contexts planning has been one of the last policy areas to be subjected to the deregulatory impulse identified and catalogued by many others, that process is now well in train through the recalibration of planning from a regulatory function to a more permissive 'spatial' planning approach.

Using a critical realist framework the paper presents an analysis of how the transition from regulatory land-use to "spatial" planning in England represents the furthering of the neoliberal paradigm.

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Uncontrolled Real Estate Development: Empirical Study of Urban Sprawl in Estonia

The real estate development has been very intensive before the beginning of the economic decline in Estonia. The reasons for the intensive real estate development were different but the low interest on a loan and the weak administrative capacity of local authorities were the most important factors for that. Many real estate development projects were initiated in surroundings of cities in those conditions. The decline of agriculture was leading to the abandonment of agricultural land in many regions, including the surroundings of cities and other settlements. The viewpoint that there is an abundance of land has been widely a spread in Estonia.

Administration of the planning activities within the administrative territory of a rural municipality or city is within the competence of the local government. However, the municipalities had not taken always the planning activities seriously. Not all municipalities have today the comprehensive plan albeit this is needed by the law. The absence of the comprehensive plans was leading to the uncoordinated preparation of detail plans for real estate development. Many municipalities are facing today with several problems of this uncontrolled development.

The aim of our study was to analyse the results of real estate development in municipalities surrounding city of Tartu. This is the second largest city in Estonia and urban sprawl has been quite intensive in its neighbouring municipalities. Our study focuses mainly on two points of the problem. Firstly the size and spatial location of new real estate developments on the agricultural land was analyzed. Secondly, the solution of the infrastructure issues (water supply, sewerage etc.) in detail plans was investigated also.

The study has been built up mainly on the following data: boundaries of cadastral parcels from the different years and the explanatory letters of detail plans. The GIS software was implemented for spatial analysis. The explanatory letters of detail plans were used for study of planned infrastructure.

The results of our study show that the real estate development has been chaotic in surrounding of Tartu city. The real estate development areas have been fragmented over the space and the shape of those project areas is often copying the boundaries of former agricultural landholdings. The infrastructure of those development areas has been often planned insufficiently. The building of the modern infrastructure will be expensive because of scattered location of those real estate development areas. The uncontrolled real estate development has a negative impact to use of agricultural land also. For example the scattered development areas are some time in the middle of large areas of arable land.

The economic dimension should be added in further studies of the urban sprawl issues in Estonia.

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Comprehensive Assessment of the Role Planning Law Plays in Slovenian Planning System

In 1991 Slovenia did not only get the independence and a new market system but also a need for transformation of the planning system. At first the former system was only slightly modified regarding the property issues then a preparation of new planning act followed and finished in 2003. Due to political changes Spatial Planning Act from 2003 was valid for four years then in 2007 the adoption of the newest Spatial Planning Act followed. Such a sudden change of the system raised a lot of issues, especially among professionals from the field and also among municipalities in charge of the Act's implementation. They questioned the new hierarchy of the plans, focus on allocative planning, change of terminology, above all lack of any comprehensive impact assessment of the former act and state of art in Slovenian planning system. With no evidence available, the prevailing understanding was that planning legislation caused the present diminishing state of Slovenian planning thus needed to be, and was changed.

To overcome "the bad image" planning legislation has in the planning system and to fulfil the need for a comprehensive assessment, the method of regulatory impact assessment was developed and adapted to the specifics of the planning, and then performed in the case of Spatial Planning Act from 2007. More emphasis as usually in regulatory impact assessment was put on the social aspects and on sustainability as one of the modern development principles. The role of Spatial Planning Act was addressed through its quality with the following hypothesis: If the Spatial Planning Act fulfils the criteria of good regulation than it discharges its functions in the planning system successfully. The selected criteria of good regulation were effectiveness and efficiency, comprehensibility, feasibility, transparency, legitimacy and sustainability. The input for the assessment came from different data sources. Firstly, the municipal planners answered the written questionnaires, 55 out of 210; secondly, eleven interviews with the representatives of planning companies were performed. All criteria were assessed with different type of content indicators and also on numeric scale from 0 to 4 (4 meaning "act fully corresponds to criterion"). Additionally, comparative analysis was done for the acts (2003, 2007) and upgraded with the results of existing studies. All this information was used to evaluate singular criterion of the good planning legislation and its role in the planning system. The results have shown that planning legislation corresponds the criteria only partially. The least successful is act regarding the feasibility, effectiveness and efficiency since act provisions do not consider the financial, knowledge and human resources capacity of Slovenian municipalities. Spatial development objectives, set up by the act, are also poorly achieved. However, the sustainability is commonly adopted as a development concept, thus this criterion got the highest average estimation of 2.06. The criterion of comprehensibility is also problematic since actors struggle a lot with the understanding of the act and the constant changes of technical terms. In practice, they prefer the older terminology, a different one they have to use officially on the paper. Legitimacy and transparency got high numeric marks but in reality transparency and openness of the planning process only achieve obligatory minimum since planners carry out only public hearing and in some cases also unofficial preliminary workshops.



Legitimacy is weakened because of the significant influence of the politics onto the planning.

All in all, impact assessment has shown that further alterations of the Spatial Planning Act are needed to have the objectives of the planning legislation fully delivered. Simultaneously, also the planning system capacity to perform the provisions should be significantly improved. The chosen method was an attempt of whether it is possible to assess such a complex legislation with only one general assessment integrating all different aspects. These different aspects were sufficiently covered generating the overall picture but some planning system's issues should be further analyzed with more detailed and specifically tailored analysis. For example, achievement of spatial development objectives defined in Spatial Planning Act, discrepancies in use of planning terminology, property issues, need for regional level in Slovenian planning system, and sectoral cooperation in planning, especially in the case of agricultural land use.

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National Level Planning, Especially for Infrastructure, in a Neoliberal Era

The emphasis in many European countries in recent decades has been much more on local and urban than on national level planning, complemented in some cases by attempts to bolster planning at regional or subregional scales. This has been joined by an element of development of spatial planning's potential at transnational or continental level, sponsored by the European Union. But national planning has not disappeared, any more than has the nation state. Central government remains in all countries the core of the state, even in federal constitutions. What is the current nature of spatial planning at national level, what is its political character, which options does it open out, which does it close down?

My own recent research is viewing this through the focus of planning for major infrastructure[i]. This is of course only one of many planning roles which central government may choose to retain, develop or reinvent. The others include the making of framework legislation (or, in unitary states, full legislation), the steering of planning policy by means of explicit guidance (in the UK system and to lesser extents elsewhere), and the steering of policy by numerous other financial and persuasive / ideological modes.

It is important to set this policy field within its political economic context. These one or two decades have been insistently neoliberal years. This has not of course been their only feature, but without foregrounding this historical fact, the evolution and tensions within big spatial planning (national-regional) are scarcely comprehensible. Marketisation has swept aside much of the immediate instrumental power of the states, although by no means leaving them helpless.



This paper will look at the alternative forms such national level planning action takes, using European case studies. The main emphasis will be on those areas related to large infrastructure, and to national spatial frameworks and imaginaries. These two elements are seen as generally closely related. The few countries that have explicit national spatial frameworks use these in part to guide major infrastructure. The other states, which in most cases have elements of sectoral planning processes to influence major infrastructural investment, do not do this in a total spatial vacuum.

The paper particularly focusses on the nature of this non-vacuum. This not so explicit (fuzzy – Houghton et al 2010[iii]) spatial framing is, it can be argued, quite influential in making certain kinds of connections between different infrastructure sectors. Sometimes, as in the most neoliberalised cases such as England/UK, government may insist that “the market” is deciding locations and investments. Such claims need to be examined carefully, to see how real they are. In more typical cases, states make clear in various ways their spatial intentions. However this is always fraught with tensions, and normally generates complex political dynamics, related to a desire to adhere to some concept of spatial equity.

These dynamics are partly dependent on constitutional forms as these have changed, often radically, over the last 30 years. This change in state forms can be seen as one of the factors, alongside and related to neoliberalisation, making governments prefer spatial implicitness, fuzziness. This can however go against the desires of large infrastructure corporations for ever less risky investments, and more state support. The ensuing dance of state steering and corporate power can be quite hard to analyse and to follow. But it can be seen in clear operation in recent years in each state, backed firmly by regimes imposed at EU level. The paper seeks to uncover the implications for future planning at the national level.

This paper draws on work funded by an ESRC fellowship on Infrastructure and Spatial Planning (grant number RES-063-27-0157) This is allowing me to examine practice in relation to planning big infrastructure in other EU states, as well as studying changes in England. Further details can be found at the following webpages:

<http://www.brookes.ac.uk/schools/be/about/planning/projects/tmarshall.html>

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The Price of Eviction: Disputed Compensations After Expropriation in French Civil Courts

Resort to « public utility decree » is a legal instrument frequently used by french state administration to implement planning projects, of varying dimension. Expropriation as such belongs to this legal procedure as far as approval of public utility is a condition for authorizing real estate transfer without owner assent, that means expropriation in the strict sense of the word. But most of the time this possibility intervenes more as credible threat than actual implementation, insofar as more than 95 % of lots surface concerned by public utility decree are purchased through negotiated settlements, and only 5 % compulsory.



Legal theory commonly stresses on the limited control of courts over public utility: annulment of prosecuted decrees should be rather uncommon, and judges should be much more tolerant vis-à-vis huge and national projects that for small and local projects, because of political pressure and of legal guarantees offered by administration (otherwise french *Conseil d'Etat* is an institution that can at the same time participate as administration expert, and then adjudicate legal consequences of the same project if it has been prosecuted). Otherwise, case law also resorts to confusing standards like “appropriate character of the project” which are used “negatively” to justify an auto-limitation of their control. Debates then often focused on the subjectivity of public utility assessment as used in judicial review (administrative courts). But legal doctrine tend to pay little attention to civil litigation and the discussion of standards implemented for dealing with individual compensation.

Expropriation seems to be a paradoxal power in this context: french datas indicate that only a small part of land owners submitted to « public utility declarations » edicted by state administration are in fact expropriated, whereas most of them accept a negotiated sale with local authorities. Therefore, why is the power of expropriation only in very specific situations actually implemented ? Based on empirical and statistical datas from french civil courts and drawing on the theoretical framework of legal sociology, we suggest that expropriation occurs when assessment of compensation depends on disputed standards, especially when real estate is used by land owners for their own activity (agriculture, business activities). Disputes then focus on the assessment of real estate value, but also on appraisalment of specific damages related to the possibility to transfer an activity in another location.

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Housing in the Constitutional Context: Bridging Housing Studies and Housing Law

Housing policy has been an increasing area of research since the 1970's and is frequently related to the field of housing studies, while the area of housing law, a major aspect of public policy that started to gain its importance in the late 1990's, is often seen as a new separated field.

As an effort to bridge between housing studies that often include multiple aspects of housing in addition to policy (Psychological ,sociological, phenomenological, economic, design, etc.) and housing law, we develop a set of criteria based on existing knowledge of the different functions, perceptions and aspects of housing to evaluate legal provisions of the right to housing in constitutions.

We use a comparative textual analysis method to analyze the presence, meaning and relationship of housing related concepts and look at the differences and similarities within the constitutional legislation of the right to housing. We do not assume there is a world development towards an ideal provision of housing, but we do look at the



tendency of international communities to try new instruments of constitutional law and abolish others. We adopted a cross national comparative approach because there is much that countries can learn from each other about approaches to housing legislation.

The analysis shows a variety of conceptions. Law can influence housing (directly or indirectly) in many ways: by defining criteria for civil statutes and providing penalties for violations; by establishing eligibility criteria and services including benefits, crime victim compensation, welfare and by providing a framework for identifying basic human rights.

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Implementation and Equity Guidelines in Portuguese Land Use Plans

Whether more supported or criticized, the truth is that plans are essential for a sustainable land use, so their planning schemes must be respected and implemented.

These plans inevitably introduce inequalities, namely because they assign different uses to similar land parcels (Carvalho and Oliveira, 2005). However, being public instruments, plans have to follow the Principle of Equality set by the Portuguese Constitution.

Despite the lack of studies proving it (as argued by Laurian, Day, *et al.*, 2004), in Portugal it is considered that land use plans are not sufficiently implemented. In fact, until 1998 the Portuguese Legal Framework was almost silent about this subject. To end this legal void, a law (LBPOTU) was created, demanding plans to set their own “implementation paths” and, simultaneously, to include mechanisms that annul, or at least reduce, the inequalities introduced between land owners.

Ten years having passed since the adoption of LBPOTU, this research had the following objectives:

1. Clarify the concepts associated with plan implementation.
2. Evaluate whether the plans approved in Portugal carry out the obligations arising from the Law (namely the equitable distribution of costs and benefits resulting from the plan, and the scheduling of its own implementation); and if so, understand in which way they do it.

To do so, a methodology combining two different analyses was used. An empirical/theoretical analysis based on bibliography but referenced to urban practice. Through this analysis it was established: *what is executed* (the urban fabric, through operations and urban processes); *how it is executed* (through control/regulation techniques and implementation instruments) and *how to assure the equity between development agents* (through equitable mechanisms). This first analysis was followed by a case study analysis, in which a representative sample from the universe of plans approved since the



year 2000 was assessed. The analysis consisted in a confrontation between the actual content of the approved plans and the results of the theoretical/empirical analysis.

The developed research resulted in a conclusive synthesis about the content of land use plans in Portugal, and additionally, it provides recommendations in order to correct the problems identified.

This study leaves some open questions. One of them is based on the assumption that the plan content affects the success (or failure) of its implementation. To validate this assumption will require further research, namely a thorough evaluation of other influencing factors, particularly, as referred by Talen (1997), external factors such as the political context and development agents included in the plan.



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Privatization Strategies and the Institutional Context

The way industrial estates are currently planned, developed and serviced in the Netherlands is not in the best interest for spatial quality. Many think this practice must change. Current practice of planning and production of industrial estates – the municipality as owner of the land services the land and sells it to end users (in approximately 80 percent of all developments) – leads often to undesired market outcomes. Aspects like sustainability, livability and esthetics are not optimally served. The mismatch between demand and supply, both in quantitative and in qualitative terms, seems of even greater relevance. Municipalities compete with each other on a regional scale to attract employment which puts pressure on the price level and quality of industrial estates.

According to the national Taskforce on the (re)development of industrial estates, there are positive expectations regarding the participation of private parties in the development of industrial estates; they are expected to have more knowledge about the market and professionalism in accommodations, while they pay at the same time more attention to profits and risks.

This paper hypothesizes that the institutional context is decisive for the transformation from public to private good and service. The central aim is formulated as follows: how can privatization take shape in relation to the institutional context and which experiences from other markets can be of value?

In this paper the market of industrial estates and private involvement in relation to the current institutional context will be analyzed. This will be followed by an elaboration and exploration of privatization strategies. For this experiences from privatization strategies and processes from other markets will be used. The (possible) market outcomes in these projects will be analyzed and evaluated in comparative case studies. This should lead to beneficial insights for privatization and the way industrial estates are developed in the near future.

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Institutions in the Dutch Industrial Land and Property Market

The aim of this paper is to increase the understanding of how demand and supply in commercial property markets are adjusted. Most quantitative models of commercial property markets, assume that property developers base their development decisions on the market signals provided by prices. Because development profits are a geared residual of property prices, the pattern of development profitability will reflect and even amplify that of current property prices. However, comparable results are obtained in analyses which do not include variables that affect development profitability, but assume that developers' expectations of profitability are primarily based on extrapolations of past development trends. Moreover Henneberry & Rowley (2002) demonstrated that habit-persistence is a better indicator of developer response than current price-taking, particularly in volatile market conditions. Therefore this paper turns to new institutional economics, which argues that – due to an overemphasis on price as the coordinating mechanism and a lack of attention of institutions – mainstream economists cannot understand markets properly. Mainstream economics does acknowledge the effect of institutions such as land use regulations, but it is difficult to incorporate these into quantitative models of the land and property market. Furthermore institutions are regarded as constraints on economic behaviour. Dequech (2006) calls this the restrictive function of institutions. Some strands within new institutional economics emphasize that the market itself is an institution and that institutions provide information to the individual, including the indication of the potential actions of other economic actors. Referring to Hodgson (1988), Dequech (2006) calls this the informational-cognitive function of institutions. Thus, through (informal) institutions, such as habits and routines, much more information regarding supply and demand can be transmitted, and other than through price. In this paper, these ideas are applied to land and property markets by first demonstrating that price signals cannot be the dominant information transmitter in the Dutch industrial land and property market and secondly by presenting findings from a survey of how developers in the Dutch industrial land market decide to develop more land. It appears that most of these developers rely on informal contacts with local firms and extrapolations of previous trends. The aim of this paper is not to present a better general theory of land and property markets, then those derived from mainstream economics, but the opposite: to emphasize that theories cannot be applicable to all land and property markets (i.e. the Dutch industrial land and property market).

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Abusivism and Territorial Planning: an Ethical Approach

The focus of this paper is on (italian) abusivism and its relationship with planning. I take a quite theoretical approach to this subject, which comes from some questions I pose in my Phd work.

The specific italian literature on abusivism shows how planners tended to minimize it and to reduce it to a formal and juridical matter. They avoyded opening a critical reflection on planning tools, starting where they failed. But coping with abusivism, as I argue, means to analyze some important aspects of planning, seen as a normative activity with a strong distributive carachter (Moroni, 1997).

In this paper I refer to two specific definitions of abusivism. On the one hand, it is intended as the transgression of planning norms; on the other one, considering the distribution of social goods and burdens by the State (*via* planning) and the market, abusivism is seen as an area external to this distribution.

From these statements, and referring to a political filosofical framework (Rawls, 1971; Sen, 1992), I suggest two hypothesis, which I try to support in this paper. Firstly, I argue that the trangression of planning normative statements isn't only a formal matter but rather an ethical one. Then, that we could see the relationship between abusivism an planning as a distributive (social) justice matter.

What does it mean the "transgression of planning norms" from this point of view? Is inclusion and exclusion from planning order just a formal matter?

Finally, I discuss about the consequences of such an approach for both planning theory and practice. This is mainly relevant to distingiush between legitimate social needs and, on the contrary, common goods destruction.

Using an ethical framework to analyze and study abusivism could enhance planners' awareness of the distributive effects of their activity. They should make a critical reflection on the present distribution models, to contrast the unequal ones using (better) normative planning tools.

The hypothesis effectiveness has to be tasted and proven towards real circumstances, which is also one objective of my Phd work.

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Planning Discretion Differences Between U.S. and Australian States: Initial Hypotheses

The paper seeks to provide understanding about how and why differences emerge between different planning jurisdictions in terms of the amount of discretion used in deciding on development proposals. Evidence from Florida and Georgia (U.S.) and New South Wales and Queensland (Australia) will be used to provide initial hypotheses. This

contributes to addressing the wider question of how and why differences emerge in the extent to which planning controls shape actual development.

The paper uses two levels of evidence: formal regulatory differences in allowable discretion between the four states, and case examples of discretionary planning decisions that include cases where approvals result in development that exceeds the level intended in relevant local development plans. From this evidence, the nature of discretionary differences between each jurisdiction is set out. Hypotheses as to why there are these differences are developed at several levels. At the most general level, national differences are hypothesized to emerge from differences in legal/constitutional systems such as variations in protection of private property rights, and differences in economic/political patterns such as accepted levels of government intervention in markets. Differences between states within each nation are hypothesised to emerge from historic differences in local development 'cultures' and approaches to development control, scopes of planning and legal systems, as well as from path-dependent planning system evolution in each state. Differences in the degree to which allowable discretion is actually pursued at a particular time are hypothesised to result from the prevailing balance of political power between competing interest groups and the way in which the need for discretion is legitimated through planning discourses.

The paper finds that national differences in property rights cultures can be critical in explaining differences in the level of planning discretion, with stronger private property rights in the U.S, although agency/planner discretion can also be hampered or prevented by the strictness or looseness of the regulatory system in place. Case studies demonstrate that the level of discourse concerning development need serves to construct legitimation for more aggressive use of allowed discretionary limits.

Reasons advanced in the paper for inter-state variations in planning discretion are somewhat speculative and require more research to properly confirm. There is also a need for further research on reasons for international differences, as the two-nation evidence reported here is likely to omit some significant differentiating variables.

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Flexibility Versus Certainty: Unsettling the Land-Use Planning Shibboleth in Australia

Debates around land-use planning tend to revolve almost pathologically around the dilemma of balancing flexibility with certainty. Within the planning literature the distinction between traditional regulatory planning and strategic spatial planning has exposed a recurring dichotomy that exists between the idea of 'conforming' (regulative certainty) and 'performing' (strategic flexibility) plans and planning systems (Rivolin, 2008). Yet history has demonstrated that the quest for land-use planning certainty has



often led to ever-more creative and innovative means of circumventing the regulatory system. Indeed in practice even prescriptive planning has rarely delivered certainty and has frequently been deployed in a flexible manner (Cullingworth, 1993; Booth, 1999). This paper critically examines the divergent trajectories of planning and regulation in two Australian states: Queensland and New South Wales.

In the first case, the paper explores performance-based planning under the *Sustainable Planning Act 2009* (SPA) in Queensland. A key agenda of the SPA was the need to inculcate greater certainty into the planning system by adopting flexible performance-based decisions within a statutory framework. The Queensland experience turns on its head the conventional planning discourse which aligns prescription with certainty, and flexible strategic planning with increased uncertainty. Alternatively, conforming more to traditional understandings, the case of New South Wales illustrates a planning system which has promoted certainty through the introduction of a series of new planning structures which offer little room for flexibility. In an effort to 'cut red tape' the *Improving the NSW Planning System* reforms introduced in 2007 seek to reduce local capacity and flexibility through the establishment of a series of state and regional planning and assessment structures.

In both cases it is the middle ground of implementation where the complexities and realities of land-use planning in practice are realised and enacted. As such, the paper concludes by arguing that the flexibility/certainty dilemma is something of an artifice – a land-use planning shibboleth – that serves to distract professional and scholarly attention away from the substantive issues such as how planning institutions might better work to engender more sustainable urban settlements.

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An Assessment of Land Policy Strategies in Dutch Metropolitan Landscapes

In Dutch planning practice, land and land policy play an important role. The allocation of land for housing, industry, nature, agriculture and the provision of sufficient and "fair" prized land for designed and wished spatial objectives are issues of everyday planning life within metropolitan landscapes.

To improve planning processes, especially the implementation phase, insight in the decision-making processes on land and land acquisition is of importance. The new Spatial Planning Act of 2008 provided provinces with new land policy instruments, such as expropriation, and increases the need of research to gain this insight.

To understand how planning processes are influenced a key-question is: What is the (increasing) role of land property in regional development and what are the changing roles and positions of public and private organizations in these developments?

This paper will focus on this question and is a result of different case studies (as a part of a PhD trajectory) on the roles and strategies of actors in different regional development projects (e.g. national buffer zone Park Lingezegen and Wieringerrandmeer). These studies were conducted to see which actors take part in development projects and to understand their roles and land policy strategies. Projects were chosen based on



differentiation in the designed land use; housing, recreation, nature, farmland; land acquisition, and timeframe.

In addition, policy documents of provinces, municipalities and regional developments were studied, combined with semi-structured interviews with different stakeholders, and an assessment was made of actual land acquisition for different spatial purposes.

The results of this research draw attention to the importance of land possession for the implementation of regional development policies. Governmental organisations wish to have the power over the disposal of land, because this equals power to implement their plans. Farmers, however, see this wish as threat, as they experience uncertainties about their future management and fear low land prizes. Not only the loss of land is seen as a threat, but also developments on nearby plots.

Chosen strategies of governmental organisations show a distinction between land acquisition for the backbone of the plan and a more voluntary approach regarding remaining parts of the plan. Whereby nature is considered part of the backbone of the plan in the Dutch context of the Ecological Main Structure. One of the leading considerations in this difference is lack of finances to cover all costs for land acquisition and construction. Consequence of this strategy is an expanding timeframe to achieve the desired layout.

Furthermore, interviews with stakeholders draw attention to a difference in opinion between planners and politicians. Municipal planners wish for a clear path from plan to implementation (including land expropriation), while politicians, like aldermen, opt for public support before addressing land acquisition, especially expropriation.

The results of this series of case studies will help frame the PhD-research. They will act as foundation for several new, more profound case studies in the Netherlands and comparative countries. The studies will not only address the roles and land policy strategies chosen by stakeholders, but will focus on the right to property, relations of power and control, and differences between planning and politics, as well. In this way the (increasing) role of land property in regional developments and how this influences planning processes is studied.

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Limiting Discretion in American Planning and Development Decisions

With the exception of Louisiana, each of the states and territories of the United States shares a common legal heritage, originally derived from British common law, but, although evolving independently, doing so in tandem, as public officials, lawyers, journalists and others chronicle and comment upon legal developments. Planning law in the United States uses this same pattern of evolution, for while there is no national planning law (although there is occasional legislation on several discrete subjects, such



as environmental assessments, cell towers, religious uses and persons with disabilities), these federal requirements largely do not apply to most day-to-day planning and development decisions made by state and local governments. It is the states and territories that establish, maintain and alter their own planning and development regimes. Nevertheless in American planning law, legislators and other public officials, as well as those engaged in the planning and legal professions constantly compare, analyze and criticize their own planning regimes with reference to activities elsewhere.

Any serious discussion of discretion in American planning law must touch upon at least three areas: 1) the standards to be applied; 2) the procedures to be followed; and 3) the role of the courts in reviewing planning decisions.

As noted, there is no national planning and development legislation in the United States; however, there are common antecedents, even aside from the common law. Most commentators agree that land use regulation in the United States began with the adoption of the New York City Building Zone Resolution of 1916, which was upheld by the highest New York state court in 1919. In 1926, the United States Supreme Court determined that this new system of zoning was not *per se* unconstitutional. At about this time, Herbert Hoover, then the United States Secretary of Commerce, assembled a “blue ribbon committee” to suggest to the states some model enabling legislation to allow local governments to undertake planning and zoning. Even though a number of states already had such legislation and the federal government did not require states to do so, many states looked to the two products of that committee, one that authorized zoning and the other authorizing planning. Regulation by zoning proved to be the more attractive proposition, with about three-quarters of the states adopting the model zoning legislation, compared to about half the states adopting the model planning legislation. Zoning, being much more concrete than planning, proved to be much more popular among local governments as well.

The two model enabling acts prepared in the 1920s had their own deficiencies, however. For one thing, they were not clear as to what standard was to be applied in evaluating planning and development decisions. Moreover, the two acts were not clear on the procedures to be used in most planning and development decisions. Finally, these acts were not clear as to the standard of judicial review to be applied to such decisions. Following four cases in the mid- and late 1920s, the United States Supreme Court did not hear another planning law case for almost 50 years. During this time, American planning law foundered on three deficiencies:

1. A lack of accepted and binding standards to be applied;
2. A lack of required procedures appropriate to the planning or development decision at issue; and
3. A practice of a wide-ranging judicial review, given the deficiencies in substance and procedure identified above and the need for finality in conflict resolution.

This paper will trace recent efforts to deal with these questions in American Planning law and the status of those efforts.

That work is not easy, but it is not impossible either. There exist models of administrative decision-making, which balance the expectations of the process, as detailed in adopted standards, and the application of those standards within an acceptable range of discretion. Finally, the courts must undertake their role of reviewers

with appropriate deference to the decision-makers who heard the evidence and applied their own published standards. It is a new era for American planning law, but one that can be faced with optimism.

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Influence of Urban Regeneration Projects on Social and Functional Patterns and Proposals to Prevent Their Unequal Spatial Distribution

The current essay examines the relevance between social segregation and urban regeneration. More specifically, the way that urban regeneration projects influence the intensification or alleviation of this social phenomenon. It is generally accepted that regeneration programs, transform the social structure of the target area, forcing the existing -and usually- lower social classes to gradually get substituted by higher, in financial terms, classes. Space, as a social construction, is a result of conflicting relations, that social segregation and hierarchy provokes. Regeneration programs obtain their “moral legalization”, as state policies, through the social goals that they theoretically serve. The main topic in question in the present essay are the methods and practices that could be followed so that urban regeneration projects would not lead to gentrification phenomena..

Moreover, since gentrification comes as a result of real estate forces and mechanisms, we attempt to present a series of motives and disincentives, that can be used as parts of regeneration practices, in order to avoid social segregation. In the main part of the assignment we compare European urban regeneration case studies to others in Greece and their influence on social spatial patterns. In reference to Greece, the majority of urban regeneration projects are fragmented and even if some of them were successful, their measures weakened over time due to lack of control and “follow up” mechanisms. Moreover, even if there was a supervising government agency, the main driving force of urban regeneration projects was the private sector which in favor of economic factor’s interests, led to intentional increase in value of land price, at the expense of weaker social-economic classes. The government through programs of balanced exploitation of surplus-value that derives from regeneration projects, could be able to promote their viability and at the same time these public revenues could be also used in order to restrict social consequences.

In most regeneration cases in Greece, a “presidential decree” was issued, but even with strict regulations on land use, the non-compliance led to mono-functional entertainment clusters. This in turn ultimately led to the deterioration of the region and its saturation of entertainment businesses to the detriment of culture and of course against the existing population. Our goal is to modernize the existing regeneration legislation and infuse to it a more social dimension. This, in order to prevent both gentrification and spatial patterns of social division and in addition to lead to more multi-functional urban models in order to keep those areas ‘alive’ and viable throughout the day.

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 First priority track: Track 8, Urban Planning and Physical Form.





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Two Options in Turkish Inner City Areas: Agreement or Expropriation

In renewal of inner city areas, the traditional solution of the land assembly problem is expropriation or purchasing within the framework of an active public role. In the expropriation process, the state interferes in ownership rights because of public interest. Therefore, expropriation is considered as one of the basic tools for urban renewal. However, using of expropriation in urban areas has caused much criticism and a rise of social resistance against. These criticisms are related to determination of public interest, determination of compensation, resettlement of population and expropriation of different components of the bundle of rights. Especially after the 1980s adoption of liberal economy politics and the market economy revealed important changes in the role of the state. Rights of both individuals and landowners vis á vis the state have strengthened. Increasing social resistance, change in land tenure patterns, increasing independence of judiciaries, changes in public perceptions and international changes have become driving forces for change in expropriation and related politics and legal regulations in many countries. Under the effect of these driving forces, legal changes are heading toward decreasing the expropriation power of the state. Use of expropriation in urban areas is considered as the last resort in many countries because of criticism about the content of the method and changes in the role of the state.

In Turkey, in 2001, important modifications were made in the expropriation law to remove negative aspects of this law. Despite the increase in expropriation compensations with modifications in the Expropriation Law (No. 4650) in 2001, the expropriation process has become more complicated and the duration of the operation prolonged as well. Additionally, after 2005 with Municipal Laws Nos. 5393 and 5366, in renewal areas during the land assembly, the municipality has the right to make agreements with the landowners, and if there is no agreement it has expropriation authority. This provides flexibility to the municipalities, but an active role of the public with criticism on the use of the method has caused an increase of doubts about this solution in society. The aim of the paper is to examine and evaluate use of the method from some aspects on some cases.

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Planned “Disorder” in Istanbul

In Istanbul, a significant portion of total housing areas has been developed beyond the ecological thresholds (24%) or geologically risky zones (20%). The planned and regular developments in the ecologically unacceptable and risky zones are more than the illegally developed, irregular developments (regular developments are larger than irregular ones

by a factor of two beyond ecological thresholds and by a factor of 4 in risky zones). It is a fact that the legally-proper planning processes are subject to systemic problems and should be investigated in order to define the reasons enabling the application processes to bypass the basic principles of the planning legislation.

In this context, a two phased research project is designed. The first phase of the research will be presented in the AESOP-PLPR Conference which will be held in Dortmund, in February 2010. It is targeted to present the second phase in AESOP Conference which will be held in Helsinki, in July 2010.

The main target of the research is to elaborate the development facts in the ecologically unacceptable and geologically risky zones in the framework of the structural principles of the planning legislation in Turkey.

The basic questions of the research are; What is the course of action of planning in the unacceptable/risky zones? Which legal processes and tools are used that caused the evasion of the basic principles of planning? How are the development typologies differentiated? Which typology of development causes relatively dramatic impacts in terms of the size of population or spatial expansion?

In the first phase of the research,

- The urban development facts of Istanbul are put forward, referring to the population growth and geographical limitations.
- The ecologically unacceptable and geologically risky developments are defined in the peripheries.
- 12 development nodes are specified in the context of the areas developed in the ecologically destructive and geologically risky zones, between 1995 and 2009 (the period between the last two Master Plans of Istanbul).
- The planning processes in the 12 specified nodes are evaluated in the framework of the structural principles of the planning legislation.
- The analytical studies of the Greater Municipality of Istanbul and the spatial analyses according to 1995 and 2005 satellite images have been used. The maps are produced by using the data published by the State Statistics Office and transferred to Photoshop layers in order to cross-examine different parameters.

In the second phase of the research,

- The planning processes are elaborated in the development nodes specified in the first phase of the research.
- The development typologies are defined due to the actors who are involved in the planning process and the supplementary plan types which have been used (e.g. the spatial and social impacts of the developments imposed by the central government differ from the developments initiated by the owners of the small plots)
- The development typologies, in which the basic principles of planning legislation are evaded, are categorized according to their spatial and social impacts. Especially, the developments which encouraged further developments in the unacceptable and risky zones are emphasized.
- The data base covers all the decisions made in the Council, regarding the specific developments.

It is believed that to create a public awareness about the applications which evade the basic principles of planning, will help to overcome the systemic problems of planning in Turkey.

In this paper, it is targeted to summarize the first phase of the research and predominantly to focus on the second phase.

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Bracket D – INSTRUMENTS & PROCESSES

16 Planning ‘in’ or ‘for’ Multicultural Societies. Diversity, Social Justice, Democracy and the Luxury of Space

Track 16: Planning 'in' or 'for' Multicultural Societies. Diversity, Social Justice, Democracy and the Luxury of Space

Track Co-Chairs

Francesco Lo Piccolo, University of Palermo

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The focus of this track will be the ways that space – its social construction, contesting and management – are implicated in the dynamics of a diverse, often unequal, society; consequently, space is contested and a reason for serious conflicts. This can be explored at various spatial scales from the domestic to the international, and across scales.

At the base of this view and interpretation of space there are Hanna Arendt's notions of plurality and democracy. According to Arendt (*The Human Condition*, 2005), the public space of democracy can be defined as the ambit where all the discursive issues can show up their many-sidedness and people can freely show up their own plurality by acting and uttering their plural opinions. Thus, the public space of democracy coincides with the political space of freedom.

In this track, we would like to emphasize the notion of space as:

- The socially constructed and even contested place of our meeting with the Other(s)
- The physical and metaphorical arena where – according to Hannah Arendt – democracy can nurture and flourish
- The sphere where to claim for and have recognized full rights of citizenship.

If the sense (when not the aim) of politics is the freedom of plurality, and therefore understanding a political situation means acknowledging a large framework of different viewpoints and positions from which the situation can be considered and judged, this recognition does not have individuals as its exclusive object but also the spaces and places of the city, negotiating, in the city spaces, different forms of interaction and cohabitation. This is not an easy, natural or automatic process. As a matter of fact, the emotional and identity-laden perception of space changes as well: fear and insecurity are becoming – in many cases – the most evident signs, at the individual as well as the political level (Bauman, *City of Fears*, *City of Hopes*, 2003 and *Liquid Fear*, 2006).

How can planning (and planners) cope with all this? Which theoretical issues and practical experience have to be considered, in order to ensure plurality and freedom in the city space that is the physical place of the space of democracy?

The track especially welcomes – academic as well as practice-based – papers which discuss strategies for social progress, such as fairer use and/or distribution of spaces that improve quality of life: spaces where young people feel comfortable, spaces for cosmopolitan mix, and so on. It is also hoped that there will be contributions which consider socio-spatial relations beyond the city: the implications of the construction of rurality as a 'luxury' for urban dwellers, for example. Papers about international spaces and flows – such as migration and its implications – may also find a place in this track. Papers on the politics and ethics of researching diversity, justice and planning are warmly invited.



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Living or Leaving? Regeneration Policies in Multi-Ethnic Contexts in North Italy

The paper examines the regeneration strategies carried out in the last 10–15 years in three multi-ethnic areas in Brescia, Genoa and Turin (North Italy). All these contexts have always been working class areas as well as a “port of entry” in their cities for immigrants – both the ones coming from South Italy in post-war age (from 1950s), and the ones coming from less developed countries in more recent years (from the 1980s).

Brescia, Genoa and Turin have all been important industrial centers and, in the last years, the economic restructuring of the post-industrial age has led their leaderships and policy makers to invest on visitor economy. The physical and socio-economic transformation of their sometimes anonymous, sometimes deprived city centers has been part of these strategies. All the considered contexts are located in central and pericentral areas involved by the regeneration strategies, the real estate pressure becoming higher, rendering inclusion/exclusion objectives of policies clearer.

Moreover, in the last years the immigrants’ presence in these areas has led stigmatization processes to arise: in a recent past these were no go areas for some and a no exit zones for others. Regeneration initiatives have changed this situation, sometimes dealing directly with the immigrant presence, sometimes even not mentioning it, sometimes trying to consider the social integration issue both from the immigrants’ and from the natives’ point of view.

It’s important to underline that immigration is still a relatively new phenomenon in Italy, and that planning in multi-ethnic contexts still remain a few explored field. Despite this, a prejudgement is already circulating among planners and academics stating that regeneration and urban renewal policies have been addressed only at the immigrants’ expulsion from the cities’ more central areas (Crosta et al, 2000).

The paper aims at render problematic this assumption, showing that planning is not expressing only its “dark side”, and that different approaches could be found in the different cities according to the peculiarity of their development strategies, to the public debate on immigration proposed at local level, as well as to the more or less strategic role given to integration policies of the disadvantaged groups, independently from their national origin. This approach is legitimated by the fact that, despite a quite aggressive public debate against immigrants at national level, literature on the “Italian way” to deal with immigration has pointed out that a “local and adaptive” model of integration can be recognised (Caponio, 2006). This means that while immigration policies, defined through the national laws, have mainly been aimed at controlling the flows of people, integration policies have been completely devolved to the local level, especially to the municipalities and to the third sector’s initiatives. In this general contest, also urban policies/planning at local level may establish a some kind urban labs where “out of the mainstream” approaches could be explored.

The research has been based on three case-studies that have been realized directly through a field research, as well as through a review of the existing literature on the main development and planning strategies adopted by the different cities.

As already underlined, planning in multi-ethnic contexts is still a few explored field in Italy. For this reason, the work has tried to focus on some key-research questions that have been “tested”, sometimes changed, during the field research. For this reason, the research aimed also at establishing a sort of “starting point” for other contexts to be explored and analyzed. Moreover, as the urban space of immigration seems to represent one of the core fields to explore both the regressive as well as the progressive potentials of planning (Yiftachel, 1998), the work has focused on some open questions for further research on the role that spatial policies may play in post-industrial cities to “give a place” to disadvantaged groups to settle and live.

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Delivering an Age-Friendly Community in Taiwan – Developing a Physical Environment Assessment Indicator System

Population ageing has become one of the emerging issues in the world due to the advanced science, public health, medical knowledge, and technology in the past Century. Many Western countries have entered so called “aged-society” while other countries are speeding up the ageing process. It is inevitable that the Twenty-First Century will be the millennium of ageing and researches have confirmed that “ageing-in-place” will be a better living arrangement for older population. Laws (1993) firstly indicated that urban built environment is simultaneously a cause and an effect of ageism. Hence, how to create a more suitable and coherent living environment instead of living unit for elderly at a larger spatial scale is essential. Based on the literature review of older population’s characteristics, behavior patterns and living demands, this research further takes the age-friendly city guide proposed by the World Health Organization as a blueprint to explore the possibility of delivering age-friendly community in Taiwan. A set of assessment elements for age-friendly community physical environment is drafted and examined by the two-phase quantitative method, fuzzy Delphi in the first phase and fuzzy AHP in the second. Fourteen experts from academic, design practice, and social care practice fields were interviewed and undertook the survey. The preliminary result of the two-phase field work eliminated four elements and established the three-tier indicator system with three primary indicators, six factors, and eighteen elements. A case study was also conducted in this research. Guangci Community in Taipei, the very first mixed-use community for older residents proposed by the city government, is selected as the site. Several improvement suggestions are proposed after the evaluation for the site including improvement of pedestrian walking space, and increase various types of service and relocation the service center, etc. The indicator system could provide a tool to assess the age-friendly level of the physical environment in communities and identify the urgency for improvement, furthermore to assist to deliver an age-friendly community in Taiwan.



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A Networking Experiment in a Decentralized Planning Regime, Urban Governance and Infrastructure Development in Indonesia

After almost 10 years *decentralization* place conflicts between cities and regencies in Indonesia include infrastructure allocation fund. Local ego and competition, make each of them reject cooperation and try to fulfill their own demand alone. It is clear that local government in Indonesia is facing an *institutional fragmentation* problem. Institutional fragmentation in planning and implementation process make urban development in Indonesia stagnant.

Urban development and particular *infrastructure finance* is difficult because each of cities and regencies have become suspicion about each others. Competition among regions become very high to show who is the best and also dropped to one another in seeking investor. *Networking* between cities and regencies is generally avoided. Fragmentation between cities and regencies have entered a critical stage. Evidences is shown that infrastructure development become not efficient, do not meet demand, in fact most of them failed to meet the need of proper infrastructure in their region. It is clear that urban networking between cities and regencies is essential for infrastructure finance and development.

Even so this new type of "gated community" has become widespread, it failed to deliver good environment to dweller. Tired living in misery, some cities and regencies in central Java have try to develop networking strategy in order to manage and solve problems in infrastructure finance and development (transport, waste management, drainage, disaster risk reduction, etc). The paper address these types of networking are a success in solving infrastructure problems in some cities and regencies.

This paper will also address the 'involves in networking question' of cities and regencies in Indonesia. How these regional networks emerge? What new institutions do they build? Can networking solve institutional fragmentation problems? And how institutions build to make infrastructure finance work? It will also discuss about decentralization experiment with an emphasis on the redistribution of value between cities and regencies through networking.

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Urban Voids as Space Provision for a Diverse Society, Intermittent City Brussels

Despite its particular status as the so-called 'capital of Europe', Brussels – capital of the federal state of Belgium – is confronted with contemporary issues of socio-cultural nature, like many other cities in Europe.

Brussels population consists of 72,5 percent Belgians (both indigenous and naturalized) and 27,5 percent non-Belgians (Moroccans, French, Italians, Spanish and Turks amongst others). These official numbers need to be complemented with a hard-to-determine number of people waiting for authorization (like illegal's and asylum seekers in procedure). All of them, together with Brussels-based NATO personnel and EU officials, are contributing to the socio-cultural diversity of the city and influencing everyday life.

In recent decades the downsides of post-industrial society are becoming more and more apparent, also in Brussels. The transformation of the city from an industrial node to a node of knowledge results in the withdrawal of production units from the city centers, leaving behind voids in the urban fabric. In Brussels some such sites are, since many years, awaiting (re)destination. In order to attract new businesses and visitors, cities are forced to compete with each other. Hence policy makers feel compelled to stimulate the 'creative economy' by attracting and accommodating to the so-called 'creative class'. This strategy however threatens to result in an increase of social and economical polarization and spatial segregation between richer and poorer population groups. Moreover – because individual identity is more and more being established in networks of like-minded, sustained through information technologies – contemporary citizens tend to forget that interaction with 'the other' is pre-eminently a feature of societal life. Hajer en Reijndorp (2001) point out that space is increasingly seen as a consumer good and therefore issues such as security, control and discipline are gaining more and more attention.

A broad range of behavioral patterns are simultaneously trying to find a place in the city to express themselves. This process of appropriation of (public) space is not always self-evident. This study reports on preliminary findings from the ongoing research project 'The role of temporary use of voids in urban (re)development', supported by the Brussels Capital Region Government. Can the temporary use of abandoned city spaces contribute to a more inclusive – and therefore more sustainable – (re)development? Previous research, like the 'Urban Catalyst'-project (Overmeyer, 2007), indicates that urban voids invite to spontaneous and alternative activities and thus allow for a broader range of citizens to contribute to the everyday urban life.

In this paper, after briefly describing Brussels in the context of the issues mentioned above, a number of cases of temporary use in the Brussels Capital Region will be presented, highlighting their determining factors and influence on the surrounding city. The aim is to discuss a new spatial phenomenon, shaped by temporary activities and users, that manifests itself as a continuously changing network of spaces, thus forming a parallel and intermittent city.

The incorporation of urban spaces in this intermittent city, by individuals or groups, time and again questions the inclusive character of the city and converts the urban

space into an arena, in which citizens are trying to conquer the city from institutional organizations. How will urban planners and policymakers deal with the increasing diversity in demands and wishes from the multicultural society? Perhaps the presumption of directing Brussels' spatial development in a directive and planned manner needs to be modified. What strategies and tools can be developed and what contribution can come from temporary use?

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Planning and Spatial Justice in the City the Comprehensive School and Refugee Reception Centre as Sites of Resistance in the Contemporary Multi-Ethnic City

Of late, spatial justice in the city has been receiving increasing attention in planning theory of late. Greater attention is thus being paid to what has been called the spatialization of justice and the desire for a just city. Susan Fainstein, Edward Soja and others have written extensively on the subject. Most of these narratives have been informed by a re-reading of the spatial theories of Henri Lefebvre (Right to the City and his conceptualization of social and representative space) and Michel Foucault (Heterotopia and Governmentality). There has also been an increasing acceptance of the presence of conflict and a shift away from privileging consensus as a goal in the planning process. Such a shift has been one propagated by proponents of a critical planning theory based on agonistic approach as the only one which is valid in the pluralistic city of today.

In this paper I will discuss the increasing manifestation of what Mustafa Dikeç termed the "geography of fear" evidenced in the discussion on the increasing number of immigrant children in some schools in the Helsinki Metropolitan area as well the debate regarding the location of new refugee reception centres in the city. I will argue that both these discussions merit a deeper exploration of the existent planning process and resultant urban policies. I will further argue that identarian issues are just as important as redistributive concerns when it comes to spatial justice.

My interest was piqued by recent studies by the City of Helsinki Urban Facts, projecting the proportion of pupils of immigrant background in the Helsinki comprehensive school system will reach 23.3 % from a current 11 %. There are already some schools where around a third of the school children do not speak Finnish or Swedish as a mother tongue making it likely that they are of an immigrant background. Though there it is said that there is still very little evidence of "white flight" from such schools, Helsinki has already started to take corrective measures to avoid the situation where the immigrant pupil population will dominate in any school. In Espoo, the city council has recently proposed putting a cap of 15 % on the proportion of immigrant pupils in any comprehensive school. This has been done despite the protests by the principals of the affected schools saying



that they have seen no evidence of exceptional behavioural problems in their schools. A similar fear was evident in the discussion of the location of two new reception centres in Helsinki. Resistance to their establishment by the residents of the affected areas has been and still is voracious. This despite the fact that the two existing centres are deemed to be woefully inadequate to meet current needs. The politicians, in passing the motion for their *temporary* establishment, defined the issue as a human rights question. In both of these cases, the concern has been to preserve what one might term as an illusion of normalcy (the norm being the identity of the dominant social group) in the face of increasing heterogeneity. Efforts are thus made to deny others of the right to appropriate their city as Lefebvre called for.

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Space and Public Control

City space bears the imprints of ideas, needs, activities. As a result, city space depicts the interaction of politics, economics and societies which shape it. The main question of this article is how the ruling class with the aid of politicians and urban planning have formed urban areas chiefly in Greece, so as to achieve urban control. Urban order seems to protect the economically and politically powerful social class from social powers which may harm its interests and from a social revolution that shall doubt it.

There can be discerned some phenomena which frame the implementation of urban planning, so that the target of suppression of those who object to the activities of the ruling class can be reached.*The way of thinking that educational systems teach, social alienation, international spread of fear, global war against new-revolutionary ideas and the global-paltry culture are some of these phenomena.

In Greece, the (internal) powers, ruling the country are 1. Greek orthodox church, 2.State, 3.Police, 4. Army, 5.Men of night(kind of mafia).The protecting this of 5 elements, are a)police and b)media which repress, destroy every single human or idea that tries to harm their system(body). Capital(wealth) is the driving force for all the body and is what every part of it is striving for. The interests of this body have shaped Greek urban space in Athens which is the economical, political, cultural and military heart of Greece, with almost half of the country's population. Hence, space is a protection to the body in the way it is formed by it.

Concerning Greece, from the ancient times, the Hippodamian (grid) plan had been used for the imposition of the ruling state. It was used in all Great Alexander's new cities(70), so that they are protected from new ideas. The presence of governmental buildings in an organized urban environment creates for the citizens a clear perception of the meaning of state and strengthens the prestige of the government and administration. That is the way that the capital of Greece had been designed in 1833 by Cleanthis and Saubert. Straight wide roads is an effort to impose to the oppressed its spatially formulated ideology. Nowadays, it is obvious in Athens that some public space like squares (Constitution square) that served revolutionary acts in the past, are incapable of serving this purpose because of the way space has (on purpose) been transformed.



Another proof of the intensifying police control is the efforts made to the abolishment of Asylum(it is the area where universities are, serves the diffusion of new ideas and was earned by the Greek people in their struggle for freedom during the last century and police cannot enter).

Mike Davis in his book: *Beyond Blade Runner, Urban Control, The Ecology of Fear* describes the indistinct borders between police force's quelling and urban planning in Los Angeles. The way cities and buildings are formed in old communist countries is also interesting. Undoubtedly, there are innumerable examples around the world depicting the synergy between planning and repression.

The result of these policies in Greece is that there are no friendly neighborhoods any longer where people know each other, discuss about politics and their problems. One is unable to freely express himself, shape his own space in the city. Therefore, usurpation of urban space is unfeasible, urban space is hostile to man. The western world has relished a lot of goods but has lost its freedom. It's a matter of question and research how urban space will be transformed in the 21st century for the achievement of urban control.

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*It is vital to elucidate that the energies of the higher social class to which reference is made in this article, are those with which it exploits the other classes.

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Immigrants' Employment Situation, Settlement Modalities and Housing Typologies in Middle and Small Sized Cities in Western Sicily

Statistics concerning the distribution of foreign citizens in Italy show a deep settlement diversity between Northern and Southern Italian regions. In fact, the distribution of "new citizens" strongly depends on the employment situation. In this sense, the legislative evolution regarding the legal status of foreign citizens (Law no. 40/1998 Turco – Napolitano and Law no. 189/2002 Bossi – Fini) strictly relates the acknowledge of some rights of citizenship to a demonstrable employment prospect; thus official statistics mainly take into consideration the foreigners working legally, that is with a regular contract.

According to these statistics, the Centre-North of Italy considers the immigration essentially as an urban issue, as big concentrations of immigrants reside in the large cities. On the contrary, in South Italy the distribution of foreign people is concentrated in the rural areas. The presence of foreigners is strongly linked to seasonal agricultural needs, thus it implies particular settlement modalities, with a discontinuous distribution within the territory and during the year.

Western Sicily offers a complex framework where it is possible to comprehend how much statistics correspond to real facts, integrating qualitative survey methods to the statistical data. In this area different situations coexist, describing effectively the reality of the immigrants in South Italy. In fact, Western Sicily is a rural region where valuable



cultivations take place; in the vine-wine sector, for example, a lot of immigrants can find seasonal job opportunities (e. g. Marsala). This geographical area is also a sort of gate of illegal immigration to Italy and to Europe (e. g. Agrigento and Sciacca). Finally, a number of communities of foreign citizens working in the fishing sector live in this territory and are deeply rooted in central urban areas, to testify that there is a relation of exchange – and not of subjection – with Northern African countries (e. g. Mazara del Vallo). In this framework, the following research areas become relevantly important and can be considered a priority for research: the policies carried out by the local administrations, the strategies of integration within the social fabric self-generated by the foreign communities, and the interventions of third-sector organizations to favour the integration of foreign citizens.

The paper will face the above mentioned issues by:

- Analysis and comparison among demographic and statistical data referring to local realities where the migration phenomenon generated changes in the housing modalities and new forms of settlement (temporary or stable) that are different from urban settlement. Considering the above preliminary remarks, it is evident that in South Italy the employment of “new citizens” in agricultural activities generated settlement choices that are different from those typical of the large urban cities and gave additional contributions to the phenomenon of territorial dispersion in the cities.
- Semi-structured interviews to the actors of the realities considered (from the reception operators to the “new citizens”). The interviews will add qualitative information to the numerical data already collected. It is now common practice the use of life-stories of local actors as a useful instrument to know the realities being studied.
- Study of the dynamics through which physical places changed shape, due to specific local or national policies (if present). Local planning instruments and the observation of cartographic data will be object of study.
- The aim of the paper is to give a clear picture which relates the juridical status of foreign citizens, their occupation, their way of inhabiting and living, and the policies carried out by the different institutions in the field of integration.
- The experimentations that will be carried out starting from this study will enrich the knowledge frame of the immigration phenomenon in Sicily, integrating considerations already emerged from previous specific studies carried out at regional and urban scale.

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Re-Building Public (Plural) Spaces Through Inclusionary Participative Processes in 'Thresholds' Places

There is in contemporary Europe a wide variety of cultural communities. Some of these cultural communities may, of course, be built around values and ways of life which are so anti-social as to make them unworthy of toleration or support, but – in any case and as a matter of fact – contemporary society is divided into a fragmented and diversified archipelago of minority and plural groups. We view these groups as socially constructed – i.e. as dynamic social phenomena whose boundaries shift over time, and whose salience in the lives of members and non-members varies over time and place: this view emerged within the debate on new social movements, highlighting the role of social and cultural elements in social changes (Melucci, 1989; Giddens, 1991).

In reference to their spatial dimension, these groups can be marginalised or segregated communities, and in some cases they appear as 'gated' communities. Material and immaterial boundaries create the spatial, social and cultural division between groups. At the same time, boundaries are at the base of the division between private and public spheres, that is also between public and private spaces. Between the private and the public sphere, a 'threshold' area of social networks' and community actions does (potentially) exist. New forms of construction of (material and immaterial) 'common spaces' rise in the most marginal fringes of the city, as innovative practices of 'work and live' together.

In this paper we would like to explore the issue of the 'threshold areas' in its double interpretation: 1. as physical places where marginal or excluded groups are forced to experiment collective actions in order to gain better (urban) life conditions; 2. as metaphor of an infra-space between private and public sphere, which is also as a precondition for the existence of the public space of democracy.

In this approach, the substantial precondition for any form of democracy is the existence of political spaces such as the Arendt's idea of a discursive and acting "infra-space" among equal individuals freely debating. Thus, the public space of democracy coincides with the political space of freedom. Where the tangible space of the *agora* and the metaphorical space of democracy do not exist, there is no political space (Arendt, 1958). In planning terms, there is no space (that is also efficacy) for participative planning processes.

In order to illustrate our considerations on this issue, we will use some concepts as developed by Hannah Arendt (1958 and 2005), applying them to the political discourse in planning participatory processes. This leads us to consider and weigh up some of the rhetoric and ambiguities making up the concept of inclusionary participative practices, as well as individuating some unavoidable preconditions in order to build up efficient participative planning processes, whereas public interest and consensus building receive low policy priority.

The paper will use some experiences of participative processes with children and young people in order to test the above mentioned hypotheses. In the light of our reflections on present and past research activities in some marginal social contexts, and through the description of some participatory initiatives, the paper will be focussed



on the emerging priority of rebuilding the 'political space' through collective actions of minority groups in 'threshold' areas.

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Planning Empowerment Among the Bedouin in Israel

This paper attempts to link between the concepts of empowerment and planning, by exploring a process of planning empowerment among the Bedouin in Israel. It attempts further in suggesting two types of planning empowerment.

The "empowerment" approach in development highlights autonomy in decision making, self reliance, direct participatory democracy and experiential social learning. It is rooted in criticism leveled at the nature of knowledge on which conventional planning and development are based (Rydin, 2006) that excludes and marginalizes local or indigenous groups by ignoring their other forms of knowing.

We suggest here two types of planning empowerment: *spatial* and *conscientious*. These two types of planning empowerment are examined in two case studies of the Israeli Bedouin who have been suffering the consequences of relocation from their traditional territories into few townships (Meir, 1997). The process has been taking place within the context of competition between the ethnocratic State and the Bedouin over scarce spatial resources in the Negev desert in southern Israel (Yiftachel, 2006). Methodologically the case studies were carried through field interviews with local people and through analysis of an alternative planning process initiated by them.

The first case, of a *spatial* empowerment form, involves a tribal group of Bedouin who self-relocated themselves in 1994 to their historical territory from which they were uprooted by the State in the 1950s. Such empowerment initiative eventually led to State recognition in their new place and its incorporation within the formal planning process.

The second, *conscientious* form, concerned is an alternative plan submitted by the Bedouin in 1999 as an opposition to State official plan. Based on an alternative indigenous knowledge they present in the plan their cultural, social and spatial reality that constitute a different interpretation of space and place from that adopted by the State and its rational planning methods and planning establishment.

The major conclusion suggests that these forms of empowerment have contributed to a significant change in adoption of the alternative indigenous knowledge by the State and to a considerable change in the State's development approach toward the Bedouin. Both forms of empowerment provide for a more socially and culturally sustainable development of these people under highly tense and constraining political reality that have not and could not be realized through non-empowered forms.

The major questions left open is the role of planning empowerment in the struggle of indigenous peoples in general against formal planning pursued by the hegemonic State, how both types of spatial and conscientious planning are relevant in these cases, and what is the role of competing sources of knowledge in planning processes.



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Is Spatial Justice Possible in Planning Under the Hegemony of Globalization?

This paper addresses the discrimination which inherently still dominates the spaces, planning policies and academic realm of the first world in the 21st century, despite more than a century of critical exposure. Discrimination against women, foreigners, different social classes and religion has historically existed in social institutions as well as being expressed in urban spaces and continues to do so. Social movements, like feminism and anti-racism, endeavour to eliminate discrimination within social institutions and its materialization in urban spaces, yet they largely fail. This paper contends that this is partially this due to the hegemony of materialistic values attesting to global capitalism (Zukin, 2003). One dimension of this hegemonic process is that it changes the popular meaning of signifiers – their signification – for key societal words, including those of social and spatial justice.

Consequently, new forms of inequality have been generated in the form of these new meanings. A belief in multiculturalism, equality and justice in space and planning has traditionally been taught to planners as some of their key planning values (Gunder & Hillier, 2009). Yet, these dominant significations are the mediators of new forms of discrimination in “planned” space. This paper will expose examples of this new dimension of discrimination, which is concealed behind words, which purport social fairness.

Under the hegemony of global capitalism, contemporary epistemological and rational planning methods intrinsically deploy and empower capitalist aspirations and values of success. In doing so, planners have largely accepted materialized abstractions and quantitative measurements as their ‘true’ image of reality when evaluate spaces and plans. Planners use these concepts as materialised in the form of predictive numbers, ie, as social _ or financial models_. Yet, social values and public conceptualizations of space are not as simple as these conceptual models, which are used to formulate planning responses to perceived issues generated by these phenomenons. Numerous researchers have considered this issue from a post-structural perspectives (Gunder & Hillier, 2009; Sandercock, 2003). They show that these planning abstractions fail to reality (Lefebvre, 2003).

This paper will demonstrate that planners are often unconscious in their application of knowledge, they don’t know why they act – it is “unknown known” (Zizek, 2006). In the other word, planners do not always know. They are aware when they use a determinant concept, such as multiculturalism, in their projects and plans; yet they are inherently unaware of the consequences created when deploying these concepts. This is especially so when they attempt to homogenize all citizens as reduced abstractions and evaluate them via merely materialized measurement. Planners often appear not aware the inherent discrimination against difference which is concealed in these instrumental.



This paper will deploy a Zizekian psychoanalytical approach to illustrate this dysfunctional planning practice. This research will demonstrate a paradox in contemporary planning values such as multiculturalism between their popular meanings and their consequences. This paper will expose how planners, often contrary to their aspirations, paradoxically deploy new kinds of discrimination in the planned space, under hegemony of global capitalism.

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Space(s) for Empowerment: Reflections on the Preparation of 'Area-Based Land Reform Plans' in Metropolitan South Africa as Tools for 'Inclusionary, Sustainable and Equitable Pro-Poor Growth'

The birth of democracy in South Africa in April 1994, not only heralded a radical departure from hundreds of years of white minority rule, but also signaled a new era of spatial politics in a multi-cultural, deeply divided and highly unequal society. Policy documents and Acts prepared by the newly elected ANC-government envisaged radical changes to existing settlement forms, land-use patterns and land ownership profiles. A cornerstone of this endeavour was 'land reform', by which (1) dispossessed land would be returned to its lawful black owners and (2) land redistribution in terms of which, as a first phase, 30% of land in white hands was to be transferred to black ownership by 2014. Key to this latter programme was not only a change in tenure, but also the provision of beneficiary-communities with *assets* by which they could embark on the process of communal wealth-creation and the eradication of the scourge of poverty affecting at least 55% of the South African population. In order to ensure this objective of true asset-transfer, and to do so in a structured, transparent and collaborative manner, the Department of Land Reform and Rural Development recently embarked on an initiative by which 'Area Based Land Reform Plans' are to be prepared on a regional base throughout the country. These plans have as their core objective land reform that ensures '*inclusionary, sustainable and equitable pro-poor growth*'.

In this paper the experience with the preparation of three of the first of these plans in the country's economic heartland, the Gauteng Province, is documented from a participant-perspective – the authors being part of a multi-disciplinary consultant team appointed by the Department. In this exploratory analysis the emphasis is placed on (1) the methods deployed in involving communities in the land-identification and multiple stakeholder negotiation processes; (2) the perceptions of different participants in the process as to '*what land where*' meets the criteria of '*ensuring inclusionary, sustainable and equitable pro-poor growth*'; (3) the challenges encountered in an arena of vastly different power bases, and how these were dealt with (and not); (4) the ability of the different sectors and spheres of government (municipal, provincial and national) to work



towards the same objective; and (5) lessons the process may hold for the bigger agenda of the eradication of poverty and the building of a country in which '*a better life for all*' can become a reality.

While the paper tells a somewhat uniquely South African story, the underlying battles to develop policies and programmes for genuine/real pro-poor growth are surely not that country-specific. As such they are sure to also speak to a much wider audience.

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Migration as a Radical Plateau for Planning

Migration flow traverses the planet and is (de/re)territorialized in assemblages emerging through the interaction of natural, mineral, technological, biological, economic, social and institutional factors coming together on the capitalist plane of consistency. The space produced under the latter style can be introduced as 'luxury'. Following the traits of this cartography we come across scarcity, debt, crisis, the *growth* dogma and dystopic *decroissance*. Capital's deterritorializing movement for surplus value across the globe shapes an archipelagos of Included and Excluded, trash zones and borders.

The Planner does a schizophrenic (or paranoid *most of the times*) legwork among these assemblages. The former could be thought as the abstract scheme of everyone's sisyphian existential legwork. Everybody is more or less a *cartographer* of his/her own bios. He/she gets *enclosed* in the cyclic regime of *policy-procedure*. The latter pumps to the rhythm of the three arcs of lack- pleasure- *jouissance*. This logic brings to the social space *easy to impose and manipulate* scarcity, temporal (illusional) discharges, *need for the big Other* (transcendence- impossible grasp of pure pleasure). The *policy* is labelled *sustainable*, but what we face is mostly the creation of new space for (greener) investment attached to the capitalist plane of equivalence, interacting with military complexes, stratifications of state apparatuses and processes of hierarchisation.

What is at stake is the *Existential Territories* of individuals and groups. In *The Three Ecologies* Guattari described how the ecologies of psyche, socius and environment confront us with these existential territories, that are *precarious and finite, capable of bifurcating either to deathly repetitions or open up via a human project, becoming 'habitable'*. One should move transversally through the three ecologies in order to address the contemporary issues of our everyday life's territory, that is stuck at a frozen metastable phase.

What could be a possible line of flight, regarding the planning regime?

What praxis can a group of planners articulate to affect the *equilibrium* that deteriorates our existential territories in the everyday life?

The approach proposed here is the articulation of an experimental praxis on the



plateau of migration flow. The fact that it is taken as a milieu of intensity that radicalizes the actors engaging with its lines is because of its functional capacity along the former questions. The orientation of the approach *draws speed* from the plateaus of deleuze-quattarian thought, planning studies and personal research on contemporary migration paradigms in Greece. We can move through three basic layers of that praxis.

The space where the socio-technological rhizome of planning can perform concrete methods, within a community that involves immigrants. That is at a local scale, where each individual's existential refrains blend with the *other's* and the reductive *privatization* of politics is more unstable.

The function a) Creation of *collective assemblages of enunciation*. Heterogeneous subjects with different *cartographies* working on concrete projects on a *terre* of various languages, relations, norms, desires, routines, visions. b) Following the transversal movement of the migration flow from the macro level of geopolitical drift to the micro level of molecules. c) The issues that emerge, such as micro-fascisms, biopolitics, citizenship, global division of labour, food distribution, the commons (from planet's water resources to shared public infrastructure), the experience of the *spatial ground of the Earth*.

The praxis' aim which is *a surfacing of new living trends*, conceived through the process.

Migration assemblages are symptoms of our (processual) parousia in the world. They expose us to the passage of time, no matter how *hard* we try to freeze things like property lines or identities. The meshing of the past and future possibilities in these present events, is important for a planner's [e]co-carving of space.

Further research could move along the tripartite *analysis-pedagogy-praxis*. A paradigm could include Guattari's diagrammatism (mapping of actual/virtual space) accompanied by Lefebvre's rhythmanalysis, planning university assemblages and concrete *clandestinized* areas.

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Reshaping Our Future, Reconciling Our Past: the Potential of Spatial Planning and Urban Governance in Transforming Contested Space

Recent decades have seen the development of a wealth of literature concerning identity, cities as sites of 'urbicide' and the shaping of space. Some of this is particularly concerned with the privatisation of public space, its relationship to globalisation and its impact on exclusion (Zukin, 1995; Harvey, 2000). Others note the manipulation of nostalgia to evoke collective memory and the use of symbols to represent identity (Soja, 1996). But, whatever the different emphases here, this work shares the basic proposition that space is socially constructed, and that it in turn impacts on social relations (Gregory and Urry, 1985).

While the focus of the paper is on ethno-nationalist disputes relevant to cities like Belfast and Jerusalem, it recognises that similar political and cultural discourses are occurring in England and Europe – and globally – around multiculturalism, social



cohesion and racial/ethnic difference. In this context, cities are grappling with diversity, difference and co-existence, surrounded by a backdrop of greater socio-economic inequality. Therefore, the achievement of peaceful and equitable co-existence makes it imperative for spatial planning, and wider urban governance arrangements, to move from reactive to more proactive approaches, so that it begins to explore its unique and crucial position as a peace-building resource.

The contention is that an improved integration of spatial planning, land-use planning and urban governance is imperative for a proactive approach to building shared space in a contested city, since current paradigms of planning and governance, working in isolation, with increasing fragmentation, are flawed when dealing with divisions around territory and identity. This paper examines the effectiveness of the planning system and the governance capacity in Belfast to deal with socio-spatial divisions and their ability to create shared space in these more peaceful times. It is argued that without such a paradigm shift, planning is as likely to accentuate as to ameliorate the socio-spatial divisions in contested space.

The research has been carried out using a participatory action-research methodology, including interviews, thematic policy fora and longitudinal community studies.

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Elected Neighborhood Officers (Muhtars) in Turkey: How Did Gender Differences and the Neighborhood Scale Influence Their Candidacy and Office Work?

This case study relates to the question about how citizens have differing conditions for participating in decision-making structures about their daily life, especially along with gender differences and at the neighborhood realm. Based on my interviews with a group of female and male *muhtars* – the elected officers of neighborhood offices – in the city of Izmir (Turkey), it identifies the differing conditions for participation in respect to individuals' reasons and resources for running for and holding the public seats at the neighborhood level. Whereas their reasons and resources might provide individuals with motivations and opportunities for political participation, such reasons and resources are related to individuals' socio-economic characteristics and also to the broader economic, social and institutional contexts.

Citizens have unequal opportunities for political recruitment via voluntary organizations or other political activities, and vote or run at elections. The studies about the distribution of power, resources and privileges across spatial scales examine the nature and determinants of such differences. However, the question of how the interplays of gender differences and the neighborhood scale influence individuals' conditions for political participation – especially as a candidate for and an officer of an elected seat – is under-examined.

Based on my interviews with 23 female and 20 male *muhtars* in Izmir in 2008, this study examines (i) whether and how women and men have differing reasons and resources when running for and also performing at the neighborhood office; and (ii) how the neighborhood as the very local urban scale influences such conditions of candidacy and public work by women and men. Each urban neighborhood in Turkey has an officer



elected among and by that neighborhood's dwellers. Yet as the central government's smallest unit in province, this office is not a governing body. *Muhtars* practically assist central, provincial and mostly municipal governments in identifying residents' needs for urban services. They have no vote on provincial or municipal councils. Like the other metropolitan cities in Turkey, Izmir has relatively higher percentage of women holding local offices (7 %) than the national average with 1 %.

My study findings identify that during their candidacy for the seat; both male and female *muhtars* commonly used certain and even "gendered" local network as a resource along with their distinct resources derived from their socio-economic characteristics and gendered roles. As a *muhtar*, whereas especially women try to create social and economic resources in order to integrate social work into their job responsibilities, men tend to work within the office's limited resources and responsibilities. Commonly, all *muhtars* suggest that as the neighborhoods are undermined in the political system of Turkey, so do the roles of their offices in the urban governance, whereas the neighborhood offices are "kept busy with daily and unnecessary bureaucratic chorus." Based on these findings, the paper aims at concluding with the suggestions about how to improve the candidacy and office period for the neighborhood offices, while paying attention on the gender differences and neighborhood scale within the institutional and political structures of Turkey.

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Decentralisation, Planning and Women's Rights: International Debates, South African Reflections

Over the past two decades, the idea of decentralization has received support from various quarters, although there is considerable debate over particular forms, such as privatization. It has been promoted by international development agencies as a key element of their 'good governance' agenda. Decentralization is seen as enabling more efficient, effective and locally responsive government, and as facilitating a shift towards inclusive governance. Others see decentralization as a way to extend and deepen democracy, with the cases of participatory planning and budgeting (eg. Kerala, India; Porto Alegre, Brazil) viewed as exemplars. The resurgence in interest in planning in developing countries, and the emergence of forms of integrated development planning in several contexts is in part linked to these agendas.

Since local government is expected to be more accessible to women, and because it deals with concerns and services of direct importance to women's everyday lives, there is an assumption that decentralization, and decentralized planning should also benefit women. There is however growing evidence that decentralization is not a simple cure-all, and that expected benefits are not necessarily realised. Even within the conventional



policy literature, there is a recognition that the intentions of decentralization can be subverted inter alia, by local elites and corruption, and that decentralization can deepen and perpetuate local power inequalities. The feminist literature is also becoming sceptical of the benefits of decentralization as studies show how women can be marginalised through local politics that are often more conservative than at national level. There is therefore some debate over the implications of decentralization and decentralized planning for women's rights and gender equity.

The paper explores these debates, and examines South Africa's decentralized centralism and the role of integrated development planning (IDP) in this context. It considers the extent to which women's rights defined at national level are realised in the context of this type of decentralization. It draws from research conducted at national and provincial level, and on detailed case studies of participation, planning and project implementation in three municipalities. The research found that women's voice and attention to gender in local government, planning and projects was partial and uneven. Outcomes were shaped by South Africa's history of gender politics and that were affected by the capacities, resources and local politics of municipalities. Although planning processes include participation, they remain relatively technocratic. Gender mainstreaming within planning was rarely evident. Nevertheless women were benefiting (albeit often in limited ways) at a project level in several areas of infrastructure development and local economy, in part as a consequence of national guidelines. The study suggests that context, politics, and forms of decentralization and decentralized planning are important in shaping the extent to which women's rights are realised in decentralized processes.

The paper raises questions about the way decentralisation and forms of local development planning affect the inclusion of gender. The study also points to the limits of concepts of gender mainstreaming, and indicates the need for further research on alternative approaches that might be better informed by an understanding of political and institutional processes shaping the prospects for change.

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Strategic Planning for Neighbourhood Development – Learning From Vienna

At a time when economic and social structures are subject to profound change, planners are confronted with multi-dimensional and complex challenges. Urban and regional planning cannot be seen as a purely technical or state-run issue. When planning is to be seen as a democratic and participatory task it must always involve input from a variety



of stakeholders, including policy-makers, administrators, business circles and the cultural sphere, associations, initiatives and civic circles. Accordingly, the planning processes need to be strategically oriented on a guiding scheme.

Informal and multi-layered plans are gaining in importance. They should support – but not corset – the process of change. They have to open up new “vistas of thought”, provide orientation without unduly limiting necessary development leeway – and be steadfastly committed to objectives but flexible in the details. Validating processes based on a method of dialogue need to be shaped.

Current planning practice reveals a number of successful examples of such a process-oriented, communicative and strategic notion of planning. Projects such as *HafenCity* in Hamburg, *Zürich West* or the development of Vienna’s *Kabelwerk* and *Seestadt Aspern* show how the planning process itself is turned into a comprehensive platform for dialogue based on input from many different sources.

What qualities must strategic planning have in order to meet the current challenges of neighbourhood development? And how can planning processes be structured in order to prepare and support the route to a solution for such complex spatial planning issues?

This issue has been explored by a research project undertaken by the Centre of Local Planning at Vienna’s University of Technology. Based on an evaluation of complex urban planning processes and taking international experiences and standards into account, this research paper is designed to provide a working tool to support the task-specific design of comprehensive and multi-layered planning processes.

The exploration of planning processes shows unequivocally that every process has specific characteristics and needs to be tailored to the prevailing tasks and problems. This being said, some commonalities and characteristic qualities can be found – qualities that contribute essentially to the successful completion of these processes. In order to help structure complex urban planning processes, they have been divided into four phases: “opening”, “programming”, “concentration” and “application and reflection”.

The “opening phase” plays a central role since this is when strategic and conceptual requirements placed on the process and the quality of the results need to be defined and the “platform” set up. This is where process design and participation concept are developed which will then lead to tangible design and planning steps in the “programming phase”. The “concentration phase” is seen as a link between the planning process and downstream planning, and this is the phase when the road is paved for implementation in the “application phase”.

Specific strategies, measures and methods are devised for each of the phases in dependence of the specific tasks and problems arising in that phase. These strategies will create a positive effect and help achieve successful completion of complex, multi-dimensional planning tasks.



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Community Self-Surveys: Appropriating a Technology of Rule

The rapid growth of urban populations in cities of the global South, frequently under conditions of extensive poverty and deep inequality, gives rise to major conflicts between those attempting to gain a foothold in urban areas and those attempting to govern these places. Watson (2009) suggests that one way of conceptualising this schism is as a 'conflict of rationalities' between techno-managerial and marketized systems of government administration, service provision and planning, and increasingly marginalized urban populations surviving largely under conditions of informality. The 'interface' between these conflicting rationalities is frequently a site of struggle (Li 2007), the outcomes of which can take various forms and can warp technologies of rule and strategies of 'improvement' in various ways. For planners operating in cities in the global South, struggles at this interface which produce positive outcomes are important moments of change and learning. They require to be identified and studied.

The community self-survey 'movement' provides one such example of struggle over a technology of rule which can potentially yield important learning outcomes. The practice of communities undertaking self-enumeration and analysis to strengthen claims for land and shelter began amongst shack-dwellers in southern (particularly Indian) cities some time ago and has since spread to other communities of interest (e.g. informal workers). Foucault has suggested that technologies of mapping and enumeration constitute a practice of governmentality whereby the state makes society visible to itself. But populations generated by these practices can also define communities capable of resisting technologies of rule. Examples in India have indicated how shack dwellers have used the survey to create proof that they exist as a collective and can speak back to government in its own language: enumeration becomes a site of struggle over urban rights at the interface between competing rationalities.

This paper will draw on an example of self-enumeration by a shack-dwelling community in Cape Town (South Africa) which has used this as a tool of negotiation with the local state. It will draw preliminary conclusions on the method of investigation needed to interrogate such boundary action (requiring ethnographic study of both the state and community in their interaction with each other, as well as of mediating organizations such as NGOs); the conceptual framework required to investigate action at the interface; and what the implications of such investigations might be for considering the question of planning in cities of the global South. Somewhat simplistic notions of self-surveys as practices of internal democracy linked to valid claims to urban rights need to be challenged by an investigation into local politics of inclusion and exclusion, implying that surveys are not neutral instruments: within both communities and the state (as well as between them) the tactic of surveying is a vehicle for power. Foucault's notion that power can be either productive or destructive points to the need to explore how self-surveys can be used to produce positive outcomes.

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SEPARATE SPECIAL SESSIONS

1 Development and Implementation of GIS and Other Computer Applications in Planning

Session 1: Development and Implementation of GIS and Other Computer Applications in Planning

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GIS and Local Planning in Niger

The question issued by the paper considers the implication of GIS for the collect of local data in order to strengthen planning at the municipality level in Sub Saharan Africa, with particular attention to the case of Niger.

In this Country the problem of territorial knowledge GIS and local planning is today colselty tied to the decentralisation process implemented in recent years. The paper exposes the results of a research conducted over the last four years, still on progress and that has involved local Italian diplomatic institutions, Undp and local government.

The main issued identified by the paper is the implication of GIS system for developing local *good governance* at the municipal level and to strengthen young municipalities in developing a data base and technical procedures for local planning.

Considering empirical cases, the paper aims to identify local experiences, results, failures and main topics to be achieved in order to develop a realistic planning process that considers local demographical analysis, commercial distribution, lands use system, land ownership procedures, and the whole pattern of data that local municipalities need to develop realistic local plans.

The research results are presented here by examining the experiences of local development plans developed by local institutions and, considering the implications with a better knowledge systems and processing data. Hence the importance of GIS and its use in contexts such as Niger, which should not be forgotten, is among the poorest Countries in the world.

A statement of open questions and further research, considering also the comparison with other Countries in the area is going to conclude the paper identifying possible scenarios and presenting programs for action to discuss with local municipalities and international agencies.

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Softgis in Planning for the Eco-Socially Sustainable Environment

To study the social and structural prerequisites of sustainable urban environment, new approaches and methods are needed. With the help of new, innovative methods, the essential elements of eco-socially sustainable environment can be identified. Internet based softGIS methodology allows the gathering of the experiential localized knowledge of the inhabitants and the collection of large samples of user knowledge. SoftGIS methods have been already used in eight Finnish cities and about 8000 inhabitants have participated in the various studies using this methodology. The existing cases include both master plan level and detailed plans level evaluations.



In this paper, we will report the findings of two large softGIS surveys in Helsinki (n ~ 2000) and Espoo (n ~ 1000). The underlying idea of the project “Urban Happiness” is that the sustainability of urban environment is ultimately tested in the lifestyles, decisions and choices of inhabitants. We believe that ecologically sustainable urban environment can also be socially sustainable i.e. environment that supports the quality of life, wellbeing and happiness of the inhabitants. These questions were the core of our research project funded by Tekes (the Finnish Funding Agency for Technology and Innovation).

SoftGIS methodology allows the simultaneous analysis of the experiential knowledge from the users and the structural analysis of urban settings. The latter can be realised with GIS-methods that allow the morphological and functional analysis of urban structure. Compared to the traditional survey questionnaires, the localized experiential knowledge that can be collected with softGIS method brings along several benefits. First, the place-based experiential knowledge is connected with specific design and planning solutions of the physical environment. Therefore, the localized experiential knowledge is more useful for planners than the traditional criteria based evaluations. Second, the experiential, geocoded “soft” knowledge can be analyzed together with the “hard” GIS information. For researchers, this opens up a lot of new possibilities to study the connections between these two levels of information. Third, the Internet-based softGIS tools are effective methods to gather evaluative information from large groups of inhabitants; the data is available directly in digital form and softGIS methods can reach groups that are hard to reach with more traditional participation methods. Finally, softGIS knowledge can eventually comprise a new, soft layer to the geographic information system.

The localized, experiential knowledge can be fruitfully used as a basis for urban planning. The already realized softGIS projects have received a fair amount of interest from both city planners and other actors. Currently we are systematically collecting feedback from planners concerning how the findings have been used in the planning process and what (if any) difference to planning policies and strategies this experiential data collection has made. One of our project partners, city of Helsinki and it’s “Urban Renaissance” project is attempting to find ways to realize urban infill and the densification of urban structure without threatening the experientially most valuable places of the existing inhabitants. Planners believe that this way the resistance towards urban renaissance can also decline. We will present examples of these planning solutions in this paper.



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Planning Support Systems Design: a Metapanning Approach

Back in 1987, at an early stage of these developments, Richard Brail in his book “Micro-computers in urban planning and management” urged on the need for spatial planners how to exploit the new technology tools and the growingly available digital (geographic) information. Since then a number of scholars started working to find theoretical, methodological, and operative answers to this issue. These efforts led to a number of promising research results in spatial analysis, operational model simulation, geovisualisation in the planning domain. More recently, integrated approaches such as Planning Support Systems (PSS) and Public Participation GIS (PPGIS).

Nevertheless, examples of integrated planning support systems, able to fully support planning in their entire process are still rare. Likewise, if we observe the professional practice (i.e. in many EU Countries) diffusion of GIS methods is still under-exploited. With regards to the first issue we may argue that existing PSS may be too narrow in scope, supporting single tasks rather the entire processes in plan making. To the second, we can argue that planning education is often still failing to offer the proper conceptual, methodology, and practical tools to their disciples.

This contribution proposes a meta-planning approach as an attempt to address the issues above.

Many scholars agree it is not feasible to develop a full-purpose PSS since the planning context may be varying in different contextual conditions. This is seen as major cause of failure of the diffusion of the few off-the-shelf solutions available on the market. Nevertheless, researchers often focus, with a technology-oriented approach, on developing PSS addressing simple planning tasks that can be often found somehow independently from the whole process in which they are embedded. Conversely, a planning-oriented approach is proposed here.

Meta-planning may be defined as theoretical framework emphasising the design of the planning process. A planning process may be though in terms of its components such as the involved actors (i.e. the stakeholders, the specialists, the affected community), the tasks they perform in the process (i.e. expert, deliberative, participatory tasks), their relationships (i.e. task A of actor X is input for task B of actor Y), and the objects of their interest (i.e. the territorial environment of which they plan a future state defined by its tangible and intangible components). Hence, a meta-planning process involves requirements analysis, design, and implementation, similarly as in information system development. Making a parallel, an actor of a given planning process is a user of the its supporting information systems; a task of the planning process is implemented by a set of functions and an interface in the supporting information system; a physical good or a natural phenomena analysed in the plan-making is described by geographic database tables. Therefore, a meta-planning approach may be applied to define both the planning process and its supporting information systems, or PSS. Standard modelling languages such as UML may be used by planners (the domain experts) to design the planning process; the output is used by the IT specialists to implement the PSS accordingly. Business Process Modelling software may be also used to support meta-planning. Recent developments in Service Oriented Architecture may ease the PSS integration. Recent integration of geospatial information technologies in mainstream IT, thanks to new standards, will also ease the integration, possibly using open access web tools.

From the theoretical perspective, the implementation of a meta-planning exercise needs a conceptual understanding of all the components of the planning process such as actors, tasks, and environment under analysis. Likewise, the parallel PSS design require the understanding of all the system components such as data models, users, hardware-software architecture, GI analysis and representation functions and interfaces.

While diverse operative tools may be designed to support meta-planning, it constitutes a promising framework to shape planning education in order to supply theoretical, methodology, and operative tools to students to exploit computer application in planning.

This contribution presents the meta-planning framework in the light of latest geo-information technology developments, and with regards to its application in practical case studies and in graduate planning courses. It concludes with a discussion on the metapanning approach with regards to sustainability of spatial development, and proposes a further research agenda.



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Planning Support Systems: a Research Vision

Planning Support Systems (PSS) are geo-information based tools to support planners in performing their dedicated planning tasks. They intend to support planners in information handling, communication and analysis in planning processes. Thereby they can help planners in handling the ever-increasing complexity of planning. However, PSS technology is trapped in a vicious circle caused by the large mismatch that exists between supply and demand of PSS. In spite of huge promises, PSS have not yet become widely used in planning practice. Therefore little lessons have been learned on how to effectively develop and apply PSS in practice. The lack of these lessons on its turn hampers the improvement of PSS technology and the use in planning practice, which again leads to little learning of lessons, et cetera. This paper aims to contribute to narrowing the gap between supply of and demand for support by providing lessons for planners, PSS developers and researchers in particular on PSS development and use. Therefore, we come up with a research vision – consisting of a range of recommendations – to overcome the gap between supply and demand of planning support. This research vision is based on a variety of experiences reflecting about ten years of research on the mismatch between supply and demand of PSS from the perspective of planning practice. Worldwide enquiries, planning practice interviews, published overview studies, expert seminars, et cetera these all have contributed to the development and foundation of this research vision. In the presentation it is intended to guide you through the emergence of the research vision, which can be considered the main outcome of this study. From that it can be understood that PSS research should be repositioned (PSS is not a goal in itself but a means to attain the goal of planning support) and a reformulation of the PSS research question (from ‘which PSS is the best’ into ‘how best to fit Planning Support (Systems) to planning practice’). Therein, attention is moved from the second ‘S’ of ‘Systems’ in the PSS abbreviation to the first ‘PS’ part of ‘Planning Support’. As a consequence, further research is oriented on planning practice and its demands for support instead of trying to fit technology on practice. In the presentation some consequences of these outcomes will be illustrated by presenting some recent research projects that take the recommendations from this research vision as their starting points. Future research will continue on this line of research vision.

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Intelligent GIS-Based Planning Support System for Emergencies

To properly plan, manage and monitor any public health issue, up-to-date, relevant information must be available to decision-makers at all levels of the public health system. In this paper, we introduce a methodological framework for spatio-temporal analysis of health emergency events to generate maps of high-risk areas. We combine artificial intelligence using neural networks with GIS functions and methods such as kernel density estimation. Neural networks, are systems that incorporate and simulate basic characteristics of human thought to solve practical problems. The goal of a neural network is to recognise the mathematical patterns among data sets (Openshaw 1997). Neural nets can make a positive contribution to geographical analysis because they offer flexibility, create models without the need for predefined rules, do not make assumptions about the nature and interrelatedness of the data, are simple from a statistical point of view and provide the ability to learn from data. Geographic information systems (GIS) are highly suitable for analyzing health emergency data, revealing trends and relationships that would be more difficult to discover in tabular format. Moreover, GIS allows policy makers to easily visualise and target resources for problems related to existing health and social services and the natural environment.

Our goal is to take action on the planning, management and prevention levels. In the proposed methodology, we create maps of areas that have a high risk for future emergencies, so that the emergency services will know in advance where there is a high possibility of an emergency event occurring.

The system provides an analytical framework in which public health authorities may trace hot spots emergency areas and formulate a response, thus improving incident management and health planning. For example, the service can locate ambulances in places nearby the expected emergency cases, minimizing response time. The overall approach was applied to the city of Athens, Greece, at the National Ambulance Centre for the year 2006. The results showed very good convergence between the real and predicted patterns.

In our ongoing work, we are investigating the effect of the depth of the temporal neighbourhood as well as the effect of the number of nearest neighbours in order to predict spatial patterns. Future work will also include the creation of genetic algorithm in order to better optimize neural networks.

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On the GPS Track of 169 Young Danes in the Urban Landscape: the Aalborg Case – GPS-Tracking of Young Adults in the Central City

Recent developments in the global positioning system (GPS) and the global system for mobile communications, or third generation technology (GSM/3G), have enabled an increasingly simple and cost-effective tracking of human activity in urban areas through the use of mobile telephony for the collection of vast amounts of location-based data.

From a planning perspective, location-based datasets on collective or individual spatial behaviour in urban areas are highly interesting. Combining this data with existing information on urban elements such as plazas, shops, etc., to yield infinitely detailed information on the interplay between users' individual behaviours and the mentioned urban elements require complex, yet accessible ways of representation. Further questions must address other, value-based choices concerning urban design and planning.

We demonstrate a number of ways in which the collected data enable statistical analysis of urban activity such as citizens' time spent in plazas, parks, or window-shopping, etc. More complex analyses are also undertaken by breaking down the data into male and female cohorts, geographical areas, and activities at several places of interest.

The study was based on a unique sample of movement data gleaned from 169 young adults aged 16 to 20 years. Each person was GPS-tracked over a period of seven days in 2008-2009 to record their movements in and uses of spaces in the central city area of Aalborg, which is Denmark's fourth-largest city, with 122 461 inhabitants (2009).

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Ecotowns Location in Mountainous Rural Areas Using Decision Support Spatial Systems: Application to Prefecture of Ioannina (Greece)

In this paper, the issue of locating ecotowns using Decision Support Spatial Systems (DSSS) in mountain rural areas is being approached.

There is no doubt that the complexity of the social, economic, cultural and environmental reality aspects in rural areas are creating remarkable challenges for planning systems in order to archive a reliable alternative of development. Furthermore, in the mountainous rural areas particular-even unique- natural and socio-economic conditions are prevailing (such as cultural heritage, biodiversity, many small towns and villages, natural resources, clima, relative "self-sufficiency").

In Greece (the most mountainous country in the Mediterranean), mountain regions are an important part of the country (representing the 71 % of the country land), with particular characteristics and geo-morphology, involving inherent problems and development difficulties (isolation, ageing and reduction of local population, abandonment, degradation of land, economic decline, absence of collaborative strategic planning). Additionally, the entry of Greece in the EU had an impact on the space-planning strategic policy of the country, by introducing new terms of competitiveness, development and regeneration of the mountain areas. However, in these areas there are still intense problems of land use conflicts and lacks in space and development planning. On the other hand, there is the risk of a misconceived competition-founded development model which could lead to a "wasteful exploitation".

Building small ecotowns (sustainable new towns) in such areas could contribute to the local regeneration by attracting residents in the non-urban areas, creating job opportunities, providing quality of life in terms of sustainability appraisal and environmental assessment. Moreover, the integrated planning of a worth-living settlement implies affordable housing, green space, energy efficient homes, services of transport, healthcare, sports and education. This way, a multifunctional countryside can be promoted.

To archive successful ecotowns locating in mountainous regions a combined use of Multi-Criteria Analysis (MCA) and GIS is proposed in order to support the decision making process. The combined use of MCA and GIS allows:

- i) the necessary information gathering, which includes both objective (e.g. statistic data) and subjective viewpoints (e.g. local community opinion),
- ii) the incorporation of decision's and exclusion's criteria into the analysis process,
- iii) the definition and conformation of processes for the decision's makers preferences and expectations identification,
- iv) the evaluation of the alternative scenarios which meet the total analysis's restrictions.

As a result, the DSSS are providing the opportunity of spatial distribution of the objectives satisfaction while achieving urban-rural linkage, as well as mediation between competing interests.

In Greece there is lack in the field of such a planning model, while there are very few samples of ecotowns, despite of the worldwide applicable planning trends and methodological frameworks.

The main target of this project is to present an application of MCA combined to GIS in order to investigate the location ability of ecotowns in a mountain rural area. As a case study is selected the Prefecture of Ioannina, one of the most mountainous and less developed region of Greece and EU.

Also, it should be noted that the integrated strategic planning, beyond the locating process addressed by this paper, must embody methodological approaches for the design and management of such ecosettlements in the direction of sustainability. As a conclusion, we recommend further research in the following topics:

- bioclimatic urban planning of ecotowns,
- impacts to the balance of the existing settlements network in mountain areas,

- development of a new building and housing culture, communication with the stakeholders, configuration of a monitoring and feed-back system,
- environmental management of ecotowns and development of local economy,
- tourism development and planning.

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Planning Support Systems

– Will They Be Applied More Widely in a Web 2.0 World?

This paper will focus on Planning Support Systems and examine their successes and failures in a number of practical research projects and ask if they will become more widely used in a post Web 2.0 world. The development and application of computer technology in planning over the past 40 years has witnessed various successes and failures (Batty, 1979). The concept of Planning Support Systems (PSS) refers to an array of computer-based tools developed with a specific focus on spatial planning related tasks. They utilise a variety of information technologies such as Geographical Information Systems, Virtual Reality and increasingly the Internet to *support* spatial decision making. The term PSS is first thought to have been used in 1989 by Britton Harris, from a response to a question from the floor at a conference. In the past many of these failures have been down to what Vonk and Geertman (2005) have called the mismatch between the supply and demand of technology to support planning. While Planning over the 20th Century passed through several phases in both a theoretical and practical sense so has the use of technology as shown in the table below.

Technology increasingly underpins many of the decisions we take for granted from everyday tasks such as paying for goods and services (e.g. using your bank card), to controlling how we navigate around a city (e.g. traffic and pedestrian control) and increasingly in many countries supporting the control of development and management of planning policy decision making. Those who support the increasing role of technology to support decision making could be accused of being wrapped up in a technological utopia seduced by the transformative powers of technology in what Graham (2004) terms a post-urban fantasy.

Drawing on a number of research projects by the author over the past 15 years, which have all included an element of 'technology in planning' (ESRC Virtual Society?, EU MedAction, EU IntelCities, EPSRC SUREgen, EU GRaBS etc.), the paper will examine both the successes and failures of technology to support planning. All these projects have employed an empirically based methodology through the development, testing and implementation of technology tools to assist different aspects of the planning process.



The paper will ask the following questions:

- Why was the technology successful?
- Why was the technology not successful?
- What were the underlying approaches to implementation and did this determine their success?
- Was there a skills gap on the users' part?
- Will e-Government policy see an increasing role for PSSs?

Results from these projects will be reflected upon and conclusions drawn on where there have been successes and failures and the reasons behind this. This will then lead on to a series of recommendations focusing on how PSS and technology in planning should be tackled particularly in a Web2.0 world.

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The Dynamic Effects Assessment of the Growth Boundary Strategy on Future Urban Land Development Patterns

In recent years, growth management has been considered an important land management tool to promote sustainable urban development. Among current strategies of growth management, the strategy of urban growth boundary has been applied to several cities in order to mitigate urban sprawl and reduce uncontrolled land development. Although some theories have advocated that the growth boundary strategy may reduce the problem of urban sprawl, relatively few studies have explicitly addressed how this kind of planning control will affect land development patterns. Nor do previous studies explicitly identify the potential impact of growth boundary policy on urban land use change in Taiwan. In view of this, the study attempts to develop a research framework and conduct a spatial simulation analysis based on the SLEUTH Cellular Automata modeling technique.

The SLEUTH model represents an urban area with a lattice of cells, each of which exists in one of a finite set of states: developed and undeveloped and stands for the input requirements of the models of slope, land cover, exclusion, urbanization, transportation, and hillshade. It was applied to assessment of future development and explored the potential impacts of different urban management scenarios.

Employing Chiayi City as an empirical case setting, input data for modeling urban growth using SLEUTH were compiled at 40 m spatial resolution. Urban extent and transportation data for the years 1990, 1995, 2000 and 2005 and landuse data for years 1995 and 2007. This study simulates and compares the spatial influence of the proposed growth boundary strategy by the city government on the development patterns of urban



land under two scenarios: current development trend (the zero-action plan) and the development plan employing urban growth boundary strategy.

The empirical result shows that the urban growth boundary measures can slow down the urban sprawl and reduce the land development in and around environmental sensitive areas and important farmland. The results also reveal that the urban growth boundary policy will alter land development patterns and the spatial distribution of the new development land parcels. This will require urban planners and decision makers develop suitable land management strategies and land-use control tools to manage the influence of urban growth boundary measures. In such a way, the urban growth boundary plan and strategy will be a useful tool that promote sustainable land use planning and management.

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Commuting Pattern and Regional Division of Housing Market: the Case of Seoul, London, Los Angeles

As many large cities become more multi-centred, relevance of mono-centric urban economic model in explaining house prices has been weakened. Many researches recognise that relevant sub-division of a whole housing market could reinstate the feasibility of the classic model (Watkins, 2001). However, although there have been various attempts to divide a whole housing market into submarkets (Bourassa, 2002; 2003), it is still necessary to develop appropriate methods for accurate analyses.

The purpose of this paper is to find theoretical and empirical basis for division of housing market.

For the proper sub-division of housing market, two methods are adopted in this paper. One of the criteria for division of housing market in this paper is 3-D embodiment of house prices in a city using GIS. Another is spatial structure of a city by commuting pattern using Network analysis. Based on the Classical rent theories, relationship between saving of commuting cost and house price is reviewed first. Then this paper highlights how commuting pattern reflects spatial structure of a city.

These theoretical findings are applied to empirical analyses on housing markets for the cities of Seoul, London and Los Angeles. The 3 cities are chosen partly for reasons of convenience and access to data but also because they differ in the degree of centralisation of employment and in the restrictiveness of land-supply regimes.

The empirical analyses have conducted by the following steps. 1. 3-D shapes of rent structure of housing submarkets in each city are embodied using house price and location data. 2. Based on the rent shape and employment data regional housing submarkets are



identified. 3. Network analysis using traffic flows in each city fortifies the division of the whole housing market. 4. Simple regression analysis on each regional submarket contributes to reveal dynamic changes of housing market.

The analyses show that there are three main regional submarkets in Seoul, only one dominant submarket in London, and more than 10 in L.A. Regression analyses reveal that accessibility variables explain more than 60 % of house price in Seoul and more than 40 % in London but less than 10 % in L.A., which could be explained with difference in distribution of employment cores and significance of commuting cost in each city. Changes in house price curves by 10 years time from 1998 to 2007 indicate expansion and increase in commuting cost in each city.

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Luxury Is... Space to Write: Using Tablet PC Technology to Enhance Learning

This research reports on the use of Tablet PC technology in the university classroom. The aim of the research was to encourage greater lecturer-student interaction and active note-taking in class in order to enhance student learning. The findings are based on a literature review which identified a relatively small and incomplete understanding of how (and why) students make/take notes or group ideas during lectures. Research suggests that a critical feature of understanding student note-taking is whether lecturers/students construct the lecture experience as being based on transmission and receipt of messages or a complex activity that enhances learning through a sensitivity to lecture preparation, use of lecturer cues, range of processes in note-making, and subsequent uses of personalised notes. The empirical study involved two lecturers working with different undergraduate cohorts in lecture contexts within the built environment to examine the potential of tablet PC technology to enhance interaction and encourage active note-taking by modelling and question and answer. The paper concludes by identifying potential opportunities for the use of this technology to increase student interaction with teaching materials in class, and makes some reference to its wider faculty use. It invites theoretical and methodological questions on how to develop a deeper understanding of how contemporary students learn in the classroom.

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Computer-Based Visual Landscape Assessment for Large Areas – Implementing GIS, Internet Surveys and Statistical Methodologies in Landscape Planning

The European Landscape Convention (COE, 2000) defines landscape as “an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors”. Thus, both empirical data on landscape perception/assessment and GIS-available data on physical landscape structures were incorporated in GIS-based visual quality models to generate an area-wide assessment of scenic quality within the federal landscape programme of the German federal state of Mecklenburg-Western Pomerania.

A broadly based photographic documentation (over 2,000 photographs) was created as basis for over 10,000 photograph assessments carried out by more than 1,000 participants using advanced and validated Internet survey methodologies (developed by Roth, 2006). By the use of a 3D-GIS system and a large dataset of area-wide accessible spatial data, the sites/views of the photographs (located by GPS) were simulated in a virtual environment. Taking both the participants landscape assessment and the landscape elements/components within the GIS/dataset, statistical models for overall visual preference and its components beauty, visual diversity, uniqueness/typicality (according to the German Federal Nature Conservation Act) and perceived naturalness were developed. These models were applied area-wide for the whole federal state within the GIS.

The approach followed is innovative in several ways: First, the area of investigation (more than 23,000 km²) is much larger than in projects with comparable GIS approaches. Second, the empirical basis for the modelling is unique in size (see above) and composition. Whereas conventional studies tend to use between dozens and few hundreds of either landscape architecture or psychology students, the subject sample of this study is varied in geographic origin, age, level of education and profession due to the immense outreach of the online survey. Third, the statistical methodology of ordered logistic regression allows overcoming restrictions that traditional approaches using linear regression models had to face. Fourth, the method applied allows the judgement of its validity, which is a huge advantage compared to traditional expert methods used in landscape planning.

The results of this study will also be discussed against theoretical questions concerning the critical and problem oriented use of GIS in planning.

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Artificial Intelligence Solutions for Urban Land Dynamics: a Review

Artificial intelligence (AI) systems are widely accepted as a technology offering an alternative way to tackle complex and dynamic problems in urban studies. The goal of this

paper is a review of current literature in the field of Planning and Artificial Intelligence, and by doing so to understand how AI approaches aid urban and land dynamics modelling process and how, accordingly to that, we can structure the knowledge and choose correct approaches to be embedded in our models in order to solve land use problems. For this purpose, the authors review the applications of AI techniques in urban land dynamics domain as well as the emerging challenges they are faced with. Considering this, and after the evaluation of recently published literature, the authors discuss the need for hybrid AI systems as a need resulting from the trend in planning policy to develop more holistic approaches. We conclude that, although challenges exist, AI based approaches offer promising solutions for urban and land dynamics.

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Plan4All: Data Interoperability for Spatial Planning

The eContentplus project Plan4all concerns the harmonization of spatial planning data according to the INSPIRE Directive.

Although the same ideas underpin urban and spatial planning across Europe, legal contexts and planning practices are highly fragmented. Spatial planning and related information are important for national, regional and local developments, and also in a cross-border context especially in Europe. There is the need for involvement by all institutional levels, stakeholders and citizens. This demand for participation needs to be matched with the availability of understandable, shared and effective planning information across Europe.

Plan4all aims to meet this need.

Plan4all is a consortium of 24 partners from 15 European countries. The consortium encompasses local authorities, technological partners, universities and research institutes, GI associations and a planner's association.

The Plan4all project was created based on SDI (Spatial Data Infrastructure) implementation processes at all levels in Europe (local, regional, national, European) and the INSPIRE (INfrastructure for SPatial InfoRmation in Europe) Directive. The INSPIRE Directive entered into force in May 2007. Its main objective is to establish a European SDI for sharing, accessing and using harmonized spatial data sets at European level. The



Directive specifically aims to support European environmental policy. INSPIRE is having a great impact on the European GI community at all levels because the support and reuse of existing spatial data are among its key principles. The INSPIRE Implementing Rules reflect current standards and practices in the field of SDI and summarize the opinions of most stakeholders. Therefore INSPIRE represents a solid and robust background for building an interoperable environment for spatial planning data in Europe.

The INSPIRE requirements cover "... metadata, spatial data sets, spatial data services, network services..." (INSPIRE Directive). As far as spatial data sets are concerned, 34 key themes are singled out in three Annexes of the Directive. They should be harmonized and made available at European level within a defined timeframe and in accordance with INSPIRE rules.

Almost all the themes listed in the INSPIRE Directive are valuable for spatial planning due to their general character. Plan4all is focused on seven of them:

- Land use: territory characterised according to its current and future planned functional dimension or socio-economic purpose;
- Land cover: physical and biological or artificial cover of the earth's surface;
- Utility and Government services: waste management, energy supply..., or schools and hospitals...;
- Production and industrial facilities;
- Agricultural and aquaculture facilities;
- Area management/restriction/regulation zones and reporting units;
- Natural risk zones.

Plan4all takes into consideration these themes in a specific way, either as data of spatial planning (the theme "land use") or data for spatial planning. Data harmonisation needs semantic clarifications, that is the shared understanding of items, and the definition of common conceptual models. These clarifications will result in the design of spatial planning data models (application schemas in the INSPIRE terminology). This is the main objective of the Plan4all project. Involvement and consultations with stakeholders are essential. Planners are the main intended users of the Plan4all project results. Other users are all people involved or interested in spatial planning as decision makers, investors and citizens.

Other important objectives of the Plan4all project are too:

- Design spatial planning metadata profile;
- Design networking architecture for sharing data and services in spatial planning;
- Establish European portal for spatial planning data;
- Deploy data and metadata on local and regional level.

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SEPARATE SPECIAL SESSIONS

2 Planning in Uncertainty for the Planning Theory

Session 2: Planning in Uncertainty for the Planning Theory

Session chair: Jean Hillier, University of Newcastle

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Planning as Discovery

How to influence the development process of a metropolis which is becoming a mega city region, facing dispersed urbanisation, traffic congestion, air pollution, housing shortage, excessive land consumption, when traditional planning tools have failed? The strategic project “Città di Città” promoted by the Province of Milan in the period 2004–2009 has been an attempt to deal with these issues through a series of actions at different levels: the proposal of a new description of urban change and of the emerging problems, the proposal of a new vision which indicates the direction of improving the “habitability” as the main strategic objective, a competition for projects aimed at involving a wide range of actors participating in the planning effort, some pilot projects, a series of exhibitions. The reason for using a variety of tools has been the conviction that a change in the behaviour of local actors, which is the real stake, is only possible through their direct involvement in the planning process: promoting cooperation instead of imposing policies and plans which always lack the authority to be enforced in a fragmented urban region. Trying to reach these objectives strategic spatial planning becomes much more experimental, non linear, interactive. A “voyage of discovery” instead of a road-map which needs to redefine the traditional planning approach and in particular the relationship between knowledge and action. In the paper I hold that this re-definition of the nature of strategic spatial planning is directly connected to a long lasting debate which links the contributions of Charles Lindblom, Albert Hirshmann, Melvin Webber, Patsy Healey, Jean Hillier, Louis Albrechts and Klaus Kunzmann and many others.

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Mainport Rotterdam – Going Beyond the Next Planning Disaster

Recent major planning interventions in the Netherlands threaten to become major planning disasters: the Betuwe freight line, the Amsterdam-Brussels High Speed Rail line, The Green Heart of the Randstad, the intended ‘scale-jump’ of Almere, the north-south light rail of Amsterdam and so on. The same is likely to happen with the planning of the second sea extension of the harbour of Rotterdam: ‘de Tweede Maasvlakte’. Unlike those disasters described by Peter Hall in the 1980s, these examples do not necessarily become disasters in financial terms or in terms of social and economic welfare. Instead, they qualify as potential major planning disasters as they completely bypass the growing fragmentation, networking, destabilising and dynamic re-clustering processes of present post-industrial societies. In spite of their window-dressing with regard to collaborative, discursive or development orientated approaches, actual spatial planning objectives in such cases are still conceptualised and oriented inside-out; from



a procedural, structuralist or at its best structurationalist view of planning institutions. To become more effective, I argue in this paper that these planning interventions have to refocus themselves outside-in. Planners should reposition themselves from acting as expert director, towards not so much a neutral facilitator or objective observer, but towards having an integrated, reciprocal association with other leading human and non-human actors focussed on sustainability in the broadest term of the word. This paper will describe how this could be done in an actor-relational way with respect to Mainport Rotterdam. As I illustrate, such practice results in connected, open, associated planning strategies, specific cross-over strategies for multipurpose land-use, and inter-linked proposals for a differentiated resetting of the institutional (normative) context of parts of Mainport Rotterdam.

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Multiplanar Planning as Strategic Navigation

As a practice of speculation in the face of uncertainty, strategic spatial planning evolves, functions, adapts pragmatically, concerned with what can be done – how new foldings and connections can be made experimentally, yet still in contact with reality. Spatial planning engages attempts to strategically navigate towards a future not determined by continuity of the present nor by repetition of the past.

My aims, in this paper, are two-fold. Firstly, I adopt the ontological conceptualisation of planes used by Gilles Deleuze and Félix Guattari to develop a multiplanar theorisation of strategic spatial planning as involving both the broad charting out of a vision or trajectory of the longer-term future and also shorter-term, location-specific detailed plans and projects with collaboratively determined tangible goals. Secondly,

Grounded in concepts borrowed from Gilles Deleuze and Michel Foucault, including Foucault's notion of *dispositif* and its elements of power, knowledge and subjectivity, together with Deleuze and Guattari's two axes of materiality/expressivity and territorialisation, the methodology incorporates a critical engagement with actual conditions and how they came to be (tracing their conditions of possibility) together with an attempt to go beyond those conditions to unpack what are the conditions for change (mapping).

I seek to develop a methodology (or cartography), derived from Richard Hames' concept of strategic navigation (comprising questions which strategic planners might address) which could translate the theory into strategic planning practice.

Hames suggests that practitioners ask strategic questions aimed at uncovering not only the driving forces in play behind different behaviours, but also why actors see and explain the world as they do (his elements of *Contextualising* and *Focusing*). The element of *Patterning* integrates the different perspectives into understandings of what is happening and what might happen if... *Reperceiving* and *Refocusing* would entail scenario or *futuribles*-based diagramming of issues and implications, from which



‘leverage points’ are identified and pertinent responses are designed in a strategic ‘plan’ component (*Charting*). The process incorporates continuous reflexion, re-perception and revision of information, ideas and intentions as new knowledges emerge, circumstances alter and decisions change the context and issue focus (*Effecting and Co-evolving*). Conflicts and tensions, opportunities and risks would be explored, allowing the potentials of new trajectories to emerge and be identified.

I conclude that since the future is inherently unpredictable, rather than adopting pre-determined solutions, strategic spatial planning might offer a ‘genuine possibility’ of experimentation in direct relevance to actors’ specific understandings and problematics. The role of strategic spatial planning is to remain attentive to the ‘unknown knocking at the door’, to recognise existing relationalities and to facilitate the making of new connections.

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The Tromsø Experiment: Temporary Resting as Planning Strategy

One of the most essential challenges urban governance is facing today is how inclusive urban citizenship is to be. The question is whether democratic governance can be maintained at the urban level? Urban planning needs to be open to new possibilities, different perspectives and conflicts, and to debate the plurality of future developments before decisions are taken. A pro-active and strategic form of planning is called for that is more flexible to urban complexities. Network governance emerges as a new form of governance and refers to a paradigm shift away from hierarchy towards a more plural mode of governing; more flexible, open, inclusive and collaborative oriented. Through the a case study of the Tromsø Experiment, this contribution will discuss the importance of moments, networks and contingency for such experiments to happen, and how a governance network contributed to a more informed, transparent and democratic planning process. Through exploring the contingent situation arising one was able to keep the discourses and plans contingent and open towards a plurality of perspectives and potentials for future development. From that the idea of keeping urban planning in a fluid state became a possibility. The experiment introduced a form of temporary resting that – if incorporated as a public planning process – acknowledges changes and the fluid and ephemeral forces of city development as experienced, lived and imagined. Through a more interactive, relational network governance perspective this article argues for a more fluid, open approach to urban planning, giving room for experiments and moments of “temporary resting”.

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Strategic Navigation

The paper examines an attempt by planning bureaucrats in Melbourne (Australia) to design and practice a more adaptive form of spatial planning and governance, termed Strategic Navigation, that could better deal with the inherent uncertainties and complexities confronting ongoing metropolitan strategic planning efforts.

Strategic Navigation emerged following an almost decade long formal and informal experiment applying a complexity theory framework to Melbourne's metropolitan planning and close collaboration with Dr Richard Hames and the Australian Strategic Foresight Institute. Hames describes 'strategic navigation', one of five literacies of global leadership in a business management context, as 'a continuous conversational braiding of collective reflection and decision making informed by real-time intelligence. It is also the art of confidently and ethically finding viable paths into the future, negotiating unknown terrain and unprecedented complexity while retaining integrity and relevance.'

Using qualitative research methods including in-depth interviews and document analysis, the way in which metropolitan planners in Melbourne attempted to operationalise Strategic Navigation is examined. The defining characteristics of Strategic Navigation, as articulated by Hames and operationalised in a metropolitan planning context by bureaucrats in Melbourne, are examined alongside established and emerging modes of planning thought including a systems approach to planning, incrementalism, collaborative planning and post-structural planning. Hillier's multiplanar theory of spatial planning and governance is found to be particularly instructive.

This paper positions Strategic Navigation, as explored by metropolitan planners in Melbourne, as an attempt to break out of the modern scientific paradigm and its assumptions of predictability, reproduceability, controllability and thus manageability. It explores the implications for metropolitan planning, metropolitan planners and metropolitan plans/strategies. Given the very foundations of town planning in 'defeating disorder' it is no doubt that any attempt to break out of the modern scientific paradigm is fraught. The paper identifies key limitations of and insights provided by Strategic Navigation for planning theory and metropolitan planning practice.

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